

Red cells can be edited; everything else is locked

Cost estimates to use
(inflate 5%/year to 2018 \$)

Capital:

Stations:

12-dock (no bikes)	\$	36,500
15-dock (no bikes)	\$	41,400
12-dock (6 bikes)	\$	43,500
15-dock (8 bikes)	\$	50,800
Station Installation <28 docks (per station):	\$	3,600
# of 12-dock stations		4
# of 15-dock stations		0

Bikes only (ea):	\$	1,300
Bikes (x6 per station)	\$	7,800
Bikes (x8 per station)	\$	10,400
# individual bikes:		0

Misc. Construction per station	\$	5,000
Total Capital per station:	\$	208,400

Spare Parts:

Bike dispenser key (x1)		
Printer Kit (x1)		
Station battery (x1)		
Customer key (x 1000)		
Avg spare part	\$	1,000
# Spare Parts (est. required)		10
Avg spare parts total cost	\$	10,000
Total Capital:	\$	218,400
Total number of docks:		48
Total number of bikes:		24

Operating:

2-hour Rebalancing per dock per month	\$	109
3-hour Rebalancing per dock per month	\$	106
As-needed Admin (hourly)	\$	72
As-needed Field (hourly)	\$	51

Monthly operating per 15-dock station

Monthly 3-hr rebalancing, all stations	\$	5,100
Annual 3-hour rebalancing, all stations	\$	61,200

As-needed Admin, Hours per Month		3
As-needed Field, Hours per Month		6
As-needed Admin per month	\$	220
As-needed Field per month	\$	310
Admin per Year	\$	2,640

Field per Year	\$	3,720
----------------	----	-------

Est monthly Staff Support (.5 FTE)	\$	4,170
Est Annual Staff Support (.5 FTE)	\$	50,000

Est Operating per Month	\$	5,700
Est Operating per Year	\$	67,600
Est. Annual Operating per station	\$	16,900

Revenue / Operating Subsidy:

Est. Cost recovery per Year

Est Cost Recovery, Year 1	#REF!
---------------------------	-------

Est Cost Recovery, Year 2	#REF!
---------------------------	-------

Est Cost Recovery, Year 3	#REF!
---------------------------	-------

# bikes in system	24
-------------------	----

Est. revenue per bike per month

Est. Revenue per bike per month, year 1	#REF!
---	-------

Est. Revenue per bike per month, year 2	#REF!
---	-------

Est. Revenue per bike per month, years 3-n	#REF!
--	-------

Est revenue per month, year 1	#REF!
-------------------------------	-------

Est revenue per month, year 2	#REF!
-------------------------------	-------

Est revenue per month, year 3-n	#REF!
---------------------------------	-------

Est revenue per year, year 1	#REF!
------------------------------	-------

Est revenue per year, year 2	#REF!
------------------------------	-------

Est revenue per year, year 3-n	#REF!
--------------------------------	-------

	all stations	per station
Est. operating subsidy, year 1	#REF!	#REF!
Est. operating subsidy, year 2	#REF!	#REF!
Est. operating subsidy, year 3	#REF!	#REF!
Est. operating subsidy, year 4	#REF!	#REF!
Est. operating subsidy, year 5-n	#REF!	#REF!

Total operating:	#REF!
------------------	-------

Ise is input, cross-reference, or formula

Cost examples / sources:

Falls Church (2017)	Fairfax County (2017)	Motivate / 8D (2016)
		\$ 32,830
		\$ 37,279
\$ 42,212	\$ 39,580	\$ 39,496
\$ 47,786	\$ 46,279	\$ 46,167
\$ 3,200		\$ 3,200
\$ 1,125		\$ 1,111
	\$ 60,000	
\$ 917		\$ 917
\$ 590		\$ 590
		\$ 216
		\$ 302
		\$ 99
		\$ 96
		\$ 65
		\$ 46
		\$ 1,154

30%

Bay Area (TDG est, 2019)

Potential for bulk pricing if coordinating purchases with other jurisdic

Talk to Motivate - are installation costs going up?

\$

58,842

Pad installation, furniture relocation, etc. (depending on station local
TDG estimate includes 15-docks, installation, but not misc. constructi

Spare bikes, printer kits, key dispensers, etc.

\$

1,941

TDG estimate is probably a little high

\$ 50,000

Falls Church estimate is conservative?

\$ 110

Est. number of bikes purchased with stations; number may be higher
TDG estimate based on Fairfax County year 3. Probably need to plan
Also, revenue may be slightly higher or lower depending where static

Conservative estimate of cost recovery (before sponsorships) - expect

Subsidy estimates do not include potential sponsorships

All numbers in 2018 dollars; assume operating and revenue will both
All numbers in 2018 dollars; assume operating and revenue will both
All numbers in 2018 dollars; assume operating and revenue will both

ctions?

tion / layout); County estimate for VDOT work
ion / spare parts

· / lower as bikes are used and redistributed in and outside of the City
for ramp up.
ons / bikes / use / members are located

st City to be lower than system as a whole

inflate over time?
inflate over time?
inflate over time?

Numbers in red are changeable assumptions. See "cost assumptions" for unit cost details

City of Fairfax Bikeshare Connection to I-66 Corridor						
Phase				Cost	Notes	
1	PRELIMINARY ENGINEERING (PE) & FINAL DESIGN			\$ 50,000	Assume lump sum for any design required for station site planning	
	Environmental, Preliminary Design, Survey, Final Design			\$ 50,000		
2	RIGHT-OF-WAY (ROW) & EASEMENTS			\$ -	Assume stations will be located in public ROW or on private property via agreement (no cost to City)	
	Right of Way and easement acquisition			\$ -		
3	CAPITAL ASSET ACQUISITION			\$ 184,000	<div>- Assumes 10 stations in the City of Fairfax, exact locations to be determined based on on-going feasibility study and public input</div> <div>- Assumes mostly smaller stations for initial system, though may determine need for slightly larger stations at some sites</div> <div>- Project cost does not include stations outside of the City (on the Mason campus, at Vienna Metrorail, in the Town of Vienna, or at other locations in the County); project assumes that station installation at these locations will occur in coordination with the City's project</div> <div>- Unit cost estimates based on Capital Bikeshare vendor pricing, inflated 5% per year to estimate 2018 prices</div>	
	Description	Unit Price	Quantity	Total Cost		
Purchase of stations with included bicycles						
	12-dock station, 6 bikes included with each	\$ 43,500	4	\$ 174,000		
	15-dock station, 8 bikes included with each	\$ 50,800		\$ -		
Spare parts						
	Average cost \$1,000 per item (additional bicycles / bicycle parts, tool kits, printer kits, key dispensers, etc.)	\$ 1,000	10	\$ 10,000		
4	CONSTRUCTION			\$ 48,400	<div>- Station installation estimates based on Capital Bikeshare pricing</div> <div>- Other construction costs associated with installation based on construction estimates for bus stop shelters; costs may be more ore less for some bikeshare stations depending on site conditions</div>	
	Description	Unit Price	Quantity	Total Cost		
Station Installation						
	Installation per station (<28 docks)	\$ 3,600	4	\$ 14,400		
Other Construction						
	Pad installation, relocation of street furniture, etc.	\$ 5,000	4	\$ 20,000		
	Construction Subtotal			\$ 34,400		
	Mobilization		5%	\$ 2,000		
	Construction Contingency		25%	\$ 9,000		
	Construction administration		10%	\$ 3,000		
4	MARKETING & PROMOTION			\$ 15,000		
	One-time marketing campaign to launch system			\$ 15,000		
TOTAL COST (2018 Dollars)				\$	297,000	