

NRC ALTERNATIVES PRELIMINARY EVALUATION

Evaluation Category	Low-Level Bascule	Mid-Level Bascule	High-Level Fixed	Tunnel
Navigational Accommodations	Orange	Yellow	Green	Green
Vehicular Traffic Operations	Orange	Yellow	Yellow	Green
Socio-Cultural Resources (Historic)	Yellow	Yellow	Yellow	Green
Contamination Risk	Green	Yellow	Yellow	Orange
Resiliency	Yellow	Green	Green	Orange
Right-of-Way Impacts	Green	Yellow	Yellow	Orange
Noise	Yellow	Yellow	Yellow	Green
Neighborhood Connectivity - Bicycle/Pedestrian/ Vehicle Local Connections	Yellow	Green	Green	Orange
Operations and Maintenance Costs (O&M)	Yellow	Yellow	Green	Orange
Capital Costs	See Table Below			

Worst Better Best

- The Locally Preferred Alternative will be refined and evaluated against the No-Build Alternative during the NEPA environmental process.
- Subject to change: All categories will require further analysis as the project continues.

NRC ALTERNATIVE COST TABLE

Alternative	Low-Level Bascule	Mid-Level Bascule	High-Level Fixed	Tunnel
New River Crossing	\$240 M	\$444 M	\$452 M	\$1.82 B
Right-of-Way (Private)	\$0	\$98 M	\$98 M	\$148 M
Operations & Maintenance ¹	- Bridge Tender - Mechanical Systems	- Bridge Tender - Mechanical Systems	- Regular Maintenance	- Underground Station - Ventilation Systems

CORRIDOR COST TABLE

Corridor Capital Cost ²	\$495 M			
Right-of-Way (Stations)	Under Analysis will be the Same for Each Alternative			
Total Capital Cost	\$735 M	\$1.04 B	\$1.05 B	\$2.46 B

OTHER PROJECT COST TABLE

Operations & Maintenance	\$18 - \$28 M	\$18 - \$28 M	\$17 - \$27 M	\$18 - \$28 M
Access Fee ³	TBD			

¹ O&M costs are per year and are not calculated in the total cost. There are differences among the NRC alternatives.

² Capital Cost Includes Construction, Stations, Vehicles, Yards, Parking, etc.

³ Access Fee - A negotiated fee to allow commuter trains on the Brightline passenger easement on the FEC corridor.