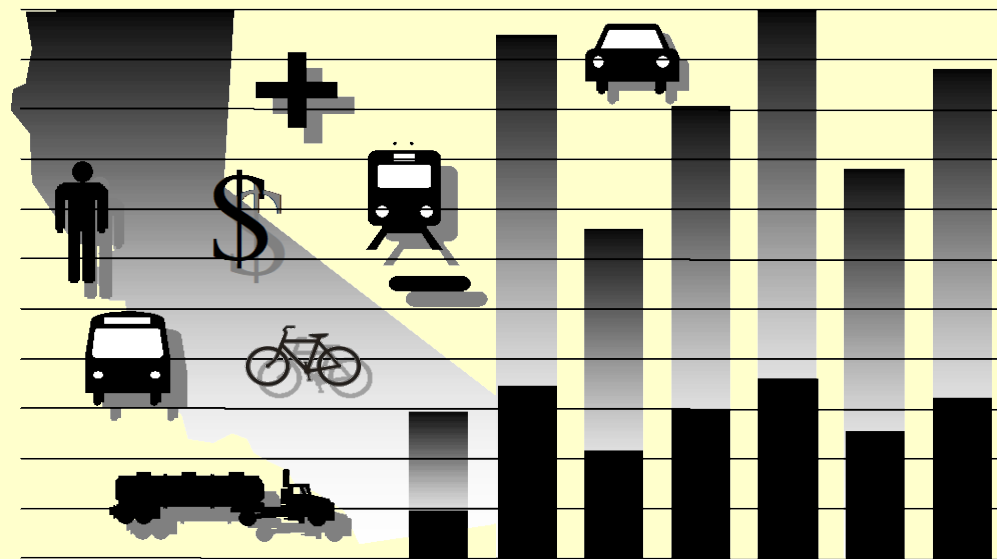




California Active Transportation Benefit/Cost Analysis Model for 2022 INFRA/RAISE Applications (Cal-B/C AT) Version 8.1



Office of Transportation Economics
Division of Transportation Planning
March 2022

For questions and comments, please contact:

Transportation Economics Branch eab@dot.ca.gov

Definitions

Several definitions require clarification in evaluating facility use, either improved existing or new facilities. This section provides definitions for terms that are used in this tool with respect to “trip types” and “user types). In addition, not all users benefit from projects in the same way. Definitions about benefit categories are elaborated upon below. Relevance of benefit categories depends on trip purpose and type of project (i.e., existing facility upgrade and new construction).

Trip Types	Definitions
Trips	One-way travel to a destination for commuting, or other purposes and is assumed to counted for both directions of travel (and subsequently modeled) for a specific location.
Roundtrips	Most trips have a return journey using the same mode and some can include other unlinked side trips. This "roundtrip" measure divides Trips by the average number of unlinked trips to determine the is used to identify the number of users that take trips.
Existing Trips	Baseline trips, either on an existing facility or unmarked street, where the project will create a new facility with specific improvements
Induced Trips	Additional trips above the baseline that arise because of the improvements to existing or new facilities
Trip Forecasts	Forecasts are developed for existing facilities and new locations (if applicable), model users determine numbers of current and induced trips, and other characteristics (e.g., roundtrip probability, purpose, distance, etc.)

Trip Purposes	Definitions
Commute to Work	Users who are taking the facility to or from work. These users are primarily adult or young-adult aged. Use by college students would be classified under "other destinations"
Safe Route to School	Users who are school-aged, i.e. 18 or under years old, and taking the facility to or from school.
Other Destinations	Users who are taking the facility to reach a variety of other destinations besides work, such as shopping, meeting friends, college classes, etc. These are trips that would be otherwise taken by some type of motor vehicle
Recreational	Users who are taking the facility purely as a loop-trip for exercise purposes. These trips would not be otherwise taken by motor vehicle since the purpose is for fitness and recreation.

Benefit Categories	Definitions
Journey Quality	Improvements in the quality of the trip for pedestrians and cyclists that arise from a greater feeling of safety, comfort, aesthetics, and other types of improvements. Improvements to existing and new facilities can generate benefits for current trips and induced trips. Benefits to induced users are estimated using "rule of half" approximation. Journey quality is assumed to have a zero value for existing users along routes where there is no existing facility. The value of journey quality includes the perception of safety improvement and thus, to avoid double counting, additional accident reduction value along the routes is excluded. However, safety improvements at intersections along existing facilities generate additional benefits that are discussed below.
Intersection Delay (Time Savings from Improved Intersections on Existing Facilities)	Improvements to existing intersections (e.g. lights, bridges, etc.) can lead to time savings for trips by reducing waiting time at intersections, for say a break in vehicular traffic. Time savings benefits can arise for existing and induced pedestrians and cyclists at each intersection that they cross. The number of intersections crossed by users of a facility on each trip is determined by the total length of the existing facility the average distance traveled per user type, and the number of intersections with improvements. Benefits to induced users are estimated using "rule of half" approximation.
Intersection Safety (Accident Reduction at Improved Intersections of Existing Facilities)	Improvements to existing intersections (e.g. lights, bridges, etc.) can lead to reduced accidents at intersections. Benefits can arise for existing and induced pedestrians and cyclists at each intersection crossed. The number of intersections crossed per trip is determined by the total length of the existing facility, the average distance traveled per user type, and the number of intersections with improvements. The magnitude of impacts is determined by the percent reduction in existing accidents due to specific safety measures. Induced trips benefits apply "rule of half" approximation.
Auto Accident Costs and Auto Emissions	Some of the induced pedestrian and cycling trips entail diversions from auto use. Benefits from reduced auto use include reduced frequency of accidents and level of auto emissions. Benefits are estimated for each diverted auto trip by using standard methods and data for estimating the value of auto use externalities.
Health Benefits - Reduced Absenteeism of Commuters	Health benefits related to reduced absenteeism are generated by induced walking and cycling commuters. The benefits are monetized by higher productivity due to fewer sick days. Benefits to these induced users are not estimated using "rule of half" approximation since the value is observed by the employer.

Health Benefits - Reduced Mortality Risk	Health benefits related to improved long-term health and reduced risk of disease and early death. These benefits are derived from parameters established by the World Health Organization (WHO) and formalized in their online HEAT tool and documentation. Benefits are derived from reduced mortality risk in populations that range from 20-64 for cyclists and 20-74 for pedestrians. Reduced mortality risk depends on the amount of cycling (average distance) undertaken over a one year period.
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Benefit Categories by Facility Type

The matrix below indicates the applicability of benefits by to different types of trips and projects. Projects include existing facility improvements and new construction. Trips differ between current trips already being taken and new, induced trips that arise because of improvements.

Benefit Categories by Facility Type	Existing Facility Improvement		New Construction	
	Existing Trips	Induced Trips	Existing Trips	Induced Trips
Journey Quality	Yes	Yes	Yes	Yes
Intersection Delay (Time Savings from Improved Intersections on Existing Facilities)	Yes	Yes		
Intersection Safety (Accident Reduction at Improved Intersections of Existing Facilities)	Yes	Yes		
Auto Accident Costs and Auto Emissions		Yes		Yes
Health Benefits - Reduced Absenteeism of Commuters		Yes (Commuters, only)		Yes (Commuters, only)
Health Benefits - Reduced Mortality Risk		Yes (Age dependent)		Yes (Age dependent)

District:

PROJECT:

EA:
 PPNO:

1A PROJECT AND SITE CHARACTERISTICS

Type of Project

Existing facility upgrade only = 1
 New facility only, no existing facility work = 2
 Existing facility upgrade and new facility extension = 3

Total Project Length

		Project Type Data Check
Total Existing Facility Length (miles)	<input type="text" value="1"/>	OK
Total New Facility Length (miles)	<input type="text" value="1"/>	OK

Characteristics

Project Location (enter 1 for So. Cal., 2 for No. Cal., or 3 for rural)

Safe Route to School? (enter 1 for Yes, 0 for No)

Programmatic Initiatives? (enter 1 for Yes, 0 for No)

Construction

Length of Construction Period (years)

Constr. Years Data Check
OK

1B EXISTING SEGMENT IMPROVEMENTS AND TRIP VOLUME

Improvement Characteristics

Existing Facility Length, if Applicable	Class	No Build	Build	Project Length Data Check
Bike Paths (miles)	I	<input type="text" value="0"/>	<input type="text" value="0"/>	OK
Bike Lanes (miles)	II	<input type="text" value="0"/>	<input type="text" value="0"/>	
Bike Route (miles)	III	<input type="text" value="0"/>	<input type="text" value="0"/>	
Separated Bikeways, Cycle Tracks (miles)	IV	<input type="text" value="1"/>	<input type="text" value="1"/>	
Total		<input type="text" value="1"/>	<input type="text" value="1"/>	

Pedestrian Improvements

	Yes =1 or No=0	Yes =1 or No=0
Street Lighting	<input type="text" value="0"/>	<input type="text" value="1"/>
Curb Level	<input type="text" value="0"/>	<input type="text" value="1"/>
Crowding	<input type="text" value="0"/>	<input type="text" value="1"/>
Pavement Evenness	<input type="text" value="0"/>	<input type="text" value="1"/>
Information Panels	<input type="text" value="0"/>	<input type="text" value="1"/>
Benches	<input type="text" value="0"/>	<input type="text" value="1"/>
Directional Signage	<input type="text" value="0"/>	<input type="text" value="1"/>

Trip Data - Adults

Cycling

Daily Trips - Current	<input type="text" value="1,030"/>	
Projected Annual Growth Rates from Year 1 (%)	<input type="text" value="4%"/>	<input type="text" value="4%"/>
Daily Trips - Year 1 (post-construction)	<input type="text" value="1,205"/>	<input type="text" value="1,205"/>
Daily Trips - Year 20 (post-construction)	<input type="text" value="2,640"/>	<input type="text" value="2,640"/>

Pedestrian

Daily Trips - Current	7,389	
Projected Annual Growth Rates from Year 1 (%)	5%	5%

Daily Trips - Year 1 (post-construction)	8,981	8,981
Daily Trips - Year 20 (post-construction)	23,830	23,830

Trip Data - Children - SRTS

Cycling

Daily Trips - Current	0	
Projected Annual Growth Rates from Year 1 (%)		

Daily Trips - Year 1 (post-construction)	0	0
Daily Trips - Year 20 (post-construction)	0	0

Pedestrian

Daily Trips - Current	0	
Projected Annual Growth Rates from Year 1 (%)		

Daily Trips - Year 1 (post-construction)	0	0
Daily Trips - Year 20 (post-construction)	0	0

1C

INTERSECTION IMPROVEMENTS - TIME SAVINGS AND ACCIDENT REDUCTION DATA

Reduced Delay Due to Intersection Improvements

Time Savings Parameters

Number of Improved Intersections	8
Time Savings per Improved Intersection (min.)	0
Intersection improvements on SRTS? (enter 1 for Yes, 0 for No)	0

Accident Rate - Current Conditions

Cyclists

	Count (No.)	Rate per Year
Number of Years of Data	6.00	

Existing Conditions

Total Number of Accidents (Tot)	34	5.7
Number of Fatal Accidents (Fat)	2	0.3
Number of Injury Accidents (Inj)	1	0.2
Number of \Property Damage Only (PDO) Accidents	31	5.2
Annual Growth Rate in Accidents (%/year)	2.7%	0.0045

Pedestrians

	Count (No.)	Rate per Year
Number of Years of Data	6.00	

Existing Conditions

Total Number of Accidents (Tot)	41	6.8
Number of Fatal Accidents (Fat)	1	0.2
Number of Injury Accidents (Inj)	2	0.3
Number of \Property Damage Only (PDO) Accidents	38	6.3
Annual Growth Rate in Accidents (%/year)	5.5%	0.009166667

Safety Countermeasures (improvements to existing facilities only)

Signalized Intersection

Pedestrian Countdown Signal Heads	Yes =1
	1

Pedestrian Crossing	1
Advance Stop Bar before Crosswalk	1
Install Overpass/Underpass	0
Unsignalized Intersection	
Raised Medians/Refuge Islands	0
Pedestrian Crossing (new signs and markings only)	1
Pedestrian Crossing (safety features/curb extensions)	1
Pedestrian Signals	0
Roadways - relevant for pedestrian improvements, such as sidewalks	
Sidewalk/Pathway (to avoid walking along roadway)	1
Pedestrian Crossing (with enhanced safety features)	1
Pedestrian Crossing	1
Other Reduction Factor Countermeasures	1

1D

GENERAL USER CHARACTERISTICS (BASED ON PROJECT LOCATION)

Cycling

Trip Purpose	No Build	Build
Commuting Trip Purpose (%)	19%	19%
Recreational Trip Purpose (%)	46%	46%
Other Destinations Trip Purpose (%)	35%	35%
General Trip Characteristics		
Overall Average Distance Traveled / Trip (mi)	2.29	2.29
Children - SRTS - Distance Traveled / Trip (mi)	0.99	0.99

Pedestrian

Trip Purpose	No Build	Build
Commuting Trip Purpose (%)	5%	5%
Recreational Trip Purpose (%)	55%	55%
Other Destination Trip Purpose (%)	40%	40%
General Trip Characteristics		
Overall Average Distance Traveled / Trip (mi)	0.68	0.68
Children - SRTS - Distance Traveled / Trip (mi)	0.63	0.63

1E

NEW FACILITY IMPROVEMENTS AND TRIP VOLUME

Improvement Characteristics

New Facility Length	Class	No Build	Build	Project Length
No Facility	0	1		OK
Bike Paths (miles)	I		0	
Bike Lanes (miles)	II		0	
Bike Route (miles)	III		0	
Separated Bikeways, Cycle Tracks (miles)	IV		1	
Total		1	1	

Pedestrian Improvements

	Yes = 1
Street Lighting	0
Curb Level	0
Crowding	0
Pavement Evenness	0
Information Panels	0
Benches	0
Directional Signage	0

Trip Data - Adults

Cycling	No Build	Build
Daily Trips - Current	0	
Projected Annual Growth Rates from Year 1 (%)	0%	4%
Daily Trips - Year 1 (post-construction)	0	0
Daily Trips - Year 20 (post-construction)	0	0

Pedestrian		
Daily Trips - Current	0	
Projected Annual Growth Rates from Year 1 (%)		
Daily Trips - Year 1 (post-construction)	0	0
Daily Trips - Year 20 (post-construction)	0	0
Trip Data - Children - SRTS		
Cycling		
	No Build	Build
Daily Trips - Current	0	
Projected Annual Growth Rates from Year 1 (%)		
Daily Trips - Year 1 (post-construction)	0	0
Daily Trips - Year 20 (post-construction)	0	0
Pedestrian		
Daily Trips - Current	0	
Projected Annual Growth Rates from Year 1 (%)		
Daily Trips - Year 1 (post-construction)	0	0
Daily Trips - Year 20 (post-construction)	0	0

Enter all project and program costs (in today's dollars) in the two tables shown below . Costs during construction should be entered in the first row.
 Project costs (including maintenance and operating costs) should be net of costs without project.

1F PROJECT COSTS AND REQUESTED FUNDS (enter in thousands of dollars)									
Col. no.									
Year	Construction Years	DIRECT PROJECT COSTS					TOTAL COSTS (in dollars)	Constant Dollars	Present Value
		INITIAL COSTS			SUBSEQUENT COSTS				
		Project Support	R / W	Construction	Maint./ Op.	Rehab.			
Infrastructure Program Costs									
1	0	\$650.0						\$650,000	\$650,000
2	1	\$4,200.0		\$25,000.0		<-- Must enter a cost		29,200,000	27,289,720
3	1			\$2,900.0				2,900,000	2,532,972
4	1			\$16,000.0				16,000,000	13,060,766
5	1			\$1,100.0				1,100,000	839,185
6	0							0	0
7	0							0	0
8	0							0	0
Annual Infrastructure O&M Costs									
1					\$168			\$167,500	\$127,785
2					\$168			167,500	119,425
3					\$168			167,500	111,612
4					\$168			167,500	104,311
5					\$168			167,500	97,487
6					\$168			167,500	91,109
7					\$168			167,500	85,149
8					\$168			167,500	79,578
9					\$168			167,500	74,372
10					\$168			167,500	69,507
11					\$168			167,500	64,959
12					\$168			167,500	60,710
13					\$168			167,500	56,738
14					\$168			167,500	53,026
15					\$168			167,500	49,557
16					\$168			167,500	46,315
17					\$168			167,500	43,285
18					\$168			167,500	40,453
19					\$168			167,500	37,807
20					\$168			167,500	35,334
Total		\$4,850	\$0	\$45,000	\$3,350	\$0		\$53,200,000	\$45,821,161
ATP REQUESTED FUNDS									
Total									

1G PROGRAM COSTS AND REQUESTED FUNDS (enter in thousands of dollars)									
Year	Construction Years	DIRECT PROJECT COSTS					TOTAL COSTS (in dollars)	Constant Dollars	Present Value
		INITIAL COSTS			SUBSEQUENT COSTS				
		Project Support	R / W	Construction	Maint./ Op.	Rehab.			

Non-Infrastructure Program Costs									
1								\$0	\$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
Annual Non-Infrastructure O&M Costs									
1								\$0	\$0
2								0	0
3								0	0
4								0	0
5								0	0
6								0	0
7								0	0
8								0	0
9								0	0
10								0	0
11								0	0
12								0	0
13								0	0
14								0	0
15								0	0
16								0	0
17								0	0
18								0	0
19								0	0
20								0	0
Total		\$0	\$0	\$0	\$0	\$0		\$0	\$0

ATP REQUESTED FUNDS									
Total									

1H

DATA CHECKS - PROJECT LENGTH, DAILY TRIPS

	No Build Project Length	Build Project Length
Existing Facility Length Check	OK	OK
New Facility Length Check	OK	OK
	Cycling Daily Trips per Mile	Pedestrian Daily Trips per
Existing Facility Users	1,030	7,389
New Facility Users	0	0
	Safety Measures - Existing only	
Existing Facility Characteristics	OK	

District:

PROJECT:

EA:

PPNO:

11

NON-INFRASTRUCTURE PROGRAM CHARACTERISTICS

Programmatic Initiatives?

Scale of Initiative

Participants / Beneficiaries

Data Check on Initiative

Numbers of People Reached per Year

Average Percentage of Current Active Bicyclists Reached per Year

Average Percentage of Current Active Pedestrians Reached per Year

Scoring Criteria

Total Number of Criteria

Total Criteria Weight Sum

1) Target Audience

Criteria Weight

Indicators

(mark as %; sum must equal 100%)

Indicator Weight

Younger than 10

10-12

13-24

25-55

55+

Indicator-Weighted Score

Criteria Weight

2) Characteristics Promotional Effort

Indicators

(enter 1 for Yes on all that apply)

Indicator Weight

Effort Targets 5 E's or 5 P's

Knowledgeable Staff/Educator

Partnership/Volunteers

Creates Community Ownership/Relationship

Part of Bigger Effort (e.g., political support)

Indicator-Weighted Score

Criteria Weight

3) Type of Impact and Messaging

25%

Indicators

- Outreach is Hands-on (self-efficacy)
- Overcome Barriers (e.g., dist., time, etc.)
- Eliminates Hazards/Threats (speed, crime, etc.)
- Connected or Addresses Connectivity Challenges
- Creating Value in Using Active Transportation

(enter 1 for Yes on all that apply)

Indicator Weight

Indicator-Weighted Score

	5%
	5%
	5%
	5%
	5%
0	

Criteria Weight

4) Frequency of Outreach Effort

25%

Indicators

- One Day
- One Month
- One Year
- Multiple Years
- Continuous Effort

(enter 1 for Yes for only one option)

Indicator Weight

Indicator-Weighted Score

	5%
	10%
	15%
	20%
	25%
0	

Projected New Active Transportation Cyclists

- Number of Potential New Facility Users
- Weighted Impact Score of Outreach
- Program Impact Score
- Years of Outreach
- Multi-year Program Impact Score

0
0.0

Cost Effectiveness

- Total Discounted Cost
- Cost per Program Impact Score

\$0

Projected New Active Transportation Pedestrians

- Number of Potential New Facility Users
- Weighted Impact Score of Outreach
- Program Impact Score
- Years of Outreach
- Multi-year Program Impact Score

0
0.0

Cost Effectiveness

- Total Discounted Cost
- Cost per Program Impact Score

\$0

District: 4

PROJECT: SFMTA - Howard Street Streetscape Project

EA:
PPNO:

3		INVESTMENT ANALYSIS																																																									
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<p style="text-align: center;">Factors that Differentiate Benefits and Performance Measures</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 70%;">Safe Route to School</td> <td style="text-align: center;">No</td> </tr> <tr> <td>Intersection Improvements on SRTS</td> <td style="text-align: center;">No</td> </tr> <tr> <td>Programmatic Initiatives</td> <td style="text-align: center;">No</td> </tr> <tr> <td>Recreational Benefits</td> <td style="text-align: center;">0</td> </tr> </table> <p><i>(enter 1 for Yes, 0 for No)</i></p>		Safe Route to School	No	Intersection Improvements on SRTS	No	Programmatic Initiatives	No	Recreational Benefits	0	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2" style="text-align: left;">EMISSIONS REDUCTION</th> <th colspan="2" style="text-align: center;">Tons</th> <th colspan="2" style="text-align: center;">Value (mil. \$)</th> </tr> <tr> <th style="text-align: center;">Total Over 20 Years</th> <th style="text-align: center;">Average Annual</th> <th style="text-align: center;">Total Over 20 Years</th> <th style="text-align: center;">Average Annual</th> </tr> </thead> <tbody> <tr> <td>CO Emissions Saved</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: right;">\$0.0</td> <td style="text-align: right;">\$0.0</td> </tr> <tr> <td>CO₂ Emissions Saved</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: right;">\$0.0</td> <td style="text-align: right;">\$0.0</td> </tr> <tr> <td>NO_x Emissions Saved</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: right;">\$0.0</td> <td style="text-align: right;">\$0.0</td> </tr> <tr> <td>PM_{2.5} Emissions Saved</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: right;">\$0.0</td> <td style="text-align: right;">\$0.0</td> </tr> <tr> <td>SO_x Emissions Saved</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: right;">\$0.0</td> <td style="text-align: right;">\$0.0</td> </tr> <tr> <td>VOC Emissions Saved</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0</td> <td style="text-align: right;">\$0.0</td> <td style="text-align: right;">\$0.0</td> </tr> </tbody> </table>				EMISSIONS REDUCTION	Tons		Value (mil. \$)		Total Over 20 Years	Average Annual	Total Over 20 Years	Average Annual	CO Emissions Saved	0	0	\$0.0	\$0.0	CO ₂ Emissions Saved	0	0	\$0.0	\$0.0	NO _x Emissions Saved	0	0	\$0.0	\$0.0	PM _{2.5} Emissions Saved	0	0	\$0.0	\$0.0	SO _x Emissions Saved	0	0	\$0.0	\$0.0	VOC Emissions Saved	0	0	\$0.0	\$0.0							
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NO _x Emissions Saved	0	0	\$0.0	\$0.0																																																							
PM _{2.5} Emissions Saved	0	0	\$0.0	\$0.0																																																							
SO _x Emissions Saved	0	0	\$0.0	\$0.0																																																							
VOC Emissions Saved	0	0	\$0.0	\$0.0																																																							

C

TOTAL

Existing Facility

Year	Constant Dollars	Present Value
1	\$330,030	\$251,778
20	\$875,667	\$184,719

1	\$330,030	\$251,778
2	\$358,747	\$255,782
3	\$387,465	\$258,184
4	\$416,183	\$259,178
5	\$444,901	\$258,936
6	\$473,619	\$257,617
7	\$502,336	\$255,362
8	\$531,054	\$252,300
9	\$559,772	\$248,545
10	\$588,490	\$244,202
11	\$617,207	\$239,364
12	\$645,925	\$234,113
13	\$674,643	\$228,525
14	\$703,361	\$222,666
15	\$732,078	\$216,596
16	\$760,796	\$210,366
17	\$789,514	\$204,025
18	\$818,232	\$197,614
19	\$846,949	\$191,168
20	\$875,667	\$184,719

Total		\$4,671,041
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New Facility

Year	Constant Dollars	Present Value
1	\$0	\$0
20	\$0	\$0

1	\$0	\$0
2	\$0	\$0
3	\$0	\$0
4	\$0	\$0
5	\$0	\$0

6	\$0	\$0
7	\$0	\$0
8	\$0	\$0
9	\$0	\$0
10	\$0	\$0
11	\$0	\$0
12	\$0	\$0
13	\$0	\$0
14	\$0	\$0
15	\$0	\$0
16	\$0	\$0
17	\$0	\$0
18	\$0	\$0
19	\$0	\$0
20	\$0	\$0

Total		\$0
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F **TOTAL**

Existing SRTS Facility

Year	Constant Dollars	Present Value
1	\$0	\$0
20	\$0	\$0

1	\$0	\$0
2	\$0	\$0
3	\$0	\$0
4	\$0	\$0
5	\$0	\$0
6	\$0	\$0
7	\$0	\$0
8	\$0	\$0
9	\$0	\$0
10	\$0	\$0
11	\$0	\$0
12	\$0	\$0
13	\$0	\$0
14	\$0	\$0
15	\$0	\$0
16	\$0	\$0
17	\$0	\$0
18	\$0	\$0
19	\$0	\$0
20	\$0	\$0

Total		\$0
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C

TOTAL

New SRTS Facility

Year	Constant Dollars	Present Value
1	\$0	\$0
20	\$0	\$0

1	\$0	\$0
2	\$0	\$0
3	\$0	\$0
4	\$0	\$0
5	\$0	\$0
6	\$0	\$0
7	\$0	\$0
8	\$0	\$0
9	\$0	\$0
10	\$0	\$0
11	\$0	\$0
12	\$0	\$0
13	\$0	\$0
14	\$0	\$0
15	\$0	\$0
16	\$0	\$0
17	\$0	\$0
18	\$0	\$0
19	\$0	\$0
20	\$0	\$0

Total		\$0
--------------	--	------------

C

TOTAL

Existing Facility

Year	Constant Dollars	Present Value
1	\$0	\$0
20	\$0	\$0

1	\$0	\$0
2	\$0	\$0
3	\$0	\$0
4	\$0	\$0
5	\$0	\$0
6	\$0	\$0
7	\$0	\$0
8	\$0	\$0
9	\$0	\$0
10	\$0	\$0
11	\$0	\$0
12	\$0	\$0
13	\$0	\$0
14	\$0	\$0
15	\$0	\$0
16	\$0	\$0
17	\$0	\$0
18	\$0	\$0
19	\$0	\$0
20	\$0	\$0

Total		\$0
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F

TOTAL

Existing Facility

Year	Constant Dollars	Present Value
1	\$0	\$0
20	\$0	\$0

1	\$0	\$0
---	-----	-----

2	\$0	\$0
3	\$0	\$0
4	\$0	\$0
5	\$0	\$0
6	\$0	\$0
7	\$0	\$0
8	\$0	\$0
9	\$0	\$0
10	\$0	\$0
11	\$0	\$0
12	\$0	\$0
13	\$0	\$0
14	\$0	\$0
15	\$0	\$0
16	\$0	\$0
17	\$0	\$0
18	\$0	\$0
19	\$0	\$0
20	\$0	\$0

Total		\$0
--------------	--	------------

C

TOTAL

Existing Facility

	Dollars	Value
1	\$4,207,016	\$3,209,513
20	\$8,581,644	\$1,810,271

1	\$4,207,016	\$3,209,513
2	\$4,361,146	\$3,109,437
3	\$4,521,668	\$3,012,978
4	\$4,688,875	\$2,919,996
5	\$4,863,079	\$2,830,356
6	\$5,044,605	\$2,743,931
7	\$5,233,794	\$2,660,596
8	\$5,431,006	\$2,580,232
9	\$5,636,616	\$2,502,725
10	\$5,851,022	\$2,427,966
11	\$6,074,639	\$2,355,850
12	\$6,307,903	\$2,286,274
13	\$6,551,274	\$2,219,143
14	\$6,805,234	\$2,154,363
15	\$7,070,291	\$2,091,844
16	\$7,346,976	\$2,031,500
17	\$7,635,850	\$1,973,249
18	\$7,937,502	\$1,917,011
19	\$8,252,550	\$1,862,709
20	\$8,581,644	\$1,810,271

Total	\$48,699,943	
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D

SRTS Benefits Share

Existing Facility

Year	Share of Cycling Benefits	Share of Ped Benefits	Sum of Benefits
	0.00%	0.00%	
	SRTS Cycling Benefits - Present Value	SRTS Ped Benefits - Present Value	
1	\$0.0	\$0.0	\$0.0
20	\$0.0	\$0.0	\$0.0

1	\$0.0	\$0.0	\$0.0
2	\$0.0	\$0.0	\$0.0
3	\$0.0	\$0.0	\$0.0
4	\$0.0	\$0.0	\$0.0
5	\$0.0	\$0.0	\$0.0
6	\$0.0	\$0.0	\$0.0
7	\$0.0	\$0.0	\$0.0
8	\$0.0	\$0.0	\$0.0
9	\$0.0	\$0.0	\$0.0
10	\$0.0	\$0.0	\$0.0
11	\$0.0	\$0.0	\$0.0
12	\$0.0	\$0.0	\$0.0
13	\$0.0	\$0.0	\$0.0
14	\$0.0	\$0.0	\$0.0
15	\$0.0	\$0.0	\$0.0
16	\$0.0	\$0.0	\$0.0
17	\$0.0	\$0.0	\$0.0
18	\$0.0	\$0.0	\$0.0
19	\$0.0	\$0.0	\$0.0
20	\$0.0	\$0.0	\$0.0

Total	\$0	\$0	\$0
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A

REDUCED ACCIDENT BENEFITS - HIGHWAY USERS

Total

Year	AVERAGE ANNUAL VOLUME (trip-miles/yr.)		REDUCED VMT (veh-miles/yr.)	ACCIDENT BENEFITS (\$/yr.)	Constant Dollars	Present Value
	Induced Trips, Cycling	Induced Trips, Pedestrians	Induced Trips, Cyclists, Pedestrians	Induced Trips		
1	0	0	0	\$0	\$0	\$0
20	0	0	0	\$0	\$0	\$0
1	0	0	0	\$0	\$0	\$0
2	0	0	0	\$0	\$0	\$0
3	0	0	0	\$0	\$0	\$0
4	0	0	0	\$0	\$0	\$0
5	0	0	0	\$0	\$0	\$0
6	0	0	0	\$0	\$0	\$0
7	0	0	0	\$0	\$0	\$0
8	0	0	0	\$0	\$0	\$0
9	0	0	0	\$0	\$0	\$0
10	0	0	0	\$0	\$0	\$0
11	0	0	0	\$0	\$0	\$0
12	0	0	0	\$0	\$0	\$0
13	0	0	0	\$0	\$0	\$0
14	0	0	0	\$0	\$0	\$0
15	0	0	0	\$0	\$0	\$0
16	0	0	0	\$0	\$0	\$0
17	0	0	0	\$0	\$0	\$0
18	0	0	0	\$0	\$0	\$0
19	0	0	0	\$0	\$0	\$0
20	0	0	0	\$0	\$0	\$0
Total						\$0

C

TOTAL

Total

Year	Constant Dollars	Present Value
1	\$0	\$0
20	\$0	\$0

1	\$0	\$0
2	\$0	\$0
3	\$0	\$0
4	\$0	\$0
5	\$0	\$0
6	\$0	\$0
7	\$0	\$0
8	\$0	\$0
9	\$0	\$0
10	\$0	\$0
11	\$0	\$0
12	\$0	\$0
13	\$0	\$0
14	\$0	\$0
15	\$0	\$0
16	\$0	\$0
17	\$0	\$0
18	\$0	\$0
19	\$0	\$0
20	\$0	\$0

Total		\$0
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C

TOTAL

Existing

Year	Constant Dollars	Present Value
1	\$0	\$0
20	\$0	\$0

1	\$0	\$0
2	\$0	\$0
3	\$0	\$0
4	\$0	\$0
5	\$0	\$0
6	\$0	\$0
7	\$0	\$0
8	\$0	\$0
9	\$0	\$0
10	\$0	\$0
11	\$0	\$0
12	\$0	\$0
13	\$0	\$0
14	\$0	\$0
15	\$0	\$0
16	\$0	\$0
17	\$0	\$0
18	\$0	\$0
19	\$0	\$0
20	\$0	\$0

Total		\$0
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F

TOTAL

New

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Year	Constant Dollars	Present Value
1	\$0	\$0
20	\$0	\$0

1	\$0	\$0
2	\$0	\$0
3	\$0	\$0
4	\$0	\$0
5	\$0	\$0
6	\$0	\$0
7	\$0	\$0
8	\$0	\$0
9	\$0	\$0
10	\$0	\$0
11	\$0	\$0
12	\$0	\$0
13	\$0	\$0
14	\$0	\$0
15	\$0	\$0
16	\$0	\$0
17	\$0	\$0
18	\$0	\$0
19	\$0	\$0
20	\$0	\$0

Total		\$0
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Pemeriksaan Administrasi		Pemeriksaan Administrasi		Pemeriksaan Administrasi		Pemeriksaan Administrasi																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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