

### RTP North South Corridor Measures of Effectiveness (MOEs)

Goal	Theme	Measure of Effectiveness	1	2	3	4	5	6	7	
			(LRT)	(BRT)	(BRT)	(HRT)	(BRT)	(LRT)	(BRT)	
			Length (miles)	11.6	11.5	9.2	10.5	10.4	12.5	12.6
			Endpoints	Lutherville - UMMC	Lutherville - UMMC	Towson - Harbor East	Towson - Port Covington	Towson - Port Covington	Lutherville - Otterbein	Towson - Harbor East
			Number of Stations	21	33	28	9	30	25	32
Average Station Spacing (miles)	0.6	0.3	0.3	1.2	0.3	0.5	0.4			
Increase mobility and access to jobs, services, and other opportunities in the region	Reliability	Percent of dedicated or separated guideway	96%	97%	98%	100%	97%	98%	100%	
Increase mobility and access to jobs, services, and other opportunities in the region	Reliability	Fixed or Flexible Guideway	FIXED	FLEXIBLE	FLEXIBLE	FIXED	FLEXIBLE	FIXED	FLEXIBLE	
Increase mobility and access to jobs, services, and other opportunities in the region	Travel Time Savings	Transit travel time savings between Towson and Downtown Baltimore (minutes)	11	7	7	14	7	3	0	
Increase mobility and access to jobs, services, and other opportunities in the region	Access	Households within 1/2 mile of a station, per mile	3,700	3,800	4,700	2,800	4,500	3,800	4,300	
Increase mobility and access to jobs, services, and other opportunities in the region	Access	Student population within 1/2 mile of a station per mile	1,100	1,100	1,200	500	1,000	900	1,000	
Increase mobility and access to jobs, services, and other opportunities in the region	Access	Future jobs within 1/2 mile of a station per mile	20,200	20,900	26,200	19,400	24,500	18,200	21,000	
Create strategic connections to multi-modal transportation options locally and regionally.	Connections	Connections to rail stations, frequent bus routes, and locally operated transit routes	23	24	23	19	21	23	22	
Create strategic connections to multi-modal transportation options locally and regionally.	Connections	Additional future jobs accessible by transit within 45 minutes	38,000	26,000	19,000	6,000	8,000	11,000	22,000	
Center equity as a core consideration	Equity	All transit-critical populations within 1/2 mile of a station, per mile	11,400	11,800	13,600	6,700	11,900	11,600	13,000	
Center equity as a core consideration	Equity	Low-income population within 1/2 mile of a station, per mile	2,500	2,500	2,800	1,300	2,400	2,000	2,300	
Center equity as a core consideration	Equity	Minority population within 1/2 mile of a station, per mile	5,400	5,600	6,400	3,100	5,500	6,000	6,700	
Center equity as a core consideration	Equity	Zero-car households within 1/2 mile of a station, per mile	1,200	1,200	1,500	700	1,300	1,100	1,200	
Center equity as a core consideration	Equity	Limited English proficiency population within 1/2 mile of a station, per mile	300	300	400	200	300	300	300	
Center equity as a core consideration	Equity	Adult population over age 65 within 1/2 mile of a station, per mile	1,100	1,200	1,400	700	1,200	1,200	1,300	
Center equity as a core consideration	Equity	Population with disabilities within 1/2 mile of a station, per mile	1,000	1,000	1,200	600	1,100	1,000	1,100	
Support the region's economic competitiveness and strategic growth	Cost	Capital cost (\$ millions)	4,000	600	500	6,200	600	1,300	600	
Support the region's economic competitiveness and strategic growth	Development Opportunity	Transit-Oriented Development and Opportunity Zones within 1/2 mile of station (acres)	1,200	1,100	1,000	1,100	1,400	1,200	1,200	
Support the region's economic competitiveness and strategic growth	Implementation	Implementation time (years)	7-9	6-8	6-8	10-12	6-8	7-9	6-8	
Support the region's economic competitiveness and strategic growth	Implementation	Bridge and Tunnel Complexity	MEDIUM	N/A	N/A	HIGH	N/A	MEDIUM	N/A	
Support the regions sustainability goals.	Ridership	Projected daily boardings in 2045, per mile	1,700	1,800	2,100	1,100	2,200	1,400	1,400	
Support the regions sustainability goals.	Sustainability	Zero-car households within 1/2 mile of a station, per mile	1,200	1,200	1,500	700	1,300	1,100	1,200	