

COST COMPARISON OF ALTERNATIVE OPTIONS

CAPITAL COSTS, OPERATING COSTS, COST EFFECTIVENESS

		Alternatives					
		Alternative 1	Alternative 2	Alternative 3	Alternative 4	Alternative 5	Alternative 6
FINANCIAL	<i>Mode</i>	Rapid Bus	Light Rail	SkyTrain	SkyTrain	SkyTrain	SkyTrain
	<i>East Terminus</i>	Commercial	Commercial	VCC North	VCC North	VCC North	VCC North
	<i>West Terminus</i>	UBC	UBC	Main with RapidBus to UBC	Cambie with RapidBus to UBC	Granville with RapidBus to UBC	Arbutus with RapidBus to UBC
CRITERIA/DESCRIPTORS							
	Capital Costs (millions)	\$87.9	\$802.7	\$191.9 / \$277.8	\$347.1 / \$411.6	\$526.8 / \$578.8	\$663.9 / \$709.0
	Capital Costs per kilometre	\$6.6	\$59.9	\$147.6 / \$20.7	\$150.9 / \$30.7	\$131.7 / \$43.2	\$127.7 / \$52.9
	Operating Costs (millions)	\$9.0	\$15.0	\$1.8 / \$11.9	\$3.2 / \$9.8	\$5.5 / \$10.3	\$7.2 / \$11.3
	Operating Costs - net of local service reductions	\$9.0	\$12.9	\$11.9	\$9.8	\$10.3	\$11.3
	Cost Effectiveness						
	• Operating cost/passenger	\$0.31	\$0.36	\$0.18 / \$0.32	\$0.14 / \$0.25	\$0.16 / \$0.23	\$0.21 / \$0.26
	• Operating cost/passenger kilometre	\$0.05	\$0.07	\$0.05	\$0.04	\$0.04	\$0.05
	• Cost/new passenger relative to base ¹	\$1.77	\$45.39	\$10.50	\$11.82	\$13.15	\$16.79

(1) Base is defined as the B-Line service from Commercial Drive to UBC

Excerpt from "Broadway/Lougheed Rapid Transit Line Phase II - Commercial Drive West; December 1999"

