| Alternative | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|
| Mode | BRT | BRT | BRT+HRT | LRT | BRT | LRT | BRT |
| Endpoints | Bayview to Ellicott City | Bayview to Ellicott City | Bayview to Ellicott City | Essex to CMS | Essex to CMS | Bayview to CMS | Bayview to CMS |
| Length | 22.7 miles | 18.4 miles | 19.1 miles | 16.4 miles | 17.1 miles | 14.1 miles | 14.2 miles |
| Number of Stations | 39 stations | 36 stations | 25 stations | 28 stations | 33 stations | 19 stations | 31 stations |
| Average Station Spacing | 0.6 miles | 0.5 miles | 0.8 miles | 0.6 miles | 0.5 miles | 0.7 miles | 0.5 miles |

| Goal | Theme | Measure of Effectiveness | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|------|-------|--------------------------|---|---|---|---|---|---|---|
| Improve the connectivity and operations of the existing transit network | Reliability | Percent of dedicated or separated guideway | 84% | 95% | 95% | 92% | 94% | 100% | 93% |
| Improve the connectivity and operations of the existing transit network | Reliability | Fixed or Flexible Guideway | FLEXIBLE | FLEXIBLE | FLEXIBLE/ FIXED | FIXED | FLEXIBLE | FIXED | FLEXIBLE |
| Improve the connectivity and operations of the existing transit network | System Travel Savings | Average travel time savings for transit riders living in the corridor (minutes) | 2 | 2 | 2 | 4 | 2 | 3 | 2 |
| Improve the connectivity and operations of the existing transit network | Travel Time | Transit travel time between West Baltimore and Hopkins Bayview (minutes) | 54 | 52 | 39 | 47 | 51 | 44 | 57 |
| Expand the reach and connectivity of the regional transit network | Ridership | Projected daily boardings in 2045 per mile | 1,100 | 1,100 | 1,400 | 1,400 | 1,400 | 1,900 | 1,500 |
| Expand the reach and connectivity of the regional transit network | Connections | Connections to rail stations, frequent bus routes and locally operated transit systems | 24 | 18 | 21 | 21 | 21 | 22 | 22 |
| Expand the reach and connectivity of the regional transit network | Access | To households within 1/2 mile of a station, per mile | 2,600 | 3,100 | 2,300 | 2,700 | 2,700 | 3,000 | 3,200 |
| Expand the reach and connectivity of the regional transit network | Access | To students within 1/2 mile of a station, per mile | 800 | 1,200 | 1,000 | 1,000 | 1,000 | 900 | 1,000 |
| Expand the reach and connectivity of the regional transit network | Access | To future jobs within 1/2 mile of a station, per mile | 11,500 | 11,900 | 12,000 | 14,700 | 14,000 | 15,500 | 15,700 |
| Prioritize the needs of existing transit riders and transit-critical populations | Equity | Low-income population within 1/2 mile of a station, per mile | 1,700 | 2,400 | 1,900 | 2,500 | 2,400 | 2,100 | 2,300 |
| Prioritize the needs of existing transit riders and transit-critical populations | Equity | Minority population within 1/2 mile of a station, per mile | 4,100 | 5,700 | 4,600 | 5,300 | 5,200 | 4,800 | 5,200 |
| Prioritize the needs of existing transit riders and transit-critical populations | Equity | Zero-car households within 1/2 mile of a station, per mile | 700 | 1,000 | 800 | 900 | 900 | 800 | 900 |
| Prioritize the needs of existing transit riders and transit-critical populations | Equity | Limited English proficiency population within 1/2 mile of a station, per mile | 400 | 500 | 300 | 400 | 400 | 400 | 400 |
| Prioritize the needs of existing transit riders and transit-critical populations | Equity | Adult population over age 65 within 1/2 mile of a station, per mile | 800 | 900 | 800 | 800 | 800 | 800 | 900 |
| Prioritize the needs of existing transit riders and transit-critical populations | Equity | Population with disabilities within 1/2 mile of a station, per mile | 800 | 1,100 | 900 | 1,000 | 1,000 | 900 | 1,000 |
| Maximize the economic and environmental benefit of a major transit investment | Sustainability | Trips shifted to transit | 4,700 | 4,800 | 2,800 | 1,700 | 3,100 | 3,000 | 3,000 |
| Maximize the economic and environmental benefit of a major transit investment | Cost | Capital cost ($ millions) | 1,100 | 1,000 | 4,200 | 3,100 | 900 | 3,800 | 800 |
| Maximize the economic and environmental benefit of a major transit investment | Cost | Annual Operating cost ($ millions) | 16 | 14 | 53 | 46 | 13 | 36 | 11 |
| Maximize the economic and environmental benefit of a major transit investment | Implementation | Implementation time (years) | 6-8 | 6-8 | 10-12 | 8-10 | 6-8 | 7-9 | 5-7 |
| Maximize the economic and environmental benefit of a major transit investment | Implementation | Tunneling Risk | N/A | N/A | HIGH | MEDIUM | N/A | HIGH | N/A |