

West of Hudson Regional Transit Access Study

DRAFT

LONG LIST ALTERNATIVES TABLES

Open House

December 8, 2008

Boards referenced in Tables 1 through 13 can be viewed at www.mta.info/mta/planning/whtas

Table 1 – Airport Market Scalable TDM/TSM Alternatives

| Title | Element | Alignment | From | To | Mode | Length (miles) | Target Market | Exists? | Enroute Transfer? | Board | |
|---|------------------------------------|---|-----------------------------|-----------------|-----------------------|----------------|---------------|---------|-------------------|-------|--|
| | | | | | | | A | | | | |
| SWF Express North | BXN | I-87 | Kingston | SWF Airport (S) | B | 38.0 | X | No | No | 4 | |
| SWF Express East | BXE | I-84 | Danbury, CT | SWF Airport (S) | B | 43.0 | X | No | No | 4 | |
| SWF Express West | BXW | I-84 | Sussex, NJ | SWF Airport (S) | B | 44.0 | X | No | No | 4 | |
| SWF Express South | BXS | I-87 | Suffern | SWF Airport (S) | B | 30.5 | X | No | No | 4 | |
| SWF Express Connecticut | BXC | I-95, I-287, Tappan Zee Bridge, NYS Thruway | Stamford CT | SWF Airport (S) | B | 72.0 | X | No | No | 4 | |
| SWF Express Midtown | BXM | Lincoln Tunnel, New Jersey Turnpike, Bergen-Passaic Expressway, Garden State Parkway, NYS Thruway | Port Authority Bus Terminal | SWF Airport (S) | B | 68.4 | X | No | No | 4 | |
| SWF Express Downtown | BXD | Lincoln Tunnel, New Jersey Turnpike, Bergen-Passaic Expressway, Garden State Parkway, NYS Thruway | Downtown Manhattan | SWF Airport (S) | B | 71.6 | X | No | No | 4 | |
| SWF Express GWB Bus Station Route | BXG | George Washington Bridge, Rt.4, Rt.17, I-287, I-87 | Uptown Manhattan | SWF Airport (S) | B | 59.0 | X | No | No | 4 | |
| Shared-Ride Shuttle Service | Varies | Demand-responsive, shared-ride service | Mid-Hudson Valley | SWF Airport (S) | V | Varies | X | No | No | 4 | |
| | | Modes | | | Target Markets | | | | | | |
| | | B Bus | V Van | | | A SWF Airport | | | | | |
| Enroute Transfer? | Exists? | | | | | | | | | | |
| Must a rider transfer to reach project area target markets? | Does this service presently exist? | | | | | | | | | | |

Table 2 - Summary of Regional Elements

| Title | Element | Alignment | From | To | Mode | Length | Target Market | | Exists? | Enroute Transfer? | Board |
|--|---------|---|---|--------------|------|--------|---------------|---|---------|-------------------|-------|
| | | | | | | | C | A | | | |
| Manhattan-Suffern Regional Bus | MSB | Lincoln Tunnel, New Jersey Turnpike, Bergen-Passaic Expressway, Garden State Parkway, NYS Thruway | Port Authority Bus Terminal | Suffern | B | 38.0 | X | X | No | No | 5, 6 |
| Manhattan-Suffern Regional Rail | MSR | NJT Main Line/Bergen County Lines | Penn Station New York | Suffern | R | 28.9 | X | X | Yes* | Yes | 5, 6 |
| Port Jervis-Cornwall Regional Rail | JCR | MNR Port Jervis Line | Salisbury Mills-Cornwall | Port Jervis | R | 31.8 | X | X | Yes | Yes | 5, 6 |
| Port Jervis-Denniston Regional Rail | JDR | MNR Port Jervis Line | Denniston (north of Salisbury Mills-Cornwall) | Port Jervis | R | 30.8 | X | X | Yes | No | 5, 6 |
| Manhattan-Beacon Regional Rail | MBR | MNR Hudson Line | Grand Central New York | Beacon | R | 58.3 | X | X | Yes* | No | 5, 6 |
| Poughkeepsie-Beacon Regional Rail | PBR | MNR Hudson Line | Beacon | Poughkeepsie | R | 14.4 | X | X | Yes | Yes | 5, 6 |
| Manhattan-Newburgh High-Speed Ferry | MNW | Hudson River | Foot of 39th Street | Newburgh | WBT | 56.4 | X | X | No | No | 5, 6 |
| Modes | | Target Markets | | | | | | | | | |
| B Bus | | C Commuter | | | | | | | | | |
| R Rail | | A SWF Airport | | | | | | | | | |
| WBT Waterborne Transit | | | | | | | | | | | |
| Enroute Transfer? | | | | | | | | | | | |
| Must a rider transfer to reach project area target markets? | | | | | | | | | | | |
| Exists? | | | | | | | | | | | |
| Does this service presently exist? * <i>Variation operating via existing/planned</i> | | | | | | | | | | | |

Table 3 - Summary of Project Area Elements – Commuter Market

| Title | Element | Principal Market | Bus/Rail | Alignment | From | To | Mode | Length (miles) | Exists? | Enroute Transfer? | Board |
|---|---------|----------------------------|----------|--|---|--------------------------|------|----------------|---------|---|-------|
| Commuter Regional Bus | SNB | Commuter | B | NYS Thruway (new Slip Ramp, SWF Busway) | Suffern | Stewart Airport (S) | RGB | 30.5 | No | No | 7 |
| Suffern-Woodbury Regional Rail | SWR | Commuter | R | Existing R/W | Suffern | Woodbury | CRT | 16.0 | Yes | No | 10 |
| Suffern-Cornwall Regional Rail | SCR | Commuter | R | Existing R/W | Suffern | Salisbury Mills-Cornwall | CRT | 25.3 | Yes | No | 10 |
| Suffern-Denniston Regional Rail | SDR | Commuter | R | Existing R/W | Suffern | Denniston | CRT | 27.0 | Yes | No | 10 |
| Suffern-CP Hudson Regional Rail | SPR | Commuter | R | Existing R/W | Suffern | Hudson Junction | CRT | 30.4 | Yes | No | 10 |
| Suffern-Maybrook Regional Rail | SMR | Commuter | R | Existing R/W | Suffern | Campbell Hall | CRT | 32.4 | Yes | No | 10 |
| Cornwall-SWF S Automated Guideway Transit | CSA | Commuter | AGT | New R/W | Salisbury Mills-Cornwall | Stewart Airport (S) | AGT | 3.8 | No | Yes | 10 |
| Cornwall-SWF S Light Rail Transit | CSL | Commuter | R | New R/W | Salisbury Mills-Cornwall | Stewart Airport (S) | LRT | 3.8 | No | Yes | 10 |
| Cornwall-SWF S Bus Rapid Transit | CSB | Commuter | B | New R/W | Salisbury Mills-Cornwall | Stewart Airport (S) | BRT | 3.8 | No | Yes | 10 |
| Cornwall-SWF S Express Bus | CSX | Commuter | B | Existing Roads | Salisbury Mills-Cornwall | Stewart Airport (S) | RGB | 3.8 | No | Yes | 10 |
| Cornwall-SWF S Regional Rail | CSR | Commuter | R | New R/W | Salisbury Mills-Cornwall | Stewart Airport (S) | CRT | 3.8 | No | No | 10 |
| Woodbury-SWF S Regional Rail | WSR | Commuter | R | New R/W and NYS Thruway R/W | Woodbury | Stewart Airport (S) | CRT | 12.5 | No | No | 10 |
| Denniston-SWF S Regional Rail | DSR | Commuter | R | New R/W | Denniston | Stewart Airport (S) | CRT | 3.8 | No | No | 10 |
| CP Hudson-SWF N Regional Rail | HER | Commuter | R | Abandoned Railroad R/W, I-84 | Hudson Junction | Stewart Airport (N) | CRT | 10.9 | No | No | 10 |
| Maybrook-SWF N Regional Rail | MER | Commuter | R | Existing Railroad R/W, I-84 | Campbell Hall | Stewart Airport (N) | CRT | 11.5 | No | No | 10 |
| Beacon-SWF N Automated Guideway Transit | BEA | Commuter | AGT | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (N) | AGT | 7.0 | No | Yes | 12 |
| Beacon-SWF N Light Rail Transit | BEL | Commuter | R | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (N) | LRT | 7.0 | No | Yes | 12 |
| Beacon-SWF N Bus Rapid Transit | BEB | Commuter | B | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (N) | BRT | 7.0 | No | Yes | 12 |
| Beacon-SWF N Regional Rail | BER | Commuter | R | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (N) | CRT | 7.0 | No | No | 12 |
| Beacon-SWF S Automated Guideway Transit | BSA | Commuter | AGT | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (S) | AGT | 8.8 | No | Yes | 12 |
| Beacon-SWF S Light Rail Transit | BSL | Commuter | R | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (S) | LRT | 8.8 | No | Yes | 12 |
| Beacon-SWF S Bus Rapid Transit | BSB | Commuter | B | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (S) | BRT | 8.8 | No | Yes | 12 |
| Beacon-SWF S Express Bus | BSX | Commuter | B | Existing Roads, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (S) | RGB | 8.8 | No | Yes | 12 |
| Beacon-SWF S Regional Rail | BSR | Commuter | R | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (S) | CRT | 8.8 | No | No | 12 |
| Newburgh-SWF S Express Bus | NSX | Commuter | B | Existing Roads | Newburgh Ferry Terminal | Stewart Airport (S) | RGB | 6.6 | No | Yes | 14 |
| Modes | AGT | Automated Guideway Transit | | CRT | Commuter Rail Transit | | | | | Enroute Transfer? | |
| | LRT | Light Rail Transit | | WBT | Waterborne Transit (High Speed Ferries) | | | | | Must a rider transfer to reach area target markets? | |
| | BRT | Bus Rapid Transit | | PED | High-Speed Moving Sidewalks | | | | | Exists? | |
| | RGB | Regional (Commuter) Bus | | | | | | | | Does this service presently exist? | |

Table 4 – Direct Regional Bus Alternatives (Serving Project Area) – Commuter Market

| | | | | | |
|----------------|--|------------------------|--------------------------|-------------------|--|
| B-C | Commuter Regional Bus | | | | |
| Board 7 | <u>Limits:</u> | <i>From:</i> Manhattan | <i>To:</i> Newburgh | <u>Enroute</u> No | |
| | | | | <u>Transfer?</u> | |
| | <u>Elements:</u> | <i>Regional:</i> MSB | <i>Project Area:</i> SNB | <u>Mode:</u> RGB | |
| | <u>Target Market Served:</u> | Commuter | | | |
| | <u>Description:</u> This alternative provides a new regional bus service from the Port Authority Bus Terminal in Manhattan to Newburgh, operating via the Lincoln Tunnel and various highways to new slip ramps to Little Britain Rd, and thence via Union Av and Route 17K to the existing Route 17K Park-Ride and Downtown Newburgh. Includes a new commuter park-ride lot on Little Britain Rd. | | | | |

Table 5 – Direct Commuter Rail Alternatives (Serving Project Area) – Commuter Market

| | |
|--------------------------------|---|
| R-C1 Board 10 | <p>Suffern-Cornwall-SWF South Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF South <u>Enroute Transfer?</u> No</p> <p><u>Elements:</u> Regional: MSR Project Area: SCR CSR <u>Mode:</u> CRT</p> <p><u>Target Market Served:</u> Airport</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Salisbury Mills/Cornwall to SWF South Interchange/Terminal.</p> |
| R-C3 Board 10 | <p>Suffern-Cornwall-SWF North Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF North <u>Enroute Transfer?</u> No</p> <p><u>Elements:</u> Regional: MSR Project Area: SCR CSR ESR <u>Mode:</u> CRT</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Salisbury Mills/Cornwall to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF).</p> |
| R-W1 Board 10 | <p>Suffern-Woodbury-SWF North Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF North <u>Enroute Transfer?</u> No</p> <p><u>Elements:</u> Regional: MSR Project Area: SWR WSR ESR <u>Mode:</u> CRT</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Woodbury via NYS Thruway alignment to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF).</p> |
| R-H1 Board 10 | <p>Suffern-CP Hudson-SWF North Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF North <u>Enroute Transfer?</u> No</p> <p><u>Elements:</u> Regional: MSR Project Area: SHR HER ESR <u>Mode:</u> CRT</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from CP Hudson Jct. on abandoned line north and east to the SWF Terminal via SWF North Interchange. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF).</p> |
| R-M1 Board 10 | <p>Suffern-Maybrook-SWF North Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF North <u>Enroute Transfer?</u> No</p> <p><u>Elements:</u> Regional: MSR Project Area: SMR MER ESR <u>Mode:</u> CRT</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Campbell Hall via Maybrook north and east to the SWF Terminal via SWF North Interchange. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF).</p> |

Table 5 – Direct Commuter Rail Alternatives (Serving Project Area) – Commuter Market (Cont'd)

| | |
|--|---|
| R-D1 Board 10 | <p>Suffern-Denniston-SWF North Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF North</p> <p><u>Elements:</u> Regional: MSR Project Area: SDR DSR ESR</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/ 7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Denniston to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF).</p> <p style="text-align: right;"><u>Enroute</u> No <u>Transfer?</u> <u>Mode:</u> CRT</p> |
| R-J1 Board 10 | <p>Port Jervis – Cornwall – SWF South Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Port Jervis To: SWF South</p> <p><u>Elements:</u> Regional: JCR Project Area: CSR</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from Port Jervis to SWF via Port Jervis Line and new alignment from Salisbury Mills/Cornwall to SWF South Interchange/Terminal.</p> <p style="text-align: right;"><u>Enroute</u> No <u>Transfer?</u> <u>Mode:</u> CRT</p> |
| R-B1 Board 12 | <p>Beacon-SWF South Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF South</p> <p><u>Elements:</u> Regional: MBR Project Area: BSR</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from GCT to SWF via Hudson Line and new alignment to the SWF South Interchange/Terminal (pending structural analysis of Beacon-Newburgh Bridge). Includes new commuter park-ride lot south of SWF (if used for satellite airport parking, additional shuttle service would operate between lot and SWF).</p> <p style="text-align: right;"><u>Enroute</u> No <u>Transfer?</u> <u>Mode:</u> CRT</p> |
| R-B3 Board 12 | <p>Beacon-SWF North Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF</p> <p><u>Elements:</u> Regional: MBR Project Area: BER ESR</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from GCT to SWF via Hudson Line and new alignment via SWF North Interchange (depends on structural analysis of Beacon-Newburgh Bridge) to the SWF Terminal. Includes new commuter park-ride lot at Interchange (if used for satellite airport parking, additional shuttle service would operate between lot and SWF).</p> <p style="text-align: right;"><u>Enroute</u> No <u>Transfer?</u> <u>Mode:</u> CRT</p> |

Table 6 –Hybrid Commuter Rail Alternatives (Serving Project Area) – Commuter Market

| | |
|---|--|
| <p>RP-C3 Board 10</p> | <p>Suffern-Cornwall-SWF North Hybrid Commuter Rail Transit <i>Limits:</i> From: Manhattan To: SWF <i>Enroute Transfer?</i> Yes <i>Elements:</i> Regional: MSR JCR Project Area: SCR CSR ESP <i>Mode:</i> CRT PED <i>Target Market Served:</i> Airport, Commuter <i>Description:</i> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC , Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Salisbury Mills/Cornwall to SWF Terminal with connecting high-speed moving sidewalk to SWF North Interchange. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking).</p> |
| <p>RA-C3 Board 10</p> | <p>Suffern-Cornwall-SWF North Hybrid Automated Guideway Transit <i>Limits:</i> From: Manhattan To: SWF <i>Enroute Transfer?</i> Yes <i>Elements:</i> Regional: MSR JCR Project Area: SCR CSA ESA <i>Mode:</i> CRT AGT <i>Target Market Served:</i> Airport, Commuter <i>Description:</i> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to Salisbury Mills/Cornwall via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service over a new alignment to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF).</p> |
| <p>RL-C3 Board 10</p> | <p>Suffern-Cornwall-SWF North Hybrid Light Rail Transit <i>Limits:</i> From: Manhattan To: SWF <i>Enroute Transfer?</i> Yes <i>Elements:</i> Regional: MSR JCR Project Area: SCR CSL ESL <i>Mode:</i> CRT LRT <i>Target Market Served:</i> Airport, Commuter <i>Description:</i> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to Salisbury Mills/Cornwall via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service over a new exclusive alignment to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF).</p> |
| <p>RB-C3 Board 10</p> | <p>Suffern-Cornwall-SWF North Hybrid Bus Rapid Transit <i>Limits:</i> From: Manhattan To: SWF <i>Enroute Transfer?</i> Yes <i>Elements:</i> Regional: MSR JCR Project Area: SCR CSB ESB <i>Mode:</i> CRT BRT <i>Target Market Served:</i> Airport, Commuter <i>Description:</i> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to Salisbury Mills/Cornwall via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service over a new exclusive alignment to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF).</p> |
| <p>RP-D1 Board 10</p> | <p>Suffern-Denniston-SWF North Hybrid Commuter Rail Transit <i>Limits:</i> From: Manhattan To: SWF <i>Enroute Transfer?</i> Yes <i>Elements:</i> Regional: MSR JCR Project Area: SDR DSR ESP <i>Mode:</i> CRT PED <i>Target Market Served:</i> Airport, Commuter <i>Description:</i> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC , Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Denniston to SWF Terminal with connecting high-speed moving sidewalk to SWF North Interchange. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking).</p> |

Table 6 – Hybrid Commuter Rail Alternatives (Serving Project Area) – Commuter Market (Cont’d)

| | |
|---|--|
| <p>RA-D1 Board 10</p> | <p>Suffern-Denniston-SWF North Hybrid Automated Guideway Transit <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MSR JCR Project Area: SDR DSA ESA <u>Mode:</u> CRT AGT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to Denniston via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service over a new alignment to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF).</p> |
| <p>RL-D1 Board 10</p> | <p>Suffern-Denniston-SWF North Hybrid Light Rail Transit <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MSR JCR Project Area: SDR DSL ESL <u>Mode:</u> CRT LRT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to Denniston via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service over a new exclusive alignment to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF).</p> |
| <p>RB-D1 Board 10</p> | <p>Suffern-Denniston-SWF North Hybrid Bus Rapid Transit <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MSR JCR Project Area: SCR CSB ESB <u>Mode:</u> CRT BRT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to Denniston via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service over a new exclusive alignment to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF).</p> |
| <p>RP-H1 Board 10</p> | <p>Suffern-CP Hudson-SWF North Hybrid Commuter Rail Transit <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MSR Project Area: SHR HER ESP <u>Mode:</u> CRT PED <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from CP Hudson Jct. to SWF North Interchange with connecting high-speed moving sidewalk to the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking).</p> |
| <p>RA-H1 Board 10</p> | <p>Suffern-Maybrook-SWF North Hybrid Automated Guideway Transit <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MSR Project Area: SHR HER ESA <u>Mode:</u> CRT AGT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from CP Hudson Jct. to SWF North Interchange with connecting AGT service to the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking).</p> |

Table 6 – Hybrid Commuter Rail Alternatives (Serving Project Area) – Commuter Market (Cont'd)

| | |
|--|---|
| <p>RP-M1 Board 10</p> | <p>Suffern-Maybrook-SWF North Direct Commuter Rail Transit <u>Limits:</u> <i>From:</i> Manhattan <i>To:</i> SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> <i>Regional:</i> MSR <i>Project Area:</i> SMR MWR WSP <u>Mode:</u> CRT PED <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Campbell Hall (via Maybrook) to SWF North Interchange with connecting high-speed moving sidewalk to the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking).</p> |
| <p>RA-M1 Board 10</p> | <p>Suffern-Maybrook-SWF North Hybrid Automated Guideway Transit <u>Limits:</u> <i>From:</i> Manhattan <i>To:</i> SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> <i>Regional:</i> MSR <i>Project Area:</i> SMR MWR WSA <u>Mode:</u> CRT AGT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Campbell Hall (via Maybrook) to SWF North Interchange with connecting AGT service to the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking).</p> |
| <p>RA-B1 Board 12</p> | <p>Beacon-SWF South Hybrid Automated Guideway Transit <u>Limits:</u> <i>From:</i> Manhattan <i>To:</i> SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> <i>Regional:</i> MBR PBR <i>Project Area:</i> BSA <u>Mode:</u> CRT AGT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from GCT to Beacon via Hudson Line with connecting service via a new exclusive alignment to the SWF South Interchange/Terminal (pending structural analysis of Beacon-Newburgh Bridge). Includes new commuter park-ride lot south of SWF (if used for satellite airport parking, additional shuttle service would operate between lot and SWF).</p> |
| <p>RL-B1 Board 12</p> | <p>Beacon-SWF South Hybrid Light Rail Transit <u>Limits:</u> <i>From:</i> Manhattan <i>To:</i> SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> <i>Regional:</i> MBR PBR <i>Project Area:</i> BSL <u>Mode:</u> CRT LRT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from GCT to Beacon via Hudson Line with connecting service via a new exclusive alignment to the SWF South Interchange/Terminal (pending structural analysis of Beacon-Newburgh Bridge). Includes new commuter park-ride lot south of SWF (if used for satellite airport parking, additional shuttle service would operate between lot and SWF).</p> |
| <p>RB-B1 Board 12</p> | <p>Beacon-SWF South Hybrid Bus Rapid Transit <u>Limits:</u> <i>From:</i> Manhattan <i>To:</i> SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> <i>Regional:</i> MBR PBR <i>Project Area:</i> BSB <u>Mode:</u> CRT BRT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from GCT to Beacon via Hudson Line with connecting service via a new exclusive alignment to the SWF South Interchange/Terminal. Includes new commuter park-ride lot south of SWF (if used for satellite airport parking, additional shuttle service would operate between lot and SWF).</p> |

Table 6 – Hybrid Commuter Rail Alternatives (Serving Project Area) – Commuter Market (Cont'd)

| | |
|---|--|
| RX-B1 Board 12 | Beacon-SWF South Hybrid Express Bus <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MBR PBR Project Area: BSX <u>Mode:</u> CRT RGB <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from GCT to Beacon via Hudson Line with connecting service via existing roadways to the SWF South Interchange/Terminal. Includes new commuter park-ride lot south of SWF (if used for satellite airport parking, additional shuttle service would operate between lot and SWF). |
| RP-B3 Board 12 | Beacon-SWF North Hybrid Regional Rail <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MBR PBR Project Area: BER ESP <u>Mode:</u> CRT PED <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from GCT to the SWF North Interchange via Hudson Line and new alignment (depends on structural analysis of Beacon-Newburgh Bridge) with connecting high-speed moving sidewalk to the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking). |
| RA-B3 Board 12 | Beacon-SWF North Hybrid Automated Guideway Transit <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MBR PBR Project Area: BEA ESA <u>Mode:</u> CRT AGT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from GCT to Beacon via the Hudson Line with connecting service via new exclusive alignment to the SWF Terminal via the North Interchange (depends on structural analysis of Beacon-Newburgh Bridge). Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between lot and SWF). |
| RA-B3 Board 12 | Beacon-SWF North Hybrid Automated Guideway Transit (Short) <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MBR PBR Project Area: BER ESP <u>Mode:</u> CRT AGT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from GCT to the SWF North Interchange via Hudson Line and new alignment (depends on structural analysis of Beacon-Newburgh Bridge) with short connecting AGT service to the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking). |
| RL-B3 Board 12 | Beacon-SWF North Hybrid Light Rail Transit <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MBR PBR Project Area: BEL ESL <u>Mode:</u> CRT LRT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from GCT to Beacon via the Hudson Line with connecting service via new exclusive alignment to the SWF Terminal via the North Interchange (depends on structural analysis of Beacon-Newburgh Bridge). Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between lot and SWF). |
| RB-B3 Board 12 | Beacon-SWF North Hybrid Bus Rapid Transit <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MBR PBR Project Area: BEB ESB <u>Mode:</u> CRT BRT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from GCT to Beacon via Hudson Line with connecting service via new exclusive alignment to the SWF Terminal via the North Interchange. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between lot and SWF). |

Table 7 – Hybrid Regional Ferry Alternatives (Serving Project Area) – Commuter Market

| | | | | |
|------------------------------|--|------------------------|--------------------------|------------------------------|
| WB-N Board 14 | Hudson River High-Speed Ferry | | | |
| | <u>Limits:</u> | <i>From:</i> Manhattan | <i>To:</i> SWF | <u>Enroute Transfer?</u> Yes |
| | <u>Elements:</u> | <i>Regional:</i> MNW | <i>Project Area:</i> NSX | <u>Mode:</u> WBT |
| | <u>Target Market Served:</u> Airport, Commuter | | | |
| | <u>Description:</u> This alternative provides a new high-speed ferry service from the ferry terminal at the foot of 39th Street in Manhattan to the ferry terminal in Newburgh, with connecting express bus service to the SWF terminal. Includes expanded park-ride at the Newburgh terminal. | | | |

Table 8 - Summary of Project Area Elements – Airport Market

| Title | Element | Principal Market | Bus/Rail | Alignment | From | To | Mode | Length (miles) | Exists? | Enroute Transfer? | Board |
|--|---------|----------------------------|----------|--|---|---------------------|------|----------------|---------|---|-------|
| SWF Airport Express Regional Bus | NAB | Airport | B | NYS Thruway, I-84, Drury Lane, Int. Blvd. | Kingston | Stewart Airport (S) | RGB | 38.0 | No | No | 8, 9 |
| SWF Airport Express Regional Bus | EAB | Airport | B | I-84, Drury Lane, Int. Blvd. | Danbury, CT | Stewart Airport (S) | RGB | 43.0 | No | No | 8, 9 |
| SWF Airport Express Regional Bus | WAB | Airport | B | I-84, Drury Lane, Int. Blvd. | Sussex, NJ | Stewart Airport (S) | RGB | 44.0 | No | No | 8, 9 |
| SWF Airport Express Regional Bus | SAB | Airport | B | NYS Thruway (new Slip Ramp, SWF Busway) | Suffern | Stewart Airport (S) | RGB | 30.5 | No | No | 8, 9 |
| Cornwall-SWF S Automated Guideway Transit | CSA | Airport | AGT | New R/W | Salisbury Mills-Cornwall | Stewart Airport (S) | AGT | 3.8 | No | Yes | 11 |
| Cornwall-SWF S Light Rail Transit | CSL | Airport | R | New R/W | Salisbury Mills-Cornwall | Stewart Airport (S) | LRT | 3.8 | No | Yes | 11 |
| Cornwall-SWF S Bus Rapid Transit | CSB | Airport | B | New R/W | Salisbury Mills-Cornwall | Stewart Airport (S) | BRT | 3.8 | No | Yes | 11 |
| Cornwall-SWF S Express Bus | CSX | Airport | B | Existing Roads | Salisbury Mills-Cornwall | Stewart Airport (S) | RGB | 3.8 | No | Yes | 11 |
| Cornwall-SWF S Regional Rail | CSR | Airport | R | New R/W | Salisbury Mills-Cornwall | Stewart Airport (S) | CRT | 3.8 | No | No | 11 |
| Woodbury-SWF S Regional Rail | WSR | Airport | R | New R/W and NYS Thruway R/W | Woodbury | Stewart Airport (S) | CRT | 12.5 | No | No | 11 |
| Denniston-SWF S Regional Rail | DSR | Airport | R | New R/W | Denniston | Stewart Airport (S) | CRT | 3.8 | No | No | 11 |
| CP Hudson-SWF N Regional Rail | HER | Airport | R | Abandoned Railroad R/W, I-84 | Hudson Junction | Stewart Airport (N) | CRT | 10.9 | No | No | 11 |
| Maybrook-SWF N Regional Rail | MER | Airport | R | Existing Railroad R/W, I-84 | Campbell Hall | Stewart Airport (N) | CRT | 11.5 | No | No | 11 |
| SWF N- SWF S Link Automated Guideway Transit | ESA | Airport | AGT | New Underground Alignment | Stewart Airport (N) | Stewart Airport (S) | AGT | 1.0 | No | No | 11 |
| SWF N- SWF S Link Light Rail Transit | ESL | Airport | R | New Underground Alignment | Stewart Airport (N) | Stewart Airport (S) | LRT | 1.0 | No | No | 11 |
| SWF N- SWF S Link Bus Rapid Transit | ESB | Airport | B | New Underground Alignment | Stewart Airport (N) | Stewart Airport (S) | BRT | 1.0 | No | No | 11 |
| SWF N- SWF S Link Regional Rail | ESR | Airport | R | New Underground Alignment | Stewart Airport (N) | Stewart Airport (S) | CRT | 1.0 | No | No | 11 |
| SWF N- SWF S Link High-Speed Moving Sidewalk | ESP | Airport | PED | New Underground Alignment | Stewart Airport (N) | Stewart Airport (S) | PED | 1.0 | No | Yes | 11 |
| Beacon-SWF N Automated Guideway Transit | BEA | Airport | AGT | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (N) | AGT | 7.0 | No | Yes | 13 |
| Beacon-SWF N Light Rail Transit | BEL | Airport | R | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (N) | LRT | 7.0 | No | Yes | 13 |
| Beacon-SWF N Bus Rapid Transit | BEB | Airport | B | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (N) | BRT | 7.0 | No | Yes | 13 |
| Beacon-SWF N Regional Rail | BER | Airport | R | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (N) | CRT | 7.0 | No | No | 13 |
| Beacon-SWF S Automated Guideway Transit | BSA | Airport | AGT | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (S) | AGT | 8.8 | No | Yes | 13 |
| Beacon-SWF S Light Rail Transit | BSL | Airport | R | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (S) | LRT | 8.8 | No | Yes | 13 |
| Beacon-SWF S Bus Rapid Transit | BSB | Airport | B | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (S) | BRT | 8.8 | No | Yes | 13 |
| Beacon-SWF S Express Bus | BSX | Airport | B | Existing Roads, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (S) | RGB | 8.8 | No | Yes | 13 |
| Beacon-SWF S Regional Rail | BSR | Airport | R | New R/W, Beacon-Newburgh Bridge, I-84 | Beacon | Stewart Airport (S) | CRT | 8.8 | No | No | 13 |
| Newburgh-SWF S Express Bus | NSX | Airport | B | Existing Roads | Newburgh Ferry Terminal | Stewart Airport (S) | RGB | 6.6 | No | Yes | 15 |
| Modes | AGT | Automated Guideway Transit | | CRT | Commuter Rail Transit | | | | | Enroute Transfer? | |
| | LRT | Light Rail Transit | | WBT | Waterborne Transit (High Speed Ferries) | | | | | Must a rider transfer to reach area target markets? | |
| | BRT | Bus Rapid Transit | | PED | High-Speed Moving Sidewalks | | | | | Exists? | |
| | RGB | Regional (Commuter) Bus | | | | | | | | Does this service presently exist? | |

Table 9 – Express Regional Bus Alternatives – Airport Market

| | | | |
|--------------|--|--------------------------|---------------------------|
| B-XN | SWF Express North | | |
| Board | <u>Limits:</u> | <i>From: Kingston</i> | <i>To: SWF</i> |
| 8, 9 | <u>Elements:</u> | <i>Regional: BXN</i> | <i>Project Area: None</i> |
| | <u>Target Market Served:</u> | Airport | |
| | <u>Description:</u> This alternative provides new regional bus service from a new Park-Ride lot near Kingston to SWF operating via I-87 and other existing roadways for airport travelers and employees. Possible intermediate stop at New Paltz. The Build version provides additional infrastructure and capacity. | | |
| B-XE | SWF Express East | | |
| Board | <u>Limits:</u> | <i>From: Danbury, CT</i> | <i>To: SWF</i> |
| 8, 9 | <u>Elements:</u> | <i>Regional: BXE</i> | <i>Project Area: None</i> |
| | <u>Target Market Served:</u> | Airport | |
| | <u>Description:</u> This alternative provides new regional bus service from a new Park-Ride lot near Danbury, CT or Brewster/Southeast to SWF operating via I-84 and other existing highways for airport travelers and employees. Possible intermediate stop at Fishkill. The Build version provides additional infrastructure and capacity. | | |
| B-XW | SWF Express West | | |
| Board | <u>Limits:</u> | <i>From: Sussex, NJ</i> | <i>To: SWF</i> |
| 8, 9 | <u>Elements:</u> | <i>Regional: BXW</i> | <i>Project Area: None</i> |
| | <u>Target Market Served:</u> | Airport | |
| | <u>Description:</u> This alternative provides new regional bus service from a new Park-Ride lot in Sussex, NJ to SWF operating via I-84 and other existing highways for airport travelers and employees. Possible intermediate stop in Middletown. The Build version provides additional infrastructure and capacity. | | |
| B-XS | SWF Express South | | |
| Board | <u>Limits:</u> | <i>From: Suffern</i> | <i>To: SWF</i> |
| 8, 9 | <u>Elements:</u> | <i>Regional: BXS</i> | <i>Project Area: None</i> |
| | <u>Target Market Served:</u> | Airport | |
| | <u>Description:</u> This alternative provides new regional bus service from Suffern Station and a new Park-Ride lot near Ramapo to SWF operating via I-87 and other existing highways for airport travelers and employees. Possible intermediate stop at Harriman. The Build version provides additional infrastructure and capacity. | | |
| B-XC | SWF Express Southeast | | |
| Board | <u>Limits:</u> | <i>From: Stamford</i> | <i>To: SWF</i> |
| 8, 9 | <u>Elements:</u> | <i>Regional: BXC</i> | <i>Project Area: None</i> |
| | <u>Target Market Served:</u> | Airport | |
| | <u>Description:</u> This alternative provides new regional bus service from Stamford, CT and a new Park-Ride lot near Ramapo to SWF operating via I-95, I-287, I-87 and other existing highways for airport travelers and employees. The Build version provides additional infrastructure and capacity. | | |

Table 9 – Express Regional Bus Alternatives – Airport Market

| | |
|--|--|
| B-XM Board 8, 9 | <p>SWF Express Midtown</p> <p><u>Limits:</u> From: Midtown Manhattan To: SWF <u>Enroute</u> No <u>Transfer?</u></p> <p><u>Elements:</u> Regional: BXM Project None Mode: RGB Area:</p> <p><u>Target Market Served:</u> Airport</p> <p><u>Description:</u> This alternative provides new regional bus service from Midtown Manhattan, Port Authority Bus Terminal to SWF operating via existing highways for airport travelers and employees. The Build version provides additional infrastructure and capacity.</p> |
| B-XD Board 8, 9 | <p>SWF Express Downtown</p> <p><u>Limits:</u> From: Downtown Manhattan To: SWF <u>Enroute</u> No <u>Transfer?</u></p> <p><u>Elements:</u> Regional: BXD Project None Mode: RGB Area:</p> <p><u>Target Market Served:</u> Airport</p> <p><u>Description:</u> This alternative provides new regional bus service from Downtown Manhattan to SWF operating via existing highways for airport travelers and employees. The Build version provides additional infrastructure and capacity.</p> |
| B-XG Board 8, 9 | <p>SWF Express George Washington Bridge</p> <p><u>Limits:</u> From: GWB To: SWF <u>Enroute</u> No <u>Transfer?</u></p> <p><u>Elements:</u> Regional: BXG Project None Mode: RGB Area:</p> <p><u>Target Market Served:</u> Airport</p> <p><u>Description:</u> This alternative provides new regional bus service from existing GWB station to SWF operating via existing highways for airport travelers and employees. The Build version provides additional infrastructure and capacity.</p> |

Table 10 – Express Regional Bus Alternatives – Airport Market

| | |
|--------------|--|
| B-A | SWF Airport Regional Bus |
| Board | <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> No |
| 8, 9 | <u>Elements:</u> Regional: MSB Project Area: SAB <u>Mode:</u> RGB |
| | <u>Target Market Served:</u> Airport |
| | <u>Description:</u> This alternative provides a new regional bus service from the Port Authority Bus Terminal in Manhattan to SWF, operating via the Lincoln Tunnel and various highways to new slip ramps to Little Britain Rd, and thence via a new exclusive busway to the SWF South Interchange. Includes a new commuter park-ride lot on Little Britain Rd (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF). |

Table 11 – Direct Commuter Rail Alternatives (Serving Project Area) – Airport Market

| | |
|--|--|
| R-C1 Board 11 | <p>Suffern-Cornwall-SWF South Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF South <u>Enroute Transfer?</u> No</p> <p><u>Elements:</u> Regional: MSR Project Area: SCR CSR <u>Mode:</u> CRT</p> <p><u>Target Market Served:</u> Airport</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Salisbury Mills/Cornwall to SWF South Interchange/Terminal. The North, East, and West airport markets are served by express bus.</p> |
| R-C3 Board 11 | <p>Suffern-Cornwall-SWF North Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF North <u>Enroute Transfer?</u> No</p> <p><u>Elements:</u> Regional: MSR Project Area: SCR CSR ESR <u>Mode:</u> CRT</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Salisbury Mills/Cornwall to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF). The North, East, and West airport markets are served by express bus.</p> |
| R-W1 Board 11 | <p>Suffern-Woodbury-SWF North Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF North <u>Enroute Transfer?</u> No</p> <p><u>Elements:</u> Regional: MSR Project Area: SWR WSR ESR <u>Mode:</u> CRT</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Woodbury via NYS Thruway alignment to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF). The North, East, and West airport markets are served by express bus.</p> |
| R-H1 Board 11 | <p>Suffern-CP Hudson-SWF North Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF North <u>Enroute Transfer?</u> No</p> <p><u>Elements:</u> Regional: MSR Project Area: SHR HER ESR <u>Mode:</u> CRT</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from CP Hudson Jct. on abandoned line north and east to the SWF Terminal via SWF North Interchange. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF). The North, East, and West airport markets are served by express bus.</p> |
| R-M1 Board 11 | <p>Suffern-Maybrook-SWF North Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF North <u>Enroute Transfer?</u> No</p> <p><u>Elements:</u> Regional: MSR Project Area: SMR MER ESR <u>Mode:</u> CRT</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Campbell Hall via Maybrook north and east to the SWF Terminal via SWF North Interchange. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF). The North, East, and West airport markets are served by express bus.</p> |

Table 11 – Direct Commuter Rail Alternatives (Serving Project Area) – Airport Market (Cont’d)

| | |
|---|--|
| <p>R-D1 Board 11</p> | <p>Suffern-Denniston-SWF North Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF North</p> <p><u>Elements:</u> Regional: MSR Project Area: SDR DSR ESR</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Denniston to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF). The North, East, and West airport markets are served by express bus.</p> <p style="text-align: right;"><u>Enroute Transfer?</u> No <u>Mode:</u> CRT</p> |
| <p>R-J1 Board 11</p> | <p>Port Jervis – Cornwall - SWF South Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Port Jervis To: SWF</p> <p><u>Elements:</u> Regional: MBR JCR Project Area: CSR</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from Port Jervis to SWF via Port Jervis Line and new alignment from Salisbury Mills/Cornwall to SWF South Interchange/Terminal. The North, East, and West airport markets are served by express bus.</p> <p style="text-align: right;"><u>Enroute Transfer?</u> No <u>Mode:</u> CRT</p> |
| <p>R-B1 Board 13</p> | <p>Beacon-SWF South Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF South</p> <p><u>Elements:</u> Regional: MBR Project Area: BSR</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from GCT to SWF via Hudson Line and new alignment to the SWF South Interchange/Terminal (pending structural analysis of Beacon-Newburgh Bridge). Includes new commuter park-ride lot south of SWF (if used for satellite airport parking, additional shuttle service would operate between lot and SWF). The North, East, and West airport markets are served by express bus. The northern NJ airport market is served by express bus.</p> <p style="text-align: right;"><u>Enroute Transfer?</u> No <u>Mode:</u> CRT</p> |
| <p>R-B3 Board 13</p> | <p>Beacon-SWF North Direct Commuter Rail Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF</p> <p><u>Elements:</u> Regional: MBR Project Area: BER ESR</p> <p><u>Target Market Served:</u> Airport, Commuter</p> <p><u>Description:</u> This alternative provides direct commuter rail service from GCT to SWF via Hudson Line and new alignment via SWF North Interchange (depends on structural analysis of Beacon-Newburgh Bridge) to the SWF Terminal. Includes new commuter park-ride lot at Interchange (if used for satellite airport parking, additional shuttle service would operate between lot and SWF). The North, East, and West airport markets are served by express bus. The northern NJ airport market is served by express bus.</p> <p style="text-align: right;"><u>Enroute Transfer?</u> No <u>Mode:</u> CRT</p> |

Table 12 – Hybrid Commuter Rail Alternatives (Serving Project Area) – Airport Market

| | |
|---|---|
| RA-C1 Board 11 | <p>Suffern-Cornwall-SWF South Hybrid Automated Guideway Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes</p> <p><u>Elements:</u> Regional: MSR JCR Project Area: SCR CSA <u>Mode:</u> CRT AGT</p> <p><u>Target Market Served:</u> Airport</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to Salisbury Mills/Cornwall via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service on a new exclusive alignment to SWF South Interchange/Terminal. The North, East, and West airport markets are served by express bus.</p> |
| RL-C1 Board 11 | <p>Suffern-Cornwall-SWF South Hybrid Light Rail Service</p> <p><u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes</p> <p><u>Elements:</u> Regional: MSR JCR Project Area: SCR CSL <u>Mode:</u> CRT LRT</p> <p><u>Target Market Served:</u> Airport</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to Salisbury Mills/Cornwall via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service on a new exclusive alignment to SWF South Interchange/Terminal. The North, East, and West airport markets are served by express bus.</p> |
| RB-C1 Board 11 | <p>Suffern-Cornwall-SWF South Hybrid Bus Rapid Transit</p> <p><u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes</p> <p><u>Elements:</u> Regional: MSR JCR Project Area: SCR CSB <u>Mode:</u> CRT BRT</p> <p><u>Target Market Served:</u> Airport</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to Salisbury Mills/Cornwall via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service on a new exclusive alignment to SWF South Interchange/Terminal. The North, East, and West airport markets are served by express bus.</p> |
| RX-C1 Board 11 | <p>Suffern-Cornwall-SWF South Hybrid Express Bus Service</p> <p><u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes</p> <p><u>Elements:</u> Regional: MSR JCR Project Area: SCR CSX <u>Mode:</u> CRT RGB</p> <p><u>Target Market Served:</u> Airport</p> <p><u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to Salisbury Mills/Cornwall via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service over existing roadways to SWF South Interchange/Terminal. The North, East, and West airport markets are served by express bus.</p> |

Table 12 – Hybrid Commuter Rail Alternatives (Serving Project Area) – Airport Market (Cont’d)

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|---|---|-------------------|---------------------------|------------------------------|
| RP-C3 Board 11 | Suffern-Cornwall-SWF North Hybrid Commuter Rail Transit | | | |
| | <u>Limits:</u> | From: Manhattan | To: SWF | <u>Enroute Transfer?</u> Yes |
| | <u>Elements:</u> | Regional: MSR JCR | Project Area: SCR CSR ESP | <u>Mode:</u> CRT PED |
| | <u>Target Market Served:</u> Airport, Commuter | | | |
| <u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34 th Street/7 th Ave to SWF via ARC , Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Salisbury Mills/Cornwall to SWF Terminal with connecting high-speed moving sidewalk to SWF North Interchange. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking). The North, East, and West airport markets are served by express bus. | | | | |
| RA-C3 Board 11 | Suffern-Cornwall-SWF North Hybrid Automated Guideway Transit | | | |
| | <u>Limits:</u> | From: Manhattan | To: SWF | <u>Enroute Transfer?</u> Yes |
| | <u>Elements:</u> | Regional: MSR JCR | Project Area: SCR CSA ESA | <u>Mode:</u> CRT AGT |
| | <u>Target Market Served:</u> Airport, Commuter | | | |
| <u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34 th Street/7 th Ave to Salisbury Mills/Cornwall via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service over a new alignment to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF). The North, East, and West airport markets are served by express bus. | | | | |
| RL-C3 Board 11 | Suffern-Cornwall-SWF North Hybrid Light Rail Transit | | | |
| | <u>Limits:</u> | From: Manhattan | To: SWF | <u>Enroute Transfer?</u> Yes |
| | <u>Elements:</u> | Regional: MSR JCR | Project Area: SCR CSL ESL | <u>Mode:</u> CRT LRT |
| | <u>Target Market Served:</u> Airport, Commuter | | | |
| <u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34 th Street/7 th Ave to Salisbury Mills/Cornwall via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service over a new exclusive alignment to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF). The North, East, and West airport markets are served by express bus. | | | | |
| RB-C3 Board 11 | Suffern-Cornwall-SWF North Hybrid Bus Rapid Transit | | | |
| | <u>Limits:</u> | From: Manhattan | To: SWF | <u>Enroute Transfer?</u> Yes |
| | <u>Elements:</u> | Regional: MSR JCR | Project Area: SCR CSB ESB | <u>Mode:</u> CRT BRT |
| | <u>Target Market Served:</u> Airport, Commuter | | | |
| <u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34 th Street/7 th Ave to Salisbury Mills/Cornwall via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service over a new exclusive alignment to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF). The North, East, and West airport markets are served by express bus. | | | | |
| RP-D1 Board 11 | Suffern-Denniston-SWF North Hybrid Commuter Rail Transit | | | |
| | <u>Limits:</u> | From: Manhattan | To: SWF | <u>Enroute Transfer?</u> Yes |
| | <u>Elements:</u> | Regional: MSR JCR | Project Area: SDR DSR ESP | <u>Mode:</u> CRT PED |
| | <u>Target Market Served:</u> Airport, Commuter | | | |
| <u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34 th Street/7 th Ave to SWF via ARC , Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Denniston to SWF Terminal with connecting high-speed moving sidewalk to SWF North Interchange. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking). The North, East, and West airport markets are served by express bus. | | | | |

Table 12 – Hybrid Commuter Rail Alternatives (Serving Project Area) – Airport Market (Cont'd)

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|--------------------------------------|---|
| <p>RA-D1 Board 11</p> | <p>Suffern-Denniston-SWF North Hybrid Automated Guideway Transit <i>Limits:</i> From: Manhattan To: SWF <i>Enroute Transfer?</i> Yes <i>Elements:</i> Regional: MSR JCR Project Area: SDR DSA ESA <i>Mode:</i> CRT AGT <i>Target Market Served:</i> Airport, Commuter <i>Description:</i> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to Denniston via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service over a new alignment to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF). The North, East, and West airport markets are served by express bus.</p> |
| <p>RL-D1 Board 11</p> | <p>Suffern-Denniston-SWF North Hybrid Light Rail Transit <i>Limits:</i> From: Manhattan To: SWF <i>Enroute Transfer?</i> Yes <i>Elements:</i> Regional: MSR JCR Project Area: SDR DSL ESL <i>Mode:</i> CRT LRT <i>Target Market Served:</i> Airport, Commuter <i>Description:</i> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to Denniston via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service over a new exclusive alignment to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF). The North, East, and West airport markets are served by express bus.</p> |
| <p>RB-D1 Board 11</p> | <p>Suffern-Denniston-SWF North Hybrid Bus Rapid Transit <i>Limits:</i> From: Manhattan To: SWF <i>Enroute Transfer?</i> Yes <i>Elements:</i> Regional: MSR JCR Project Area: SCR CSB ESB <i>Mode:</i> CRT BRT <i>Target Market Served:</i> Airport, Commuter <i>Description:</i> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to Denniston via ARC, Main Line/Bergen County Line and an upgraded Port Jervis Line with connecting service over a new exclusive alignment to SWF North Interchange via the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between the lot and SWF). The North, East, and West airport markets are served by express bus.</p> |
| <p>RP-H1 Board 11</p> | <p>Suffern-CP Hudson-SWF North Hybrid Commuter Rail Transit <i>Limits:</i> From: Manhattan To: SWF <i>Enroute Transfer?</i> Yes <i>Elements:</i> Regional: MSR Project Area: SHR HER ESP <i>Mode:</i> CRT PED <i>Target Market Served:</i> Airport, Commuter <i>Description:</i> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from CP Hudson Jct. to SWF North Interchange with connecting high-speed moving sidewalk to the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking). The North, East, and West airport markets are served by express bus.</p> |
| <p>RA-H1 Board 11</p> | <p>Suffern-Maybrook-SWF North Hybrid Automated Guideway Transit <i>Limits:</i> From: Manhattan To: SWF <i>Enroute Transfer?</i> Yes <i>Elements:</i> Regional: MSR Project Area: SHR HER ESA <i>Mode:</i> CRT AGT <i>Target Market Served:</i> Airport, Commuter <i>Description:</i> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from CP Hudson Jct. to SWF North Interchange with connecting AGT service to the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking). The North, East, and West airport markets are served by express bus.</p> |

Table 12 – Hybrid Commuter Rail Alternatives (Serving Project Area) – Airport Market (Cont’d)

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|--------------------------------------|--|
| <p>RP-M1 Board 11</p> | <p>Suffern-Maybrook-SWF North Direct Commuter Rail Transit <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MSR Project Area: SMR MWR WSP <u>Mode:</u> CRT PED <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Campbell Hall (via Maybrook) to SWF North Interchange with connecting high-speed moving sidewalk to the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking). The North, East, and West airport markets are served by express bus.</p> |
| <p>RA-M1 Board 11</p> | <p>Suffern-Maybrook-SWF North Hybrid Automated Guideway Transit <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MSR Project Area: SMR MWR WSA <u>Mode:</u> CRT AGT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from a new passenger station under 34th Street/7th Ave to SWF via ARC, Main Line/Bergen County Line, an upgraded Port Jervis Line and new alignment from Campbell Hall (via Maybrook) to SWF North Interchange with connecting AGT service to the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking). The North, East, and West airport markets are served by express bus.</p> |
| <p>RA-B1 Board 13</p> | <p>Beacon-SWF South Hybrid Automated Guideway Transit <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MBR PBR Project Area: BSA <u>Mode:</u> CRT AGT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from GCT to Beacon via Hudson Line with connecting service via a new exclusive alignment to the SWF South Interchange/Terminal (pending structural analysis of Beacon-Newburgh Bridge). Includes new commuter park-ride lot south of SWF (if used for satellite airport parking, additional shuttle service would operate between lot and SWF). The North, East, and West airport markets are served by express bus. The northern NJ airport market is served by express bus.</p> |
| <p>RL-B1 Board 13</p> | <p>Beacon-SWF South Hybrid Light Rail Transit <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MBR PBR Project Area: BSL <u>Mode:</u> CRT LRT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from GCT to Beacon via Hudson Line with connecting service via a new exclusive alignment to the SWF South Interchange/Terminal (pending structural analysis of Beacon-Newburgh Bridge). Includes new commuter park-ride lot south of SWF (if used for satellite airport parking, additional shuttle service would operate between lot and SWF). The North, East, and West airport markets are served by express bus. The northern NJ airport market is served by express bus.</p> |
| <p>RB-B1 Board 13</p> | <p>Beacon-SWF South Hybrid Bus Rapid Transit <u>Limits:</u> From: Manhattan To: SWF <u>Enroute Transfer?</u> Yes <u>Elements:</u> Regional: MBR PBR Project Area: BSB <u>Mode:</u> CRT BRT <u>Target Market Served:</u> Airport, Commuter <u>Description:</u> This alternative provides direct commuter rail service from GCT to Beacon via Hudson Line with connecting service via a new exclusive alignment to the SWF South Interchange/Terminal. Includes new commuter park-ride lot south of SWF (if used for satellite airport parking, additional shuttle service would operate between lot and SWF). The North, East, and West airport markets are served by express bus. The northern NJ airport market is served by express bus.</p> |

Table 12 – Hybrid Commuter Rail Alternatives (Serving Project Area) – Airport Market (Cont'd)

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|---|---|
| RX-B1 Board 13 | <p>Beacon-SWF South Hybrid Express Bus</p> <p><i>Limits:</i> From: Manhattan To: SWF <i>Enroute Transfer?</i> Yes</p> <p><i>Elements:</i> Regional: MBR PBR Project Area: BSX <i>Mode:</i> CRT RGB</p> <p><i>Target Market Served:</i> Airport, Commuter</p> <p><i>Description:</i> This alternative provides direct commuter rail service from GCT to Beacon via Hudson Line with connecting service via existing roadways to the SWF South Interchange/Terminal. Includes new commuter park-ride lot south of SWF (if used for satellite airport parking, additional shuttle service would operate between lot and SWF). The North, East, and West airport markets are served by express bus. The northern NJ airport market is served by express bus.</p> |
| RP-B3 Board 13 | <p>Beacon-SWF North Hybrid Regional Rail</p> <p><i>Limits:</i> From: Manhattan To: SWF <i>Enroute Transfer?</i> Yes</p> <p><i>Elements:</i> Regional: MBR PBR Project Area: BER ESP <i>Mode:</i> CRT PED</p> <p><i>Target Market Served:</i> Airport, Commuter</p> <p><i>Description:</i> This alternative provides direct commuter rail service from GCT to the SWF North Interchange via Hudson Line and new alignment (depends on structural analysis of Beacon-Newburgh Bridge) with connecting high-speed moving sideway to the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking). The North, East, and West airport markets are served by express bus. The northern NJ airport market is served by express bus.</p> |
| RA-B3 Board 13 | <p>Beacon-SWF North Hybrid Automated Guideway Transit</p> <p><i>Limits:</i> From: Manhattan To: SWF <i>Enroute Transfer?</i> Yes</p> <p><i>Elements:</i> Regional: MBR PBR Project Area: BEA ESA <i>Mode:</i> CRT AGT</p> <p><i>Target Market Served:</i> Airport, Commuter</p> <p><i>Description:</i> This alternative provides direct commuter rail service from GCT to Beacon via the Hudson Line with connecting service via new exclusive alignment to the SWF Terminal via the North Interchange (depends on structural analysis of Beacon-Newburgh Bridge). Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between lot and SWF). The North, East, and West airport markets are served by express bus. The northern NJ airport market is served by express bus.</p> |
| RA-B3 Board 13 | <p>Beacon-SWF North Hybrid Automated Guideway Transit (Short)</p> <p><i>Limits:</i> From: Manhattan To: SWF <i>Enroute Transfer?</i> Yes</p> <p><i>Elements:</i> Regional: MBR PBR Project Area: BER ESP <i>Mode:</i> CRT AGT</p> <p><i>Target Market Served:</i> Airport, Commuter</p> <p><i>Description:</i> This alternative provides direct commuter rail service from GCT to the SWF North Interchange via Hudson Line and new alignment (depends on structural analysis of Beacon-Newburgh Bridge) with short connecting AGT service to the SWF Terminal. Includes a new commuter park-ride lot at the Interchange (which can also be used for satellite airport parking). The North, East, and West airport markets are served by express bus. The northern NJ airport market is served by express bus.</p> |
| RL-B3 Board 13 | <p>Beacon-SWF North Hybrid Light Rail Transit</p> <p><i>Limits:</i> From: Manhattan To: SWF <i>Enroute Transfer?</i> Yes</p> <p><i>Elements:</i> Regional: MBR PBR Project Area: BEL ESL <i>Mode:</i> CRT LRT</p> <p><i>Target Market Served:</i> Airport, Commuter</p> <p><i>Description:</i> This alternative provides direct commuter rail service from GCT to Beacon via the Hudson Line with connecting service via new exclusive alignment to the SWF Terminal via the North Interchange (depends on structural analysis of Beacon-Newburgh Bridge). Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between lot and SWF). The North, East, and West airport markets are served by express bus. The northern NJ airport market is served by express bus.</p> |

Table 12 – Hybrid Commuter Rail Alternatives (Serving Project Area) – Airport Market (Cont'd)

| | | | | |
|---------------------------------|--|--------------------------|------------------------------|------------------------------|
| RB-B3 Board 13 | Beacon-SWF North Hybrid Bus Rapid Transit | | | |
| | <u>Limits:</u> | <i>From:</i> Manhattan | <i>To:</i> SWF | <u>Enroute Transfer?</u> Yes |
| | <u>Elements:</u> | <i>Regional:</i> MBR PBR | <i>Project Area:</i> BEB ESB | <u>Mode:</u> CRT BRT |
| | <u>Target Market Served:</u> Airport, Commuter | | | |
| | <u>Description:</u> This alternative provides direct commuter rail service from GCT to Beacon via Hudson Line with connecting service via new exclusive alignment to the SWF Terminal via the North Interchange. Includes a new commuter park-ride lot at the Interchange (if used for satellite airport parking, additional shuttle service would operate between lot and SWF). The North, East, and West airport markets are served by express bus. The northern NJ airport market is served by express bus. | | | |

Table 13 – Hybrid Regional Ferry Alternatives (Serving Project Area) –Airport Market

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|--------------------------------|--|------------------------|--------------------------|------------------------------|
| WB-N Board 15 | Hudson River High-Speed Ferry | | | |
| | <u>Limits:</u> | <i>From:</i> Manhattan | <i>To:</i> SWF | <u>Enroute Transfer?</u> Yes |
| | <u>Elements:</u> | <i>Regional:</i> MNW | <i>Project Area:</i> NSX | <u>Mode:</u> WBT |
| | <u>Target Market Served:</u> Airport, Commuter | | | |
| | <u>Description:</u> This alternative provides a new high-speed ferry service from the ferry terminal at the foot of 39th Street in Manhattan to the ferry terminal in Newburgh, with connecting express bus service to the SWF terminal. Includes expanded park-ride at the Newburgh terminal. | | | |