

**Annualized** Number of Years 21

Regional Approaches	Cost (Capital + O&M)	Sales Tax <i>1/2 Cent</i>	Gas Sales Tax <i>3%</i>	Motor Vehicle Sales Tax <i>1%</i>	Vehicle Registration Fee <i>\$10.00</i>	Local Option Gas Tax <i>\$0.10</i>	VMT Tax <i>\$0.0025</i>	New Resident Impact Fee <i>\$100.00</i>	County Property Tax <i>\$0.10</i>	Emissions Tax
<b>9 County Region - All Cities in County Collect Tax/Fee</b>										
Total Revenue	\$	819,974,038	\$ 947,950,433	\$ 217,958,648	\$ 53,061,857	\$ 610,753,281	\$ 151,828,367	\$ 8,593,543	\$ 922,361,767	\$ 39,253,757
RNT Revenue (1)	\$	385,598,290	\$ 577,509,562	\$ 139,217,233	\$ 32,949,624	\$ 369,789,690	\$ 91,644,110	\$ 6,653,705	\$ 596,396,852	\$ 24,348,205
Rebate/Infrastructure Fund (2)	\$	434,375,748	\$ 370,440,871	\$ 78,741,414	\$ 20,112,233	\$ 240,963,590	\$ 60,184,257	\$ 1,939,838	\$ 325,964,914	\$ 14,905,552
Capital Costs	\$	400,289,086								
O&M Costs	\$	68,101,376								
<b>Total</b>	<b>\$</b>	<b>468,390,461</b>								

<b>City's Revenue * Percent of City's Miles to Each Line</b>										
McKinney Line	\$27,036,470	\$ 27,815,081	\$ 33,366,786	\$ 6,219,838	\$ 1,866,714	\$ 21,068,290	\$ 5,183,390	\$ 451,576	\$ 33,401,352	\$ 1,359,476
Frisco Line	\$30,806,276	\$ 24,021,457	\$ 31,935,829	\$ 5,662,824	\$ 1,763,052	\$ 20,301,052	\$ 5,013,800	\$ 441,000	\$ 31,557,667	\$ 1,285,786
Midlothian Line	\$14,972,650	\$ 8,749,271	\$ 13,472,419	\$ 4,000,762	\$ 731,219	\$ 8,673,119	\$ 2,155,110	\$ 84,914	\$ 11,373,843	\$ 544,910
Waxahachie Line	\$43,800,766	\$ 8,146,043	\$ 15,547,743	\$ 7,415,724	\$ 867,719	\$ 9,833,271	\$ 2,422,095	\$ 120,148	\$ 11,860,490	\$ 649,214
Union Pacific Line	\$53,913,306	\$ 72,271,519	\$ 91,091,567	\$ 21,795,671	\$ 5,293,786	\$ 58,763,067	\$ 14,617,271	\$ 622,867	\$ 102,098,443	\$ 3,904,652
Cleburne Line	\$39,420,691	\$ 27,345,638	\$ 29,107,219	\$ 6,694,438	\$ 1,733,910	\$ 18,686,052	\$ 4,636,419	\$ 224,833	\$ 31,569,752	\$ 1,287,467
BNSF Line	\$13,095,620	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Dorothy Spur	\$9,503,445	\$ 12,717,524	\$ 16,060,919	\$ 3,764,300	\$ 911,881	\$ 10,376,014	\$ 2,582,924	\$ 104,348	\$ 16,816,833	\$ 674,233
Speedway Line	\$15,634,844	\$ 34,872,995	\$ 40,330,267	\$ 9,716,567	\$ 2,360,919	\$ 25,807,600	\$ 6,393,181	\$ 282,929	\$ 47,530,767	\$ 1,738,081
Southeast Line	\$32,514,417	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Northeast Line	\$56,189,777	\$ 7,183,757	\$ 6,888,833	\$ 917,929	\$ 395,410	\$ 4,313,105	\$ 1,057,081	\$ 104,162	\$ 11,817,905	\$ 293,895
Scyene Line	\$51,564,396	\$ 15,255,633	\$ 25,156,895	\$ 5,545,252	\$ 1,331,457	\$ 16,174,124	\$ 4,016,543	\$ 140,857	\$ 22,037,571	\$ 990,538
Lake Lavon Line	\$34,575,789	\$ 5,161,800	\$ 8,601,919	\$ 1,685,276	\$ 475,676	\$ 5,465,757	\$ 1,349,471	\$ 98,795	\$ 8,343,390	\$ 348,314
Mansfield Line	\$45,362,015	\$ 23,252,733	\$ 31,721,643	\$ 8,574,724	\$ 1,847,576	\$ 20,240,843	\$ 5,007,024	\$ 226,086	\$ 36,014,486	\$ 1,362,400
<b>Total</b>	<b>\$468,390,461</b>	<b>\$ 266,793,452</b>	<b>\$ 343,282,038</b>	<b>\$ 81,993,305</b>	<b>\$ 19,579,319</b>	<b>\$ 219,702,295</b>	<b>\$ 54,434,310</b>	<b>\$ 2,902,514</b>	<b>\$ 364,422,500</b>	<b>\$ 14,438,967</b>

Revenue Needed from Rebate/Infrastructure Fund	\$	(201,597,009)	(125,108,423)	(386,397,157)	(448,811,142)	(248,688,166)	(413,956,152)	(465,487,947)	(103,967,961)	(453,951,495)
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For revenue figures, values represent annualized potential revenue from 2010-2030  
 Revenue from transit cities has been removed  
 Outlined cells represent sources that could potentially pay for the line/lines

- (1) Revenue Collected in All Cities except DART/DCTA member cities and Grapevine
- (2) Revenue Collected in DART, DCTA and Grapevine are included