

Proposed Evaluation Criteria

CATEGORY	CRITERIA	DESCRIPTION
Operations	1 Ability to serve market demand estimate	<p>Evaluation Type: Quantitative</p> <p>A review of the capability of each technology to effectively meet the estimated daily and peak hour demand.</p>
	2 Flexibility in service / responsiveness to demand	<p>Evaluation Type: Quantitative</p> <p>A review of the fleet requirements for peak and off-peak operations will be performed to identify service flexibility and efficiency of use of fleet to accommodate demand patterns.</p>
Financial and Economic	3 Cost estimate	<p>Evaluation Type: Quantitative</p> <p>Preliminary (order of magnitude) Capital and O&M (operations and maintenance) costs will be developed to understand the required costs in the immediate time frame as well as the ongoing costs of operating the system.</p>
	4 Financial feasibility	<p>Evaluation Type: Qualitative</p> <p>A high level review of the potential or limitations for a system to utilize public/private partnerships/sponsorship and provide revenue opportunities such as through branding/wrapping of vehicles.</p>
Neighborhood Connectivity and Impact	5 Ability to add stations to serve existing or new developments	<p>Evaluation Type: Qualitative</p> <p>This criterion addresses the technology's ability to add mid-line stations and to extend the systems to serve existing and future developments.</p>
	6 Possible impact on neighborhoods	<p>Evaluation Type: Quantitative</p> <p>Understanding the peripheral effects to the main corridor and side streets is integral to providing a comprehensive evaluation. This criterion addresses the potential impacts to the adjacent transportation system and modes (e.g. walking, biking) and potential impacts imposed on neighborhoods such as visual and noise.</p>
Customer Experience	7 Provides convenient and high-level service	<p>Evaluation Type: Quantitative</p> <p>Simulation results will be used to identify the travel times and service frequency (i.e. resulting wait times for passengers). Providing convenient, accessible, and safe mobility and transfers are integral in providing an attractive system with a high-level of service.</p>

CATEGORY	CRITERIA	DESCRIPTION
System Delivery	8 Integration into Transit Center and N Bayshore	<p>Evaluation Type: Qualitative</p> <p>A high-level review of the ability of each technology to integrate with the planned stations at the Transit Center and N Bayshore is integral to identify potential issues and to overall success.</p>
	9 Ability to expand system	<p>Evaluation Type: Qualitative</p> <p>The potential for each technology to be easily extended or expanded.</p>
	10 Ability to fit within the local environment	<p>Evaluation Type: Qualitative</p> <p>The development and review of representative alignments and potential corridors will be used to understand whether a technology fits within a neighborhood or negatively impacts land use that the alignment may pass through/by. This includes a high level review of the constructability of a system (typical alignment geometry requirements vs. physical constraints).</p>
Technology Development	11 Level of technology maturity	<p>Evaluation Type: Qualitative</p> <p>It is important to understand how relative maturity, and therefore applicability, of technology relates to the project schedule. The service proven aspect of the technologies needs to be reviewed in conjunction with the project timing, ensuring that any selected technologies will be proven and therefore implemented as needed to meet the project schedule.</p>