

| Alternative/Evaluation Metric  | Alternative 1: University / Gibson / Yale  |                       | Alternative 2: University / Lomas / Gibson / Yale  |                       | Alternative 3: University/Lomas / Cesar Chavez / Yale   |                       | Alternative 4: University /Lomas / Yale   |                       |
|--|--|-----------------------|--|-----------------------|---|-----------------------|---|-----------------------|
| Route Length   | 6.10 miles   |                       | 6.4 miles  |                       | 6.5 miles   |                       | 6.6 miles   |                       |
| Miles of Dedicated Busway and percent of overall route (includes guideway and BAT lanes) | 4.9 miles  | 80%                   | 5.2 miles  | 81%                   | 5.2 miles   | 81%                   | 4.6 miles   | 69%                   |
| Total Population Walk Access within 5 minutes and 7.5 minutes                            | 5 minutes<br>17,188  | 7.5 minutes<br>28,310 | 5 minutes<br>22,715  | 7.5 minutes<br>43,395 | 5 minutes<br>22,495   | 7.5 minutes<br>43,289 | 5 minutes<br>19,408   | 7.5 minutes<br>40,283 |
| UNM H Workers  | 308  | 308                   | 308  | 2,545                 | 308   | 2,545                 | 308   | 2,545                 |
| UNM Students, Faculty, and Staff   | 1,667  | 7,596                 | 7,596  | 17,039                | 7,561   | 16,994                | 11,314  | 20,257                |
| C NM Students, Faculty, and Staff  | 3,404  | 7,961                 | 3,404  | 7,961                 | 3,404   | 7,961                 | 144   | 2,855                 |
| Near Campus Student Housing  | 0  | 981                   | 0  | 981                   | 0   | 981                   | 0   | 117                   |
| Other Non-Campus Employment  | 4,010  | 5,278                 | 4,079  | 5,280                 | 3,894   | 5,219                 | 4,070   | 4,920                 |
| Transit Riders   | 2,835  | 2,990                 | 2,835  | 3,560                 | 2,835   | 3,560                 | 2,773   | 3,560                 |
| Remote Parkers   | 4,964  | 6,029                 | 4,493  | 6,029                 | 4,493   | 6,029                 | 800   | 6,029                 |
| Special Event Venue Seats  | 67,334   | 67,334                | 67,334   | 67,334                | 67,334  | 67,334                | 1,985   | 1,985                 |
| Economic Development Opportunities   | Significant opportunities at: <ul style="list-style-type: none"> <li>UNM North Campus area</li> <li>University Blvd./Lomas Intersection</li> <li>University Blvd./Central Intersection</li> <li>CNM</li> <li>South Campus area</li> <li>South University</li> <li>Gibson area</li> <li>Sunport area</li> </ul> |                       | Significant opportunities at: <ul style="list-style-type: none"> <li>UNM North Campus area</li> <li>University Blvd./Lomas Intersection</li> <li>University Blvd./Central Intersection</li> <li>CNM</li> <li>South Campus area</li> <li>South University</li> <li>Gibson area</li> <li>Sunport area</li> </ul>                       |                       | Significant opportunities at: <ul style="list-style-type: none"> <li>UNM North Campus area</li> <li>University Blvd./Lomas Intersection</li> <li>University Blvd./Central Intersection</li> <li>CNM</li> <li>South Campus area (partial)</li> <li>Sunport area</li> </ul> Opportunities for redevelopment of smaller parcels along South Yale   |                       | Significant opportunities at: <ul style="list-style-type: none"> <li>UNM North Campus area</li> <li>University Blvd./Lomas Intersection</li> <li>University Blvd./Central Intersection (partial)</li> <li>Sunport area</li> </ul> Opportunities for redevelopment of smaller parcels along South Yale           Misses opportunities at: <ul style="list-style-type: none"> <li>CNM, South Campus area, South University</li> </ul> |                       |
| Right-of-Way Needs   | <ul style="list-style-type: none"> <li>Approximately 0.75 acres w/o bike lanes</li> <li>Approximately 2.7 acres and 10 buildings if bike lanes are added to University Blvd.</li> </ul>  |                       | <ul style="list-style-type: none"> <li>Approximately 0.60 acres w/o bike lanes</li> <li>Approximately 2.38 acres and 8 buildings if bike lanes are added to University</li> </ul>  |                       | <ul style="list-style-type: none"> <li>Approximately 0.48 acres w/o bike lanes</li> <li>Approximately 2.0 acres and 8 buildings if bike lanes are added to University</li> </ul>  |                       | <ul style="list-style-type: none"> <li>Approximately 0.44 acres w/o bike lanes</li> <li>Approximately 2.0 acres and 2 buildings if bike lanes are added to University</li> </ul>  |                       |
| Traffic Conflicts  | <ul style="list-style-type: none"> <li>Existing problems on University Blvd. between Lomas and Indian School Rd. (V/C 1.1 during AM and PM peaks)</li> <li>No significant congestion problems identified on segments of University with lane takes.</li> </ul>   |                       | <ul style="list-style-type: none"> <li>Existing problems on University Blvd. between Lomas and Indian School Rd. (V/C 1.1 during AM and PM peaks)</li> <li>Moderate congestion potential on Lomas if BAT lanes are used</li> <li>No significant congestion problems identified on segments of University with lane takes.</li> </ul> |                       | <ul style="list-style-type: none"> <li>Existing problems on University Blvd. between Lomas and Indian School Rd. (V/C 1.1 during AM and PM peaks)</li> <li>Moderate congestion potential on Lomas if BAT lanes are used</li> <li>No significant congestion problems identified on segments of University with lane takes.</li> <li>No congestion on BAT lane section of Yale</li> </ul> |                       | <ul style="list-style-type: none"> <li>Existing problems on University Blvd. between Lomas and Indian School Rd. (V/C 1.1 during AM and PM peaks)</li> <li>Moderate congestion potential on Lomas if BAT lanes are used</li> <li>Existing severe congestion on Yale between Cesar Chavez and Coal Ave. (V/C &gt; 1.6)</li> <li>No congestion on BAT lane section of Yale</li> </ul>   |                       |
| Capital Costs  | \$62M<br>includes 40% contingency, \$4M for expansion of maintenance facility, \$5M for new park n ride lot.   |                       | \$65M<br>includes 40% contingency, \$4M for expansion of maintenance facility, \$5M for new park and ride lot.   |                       | \$65M<br>includes 40% contingency, \$4M for expansion of maintenance facility, \$5M for new park and ride lot.  |                       | \$62M<br>includes 40% contingency, \$4M for expansion of maintenance facility, \$5M for new park and ride lot.  |                       |
| Operations & Maintenance Cost  | \$3.2M   |                       | \$3.4M   |                       | \$3.4M  |                       | \$3.5M  |                       |

Yellow shading indicates substantially lower performance and/or factors affecting implementation.