## DRAFT



AGS Benefit/Cost at 0\% Federal Funding

| logy | High Speed Masler |  |  |  |  |  |  |  | Medium Speed Masiev |  |  | Sh Speed Rail |  |  | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Altemative | Full System, ICS + AGS, A-5a | Full System, ICS + AGS, A-5a | Full System, ICS + AGS, B-2a | dia to Ecra | West Suburban to Breckenridge | West Suburban to Breckenridge | DIA to Breckenridge, <br> ICS + AGS | Dla to Breckenidge | West Suburban to Breckenridge | West Suburban to Breckenridge | $\begin{gathered} \text { DIA to Breckenridge, } \\ \text { ICS + AGS } \\ \hline \end{gathered}$ | Full System, ICS + AGS, B-2a | $\begin{gathered} \text { Full System, ICS + } \\ \text { AGS, B-2a } \\ \hline \end{gathered}$ | DIA to Breckenridge, ICS + AGS |  |
| Alignment Through Denver | 1.76 | ${ }_{1}^{176}$ | C.470/E470 | 1.76 |  | N/A | ${ }_{1}^{1.76}$ | ${ }_{1}^{1.76}$ |  |  | ${ }^{76}$ | C.470/E-470 | C.470/E470 |  |  |
| Fare | 50.35/M | 50.26/milie | 50,26/Mile | 50.26/Mile | S.35/Mil | 5.26/Mile | 0.26/Milie | 26/M | 50.35/Milic | 50.26/M | 2,26/Mi | 50.35/Mile | 50.26/Mile | 26/M |  |
| Costs |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Capex | \$13,337,400,000 | \$13,337,400,000 | \$13,33, 490,000 | \$16,537,40,000 | 56,801,87,000 | S6,801,837,000 | \$10,001,840,000 | \$10,001,840,000 | \$5,54,557,000 | \$5,54, 557,000 | \$8,744,56,000 | \$32,392,80,000 | \$32,392,800,000 | \$35,592,800,000 | AGS Only. Suburban Station to west. MOS is to Breckendirdge |
| Annual OPEX | S62,762,000 | $562,762,000$ | S62,762,000 | \$78,481,000 | S36,466,000 | \$36,466,000 | 553,99,000 | 553,79,000 | S35,103,000 | S35,103,000 | S51,788,000 | \$72,882,000 | 572,882,000 | 57,379,000 | AGS only. Based on train miles only within AGS Corridor. |
| OPEX Cost (30 year) | \$1,085,154,980 | \$1,085,154,980 | S1,085,154,980 | \$1,35,936,490 | \$630,497,140 | \$630,497,140 | \$930,184,710 | \$930,184,710 | \$606,930,870 | \$506,930,870 | \$885,414,520 | \$1,260,129,780 | \$1,260,12,780 | \$1,216,85,910 |  |
| Interest peyments | \$4,792,76,3,344 | \$4,792,760,344 | \$4,792,760,344 | 55,942,664,344 | \$2,444,20,117 | ${ }_{\text {S2,444,20, } 117}$ | ${ }_{5}^{5,594,111,195}$ | ${ }_{5} 53,594,11,195$ | ${ }_{5} 51,992,408,835$ | ${ }_{5} 51,992,408,835$ | ${ }_{5}^{5,142,313,913}$ | S11,640,190,716 | \$11,640,190,716 | \$12,990,094,716 | 50\% of CAPEX, 4\% Interest, 30 years |
| Total cost | \$19,215,40, 324 | S19,215,40,324 | \$19,215,40, 324 | \$23,837,09,834 | ${ }_{59,876,50,257}$ | ${ }_{59,876,50,257}$ | \$14,526,13, ${ }^{\text {a }}$ | \$14,526,13, ${ }^{\text {a }}$, ${ }^{\text {a }}$ | \$8,143,96,705 | \$8,143,89,705 | \$12,782,28, , 33 | \$45, 293,120,496 | \$45,23,12,496 | \$49,599,747,26 |  |
| Benefits |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Basic Data |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ridership | 3,66,914 | 4,635,464 | 6,211,251 | 3,585,120 | 1,236,174 | 1,535,031 | 2,906,471 | 1,775,726 | 1,026,172 | 1,28,913 | 2.508,416 | 4,340,584 | 6,394,807 | 2,676,462 | Only for trips having origin or destination within I-70 Mountain Corrdior |
| Ticket Revenue | \$123,745,259 | 5113,911,654 | \$157,280,243 | 59,037,296 | 522,24,996 | 520,851,174 | 566,993,427 | 528,723,660 | 518,008,144 | 517,418,946 | \$56,79,587 | \$137,364,179 | \$159,912,578 | \$58,278,195 | Only for trips having origin or destination within I-70 Mountain Corrdior |
| Reduction in vehicle-Miles ${ }^{1}$ | 162,980,029 | 191,432,412 | 266,031,869 | 152,22,3,37 | 38,24,456 | 47,58,933 | 96,935,072 | 57,95, 203 | 31,87,037 | 39,66, 174 | 82,73,044 | 186,041,118 | 289,257,126 | 80,84,332 | Only for trips having origin or destination within I-70 Mountain Corrdior |
| Reduction in Venicle-Hour | 640,580 | 675,45 | 950,98 | 852,98 | 175,60 | 215,17 | 29,16 | 210 | ${ }_{56,846}$ | 69,420 | (148,742) | 812, | 1,151,656 | (28,874 | Only for trips having origin or destination within I-70 Mountain Corrdior |
| VMT Benefit | 599,268,816 | \$107,202,151 | \$148,977,847 | 585,246,754 | 521,62,995 | 526,647,022 | \$54,283,640 | 532,197,314 | S17,848,901 | 522,29,857 | S46,329,049 | \$104,183,026 | 5161,98,991 | \$50,312,266 | Only for trips having origin or destination within I-70 Mountain Corrdior |
| VHT Benefit | \$14,733,340 | \$15,535,465 | 521,872,655 | \$19,618,701 | \$4,038,869 | \$4,99,002 | \$669,668 | 54,80,764 | \$1,37, 458 | \$1,59,660 | ( $53,42,1,066)$ | \$18,686,741 | 526,488,088 | (5664,102) | Only for trips having origin or destination within 1 -70 Mountain Corrior |
| Fatality Avoided | 511,115,238 | \$13,055,690 | 518,143,373 | 510,381,837 | \$2,63, 188 | 53,245,24 | \$6,61,972 | 53,921,173 | \$2,17,741 | \$2,70,279 | \$5,62, 216 | 512,68,004 | 519,727,366 | \$6,12, 315 | Only for trips having origin or destination within I-70 Mountain Corrdio |
| Calculated Benefits (PW basis) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Increase in Real Estate Value o one time deal, no |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{\text {PW calc. }}$ Fere Box Revenue (30 year) |  | ${ }_{\text {S2, }}^{51,50,000,000}$ | $\underset{\substack{\text { ¢2, 59,000,000 } \\ \$ 2,71935,401}}{ }$ | ${ }_{\text {S }}^{51,3,30,00,0,000}$ |  | ¢1,480,00,000 | S2,220,00,000 $\$ 1,19,671,353$ | S2,220,000,000 <br> $496,632,081$ | \$1,40,000,000 | ${ }_{\text {S }}^{51,480,000,000} 5$ | \$2,220,000,000 <br> $5981,79,059$ | ${ }_{\substack{\text { S }}}^{\substack{\text { S2,22,000,000 } \\ 52,37,026,655}}$ | ¢5,22,000,000 | ¢ $\begin{gathered}\text { \$2,20,000,000 } \\ 51,00,629,92\end{gathered}$ | 5370 million/station |
|  |  |  |  |  |  |  |  |  |  |  |  | ¢ | $\frac{52,764,880,44}{S_{2,80,703,197}}$ | ( |  |
| PW of fut | \$524,739,449 | S268,688,100 | S378,178,205 | \$339,207,340 | \$59,832,045 | ${ }_{\text {S }}^{585,568,245}$ | S11,57,560 | \$88,996,810 | \$ $522,605,949$ | ¢ ${ }_{\text {S27,606,251 }}$ | ${ }_{\text {- } 559,150,231}$ | S323,093,52 | S457,97,042 | ${ }_{\text {- } 511,882,324}$ |  |
| PW of Fatality Avoic | S192,182,465 | S225,732,889 | 5313,688,927 | \$179,50, ,59 | \$45,545,109 | S56,109,927 | S114,303,704 | 567,79,078 | ${ }_{5}^{537,583,984}$ | $54.808,855$ | 597,55,919 | 5219,37,593 | \$341,085,639 | 5105,941,281 | 1 fatalities per 100 million miles did |
| Pollution benefits | \$556,767,016 | S658,663,414 | 5915,388,512 | \$553,76, ${ }^{\text {a }}$ | 5132,895,552 | 5163,72, 514 | 5333,555,472 | S197,824,320 | 5100,65, 877 | ${ }^{5136,583,023}$ | $5284,551,466$ | \$640,11,535 | 5995,29,886 | \$309, 124,851 | Based on S.199 per VMT removed. |
| PW of Operations Jobs | S542,577,990 | \$542,577,490 | ${ }_{\text {S542,57,490 }}$ | S678,468,245 | \$315,248,50 | \$315,288,50 | \$465,092,355 | \$465,092,355 | ${ }_{\text {S303, } 465,435}$ | ${ }^{5303,465,435}$ | \$447, 707,260 | \$630,064,890 | \$683,064,890 | S608,426,455 |  |
| PW of Non-basic iobs (1.5 muttipier) | ${ }^{5271,288,745}$ | \$271,28,745 | \$271,288,745 | \$339,234,123 | \$157,624,285 | \$157, 24,288 | \$232,54, 178 | \$232,546,178 | ${ }_{\text {S151, } 732,718}$ | ${ }_{\text {s151, } 732,718}$ | \$223,85, 630 | \$315,032,445 | S315,032,445 | \$304,213,228 | Ops jobs pay the same but we add only $50 \%$ more. |
| O\% Federal funding | 50 | 50 | 50 | 50 | 50 | 50 | 50 | 50 | so | 50 | so | so | 50 | so |  |
| Multiplier effect of Federal Funding (2.0 multiplier) | 50 | so | so | so | so | so | so | 50 | 50 | 50 | so | 50 | so | 50 |  |
| Construction Emploment | \$5,40,352,195 | 55,08,352,195 | 55,48,352,195 | \$6,705,95,195 | \$2,758,14,904 | \$2,758,14,904 | 54,055,76,120 | 54,055,76,120 | \$2,28,317,864 | S2,24,317,864 | \$3,545,99,080 | \$13,135,28,400 | \$13,135,28,400 | S14,432,880,400 | Construction employment equals $50 \%$ of construction value. |
| jobs (2.0 mutipier) | 53,56, 512,449 | 69,512,499 | 53,569,512,449 | 54,425,98,449 | 820,35,69 | \$1,820,35,636 | 2,676,72, 439 | S2,66, 722,439 | S1,483,889,900 | S, $1,83,889$ | 2,300,306 | 8,669,28 | 58.69 | 59,55, 701,064 | Number of jobs is the same but the average salary $=66 \%$ of construction labor |
| Total Benefits | S17,107,013,168 | \$17,357,793,055 | \$19,284,148,933 | ${ }_{\text {S10, }}$ | 57,588,30,739 | \$7,658,03,552 | \$12,197,820,321 | S11,052,818,935 | ${ }_{\text {S6, }}^{56,46,414,9,919}$ | ${ }_{56,563,931,777}$ | \$10,88,590,027 | ¢50,328,596,855 |  | \$29,372,344,024 |  |
| Sumof eneft(PW Cost bast | S17107013168 | \$17,35793055 | Stereans | 51232520,25 | 55383273 | 576503735 | 5120920,31 | 5102521935 | 5 | 555639177 | 1129350027 | \$20,29590955 | 5232950, |  |  |
| Sum of Costs (PW Cost Rasis) | \$10,215,005,324 | \$19,215,405,324 | \$19,215,405,324 | \$23,837,09,834 | ${ }_{59,876,540,257}$ | \$9,876,540,257 | \$14,526,135,905 | \$14,526,135,905 | ${ }_{\text {¢ }} 58,14,896,705$ | ${ }_{¢ 5,14,896,705}$ | \$12,782,288,433 | 545,293,120,496 | \$45,293,120,496 |  |  |
| B/C Ratio | 0.89 | 0.90 | 1.00 | 0.81 | 0.76 | 0.78 | 0.84 | 0.76 | 0.79 | 0.81 | 0.85 | 0.67 | 0.71 | 0.59 |  |
| Operating Ratio | 1.97 | 1.81 | 2.51 | 1.01 | 0.61 | 0.57 | 1.24 | 0.53 | 0.52 | 0.50 | 1.10 | 1.88 | 2.19 | 0.83 |  |

## AGS Benefit/Cost at 10\% Federal Funding

|  |  |  | Full System, ICS + <br> AGS, B-2a <br> C-470/E-470 | DIA to ECRA $\begin{aligned} & 1-76 \\ & \hline \text { co } 2 \times 1 \times 1 \end{aligned}$ |  |  | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { DIA to Breckenridge, } \\ \text { ICS + AGS } \end{array} \\ \hline 1-76 \\ \hline \$ 0.26 / \mathrm{Mile} \\ \hline \end{array}$ | DIA to Breckenridge <br> $1-76$ <br> $\$ 0.26 /$ Mile |  |  |  | $\begin{gathered} \text { Full System, ICS + } \\ \text { AGS, B-2a } \\ \hline \text { C-470/E-470 } \\ \hline \end{gathered}$ |  | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { DIA to Breckenridge, } \\ \text { ICS + AGS } \end{array} \\ \hline \text { I-76 } \\ \hline \end{array}$ | Noces |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| ${ }_{\text {cose }}^{\text {late }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Capex | S13,37, 40,000 | S13,377,40,000 | S13,377, 90,000 | 16,577, 40,000 | 56,80, 8 S7,000 | 50,80, 8 ,7,000 | S10,001880,000 | S10.001, 80,000 | \$594, 557,000 | S55.4a, s57,000 | S8,74.4.50,000 | S323928200,000 | S22392880,000 | S3559298000000 |  |
| ${ }^{\text {Amanal }}$ |  | ${ }_{\text {S } 527262000}^{512000}$ |  |  | ${ }^{\text {S36.660,00 }}$ |  |  | Sis, |  | ${ }_{\text {S }}$ |  | ${ }^{5128822000}$ |  | S70,379.000 | Eased ontain mies |
|  |  |  |  |  |  |  |  |  | ${ }_{\text {cosem }}$ |  |  | S1,20, 29,780 | \% |  |  |
|  | ${ }_{\text {S19,215, } 505534}$ | ${ }_{\text {S19,2, }} 5$ | 215,05534 | ${ }_{\text {S }}$ |  | S9, | ${ }_{514,56,13}$ | ${ }_{\text {Sla }}$ |  | S8, |  | ${ }_{545,23,12}$ | $545,23,120$ | S99,99, |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ridesthio | 3.669.914 | 4.655,64 | ${ }_{6}^{6211251}$ | 3.855 .120 | ${ }_{1236,174}$ | 1,55, ${ }^{\text {a }}$ | 206647 | 1.775.726 | 1.026 .12 | 12849931 | ${ }_{2058}$ 916 | ${ }_{4,380584}$ | 6.699880 | 2.686 .662 | Mountan |
| TTceetereme | S12,345,299 | S11,9,11,54 | S157,282,23 | S79,037,296 | $522,247,96$ | S20.851.74 | S66,93, ${ }^{\text {a }}$ ( | 588,73, 6 60 | 318.008.142 | S17,418,966 | ${ }_{\text {S6,77, }}$ 877 | S137364,179 | \$159,912,78 | S88278.95 | (orys |
| Reaution in Venice.Miles ${ }^{\text {a }}$ | 11228880.029 | 191,432412 | 266.031 .86 | 152226,347 | ${ }_{38,624.456}$ | 47,583,933 | 96,935072 | 57,95, 203 | ${ }_{31873,037}$ | ${ }_{39} 969.174$ | ${ }_{82730.44}$ | ${ }_{186041118}$ | $289,257.126$ | ${ }_{89} 943332$ | Ond |
|  | 660.58 | 675,45 | 950,95 | 88298 | 175,603 | 215,74 | 9,116 | 20.488 | 56,86 | 69,20 | (148,742) | ${ }_{812467}$ | 1,51,.56 | 128,874 | Onill |
| vur Eenefit | 12.268 .816 | 107,202, 51 | 14,977,877 | S,246,74 | 221,29,995 | 26,647,02 | S54,233,600 | S32,197314 | 17,888901 | S2229,987 | S46339099 | 100, 13,2026 | S161983,991 | \$50,312266 |  |
| vur Benefit | 73330 | 35,66 | ${ }^{21.882,655}$ | S19,6,18,70, | 4,038,66 | 999,02 | \$669,688 | 54,80,7,764 | 1,307,488 | S.596,600 | (33,271.066 | 18,868,791 | 26,988.088 | (5664,102] | (ony |
|  | S11115238 | S13,055,900 | 18,143,373 | 881,83 | 2263, 188 | ${ }_{\text {S3,245,224 }}$ | S6610972 | S322, | S2173,41 | S27072,79 | S5,62216 | 12,688004 | 19,277,36 | 56.127 .315 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | S370 millonstation |
| Eare ox Revereve (30 year) |  |  |  |  |  |  |  |  |  |  |  |  |  | Sta |  |
| Pworwn |  |  |  |  | ${ }_{\text {che }}^{58,3,977.43}$ |  | ${ }_{\text {S }}^{5985,564,5}$ |  | ${ }_{\text {Sincemo }}$ | ${ }_{\text {Sisab }}$ | S801,292 | ${ }^{\text {sit.801, } 324}$ | ${ }^{5280070}$ |  |  |
| Pwor fratility Avided |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| benefis | ${ }_{\text {S560,76,0,06 }}$ | ${ }_{5658,68,344}$ | S915,38,512 | ${ }_{\text {S523,76,74 }}$ | ${ }_{5112895,52^{2}}$ | 51687272514 | S33,535,472 |  | ${ }_{\text {Slo }} 5$ | ${ }_{\text {Slibs } 583023}$ | ${ }_{5}^{584,6,51,466}$ | ${ }_{5660,113,}$ | ${ }_{5995,294986}$ | S | asedo os.199 per MWT removed. |
| PWo fopentions jobs |  |  |  |  |  |  |  |  |  | Sas, |  | ¢ | 6, 6.880 |  | Ve addonly $50 \%$ moe |
| 10\% federatituding | S1, 33,7,49,000 |  | St, 513,37474000 | S1,55,3,4,900 | S60,183,700 |  | Stionorsa,000 | Stiono, i8,000 | S554,45,5700 | S554,45,5700 | S874.45.000 | ¢ | ${ }_{\text {S }}$ | Stisher | Sos Sos pay te sme but we add only 5 \%\%more |
|  | S2667,988,000 | S2666,989000 | S2667, 988000 | S3,307988,000 | S1360,37, 900 | S1,36,3674.400 | 00368000 | 2000 368000 | 10891100 | 108911400 | , 178912000 | 56478560000 | 56778560000 | 5711850000 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Constution Emporment | 88,322,195 | 332, 19 | 8,352,19 | 705,952,99 | S27,58,14,904 | 144,904 | 55,766,20 | 5,76, 12 | 317,864 | 2317, | 5999 | 13,135,204,400 | S,135,820,000 | 4,428880.400 | Constration empormentequal $55 \%$ \%f ofontruci |
| Wasicios 2.2 mutipioler | S | S569.512,499 | Ses, | (125,98,4949 |  |  | ${ }^{526676,729439}$ | ${ }_{\text {S2 } 266,7924,439}$ |  |  |  |  |  | 555.701 .064 | (eonstution borr |
| Toat enenetis | ${ }_{\text {S2, } 1,08280,0,168}$ | S2435, | 523,263,39,899 | 524,32, m, | (9, $58,83,389$ | 59,69588, 6,5 |  | S14,03,30,9,95 | S8,12,5,3,019 | ( $8,22,22,2,847$ | S13,50,958,027 | Sa0,046,468,855 | ${ }^{\text {S2204,00,0,36 }}$ | S00,50,174,024 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Operating Ratio | ${ }_{\text {1.10 }}^{1.10}$ | ${ }_{\substack{1.11 \\ 1.81}}^{\text {d }}$ | $\frac{1.21}{251}$ | ${ }_{1}^{1.02}$ | ${ }_{\substack{0.97 \\ 0.01}}^{\text {a }}$ | ${ }_{0}^{0.988}$ | ${ }_{\text {L }}^{1.05}$ | ${ }_{0}^{0.95}$ | $\xrightarrow{1}$ | ${ }_{\text {L }}^{1.000}$ | ${ }_{1}^{1.10}$ | ${ }_{\substack{0.88 \\ 1.88}}^{\text {a }}$ | ${ }_{\text {a }}^{0.93}$ | ${ }_{\text {a }}^{0.88}$ |  |

## AGS Benefit/Cost at 20\% Federal Funding

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | Full System, ICS + <br> AGS, A-5a | Full System, ICS + <br> AGS, B-2a | ¢сеа | West Suburban to <br> Breckenridge | West Suburban to <br> Breckenridge | DIA to Breckenridge, <br> ICS + AGS |  | West Suburban to <br> Breckenridge | West Suburban to <br> Breckenridge | DIA to Breckenridge, <br> ICS + AGS | Full System, ICS + <br> AGS, B-2 | Full System, ICS + | DIA to Breckenridge, <br> ICS + AGS | Noess |
| Allementi |  |  | $\begin{aligned} & \text { C-470/E-470 } \\ & \hline \$ 0.26 / \mathrm{Mile} \\ & \hline \end{aligned}$ |  | ${ }_{\text {cose }}^{\text {Nosmme }}$ |  |  |  |  |  | $\frac{\text { I-76 }}{50.26 / \mathrm{Mile}}$ |  |  |  |  |
| Cots | S13,377.49,0,000 | S13377.80,000 | S13373.80,000 | S16,57, 9,00000 | S6801837,000 | ${ }_{\text {S } 6,0,8,873,000}$ | Sl0, | Si0,01820.000 | SS5, | SS 54.457 .000 | S877.4.50,000 | ,oo | S823238000000 | ${ }_{\text {S35 } 5 \text { S2 } 2800.000}$ |  |
| amalopx | ${ }_{\text {S2272 } 2 \text { 200 }}$ | ${ }_{5}^{527272000}$ | ${ }^{5827272000}$ | S58881.1000 | ${ }^{\text {S68,65600 }}$ | S6,656000 | S33, $3,9.00$ | S33793.000 | S35,13,300 | S35, 13.3000 | St1, 88.000 | S22882.00 | S22828.00 | S0033,900 |  |
| arcors |  | Sitas, |  |  |  |  | Sex | Se | Soisisi, |  |  | , | Stirati9, | Stilemen |  |
| Heat |  |  |  |  |  |  |  |  |  |  |  |  | Sile | Stine |  |
| Benefts |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Baico oat |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ridestip | 3685914 | 4.65546 | ${ }_{62125}$ | ${ }_{3} 355.120$ | ${ }^{1236,12}$ | ${ }_{4}^{1,35031}$ | 200647 | 1,75,26 | 1.068 .72 | 1.2899 | 25884 | .3,69589 | 6, 69890 | 2.66, | onvt |
| Treetereone | s123,745,29 | S113911.64 | S157,282,23 | 579,032,26 | 5 S2277,96 | S20,8517174 | 66993, 27 | 88,73, 660 | S18,088 |  | S6,79,987 | S137364,179 | S159, | SS8278, ${ }^{\text {a }}$ S |  |
| Reacuionin ivemice Mives? | 12.8 | ${ }_{19,42}$ | 266031 | ${ }_{1522623,37}$ | 33624, | ${ }_{47,889383}$ | ${ }^{9693}$ | ${ }_{57,959203}$ | 31,873, | 39,96,744 | 88273044 | 1866041.18 | 289257,1.6 | 88988332 |  |
|  | ${ }_{60} 6.58$ | 655,45 | 950,98 | 987 | 175,63 | 25.174 | 2,16 | 2,468 | 55.686 | 69,20 | (188,722 | 21247 | $1.251,66$ | (8874) |  |
| wurbenefic | 88.96 | s107202, 51 | S14,9777877 | 24673 | 629,95 | 64702 | , 3.60 | S21973, | S17288, 9 | ${ }_{5}^{52229985}$ | 3390 | s10, 138.206 | St61, 183.99 | \$50,312266 |  |
| werreeneft | S4,73,340 | S15,5, ${ }^{\text {a }}$, 5 | 5218827.65 | 6818701 | S0, 0 8, 89 | S49999020 | 566968 | S4,80,764 | S1,37, 58. | 41.596 .6 | S3,22 | S18,86,791 | \%6889888 | (10) |  |
| fatily aniod | st1115238 | S13, S5, 560 | S1814,3,373 | S10,8,18,37 | ${ }_{52} 564.488$ | ${ }_{\text {S32 } 255224}$ | S6660972 | ${ }_{63,221,17}$ |  | S2707279 | ${ }_{655629216}$ | S12,688004 | ${ }_{5619,727,36}$ | S6,272,315 |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | S25590000000 | S25sponomoo | S25s90000.000 | 83,300000000 |  |  |  | S2220.000000 | S1,880000000 | S1, 88, | S22200000000 | S2220.0000000 | S2220,000,000 | S2220.0000000 | S37 miliovssation |
| treat |  |  | Stind |  |  |  |  |  |  |  |  |  |  |  |  |
| Pworver | S547,39449 | Scresoba, 100 | ${ }_{\text {S738, } 178205}$ | ${ }_{\text {S33,2073 } 30}$ | ${ }_{\text {sf6,832095 }}$ | ${ }_{\text {s5s } 5 \text { S82 } 2 \text { 25 }}$ | S11.598.560 | ${ }_{\text {S83, } 68,880}$ | ${ }_{\text {S22 } 2659,99}$ |  | ${ }_{\text {cse }}^{59,50,5231}$ | ${ }^{\text {S23,03, } 3 \text {, }}$ | ${ }_{\text {Stas }}^{5}$ |  |  |
| Aloded |  |  | 约 |  |  | Sill | Silationt |  |  |  |  | ( |  |  |  |
| Pw foroeatioss ${ }^{\text {bos }}$ | S $542,57,4,90$ | 5542577.90 | ${ }_{\text {S42, } 577,90}$ | ${ }_{568,488,22^{5}}$ | ${ }_{\text {S3152a/5 } 50}$ | ${ }_{\text {S } 3152,24,570}$ | ${ }_{\text {S465,923 } 255}$ | ${ }_{\text {cte }}^{5}$ |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  | ${ }^{\frac{51512,3,78}{}}$ |  |  |  | Sishisizas | Sisa, | Sosios say thesesme butwe wedo onv 50 |
|  | S5,34,998.600 |  |  |  |  |  |  |  |  |  |  |  | S129597,200000 | 11,237, 270.000 |  |
| (rucion Emoloment | S5.088382,195 |  |  |  | S2758,44,9094 | S2788,24,904 |  |  | 5 S22483717844 | S22483817864 | S3.5459990900 | S13, 3 S2820,400 | S13,3,5820.40000 | ${ }^{\text {Sl4,4288804000 }}$ |  |
| Nor.asisicios 2.20 mutiolee) |  |  | ${ }^{\text {S35,59512.a99 }}$ |  |  |  |  |  |  | S1.4838887900 |  |  |  | S9,557,70,064 |  |
| Touta | ${ }_{\text {S25,090, } 017,168}$ | ${ }_{525850,2877055}$ | ${ }_{\text {S2726,682893 }}$ | 4,425 | S11,69990,9939 | S41,39,139,72 | S18,998,24,327 |  | S9,90, 8,80,19 | S,980,6,6,9,97 |  | ${ }^{59,7,6,272,8,85}$ |  | ${ }_{\text {S50,723,0,0,04 }}$ |  |
|  | Stion |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| 隹 |  |  |  |  |  |  |  |  |  | cis |  | cose |  |  |  |
| Oearaing atio | 197 | 1.81 |  |  |  |  |  |  |  |  |  |  |  |  |  |

## AGS Benefit/Cost at 30\% Federal Funding

|  |  |  |  |  |  |  | $\begin{array}{\|c\|} \hline \text { DIA to Breckenridge, } \\ \text { ICS + AGS } \\ \hline \text { I-76 } \\ \hline \end{array}$ | DIA to Breckenridge <br> $1-76$ <br> $\$ 0.26 /$ Mile |  |  |  | $\begin{array}{\|c\|} \hline \begin{array}{c} \text { Full System, ICS + } \\ \text { AGS, B-2a } \end{array} \\ \hline \text { C-470/E-470 } \\ \hline \end{array}$ | $\begin{gathered} \text { High Speed Rail } \\ \hline \text { Full System, ICS + } \\ \text { AGS, B-2a } \\ \hline \text { C-470/E-470 } \\ \hline \end{gathered}$ |  | Netes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| lest |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| capex | S13,37.490,000 | S337.990000 |  | 51637,990,000 | S6801837,000 | S6801,87,000 | S10,001880,000 | S10,01, 80,000 | SSSMSt,000 | ${ }_{\text {S } 5 \text { S } 54.45572000}$ |  | S32392800000 | 5323292800,000 | ${ }_{\text {S35 5922800,000 }}$ | be |
|  | Sill |  |  | Sifentiou |  |  |  | Sisionemo | Sishi.3.000 | Sis. |  |  | Stine | Sile |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  | Sile | O\%or Capex, 48\% neeset, 3 3 veas |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Sestio | 3,66,944 | 4,635,464 | ${ }_{6}^{6212,251}$ | 3,85, 12 | 1236,174 | 1.535, 31 | 290647 | 1.775 | 026,12 | 1,289,91 | 2508846 | 4,306,54 | 349889 | $2.876,46$ |  |
| Eef feeme | 123,745,599 | 5113,9,1,64 | 157,280273 | S79,0372.26 | 12277,966 | 20.851 .174 | 6,993,427 | 28,73,600 | 8.408.144 | 17,48,996 | S6,79,587 | 137364,179 | S159,912,578 | S8278, 195 |  |
| Recuricion in Veinicemiles ${ }^{\text {a }}$ | 162980.029 | 99,4,42,42 | 266031,699 | 152268.37 | 38,624,46 | 7,583,333 | 96,35,02 | 57.95 | 31887, $3^{3}$ | 9,968,1 | 82730,444 | ${ }_{186041,118}$ | 289257, 126 | 89,833,332 | Onl |
| Readution in Veinicetous | S0 | 675,45 | 950,95 | ${ }_{852987}$ | 175.63 | 215.12 | 29.116 | 20.468 | 56,46 | 69,420 | ${ }^{(128,742]}$ | ${ }_{812} 4$ | 1,151,65 | [28,874] |  |
| vwT eenefit | 591.268 .816 | S107202, 151 | S148977, 87 | ${ }_{\text {s85,24, } 754}$ | S21,62,965 | $526.647,02$ | S54,23, 6,40 | 532.197314 | S17.888,901 | $522,29.857$ | S46,329,999 | si00,183,26 | S161, ${ }^{\text {a }}$ | S50,312.266 |  |
| vur Beneft | 133330 | S15,53, 65 | $521.872,655$ | S19,618,701 | 54,08889 | S4,99,0,02 | S69,668 | S4,80,764 |  | 1.596,600 | (3, 421,066) | S,66,741 | 26,988088 | (6664,102) |  |
|  | ${ }_{511,15,288}$ | S13,055,900 | S18,4,43733 | 510,381,837 | S264,4,188 | ${ }_{\text {S } 3245224}$ | 56610972 | 3,921,17 | 2.173,41 | S270727 | 5.6922 | 5,688, | S9,727,3 | 5127.315 | Ond |
| Catuluted enentit Pew basis) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | ${ }^{525950.0000000}$ | ${ }^{525590.0000000}$ | ${ }^{\text {S259000000000 }}$ | ${ }_{\text {S373.0.00.000 }}$ | S1, 18.00000000 | S1.880,000.000 | ${ }_{5}^{522200000000}$ | S2220.000,000 |  | S11480.000.000 | S2220.000,000 | S2220.000.000 | S2220.000.000 | S2270.000,000 | S370 milionstation |
| frat ox Revenue 8 B year) |  |  |  | (s, |  |  |  |  |  |  |  | (in | 压 |  |  |
| ${ }^{\text {ateme }}$ |  |  |  |  |  |  |  | (ismbe9.54 |  |  |  |  |  | ¢ |  |
| Pwo fratitatio |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  | (9, |  |  | ¢ |  |  |  |  |  |  |  |  | Baseor 5 S.999 per WW removed. |
| Of Sombasici ios | Sili, | ${ }_{\text {Sl2, } 28,7,75}$ | ${ }_{\text {S27, 28, } 7,45}$ | ${ }_{\text {S339,24,123 }}$ | ${ }_{\text {Slis, } 2,24,255}$ | S57,242,25 |  | ${ }_{\text {S232546,178 }}$ |  |  | ${ }_{\text {S223, } 53.530}$ | ${ }_{\text {S315, } 32 \text { 2,45 }}$ | ${ }_{\text {S315, } 324.45}$ |  |  |
| 30\% Feideal inumine | S4,001,677, 165 |  | S4,01, 677 7, 6 | ${ }^{\text {s4, 961,7,3,747 }}$ | ${ }^{52000,75,5,176}$ | S2000, 75,176 |  |  | ${ }_{\text {S1, } 6,6,533,4,43}$ | ${ }_{\text {S1/66,333,433 }}$ |  | S9,78, 81, 881 | 59,718,811,881 |  |  |
|  | S8003294399 | 503294329 | ${ }^{58003294329}$ | S9,923,48,3,39 | $54.08,510,351$ | 4,081,510,351 | S6001,704,70 | S6,001704, 10 | 8337,066,907 | 8327,06,907 | S5247200,766 | \$19,47, 623,762 | 519,477,623,762 | ${ }_{5}^{52,3,37815,7,72}$ |  |
| Ucioio Emolomment | S5.988, 32.195 | 2.29 | 35219 | S6,709592,19 | 44,904 | 52788, 14,904 | 540,5,764,200 | S40,5,5,76,20 | 317,86 | 522483817864 | S 5 S,459990,080 | 135,280, | S5:280,400 | 44,328880,400 | straction empe |
|  | Stis6,51.499 | S |  |  |  |  |  | S2066,927.499 |  | Sisasin | S |  |  |  | Nomber foibs sistesesme but the everase salar $=6$ |
| Toat enerefis | S2, 11,54,03 | 2, |  |  |  | Si,nopos, ${ }^{\text {a }}$ |  | S20,0535,100 | ,29 | Si,s | 5in, $4,48,16$ | S59,48,0324999 | S61,48,0,0,4,800 | S61,009,95,9,66\% |  |
| Sumo fenents Pw (cots (Bis) |  | ¢ |  | 约 |  |  | Sta |  |  |  |  |  |  |  |  |
| B/C Ratio <br> Operating Ratio | $\xrightarrow{1.58}$ | ${ }_{\text {c. }}^{1.85}$ | $\stackrel{1}{1.58}$ | ${ }_{\text {l }}^{1.49}$ | $\stackrel{\substack{1.38 \\ 0.61}}{ }$ |  | $\xrightarrow{1.24}$ | $\xrightarrow{1.38}$ | $\stackrel{1.41}{0.52}$ |  |  | $\frac{1.31}{1.88}$ | ${ }_{2.19}^{1.36}$ | ${ }_{\text {d, }}^{1.28}$ |  |

AGS Benefit/Cost at $40 \%$ Federal Funding

| Technology | High Speed Maziev |  |  |  |  |  |  |  | Medium Speed Masiev |  |  | High Speed Rail |  |  | Notes |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Full System, ICS + AGS, A-5a | Full System, ICS + AGS, A-5a | Full System, ICS + AGS, B-2a | dia to Ecra | West Suburban to Breckenridge | West Suburban to Breckenridge | DIA to Breckenridge, ICS + AGS | DIA to Brecerenidge | West Suburban to Breckenridge | West Suburban to Breckenridge | DIA to Breckenridge, <br> ICS + AGS | Full System, ICS + AGS, B-2a | Full System, ICS + AGS, B-2a | DIA to Breckenridge, <br> ICS + AGS |  |
| Alignment Through denver | ${ }^{1.76}$ | 1.76 | C.470/E470 | 1.76 | N/A | N/A | ${ }^{1.76}$ | ${ }_{1}^{176}$ | N/A | N/A | ${ }^{1.76}$ | C.470/E-470 | C.470/E470 | 1.76 |  |
| Frate | 50.35/Mile | 50.26 Mmie | 50.26/Mile | 50.26 Mmie | 50.35/Mile | 50.26/Mile | 50.26/Mile | 50.26/Mile | 50.35/Mile | 50.26/Mile | 50.26 /Mile | 50.35 mile | 50.26/Mile | 50.26 M/Mile |  |
| Costs | \$13,37, 490,000 | \$13,337,400,000 | S13,337,49,000 | S16,537,490,000 | 56,801,87,000 | ${ }^{56,801,837,000}$ | S10,001,840,000 | \$10,001,840,000 | 55,544,57,000 | 55,544,57,000 | 58,744,560,000 | ${ }_{532,392,80,000}$ | ${ }^{532,322800,000}$ | ${ }^{535,592800,000}$ | Aas only. Suburan Station to west. Mos is to trecelendiridge |
| Annual OPEX | $\frac{5}{562,762,000}$ | ${ }_{\text {S }} 562,762,000$ | $\frac{5}{562,762,000}$ | \$78,481,000 | \$536,466,000 | \$36,466,000 | \$53,99,000 | 553,99,000 | \$53,103,000 | \$53,103,000 | \$51,788,000 | $572,882,000$ | $572,882,000$ | 500,379,000 | ACS only. Based on train miles only within ACs Corridor. |
| Opex Cost (30 year) | S1,085,154,980 | ${ }_{51,085,154,980}$ | S1,085,154,980 | \$1,356,93,990 | \$630,497,140 | $5630,497,140$ | \$930,184,710 | \$930,184,710 | \$606,930,870 | S606,930,870 | \$895,414,520 | S1,260,129,780 | S1,260,129,780 | S1,21, $8,82,910$ |  |
| interest payments | \$4,792,760,344 | $\stackrel{\text { S4,792, } 76,344}{ }$ | \$4,792,760,344 | 55,992,66,344 | \$2,444,206,117 | \$2,444,206,17\% | ${ }^{\text {S }}$ S,594,111,195 | ${ }^{\text {S }}$ S,594,111,195 | ${ }_{51,992,408,835}$ | $\stackrel{5}{51,992,408,835}$ | ${ }_{53,142,313,913}$ | S11,60,190,716 | S11,60,190,716 | ${ }_{512,790,09,716}$ | st, 30 |
| Total cost | \$19,215,405,324 | \$19,215,00, 324 | \$11, 215,405,324 | \$23,837,090,834 | ${ }_{59,876,540,257}$ | ${ }_{59,876,540,257}$ | \$14,526,13,9,95 | S14,526,13, ${ }^{\text {a }}$ | ${ }_{\text {S }}^{5,14,8,896,05}$ | ${ }_{\text {S }}^{5,14,8,896,05}$ | \$12,782,28,433 | S45,23,120,996 | S45,23,120,996 | 549,599,74, 26 |  |
| Senefit |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Ridership | 3,636,914 | 4,65,464 | 6,211,251 | 3,585,120 | 1,236,174 | 1,535,031 | 2,906,471 | 1,775,726 | 1,026,172 | 1,284,913 | 2,508,416 | 4,390,584 | 6,349,807 | 2,676,422 | Only fortrips having origin ordestination within 1 -70 Mountain Cordior |
| Ticket Revenue | \$123,745,259 | \$113,911,654 | \$157,280,243 | 579,037,296 | S22,247,96 | 520,851,174 | S66,993,427 | 528,723,60 | 518,408,144 | 517,418,946 | \$56,779,887 | S37,364,179 | S159,912,578 | 5s,28,95 | Only fortrip having origin ordestination within 1-7\% Mountain Corrdior |
| Reduction in Vehicic-Miles ${ }^{1}$ | 162,980,029 | 191,432,412 | 266,031,869 | 152,226,377 | 38,24,456 | 47, 53,933 | 96,93,072 | 57,95,203 | 31,873,037 | 39,66,174 | 32,730,444 | 86,04,118 | 289,25,126 | 89,83, 332 | Onlv fortrips having origin or destination within 1-70 Mountain Corrdior |
| Reduction in Vehicle-Hours ${ }^{1}$ | 640,580 | 675,455 | 950,985 | 852,987 | 5,603 | 215,174 | 29,116 | 210,468 | 56,846 | 69,420 | (148,72) | 12,467 | ,151,656 | (28,74) | Onlv fortris having origin ordestination within 1-70 Mountain Corrtior |
| UMT Benefit | ¢99,268,816 | 100,202,151 | 148,977,847 | 5,246,54 | 21,62,995 | 56,647,02 | \$54,283,640 | 2,197,314 | 7,888,901 |  | S46,329,049 | S04,183,26 | 16,83,991 | 50,312,266 | Only fortrips having origin ordestination within 1-7\% Mountain Corrdior |
| -HT Benefit | \$14,73,340 | \$15,535,465 | \$21,872,655 | \$19,618,701 | \$4,03,869 | \$4,99, 0,02 | \$66,668 | \$4,80,764 | \$1,307,458 | \$1,59,660 | ( $53,42,066$ ) | \$18,686,741 | S26,488,088 | (5664,102) | Onlv fortris having origin ordestination within 1-7\% Mountain Corrtior |
| Fataity Avoided | \$11,115,238 | \$13,05,690 | 518,143,373 | 510,381,837 | \$2,63, ,188 | \$3,24,224 | 0,972 | ¢3,921,173 | \$2,13,741 | \$2,70, 279 | \$5,64, 216 | \$12,688,04 | \$19,727,36 | \$6,12, 315 | Only tort tris having origin or destination within 1.70 Mountain Corrad |
| Calculated Eenentit (PW basis) |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Increase in Real Estate Value - one time deal, no PW calc. | \$2,50,000,000 | \$2590,000,000 | S2,50,00,000 | \$3,330000,000 | \$1,480,00,000 | S1480,000,000 | \$2,20,000,000 | \$2,20,000,000 | \$1480,000,000 | S1480,00,000 | \$2,20,000,000 |  |  |  | 5370 million/station |
|  | ${ }_{\text {S2, }}^{52,50,0050,0000} 5$ |  | $\underset{\text { S2, }}{52,70,000,0000}$ | ${ }_{5}^{53,336,000,000}$ | St,48,000,000 | $\xrightarrow{\frac{1}{51,480,000,000}} \mathbf{5 3 6 , 5 1 , 7 9 8}$ | ${ }_{\text {S }}^{52,20,000000}$ | \$52,20,000,000 |  | ( | S2,20,000,000 $5981,19,059$ |  |  | ¢s2,20,000,000 <br> $51,007,629,92$ | S370 milion/station |
| PW of VMT | ${ }_{\text {S1, } 57,037,833}$ | \$1,85, 525,186 | ${ }_{\text {S2, }}$ | \$1,473,916,382 | ${ }_{\text {S373,977,433 }}$ | ${ }_{5466,726,673}$ | ${ }_{\text {S } 938,564,141}$ | ${ }_{\text {S }}^{5 \text { S56,691,554 }}$ |  |  | ¢ | (ex | (ex |  |  |
| PW of VHT | S254,739,499 | S268,608,190 | S378,178,205 | ${ }^{5339,207,340}$ | S69,832,045 | S85,568,245 | \$11,578,560 | \$88,696,810 | S22,605,949 | S27,606,251 | - $559,150,231$ | S323,093,752 | 5457,979,042 | -511, ,82,324 |  |
| PW of fatality Avoided | \$192,182,465 | \$225,732,889 | \$313,68,927 | \$179,51,959 | \$45,545,109 | S56,109,927 | S114,303,704 | S66,797,078 | ${ }^{537,583,984}$ | $546,808,855$ | \$97,553,919 | 5219,375,593 | ${ }^{5341,085,639}$ | S105,94,281 | 1.1 tatalities per 100 million miles drive |
| Polution benefits | \$560,76,016 | \$658,66,414 | \$915,38,512 | \$523,66,714 | \$132,895,552 | \$163,722,514 | \$333,525,472 | \$197,824,320 | \$109,665,877 | ${ }^{5136,58,023}$ | \$284,651,466 | \$660,11,353 | ${ }^{5995,29,9,886}$ | \$309,12,8,81 | Based on 5.199 Per VMT r emoved. |
| PW of Operations lobs | \$542,577,490 | \$542,577,490 | ${ }^{5542,577,490}$ | 5678,46, 245 | S315,248,50 | S315,248,570 | S465,092,355 | S465,092,355 | \$303,465,435 | \$303,465,435 | S447,70,260 | 5683,064,890 | 5683,064,890 | S608,426,455 |  |
| PW of Non-basic ijobs 1.5 multiplier) |  | ${ }_{\text {S }}^{5 \text { S72,1,28,745 }}$ | ${ }_{\text {S }}^{5271,288,745}$ |  |  |  |  |  | ¢151,732,718 <br> 52178282800 |  | $523,853,630$ <br> 53997824000 |  |  |  | Ops jobs pay the same but we add only $50 \%$ more. |
|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| mutipler) | \$10,69,992,000 | 69,92,000 | 2,000 | 22,992,000 | 41,46,600 | \$5,441,46, | \$8,001,472,000 | \$8,001,472,000 | \$4,435,64,600 | \$4,435,64,600 | \$6,995,688,000 | \$25,94, 24,0,000 | S25,94, 24,0,000 | ¢28,474,20,000 |  |
| Construction Employment | \$5,008,32, 195 | 55,408,35,195 | \$5,408,352,195 | S6,705,952,195 | \$2,758,144,94 | \$2,758,144,94 | \$4,055,76,120 | \$4,055,76,120 | \$2,248,317,864 | \$2,248,317,864 | ¢3,545,919,080 | \$13,135,28,400 | \$13,135,28,400 | 514,432,88,400 | Construction employment equal $50 \%$ of construction value. |
| Non-basici jobs (2.0 mutitilie) | \$3,569,512,449 | \$3,56,512,449 | \$3,569,512,449 | \$4,425,928,49 | \$1,820,37,636 | ${ }_{51}$ 1,820,35, 636 | \$2,666,92,439 | \$2,667,72,439 | \$1,483,889,790 | \$1, 83, 889,790 | \$2,300,30,593 | S8,66,25,064 | S8,669,25,064 | ¢9,525,71, 64 | labor |
| Total Benefits | \$33,121,001,168 | \$33,362,781,055 | 535,28,136,893 | \$33,207,518,255 | \$15,700,507,139 | \$15,820,241,952 | \$24,200,028,321 | 523,055,026,935 | \$13,17,614,319 | \$13,217,400,147 | \$21,37,062,027 | 566,199,95, 855 | 551,200,92,0,36 | 572,083,694,024 |  |
| Sum of Benefits (PW Cost Basis) | ¢33,12,001,168 | \$33,362,781,055 | 535,29,136,893 | ${ }_{539,207,518,255}$ | \$15,70,507,139 | \$15,820,24,952 | \$24,200,028,321 | \$23,055,026,935 | \$13,117,614,319 | \$13,217,400,147 | \$21,377,062,027 | ¢69,19,956,855 | \$71,200,929,036 | \$72,083,694,024 |  |
| Sum of Costs ( PW Cost Basis) | S19,215,005,324 | \$19,215,405,324 | S19,215,005,324 | \$23,837,09, 834 | \$9,876,540,257 | \$9,876,540,57 | \$14,526,135,005 | S14,526,135,905 | 58,143,896,705 | 58,143,896,705 | \$12,782,288,433 | S45,293,12,996 | S45,293,12,996 | 549,599,74, 626 |  |
| B/C Ratio | 1.72 | 1.74 | 1.84 | 1.64 | 1.59 | 1.60 | 1.67 | 1.59 | 1.61 | 1.62 | 1.67 | 1.53 | 1.57 | 1.45 |  |
| Operating Ratio | 1.97 | 1.81 | 2.51 | 1.01 | 0.61 | 0.57 | 1.24 | 0.53 | 0.52 | 0.50 | 1.10 | 1.88 | 2.19 | 0.83 |  |

# AGS Benefit/Cost at 50\% Federal Funding 



