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REVENUE AND COST ASSUMPTIONS

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LIST OF ABBREVIATIONS

AAGR	Average Annual Growth Rate
CE	Certified Engineer
MAG	Mountainland Association of Governments
MPO	Metropolitan Planning Organization
NPV	Net Present Value
NTD	National Transit Database
OCS	Overhead Contact System
PE	Professional Engineer
ROW	Right Of Way
RTP	Regional Transportation Plan
STP	Surface Transportation Program
TAP	Transportation Alternatives Program
TIF	Transportation Investment Fund
TPSS	Traction Power Substation
TSP	Transit Signal Priority
UDOT	Utah Department of Transportation
UTA	Utah Transit Authority
WFRC	Wasatch Front Regional Council

INTRODUCTION

Federal regulations require long-range transportation plans developed by metropolitan planning organizations (MPOs) include a financial plan to demonstrate how recommended roadway and transit facility improvements would be funded. Long-range plans must also be “fiscally constrained,” meaning that only those new facilities and recommended improvements which could be funded using existing and reasonably anticipated to be available revenue streams could be included in MPO long-range transportation plans. The purpose of these requirements is to ensure that planned improvements included in the Regional Transportation Plan (RTP) can be funded and that air quality benefits assumed for the implementation of the plan are realistic.

[Federal guidelines](#) (23 CFR 450.322 (b) (11)) on preparing financial plans state:

“The financial plan shall compare the estimated revenue from existing and proposed funding sources that can reasonably be expected to be available for transportation uses, and the estimated costs of constructing, maintaining and operating the total (existing plus planned) transportation system over the period of the plan. The estimated revenue by existing revenue source (local, State, and Federal and private) available for transportation projects shall be determined and any shortfalls identified. Proposed new revenues and/or revenue sources to cover shortfalls shall be identified, including strategies for ensuring their availability for proposed investments. Existing and proposed revenues shall cover all forecasted capital, operating, and maintenance costs. All cost and revenue projections shall be based on the data reflecting the existing situation and historical trends. For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure the implementation of projects and programs to reach air quality compliance.”

Projects that are needed but are not able to be funded with existing or reasonably anticipated revenue streams can be included as part of a regional long-range transportation plan as “unfunded.” The Wasatch Front Regional Council (WFRC)’s 2023–2050 RTP includes a number of unfunded projects that are not covered by current funding sources identified in this financial plan. However, if prospective regional funding sources can be identified to pay for these projects in the future, they will then be included as part of future regional transportation plans.

While the federal guidelines specifically relate to roadway and transit facility improvements, WFRC has also taken this approach with active transportation facility improvements, including for the first time in this plan a fiscally constrained set of projects. However, there are still improvements that can be made with respect to active transportation in the financial plan. For instance, maintenance and preservation costs for the existing and future system is needed to project accurate costs and that information is currently limited.

UNIFIED PLAN FINANCIAL MODEL ASSUMPTIONS

Every four years, the Cache MPO, Dixie MPO, Mountainland Association of Governments (MAG), Utah Department of Transportation (UDOT), the Utah Transit Authority (UTA), and WFRC update the statewide Unified Transportation Plan, as well as the individual RTPs. This process was a cooperative effort among all parties to develop federal, state, and local revenue projections for current and future sources based upon agreed-upon assumptions. Expenditure estimates were generated for operations, preservation, and new capacity projects and separated into three phases (Phase 1: 2023-2032; Phase 2: 2033-2042; Phase 3: 2043-2050). These projects were then financially constrained based upon the revenue estimates including the use of debt. The results from this process provide a roadmap for future transportation and transit planning for the state.

Assumptions

Expenditure assumptions are based upon uniform costing of projects by each MPO, UDOT, and UTA. Revenue projections are based upon assumptions agreed upon by the parties for each major revenue stream from federal, state and local revenues. The parties involved met on several occasions to review and finalize the following assumptions. The major discussion points focused on the growth assumptions from the previous update, information from state agencies including the consensus committee at state level, and other long-range forecasting methods developed by the group. Table 1 provides a summary of the major assumptions used to generate revenue projections and the source and/or methodology used to generate the projections.

Assumptions were also made about expenditures from each funding source allocated to roadway preservation, capacity, and operations. Table 2 provides a summary of allocations for existing roadway revenue sources. Table 3 provides a summary of allocations for future roadway revenue sources and assumed implementation.

Table 1. Revenue Sources and Growth Rates

REVENUE SOURCE	2023-2050 GROWTH RATES	GROWTH RATE SOURCE ¹
UDOT Revenue Assumptions		
Federal Revenues	2023-2026: 3.15% 2027-2050: 1.54%	Federal Apportionment AAGR ¹ Consensus
Motor Fuel (or equivalent)	2023-2027: 2.58% 2028-2050: 1.22%	Historic consumption AAGR (2015-2020) Historic consumption AAGR (2000-2020)
Special Fuel	2.33%	Historic consumption AAGR (2000-2020)
Registration Fees & Permits	3.38%	Historic weighted AAGR (2000-2020)
B&C Road Funds	Growth assumed in the calculation of motor fuel, special fuel, registration fees, which are used to calculate the B&C Funds.	
Registration Increases	3.38%	Historic AAGR (2000-2020)
Sales Tax (TIF)²	4.42%	Historic AAGR (2000-2020)
MPO Revenue Assumptions		
Local Option Sales Tax	Cache MPO: 5.27% Dixie MPO: 7.13% MAG: 5.80% Rural (UDOT): 4.42% WFRC: 3.78%	Historic AAGR (2000-2020) Historic AAGR (2000-2020) Historic AAGR (2000-2020) Historic AAGR (2000-2020) Historic AAGR (2000-2020)
UTA Revenue Assumptions		
UTA Sales Tax	MAG: 5.80% WFRC: 3.78%	Historic AAGR (2000-2020) Historic AAGR (2000-2020)
Other Expense Assumptions		
Roadway Preservation Needs	2023-2026: 8.00% 2027-2050: 5.00%	Provided by UDOT and represents construction cost inflation and the addition of lane miles to the system.
Transit Capital Cost Inflation	4.00%	Provided by UTA and represents construction cost inflation.
Transit Operating and Maintenance Cost Inflation	3.25%	Provided by UTA and represents operation and maintenance cost inflation.
Notes:		
1. AAGR: Average Annual Growth Rate		
2. TIF: Transportation Investment Fund		

Table 2. Existing Roadway Funding Source Revenue Allocation

REVENUE SOURCE	PRESERVATION	CAPACITY	OPERATIONS
Federal Revenues¹			
Surface Transportation Program (STP)	28%	43%	29%
Congestion Mitigation	0%	0%	100%
Transportation Alternatives Program (TAP)	0%	50%	50%
Other	0%	0%	100%
County Revenues			
Davis County 3rd Quarter Sales Tax	0%	100%	0%
Davis County 4th Quarter Sales Tax	50%	50%	0%
Salt Lake County 2nd Quarter Sales Tax	0%	100%	0%
Salt Lake County 3rd Quarter Sales Tax	0%	100%	0%
Salt Lake County 4th Quarter Sales Tax	0%	100%	0%
Weber County 3rd Quarter Sales Tax	0%	100%	0%
Weber County 4th Quarter Sales Tax	50%	50%	0%
\$10 Vehicle Registration Fee for Box Elder County ¹	0%	100%	0%
\$10 Vehicle Registration Fee for Davis County ¹	0%	100%	0%
\$10 Vehicle Registration Fee for Salt Lake County ¹	0%	100%	0%
\$10 Vehicle Registration Fee for Weber County ¹	0%	100%	0%
Local Revenue Assumptions			
WFRC B&C	85%	0%	15%
Private Funding (Developers)	0%	100%	0%
Davis County 4th Quarter Sales Tax	50%	50%	0%
Salt Lake County 4th Quarter Sales Tax	50%	50%	0%
Weber County 4th Quarter Sales Tax	50%	50%	0%
General Fund Contributions	70%	15%	15%

Notes:

1. Vehicle registration fee for corridor preservation

Table 3. Assumed New Roadway Funding Source Revenue Allocation

REVENUE SOURCE	YEAR(S)	FEE	ROAD	PRESERVATION	CAPACITY	OPERATIONS	
Vehicle Registration Fees							
Box Elder Co. Vehicle Registration Fee	2026 2036 2046	\$5.00	100%	50%	50%	0%	
Davis Co. Vehicle Registration Fee	2026 2036 2046	\$5.00	100%	50%	50%	0%	
Salt Lake Co. Vehicle Registration Fee	2026 2036 2046	\$5.00	100%	50%	50%	0%	
Weber Co. Vehicle Registration Fee	2026 2036 2046	\$5.00	100%	50%	50%	0%	
Sales Tax							
Box Elder County	3rd Quarter	2025	\$0.0025	80%	50%	50%	0%
	4th Quarter	2030	\$0.0025	20%	50%	50%	0%
	5th Quarter	2040	\$0.0020	0%	50%	50%	0%
Davis County	5th Quarter	2023	\$0.0020	0%	50%	50%	0%
	6th Quarter	2032	\$0.0025	60%	50%	50%	0%
	7th Quarter	2042	\$0.0025	60%	50%	50%	0%
Salt Lake County	5th Quarter	2023	\$0.0020	0%	50%	50%	0%
	6th Quarter	2032	\$0.0025	60%	50%	50%	0%
	7th Quarter	2042	\$0.0025	60%	50%	50%	0%
Weber County	5th Quarter	2023	\$0.0020	0%	50%	50%	0%
	6th Quarter	2032	\$0.0025	60%	50%	50%	0%
	7th Quarter	2042	\$0.0025	60%	50%	50%	0%

Revenue Generation Findings

Based upon the assumptions above, discussions with the parties, and several iterations with modeling, revenue streams were estimated for each phase. This included both revenues from currently authorized revenue streams as well as reasonable assumptions of new revenues to be implemented in future years. Revenue summaries provided herein will be on a net present value (NPV) basis.

State Level

The following table (Table 4) provides a summary of the total highway and transit revenues available by phase at the state level. This table represents all revenues available or generated at all levels of government in the state.

Table 4. State Revenue, Roadway and Transit (NPV)

	PHASE 1: 2023-2032	PHASE 2: 2033-2042	PHASE 3: 2043-2050	TOTAL: 2023-2050
Existing Revenues	\$32,745,000,000	\$33,689,000,000	\$27,404,000,000	\$93,838,000,000
New Revenues	\$4,587,000,000	\$7,088,000,000	\$8,167,000,000	\$19,842,000,000
TOTAL	\$37,332,000,000	\$40,777,000,000	\$35,571,000,000	\$113,680,000,000

WFRC

The following table (Table 5) breaks down the revenues available for highways and transit within WFRC. This includes revenues generated or allocated at all levels and available for expenditure by UDOT, UTA, County, and local governments within the geographic boundaries of WFRC.

Table 5. WFRC Revenue, Roadway and Transit (NPV)

	PHASE 1: 2023-2032	PHASE 2: 2033-2042	PHASE 3: 2043-2050	TOTAL: 2023-2050
Existing Revenues	\$18,909,000,000	\$17,421,000,000	\$13,765,000,000	\$50,094,000,000
New Revenues	\$2,641,000,000	\$3,597,000,000	\$4,147,000,000	\$10,386,000,000
TOTAL	\$21,550,000,000	\$21,018,000,000	\$17,912,000,000	\$60,480,000,000

Bonding

In the development of the 2023-2050 RTP, the Unified Plan parties also agreed upon the general assumptions behind the use of debt financing to pay for certain amounts of capital. The general impact of bonding is that capital is funded upfront and then paid over time. The increased funding in the earlier years is paid off over time, usually between ten and 20 years, with planned or actual funding that would have been available in future phases or years and include the bond amount, interest, and other fees. The efficiency of this borrowing is based upon future projections of bonding rates and inflation rates.

UDOT, as authorized by the Utah State Legislature, can use bonding and must ensure that they do not exceed the limits set by the legislature and Utah Constitution. With the addition of new State funding sources for roadway and transit projects, the Utah State Legislature can authorize UDOT to bond against the TIF, TTIF, and CCTIF sources. With the State Finance Review Commission’s approval, UTA has the authority to issue Sales Tax Revenue Bonds constrained by UTA’s ability to repay the principal and interest amounts annually with pledged sales tax revenues. Per UTA policy, the pledged tax revenue to debt service expenses ratio, or debt service coverage ratio (DSCR), in any given year must be higher than two times for Senior Lien payments and 1.5 times higher for Subordinate Lien payments.

The assumptions for debt were informed by the State’s historic use of debt which has been limited to 15 year repayment schedules. This analysis assumed 15-year debt with a four-percent rate. Inflation as outlined above was assumed to be four percent. The borrowing limit was constrained by the traditional historic bond amounts and half of the statutory debt limit set by the State (which is below the Constitutional limit). With this in mind, each MPO received an allocation of debt based upon pro rata population. It was not required that an MPO use all of its allocated bonding capacity. A summary of the bonding capacity for roadways is provided in Table 6, and is shown in future-year dollars. More detail about bonding is found later in this Appendix.

Table 6. Roadway Bonding Assumptions, 2023-2050 Utah’s Unified Plan (Future Year Dollars)

BONDING CAPACITY	BOND SOURCE	PHASE 1: 2023-2050	PHASE 2: 2033-2042	PHASE 3: 2043-2050
Total Bonding Capacity Future Value				
Cache MPO	TIF	\$60,000,000	\$91,000,000	\$136,000,000
Dixie MPO	TIF	\$83,000,000	\$145,000,000	\$238,000,000
MAG	TIF	\$304,000,000	\$496,000,000	\$802,000,000
Rural (UDOT)	TIF	\$0	\$0	\$0
WFRC	CCTIF	-	-	\$200,000,000
	TIF	-	\$450,000,000	-
	TTIF	\$400,000,000	-	-
Total Programmed Bonds		\$847,000,000	\$1,182,000,000	\$1,376,000,000

Both UDOT, through the Utah State Legislature, and UTA, in coordination with counties, have bonded for transportation projects in the past against the TIF or local option sales taxes and are paying off existing bonds issued. If any new bonds are issued, allowing for projects in later phases to be funded, WFRC has an RTP [amendment process](#) to allow for these projects to be moved into an earlier phase. This amendment process ensures financial constraint and air quality conformity for the 2023-2050 RTP.

TRANSIT COSTS BY CATEGORY

The following tables show a breakdown of the assumed per mile capital costs (Table 7) and annual per mile operating costs (Table 8) by transit mode created in conjunction with UTA. These planning-level cost estimates were used to identify the total cost for each transit project found in the 2023-2050 RTP. More refined project costs were utilized in instances that the project has been through a detailed study. Only the costs for transit categories for which there is a new project are shown.

Table 7. Capital Costs per Mile (2023)

QUANTIFIED ITEM	BASE COST	QUANTITY NEEDED PER MILE	CAPITAL COST PER MILE
Core Bus Routes - Ten-Minute Frequencies			
Stations	\$75,000	3	\$225,000
Vehicles	\$530,000	0.4	\$195,692
TSP/Signals ¹	\$50,000	3	\$150,000
Maintenance Facility	\$433,333	0.4	\$160,000
Subtotal			\$730,692
PE/CE ²		25%	\$142,673
Contingency		30%	\$219,208
Total			\$1,092,573
Total Capital Cost per Mile (Rounded)			\$1,100,000
Core Bus Routes - 15-Minute Frequencies			
Stations	\$75,000	3	\$225,000
Vehicles	\$530,000	0.0	\$0
TSP/Signals ¹	\$50,000	3	\$150,000
Maintenance Facility	\$433,000	0.0	\$0
Subtotal			\$375,000
PE/CE ²		25%	\$93,750

QUANTIFIED ITEM	BASE COST	QUANTITY NEEDED PER MILE	CAPITAL COST PER MILE
Contingency		30%	\$112,500
Total			\$581,250
Total Capital Cost per Mile (Rounded)			\$600,000
Bus Rapid Transit - Six-Minute Frequencies			
Stations	\$600,000	2	\$1,200,000
Vehicles	\$970,000	1.50	\$1,455,000
TSP/Signals¹	\$980,000	1	\$980,000
Exclusive Lane	\$11,000,000	-	\$11,000,000
Maintenance Facility	\$433,000	1.50	\$350,000
Subtotal			\$15,285,000
PE/CE²		25%	\$3,658,750
Contingency		30%	\$4,585,500
Total			\$23,529,250
Total Capital Cost per Mile (Rounded)			\$23,600,000
Streetcar - 15-Minute Frequencies			
Stations	\$1,000,000	6	\$6,000,000
Vehicles (Assumes One Streetcar)	\$5,000,000	0.96	\$4,800,000
OCS/TPSS³	\$9,000,000	1	\$9,000,000
Systems/Communications/Fare Collection	\$1,000,000	1	\$1,000,000
Utilities	\$3,600,000	1	\$3,600,000
Track Construction (Includes ROW Costs)	\$10,000,000	1	\$10,000,000
Maintenance Facility	\$3,510,000	0.96	\$3,369,000
Subtotal			\$37,769,000
PE/CE²		25%	\$8,600,000
Contingency		30%	\$11,330,880

QUANTIFIED ITEM	BASE COST	QUANTITY NEEDED PER MILE	CAPITAL COST PER MILE
Total			\$57,700,480
Total Capital Cost per Mile (Rounded)			\$57,800,000
Light Rail - 15-Minute Frequencies			
Stations	\$2,100,000	2	\$4,200,000
Parking Lots	\$2,500,000	1	\$2,500,000
Vehicles	\$20,000,000	0.38	\$7,680,000
OCS/TPSS³	\$6,000,000	1	\$6,000,000
Systems/Communications/Fare Collection	\$1,000,000	1	\$1,000,000
Utilities	\$3,600,000	1	\$3,600,000
Track Construction (Includes ROW Costs)	\$10,000,000	1	\$10,000,000
Structures	\$4,000,000	1.5	\$6,000,000
Maintenance Facility	\$14,040,000	0.38	\$5,391,000
Subtotal			\$46,371,360
PE/CE²		25%	\$10,245,000
Contingency		30%	\$13,911,408
Total			\$70,527,768
Total Capital Cost per Mile (Rounded)			\$70,600,000
Light Rail on Pre-Existing Right-of-Way - 15-Minute Frequencies			
Stations	\$2,100,000	1	\$2,100,000
Parking Lots	\$2,500,000	1	\$2,500,000
Vehicles	\$20,000,000	0.38	\$7,680,000
OCS/TPSS³	\$6,000,000	1	\$6,000,000
Systems/Communications/Fare Collection	\$3,000,000	1	\$3,000,000
Utilities	\$1,000,000	1	\$1,000,000
Track Construction (Includes ROW Costs)	\$5,000,000	1	\$5,000,000

QUANTIFIED ITEM	BASE COST	QUANTITY NEEDED PER MILE	CAPITAL COST PER MILE
Structures	\$4,000,000	1.5	\$6,000,000
Maintenance Facility	\$14,040,000	0.38	\$5,391,360
Subtotal			\$38,671,360
PE/CE²		25%	\$8,320,000
Contingency		30%	\$11,601,408
Total			\$58,592,768
Total Capital Cost per Mile (Rounded)			\$58,600,000
Commuter Rail - 30-Minute Frequencies⁴			
Stations	\$3,400,000	0.2	\$680,000
Parking Lots	\$3,000,000	0.2	\$600,000
Vehicles (Assumes One Locomotive and Five Cab/Passenger Cars)	\$17,500,000	0.1	\$1,866,667
OCS/TPSS³	\$0	0	\$0
Systems/Communications/Fare Collection	\$1,500,000	1	\$1,500,000
Utilities	\$1,000,000	1	\$1,000,000
Track Construction (Includes ROW Costs)	\$8,500,000	1	\$8,500,000
Structures	\$5,400,000	0.33	\$1,782,000
Maintenance Facility	\$72,000,000	0.1	\$7,680,000
Subtotal			\$23,608,667
PE/CE²		25%	\$3,982,167
Contingency		30%	\$7,082,600
Total			\$34,673,433
Total Capital Cost per Mile (Rounded)			\$34,700,000

Notes:

1. TSP: Transit Signal Priority
2. PE/CE: Funds allocated for work by professional engineer/certified engineer
3. OCS: Overhead Contact System/Traction Power Substation
4. Costs for 15-minute frequencies as provided by commuter rail electrification were determined through a separate study titled for Future of FrontRunner

Table 8. Annual Operating Costs per Mile (2023)

QUANTIFIED ITEM	BASE COST (2023)
Core Bus Routes - Ten-Minute Frequencies	
Cost per Vehicle Revenue Mile (2019 NTD ¹)	\$8.75
Per Period Service Frequency (Minutes)	10
Peak Period Hours per Day	12
Off-Peak Period Service Frequency	12
Off-Peak Period Hours per Day	6
Vehicles per Consist	1
Effective Days per Week	6.5
Vehicle Revenue Miles per Week per Mile	1,326
Vehicle Revenue Miles per Year	68,952
Operations and Maintenance Cost per Year per Mile (Rounded)	\$610,000
Account for Existing Service?	Project cost minus core route 15
Adjustment	-\$360,000
Added Paratransit (25% Bus Operations & Maintenance x New Hours)	\$0
New Vehicle Revenue Miles/Corridor Mile	28,392
Operating Costs per Year per Mile	\$250,000
Core Bus Routes - 15-Minute Frequencies	
Cost per Vehicle Revenue Mile (2016 NTD ¹)	\$8.75
Per Period Service Frequency (Minutes)	15
Peak Period Hours per Day	12
Off-Peak Period Service Frequency	30
Off-Peak Period Hours per Day	6
Vehicles per Consist	1

QUANTIFIED ITEM	BASE COST (2023)
Effective Days per Week	6.5
Vehicle Revenue Miles per Week per Mile	780
Vehicle Revenue Miles per Year	40,560
Operations and Maintenance Cost per Year per Mile (Rounded)	\$360,000
Account for Existing Service?	Project cost minus local bus
Adjustment	-\$280,000
Added Paratransit (25% Bus Operations & Maintenance x New Hours)	\$50,200
New Vehicle Revenue Miles/Corridor Mile	9,672
Operating Costs per Year per Mile	\$130,200
Bus Rapid Transit - Six-Minute Frequencies	
Cost per Vehicle Revenue Mile (2016 NTD¹)	\$8.75
Per Period Service Frequency (Minutes)	6
Peak Period Hours per Day	6
Off-Peak Period Service Frequency	10
Off-Peak Period Hours per Day	12
Vehicles per Consist	1
Effective Days per Week	6.5
Vehicle Revenue Miles per Week per Mile	1,716
Vehicle Revenue Miles per Year	89,232
Operations and Maintenance Cost per Year per Mile (Rounded)	\$790,000
Account for Existing Service?	Project cost minus existing core route plus underlying local bus
Adjustment	-\$360,000
Added Paratransit (25% Bus Operations & Maintenance x New Hours)	\$50,200
New Vehicle Revenue Miles/Corridor Mile	58,344

QUANTIFIED ITEM

BASE COST (2023)

Operating Costs per Year per Mile	\$480,200
Streetcar - 15-Minute Frequencies	
Cost per Vehicle Revenue Mile (2016 NTD ¹)	\$10.83
Per Period Service Frequency (Minutes)	15
Peak Period Hours per Day	18
Off-Peak Period Service Frequency	-
Off-Peak Period Hours per Day	-
Vehicles per Consist	1
Effective Days per Week	6.5
Vehicle Revenue Miles per Week per Mile	936
Vehicle Revenue Miles per Year	48,672
Operations and Maintenance Cost per Year per Mile (Rounded)	\$530,000
Account for Existing Service?	No
Adjustment	\$0
Added Paratransit (25% Bus Operations & Maintenance x New Hours)	\$0
New Vehicle Revenue Miles/Corridor Mile	Same as above
Operating Costs per Year per Mile	\$530,000
Light Rail - 15-Minute Frequencies	
Cost per Vehicle Revenue Mile (2016 NTD ¹)	\$10.83
Per Period Service Frequency (Minutes)	15
Peak Period Hours per Day	18
Off-Peak Period Service Frequency	-
Off-Peak Period Hours per Day	-
Vehicles per Consist	2.4
Effective Days per Week	6.5

QUANTIFIED ITEM	BASE COST (2023)
Vehicle Revenue Miles per Week per Mile	2,246
Vehicle Revenue Miles per Year	116,813
Operations and Maintenance Cost per Year per Mile (Rounded)	\$1,270,000
Account for Existing Service?	No
Adjustment	\$0
Added Paratransit (25% Bus Operations & Maintenance x New Hours)	\$0
New Vehicle Revenue Miles/Corridor Mile	Same as above
Operating Costs per Year per Mile	\$1,270,000
Commuter Rail - 30-Minute Frequencies	
Per Period Service Frequency (Minutes)	30
Peak Period Hours per Day	6
Off-Peak Period Service Frequency	60
Off-Peak Period Hours per Day	12
Vehicles per Consist	5
Effective Days per Week	5.7
Vehicle Revenue Miles per Week per Mile	2,448
Vehicle Revenue Miles per Year	127,296
Operations and Maintenance Cost per Year per Mile (Rounded)	\$1,060,000
Account for Existing Service?	No
Adjustment	\$0
Added Paratransit (25% Bus Operations & Maintenance x New Hours)	\$0
New Vehicle Revenue Miles per Year	Same as above
Operating Costs per Year per Mile	\$1,060,000
Notes:	
1. NTD: National Transit Database	

ACTIVE TRANSPORTATION REVENUE ASSUMPTIONS

The following table shows the active transportation revenue assumptions used for fiscally constraining the active transportation projects in the WFRC area.

Table 9. Active Transportation Revenue Assumptions (NPV)

	2023-2032	2033-2042	2043-2050	2023-2050
CMAQ/STP¹	\$31,106,444	\$28,655,588	21,290,137	\$81,052,169
TAP²	\$37,487,913	\$34,534,262	\$25,657,795	\$97,679,971
TIF AT³	\$144,244,171	\$217,387,120	\$147,530,248	\$509,161,538
TTIF FLM⁴	\$13,165,157	\$27,900,422	\$33,391,723	\$74,457,302
JHC⁵	\$1,903,566	\$1,665,283	\$1,191,925	\$4,760,774
SRS⁶	\$15,562,364	\$13,614,310	\$9,744,426	\$38,921,100
Developer/Road Project Funding	\$157,769,500	\$80,825,742	\$28,590,091	\$267,185,334
Total Revenues	\$401,239,114	\$404,582,729	\$267,396,345	\$1,073,218,188

Notes:

1. CMAQ/STP: Congestion Mitigation/Air Quality and Surface Transportation Program
2. TAP: Transportation Alternatives Program
3. TIF AT: Transportation Investment Fund - Active
4. TTIF FLM: Transit Transportation Investment Fund - First-/Last-Mile
5. JHC: Joint Highway Committee
6. SRS: Safe Routes to School