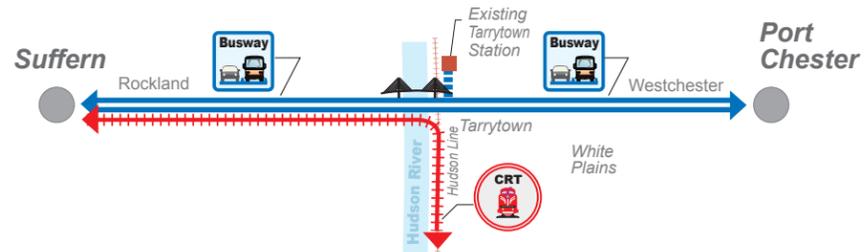


### Welcome to our working meeting with your town.

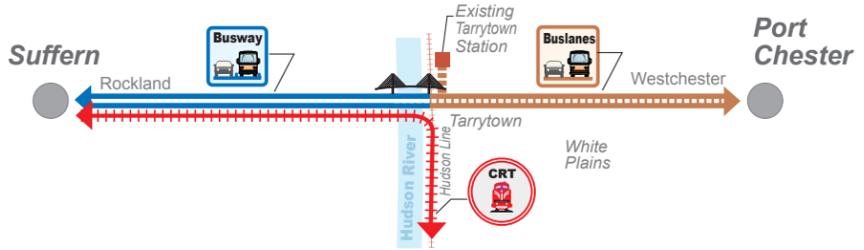
The project team is moving forward with the analysis of alternatives in the Draft Environmental Impact Statement (DEIS). Except for the No Build alternative, all alternatives assume a transit-ready replacement bridge, a new commuter rail transit (CRT) system with service from Hillburn to Grand Central Terminal, and a bus rapid transit (BRT) system with service from Hillburn to Port Chester.

**Alternative A, the No Build** alternative, would maintain the existing bridge and highway.

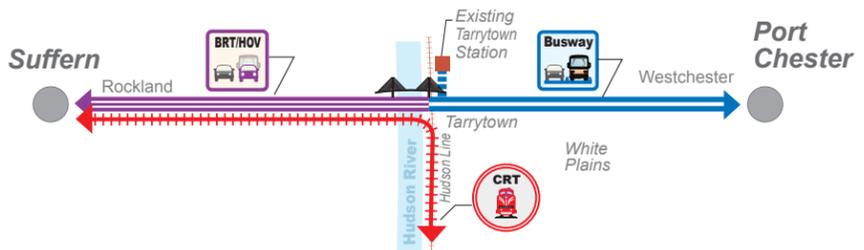
#### Alternative B: Full-Corridor Busway and Rockland CRT



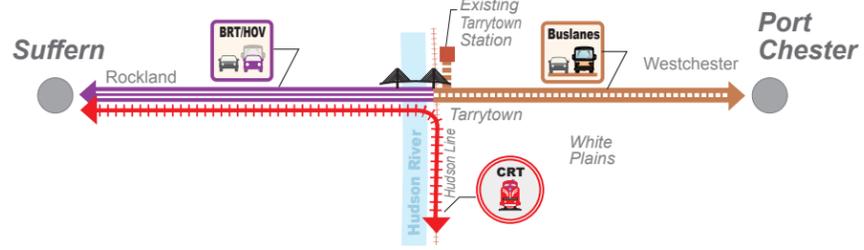
#### Alternative C: Busway / Bus Lanes and Rockland CRT



#### Alternative D: HOV/HOT/Busway and Rockland CRT



#### Alternative E: HOV/HOT/Bus Lanes and Rockland CRT

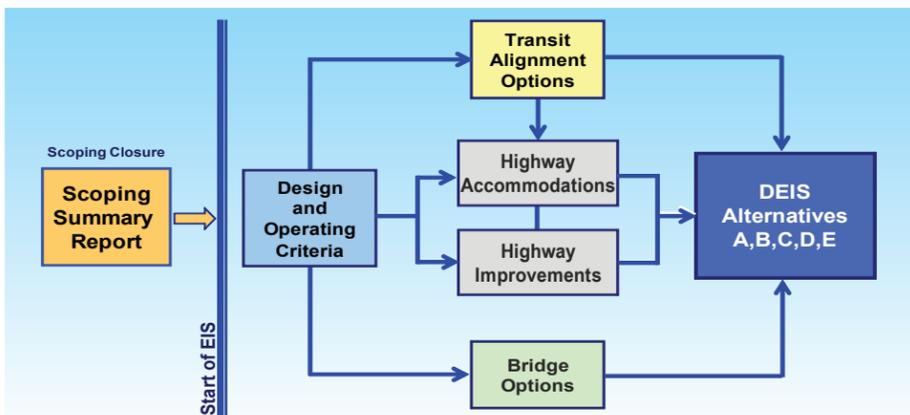


Features of a **bus rapid transit (BRT)** system include high-tech vehicles, dedicated busways and bus lanes, attractive and easily recognizable stations and stops, pay-before-boarding fare collection to avoid delays, and electronic signs that let riders know when the next bus will arrive.



**Commuter rail transit (CRT)** along the corridor will be operated along a grade-separated, electrified, two-track alignment (no highway grade crossings) with high-level platforms for easier, faster boarding. All trains will be capable of operating in electric mode across the corridor with most using "electric multiple-units," providing safe, reliable, and efficient transportation.

### Alternatives Roadmap



### Transit and Bridge Options

We are now evaluating various transit and bridge options to fully define the above alternatives. But first we need to hear from you. At this Community Working Meeting, you will hear an overview of the process to narrow the transit and bridge options and take a detailed look at the BRT and CRT alignments, or routes, in your area.

#### Here are the **Transit Options** we are studying in the Town of Orangetown:

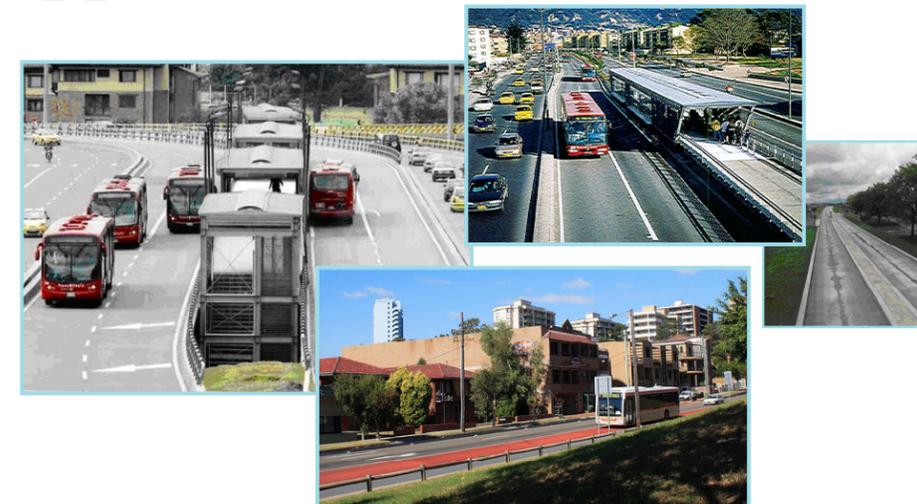
- From Monsey eastward, should the CRT be placed in the center of the Thruway or south of it?
- Should the busway alignment in Rockland County be on the north or south side of the Thruway?

#### Bridge Options

We are also analyzing whether the new Tappan Zee Bridge should have a single- or dual-level configuration. Please visit our bridge table and displays to learn more.

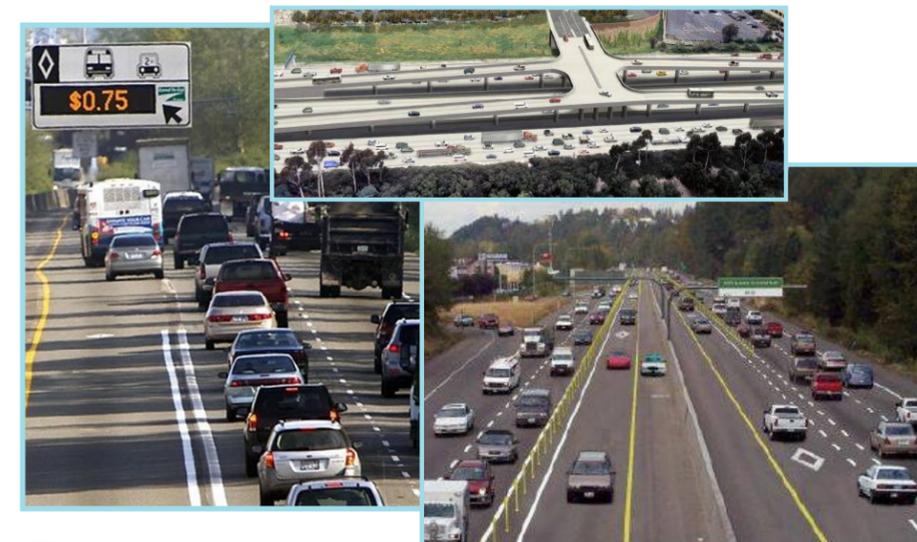
The BRT could operate either on a busway, bus lane, or High Occupancy Vehicle/High Occupancy Toll (HOV/HOT) lane.

**What is a busway?** A busway is a dedicated lane, separated by a barrier from other traffic, that would be used only by BRT vehicles.



#### What are bus lanes?

A bus lane is a dedicated, in-street lane, with some mixed traffic, but lacking barriers. An HOV/HOT lane would carry the BRT along with other High Occupancy Vehicles and a limited number of premium toll vehicles.



#### Visit Our Community Outreach Centers

**Westchester**  
660 White Plains Road, Suite 340  
Tarrytown, NY 10591  
(914) 358-0612  
Open M-F, 9:00 am-5:00 pm

**Rockland**  
203 Main Street, Nyack, NY 10960  
(845) 348-7714  
Open W-Th, 4:00 pm-8:00 pm,  
Sat, 11:00 am-4:00 pm

#### Contact us

Please email us at:  
tzbsite@dot.state.ny.us  
Call us at: (914) 358-0600  
or write to:  
Michael P. Anderson, P.E.,  
Project Director, at the  
Westchester address

[www.tzbsite.com](http://www.tzbsite.com)