

EVALUATION PLAN

Milestone 1: Design Options

| ALIGNMENT | | |
|---|---|---|
| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| 5 Design Alternatives | Develop design alternatives that address the stakeholder and public concerns related to amount of dedicated lanes identified by the RTFP. | Community Workshops (Stations and Alignment) |
| STATIONS | | |
| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| 20 Station Area Alternatives based on RTFP Recommended Catalyst | <ul style="list-style-type: none"> • Existing & Future Population Density • Existing & Future Employment • Number of Activity Centers • Number of Affordable Housing Units • Station Boardings (10 minutes all day) • Number of Intersecting Bus Routes • Percent of Zero-Car Households • Percent of Vacant Parcels • Percent of Transit Supportive Land Uses • Percent of Publicly Owned Parcels • Mileage of Sidewalk (miles) • Mileage of Bicycle Facilities • Presence of Wetlands/Floodplains • Number of Contaminated Sites • Presence of Endangered Species • Number of Cultural 4(f) SHPO Structures • Physical Suitability • TOD Readiness • Market Strength | Business and Station Working Groups, Community Workshops (Stations and Alignment) |
| OPERATIONS | | |
| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| 1 41-Mile Operating Plan (End-to-end travel time) | <ul style="list-style-type: none"> • Daily Ridership • Total New Transit Ridership • Transit Dependent Ridership • VMT Reduction | N/A |
| COSTS | | |
| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| N/A | N/A | N/A |

EVALUATION PLAN

Milestone 2: 10% Design

| ALIGNMENT | | |
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| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| Top 5 Design Alternatives | <ul style="list-style-type: none"> • Employment served by the system (within 1/2 mile radius of station) • Proportion of legally binding affordability restricted housing • Cost effectiveness (annual project cost/Annual linked trips) • Mobility Improvements (estimated annual trips) • Congestion relief (new weekday trips) • Environmental benefits - Air quality • Environmental benefits - Energy use • Environmental benefits - Greenhouse gas • Environmental benefits - Safety | Working Groups and Community Workshops |
| STATIONS | | |
| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| 1 Station typology Up to 5 Station placement/site options per station area | <ul style="list-style-type: none"> • Population density (within 1/2 mile radius of station) • Parking Supply (CBD typical cost per day) • Parking Supply (spaces per employee) • Economic development (transit supportive plans & policies) • Economic development (performance and impacts) • Parcel size and ownership • Ease of access to interstate (distance, intersections, congestion) • Transfer to local service • Redevelopment potential • Market conditions • Ability to attract development • Ability to encourage complete streets | Working Groups, Community Workshops and Station Charrettes |
| OPERATIONS | | |
| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| 1 41-Mile Operating Plan | <ul style="list-style-type: none"> • Passenger Trips per Revenue Hour • Passenger Miles per Revenue Mile • O&M per Revenue Mile • O&M per Revenue Hour • O&M Cost per Passenger Mile | Working Groups and Community Workshops |
| COSTS | | |
| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| Revised Planning Estimates | <ul style="list-style-type: none"> • Preliminary Capital Costs • Preliminary O&M Costs | N/A |

EVALUATION PLAN

Milestone 3: NEPA

| ALIGNMENT | | |
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| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| Top 3 Recommended Alternatives for NEPA Evaluation(s) (Full alignment, includes TSM) | <ul style="list-style-type: none"> • Relocations • Right of way Impacts (roadway) • Right of way Impacts (ponds) • Archaeological Sites • Historic Sites • Section 4(f) Sites • Noise and Vibration • Wetlands • Floodplains • Surface Waters • Threatened & Endangered Species • Contamination and Hazardous Material Sites • Traffic Impacts • Cultural Resources • Water Quality and Stormwater • Aquatic Preserves & Outstanding Florida Waters • Environmental Justice | Formal NEPA Outreach |
| STATIONS | | |
| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| Top 3 Station placement/site options per station area | <ul style="list-style-type: none"> • Relocations • Right of way Impacts (roadway) • Right of way Impacts (ponds) • Archaeological Sites • Historic Sites • Section 4(f) Sites • Noise and Vibration • Wetlands • Floodplains • Surface Waters • Threatened & Endangered Species • Contamination and Hazardous Material Sites • Traffic Impacts • Cultural Resources • Water Quality and Stormwater • Aquatic Preserves & outstanding Florida Waters • Environmental Justice | Formal NEPA Outreach |
| OPERATIONS | | |
| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| 5 Multiple Route Operating Plans (Minimum Operating Segment) | <ul style="list-style-type: none"> • Passenger Trips per Revenue Hour • Passenger Miles per Revenue Mile • O&M per Revenue Mile • O&M per Revenue Hour • O&M Cost per Passenger Mile | Working Groups |
| COSTS | | |
| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| Financial Plan | <ul style="list-style-type: none"> • Financial Plan Strategies | N/A |

EVALUATION PLAN

Milestone 4: 30% Design

| ALIGNMENT | | |
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| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| Locally Preferred Alternative (LPA) | <ul style="list-style-type: none"> • Traffic Engineering, ITS, Parking Analysis • Utility Impacts • Update FTA New/Small Starts Evaluation • Vehicle Specifications • Final Ridership Forecasts | Working Groups and Community Workshops |
| STATIONS | | |
| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| Locally Preferred Alternative (LPA) | <ul style="list-style-type: none"> • Station Access/Multimodal Recommendations • TOD Design Assessment • Safety & Security Design | Working Groups and Community Workshops |
| OPERATIONS | | |
| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| 1 Proof of Concept (Final Operating Plan) | <ul style="list-style-type: none"> • Passenger Trips per Revenue Hour • Passenger Miles per Revenue Mile • O&M per Revenue Mile • O&M per Revenue Hour • O&M Cost per Passenger Mile | Working Groups and Community Workshops |
| COSTS | | |
| Alternatives | Evaluation Criteria | Public/Stakeholder Input |
| Financial Plan | <ul style="list-style-type: none"> • Detailed Capital Cost Estimates • Detailed Operating Costs • Detailed Fleet Capital | N/A |