

Preliminary Alternative Evaluation Matrix



	Build Alternative	Ridership (STOPS)	Travel Time (minutes)	Environmental Impact				COST				Non-Federal Funding Required (in millions) ²	Time needed to build and begin service in years	Is a transfer required to Downtown Miami?
				Traffic	Noise Vibration	Contamination	Bridge Replacement	Right of Way ¹	Capital Cost (in millions)	Operations & Maintenance (in millions)	Life Cycle Costs			
	NO BUILD Make no improvements	TBD	Bus: 45 to 50 Car: 60 to 90	○	○	○	○	○	\$0	\$0	TBD	N/A	0 years	Yes
	Dual Mode - Metrorail Extension (HRT) Extend existing Metrorail running at ground level	TBD	40 to 45	●	●	●	●	●	\$1,200 to \$1,350	\$100 to \$120	TBD	\$720 to \$810	8 to 10 years	No
	Bus Rapid Transit (BRT) running on the existing Transitway at ground level	TBD	40 to 45	●	●	●	○	○	\$250 to \$275	\$20 to \$25	TBD	\$150 to \$175	2 to 3 years	Yes
	Connected and Autonomous Vehicles (CAV) running on the existing Transitway at ground level	TBD, same as No Build	30 to 45	●	●	●	●	○	\$500 to \$600	TBD	TBD	\$500 to \$600	3 to 4 years	TBD

1. HRT Needs Light Maintenance Facility South of 34th Street

2. HRT assumes 40% Federal Share. BRT assumes \$100 M Federal Share. CAV assumes \$0 Federal Share.

Legend

None	○
Low	●
Moderate	●
Moderate to High	●
High	●

