

**TABLE 5.1  
COMPARISON OF ALTERNATIVES**

Service Type	Peak Direction Service	Reverse Commute Service	Weekday Peak Headway (minutes)	Weekday Off-Peak Headway (minutes)	Weekday Hours of Operation	Average One-Way Travel Time from White Plains to Branch Avenue	Total Weekday Bus/Train Trips	Weekend Service	Operations	Charles/St. Mary's County Served	Prince George's County Served	Number of Stations along Route <sup>(4)</sup>	New Parking Spaces <sup>(5)</sup>	2025 Ridership (Daily Boardings)	Capital Costs (2003 dollars)	Annual Operating Costs (2003 Dollars)	Cost Effectiveness <sup>(6) (7)</sup>	
<b>Alternative 1</b> Enhanced Commuter Bus	Express	Yes	No	4 - 10 <sup>(1)</sup>	No Service	5:00 - 8:00 AM 3:30 - 6:30 PM	92 <sup>(1)(3)</sup>	246	No	In mixed traffic	Yes	No	0	0	6,800	\$255.1 million	\$26.5 million	n/a <sup>(8)</sup>
<b>Alternative 2</b> Bus Rapid Transit - Moderate Level	Express Limited Minimal Shuttle	Yes	Yes (minimal)	3 - 10 <sup>(1)</sup>	30 <sup>(2)</sup>	5:00 AM - Midnight	44 <sup>(1)</sup> 49 <sup>(1)</sup> 45	426	Yes <sup>(2)</sup>	Combination of mixed traffic and separate lanes	Yes	Minimal	7	7,200	19,500 - 23,600	\$433.7 million	\$32.1 million	\$16.53 - \$21.32
<b>Alternative 3</b> Bus Rapid Transit - High Level	Express Limited Shuttle	Yes	Yes	3 - 10 <sup>(1)</sup>	30 <sup>(2)</sup>	5:00 AM - Midnight	34 <sup>(1)</sup> 41 <sup>(1)</sup> 34	426	Yes <sup>(2)</sup>	Exclusive right-of- way for buses with grade crossings	Yes	Yes	12	14,500	26,400 - 31,000	\$1.2 billion	\$31.6 million	\$31.13 - \$38.07
<b>Alternative 4</b> Light Rail Transit Non- Tunnel	Local	Yes	Yes	5	15	5:00 AM - Midnight	42 min	246	Yes	Exclusive right-of- way with grade crossings	Yes	Yes	12	12,000	22,600 - 26,800	\$1.1 billion	\$34.4 million	\$59.97 - \$80.06
<b>Alternative 4</b> Light Rail Transit	Local	Yes	Yes	5	15	5:00 AM - Midnight	42 min	246	Yes	Exclusive right-of- way with grade crossings	Yes	Yes	12	12,000	22,600 - 26,800	\$1.5 billion	\$34.4 million	\$81.07 - \$109.71

<sup>(1)</sup> Varies by route

<sup>(2)</sup> Shuttle service only

<sup>(3)</sup> Service to Washington, D.C.

<sup>(4)</sup> Excludes park and ride lots off-line

<sup>(5)</sup> Includes both parking at stations and new park and ride lot spaces, does not include spaces already programmed for construction

<sup>(6)</sup> Based on FTA standard calculation for cost effectiveness

<sup>(7)</sup> Typically, FTA New Starts Projects with cost effectiveness values (based on FTA standard calculation) greater than \$25.00 would receive a rating of "Not Recommended"

<sup>(8)</sup> Cost Effectiveness is not calculable because the number of new transit trips is less than the TSM alternative.