

<b>Wilmington CRISI 2018 30 Year Analysis Period (2028-2057) Values in 2017\$ M</b>		
	<b>Discounted at 7%</b>	<b>Discounted at 3%</b>
<b>Costs</b>		
Capital Costs	\$489.2	\$669.5
Total Costs	\$489.2	\$669.5
<b>Benefits</b>		
<i>Ability to Meet Existing or Anticipated Demand</i>		
Benefits captured under <i>Effects on Safety, Competitiveness, Reliability, Trip or Transit Time, and Resilience</i> and <i>Efficiencies from improved integration with other modes</i>		
<i>Effects on System and Service Performance</i>		
Freight train operating cost savings	\$11.5	\$28.3
<i>Sub-total</i>	<i>\$11.5</i>	<i>\$28.3</i>
<i>Effects on Safety, Competitiveness, Reliability, Trip or Transit Time, and Resilience</i>		
Grade Crossing Benefits		
Expected crash cost savings by avoiding conflicts with trains	\$2.0	\$4.9
Value of passenger time saved as a result of avoiding train delay	\$193.5	\$602.4
Vehicle operating cost savings as a result of avoiding train delay	\$19.8	\$61.6
Emissions saved as a result of avoiding train delay	\$1.7	\$5.4
Value of improved fire truck response time	\$0.1	\$0.3
Value of improved EMS response time	\$4.2	\$9.8
Reliability benefit	\$210.2	\$558.8
Train emissions savings	\$18.9	\$46.4
Residual value	\$22.7	\$100.4
<i>Sub-total</i>	<i>\$473.3</i>	<i>\$1,390.1</i>
<i>Efficiencies from improved integration with other modes</i>		
Total expected benefits of transit system	\$68.6	\$158.5
<i>Sub-total</i>	<i>\$68.6</i>	<i>\$158.5</i>
<b>Outcome</b>		
Total Benefits	\$553.4	\$1,576.9
O&M Costs	-\$6.7	-\$15.0
Net Benefits	<b>\$546.7</b>	<b>\$1,561.9</b>
Capital Costs	<b>\$489.2</b>	<b>\$669.5</b>
Net Present Value	<b>\$57.4</b>	<b>\$892.4</b>
<b>BCR</b>	<b>1.12</b>	<b>2.33</b>