



Evaluation Criteria	No-Build	Transportation System Management & Operations (TSMO)	Proposed (Build) Alternatives		
			Alternative 1 Business Access and Transit (BAT) Lanes	Alternative 2 Exclusive Reversible Car Center Lanes	Alternative 3 Exclusive Bi-Directional Bus Center Lanes
Natural, Environmental & Physical Impacts	No Improvement	No Improvement	Least Impact	Least Impact	Most Impact
Threatened and endangered species	none	none	none	none	none
Recreational impacts (Section 4(f))	none	none	none	none	none
Social & neighborhood impacts	medium	low	enhanced	enhanced	enhanced
Floodplain impacts	none	none	none	none	none
Wetland impacts	none	none	none	none	none
Potential contamination sites	none	none	none	none	4
Archaeological/historic site impacts	none	none	none	none	medium
Environmental benefits	none	low	medium	medium	medium
Business Impacts	No Improvement	Minimum Improvement	Least Impact	Least Impact	Most Impact
Number of business relocations	none	none	none	none	4
Number of business impacts	none	none	none	none	51
Number of parking spaces impacted	none	none	7 out of 1,100	7 out of 1,100	12 out of 1,100
Residential Impacts	None	None	None	None	None
Number of residential relocations	No Residential Impacts				
Number of residences impacted					
Right of Way Impacts	No Improvement	Minimum Improvement	Least Impact	Least Impact	Most Impact
Total number of parcels impacted	none	none	none	none	51
Total right of way area for acquisition	none	none	none	none	59,855 sf
Mobility Impacts	No Improvement	Minimum Improvement	Medium Improvement	Medium Improvement	Most Improvement
Average Daily Ridership (+/- 13,000 to 15,000 Existing)	14,000 to 19,000	18,000 to 25,000	22,000 to 30,000	23,000 to 31,000	23,000 to 31,000
Vehicle Miles Travelled (VMT) (% Reduction)	142,632,620	0.04%	0.05%	0.01%	0.06%
Vehicle Hours Traveled (VHT) (% Reduction)	4,185,480	0.06%	0.09%	0.03%	0.10%
Mode Shift from Auto to Transit (% Increase over No-Build)	319,570	1.50%	5.50%	5.70%	7.25%
Traffic Operation Impacts	Worse than Existing	Least Impact	Medium Impact	Most Impact	Most Impact
Estimated Travel Time (min)	Worse than Existing	Least Improvement	Medium Improvement	Medium Improvement	Most Improvement
Panther Station to Government Center	130	120	85	85	80
Dolphin Transit Terminal to Government Center	No direct service	130	95	95	90
Tamiami Transit Terminal to Government Center	No direct service	150	110	110	105
Preliminary Estimated Project Costs (Millions)	\$40 to \$60	\$60 to \$80	\$200 to \$240	\$220 to \$270	\$230 to \$300
Roadway Improvement Costs	\$0.00	\$4.10	\$72.30	\$90.00	\$88.30
Right-of-Way Costs	\$0.00	\$10.00	\$15.00	\$15.00	\$30.00
Transit Capital Costs (Millions)	\$38.40	\$50.40	\$113.90	\$113.90	\$112.10
Operating and Maintenance Costs (Millions/Year)	\$25 to \$30	\$35 to \$45	\$45 to \$55	\$45 to \$55	\$50 to \$60

All values are preliminary and subject to change with further detailed analysis.

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