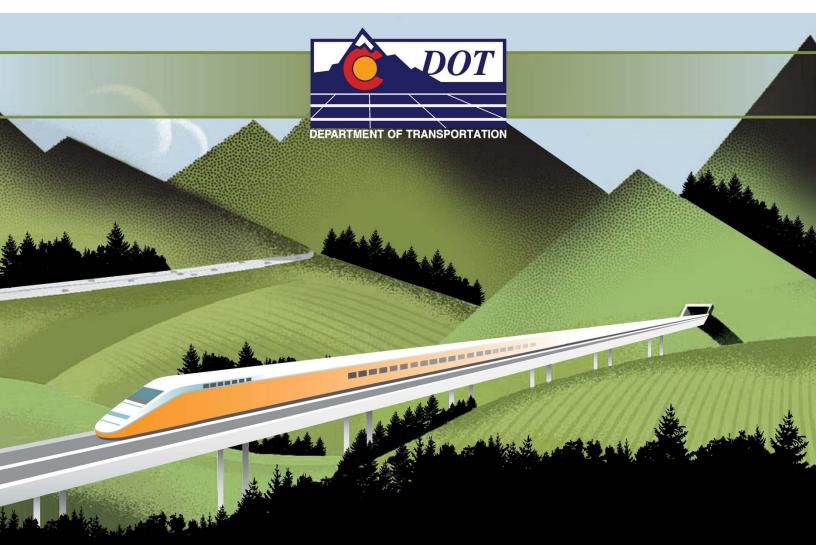
DRAFT



ADVANCED GUIDEWAY SYSTEM (AGS) FEASIBILITY STUDY

APPENDIX I BENEFIT/COST WORKSHEETS

AGS Benefit/Cost at 0% Federal Funding

Technology				High S	peed Maglev					Medium Speed Mag	lev		High Speed Rail		
	Full System, ICS +	Full System, ICS +	Full System, ICS +		West Suburban to	West Suburban to	DIA to Breckenridge,		West Suburban to			Full System, ICS +	Full System, ICS +	DIA to Breckenridge,	
Alternative	AGS, A-5a	AGS, A-5a	AGS, B-2a	DIA to ECRA	Breckenridge	Breckenridge	ICS + AGS	DIA to Breckenridge	Breckenridge	Breckenridge	ICS + AGS	AGS, B-2a	AGS, B-2a	ICS + AGS	Notes
Alignment Through Denver	I-76	I-76	C-470/E-470	I-76	N/A	N/A	I-76	I-76	N/A	N/A	I-76	C-470/E-470	C-470/E-470	I-76	
Fare	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	
Costs															
CAPEX	\$13,337,490,000	\$13,337,490,000	\$13,337,490,000	\$16,537,490,000	\$6,801,837,000	\$6,801,837,000	\$10,001,840,000	\$10,001,840,000	\$5,544,557,000	\$5,544,557,000	\$8,744,560,000	\$32,392,800,000	\$32,392,800,000	\$35,592,800,000	AGS Only. Suburban Station to west. MOS is to Breckendirdge
Annual OPEX	\$62,762,000	\$62,762,000	\$62,762,000	\$78,481,000	\$36,466,000	\$36,466,000	\$53,799,000	\$53,799,000	\$35,103,000	\$35,103,000	\$51,788,000	\$72,882,000	\$72,882,000	\$70,379,000	AGS only. Based on train miles only within AGS Corridor.
OPEX Cost (30 year)	\$1,085,154,980	\$1,085,154,980	\$1,085,154,980	\$1,356,936,490	\$630,497,140	\$630,497,140	\$930,184,710	\$930,184,710	\$606,930,870	\$606,930,870	\$895,414,520	\$1,260,129,780	\$1,260,129,780	\$1,216,852,910	
Interest payments	\$4,792,760,344	\$4,792,760,344	\$4,792,760,344	\$5,942,664,344	\$2,444,206,117	\$2,444,206,117	\$3,594,111,195	\$3,594,111,195	\$1,992,408,835	\$1,992,408,835	\$3,142,313,913	\$11,640,190,716	\$11,640,190,716	\$12,790,094,716	50% of CAPEX, 4% Interest, 30 years
Total Cost	\$19,215,405,324	\$19,215,405,324	\$19,215,405,324	\$23,837,090,834	\$9,876,540,257	\$9,876,540,257	\$14,526,135,905	\$14,526,135,905	\$8,143,896,705	\$8,143,896,705	\$12,782,288,433	\$45,293,120,496	\$45,293,120,496	\$49,599,747,626	
Benefits															
Basic Data															
															Only for trips having origin or destination within I-70 Mountain
Ridership	3,636,914	4,635,464	6,211,251	3,585,120	1,236,174	1,535,031	2,906,471	1,775,726	1,026,172	1,284,913	2,508,416	4,340,584	6,349,807	2,676,462	Corrdior
															Only for trips having origin or destination within I-70 Mountain
Ticket Revenue	\$123,745,259	\$113,911,654	\$157,280,243	\$79,037,296	\$22,247,496	\$20,851,174	\$66,493,427	\$28,723,660	\$18,408,144	\$17,418,946	\$56,779,587	\$137,364,179	\$159,912,578	\$58,278,195	Corrdior
						. , ,							, ,	, ,	Only for trips having origin or destination within I-70 Mountain
Reduction in Vehicle-Miles ¹	162,980,029	191,432,412	266,031,869	152,226,347	38,624,456	47,583,933	96,935,072	57,495,203	31,873,037	39,696,174	82,730,444	186,041,118	289,257,126	89,843,332	
	· · ·	· · ·	, ,		, ,	, ,		, ,							Only for trips having origin or destination within I-70 Mountain
Reduction in Vehicle-Hours ¹	640.580	675,455	950,985	852,987	175,603	215,174	29,116	210,468	56.846	69,420	(148,742)	812,467	1,151,656	(28.874	I) Corrdior
													1 - 1	(·/·	Only for trips having origin or destination within I-70 Mountain
VMT Benefit	\$91.268.816	\$107.202.151	\$148.977.847	\$85.246.754	\$21.629.695	\$26.647.002	\$54.283.640	\$32,197,314	\$17.848.901	\$22.229.857	\$46.329.049	\$104.183.026	\$161.983.991	\$50.312.266	Corrdior
	1 7 7 7 7 7		1 - 1 - 1 -	1	1 /2 2/222	1 1/2 /22	1- //	1-7-7-	1 12 12	1 1 11	1 - 1 - 1	1 1 1 1 1 1 1	1 - 1	1-1/2 /	Only for trips having origin or destination within I-70 Mountain
VHT Benefit	\$14,733,340	\$15,535,465	\$21,872,655	\$19,618,701	\$4.038.869	\$4,949,002	\$669.668	\$4.840.764	\$1.307.458	\$1,596,660	(\$3,421,066)	\$18,686,741	\$26,488,088	(\$664,102)	Corrdior
	<i>+,,</i>	+==,===,===	+==,0:=,000	+==;===;===;===	+ .,,	<i>Ţ :,c :c,cc</i> _	+	<i>+ .,</i>	+=,===,===	+=,000,0000	(+=)==)===)	<i>+=0,000,000</i>	+===,====	(+++++)=+=)	Only for trips having origin or destination within I-70 Mountain
Fatality Avoided	\$11,115,238	\$13,055,690	\$18,143,373	\$10.381.837	\$2.634.188	\$3,245,224	\$6,610,972	\$3,921,173	\$2,173,741	\$2,707,279	\$5,642,216	\$12,688,004	\$19,727,336	\$6,127,315	Corrdior
Calculated Benefits (PW basis)	. , .,	,,	1	1 1/22 /22	1 / /	1-7 - 7	1.975 - 975		1 / -/		1.7. 7	1 1 1 1 1 1 1 1	1 - 1 - 1		
Increase in Real Estate Value - one time deal, no															
PW calc.	\$2,590,000,000	\$2.590.000.000	\$2.590.000.000	\$3.330.000.000	\$1,480,000,000	\$1.480.000.000	\$2,220,000,000	\$2,220,000,000	\$1,480,000,000	\$1,480,000,000	\$2,220,000,000	\$2,220,000,000	\$2,220,000,000	\$2.220.000.000	\$370 million/station
Fare Box Revenue (30 year)	\$2,139,555,528	\$1,969,532,498	\$2,719,375,401	\$1.366.554.848	\$384.659.206	\$360,516,798	\$1.149.671.353	\$496.632.081	\$318.276.810	\$301,173,576	\$981.719.059	\$2,375,026,655	\$2,764,888,474	\$1.007.629.992	
PW of VMT	\$1.578.037.833	\$1.853.525.186	\$2.575.826.968	\$1,473,916,382	\$373.977.433	\$460.726.673	\$938,564,141	\$556.691.554	\$308.607.493	\$384,354,235	\$801.029.251	\$1.801.324.521	\$2,800,703,197	\$869.899.078	
PW of VHT	\$254,739,449	\$268,608,190	\$378,178,205	\$339,207,340	\$69,832,045	\$85,568,245	\$11,578,560	\$83,696,810	\$22,605,949	\$27,606,251	-\$59,150,231	\$323,093,752	\$457,979,042	-\$11,482,324	
PW of Fatality Avoided	\$192,182,465	\$225,732,889	\$313,698,927	\$179,501,959	\$45,545,109	\$56,109,927	\$114,303,704	\$67.797.078	\$37,583,984	\$46.808.855	\$97,553,919	\$219,375,593	\$341.085.639	\$105,941,281	1.1 fatalities per 100 million miles driven.
Pollution benefits	\$560,767,016	\$658,663,414	\$915,338,512	\$523,766,714	\$132,895,552	\$163,722,514	\$333,525,472	\$197,824,320	\$109,665,877	\$136,583,023	\$284,651,466	\$640,113,535	\$995,249,886	\$309,124,851	Based on \$.199 per VMT removed.
PW of Operations Jobs	\$542,577,490	\$542,577,490	\$542,577,490	\$678,468,245	\$315,248,570	\$315,248,570	\$465,092,355	\$465,092,355	\$303,465,435	\$303,465,435	\$447,707,260	\$630,064,890	\$630,064,890	\$608,426,455	
PW of Non-basic jobs (1.5 multiplier)	\$271,288,745	\$271,288,745	\$271,288,745	\$339,234,123	\$157,624,285	\$157,624,285	\$232,546,178	\$232,546,178	\$151,732,718	\$151,732,718	\$223,853,630	\$315,032,445	\$315,032,445	\$304,213,228	Ops jobs pay the same but we add only 50 % more.
0% Federal funding	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
Multiplier effect of Federal Funding (2.0															
multiplier)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	
	+-	70	70	70	<i>T</i> =		15	7-	75	75	75	75	7-	7-	
Construction Employment	\$5,408,352,195	\$5.408.352.195	\$5,408,352,195	\$6,705,952,195	\$2,758,144,904	\$2,758,144,904	\$4,055,746,120	\$4,055,746,120	\$2,248,317,864	\$2,248,317,864	\$3,545,919,080	\$13,135,280,400	\$13,135,280,400	\$14,432,880,400	Construction employment equals 50 % of construction value.
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Non-basic jobs (2.0 multiplier)	\$3,569,512,449	\$3,569,512,449	\$3,569,512,449	\$4,425,928,449	\$1,820,375,636	\$1,820,375,636	\$2,676,792,439	\$2,676,792,439	\$1,483,889,790	\$1,483,889,790	\$2,340,306,593	\$8,669,285,064	\$8,669,285,064	\$9,525,701,064	construction labor
Total Benefits	\$17.107.013.168	\$17,357,793,055	\$19,284,148,893	\$19,362,530,255	\$7,538,302,739	\$7.658.037.552	\$12,197,820,321	\$11,052,818,935	\$6,464,145,919	\$6.563.931.747	\$10.883.590.027	\$30.328.596.855	\$32.329.569.036	\$29,372,334,024	
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Sum of Benefits (PW Cost Basis)	\$17,107,013,168	\$17,357,793,055	\$19,284,148,893	\$19.362.530.255	\$7.538.302.739	\$7,658,037,552	\$12,197,820,321	\$11,052,818,935	\$6,464,145,919	\$6.563.931.747	\$10,883,590,027	\$30,328,596,855	\$32,329,569,036	\$29,372,334,024	
Sum of Costs (PW Cost Basis)	\$19,215,405,324	\$19,215,405,324	\$19,215,405,324	\$23,837,090,834	\$9,876,540,257	\$9,876,540,257	\$14,526,135,905	\$14,526,135,905	\$8,143,896,705	\$8,143,896,705	\$12,782,288,433	\$45,293,120,496	\$45,293,120,496	\$49,599,747,626	
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	
	1.57	1.01	2.31	1.01	0.01	0.57	1.24	0.55	0.32	0.50	1.10	1.00	2.15	0.05	

AGS Benefit/Cost at 10% Federal Funding

Technology				High S	peed Maglev					Medium Speed Mag	lev		High Speed Rail		
	Full System, ICS +	Full System, ICS +	Full System, ICS +		West Suburban to	West Suburban to	DIA to Breckenridge,		West Suburban to	West Suburban to	DIA to Breckenridge,	Full System, ICS +	Full System, ICS +	DIA to Breckenridge,	
Alternative	AGS, A-5a	AGS, A-5a	AGS, B-2a	DIA to ECRA	Breckenridge	Breckenridge	ICS + AGS	DIA to Breckenridge	Breckenridge	Breckenridge	ICS + AGS	AGS, B-2a	AGS, B-2a	ICS + AGS	Notes
Alignment Through Denver	I-76	I-76	C-470/E-470	I-76	N/A	N/A	I-76	I-76	N/A	N/A	I-76	C-470/E-470	C-470/E-470	I-76	
Fare	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	
Costs															
CAPEX	\$13.337.490.000	\$13.337.490.000	\$13.337.490.000	\$16.537.490.000	\$6.801.837.000	\$6.801.837.000	\$10.001.840.000	\$10.001.840.000	\$5.544.557.000	\$5,544,557,000	\$8.744.560.000	\$32,392,800,000	\$32,392,800,000	\$35.592.800.000	AGS Only. Suburban Station to west. MOS is to Breckendirdge
Annual OPEX	\$62.762.000	\$62.762.000	\$62,762,000	\$78.481.000	\$36,466,000	\$36,466,000	\$53,799,000	\$53.799.000	\$35.103.000	\$35.103.000	\$51.788.000	\$72,882,000	\$72.882.000	\$70.379.000	AGS only. Based on train miles only within AGS Corridor.
OPEX Cost (30 year)	\$1.085.154.980	\$1.085.154.980	\$1.085.154.980	\$1.356.936.490	\$630.497.140	\$630,497,140	\$930.184.710	\$930.184.710	\$606.930.870	\$606.930.870	\$895,414,520	\$1,260,129,780	\$1,260,129,780	\$1.216.852.910	
Interest payments	\$4,792,760,344	\$4,792,760,344	\$4,792,760,344	\$5.942.664.344	\$2.444.206.117	\$2.444.206.117	\$3,594,111,195	\$3,594,111,195	\$1,992,408,835	\$1.992.408.835	\$3,142,313,913	\$11,640,190,716	\$11,640,190,716	\$12,790,094,716	50% of CAPEX, 4% Interest, 30 years
Total Cost	\$19,215,405,324	\$19,215,405,324	\$19,215,405,324	\$23,837,090,834	\$9,876,540,257	\$9,876,540,257	\$14,526,135,905	\$14,526,135,905	\$8,143,896,705	\$8,143,896,705	\$12,782,288,433	\$45,293,120,496	\$45,293,120,496	\$49,599,747,626	
	¢10)110)100,011	\$10,210, 100,01	<i>\</i>	<i>\</i>	\$5,67,6,61,6,267	\$5,67.6,5 (6)257	<i>\$1.102012001000</i>	¢1,010,100,000	<i>40,210,000,700</i>	<i>\$6,210,050,700</i>	<i>\</i>	¢ .0)200)220) .00	\$ 10,200,220, 100	¢ 15/000/17/020	
Benefits															
Basic Data															
															Only for trips having origin or destination within I-70 Mountain
Ridership	3,636,914	4,635,464	6,211,251	3,585,120	1,236,174	1,535,031	2,906,471	1,775,726	1,026,172	1,284,913	2,508,416	4,340,584	6,349,807	2 676 46	2 Corrdior
Mdership	3,030,314	4,055,404	0,211,251	5,505,120	1,230,174	1,555,051	2,500,471	1,773,720	1,020,172	1,204,515	2,300,410	4,540,504	0,345,007	2,070,40	Only for trips having origin or destination within I-70 Mountain
Ticket Revenue	\$123,745,259	\$113,911,654	\$157,280,243	\$79,037,296	\$22,247,496	\$20.851.174	\$66.493.427	\$28,723,660	\$18,408,144	\$17,418,946	\$56,779,587	\$137,364,179	\$159,912,578	\$58,278,195	Corrdior
	\$125,745,259	\$115,911,054	\$157,260,245	\$79,057,290	\$22,247,490	\$20,851,174	Ş00,495,427	\$26,725,000	\$16,406,144	\$17,416,940	\$20,779,267	\$157,504,179	\$159,912,576	\$56,276,195	Only for trips having origin or destination within I-70 Mountain
Reduction in Vehicle-Miles ¹	162.980.029	191.432.412	266.031.869	152,226,347	38.624.456	47.583.933	96.935.072	57.495.203	31.873.037	39.696.174	82.730.444	186.041.118	289.257.126	89.843.332	, , , , , , , , , , , , , , , , , , , ,
Reduction in vehicle-Miles	162,980,029	191,432,412	266,031,869	152,226,347	38,624,456	47,583,933	96,935,072	57,495,203	31,873,037	39,696,174	82,/30,444	186,041,118	289,257,126	89,843,33	
1											(1.10 - 10)			(00.07	Only for trips having origin or destination within I-70 Mountain
Reduction in Vehicle-Hours ¹	640,580	675,455	950,985	852,987	175,603	215,174	29,116	210,468	56,846	69,420	(148,742)	812,467	1,151,656	(28,874	4) Corrdior
							4								Only for trips having origin or destination within I-70 Mountain
VMT Benefit	\$91,268,816	\$107,202,151	\$148,977,847	\$85,246,754	\$21,629,695	\$26,647,002	\$54,283,640	\$32,197,314	\$17,848,901	\$22,229,857	\$46,329,049	\$104,183,026	\$161,983,991	\$50,312,266	Corrdior
			4					4		4					Only for trips having origin or destination within I-70 Mountain
VHT Benefit	\$14,733,340	\$15,535,465	\$21,872,655	\$19,618,701	\$4,038,869	\$4,949,002	\$669,668	\$4,840,764	\$1,307,458	\$1,596,660	(\$3,421,066)	\$18,686,741	\$26,488,088	(\$664,102)	Corrdior
															Only for trips having origin or destination within I-70 Mountain
Fatality Avoided	\$11,115,238	\$13,055,690	\$18,143,373	\$10,381,837	\$2,634,188	\$3,245,224	\$6,610,972	\$3,921,173	\$2,173,741	\$2,707,279	\$5,642,216	\$12,688,004	\$19,727,336	\$6,127,315	Corrdior
Calculated Benefits (PW basis)															
Increase in Real Estate Value - one time deal, no															
PW calc.	\$2,590,000,000	\$2,590,000,000	\$2,590,000,000	\$3,330,000,000	\$1,480,000,000	\$1,480,000,000	\$2,220,000,000	\$2,220,000,000	\$1,480,000,000	\$1,480,000,000	\$2,220,000,000	\$2,220,000,000	\$2,220,000,000	\$2,220,000,000	\$370 million/station
Fare Box Revenue (30 year)	\$2,139,555,528	\$1,969,532,498	\$2,719,375,401	\$1,366,554,848	\$384,659,206	\$360,516,798	\$1,149,671,353	\$496,632,081	\$318,276,810	\$301,173,576	\$981,719,059	\$2,375,026,655	\$2,764,888,474	\$1,007,629,992	
PW of VMT	\$1,578,037,833	\$1,853,525,186	\$2,575,826,968	\$1,473,916,382	\$373,977,433	\$460,726,673	\$938,564,141	\$556,691,554	\$308,607,493	\$384,354,235	\$801,029,251	\$1,801,324,521	\$2,800,703,197	\$869,899,078	
PW of VHT	\$254,739,449	\$268,608,190	\$378,178,205	\$339,207,340	\$69,832,045	\$85,568,245	\$11,578,560	\$83,696,810	\$22,605,949	\$27,606,251	-\$59,150,231	\$323,093,752	\$457,979,042	-\$11,482,324	
PW of Fatality Avoided	\$192,182,465	\$225,732,889	\$313,698,927	\$179,501,959	\$45,545,109	\$56,109,927	\$114,303,704	\$67,797,078	\$37,583,984	\$46,808,855	\$97,553,919	\$219,375,593	\$341,085,639	\$105,941,281	1.1 fatalities per 100 million miles driven.
Pollution benefits	\$560,767,016	\$658,663,414	\$915,338,512	\$523,766,714	\$132,895,552	\$163,722,514	\$333,525,472	\$197,824,320	\$109,665,877	\$136,583,023	\$284,651,466	\$640,113,535	\$995,249,886	\$309,124,851	Based on \$.199 per VMT removed.
PW of Operations Jobs	\$542,577,490	\$542,577,490	\$542,577,490	\$678,468,245	\$315,248,570	\$315,248,570	\$465,092,355	\$465,092,355	\$303,465,435	\$303,465,435	\$447,707,260	\$630,064,890	\$630,064,890	\$608,426,455	
PW of Non-basic jobs (1.5 multiplier)	\$271,288,745	\$271,288,745	\$271,288,745	\$339,234,123	\$157,624,285	\$157,624,285	\$232,546,178	\$232,546,178	\$151,732,718	\$151,732,718	\$223,853,630	\$315,032,445	\$315,032,445	\$304,213,228	Ops jobs pay the same but we add only 50 % more.
10% Federal funding	\$1,333,749,000	\$1,333,749,000	\$1,333,749,000	\$1,653,749,000	\$680,183,700	\$680,183,700	\$1,000,184,000	\$1,000,184,000	\$554,455,700	\$554,455,700	\$874,456,000	\$3,239,280,000	\$3,239,280,000	\$3,559,280,000	
Multiplier effect of Federal Funding (2.0															
multiplier)	\$2,667,498,000	\$2,667,498,000	\$2,667,498,000	\$3,307,498,000	\$1,360,367,400	\$1,360,367,400	\$2,000,368,000	\$2,000,368,000	\$1,108,911,400	\$1,108,911,400	\$1,748,912,000	\$6,478,560,000	\$6,478,560,000	\$7,118,560,000	
Construction Employment	\$5,408,352,195	\$5,408,352,195	\$5,408,352,195	\$6,705,952,195	\$2,758,144,904	\$2,758,144,904	\$4,055,746,120	\$4,055,746,120	\$2,248,317,864	\$2,248,317,864	\$3,545,919,080	\$13,135,280,400	\$13,135,280,400	\$14,432,880,400	Construction employment equals 50 % of construction value.
															Number of jobs is the same but the average salary = 66% of
Non-basic jobs (2.0 multiplier)	\$3,569,512,449	\$3,569,512,449	\$3,569,512,449	\$4,425,928,449	\$1,820,375,636	\$1,820,375,636	\$2,676,792,439	\$2,676,792,439	\$1,483,889,790	\$1,483,889,790	\$2,340,306,593	\$8,669,285,064	\$8,669,285,064	\$9,525,701,064	construction labor
Total Benefits	\$21,108,260,168	\$21,359,040,055	\$23,285,395,893	\$24,323,777,255	\$9,578,853,839	\$9,698,588,652	\$15,198,372,321	\$14,053,370,935	\$8,127,513,019	\$8,227,298,847	\$13,506,958,027	\$40,046,436,855	\$42,047,409,036	\$40,050,174,024	
Sum of Benefits (PW Cost Basis)	\$21,108,260,168	\$21,359,040,055	\$23,285,395,893	\$24,323,777,255	\$9,578,853,839	\$9,698,588,652	\$15,198,372,321	\$14,053,370,935	\$8,127,513,019	\$8,227,298,847	\$13,506,958,027	\$40,046,436,855	\$42,047,409,036	\$40,050,174,024	
Sum of Costs (PW Cost Basis)	\$19,215,405,324	\$19,215,405,324	\$19,215,405,324	\$23,837,090,834	\$9,876,540,257	\$9,876,540,257	\$14,526,135,905	\$14,526,135,905	\$8,143,896,705	\$8,143,896,705	\$12,782,288,433	\$45,293,120,496	\$45,293,120,496	\$49,599,747,626	
B/C Ratio	1.10	1.11	1.21	1.02	0.97	0.98	1.05	0.97	1.00	1.01	1.06	0.88	0.93	0.81	

AGS Benefit/Cost at 20% Federal Funding

Technology				High S	peed Maglev					Medium Speed Mag	lev		High Speed Rail		
	Full System, ICS +	Full System, ICS +	Full System, ICS +	DIA to ECRA	West Suburban to	West Suburban to	DIA to Breckenridge,	DIA to Breckenridge	West Suburban to	West Suburban to	DIA to Breckenridge,	Full System, ICS +	Full System, ICS +	DIA to Breckenridge,	
Alternative	AGS, A-5a	AGS, A-5a	AGS, B-2a	DIA to ECRA	Breckenridge	Breckenridge	ICS + AGS	DIA to Breckenridge	Breckenridge	Breckenridge	ICS + AGS	AGS, B-2a	AGS, B-2a	ICS + AGS	Notes
Alignment Through Denver	I-76	I-76	C-470/E-470	I-76	N/A	N/A	I-76	I-76	N/A	N/A	I-76	C-470/E-470	C-470/E-470	I-76	
Fare	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	
Costs															
CAPEX	\$13,337,490,000	\$13,337,490,000	\$13,337,490,000	\$16,537,490,000	\$6,801,837,000	\$6,801,837,000	\$10,001,840,000	\$10,001,840,000	\$5,544,557,000	\$5,544,557,000	\$8,744,560,000	\$32,392,800,000	\$32,392,800,000	\$35,592,800,000	AGS Only. Suburban Station to west. MOS is to Breckendirdge
Annual OPEX	\$62,762,000	\$62,762,000	\$62,762,000	\$78,481,000	\$36,466,000	\$36,466,000	\$53,799,000	\$53,799,000	\$35,103,000	\$35,103,000	\$51,788,000	\$72,882,000	\$72,882,000	\$70,379,000	AGS only. Based on train miles only within AGS Corridor.
OPEX Cost (30 year)	\$1,085,154,980	\$1,085,154,980	\$1,085,154,980	\$1,356,936,490	\$630,497,140	\$630,497,140	\$930,184,710	\$930,184,710	\$606,930,870	\$606,930,870	\$895,414,520	\$1,260,129,780	\$1,260,129,780	\$1,216,852,910	
Interest payments	\$4,792,760,344	\$4,792,760,344	\$4,792,760,344	\$5,942,664,344	\$2,444,206,117	\$2,444,206,117	\$3,594,111,195	\$3,594,111,195	\$1,992,408,835	\$1,992,408,835	\$3,142,313,913	\$11,640,190,716	\$11,640,190,716	\$12,790,094,716	50% of CAPEX, 4% Interest, 30 years
Total Cost	\$19,215,405,324	\$19,215,405,324	\$19,215,405,324	\$23,837,090,834	\$9,876,540,257	\$9,876,540,257	\$14,526,135,905	\$14,526,135,905	\$8,143,896,705	\$8,143,896,705	\$12,782,288,433	\$45,293,120,496	\$45,293,120,496	\$49,599,747,626	
Benefits															
Basic Data															
Ridership	3,636,914	4,635,464	6,211,251	3,585,120	1,236,174	1,535,031	2,906,471	1,775,726	1,026,172	1,284,913	2,508,416	4,340,584	6,349,807	2,676,462	Only for trips having origin or destination within I-70 Mountain Corrdior
Ticket Revenue	\$123,745,259	\$113,911,654	\$157,280,243	\$79,037,296	\$22,247,496	\$20,851,174	\$66,493,427	\$28,723,660	\$18,408,144	\$17,418,946	\$56,779,587	\$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	152,226,347	38,624,456	47,583,933	96,935,072	57,495,203	31,873,037	39,696,174	82,730,444	186,041,118	289,257,126	89,843,332	Only for trips having origin or destination within I-70 Mountain Corrdior
Reduction in Vehicle-Hours ¹	640,580	675,455	950,985	852,987	175,603	215,174	29,116	210,468	56,846	69,420	(148,742)	812,467	1,151,656	(28,874)	Only for trips having origin or destination within I-70 Mountain Corrdior
VMT Benefit	\$91,268,816	\$107,202,151	\$148,977,847	\$85,246,754	\$21,629,695	\$26,647,002	\$54,283,640	\$32,197,314	\$17,848,901	\$22,229,857	\$46,329,049	\$104,183,026	\$161,983,991	\$50,312,266	Only for trips having origin or destination within I-70 Mountain Corrdior
VHT Benefit	\$14,733,340	\$15,535,465	\$21,872,655	\$19,618,701	\$4,038,869	\$4,949,002	\$669,668	\$4,840,764	\$1,307,458	\$1,596,660	(\$3,421,066)	\$18,686,741	\$26,488,088	(\$664,102)	Only for trips having origin or destination within I-70 Mountain Corrdior
Fatality Avoided	\$11,115,238	\$13,055,690	\$18,143,373	\$10,381,837	\$2,634,188	\$3,245,224	\$6,610,972	\$3,921,173	\$2,173,741	\$2,707,279	\$5,642,216	\$12,688,004	\$19,727,336	\$6,127,315	Only for trips having origin or destination within I-70 Mountain Corrdior
Calculated Benefits (PW basis)															
Increase in Real Estate Value - one time deal, no PW	ća 500.000.000	ća 500 000 000	ća 500.000.000	¢2,220,000,000	ća 400 000 000	ća 400 000 000	ća 220 000 000	ća 220 000 000	ća 400 000 000	ća 400 000 000	ća 220 000 000	ća 220 000 000	ća 220 000 000	ća 220.000.000	6370 willing (shellow
Calc.	\$2,590,000,000 \$2,139,555,528	\$2,590,000,000	\$2,590,000,000	\$3,330,000,000 \$1,366,554,848	\$1,480,000,000	\$1,480,000,000 \$360,516,798	\$2,220,000,000	\$2,220,000,000 \$496.632.081	\$1,480,000,000	\$1,480,000,000	\$2,220,000,000	\$2,220,000,000	\$2,220,000,000	\$2,220,000,000	\$370 million/station
Fare Box Revenue (30 year) PW of VMT		\$1,969,532,498	\$2,719,375,401	7	\$384,659,206		\$1,149,671,353		\$318,276,810	\$301,173,576	\$981,719,059	\$2,375,026,655	\$2,764,888,474	\$1,007,629,992	
PW of VHT	\$1,578,037,833	\$1,853,525,186	\$2,575,826,968	\$1,473,916,382	\$373,977,433	\$460,726,673	\$938,564,141	\$556,691,554	\$308,607,493	\$384,354,235	\$801,029,251	\$1,801,324,521	\$2,800,703,197	\$869,899,078	
PW of Fatality Avoided	\$254,739,449 \$192,182,465	\$268,608,190 \$225,732,889	\$378,178,205 \$313,698,927	\$339,207,340	\$69,832,045 \$45,545,109	\$85,568,245 \$56,109,927	\$11,578,560 \$114,303,704	\$83,696,810 \$67,797,078	\$22,605,949 \$37,583,984	\$27,606,251 \$46.808.855	-\$59,150,231 \$97,553,919	\$323,093,752 \$219,375,593	\$457,979,042 \$341.085.639	-\$11,482,324 \$105.941.281	1.1 fatalities per 100 million miles driven.
Pollution benefits	\$192,182,405	\$225,732,889 \$658.663.414	\$313,698,927 \$915.338.512	\$179,501,959 \$523,766,714	\$45,545,109 \$132.895.552	\$163,722,514	\$114,303,704 \$333.525.472	\$67,797,078	\$37,583,984 \$109.665.877	\$46,808,855 \$136,583,023	\$97,553,919 \$284.651.466	\$219,375,593 \$640.113.535	\$341,085,639 \$995,249,886	\$105,941,281 \$309.124.851	Based on \$.199 per VMT removed.
PW of Operations Jobs	\$542,577,490	\$558,663,414	\$915,338,512 \$542,577,490	\$523,766,714 \$678.468.245	\$132,895,552 \$315,248,570	\$163,722,514 \$315,248,570	\$333,525,472 \$465.092.355	\$197,824,320 \$465.092,355	\$109,665,877 \$303.465.435	\$136,583,023 \$303,465,435	\$284,651,466 \$447,707,260	\$640,113,535 \$630.064.890	\$995,249,886 \$630.064.890	\$608,426,455	Based on \$.199 per vivit removed.
PW of Non-basic jobs (1.5 multiplier)	\$271,288,745	\$271,288,745	\$271,288,745	\$339,234,123	\$157.624.285	\$157.624.285	\$405,092,355 \$232,546,178	\$405,092,355 \$232,546,178	\$151.732.718	\$151,732,718	\$223.853.630	\$315.032.445	\$315.032.445	\$304.213.228	Ops jobs pay the same but we add only 50 % more.
20% Federal funding	\$2,667,498,000	\$2,667,498,000	\$2,667,498,000	\$3,307,498,000	\$1,360,367,400	\$1,360,367,400	\$2,000,368,000	\$2,000,368,000	\$1,108,911,400	\$1,108,911,400	\$1,748,912,000	\$6.478.560.000	\$6,478,560,000	\$7.118.560.000	ops jobs pay the same but we add only 50 /s more.
	÷2,007,496,000	\$2,007,490,000	\$2,007,430,000	\$3,307,430,000	¢1,500,507,400	\$1,500,507,400	\$2,000,300,000	\$2,000,306,000	ş1,100,911,400	\$1,100,911,400	<i>γ</i> 1,/40,712,000	ç0,476,500,000	ç0,476,500,000	\$7,110,000,000	
Multiplier effect of Federal Funding (2.0 multiplier)	\$5,334,996,000	\$5,334,996,000	\$5,334,996,000	\$6,614,996,000	\$2,720,734,800	\$2,720,734,800	\$4,000,736,000	\$4,000,736,000	\$2,217,822,800	\$2,217,822,800	\$3,497,824,000	\$12,957,120,000	\$12,957,120,000	\$14,237,120,000	
Construction Employment	\$5,408,352,195	\$5,408,352,195	\$5,408,352,195	\$6,705,952,195	\$2,758,144,904	\$2,758,144,904	\$4,055,746,120	\$4,055,746,120	\$2,248,317,864	\$2,248,317,864	\$3,545,919,080	\$13,135,280,400	\$13,135,280,400	\$14,432,880,400	Construction employment equals 50 % of construction value.
Non-basic jobs (2.0 multiplier)	\$3.569.512.449	\$3.569.512.449	\$3.569.512.449	\$4.425.928.449	\$1.820.375.636	\$1.820.375.636	\$2,676,792,439	\$2.676.792.439	\$1.483.889.790	\$1,483,889,790	\$2.340.306.593	\$8.669.285.064	\$8.669.285.064	\$9.525.701.064	Number of jobs is the same but the average salary = 66% of construction labor
Total Benefits	\$25,109,507,168	\$25,360,287,055	\$27,286,642,893	\$29,285,024,255	\$11,619,404,939	\$11,739,139,752	\$18,198,924,321	\$17,053,922,935	\$9,790,880,119	\$9,890,665,947	\$16,130,326,027	\$49,764,276,855	\$51,765,249,036	\$50,728,014,024	
				,,,		. , . , . ,							. , . , . ,	,	
Sum of Benefits (PW Cost Basis)	\$25,109,507,168	\$25,360,287,055	\$27,286,642,893	\$29,285,024,255	\$11,619,404,939	\$11,739,139,752	\$18,198,924,321	\$17,053,922,935	\$9,790,880,119	\$9,890,665,947	\$16,130,326,027	\$49,764,276,855	\$51,765,249,036	\$50,728,014,024	
Sum of Costs (PW Cost Basis)	\$19,215,405,324	\$19,215,405,324	\$19,215,405,324	\$23,837,090,834	\$9,876,540,257	\$9,876,540,257	\$14,526,135,905	\$14,526,135,905	\$8,143,896,705	\$8,143,896,705	\$12,782,288,433	\$45,293,120,496	\$45,293,120,496	\$49,599,747,626	
B/C Ratio	1.31	1.32	1.42	1.23	1.18	1.19	1.25	1.17	1.20	1.21	1.26	1.10	1.14	1.02	
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 30% Federal Funding

Technology				High S	Speed Maglev					Medium Speed Mag	lev		High Speed Rail		
	Full System, ICS +	Full System, ICS +	Full System, ICS +		West Suburban to	West Suburban to	DIA to Breckenridge,		West Suburban to			Full System, ICS +	Full System, ICS +	DIA to Breckenridge,	
Alternative	AGS, A-5a	AGS, A-5a	AGS, B-2a	DIA to ECRA	Breckenridge	Breckenridge	ICS + AGS	DIA to Breckenridge	Breckenridge	Breckenridge	ICS + AGS	AGS, B-2a	AGS, B-2a	ICS + AGS	Notes
Alignment Through Denver	I-76	I-76	C-470/E-470	I-76	N/A	N/A	I-76	I-76	N/A	N/A	I-76	C-470/E-470	C-470/E-470	I-76	
Fare	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	
Costs															
CAPEX	\$13,337,490,000	\$13,337,490,000	\$13,337,490,000	\$16,537,490,000	\$6,801,837,000	\$6,801,837,000	\$10,001,840,000	\$10,001,840,000	\$5,544,557,000	\$5,544,557,000	\$8,744,560,000	\$32,392,800,000	\$32,392,800,000	\$35,592,800,000	AGS Only. Suburban Station to west. MOS is to Breckendirdge
Annual OPEX	\$62,762,000	\$62,762,000	\$62,762,000	\$78,481,000	\$36,466,000	\$36,466,000	\$53,799,000	\$53,799,000	\$35,103,000	\$35,103,000	\$51,788,000	\$72,882,000	\$72,882,000	\$70,379,000	AGS only. Based on train miles only within AGS Corridor.
OPEX Cost (30 year)	\$1,085,154,980	\$1,085,154,980	\$1,085,154,980	\$1,356,936,490	\$630,497,140	\$630,497,140	\$930,184,710	\$930,184,710	\$606,930,870	\$606,930,870	\$895,414,520	\$1,260,129,780	\$1,260,129,780	\$1,216,852,910	
Interest payments	\$4,792,760,344	\$4,792,760,344	\$4,792,760,344	\$5,942,664,344	\$2,444,206,117	\$2,444,206,117	\$3,594,111,195	\$3,594,111,195	\$1,992,408,835	\$1,992,408,835	\$3,142,313,913	\$11,640,190,716	\$11,640,190,716	\$12,790,094,716	50% of CAPEX, 4% Interest, 30 years
Total Cost	\$19,215,405,324	\$19,215,405,324	\$19,215,405,324	\$23,837,090,834	\$9,876,540,257	\$9,876,540,257	\$14,526,135,905	\$14,526,135,905	\$8,143,896,705	\$8,143,896,705	\$12,782,288,433	\$45,293,120,496	\$45,293,120,496	\$49,599,747,626	
Benefits															
Basic Data															
															Only for trips having origin or destination within I-70 Mountain
Ridership	3,636,914	4,635,464	6,211,251	3,585,120	1,236,174	1,535,031	2,906,471	1,775,726	1,026,172	1,284,913	2,508,416	4,340,584	6,349,807	2,676,462	2 Corrdior
															Only for trips having origin or destination within I-70 Mountain
Ticket Revenue	\$123,745,259	\$113,911,654	\$157,280,243	\$79,037,296	\$22,247,496	\$20,851,174	\$66,493,427	\$28,723,660	\$18,408,144	\$17,418,946	\$56,779,587	\$137,364,179	\$159,912,578	\$58,278,195	Corrdior
															Only for trips having origin or destination within I-70 Mountain
Reduction in Vehicle-Miles ¹	162,980,029	191,432,412	266,031,869	152,226,347	38,624,456	47,583,933	96,935,072	57,495,203	31,873,037	39,696,174	82,730,444	186,041,118	289,257,126	89,843,332	2 Corrdior
															Only for trips having origin or destination within I-70 Mountain
Reduction in Vehicle-Hours ¹	640,580	675,455	950,985	852,987	175,603	215,174	29,116	210,468	56,846	69,420	(148,742)	812,467	1,151,656	(28,874	4) Corrdior
															Only for trips having origin or destination within I-70 Mountain
VMT Benefit	\$91,268,816	\$107,202,151	\$148,977,847	\$85,246,754	\$21,629,695	\$26,647,002	\$54,283,640	\$32,197,314	\$17,848,901	\$22,229,857	\$46,329,049	\$104,183,026	\$161,983,991	\$50,312,266	Corrdior
															Only for trips having origin or destination within I-70 Mountain
VHT Benefit	\$14,733,340	\$15,535,465	\$21,872,655	\$19,618,701	\$4,038,869	\$4,949,002	\$669,668	\$4,840,764	\$1,307,458	\$1,596,660	(\$3,421,066)	\$18,686,741	\$26,488,088	(\$664,102)	Corrdior
															Only for trips having origin or destination within I-70 Mountain
Fatality Avoided	\$11,115,238	\$13,055,690	\$18,143,373	\$10,381,837	\$2,634,188	\$3,245,224	\$6,610,972	\$3,921,173	\$2,173,741	\$2,707,279	\$5,642,216	\$12,688,004	\$19,727,336	\$6,127,315	Corrdior
Calculated Benefits (PW basis)															
Increase in Real Estate Value - one time deal, no															
PW calc.	\$2,590,000,000	\$2,590,000,000	\$2,590,000,000	\$3,330,000,000	\$1,480,000,000	\$1,480,000,000	\$2,220,000,000	\$2,220,000,000	\$1,480,000,000	\$1,480,000,000	\$2,220,000,000	\$2,220,000,000	\$2,220,000,000	\$2,220,000,000	\$370 million/station
Fare Box Revenue (30 year)	\$2,139,555,528	\$1,969,532,498	\$2,719,375,401	\$1,366,554,848	\$384,659,206	\$360,516,798	\$1,149,671,353	\$496,632,081	\$318,276,810	\$301,173,576	\$981,719,059	\$2,375,026,655	\$2,764,888,474	\$1,007,629,992	
PW of VMT	\$1,578,037,833	\$1,853,525,186	\$2,575,826,968	\$1,473,916,382	\$373,977,433	\$460,726,673	\$938,564,141	\$556,691,554	\$308,607,493	\$384,354,235	\$801,029,251	\$1,801,324,521	\$2,800,703,197	\$869,899,078	
PW of VHT	\$254,739,449	\$268,608,190	\$378,178,205	\$339,207,340	\$69,832,045	\$85,568,245	\$11,578,560	\$83,696,810	\$22,605,949	\$27,606,251	-\$59,150,231	\$323,093,752	\$457,979,042	-\$11,482,324	
PW of Fatality Avoided	\$192,182,465	\$225,732,889	\$313,698,927	\$179,501,959	\$45,545,109	\$56,109,927	\$114,303,704	\$67,797,078	\$37,583,984	\$46,808,855	\$97,553,919	\$219,375,593	\$341,085,639	\$105,941,281	1.1 fatalities per 100 million miles driven.
Pollution benefits	\$560,767,016	\$658,663,414	\$915,338,512	\$523,766,714	\$132,895,552	\$163,722,514	\$333,525,472	\$197,824,320	\$109,665,877	\$136,583,023	\$284,651,466	\$640,113,535	\$995,249,886	\$309,124,851	Based on \$.199 per VMT removed.
PW of Operations Jobs	\$542,577,490	\$542,577,490	\$542,577,490	\$678,468,245	\$315,248,570	\$315,248,570	\$465,092,355	\$465,092,355	\$303,465,435	\$303,465,435	\$447,707,260	\$630,064,890	\$630,064,890	\$608,426,455	
PW of Non-basic jobs (1.5 multiplier)	\$271,288,745	\$271,288,745	\$271,288,745	\$339,234,123	\$157,624,285	\$157,624,285	\$232,546,178	\$232,546,178	\$151,732,718	\$151,732,718	\$223,853,630	\$315,032,445	\$315,032,445	\$304,213,228	Ops jobs pay the same but we add only 50 % more.
30% Federal funding	\$4,001,647,165	\$4,001,647,165	\$4,001,647,165	\$4,961,743,174	\$2,040,755,176	\$2,040,755,176	\$3,000,852,085	\$3,000,852,085	\$1,663,533,453	\$1,663,533,453	\$2,623,630,363	\$9,718,811,881	\$9,718,811,881	\$10,678,907,891	
Multiplier effect of Federal Funding (2.0			l .												
multiplier)	\$8,003,294,329	\$8,003,294,329	\$8,003,294,329	\$9,923,486,349	\$4,081,510,351	\$4,081,510,351	\$6,001,704,170	\$6,001,704,170	\$3,327,066,907	\$3,327,066,907	\$5,247,260,726	\$19,437,623,762	\$19,437,623,762	\$21,357,815,782	
			l .												
Construction Employment	\$5,408,352,195	\$5,408,352,195	\$5,408,352,195	\$6,705,952,195	\$2,758,144,904	\$2,758,144,904	\$4,055,746,120	\$4,055,746,120	\$2,248,317,864	\$2,248,317,864	\$3,545,919,080	\$13,135,280,400	\$13,135,280,400	\$14,432,880,400	Construction employment equals 50 % of construction value.
			l .												Number of jobs is the same but the average salary = 66% of
Non-basic jobs (2.0 multiplier)	\$3,569,512,449	\$3,569,512,449	\$3,569,512,449	\$4,425,928,449	\$1,820,375,636	\$1,820,375,636	\$2,676,792,439	\$2,676,792,439	\$1,483,889,790	\$1,483,889,790	\$2,340,306,593	\$8,669,285,064	\$8,669,285,064	\$9,525,701,064	construction labor
Total Benefits	\$29,111,954,663	\$29,362,734,549	\$31,289,090,387	\$34,247,759,778	\$13,660,568,266	\$13,780,303,078	\$21,200,376,577	\$20,055,375,190	\$11,454,746,279	\$11,554,532,107	\$18,754,481,116	\$59,485,032,499	\$61,486,004,680	\$61,409,057,696	
Sum of Benefits (PW Cost Basis)	\$29,111,954,663	\$29,362,734,549	\$31,289,090,387	\$34,247,759,778	\$13,660,568,266	\$13,780,303,078	\$21,200,376,577	\$20,055,375,190	\$11,454,746,279	\$11,554,532,107	\$18,754,481,116	\$59,485,032,499	\$61,486,004,680	\$61,409,057,696	
Sum of Costs (PW Cost Basis)	\$19,215,405,324	\$19,215,405,324	\$19,215,405,324	\$23,837,090,834	\$9,876,540,257	\$9,876,540,257	\$14,526,135,905	\$14,526,135,905	\$8,143,896,705	\$8,143,896,705	\$12,782,288,433	\$45,293,120,496	\$45,293,120,496	\$49,599,747,626	
B/C Ratio	1.52	1.53	1.63	1.44	1.38	1.40	1.46	1.38	1.41	1.42	1.47	1.31	1.36	1.24	
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 40% Federal Funding

Technology	High Speed Maglev									Medium Speed Maglev			High Speed Rail		
	Full System, ICS +	Full System, ICS +	Full System, ICS +	DIA to ECRA	West Suburban to	West Suburban to	DIA to Breckenridge,	DIA to Breckenridge	West Suburban to	West Suburban to	DIA to Breckenridge,	Full System, ICS +	Full System, ICS +	DIA to Breckenridge,	
Alternative	AGS, A-5a	AGS, A-5a	AGS, B-2a	DIA LO ECKA	Breckenridge	Breckenridge	ICS + AGS	DIA to Breckennuge	Breckenridge	Breckenridge	ICS + AGS	AGS, B-2a	AGS, B-2a	ICS + AGS	Notes
Alignment Through Denver	I-76	I-76	C-470/E-470	I-76	N/A	N/A	I-76	I-76	N/A	N/A	I-76	C-470/E-470	C-470/E-470	I-76	
Fare	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	
Costs															
CAPEX	\$13,337,490,000	\$13,337,490,000	\$13,337,490,000	\$16,537,490,000	\$6,801,837,000	\$6,801,837,000	\$10,001,840,000	\$10,001,840,000	\$5,544,557,000	\$5,544,557,000	\$8,744,560,000	\$32,392,800,000	\$32,392,800,000	\$35,592,800,000	AGS Only. Suburban Station to west. MOS is to Breckendirdge
Annual OPEX	\$62,762,000	\$62,762,000	\$62,762,000	\$78,481,000	\$36,466,000	\$36,466,000	\$53,799,000	\$53,799,000	\$35,103,000	\$35,103,000	\$51,788,000	\$72,882,000	\$72,882,000	\$70,379,000	AGS only. Based on train miles only within AGS Corridor.
OPEX Cost (30 year)	\$1,085,154,980	\$1,085,154,980	\$1,085,154,980	\$1,356,936,490	\$630,497,140	\$630,497,140	\$930,184,710	\$930,184,710	\$606,930,870	\$606,930,870	\$895,414,520	\$1,260,129,780	\$1,260,129,780	\$1,216,852,910	
Interest payments	\$4,792,760,344	\$4,792,760,344	\$4,792,760,344	\$5,942,664,344	\$2,444,206,117	\$2,444,206,117	\$3,594,111,195	\$3,594,111,195	\$1,992,408,835	\$1,992,408,835	\$3,142,313,913	\$11,640,190,716	\$11,640,190,716	\$12,790,094,716	50% of CAPEX, 4% Interest, 30 years
Total Cost	\$19,215,405,324	\$19,215,405,324	\$19,215,405,324	\$23,837,090,834	\$9,876,540,257	\$9,876,540,257	\$14,526,135,905	\$14,526,135,905	\$8,143,896,705	\$8,143,896,705	\$12,782,288,433	\$45,293,120,496	\$45,293,120,496	\$49,599,747,626	
Benefits															
Basic Data															
Ridership	3,636,914	4,635,464	6,211,251	3,585,120	1,236,174	1,535,031	2,906,471	1,775,726	1,026,172	1,284,913	2,508,416	4,340,584	6,349,807	2,676,462	Only for trips having origin or destination within I-70 Mountain Corrdior
Ticket Revenue	\$123,745,259	\$113,911,654	\$157,280,243	\$79,037,296	\$22,247,496	\$20,851,174	\$66,493,427	\$28,723,660	\$18,408,144	\$17,418,946	\$56,779,587	\$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	152,226,347	38,624,456	47,583,933	96,935,072	57,495,203	31,873,037	39,696,174	82,730,444	186,041,118	289,257,126	89,843,332	Only for trips having origin or destination within I-70 Mountain Corrdior
Reduction in Vehicle-Hours ¹	640,580	675,455	950,985	852,987	175,603	215,174	29,116	210,468	56,846	69,420	(148,742)	812,467	1,151,656	(28,874)	Only for trips having origin or destination within I-70 Mountain Corrdior
VMT Benefit	\$91,268,816	\$107,202,151	\$148,977,847	\$85,246,754	\$21,629,695	\$26,647,002	\$54,283,640	\$32,197,314	\$17,848,901	\$22,229,857	\$46,329,049	\$104,183,026	\$161,983,991	\$50,312,266	Only for trips having origin or destination within I-70 Mountain Corrdior
VHT Benefit	\$14,733,340	\$15,535,465	\$21,872,655	\$19,618,701	\$4,038,869	\$4,949,002	\$669,668	\$4,840,764	\$1,307,458	\$1,596,660	(\$3,421,066)	\$18,686,741	\$26,488,088	(\$664,102)	Only for trips having origin or destination within I-70 Mountain Corrdior
Fatality Avoided	\$11,115,238	\$13,055,690	\$18,143,373	\$10,381,837	\$2,634,188	\$3,245,224	\$6,610,972	\$3,921,173	\$2,173,741	\$2,707,279	\$5,642,216	\$12,688,004	\$19,727,336	\$6,127,315	Only for trips having origin or destination within I-70 Mountain Corrdior
Calculated Benefits (PW basis)															
Increase in Real Estate Value - one time deal, no															
PW calc.	\$2,590,000,000	\$2,590,000,000	\$2,590,000,000	\$3,330,000,000	\$1,480,000,000	\$1,480,000,000	\$2,220,000,000	\$2,220,000,000	\$1,480,000,000	\$1,480,000,000	\$2,220,000,000	\$2,220,000,000	\$2,220,000,000	\$2,220,000,000	\$370 million/station
Fare Box Revenue (30 year)	\$2,139,555,528	\$1,969,532,498	\$2,719,375,401	\$1,366,554,848	\$384,659,206	\$360,516,798	\$1,149,671,353	\$496,632,081	\$318,276,810	\$301,173,576	\$981,719,059	\$2,375,026,655	\$2,764,888,474	\$1,007,629,992	
PW of VMT	\$1,578,037,833	\$1,853,525,186	\$2,575,826,968	\$1,473,916,382	\$373,977,433	\$460,726,673	\$938,564,141	\$556,691,554	\$308,607,493	\$384,354,235	\$801,029,251	\$1,801,324,521	\$2,800,703,197	\$869,899,078	
PW of VHT	\$254,739,449	\$268,608,190	\$378,178,205	\$339,207,340	\$69,832,045	\$85,568,245	\$11,578,560	\$83,696,810	\$22,605,949	\$27,606,251	-\$59,150,231	\$323,093,752	\$457,979,042	-\$11,482,324	
PW of Fatality Avoided	\$192,182,465	\$225,732,889	\$313,698,927	\$179,501,959	\$45,545,109	\$56,109,927	\$114,303,704	\$67,797,078	\$37,583,984	\$46,808,855	\$97,553,919	\$219,375,593	\$341,085,639	\$105,941,281	1.1 fatalities per 100 million miles driven.
Pollution benefits	\$560,767,016	\$658,663,414	\$915,338,512	\$523,766,714	\$132,895,552	\$163,722,514	\$333,525,472	\$197,824,320	\$109,665,877	\$136,583,023	\$284,651,466	\$640,113,535	\$995,249,886	\$309,124,851	Based on \$.199 per VMT removed.
PW of Operations Jobs	\$542,577,490	\$542,577,490	\$542,577,490	\$678,468,245	\$315,248,570	\$315,248,570	\$465,092,355	\$465,092,355	\$303,465,435	\$303,465,435	\$447,707,260	\$630,064,890	\$630,064,890	\$608,426,455	
PW of Non-basic jobs (1.5 multiplier)	\$271,288,745	\$271,288,745	\$271,288,745	\$339,234,123	\$157,624,285	\$157,624,285	\$232,546,178	\$232,546,178	\$151,732,718	\$151,732,718	\$223,853,630	\$315,032,445	\$315,032,445	\$304,213,228	Ops jobs pay the same but we add only 50 % more.
40% Federal funding	\$5,334,996,000	\$5,334,996,000	\$5,334,996,000	\$6,614,996,000	\$2,720,734,800	\$2,720,734,800	\$4,000,736,000	\$4,000,736,000	\$2,217,822,800	\$2,217,822,800	\$3,497,824,000	\$12,957,120,000	\$12,957,120,000	\$14,237,120,000	
Multiplier effect of Federal Funding (2.0	440 CC0 000 CC0	440 CC0 000 000	***	442 222 222 CT	AT 444 450 555	AT	40 004 470 00C	40.004.470.005		A. 105 C. 15 C.	40 005 040 005			400 101 010 07-	
multiplier)	\$10,669,992,000	\$10,669,992,000	\$10,669,992,000	\$13,229,992,000	\$5,441,469,600	\$5,441,469,600	\$8,001,472,000	\$8,001,472,000	\$4,435,645,600	\$4,435,645,600	\$6,995,648,000	\$25,914,240,000	\$25,914,240,000	\$28,474,240,000	
Construction Employment	\$5,408,352,195	\$5,408,352,195	\$5,408,352,195	\$6,705,952,195	\$2,758,144,904	\$2,758,144,904	\$4,055,746,120	\$4,055,746,120	\$2,248,317,864	\$2,248,317,864	\$3,545,919,080	\$13,135,280,400	\$13,135,280,400	\$14,432,880,400	Construction employment equals 50 % of construction value. Number of jobs is the same but the average salary = 66% of construction
Non-basic jobs (2.0 multiplier)	\$3.569.512.449	\$3.569.512.449	\$3.569.512.449	\$4.425.928.449	\$1.820.375.636	\$1.820.375.636	\$2.676.792.439	\$2.676.792.439	\$1.483.889.790	\$1.483.889.790	\$2.340.306.593	\$8.669.285.064	\$8.669.285.064	\$9.525.701.064	labor
Total Benefits	\$33,112,001,168	\$33,362,781,055	\$35,289,136,893	\$39,207,518,255	\$15,700,507,139	\$15,820,241,952	\$24,200,028,321	\$23,055,026,935	\$13,117,614,319	\$13,217,400,147	\$21,377,062,027	\$69.199.956.855	\$71,200,929,036	\$72,083,694,024	
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Sum of Benefits (PW Cost Basis)	\$33,112,001,168	\$33,362,781,055	\$35,289,136,893	\$39,207,518,255	\$15,700,507,139	\$15,820,241,952	\$24,200,028,321	\$23,055,026,935	\$13,117,614,319	\$13,217,400,147	\$21.377.062.027	\$69,199,956,855	\$71,200,929,036	\$72.083.694.024	
Sum of Costs (PW Cost Basis)	\$19,215,405,324	\$19,215,405,324	\$19,215,405,324	\$23,837,090,834	\$9,876,540,257	\$9,876,540,257	\$14,526,135,905	\$14,526,135,905	\$8,143,896,705	\$8,143,896,705	\$12,782,288,433	\$45,293,120,496	\$45,293,120,496	\$49,599,747,626	
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	
operating natio	1.57	1.01	2.31	1.01	0.01	0.37	4167	0.00	0.32	0.50	1.10	1.00	2.13	0.05	1

AGS Benefit/Cost at 50% Federal Funding

Technology				High S	peed Maglev					Medium Speed Mag	lev		High Speed Rail		
	Full System, ICS +	Full System, ICS +	Full System, ICS +		West Suburban to	West Suburban to	DIA to Breckenridge,		West Suburban to			Full System, ICS +	Full System, ICS +	DIA to Breckenridge,	
Alternative	AGS, A-5a	AGS, A-5a	AGS, B-2a	DIA to ECRA	Breckenridge	Breckenridge	ICS + AGS	DIA to Breckenridge	Breckenridge	Breckenridge	ICS + AGS	AGS, B-2a	AGS, B-2a	ICS + AGS	Notes
Alignment Through Denver	I-76	I-76	C-470/E-470	I-76	N/A	N/A	I-76	I-76	N/A	N/A	I-76	C-470/E-470	C-470/E-470	I-76	
Fare	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	\$0.35/Mile	\$0.26/Mile	\$0.26/Mile	
Costs															
CAPEX	\$13,337,490,000	\$13.337.490.000	\$13.337.490.000	\$16.537.490.000	\$6.801.837.000	\$6.801.837.000	\$10.001.840.000	\$10.001.840.000	\$5.544.557.000	\$5.544.557.000	\$8.744.560.000	\$32,392,800,000	\$32,392,800,000	\$35.592.800.000	AGS Only. Suburban Station to west. MOS is to Breckendirdge
Annual OPEX	\$62.762.000	\$62.762.000	\$62.762.000	\$78,481,000	\$36,466,000	\$36,466,000	\$53,799,000	\$53,799,000	\$35.103.000	\$35.103.000	\$51.788.000	\$72.882.000	\$72,882,000	\$70.379.000	AGS only. Based on train miles only within AGS Corridor.
OPEX Cost (30 year)	\$1,085,154,980	\$1,085,154,980	\$1,085,154,980	\$1,356,936,490	\$630,497,140	\$630,497,140	\$930,184,710	\$930,184,710	\$606,930,870	\$606,930,870	\$895,414,520	\$1,260,129,780	\$1,260,129,780	\$1,216,852,910	
Interest payments	\$4,792,760,344	\$4,792,760,344	\$4,792,760,344	\$5,942,664,344	\$2.444.206.117	\$2,444,206,117	\$3,594,111,195	\$3,594,111,195	\$1,992,408,835	\$1,992,408,835	\$3.142.313.913	\$11,640,190,716	\$11,640,190,716	\$12,790,094,716	50% of CAPEX, 4% Interest, 30 years
Total Cost	\$19,215,405,324	\$19,215,405,324	\$19,215,405,324	\$23,837,090,834	\$9,876,540,257	\$9,876,540,257	\$14,526,135,905	\$14,526,135,905	\$8,143,896,705	\$8,143,896,705	\$12,782,288,433	\$45,293,120,496	\$45,293,120,496	\$49,599,747,626	
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Benefits															
Basic Data															
															Only for trips having origin or destination within I-70 Mountain
Ridership	3.636.914	4.635.464	6.211.251	3.585.120	1.236.174	1.535.031	2.906.471	1,775,726	1.026.172	1.284.913	2.508.416	4.340.584	6.349.807	2.676.462	
	5,050,511	1,000,101	0,211,201	5,505,120	1,200,171	1,000,001	2,500,172	2,770,720	1,020,172	1,201,915	2,500,120	1,5 10,50 1	0,0 10,007	2,070,102	Only for trips having origin or destination within I-70 Mountain
Ticket Revenue	\$123,745,259	\$113.911.654	\$157,280,243	\$79.037.296	\$22.247.496	\$20.851.174	\$66.493.427	\$28,723,660	\$18.408.144	\$17.418.946	\$56.779.587	\$137.364.179	\$159,912,578	\$58,278,195	Corrdior
	\$125,745,255	Ş113,511,054	\$157,200,2 - 5	\$75,057,250	<i>Ş22,247,450</i>	920,001,174	900,493,427	\$20,723,000	<i>910,400,144</i>	\$17,410,540	<i>\$30,113,301</i>	Ş157,504,175	\$135,512,570	<i>\$50,270,155</i>	Only for trips having origin or destination within I-70 Mountain
Reduction in Vehicle-Miles ¹	162.980.029	191.432.412	266.031.869	152,226,347	38.624.456	47.583.933	96.935.072	57.495.203	31.873.037	39.696.174	82,730,444	186.041.118	289.257.126	89.843.332	
	102,500,025	131,432,412	200,031,005	152,220,547	30,024,430	47,505,555	50,555,072	57,455,205	51,075,057	55,050,174	02,730,444	100,041,110	205,257,120	05,045,552	Only for trips having origin or destination within I-70 Mountain
Reduction in Vehicle-Hours ¹	640.580	675,455	950,985	852,987	175,603	215,174	29,116	210,468	56.846	69,420	(148,742)	812,467	1,151,656	(28 874) Corrdior
	0.0,000	0,0,100	550,505	002,007	1,0,000	210,171	25,110	210,100	56,610	00,120	(110)/ 12/	012,107	1,101,000	(20)07 1	Only for trips having origin or destination within I-70 Mountain
VMT Benefit	\$91.268.816	\$107.202.151	\$148,977,847	\$85.246.754	\$21.629.695	\$26.647.002	\$54,283,640	\$32,197,314	\$17.848.901	\$22.229.857	\$46.329.049	\$104.183.026	\$161.983.991	\$50.312.266	Corrdior
With Bellenic	\$51,200,010	\$107,202,151	Ş1-0,577,0+7	\$05,240,754	<i>\$21,025,055</i>	920,047,002	\$34,203,040	<i>\$52,157,514</i>	<i>917,040,901</i>	<i>\$22,223,037</i>	Ş40,525,045	<i>9104,103,020</i>	\$101,505,551	<i>\$50,512,200</i>	Only for trips having origin or destination within I-70 Mountain
VHT Benefit	\$14,733,340	\$15,535,465	\$21,872,655	\$19,618,701	\$4.038.869	\$4,949,002	\$669,668	\$4.840.764	\$1.307.458	\$1,596,660	(\$3,421,066)	\$18.686.741	\$26,488,088	(\$664.102)	Corrdior
Viri benent	J14,733,340	\$13,333,403	J21,072,0JJ	\$15,010,701	94,030,005	34,343,002	2003,000	94,040,704	J1,307,430	\$1,550,000	(\$3,421,000)	\$10,000,741	\$20,400,000	(3004,102)	Only for trips having origin or destination within I-70 Mountain
Fatality Avoided	\$11,115,238	\$13,055,690	\$18,143,373	\$10,381,837	\$2,634,188	\$3,245,224	\$6,610,972	\$3,921,173	\$2,173,741	\$2,707,279	\$5,642,216	\$12,688,004	\$19,727,336	\$6,127,315	Corrdior
Calculated Benefits (PW basis)	Ş11,113,230	\$13,033,030	\$10,145,575	\$10,501,057	\$2,034,100	<i>\$3,243,224</i>	\$0,010,572	<i>\$5,521,175</i>	<i>\$2,173,741</i>	\$2,707,275	\$5,042,210	\$12,000,004	\$15,727,550	<i>\$0,127,515</i>	
Increase in Real Estate Value - one time deal, no															
PW calc.	\$2,590.000.000	\$2.590.000.000	\$2,590.000.000	\$3.330.000.000	\$1.480.000.000	\$1.480.000.000	\$2.220.000.000	\$2.220.000.000	\$1.480.000.000	\$1.480.000.000	\$2.220.000.000	\$2.220.000.000	\$2.220.000.000	\$2.220.000.000	\$370 million/station
Fare Box Revenue (30 year)	\$2,139,555,528	\$1,969,532,498	\$2,719,375,401	\$1,366,554,848	\$384.659.206	\$360,516,798	\$1,149,671,353	\$496,632,081	\$318.276.810	\$301,173,576	\$981,719,059	\$2,375,026,655	\$2,764,888,474	\$1,007,629,992	5576 million/station
PW of VMT	\$1,578,037,833	\$1,853,525,186	\$2,575,826,968	\$1,473,916,382	\$373,977,433	\$460,726,673	\$938,564,141	\$556,691,554	\$308,607,493	\$384,354,235	\$801,029,251	\$1,801,324,521	\$2,800,703,197	\$869,899,078	
PW of VHT	\$254,739,449	\$268.608.190	\$378.178.205	\$339,207,340	\$69,832,045	\$85,568,245	\$11,578,560	\$83.696.810	\$22.605.949	\$27,606,251	-\$59,150,231	\$323.093.752	\$457.979.042	-\$11,482,324	
PW of Fatality Avoided	\$192,182,465	\$225,732,889	\$313,698,927	\$179,501,959	\$45,545,109	\$56,109,927	\$114,303,704	\$67,797,078	\$37,583,984	\$46.808.855	\$97,553,919	\$219,375,593	\$341,085,639	\$105,941,281	1.1 fatalities per 100 million miles driven.
Pollution benefits	\$560,767,016	\$658,663,414	\$915,338,512	\$523,766,714	\$132,895,552	\$163,722,514	\$333,525,472	\$197,824,320	\$109,665,877	\$136,583,023	\$284,651,466	\$640,113,535	\$995,249,886	\$309,124,851	Based on \$.199 per VMT removed.
PW of Operations Jobs	\$542.577.490	\$542.577.490	\$542.577.490	\$678.468.245	\$315.248.570	\$315.248.570	\$465.092.355	\$465.092.355	\$303,465,435	\$303.465.435	\$447.707.260	\$630.064.890	\$630.064.890	\$608,426,455	based on 3.155 per vivit removed.
PW of Non-basic jobs (1.5 multiplier)	\$271,288,745	\$271,288,745	\$271,288,745	\$339,234,123	\$157,624,285	\$157,624,285	\$232,546,178	\$232,546,178	\$151,732,718	\$151,732,718	\$223,853,630	\$315,032,445	\$315,032,445	\$304,213,228	Ops jobs pay the same but we add only 50 % more.
50% Federal funding	\$6.668.745.000	\$6.668.745.000	\$6.668.745.000	\$8,268,745,000	\$3,400,918,500	\$3,400,918,500	\$5,000,920,000	\$5,000,920,000	\$2,772,278,500	\$2,772,278,500	\$4,372,280,000	\$16,196,400,000	\$16,196,400,000	\$17.796.400.000	ops jobs pay are same but we add only 50 /6 more.
Multiplier effect of Federal Funding (2.0				,0,200,740,000	\$J,400,J10,J00	\$J,400,510,500	<i>\$3,000,320,000</i>	<i>\$3,000,320,000</i>	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	<i>42,112,210,300</i>	÷+,372,200,000	\$10,100,400,000	\$10,130,400,000	Ş17,750,400,000	
	\$13,337,490,000	\$13,337,490,000	\$13,337,490,000	\$16,537,490,000	\$6,801,837,000	\$6,801,837,000	\$10,001,840,000	\$10,001,840,000	\$5,544,557,000	\$5,544,557,000	\$8,744,560,000	\$32,392,800,000	\$32,392,800,000	\$35,592,800,000	
multiplier)	\$15,557,490,000	\$15,557,490,000	\$15,557,490,000	\$10,557,490,000	\$0,801,857,000	\$0,801,857,000	\$10,001,840,000	\$10,001,840,000	\$5,544,557,000	\$5,544,557,000	\$6,744,500,000	\$52,592,600,000	\$52,592,600,000	\$55,592,600,000	
Construction Franksument	\$5.408.352.195	ćE 400 252 405	ćE 400 252 405	¢C 705 052 105	62 750 144 004	62 750 144 004	CA 055 746 100	CA 055 74C 120	62 240 217 004	62 240 217 004	62 F 45 010 000	¢12 125 200 400	¢12 125 200 400	¢14 422 000 400	Construction and south a surly 50 % of an atmatian value
Construction Employment	\$5,408,352,195	\$5,408,352,195	\$5,408,352,195	\$6,705,952,195	\$2,758,144,904	\$2,758,144,904	\$4,055,746,120	\$4,055,746,120	\$2,248,317,864	\$2,248,317,864	\$3,545,919,080	\$13,135,280,400	\$13,135,280,400	\$14,432,880,400	Construction employment equals 50 % of construction value.
Non basis jobs (2.0 multiplies)	\$3.569.512.449	\$3.569.512.449	\$3.569.512.449	\$4.425.928.449	\$1.820.375.636	\$1.820.375.636	\$2,676,792,439	\$2,676,792,439	\$1.483.889.790	\$1.483.889.790	\$2,340,306,593	\$8.669.285.064	\$8.669.285.064	\$9,525,701,064	Number of jobs is the same but the average salary = 66% of
Non-basic jobs (2.0 multiplier)	1.,,.,.,.	1-)	1-1	1 / -// -	1 //	1 //		.,,,,	1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1, 1	1,,,	1 //	10,000,000,000	1-1		construction labor
Total Benefits	\$37,113,248,168	\$37,364,028,055	\$39,290,383,893	\$44,168,765,255	\$17,741,058,239	\$17,860,793,052	\$27,200,580,321	\$26,055,578,935	\$14,780,981,419	\$14,880,767,247	\$24,000,430,027	\$78,917,796,855	\$80,918,769,036	\$82,761,534,024	
Sum of Doorofite (DM/ Cont Dooile)	627 442 240 452	627.264.020.055	¢20,200,202,002	644 4C0 7CF 255	617 744 050 200	¢17.000.702.052	¢27.200.500.224	626 055 570 025	¢14 700 001 440	¢14 000 767 747	624 000 420 027	670 017 706 055	600.010.700.020	602 764 524 624	
Sum of Benefits (PW Cost Basis)	\$37,113,248,168	\$37,364,028,055	\$39,290,383,893	\$44,168,765,255	\$17,741,058,239	\$17,860,793,052	\$27,200,580,321	\$26,055,578,935	\$14,780,981,419	\$14,880,767,247	\$24,000,430,027	\$78,917,796,855	\$80,918,769,036	\$82,761,534,024	
Sum of Costs (PW Cost Basis)	\$19,215,405,324	\$19,215,405,324	\$19,215,405,324	\$23,837,090,834	\$9,876,540,257	\$9,876,540,257	\$14,526,135,905	\$14,526,135,905	\$8,143,896,705	\$8,143,896,705	\$12,782,288,433	\$45,293,120,496	\$45,293,120,496	\$49,599,747,626	
B/C Ratio	1.93	1.94	2.04	1.85	1.80	1.81	1.87	1.79	1.81	1.83	1.88	1.74	1.79	1.67	
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	