

**Colorado Department of Transportation
Division of Transit and Rail**

Advanced Guideway System Feasibility Study

**REQUEST FOR FINANCIAL INFORMATION
ADDENDUM 1**

May 20, 2013

In Section 3.2.3, Operating Ratios were referenced. However, it was the intent to specify the Farebox Recovery Ratio instead. Farebox Recovery Ratio is defined as Farebox Revenues divided by Operating Costs. The following is a corrected version of that Section.

3.2.3 Minimum Operating Segment Costs

The AGS Consultant Team is in the process of developing detailed system and operations/maintenance cost estimates for the various alignments and technologies. As of the date of the issuance of this RFFI, those detailed estimates have not been completed. However, the following data should provide the responder with a general idea of costs. As soon as detailed estimates are complete they will be forwarded to potential respondents.

1. High Speed Steel Wheel on Steel Rail

a. Capital

The AGS team is currently evaluating costs but has identified a preliminary cost of \$16.44 billion for the full high speed steel wheel on rail system from Golden to ECRA. The preliminary cost for the MOS is \$9.56 billion.

b. Operating Costs

Preliminary yearly operating costs range from \$81,500,000 to \$115,140,000, depending on the operation plan selected.

c. Operating Costs as Percentage of Farebox Revenues

Based on preliminary revenue estimates of \$64,840,000 to \$81,855,140, the **Farebox Recovery Ratio** is between 0.71 and 0.79.

2. High Speed Maglev

a. Capital

The AGS team is currently evaluating costs but has identified a preliminary cost of \$15.90 billion for the full high speed maglev system from Golden to ECRA. The preliminary cost for the MOS is \$8.44 billion.

b. Operating Costs

Preliminary yearly operating costs range from \$63,000,000 to \$89,000,000 depending on the operation plan selected.

c. Operating Costs as Percentage of Farebox Revenues

Based on preliminary revenue estimates of \$76,604,404, the **Farebox Recovery Ratio** is between 0.86 and 1.22.

3. Medium Speed Maglev

a. Capital

The AGS team is currently evaluating costs but has identified a preliminary cost of \$13.09 billion for the full medium speed maglev system from Golden to ECRA. The preliminary cost for the MOS is \$6.59 billion.

b. Operating Costs

Preliminary yearly operating costs range from \$75,100,000 to \$106,130,000 depending on the operation plan selected.

c. Operating Costs as Percentage of Farebox Revenues

Ridership data for medium speed maglev is not available as of this date. Therefore a **Farebox Recovery Ratio** cannot be calculated.