Each of the alternatives under study offers different potential benefits to Rockland County and the region:

**TRAVELER BENEFITS**

- A **one-seat commuter rail link** would be provided from west of the Hudson River to Midtown Manhattan.

- More **transit options** would be available along the I-287 Corridor for the growing commuter population, including that destined for Westchester County and Midtown Manhattan.

- Transit **access would be improved to employment centers** in Westchester, Rockland and Orange counties as well as in Connecticut.

- A **cross-corridor transit link** would provide new transit connectivity among the Pascack Valley, Port Jervis, Hudson, Harlem and New Haven lines, as well as improved mobility in the corridor.

- **New transit stations** in Rockland County would allow more points of entry into the public transportation system.

- Rail trips into Manhattan’s east side would be shortened by 25 to 45 minutes.

- **Shorter and more predictable travel time** across the Hudson River would be provided with all the transit options. For example, a bus trip from Suffern to White Plains now takes 70 minutes—with one of the new transit options, that trip would take take less than 40 minutes.

- **Climbing lanes** along I-287 in Rockland County for trucks and other slow-moving vehicles would keep traffic flowing.
SAFETY BENEFITS
+ Breakdown lanes on the bridge would improve mobility and safety.
+ Improvements to the bridge would meet current seismic and design criteria.
+ Highway improvements would provide for a faster, safer and more reliable trip.

ECONOMIC GROWTH BENEFITS
+ An improved commuting environment would make the Lower Hudson Valley more attractive to new employers – in Rockland, Westchester and Orange counties as well as in Connecticut.
+ Improved access would provide greater mobility for commuters and customers.
+ A better commute would provide Rockland County employers with greater access to a larger pool of workers from throughout the region.
+ Trucks, which serve area businesses and residents, would move more easily in the region, making deliveries more efficient.

QUALITY OF LIFE BENEFITS
+ New transit stations would offer the opportunity for transit-oriented development.
+ New recreational opportunities would be created by pedestrian and bicycle access on the bridge, with connections to pedestrian and bicycle trails on the east side of the river.
+ Transit options and safety improvements would decrease overflow traffic on local roads.