

Cost and Cost-Effectiveness Table

Alternative	Capital Cost (YOE\$) ²	Annual O&M Cost ³	Annual Linked Trips on Project	Annual Cost/Rider
H1: Harbor Short Streetcar	\$ 260,000,000	\$ 3,093,161	821,277	\$11.73
H2: Harbor Long Streetcar	\$ 610,000,000	\$ 2,973,797	3,261,832	\$5.58
H3: Harbor Long Rapid Streetcar ¹	\$ 690,000,000	\$ 1,942,744	3,377,764	\$5.54
H4: Harbor Enhanced Bus*	\$ 64,000,000	\$ 1,039,770	1,141,807	\$2.68
H5: Harbor Bus Rapid Transit ^{1*}	\$ 230,000,000	\$ 1,095,776	3,242,547	\$2.72
L1: Anaheim-Lemon Streetcar	\$ 660,000,000	\$ 4,004,851	2,504,395	\$8.18
L2: Anaheim-Lemon Rapid Streetcar ¹	\$ 740,000,000	\$ 2,973,797	2,780,814	\$7.60
L3: Anaheim-Lemon Enhanced Bus*	\$ 67,000,000	\$ 1,039,770	1,200,771	\$2.62
L4: Anaheim-Lemon Bus Rapid Transit ^{1*}	\$ 250,000,000	\$ 1,752,130	2,669,537	\$3.78
K1: Harbor-Katella Streetcar*	\$ 450,000,000	\$ 5,155,268	1,210,524	\$13.69
K2: Katella + Anaheim-Lemon Enhanced Bus	\$ 60,000,000	\$ 1,672,356	1,081,292	\$3.40
K3: Katella + Harbor Hybrid	\$ 300,000,000	\$ 2,990,736	1,545,685	\$6.89

¹Operates in a dedicated transit lane for at least 50% of the alignment.

*Extends to MacArthur Boulevard, consistent with existing Bravo! Route 543 service area.

²YOE assumes a 2025 implementation date.

³Net Change in O&M from 2035 Baseline.

YOE - Year of expenditure

O&M - Operation and maintenance