	Vehicle Operating Costs - 2020			Costs of Delay to Autos			
				Study Area Vehicle Hours of Delay			
	Total Regional VMT	Annual Cost of Weekday Auto Travel [1]	Change from Baseline (A)	AM	Mid-day	PM	Total [2]
Existing Conditions (2000)	**29,426,812**	$ 2,677,840,000	--			18,141	18,141
No-Build (2020)	**37,583,680**	$ 3,420,115,000	--			32,048	32,048
Baseline: Planned Regional Priority Baseline System (2020)	**36,801,172**	$ 3,348,907,000	--			21,447	21,447
New West Arterial	**36,682,260**	$ 3,338,086,000	$ (10,821,000)			17,188	17,188
Express Bus: 3 Lanes w/ Supplemental 4 Lane Bridge	**36,783,648**	$ 3,347,312,000	$ (1,595,000)			16,637	16,637
LRT: 3 Lanes w/ Supplemental 4 Lane Bridge	**36,584,920**	$ 3,329,228,000	$ (19,679,000)			15,826	15,826
Express Bus: Add 4th Lane (HOV) w/ Supplemental 6 lane Bridge	**36,756,984**	$ 3,344,886,000	$ (4,021,000)			15,888	15,888
LRT: Add 4th Lane (Reversible) w/ Supplemental 6 Lane Bridge	**36,638,888**	$ 3,334,139,000	$ (14,768,000)			17,667	17,667
Enhanced TDM	**36,209,540**	$ 3,295,068,000	$ (53,839,000)			18,437	18,437

Note: Does not include reduction in accidents that could be anticipated with improving facilities to current safety standards.

1. Annualized at 260 weekdays/year, $0.35 mile
2. Daily delay calculated as the sum of am 3 hr peak, the 4 hr pm peak, and a 6 hr mid-day. No delay was assumed for 7 p.m.- 6a.m
2. Assumes 10% truck volumes at $35/hr, 90% auto volumes at $7.62/hr

and Trucks - 2020		
Annual Cost of Weekday Vehicle Delay (millions) [3]	**Change from Baseline (B)**	**Net Change in User Costs (A + B)**
$ 48,855,164	--	--
$ 86,307,828	--	--
$ 57,758,487	--	--
$ 46,288,659	$ (11,469,828)	$ (22,290,828)
$ 44,804,772	$ (12,953,715)	$ (14,548,715)
$ 42,620,684	$ (15,137,803)	$ (34,816,803)
$ 42,787,655	$ (14,970,832)	$ (18,991,832)
$ 47,578,644	$ (10,179,842)	$ (24,947,842)
$ 49,652,316	$ (8,106,171)	$ (61,945,171)