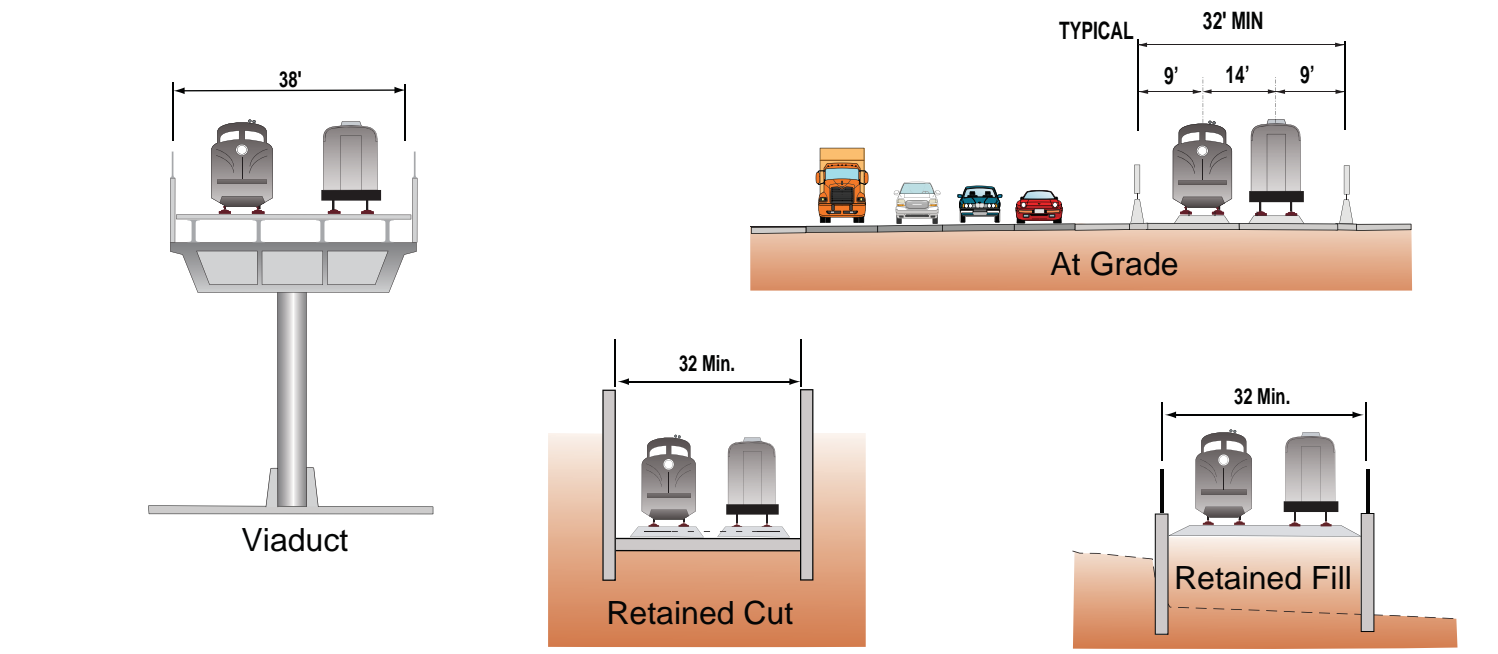
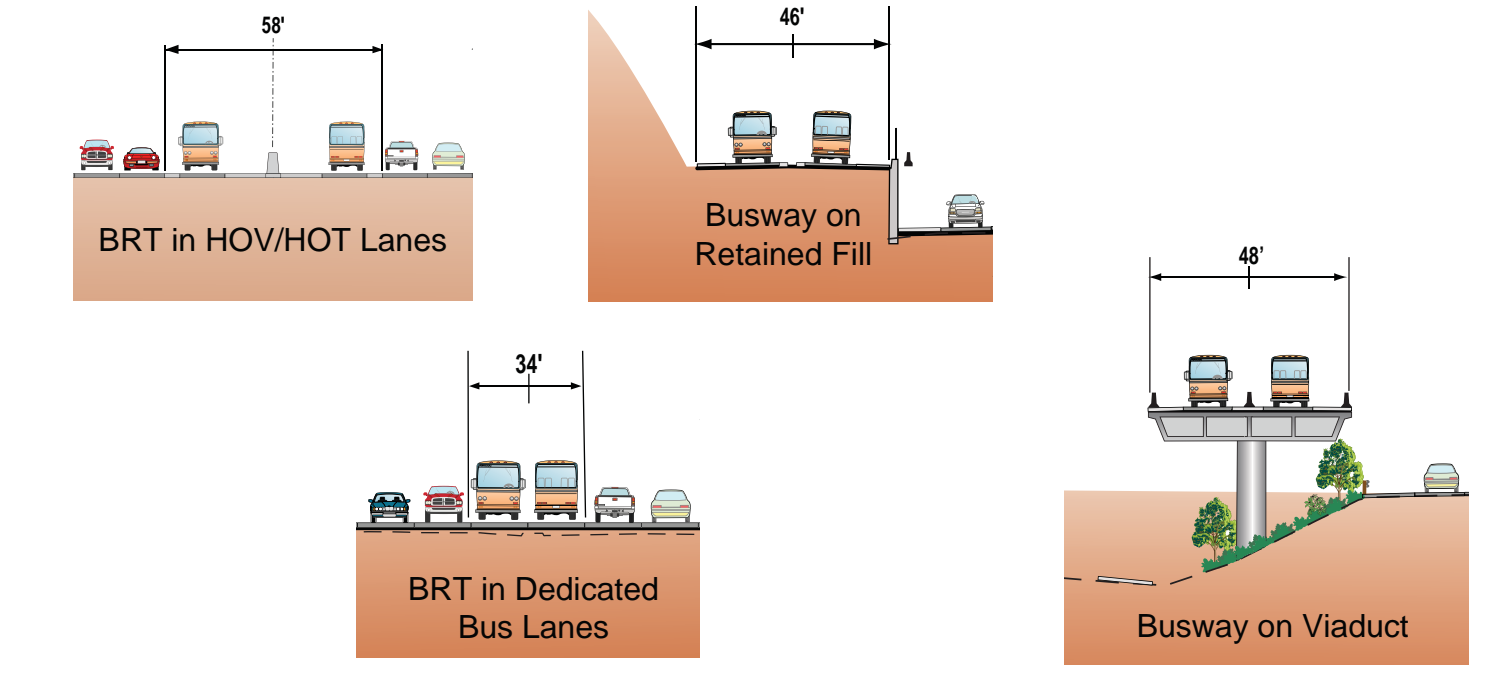


Evaluation Criteria		Description
Engineering	Engineering Design	Horizontal alignment, vertical alignment, clearances, connection to existing system.
	Operations & Maintenance	Operations and maintenance, including impact to existing infrastructure, redundancy, and safety.
	Constructability	Construction activities, schedule duration, construction risk.
Cost	Capital Costs (2012 \$)	Material, labor, and equipment costs (including location, market escalation, etc.) and markups for (1) design and construction contingencies, (2) contractors general conditions, insurance, overhead, and profit), and (3) soft costs such as design, permitting, and agency staff. O&M and property acquisition costs are not considered in the evaluation and are not included in the cost estimates.
Transportation	Travel Time	Travel time in minutes.
	Traffic Network Changes	Permanent impact on road network, road closures and/or realignments required.
	Transportation System Integration	Ease of connections/transfers between local bus services and new systems; ease of intermodal connections/transfers; ease of feeder-bus access to new BRT system.
Environmental	Land Use / Potential for Transit-Oriented Development (TOD)	Direct impacts related to consistency with land use and TOD potential at stations assessed.
	Displacements and Acquisitions	Direct impacts measured in number of structures displaced or acquired. (Permanent subsurface easements are not considered.)
	Wetlands	Direct impacts measured in acres.
	Aquifers and Floodplains	Impacts to aquifers and floodplains.
	Parklands	Direct impacts measured in acres.
	Historic and Archaeological Resources	Direct impacts to historic and archeological resources.
	Hudson River Ecosystems	Direct impacts measured in acres.
	Noise	Direct impacts based on likely perceptible changes in noise levels.
	Visual	Impacts to visual resources.

Typical Transit Infrastructure



Typical CRT Cross-Sections



Typical BRT Cross-Sections