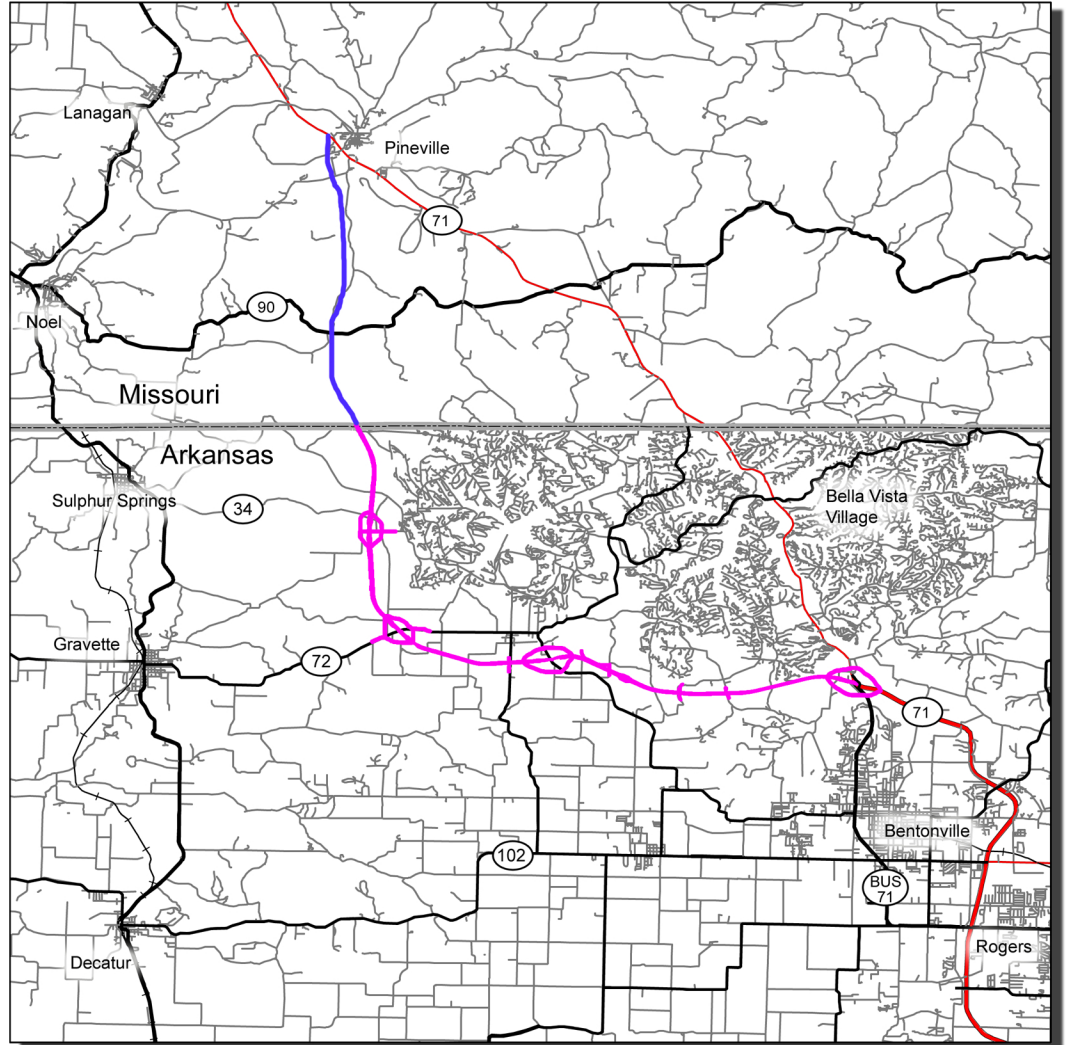


Bella Vista Bypass Draft Traffic & Revenue Report



Carter=Burgess in association with



August 2007

TABEL OF CONTENTS

Introduction..... 1
Identification of Key Factors from HNTB/WSA Traffic and Revenue Report..... 3
Summary of 2007 Field Work Data Collection..... 8
Traffic and Revenue Model and Base Traffic and Revenue Estimates..... 14

APPENDIX

Table 1: Transactions and Revenue – WSA Forecast 2004 and 2006
Table 2: Estimated Transactions and Revenue – Stantec Consulting Forecast Base Case Scenario
Table 3: Transaction and Revenue Breakdown by Vehicle Class by Direction – Mainline Toll Plaza Only Base Case Scenario
Table 4: Assumed Diversion Rates and Trip Savings
Table 5: Assumed ETC Capture Rates by Vehicle Class – Mainline Toll Plaza Only
Table 6 Estimated Transactions and Revenue - Stantec Consulting All ETC Scenario
Table 7: Transaction and Revenue Breakdown by Vehicle Class by Direction – Mainline Toll Plaza Only All ETC Scenario

LIST OF TABLES

Table 1: Factors That Influence Bella Vista Traffic and Revenue Estimates..... 4
Table 2: Trip Length by Vehicle Class..... 18
Table 3: Stantec Estimates..... 20
Table 4: Factors That Influence Bella Vista Traffic and Revenue Estimates..... 23

LIST OF FIGURES

Figure 1: Location Map.....2

Figure 2: Toll Rate Per Mile Passenger Vehicles.....5

Figure 3: Toll Rate Per Mile Passenger Trucks.....6

Figure 4: Traffic Count Locations.....9

Figure 5: Rolling Hour Volume & Weighted Avg Speed Typ Weekday US71 SB.....10

Figure 6: Rolling Hour Volume & Weighted Avg Speed Typ Weekday US71 NB.....10

Figure 7: Rolling Hour Volume & Weighted Avg Speed Typ Weekend US71 NB.....11

Figure 8: Rolling Hour Volume & Weighted Avg Speed Typ Weekend US71 SB.....11

Figure 9: Box Type Breakdown Weekday.....12

Figure 10: Gas Tank Type Breakdown Weekday.....13

Figure 11: Sleeper Type Breakdown Weekday.....13

Figure 12: Ownership Type Breakdown Weekday.....14

Figure 13: Traffic Count Data.....15

Figure 14: Standard Toll Diversion Curve.....17

INTRODUCTION

Carter & Burgess, Inc. and Stantec Consulting made independent traffic and revenue estimates for a proposed by-pass around the Bella Vista area in northwest Arkansas. The Missouri Department of Transportation (MoDOT) and the Arkansas State Highway and Transportation Department (AHTD) are considering the feasibility of constructing the US 71 Bella Vista Bypass (the “Bypass”), a highway corridor relocation project of the US 71 corridor from just north of Bentonville, Arkansas to Pineville, Missouri, using toll financing for the Arkansas section.

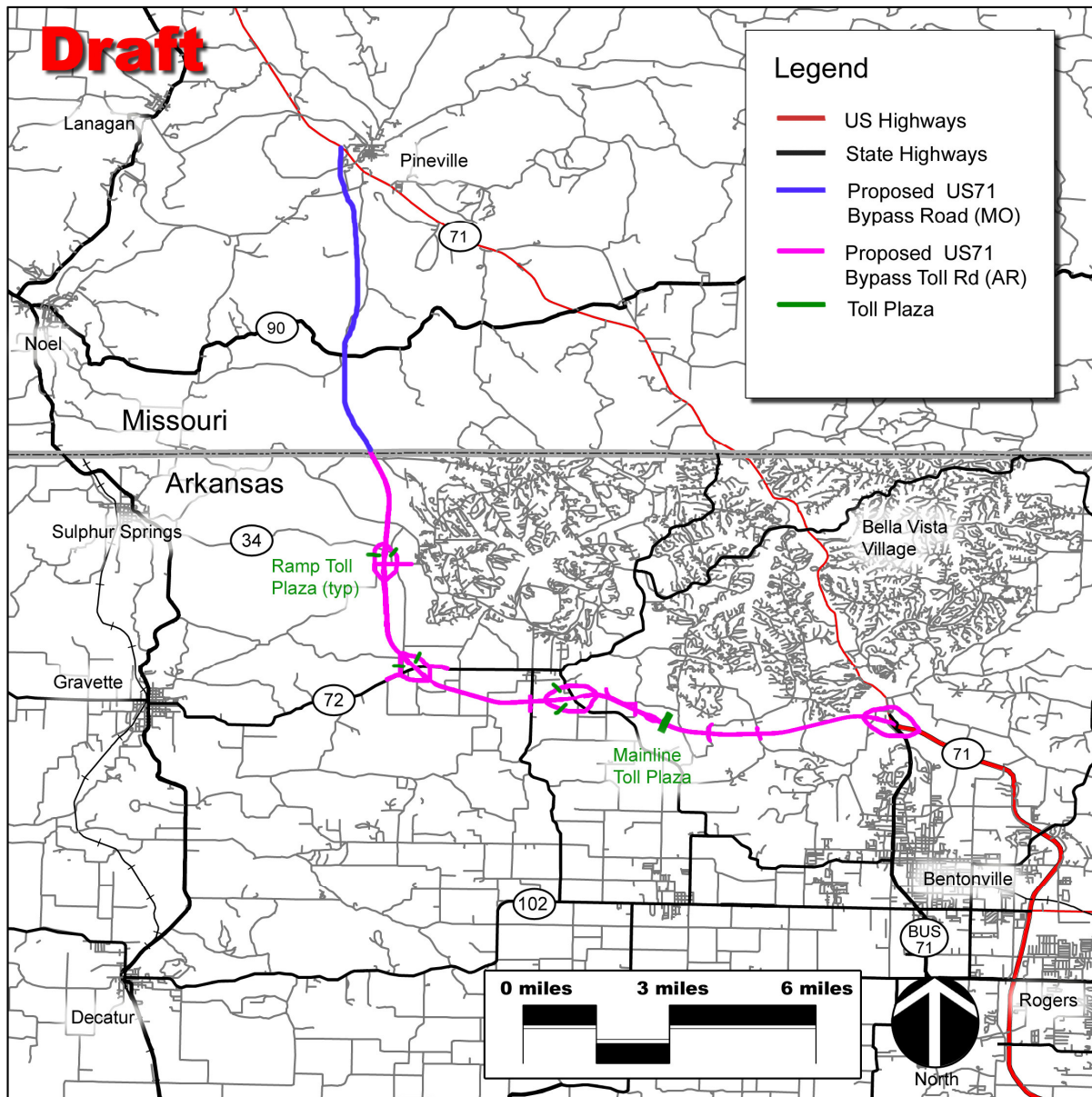
There were two previous studies and reports made by HNTB and Wilbur Smith Associates (WSA) for this Bypass; one in 2004 and one in 2006. The “July 2004 Traffic, Revenue and Toll Feasibility Study Conducted for the US 71 Bella Vista Bypass Project” by HNTB/WSA was conducted as an investment-grade toll study for the purpose of determining the potential toll financing feasibility for the entire US 71 Bella Vista Bypass Project. The “2006 HNTB/WSA Bella Vista Bypass Toll Study Update” (subsequently referred to as the “2006 Update Report”) updated the 2004 study based on the assumption that the Missouri section of the Bypass would not be tolled.

The two purposes of our study are 1) to evaluate the “2006 Update Report”; and 2) to make independent traffic and revenue estimates for the Bypass.

Carter & Burgess’ responsibility consisted of project management, data collection, report assembly, critique of the 2006 Update Report) and other efforts associated with any proposed electronic tolling. Stantec developed a traffic and revenue model and estimated the probable Bella Vista Bypass usage for a 30-year time frame. This estimating effort relied on information in the 2006 Update Report as well as new data collected in June 2007. Stantec also prepared sensitivity model runs to test various inputs to the model.

US 71, as shown in Figure 1, is the main north-south route providing access to and through the Northwest Arkansas and Southwest Missouri regions. Within these areas are several cities and economic activity centers, including Neosho, Joplin and Carthage in Missouri and Bentonville, Rogers, Springdale, and Fayetteville in Arkansas. Bella Vista, Arkansas, which began as a retirement and recreation community, is also served by US 71. The study area in Arkansas includes most of the unincorporated Bella Vista community.

Figure 1



The proposed length of the Bypass is 19.6 miles. Of that 14.6 miles are in Arkansas, measured from the Arkansas – Missouri state line to the US 71/ US 71 Business interchange, and 5 miles are in Missouri. The Bypass project consists of constructing a new, four-lane, fully-access-controlled toll road with toll collection points between the Arkansas – Missouri state line and the US 71 / US 71 Business interchange. The new facility is planned to be constructed to interstate standards, and would have two traffic lanes in each direction separated by a median. Paved shoulders would also be provided.

The 2004 Study analyzed the financial feasibility of several different tolling scenarios for the Bypass. For the 2006 Update, the preferred scenario from the 2004 Study was assumed, but was modified to include tolling for the Arkansas portion of the Bypass only. The assumed tolling plan for the Bypass currently has one mainline toll collection point located in Arkansas between the Highway 72 and US 71 / US 71 Business interchanges, and ramp toll collection points to and from the north at the CR 24, Highway 72 South and Highway 72 north interchanges (see Figure 1). According to the 2006 Update Report, “the site of the mainline toll collection point was located to capture the best possible number of toll facility users and toll revenue, discourage diversion and offer good horizontal and vertical sight distance.” We made all of our analyses presented herein based on toll collection within these locations.

The mainline toll collection point would be designed to have two express lanes and three cash lanes per direction. The ramp toll collection points would be designed to have one express lane and one cash lane per location.

There are three main sections to this draft traffic and revenue report: the first section identifies key factors in the 2006 Update Report and assess the magnitude that each has on the estimated traffic and revenues; the second section summarizes the 2007 field work data collection made specifically for our estimates; and the third section discusses the traffic and revenue model and shows the base case traffic and revenue estimates along with sensitivity runs for key input parameters.

IDENTIFICATION OF KEY FACTORS FROM HNTB/WSA TRAFFIC AND REVENUE REPORT, APRIL 2006

To expedite our work, C&B/Stantec utilized several existing data sources. Much of this information was contained in the 2006 Update Report. Historical traffic data and construction information was also collected for the area from independent research and other sources such as the Arkansas State Highway and Transportation Department (AHTD). We also conducted travel time runs and observations on US 71 and neighboring alternate routes for AM, midday, and PM peak hour periods during a weekday and a weekend day. The purpose for this survey was to identify potential alternate routes and assess the relative travel time differences between each alternate route and the Bypass. These travel time runs were used to supplement the travel time data collected by HNTB/WSA. We also made independent traffic counts for one week at six area locations (three on US 71, two on Highway 340 and one on Highway 279), including vehicle classification counts. In addition, we made truck video observations to determine the percentage of owner-operators (those drivers who own their rigs) versus fleet (rigs owned by companies).

This review identified primary factors that would influence the Bypass traffic estimate. These factors plus the influence on the HNTB/WSA estimates and the magnitudes of their likely impacts on the traffic forecast are summarized in Table 1.

Table 1 Factors That Influence Bella Vista Traffic and Revenue Estimates		
Factors Influencing Traffic Forecast	Relationship	Magnitude of Impact on HNTB/WSA Estimates
Toll Plaza Configuration	The assumed mainline toll collection point location captures much of the local traffic at higher per-mile toll rates than the long-distance traffic	Moderate
Effects of Congestion on Alternative Routes	The congestion on US 71 is for short intervals (over a 24-hour time period) and is directional.	High (decreased revenues)
Toll Rates	At or near to the top of the revenue curves.	Moderate (decreased revenues)
Bypass Capture Rate	Captures almost 55% of total traffic near the Missouri State line and 27% near the southern end.	Moderate (decreased revenues)
Truck Usage	Assumes a high usage of long-distance trucks for a 14-minute time savings on multiple-hour journeys.	High (decreased revenues)
Projected Growth Rates	Moderate growth rates assumed throughout the time period	None
Ramp-up	Assumed ramp-up is short (18 months) and not steep (-25% loss the first year and -7% loss the second year)	Moderate (decreased revenues, opening years)

Toll Collection Point Configuration

Under the mainline tolling configuration, the passenger car tolls charged at the mainline result in the portion of traffic traveling between Bella Vista Village and Bentonville (or points south; which was estimated by WSA to be 25 percent of the mainline traffic) paying the mainline toll of \$1.50 for a 6-mile trip on the Bypass, or \$0.25 per mile. This per-mile rate is higher than many urban, congestion-relieving toll

facilities. The assumed time savings for this trip according to HNTB/WSA would be 6 minutes, or a value of time (VoT) of \$0.25 per minute, or \$15.00 per hour, which is 50 percent higher than their own assumed VoT of \$9.78 for their analyses of the Bypass

Effects of Congestion on Alternative Routes

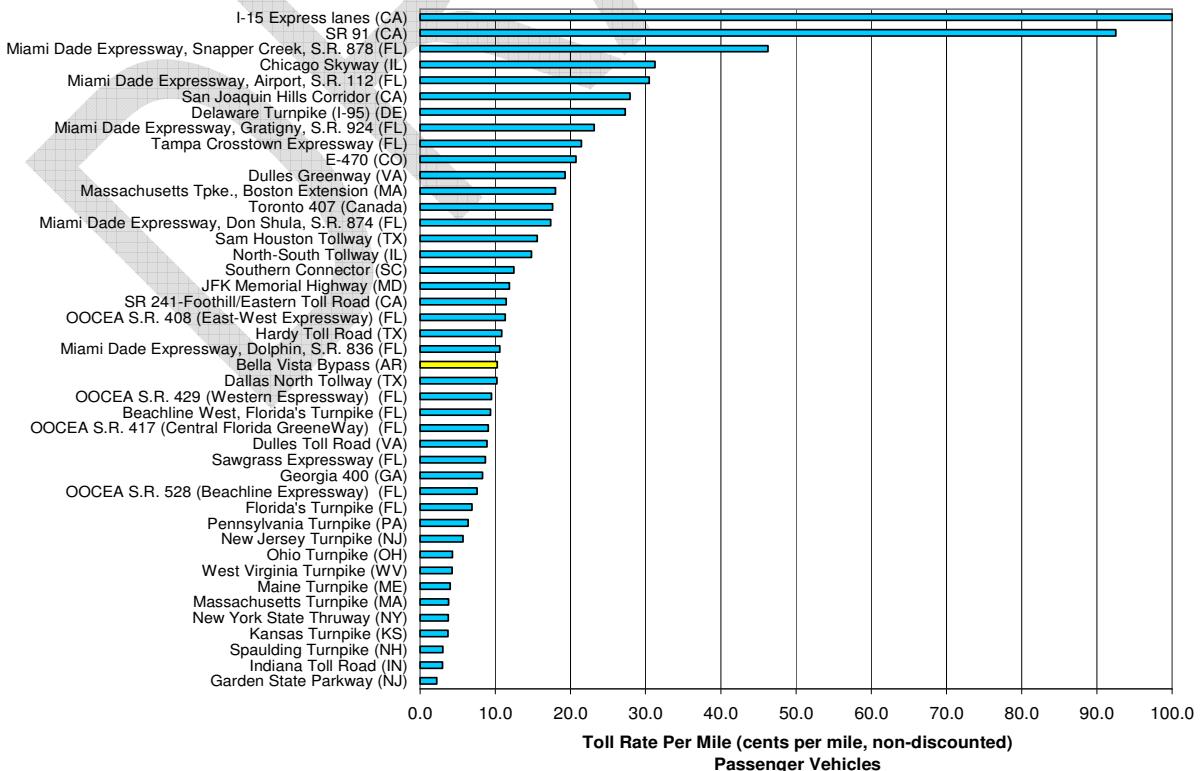
Collected speed data suggests that little congestion exists along northbound US 71 today. Only for a few hours during the week’s worth of data collected did speeds drop below a free-flow speed of about 55 mph. Using this data, it was estimated that speeds along US 71 northbound decreased when traffic volumes exceeded 1,300 vehicles per hour (an average of 650 vehicles per lane).

At the northern terminus of the Bella Vista Bypass, little or no congestion exists. Therefore, even as traffic grows in the future, the level of congestion in the area will be minor for the majority of the day.

Toll Rates

The HNTB/WSA assumed optimal toll for two-axle (passenger) vehicles is \$1.50 for the mainline, for a 14.6-mile tolled trip (which equates to 10 cents per mile). HNTB/WSA also estimated that some 5,000 of the 12,000 (or some 40 percent) would through trips or trips that would travel the full 14.6 miles. Consequently, the remaining 60 percent (local traffic) would pay considerably higher per-mile rates (up to 25 cents per mile).

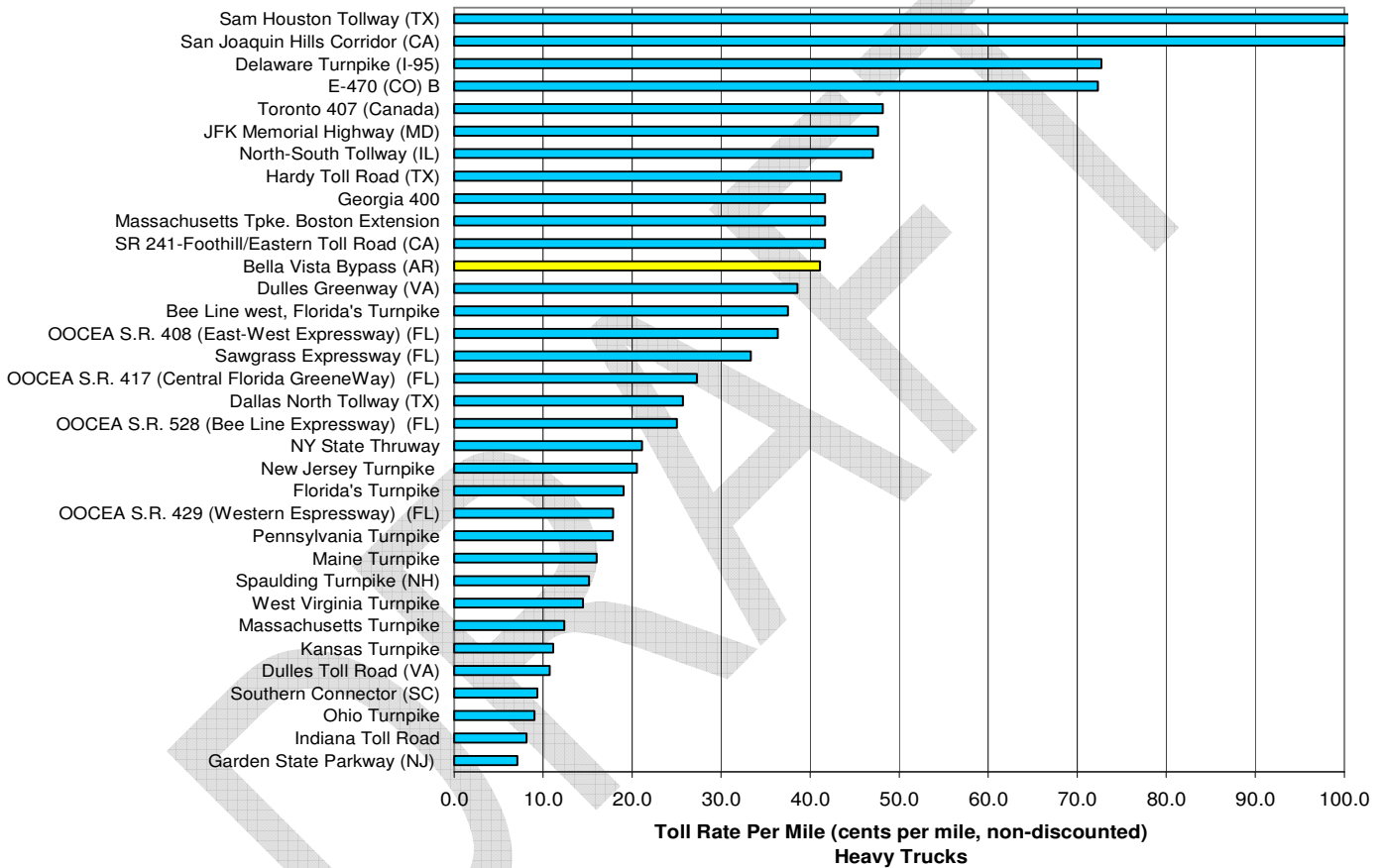
Figure 2



Comparison of Bella Vista Bypass Passenger Car Tolls to Other Toll Facilities

The attached Figure 2 shows passenger car toll rates on various US toll facilities (compiled from published information spring 2007). The Bypass is expected to charge \$1.50 for facility usage, equating to \$0.10 per mile for a full length trip and \$0.25 per mile for the shorter, Bella Vista Village to Bentonville trip.

Figure 3



Comparison of Bella Vista Bypass 5-Axle Truck Tolls to Other Toll Facilities

Figure 3 shows similar data for 5-axle vehicles. The Bypass is expected to charge \$6.00 for facility usage by heavy trucks, equating to \$0.40 per mile for a full length trip and \$1.00 per mile for the shorter, Bella Vista Village to Bentonville trip.

Bypass Capture Rate

The capture rate represents the percent of toll customers compared to all travelers at a given screenline (a line drawn across an area at which all traffic passing through that line on each individual roadway is analyzed).. The HNTB/WSA capture rate for the toll facility was 55 percent in Missouri (where the facility is non-tolled) and 27 percent near the southern end. The bypass provides 50 percent of roadway capacity near the State line (with four expressway lanes Bypass + four lanes of express lanes US 71) and some 75 percent of roadway capacity south of Bella Vista Village (with four expressway lanes Bypass at 2,000 vehicles per lane per hour + four lanes of signalized US 71 at 650 vehicles per lane per hour). Capture rates in highly congested urban areas throughout the United States range on the order of 10-25 percent, with lower capture rates in rural areas with competitive non-tolled facilities.

Truck Usage

HNTB/WSA assumed Bypass truck usage of 20 percent of total traffic at the mainline toll collection point. According to the origin destination surveys performed by HNTB/WSA, the long-distance trips (not clearly defined in the HNTB/WSA Report as to how long of a distance), account for 69 percent of all truck traffic at the mainline location. A travel time savings of 14 minutes (estimated by HNTB/WSA) on a long-distance trip, assuming a trip of 3 hours or more, would not likely be a benefit for the truck driver, as they would not be able to make an extra run in a given day. Thus they are less likely to pay a toll for no benefit other than ease of travel over the at-times congested US 71 south of Bella Vista Village.

Projected Growth Rates

We reviewed HNTB/WSA's projected growth rates for traffic on the Bypass and have investigated independently the socioeconomic characteristics of the area. The projected growth rates were compared to historic traffic growth rates in the area and other similar toll facilities, as well as forecasted population and employment growth in the region. In conjunction with the economic forecasts and historic patterns, the baseline growth rates are in our opinion, reasonable, and have been applied to all of our models.

Ramp-up

Opening year traffic levels, and levels in the first few years after opening, are influenced by many factors, including current trip making characteristics, as well as those changes that will occur because of the presence of the new toll facility. The process of traffic reaching its full potential over a given time, without considering nominal growth, is considered "ramp-up."

The 2006 Update Report shows a reduced revenue stream due to ramp-up for two years at -25 percent for the first year and -7 percent for year two. Based on C&B's and Stantec's experiences from other toll roads, the typical ramp-up period is two to five years and varies by facility type, projected growth, development, traffic characteristics and other local considerations. New toll facilities tend to reach equilibrium by year five (month 60), while other facilities, which are part of an existing roadway network, reached equilibrium much faster: some within two years. In consideration of these factors, it is our opinion that the ramp-up for the Bypass would be slower than the 2006 Update Report suggests. We have used a 4-year ramp-up period, with -45 percent, -30 percent, -15 percent, -10 percent for each of the four years following the opening, respectively.

SUMMARY OF 2007 FIELD WORK DATA COLLECTION

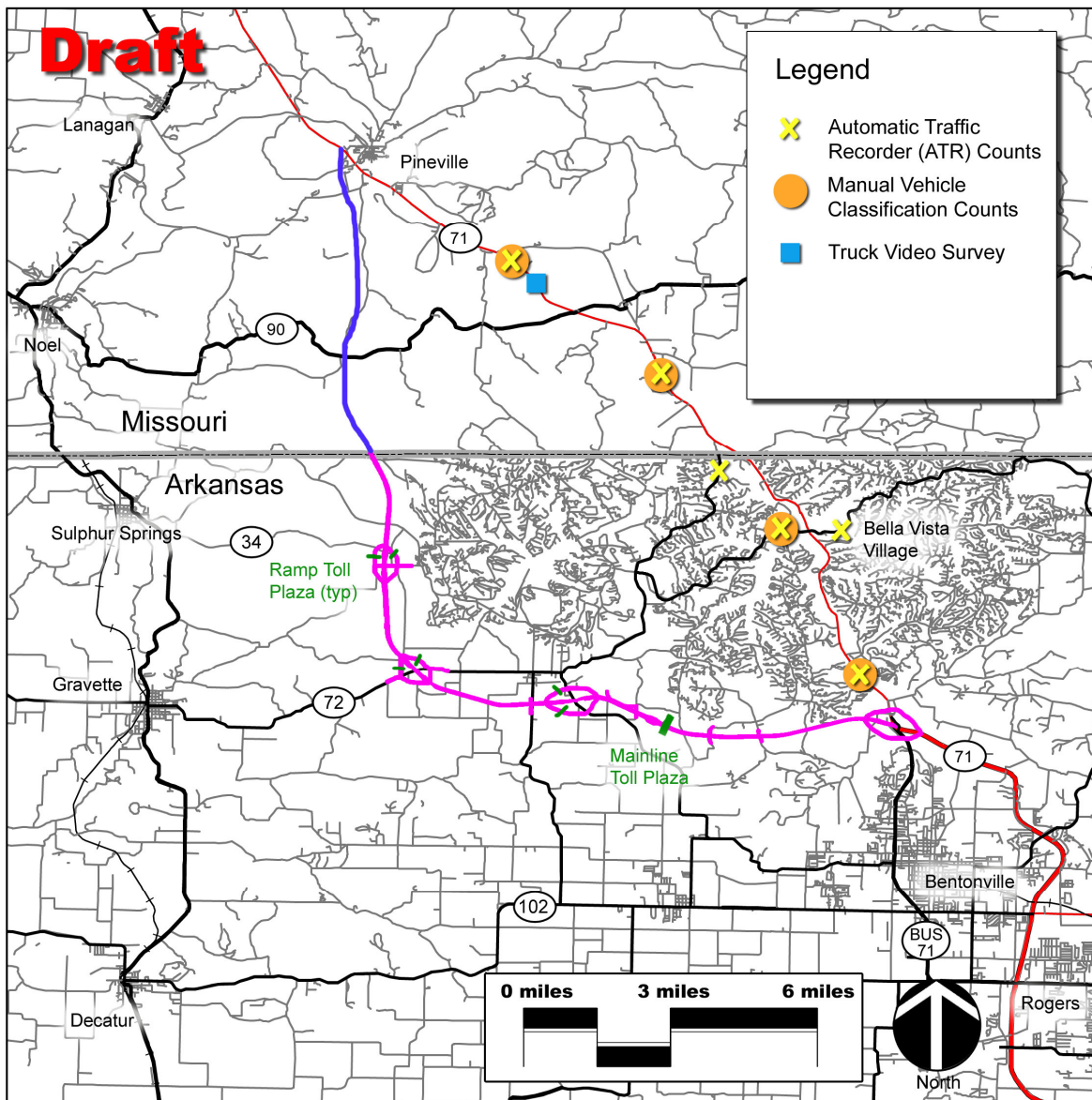
C&B conducted travel time runs and observations on US 71 and neighboring alternate routes for AM, midday, and PM peak hour periods during a weekday and a weekend day. The purpose for this survey was to identify the relative travel time differences between each alternate route and the Bypass. These travel time runs were used to supplement the travel time data collected by HNTB/WSA. We also made independent traffic counts using automatic traffic recorders (ATR) for one week at six area locations (three on US 71, two on Highway 340 and one on Highway 279), and conducted vehicle classification counts. In addition, we made truck video observations to determine the percentage of owner-operators (those drivers who own their rigs) versus fleet (rigs owned by companies).

Traffic Counts

Traffic count locations are shown in Figure 4. The ATR traffic data for a week in June 2007 along US 71 in Arkansas and Missouri were collected and summarized. The data were summarized into 15-minute and rolling hour totals for passenger vehicles, light trucks, heavy trucks and total vehicles. In the northbound direction, volumes typically remain low throughout the day, peaking at almost 2,000 vehicles per hour during the PM peak. In the southbound direction, traffic volumes peak in the AM at just over 1,500 vehicles per hour. Other than these two peaks, traffic volumes remain in the range of 1,000 to 1,200 throughout the remainder of the day.

Speed data were also summarized and the weighted average speed in each direction for both 15-minute intervals and rolling hours were calculated. In the southbound direction during the AM peak hour, traffic volumes peak, causing congestion. During this hour, average speeds decrease to almost 30 mph. This condition lasts for one hour, and then speeds return to free-flow conditions. A similar condition occurs in the northbound direction during the PM peak hour. Again, speeds decrease to almost 40 mph for one hour before returning to free-flow conditions.

Figure 4



Saturday and Sunday volumes were marginally lower than during the week, with traffic volumes never exceeding 1,500 vehicles per hour. However, free-flow conditions provided for consistently high speeds, with no peaks.

As shown in accompanying graphs, when traffic levels exceed 1,500 vehicles per hour per direction, congestion ensues, causing a decrease in the average vehicle speed. However, this decrease in speed only lasts for approximately one hour during the weekday AM peak in the southbound direction and the PM peak in the

northbound direction. Figures 5 and 6 show average weekday traffic and speeds; and Figures 7 and 8 show the similar data for an average weekend day.

Figure 5

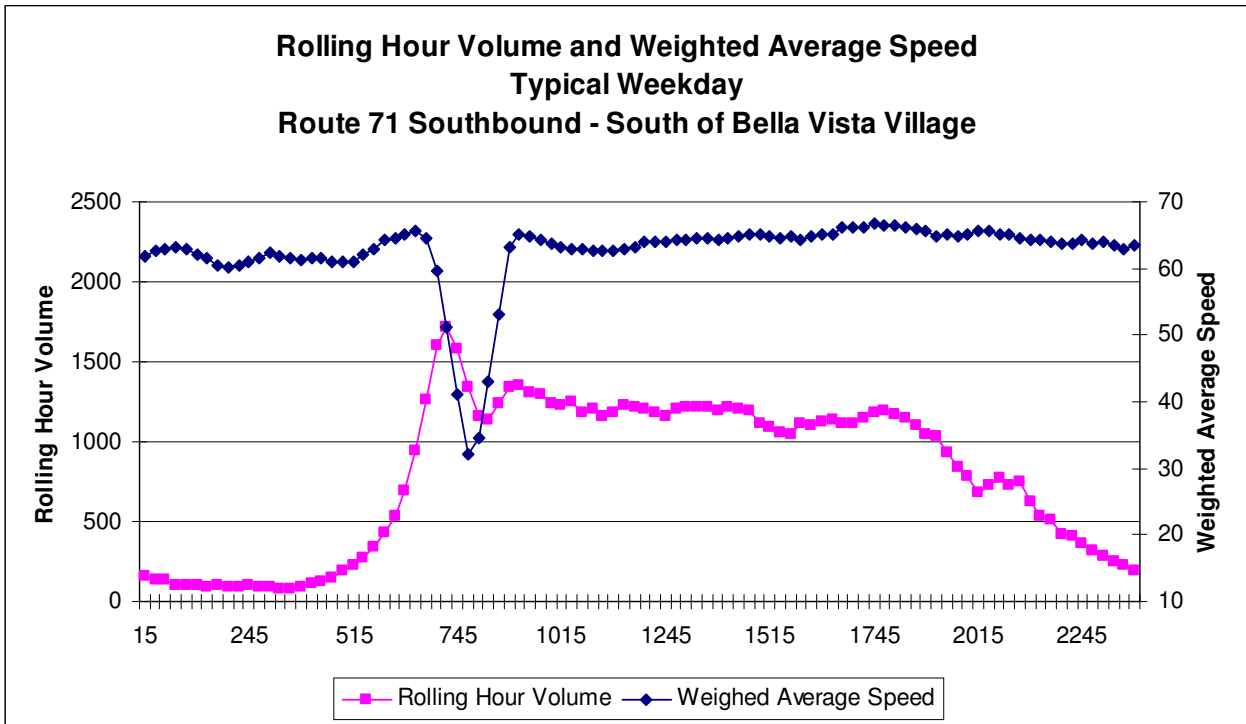


Figure 6

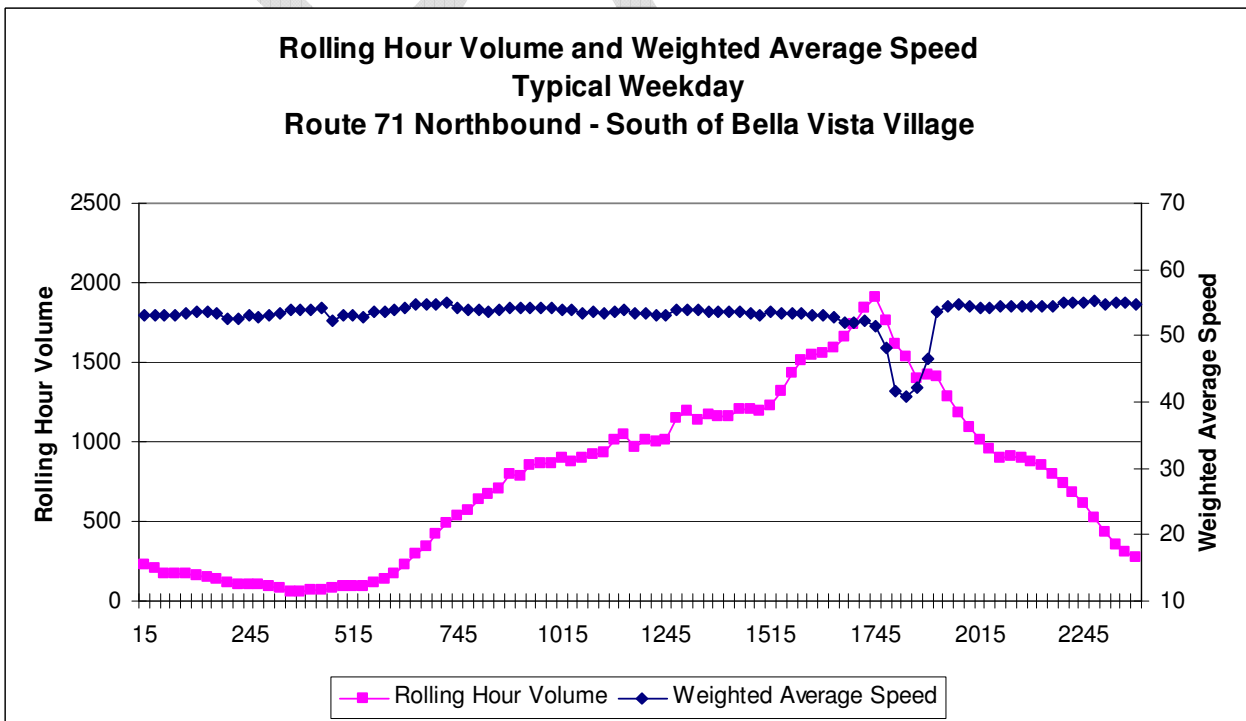


Figure 7

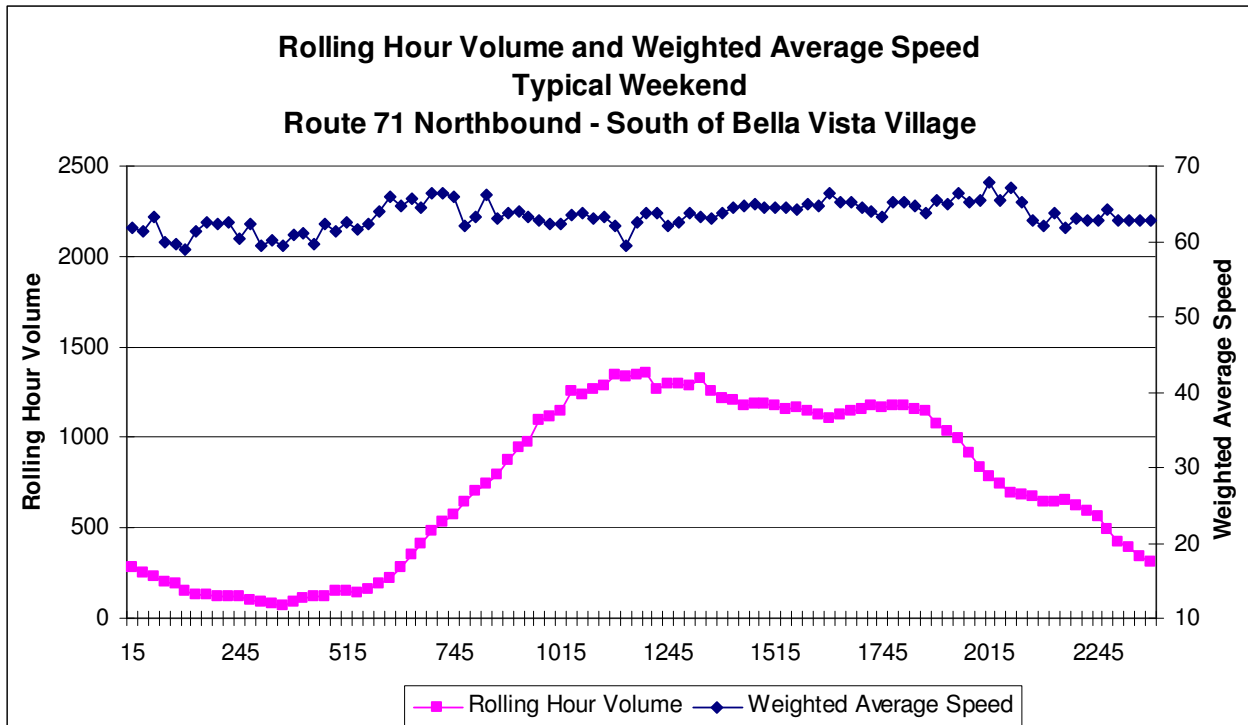
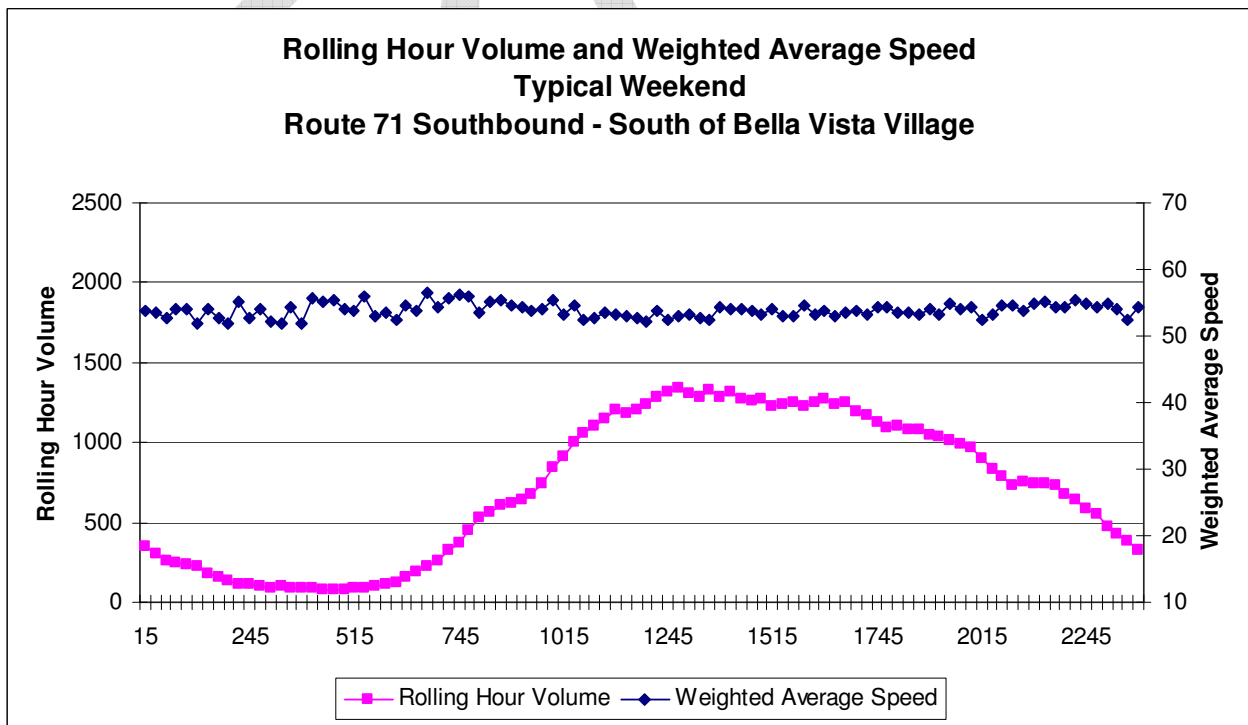


Figure 8

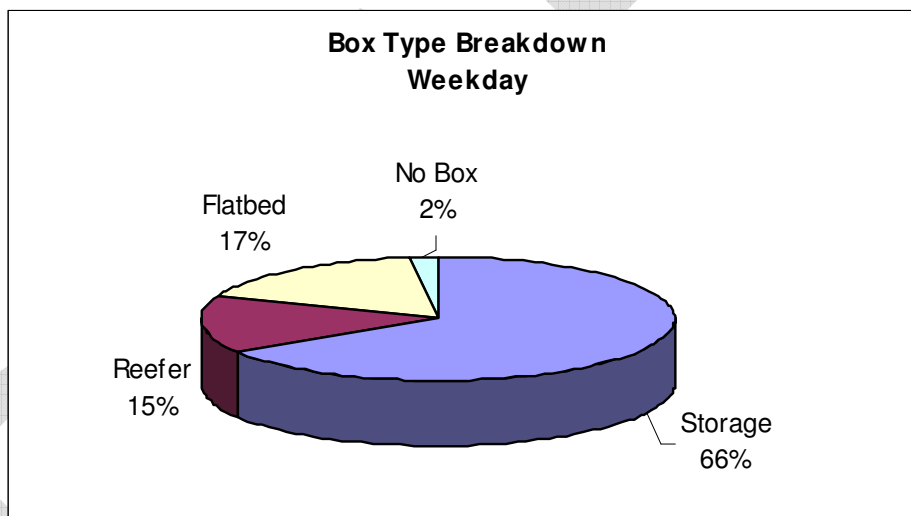


Video Survey of Trucks

We also undertook a video survey for northbound traffic along US 71 near the State line (shown on Figure 4). The videos were filmed on Sunday June 10, 2007 and Tuesday June 12, 2007. During our review we identified each truck passing to determine vehicle size, ownership and range (sleepers and/or large fuel tanks). On Sunday, there were 384 trucks recorded from 5:55 AM to 6:15 PM; on Tuesday, there were 870 trucks recorded from 6:00 AM to 5:55 PM.

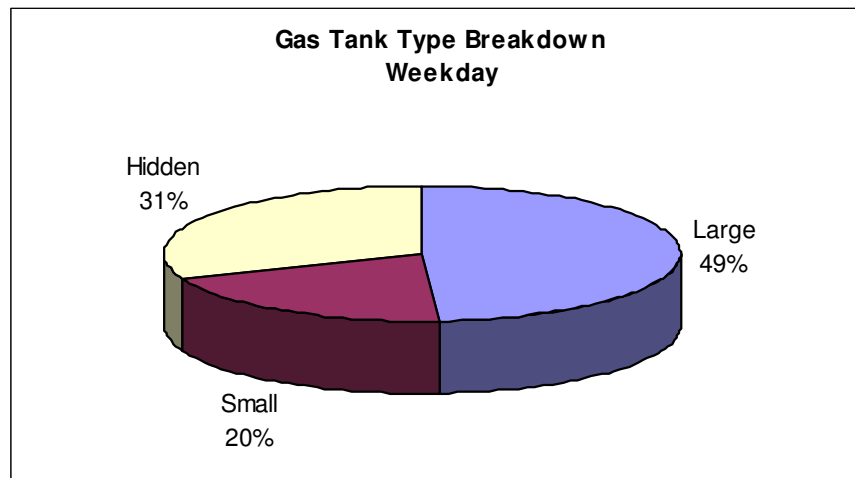
There were four types of boxes recorded on the trucks: storage boxes, refrigerated boxes, tanker and no box. On Sunday, 71 percent of the total trucks had storage boxes; 14 percent had refrigerated boxes; 13 percent had tankers attached to them; and 2 percent had no box attached to them. On Tuesday, 66 percent of the total trucks had storage boxes; 15 percent had refrigerated boxes; 17 percent had tankers attached to them; and 2 percent has no boxes attached to them. Figure 9 summarizes the weekday findings.

Figure 9



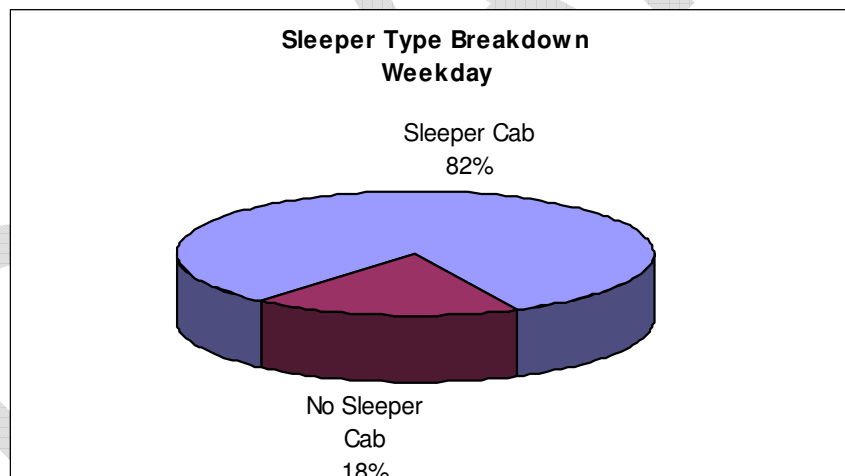
There were three sizes of gas tanks recorded on the trucks: large, small and hidden. On Sunday, 60 percent had large gas tanks; 7 percent had small gas tanks; and 33 percent had hidden gas tanks. On Tuesday, 49 percent had large gas tanks; 20 percent had small gas tanks; and 31 percent had hidden gas tanks. Figure 10 graphically displays the weekday results.

Figure 10



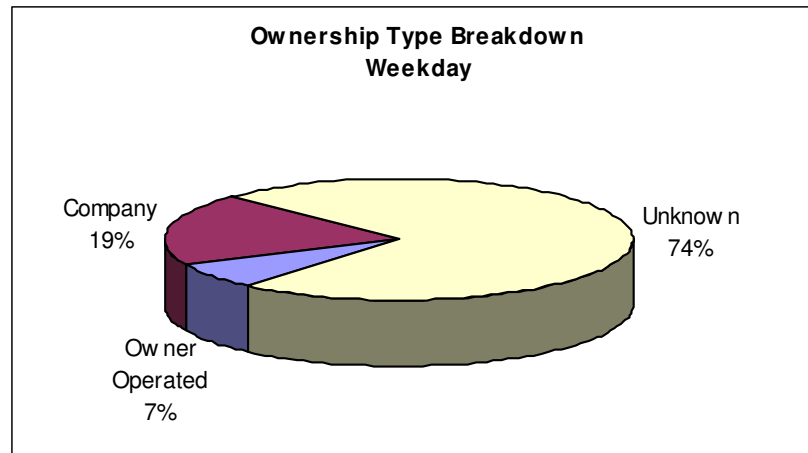
Trucks were also classified by whether or not they had a sleeper compartments. On Sunday, 94 percent had sleeper compartments and on Tuesday, 82 percent had sleeper attachments. Figure 11 summarizes the weekday data.

Figure 11



Ownership was classified as either company operated or owner operated. Those that could not be determined were classified as unknown. On Sunday, 14 percent were owner operated trucks, 36 percent were company operated trucks, and 50 percent were unknown. On Tuesday, 7 percent were owner operated, 19 percent were company operated and 74 percent were unknown. Figure 12 summarizes the weekday data.

Figure 12



The high percentage of trucks with sleeper compartments and large gas tanks suggests that more than 80 percent of the trucks in the corridor on a weekday are likely to be on long distance trips. Given that we calculated the maximum time savings for a through-trip using the Bella Vista Bypass is 12 minutes, there is a low incentive for a large proportion of these long-distance trucks to pay a toll to use the Bypass. Based on a day of driving, a time savings of 12 minutes is inconsequential. In addition, owner-operators usually receive a fixed fee per load, with fuel, lodging and tolls paid by the driver out of the fee. In this case, many of the drivers would likely avoid paying tolls wherever possible, unless time and distance savings fully offset the toll cost.

TRAFFIC AND REVENUE MODEL and BASE TRAFFIC AND REVENUE ESTIMATES

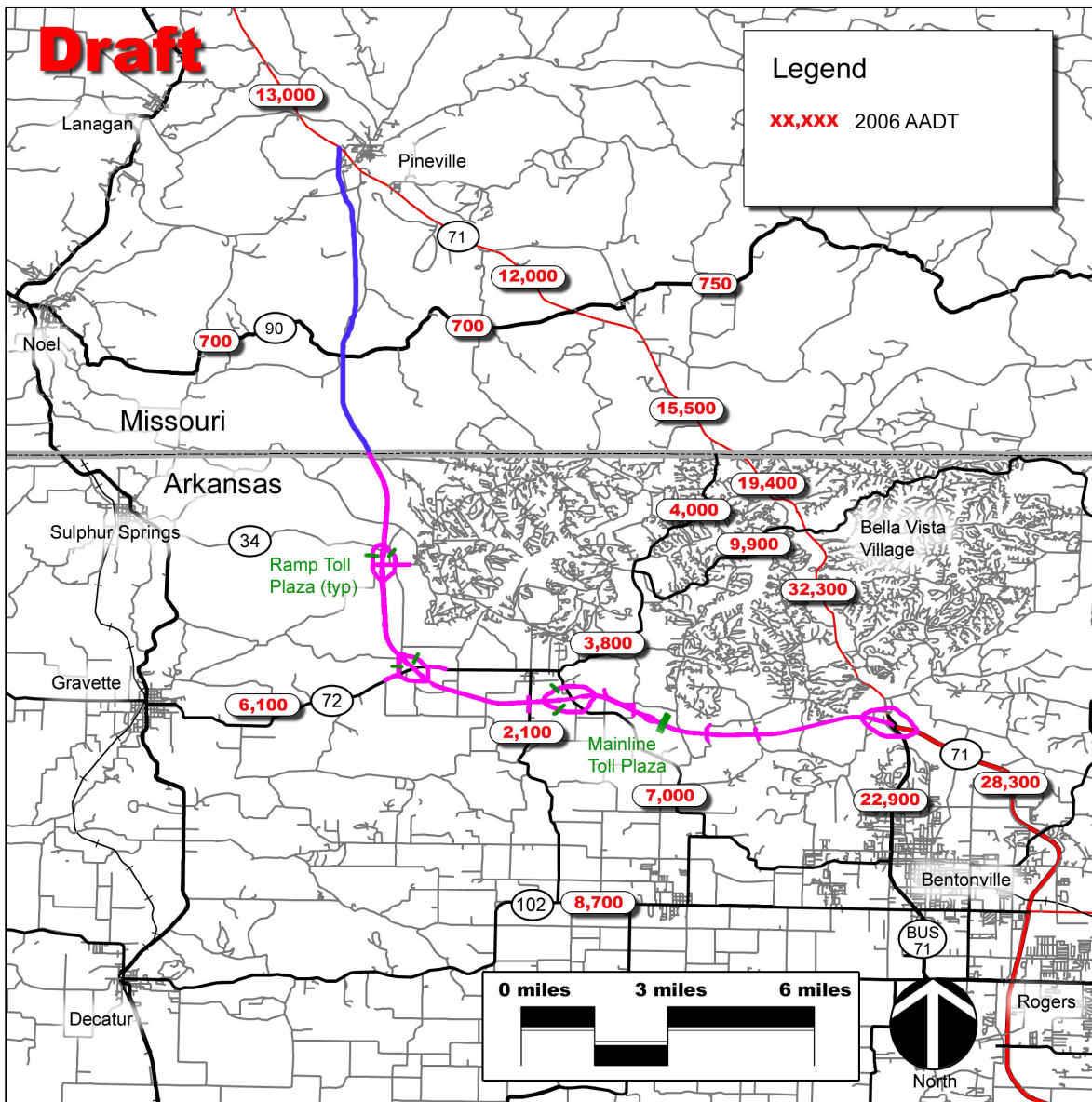
The following section summarizes the traffic and revenue model constructed to forecast traffic volumes and revenues for the Bella Vista Bypass.

Data Collection – Existing Traffic Conditions

As mentioned previously, traffic counts were collected at three locations along the existing US 71 and at three locations along feeder roadways to US 71, two on Highway 340 and one on Highway 279. In addition to traffic volume counts, speed data and classification counts were also conducted.

Counts conducted along US 71 near I-540 were used to determine the total traffic traveling northbound throughout the corridor. Traffic traveling southbound at the northern terminus of the Bella Vista Bypass was estimated based on screenline volumes given in the HNTB/ WSA Report.

Figure 13



Traffic counts were summarized for an average weekday and for Saturday and Sunday. Classification counts were used to determine the percentage of passenger vehicles, light trucks, and heavy trucks. Since the current proposed toll schedule calls for three separate toll rates, one for passenger vehicles, one for light trucks and one for heavy trucks, the model forecasts traffic and revenue for each of these categories. Actual traffic count data are shown in Figure 13.

Where possible, data from the 2006 Update Report were utilized. According to the 2006 Update Report and data from AHTD, traffic volumes in June are 6 percent higher than the average month. We reduced our count data by 6 percent to represent an average month and to then develop our calculations.

Growth Rates

Corridor growth considerations provide the foundation for the estimates of the future year traffic volumes and toll revenue estimates developed. Historical population and employment data were obtained from the US Bureau of the Census for the year 2000. County-level population, employment and household income projections were obtained from existing local and national sources.

We reviewed the projected growth rates for the Bella Vista Bypass given in the 2006 Update Report, as well as other economic and population data. The projected growth rates were compared to historic traffic growth rates in the area, as well as forecasted population and employment. Growth that would occur between today's existing conditions and the opening of the toll facility were not provided in the 2006 Update Report. We determined the potential growth for that period based on count data supplied in the 2004 and 2006 Reports. In consideration of the additional data that we reviewed, we had to gradually scale down our projected growth rates in order to meet HNTB/WSA's projected growth rates.

Growth rates for light trucks were the same as passenger vehicles. Growth rates for heavy trucks were reduced slightly to better represent the historic growth rate patterns for trucks.

Existing Traffic Data and Future Growth

Since a portion of the incentive to use the Bella Vista Bypass is time savings due to the avoidance of congestion we constructed a model that divided the week into eight time periods. After examining count data along US 71, weekday traffic volumes were divided into four separate periods, AM peak (7-10 AM), midday (MD) peak (12-2 PM), PM peak (2-7 PM), and off-peak (12-7 AM, 10 AM – 12 PM, 7 PM – 12 AM). Likewise, Saturday and Sunday were divided into two periods, peak (10 AM – 7 PM) and off-peak (12-10 AM, 7PM – 12AM). Growth rates for each vehicle class were applied and traffic volumes for each of the eight periods were projected for every year until 2042. These volumes represent the total "capturable" traffic for the Bella Vista Bypass.

Time Savings Calculations

The 2006 Update Report contains time and distance savings estimates for four separate origin-destination movements. While these four movements cover the "short", "medium", and "long" trip categories that would utilize the bypass, each origin-destination pair contains a segment of US 71 south of the decision point where vehicles must decide whether to take the free US 71 or the tolled Bella Vista Bypass. To more fairly compare the two route choices, we developed an independent estimate of the time-distance savings for the three trip categories for both peak travel conditions where congestion may exist on US 71 and off-peak conditions where free flow speeds on US 71 are likely.

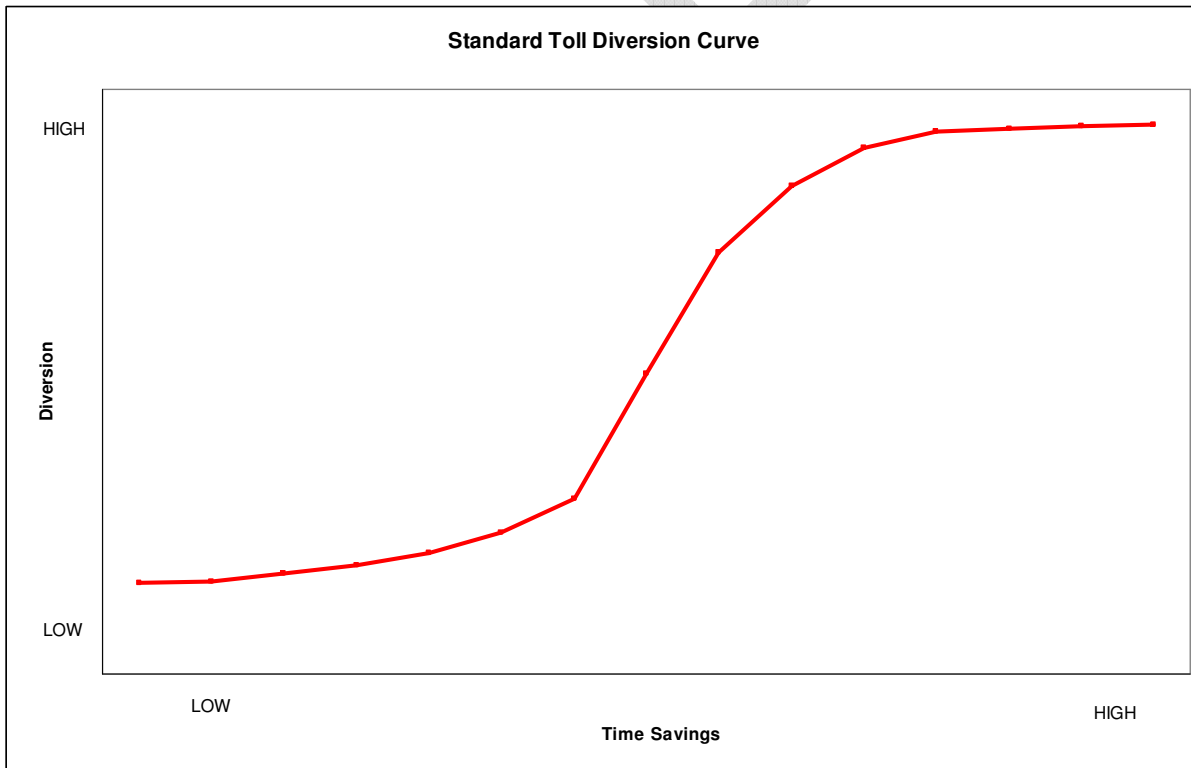
After examining the US 71 Corridor Management Plan, delays due to traffic signals were estimated for "short", "medium" and "long" trips through the corridor for both

peak and off-peak hours. Free-flow speeds were assumed to be 65 mph on the Bella Vista Bypass and between 45 and 55 mph on US 71. Our estimates for the time saved by using the Bella Vista Bypass vary from the HNTB/WSA estimates. During peak hours, our estimated time saved for “short” trips was the same as HNTB/WSA - 6 minutes; time saved for “medium” trips we estimated at 10 minutes compared to HNTB/WSA’s 7 minutes; and time saved for “long” trips we estimated would be 12 minutes compared to HNTB/WSA’s 14 minutes. Diversion curves based on time savings were applied to our estimates for each trip length.

Traffic Diversion Curves

Toll diversion curves were developed based on previous efforts made by Stantec Consulting. The economic data supplied in the 2006 Update Report and other data on median income were used to adapt the curves for use in Benton County, Arkansas. A sample diversion curve is shown in Figure 14. As time savings for a toll facility increases, the percentage of vehicles willing to pay the toll increases.

Figure 14



Trip purpose information from the 2006 Update Report was used to calculate a weighted average diversion curve. The desire of drivers of passenger vehicles to use a toll facility depends on time savings vs. toll rate, trip purpose and value of time. During the peak hours, work trips represent a significant portion of the volume on US 71 and the average value of time is generally the highest. For off-peak periods, this percentage was reduced by 2/3 and trip purposes were normalized and the weighted average was recalculated. This reflects the lower value of time of non-work trips.

Likewise, trip pattern information for both passenger vehicles and trucks from the 2006 Update Report was utilized. Trip patterns were applied to the “short”, “medium”, and “long” trips to determine the total amount of “potential” traffic for the Bella Vista Bypass. Passenger vehicles destined for Bella Vista Village, a “short” trip, comprised 44 percent of the total passenger vehicle trips, with 7 percent representing “medium” trips, and 19 percent destined for points north of the Bella Vista Bypass. Passenger vehicles destined for points east of US 71 (30 percent of the total passenger vehicle trips) were considered non-potential trips or users of the Bella Vista Bypass. The majority of truck trips were “long” trips, almost 70 percent destined for points north of the Bella Vista Bypass. Seventeen percent of truck trips were considered non-potential users because their destinations were east of US 71.

Table 2
Trip Length by Vehicle Class

	Potential Trips			Non-Potential Trips (%)
	Short Trips	Medium Trips	Long Trips	
	%	%	%	
Passenger Vehicles	44%	7%	19%	30%
Off-peak PV	44%	7%	19%	30%
Light Trucks	12%	2%	69%	17%
Heavy Trucks	12%	2%	69%	17%

The video survey of trucks traveling along US 71 shows that more than 80 percent of trucks traveling on a typical weekday are on long distance trips. Therefore, an estimated time savings of 10-12 minutes over a maximum eleven hour trip does not carry the same importance to these truck drivers. Owner-operators also tend to be very toll averse, since their payment is usually a fixed fee per load with any costs, including tolls, being deducted from their profit. Given these data, diversion rates for “medium” and “long” trips for both light and heavy trucks were reduced from HNTB/WSA levels by 5 and 10 percent, respectively.

Congestion along US 71

As mentioned previously, the collected speed data suggest that very little congestion exists along US 71 today, with the exception of a few hours of PM period northbound traffic during which speeds drop below the free-flow speed of about 45 - 55 mph. Using our collected data, it was estimated that speeds along US 71 northbound decreased when traffic volumes exceeded an average of 750 vehicles per lane per hour. Therefore, whenever forecasted traffic volumes exceeded 750 vehicles per lane per hour, an additional percentage of traffic was shifted onto the tolled Bella Vista Bypass.

Given the existing traffic statistics of the southbound traffic, no additional southbound traffic (other than those choosing to use the Bypass) was routed onto the Bella Vista Bypass due to congestion during peaking periods. While some congestion exists in the southbound direction near Bella Vista Village during the AM peak, further north

on Route 71 at the point where the Bella Vista Bypass splits from Route 71, traffic volumes are very light and little or no congestion exists.

Ramp Tolls

We did not conduct an independent estimate of the traffic and revenue that would be generated by the ramp toll collection points along the Bella Vista Bypass, as the ramp tolls were expected to generate less than 10 percent of the total revenues. We applied the ratio of the HNTB/WSA estimated mainline traffic to the HNTB/WSA estimated ramp traffic and we applied those factors to our own estimated mainline toll collection point transactions to estimate transactions and revenues for the ramp toll collection points.

Ramp-up

Ramp-up is often defined as the time it takes for the drivers to become aware of a new (toll) facility and its potential benefits, change old habits and begin using the new (toll) facility. Based on our experience from other toll facilities, typical ramp-up period is two to five years; several new toll facilities have reached equilibrium by year five (month 60), while other facilities, however, which were already part of an existing roadway network, reached equilibrium much faster, some within two years. Often, signage and mapping indicating the presence of the new facility are delayed and do not occur at the time of a facility's opening. This is particularly important when a facility will serve travelers coming from areas outside the project corridor.

For the Bella Vista Bypass, characteristics are such that we would expect the ramp-up period to be four years; therefore, our revenue estimates were reduced by 45 percent, 30 percent, 15 percent, and 10 percent for the first four years, respectively, to reflect ramp up.

Traffic and Revenue Estimates

Based on the aforementioned information, our traffic and revenue estimates in the opening year of 2011 are 1.3 million transactions yielding \$2.9 million in revenue. In 2042 transactions are estimated to increase to 4.0 million yielding revenue up to \$8.5 million. These are shown in Table 3; detailed information on the traffic and revenue estimates are shown in the Appendix tables and figures.

All Electronic Toll Facility

Traffic and revenue projections were also calculated for an alternative in which the Bella Vista Bypass operates as an all electronic toll collection (ETC) facility. Because there are no other toll facilities in the area, passenger vehicles were estimated to achieve a 35 percent ETC market share in opening year of 2011, increasing gradually to 70 percent by 2023. Assuming interoperability with existing ETC systems (such as E-ZPass), and since truck traffic is assumed to be comprised of longer distance trips, a higher ETC share was assumed: 50 percent for light trucks and 60 percent for heavy trucks in 2011. Truck ETC share reaches 80 percent for both light and heavy trucks by 2021.

Opening year 2011 ETC transactions are estimated to be 300,000 with revenue of \$730,000. In 2042 ETC transactions are estimated to increase to 2.88 million yielding revenue up to \$6.35 million. These are also shown in Table 3; detailed information, including assumed ETC capture rates by vehicle class, are shown in tables and figures in the Appendix.

Table 3

	Stantec Estimates			
	Full Service Toll Facility		All ETC Toll Facility	
	Transactions	Revenue	Transactions	Revenue
2011	1,300,000	\$2,900,000	470,000	\$1,200,000
2012	1,690,000	\$3,770,000	670,000	\$1,670,000
2013	2,150,000	\$4,720,000	920,000	\$2,240,000
2014	2,360,000	\$5,170,000	1,080,000	\$2,610,000
2015	2,690,000	\$5,860,000	1,320,000	\$3,150,000
2016	2,790,000	\$6,030,000	1,470,000	\$3,420,000
2017	2,840,000	\$6,150,000	1,590,000	\$3,690,000
2018	2,910,000	\$6,270,000	1,710,000	\$3,940,000
2019	2,960,000	\$6,380,000	1,830,000	\$4,200,000
2020	3,010,000	\$6,480,000	1,950,000	\$4,460,000
2021	3,070,000	\$6,580,000	2,080,000	\$4,720,000
2022	3,110,000	\$6,700,000	2,190,000	\$4,910,000
2023	3,170,000	\$6,800,000	2,290,000	\$5,060,000
2024	3,220,000	\$6,890,000	2,320,000	\$5,130,000
2025	3,260,000	\$6,990,000	2,350,000	\$5,200,000
2026	3,320,000	\$7,090,000	2,400,000	\$5,290,000
2027	3,380,000	\$7,200,000	2,430,000	\$5,360,000
2028	3,420,000	\$7,300,000	2,470,000	\$5,450,000
2029	3,470,000	\$7,420,000	2,500,000	\$5,520,000
2030	3,520,000	\$7,520,000	2,540,000	\$5,610,000
2031	3,560,000	\$7,600,000	2,560,000	\$5,670,000
2032	3,600,000	\$7,680,000	2,600,000	\$5,720,000
2033	3,640,000	\$7,760,000	2,620,000	\$5,780,000
2034	3,680,000	\$7,840,000	2,650,000	\$5,850,000
2035	3,710,000	\$7,930,000	2,680,000	\$5,900,000
2036	3,750,000	\$8,000,000	2,710,000	\$5,960,000
2037	3,800,000	\$8,090,000	2,730,000	\$6,030,000
2038	3,840,000	\$8,180,000	2,760,000	\$6,090,000
2039	3,870,000	\$8,250,000	2,800,000	\$6,160,000
2040	3,920,000	\$8,340,000	2,820,000	\$6,220,000
2041	3,960,000	\$8,430,000	2,850,000	\$6,290,000
2042	4,010,000	\$8,520,000	2,880,000	\$6,350,000

Sensitivity Analyses

The 2006 Update Report assumed a certain toll rate and location of the Mainline Toll Collection Point, growth rates and value of time. Vital to such an assessment or recommendation is also assessing the users' sensitivities. Sensitivity analyses were performed for eight separate scenarios:

- Passenger car toll rate lowered to \$0.75 at Mainline Toll Collection Point
- Passenger car toll rate lowered to \$1.00 at Mainline Toll Collection Point
- Passenger car toll rate lowered to \$1.25 at Mainline Toll Collection Point
- Passenger car toll rate raised to \$1.75 at Mainline Toll Collection Point
- Passenger car toll rate raised to \$2.00 at Mainline Toll Collection Point
- Value of Time Increased
- Value of Time Decreased
- Aggressive Traffic Growth Rates
- Relocation of the Mainline Toll Collection Point

The first sensitivity run decreased the toll rate at the Mainline Toll Collection Point to \$0.75 for passenger vehicles, \$2.50 for light trucks, and \$5.00 for heavy trucks. With the lowering of the toll rates, more vehicles were likely to use the Bella Vista Bypass. In addition to reducing the mainline toll, ramp tolls were reduced proportionately. Since the proposed mainline toll rate is \$0.75 for passenger vehicle, 50 percent lower than the base case scenario, the average toll rates given in the 2006 HNTB/WSA Report for the ramp toll collection points were reduced by 50 percent. Though transactions increased by nearly 31 percent per year from our base case scenario, due to the lower toll rate, the revenues generated decreased approximately 35 percent per year.

A second sensitivity run decreased the toll rate at the Mainline Toll Collection Point to \$1.00 for passenger vehicles, \$2.00 for light trucks and \$4.00 for heavy trucks. Average ramp toll rates were reduced proportionately, as discussed above. Similarly to the first sensitivity run, transactions increased by 20 percent per year, but revenue decreased by 20 percent per year compared to our base case scenario.

A third sensitivity run decreased the toll rate at the Mainline Toll Collection Point to \$1.25 for passenger vehicles, \$2.50 for light trucks and \$5.00 for heavy trucks. Average ramp toll rates were reduced proportionately, as discussed above. Transactions increased by 10 percent per year, but revenue decreased by 9 percent per year compared to our base case scenario.

The toll rate at the Mainline Toll Collection Point was increased to \$1.75 for passenger vehicles, \$3.50 for light trucks and \$7.00 for heavy trucks to determine whether raising the toll rate would have a positive impact on revenue. In this scenario, average ramp toll rates were increased by approximately 16 percent to remain consistent with the increase for the mainline toll. Even though transactions decreased by 10 percent per year, revenues increased by 5 percent over the base case scenario.

The final toll rate sensitivity run analyzed was increasing the Mainline Toll Collection Point to \$2.00 for passenger vehicles, \$4.00 for light trucks, and \$8.00 for heavy trucks. With the increase of the toll rates, the number of vehicles using the Bella Vista Bypass decreases. Average ramp toll rates were increased 33 percent to reflect the increase to the mainline toll. Transactions on the Bella Vista Bypass decreased 18 percent while revenues increased 5 percent compared to our base case scenario.

The value of time was increased to reflect a higher income in the area, which would increase a user's likelihood to pay a toll to save time. The value of time, however, only has a major influence over work-based trips and has little impact on light and heavy trucks. Based on trip purpose information from the 2006 Update Report, approximately 75 percent of northbound passenger vehicle trips were work-related trips and 80 percent of southbound passenger-vehicle trips were work-related. The increased value of time was added to these users causing an increase in passenger vehicles trips on the proposed Bella Vista Bypass. The increase in trips, however, only has a minor impact on overall transactions and revenues. Transactions increased approximately 3 percent per year over the base case scenario and revenues increased by 2 percent per year over the base case scenario.

Conversely, a sensitivity analysis was performed for a decrease in the value of time. Again, this decrease in value of time was only applied to work-related trips. With a decreased value of time, transactions were reduced by 3 percent per year and revenues decreased by approximately 3 percent per year over the base case scenario.

Since the Bentonville area has shown tremendous growth over the last decade, a sensitivity analysis was performed for aggressive growth continuing into the near future. With the aggressive growth rates, transactions increased by nearly 6 percent per year with revenue increasing by over 5 percent per year over the base case scenario.

The final sensitivity analysis involved the relocation of the Mainline Toll Collection Point closer to the Arkansas-Missouri border. This sensitivity analysis is ongoing and results will be available within the next week.

The following table summarizes the sensitivity analyses and their impacts on transactions and revenue.

Table 4		
Factors That Influence Bella Vista Traffic and Revenue Estimates		
Sensitivity Analysis	Impact on Transactions	Impact on Revenue
Toll rate lowered to \$0.75	Increase 31 percent	Decrease 35 percent
Toll rate lowered to \$1.00	Increase 20 percent	Decrease 20 percent
Toll rate lowered to \$1.25	Increase 10 percent	Decrease 9 percent
Toll rate raised to \$1.75	Decrease 10 percent	Increase 5 percent
Toll rate raised to \$2.00	Decrease 18 percent	Increase 8 percent
Value of Time increased	Increase 3 percent	Increase 2 percent
Value of Time decreased	Decrease 3 percent	Decrease 3 percent
Aggressive growth rates	Increase 6 percent	Increase 5 percent
Relocation of mainline toll collection point		

APPENDIX

DRAFT

Table 1
Transactions and Revenue - WSA Forecast 2004 and 2006

2006 REPORT						2004 REPORT					
	WSA Transactions	WSA Revenue	\$ / Transaction	% Change		Transactions	Revenue	\$ / Transaction	% Change		
				Transactions	Revenue				Transactions	Revenue	
2011	3,641,000	\$7,222,000	\$1.98	-	-	2007	4,737,000	\$7,672,000	\$1.62	-	-
2012	4,741,000	\$9,385,000	\$1.98	30.2%	30.0%	2008	4,879,000	\$7,892,000	\$1.62	3.0%	2.9%
2013	5,327,000	\$10,515,000	\$1.97	12.4%	12.0%	2009	5,025,000	\$8,118,000	\$1.62	3.0%	2.9%
2014	5,530,000	\$10,862,000	\$1.96	3.8%	3.3%	2010	5,175,000	\$8,351,000	\$1.61	3.0%	2.9%
2015	5,712,000	\$11,166,000	\$1.95	3.3%	2.8%	2011	5,330,000	\$8,591,000	\$1.61	3.0%	2.9%
2016	5,872,000	\$11,434,000	\$1.95	2.8%	2.4%	2012	5,490,000	\$8,838,000	\$1.61	3.0%	2.9%
2017	6,007,000	\$11,674,000	\$1.94	2.3%	2.1%	2013	5,654,000	\$9,092,000	\$1.61	3.0%	2.9%
2018	6,133,000	\$11,908,000	\$1.94	2.1%	2.0%	2014	5,823,000	\$9,353,000	\$1.61	3.0%	2.9%
2019	6,256,000	\$12,134,000	\$1.94	2.0%	1.9%	2015	5,997,000	\$9,621,000	\$1.60	3.0%	2.9%
2020	6,378,000	\$12,358,000	\$1.94	2.0%	1.8%	2016	6,177,000	\$9,897,000	\$1.60	3.0%	2.9%
2021	6,499,000	\$12,581,000	\$1.94	1.9%	1.8%	2017	6,362,000	\$10,181,000	\$1.60	3.0%	2.9%
2022	6,616,000	\$12,795,000	\$1.93	1.8%	1.7%	2018	6,552,000	\$10,473,000	\$1.60	3.0%	2.9%
2023	6,732,000	\$13,006,000	\$1.93	1.8%	1.6%	2019	6,748,000	\$10,774,000	\$1.60	3.0%	2.9%
2024	6,846,000	\$13,214,000	\$1.93	1.7%	1.6%	2020	6,951,000	\$11,083,000	\$1.59	3.0%	2.9%
2025	6,958,000	\$13,422,000	\$1.93	1.6%	1.6%	2021	7,055,000	\$11,249,000	\$1.59	1.5%	1.5%
2026	7,062,000	\$13,623,000	\$1.93	1.5%	1.5%	2022	7,161,000	\$11,418,000	\$1.59	1.5%	1.5%
2027	7,168,000	\$13,827,000	\$1.93	1.5%	1.5%	2023	7,268,000	\$11,589,000	\$1.59	1.5%	1.5%
2028	7,276,000	\$14,034,000	\$1.93	1.5%	1.5%	2024	7,377,000	\$11,763,000	\$1.59	1.5%	1.5%
2029	7,385,000	\$14,245,000	\$1.93	1.5%	1.5%	2025	7,488,000	\$11,939,000	\$1.59	1.5%	1.5%
2030	7,496,000	\$14,459,000	\$1.93	1.5%	1.5%	2026	7,563,000	\$12,058,000	\$1.59	1.0%	1.0%
2031	7,571,000	\$14,604,000	\$1.93	1.0%	1.0%	2027	7,639,000	\$12,179,000	\$1.59	1.0%	1.0%
2032	7,647,000	\$14,750,000	\$1.93	1.0%	1.0%	2028	7,715,000	\$12,301,000	\$1.59	1.0%	1.0%
2033	7,723,000	\$14,898,000	\$1.93	1.0%	1.0%	2029	7,792,000	\$12,424,000	\$1.59	1.0%	1.0%
2034	7,800,000	\$15,047,000	\$1.93	1.0%	1.0%	2030	7,870,000	\$12,548,000	\$1.59	1.0%	1.0%
2035	7,878,000	\$15,197,000	\$1.93	1.0%	1.0%	2031	7,949,000	\$12,673,000	\$1.59	1.0%	1.0%
2036	7,957,000	\$15,349,000	\$1.93	1.0%	1.0%	2032	8,028,000	\$12,800,000	\$1.59	1.0%	1.0%
2037	8,037,000	\$15,502,000	\$1.93	1.0%	1.0%	2033	8,108,000	\$12,928,000	\$1.59	1.0%	1.0%
2038	8,117,000	\$15,657,000	\$1.93	1.0%	1.0%	2034	8,189,000	\$13,057,000	\$1.59	1.0%	1.0%
2039	8,198,000	\$15,814,000	\$1.93	1.0%	1.0%	2035	8,271,000	\$13,188,000	\$1.59	1.0%	1.0%
2040	8,280,000	\$15,972,000	\$1.93	1.0%	1.0%	2036	8,354,000	\$13,320,000	\$1.59	1.0%	1.0%
2041	8,363,000	\$16,132,000	\$1.93	1.0%	1.0%	2037	8,438,000	\$13,453,000	\$1.59	1.0%	1.0%
2042	8,447,000	\$16,293,000	\$1.93	1.0%	1.0%						

WITHOUT RAMP-UP				
	Transactions	Revenue		
2011	4,854,667	\$9,629,333	-	-
2012	5,097,849	\$10,091,398	5.0%	4.8%
2013	5,327,000	\$10,515,000	4.5%	4.2%

Table 2
Estimated Transactions and Revenue - Stantec Consulting Forecast
Base Case Scenario

Year	Transactions Northbound	Transactions Southbound	Ramp Transactions	Total Transactions	Total Transactions (with Ramp-up)	Revenue Northbound	Revenue Southbound	Ramp Revenue	Total Revenue	Total Revenue (with Ramp-up)	Average Toll Northbound	Average Toll Southbound	Average Toll Total
2011	1,440,000	580,000	350,000	2,370,000	1,300,000	\$2,950,000	\$1,880,000	\$440,000	\$5,270,000	\$2,900,000	\$2.05	\$3.24	\$2.23
2012	1,480,000	600,000	350,000	2,430,000	1,700,000	\$3,020,000	\$1,920,000	\$450,000	\$5,390,000	\$3,770,000	\$2.04	\$3.20	\$2.22
2013	1,560,000	610,000	360,000	2,530,000	2,150,000	\$3,150,000	\$1,960,000	\$450,000	\$5,560,000	\$4,730,000	\$2.02	\$3.21	\$2.20
2014	1,640,000	620,000	360,000	2,620,000	2,360,000	\$3,290,000	\$1,990,000	\$460,000	\$5,740,000	\$5,170,000	\$2.01	\$3.21	\$2.19
2015	1,680,000	640,000	370,000	2,690,000	2,690,000	\$3,360,000	\$2,030,000	\$470,000	\$5,860,000	\$5,860,000	\$2.00	\$3.17	\$2.18
2016	1,760,000	650,000	380,000	2,790,000	2,790,000	\$3,500,000	\$2,070,000	\$470,000	\$6,040,000	\$6,040,000	\$1.99	\$3.18	\$2.16
2017	1,800,000	660,000	380,000	2,840,000	2,840,000	\$3,570,000	\$2,100,000	\$480,000	\$6,150,000	\$6,150,000	\$1.98	\$3.18	\$2.17
2018	1,840,000	680,000	390,000	2,910,000	2,910,000	\$3,650,000	\$2,140,000	\$490,000	\$6,280,000	\$6,280,000	\$1.98	\$3.15	\$2.16
2019	1,880,000	690,000	390,000	2,960,000	2,960,000	\$3,710,000	\$2,170,000	\$500,000	\$6,380,000	\$6,380,000	\$1.97	\$3.14	\$2.16
2020	1,910,000	700,000	400,000	3,010,000	3,010,000	\$3,780,000	\$2,210,000	\$500,000	\$6,490,000	\$6,490,000	\$1.98	\$3.16	\$2.16
2021	1,950,000	710,000	410,000	3,070,000	3,070,000	\$3,840,000	\$2,240,000	\$510,000	\$6,590,000	\$6,590,000	\$1.97	\$3.15	\$2.15
2022	1,980,000	720,000	410,000	3,110,000	3,110,000	\$3,910,000	\$2,270,000	\$520,000	\$6,700,000	\$6,700,000	\$1.97	\$3.15	\$2.15
2023	2,020,000	730,000	420,000	3,170,000	3,170,000	\$3,970,000	\$2,300,000	\$530,000	\$6,800,000	\$6,800,000	\$1.97	\$3.15	\$2.15
2024	2,050,000	750,000	430,000	3,230,000	3,230,000	\$4,030,000	\$2,330,000	\$530,000	\$6,890,000	\$6,890,000	\$1.97	\$3.11	\$2.13
2025	2,080,000	760,000	430,000	3,270,000	3,270,000	\$4,090,000	\$2,360,000	\$540,000	\$6,990,000	\$6,990,000	\$1.97	\$3.11	\$2.14
2026	2,110,000	770,000	440,000	3,320,000	3,320,000	\$4,150,000	\$2,400,000	\$550,000	\$7,100,000	\$7,100,000	\$1.97	\$3.12	\$2.14
2027	2,150,000	780,000	450,000	3,380,000	3,380,000	\$4,210,000	\$2,430,000	\$560,000	\$7,200,000	\$7,200,000	\$1.96	\$3.12	\$2.13
2028	2,180,000	790,000	450,000	3,420,000	3,420,000	\$4,270,000	\$2,470,000	\$570,000	\$7,310,000	\$7,310,000	\$1.96	\$3.13	\$2.14
2029	2,210,000	800,000	460,000	3,470,000	3,470,000	\$4,340,000	\$2,500,000	\$580,000	\$7,420,000	\$7,420,000	\$1.96	\$3.13	\$2.14
2030	2,240,000	810,000	470,000	3,520,000	3,520,000	\$4,400,000	\$2,540,000	\$590,000	\$7,530,000	\$7,530,000	\$1.96	\$3.14	\$2.14
2031	2,270,000	820,000	470,000	3,560,000	3,560,000	\$4,450,000	\$2,570,000	\$590,000	\$7,610,000	\$7,610,000	\$1.96	\$3.13	\$2.14
2032	2,290,000	830,000	480,000	3,600,000	3,600,000	\$4,490,000	\$2,590,000	\$600,000	\$7,680,000	\$7,680,000	\$1.96	\$3.12	\$2.13
2033	2,310,000	840,000	490,000	3,640,000	3,640,000	\$4,540,000	\$2,620,000	\$610,000	\$7,770,000	\$7,770,000	\$1.97	\$3.12	\$2.13
2034	2,330,000	850,000	500,000	3,680,000	3,680,000	\$4,580,000	\$2,650,000	\$620,000	\$7,850,000	\$7,850,000	\$1.97	\$3.12	\$2.13
2035	2,360,000	860,000	500,000	3,720,000	3,720,000	\$4,630,000	\$2,670,000	\$630,000	\$7,930,000	\$7,930,000	\$1.96	\$3.10	\$2.13
2036	2,380,000	860,000	510,000	3,750,000	3,750,000	\$4,670,000	\$2,700,000	\$640,000	\$8,010,000	\$8,010,000	\$1.96	\$3.14	\$2.14
2037	2,410,000	870,000	520,000	3,800,000	3,800,000	\$4,720,000	\$2,730,000	\$650,000	\$8,100,000	\$8,100,000	\$1.96	\$3.14	\$2.13
2038	2,430,000	880,000	530,000	3,840,000	3,840,000	\$4,770,000	\$2,750,000	\$660,000	\$8,180,000	\$8,180,000	\$1.96	\$3.13	\$2.13
2039	2,450,000	890,000	540,000	3,880,000	3,880,000	\$4,810,000	\$2,780,000	\$670,000	\$8,260,000	\$8,260,000	\$1.96	\$3.12	\$2.13
2040	2,480,000	900,000	540,000	3,920,000	3,920,000	\$4,860,000	\$2,810,000	\$680,000	\$8,350,000	\$8,350,000	\$1.96	\$3.12	\$2.13
2041	2,500,000	910,000	550,000	3,960,000	3,960,000	\$4,910,000	\$2,840,000	\$690,000	\$8,440,000	\$8,440,000	\$1.96	\$3.12	\$2.13
2042	2,530,000	920,000	560,000	4,010,000	4,010,000	\$4,960,000	\$2,870,000	\$700,000	\$8,530,000	\$8,530,000	\$1.96	\$3.12	\$2.13

Ramp-up
2011 55%
2012 70%
2013 85%
2014 90%

Table 3
Transaction and Revenue Breakdown
by Vehicle Class by Direction - Mainline Toll Plaza Only
Base Case Scenario

Bella Vista Bypass Northbound

	PV	LT	HT	Total		PV	LT	HT	Total
2011	1,240,000	40,000	160,000	1,440,000	2011	\$1,860,000	\$120,000	\$970,000	\$2,950,000
2012	1,270,000	40,000	160,000	1,470,000	2012	\$1,900,000	\$130,000	\$990,000	\$3,020,000
2013	1,350,000	40,000	170,000	1,560,000	2013	\$2,020,000	\$130,000	\$1,000,000	\$3,150,000
2014	1,430,000	40,000	170,000	1,640,000	2014	\$2,140,000	\$130,000	\$1,020,000	\$3,290,000
2015	1,460,000	50,000	170,000	1,680,000	2015	\$2,190,000	\$140,000	\$1,030,000	\$3,360,000
2016	1,540,000	50,000	170,000	1,760,000	2016	\$2,310,000	\$140,000	\$1,050,000	\$3,500,000
2017	1,580,000	50,000	180,000	1,810,000	2017	\$2,370,000	\$140,000	\$1,060,000	\$3,570,000
2018	1,610,000	50,000	180,000	1,840,000	2018	\$2,420,000	\$150,000	\$1,080,000	\$3,650,000
2019	1,650,000	50,000	180,000	1,880,000	2019	\$2,470,000	\$150,000	\$1,090,000	\$3,710,000
2020	1,680,000	50,000	180,000	1,910,000	2020	\$2,520,000	\$150,000	\$1,110,000	\$3,780,000
2021	1,710,000	50,000	190,000	1,950,000	2021	\$2,570,000	\$160,000	\$1,120,000	\$3,850,000
2022	1,740,000	50,000	190,000	1,980,000	2022	\$2,610,000	\$160,000	\$1,130,000	\$3,900,000
2023	1,770,000	50,000	190,000	2,010,000	2023	\$2,660,000	\$160,000	\$1,150,000	\$3,970,000
2024	1,800,000	50,000	190,000	2,040,000	2024	\$2,700,000	\$160,000	\$1,160,000	\$4,020,000
2025	1,830,000	60,000	200,000	2,090,000	2025	\$2,750,000	\$170,000	\$1,170,000	\$4,090,000
2026	1,860,000	60,000	200,000	2,120,000	2026	\$2,790,000	\$170,000	\$1,190,000	\$4,150,000
2027	1,890,000	60,000	200,000	2,150,000	2027	\$2,830,000	\$170,000	\$1,210,000	\$4,210,000
2028	1,920,000	60,000	200,000	2,180,000	2028	\$2,870,000	\$170,000	\$1,230,000	\$4,270,000
2029	1,940,000	60,000	210,000	2,210,000	2029	\$2,920,000	\$180,000	\$1,240,000	\$4,340,000
2030	1,970,000	60,000	210,000	2,240,000	2030	\$2,960,000	\$180,000	\$1,260,000	\$4,400,000
2031	1,990,000	60,000	210,000	2,260,000	2031	\$2,990,000	\$180,000	\$1,280,000	\$4,450,000
2032	2,010,000	60,000	210,000	2,280,000	2032	\$3,020,000	\$180,000	\$1,290,000	\$4,490,000
2033	2,030,000	60,000	220,000	2,310,000	2033	\$3,050,000	\$180,000	\$1,300,000	\$4,530,000
2034	2,050,000	60,000	220,000	2,330,000	2034	\$3,080,000	\$190,000	\$1,310,000	\$4,580,000
2035	2,070,000	60,000	220,000	2,350,000	2035	\$3,110,000	\$190,000	\$1,330,000	\$4,630,000
2036	2,090,000	60,000	220,000	2,370,000	2036	\$3,140,000	\$190,000	\$1,340,000	\$4,670,000
2037	2,120,000	60,000	230,000	2,410,000	2037	\$3,170,000	\$190,000	\$1,350,000	\$4,710,000
2038	2,140,000	60,000	230,000	2,430,000	2038	\$3,210,000	\$190,000	\$1,370,000	\$4,770,000
2039	2,160,000	70,000	230,000	2,460,000	2039	\$3,240,000	\$200,000	\$1,380,000	\$4,820,000
2040	2,180,000	70,000	230,000	2,480,000	2040	\$3,270,000	\$200,000	\$1,390,000	\$4,860,000
2041	2,200,000	70,000	230,000	2,500,000	2041	\$3,300,000	\$200,000	\$1,410,000	\$4,910,000
2042	2,220,000	70,000	240,000	2,530,000	2042	\$3,340,000	\$200,000	\$1,420,000	\$4,960,000

Bella Vista Bypass Southbound

	PV	LT	HT	Total		PV	LT	HT	Total
2011	330,000	50,000	210,000	590,000	2011	\$490,000	\$150,000	\$1,240,000	\$1,880,000
2012	330,000	50,000	210,000	590,000	2012	\$500,000	\$150,000	\$1,260,000	\$1,910,000
2013	340,000	50,000	210,000	600,000	2013	\$510,000	\$160,000	\$1,280,000	\$1,950,000
2014	350,000	50,000	220,000	620,000	2014	\$530,000	\$160,000	\$1,300,000	\$1,990,000
2015	360,000	60,000	220,000	640,000	2015	\$540,000	\$170,000	\$1,320,000	\$2,030,000
2016	370,000	60,000	220,000	650,000	2016	\$550,000	\$170,000	\$1,340,000	\$2,060,000
2017	380,000	60,000	230,000	670,000	2017	\$570,000	\$170,000	\$1,360,000	\$2,100,000
2018	390,000	60,000	230,000	680,000	2018	\$580,000	\$180,000	\$1,380,000	\$2,140,000
2019	390,000	60,000	230,000	680,000	2019	\$590,000	\$180,000	\$1,400,000	\$2,170,000
2020	400,000	60,000	240,000	700,000	2020	\$600,000	\$180,000	\$1,420,000	\$2,200,000
2021	410,000	60,000	240,000	710,000	2021	\$620,000	\$190,000	\$1,430,000	\$2,240,000
2022	420,000	60,000	240,000	720,000	2022	\$630,000	\$190,000	\$1,450,000	\$2,270,000
2023	420,000	70,000	240,000	730,000	2023	\$640,000	\$200,000	\$1,470,000	\$2,310,000
2024	430,000	70,000	250,000	750,000	2024	\$650,000	\$200,000	\$1,480,000	\$2,330,000
2025	440,000	70,000	250,000	760,000	2025	\$660,000	\$200,000	\$1,500,000	\$2,360,000
2026	450,000	70,000	250,000	770,000	2026	\$670,000	\$200,000	\$1,520,000	\$2,390,000
2027	450,000	70,000	260,000	780,000	2027	\$680,000	\$210,000	\$1,540,000	\$2,430,000
2028	460,000	70,000	260,000	790,000	2028	\$690,000	\$210,000	\$1,570,000	\$2,470,000
2029	470,000	70,000	270,000	810,000	2029	\$700,000	\$210,000	\$1,590,000	\$2,500,000
2030	470,000	70,000	270,000	810,000	2030	\$710,000	\$220,000	\$1,620,000	\$2,550,000
2031	480,000	70,000	270,000	820,000	2031	\$720,000	\$220,000	\$1,630,000	\$2,570,000
2032	480,000	70,000	270,000	820,000	2032	\$720,000	\$220,000	\$1,650,000	\$2,590,000
2033	490,000	70,000	280,000	840,000	2033	\$730,000	\$220,000	\$1,660,000	\$2,610,000
2034	490,000	80,000	280,000	850,000	2034	\$740,000	\$230,000	\$1,680,000	\$2,650,000
2035	500,000	80,000	280,000	860,000	2035	\$750,000	\$230,000	\$1,700,000	\$2,680,000
2036	500,000	80,000	290,000	870,000	2036	\$750,000	\$230,000	\$1,710,000	\$2,690,000
2037	510,000	80,000	290,000	880,000	2037	\$760,000	\$230,000	\$1,730,000	\$2,720,000
2038	510,000	80,000	290,000	880,000	2038	\$770,000	\$240,000	\$1,750,000	\$2,760,000
2039	520,000	80,000	290,000	890,000	2039	\$780,000	\$240,000	\$1,770,000	\$2,790,000
2040	520,000	80,000	300,000	900,000	2040	\$780,000	\$240,000	\$1,780,000	\$2,800,000
2041	530,000	80,000	300,000	910,000	2041	\$790,000	\$240,000	\$1,800,000	\$2,830,000
2042	530,000	80,000	300,000	910,000	2042	\$800,000	\$240,000	\$1,820,000	\$2,860,000

**Table 4
Assumed Diversion Rates and Trip Savings**

Route 71 Northbound

	Potential Trips									Non-Potential Trips (%) ¹
	Short Trips			Medium Trips			Long Trips			
	%	Time Savings (min)	% Diversion ²	%	Time Savings (min)	% Diversion ³	%	Time Savings (min)	% Diversion ³	
Passenger Vehicles	44%	6	28%	7%	10	47%	19%	12	51%	30%
Off-peak PV	44%	5	21%	7%	8	33%	19%	9	34%	30%
Light Trucks	12%	6	43%	2%	10	47%	69%	12	47%	17%
Heavy Trucks	12%	6	33%	2%	10	36%	69%	12	35%	17%

Route 71 Southbound

	Potential Trips									Non-Potential Trips (%) ¹
	Short Trips			Medium Trips			Long Trips			
	%	Time Savings (min)	% Diversion ²	%	Time Savings (min)	% Diversion ³	%	Time Savings (min)	% Diversion ³	
Passenger Vehicles	44%	6	28%	7%	10	47%	19%	12	52%	30%
Off-peak PV	44%	5	22%	7%	8	34%	19%	9	36%	30%
Light Trucks	12%	6	43%	2%	10	47%	69%	12	47%	17%
Heavy Trucks	12%	6	33%	2%	10	36%	69%	12	35%	17%

¹ Trips East of Route 71 were excluded from calculations since these trips will not be captured on the toll facility

² Shifted diversion curves for passenger vehicle short trips to account for short distance of trip and high toll rate per mile

³ Truck trips reduced by 10% and 5% for long and medium trips respectively due to high counts of trucks with sleeper cabs reducing the value of time savings

Trip Purpose - Passenger Vehicles⁴

	Peak		Off-Peak ⁵	
	Route 71 NB	Route 71 SB	Route 71 NB	Route 71 SB
Work	73.40%	81.30%	47.91%	59.17%
School	3.60%	2.30%	7.05%	5.02%
Shopping	14.20%	3.50%	27.81%	7.64%
Recreation	4.30%	5.20%	8.42%	11.35%
Other	3.70%	7.70%	7.25%	16.81%
Social	0.80%	0.00%	1.57%	0.00%
Total	100.00%	100.00%	100.00%	100.00%

⁴ Trip Purpose data taken from WSA Report

⁵ % of Work trips reduced by 2/3 and trip purposes reweighted for off-peak trips

% Diversion by Trip Purpose - Trucks

	Time Savings (min)		
	6	10	12
Light Trucks	43%	52%	57%
Heavy Trucks	33%	41%	45%

% Diversion by Trip Purpose - Passenger Vehicles

	Peak Trip Time Savings (min)			Off-Peak Trip Time Savings (min)		
	6	10	12	5	8	9
Work	37%	47%	53%	25%	31%	34%
School	35%	42%	46%	23%	28%	29%
Shopping	36%	43%	47%	25%	30%	32%
Recreation	44%	48%	50%	38%	42%	43%
Other	44%	48%	50%	38%	42%	43%
Social	44%	48%	50%	38%	42%	43%
Weighted Average NB⁶	38%	47%	51%	27%	33%	34%
Weighted Average SB⁶	38%	47%	52%	29%	34%	36%

⁶ Weighted average calculated using diversion %s and trip purpose %s

Table 5
Assumed ETC Capture Rates
by Vehicle Class - Mainline Toll Plaza Only

	Passenger Vehicles	Light Trucks	Heavy Trucks
2011	35%	50%	60%
2012	38%	53%	63%
2013	41%	56%	66%
2014	44%	59%	69%
2015	47%	62%	72%
2016	50%	65%	75%
2017	53%	68%	78%
2018	56%	71%	80%
2019	59%	74%	80%
2020	62%	77%	80%
2021	65%	80%	80%
2022	68%	80%	80%
2023	70%	80%	80%
2024	70%	80%	80%
2025	70%	80%	80%
2026	70%	80%	80%
2027	70%	80%	80%
2028	70%	80%	80%
2029	70%	80%	80%
2030	70%	80%	80%
2031	70%	80%	80%
2032	70%	80%	80%
2033	70%	80%	80%
2034	70%	80%	80%
2035	70%	80%	80%
2036	70%	80%	80%
2037	70%	80%	80%
2038	70%	80%	80%
2039	70%	80%	80%
2040	70%	80%	80%
2041	70%	80%	80%
2042	70%	80%	80%

Table 6
Estimated Transactions and Revenue - Stantec Consulting
All ETC Scenario

Year	Transactions Northbound	Transactions Southbound	Ramp Transactions	Total Transactions	Total Transactions (with Ramp-up)	Revenue Northbound	Revenue Southbound	Ramp Revenue	Total Revenue	Total Revenue (with Ramp-up)	Average Toll Northbound	Average Toll Southbound	Average Toll Total
2011	530,000	240,000	90,000	860,000	470,000	\$1,200,000	\$870,000	\$110,000	\$2,180,000	\$1,200,000	\$2.26	\$3.63	\$2.55
2012	590,000	270,000	100,000	960,000	670,000	\$1,310,000	\$940,000	\$130,000	\$2,380,000	\$1,670,000	\$2.22	\$3.48	\$2.49
2013	670,000	290,000	120,000	1,080,000	920,000	\$1,460,000	\$1,020,000	\$160,000	\$2,640,000	\$2,240,000	\$2.18	\$3.52	\$2.43
2014	750,000	310,000	140,000	1,200,000	1,080,000	\$1,620,000	\$1,100,000	\$180,000	\$2,900,000	\$2,610,000	\$2.16	\$3.55	\$2.42
2015	820,000	340,000	160,000	1,320,000	1,320,000	\$1,760,000	\$1,180,000	\$210,000	\$3,150,000	\$3,150,000	\$2.15	\$3.47	\$2.39
2016	910,000	370,000	190,000	1,470,000	1,470,000	\$1,930,000	\$1,260,000	\$230,000	\$3,420,000	\$3,420,000	\$2.12	\$3.41	\$2.33
2017	990,000	390,000	210,000	1,590,000	1,590,000	\$2,080,000	\$1,350,000	\$260,000	\$3,690,000	\$3,690,000	\$2.10	\$3.46	\$2.32
2018	1,070,000	420,000	220,000	1,710,000	1,710,000	\$2,230,000	\$1,430,000	\$280,000	\$3,940,000	\$3,940,000	\$2.08	\$3.40	\$2.30
2019	1,140,000	450,000	240,000	1,830,000	1,830,000	\$2,380,000	\$1,520,000	\$300,000	\$4,200,000	\$4,200,000	\$2.09	\$3.38	\$2.30
2020	1,220,000	480,000	250,000	1,950,000	1,950,000	\$2,530,000	\$1,610,000	\$320,000	\$4,460,000	\$4,460,000	\$2.07	\$3.35	\$2.29
2021	1,300,000	510,000	270,000	2,080,000	2,080,000	\$2,690,000	\$1,700,000	\$330,000	\$4,720,000	\$4,720,000	\$2.07	\$3.33	\$2.27
2022	1,380,000	530,000	280,000	2,190,000	2,190,000	\$2,810,000	\$1,740,000	\$360,000	\$4,910,000	\$4,910,000	\$2.04	\$3.28	\$2.24
2023	1,440,000	550,000	300,000	2,290,000	2,290,000	\$2,910,000	\$1,780,000	\$370,000	\$5,060,000	\$5,060,000	\$2.02	\$3.24	\$2.21
2024	1,460,000	550,000	310,000	2,320,000	2,320,000	\$2,950,000	\$1,800,000	\$380,000	\$5,130,000	\$5,130,000	\$2.02	\$3.27	\$2.21
2025	1,480,000	560,000	310,000	2,350,000	2,350,000	\$2,990,000	\$1,820,000	\$390,000	\$5,200,000	\$5,200,000	\$2.02	\$3.25	\$2.21
2026	1,510,000	570,000	320,000	2,400,000	2,400,000	\$3,040,000	\$1,850,000	\$400,000	\$5,290,000	\$5,290,000	\$2.01	\$3.25	\$2.20
2027	1,530,000	580,000	320,000	2,430,000	2,430,000	\$3,080,000	\$1,880,000	\$400,000	\$5,360,000	\$5,360,000	\$2.01	\$3.24	\$2.21
2028	1,550,000	590,000	330,000	2,470,000	2,470,000	\$3,130,000	\$1,910,000	\$410,000	\$5,450,000	\$5,450,000	\$2.02	\$3.24	\$2.21
2029	1,570,000	600,000	330,000	2,500,000	2,500,000	\$3,180,000	\$1,930,000	\$410,000	\$5,520,000	\$5,520,000	\$2.03	\$3.22	\$2.21
2030	1,600,000	600,000	340,000	2,540,000	2,540,000	\$3,230,000	\$1,960,000	\$420,000	\$5,610,000	\$5,610,000	\$2.02	\$3.27	\$2.21
2031	1,610,000	610,000	340,000	2,560,000	2,560,000	\$3,260,000	\$1,980,000	\$430,000	\$5,670,000	\$5,670,000	\$2.02	\$3.25	\$2.21
2032	1,630,000	620,000	350,000	2,600,000	2,600,000	\$3,290,000	\$2,000,000	\$430,000	\$5,720,000	\$5,720,000	\$2.02	\$3.23	\$2.20
2033	1,650,000	620,000	350,000	2,620,000	2,620,000	\$3,320,000	\$2,020,000	\$440,000	\$5,780,000	\$5,780,000	\$2.01	\$3.26	\$2.21
2034	1,660,000	630,000	360,000	2,650,000	2,650,000	\$3,360,000	\$2,040,000	\$450,000	\$5,850,000	\$5,850,000	\$2.02	\$3.24	\$2.21
2035	1,680,000	640,000	360,000	2,680,000	2,680,000	\$3,390,000	\$2,060,000	\$450,000	\$5,900,000	\$5,900,000	\$2.02	\$3.22	\$2.20
2036	1,700,000	640,000	370,000	2,710,000	2,710,000	\$3,420,000	\$2,080,000	\$460,000	\$5,960,000	\$5,960,000	\$2.01	\$3.25	\$2.20
2037	1,710,000	650,000	370,000	2,730,000	2,730,000	\$3,460,000	\$2,100,000	\$470,000	\$6,030,000	\$6,030,000	\$2.02	\$3.23	\$2.21
2038	1,730,000	650,000	380,000	2,760,000	2,760,000	\$3,490,000	\$2,130,000	\$470,000	\$6,090,000	\$6,090,000	\$2.02	\$3.28	\$2.21
2039	1,750,000	660,000	390,000	2,800,000	2,800,000	\$3,530,000	\$2,150,000	\$480,000	\$6,160,000	\$6,160,000	\$2.02	\$3.26	\$2.20
2040	1,760,000	670,000	390,000	2,820,000	2,820,000	\$3,560,000	\$2,170,000	\$490,000	\$6,220,000	\$6,220,000	\$2.02	\$3.24	\$2.21
2041	1,780,000	670,000	400,000	2,850,000	2,850,000	\$3,600,000	\$2,190,000	\$500,000	\$6,290,000	\$6,290,000	\$2.02	\$3.27	\$2.21
2042	1,800,000	680,000	400,000	2,880,000	2,880,000	\$3,640,000	\$2,210,000	\$500,000	\$6,350,000	\$6,350,000	\$2.02	\$3.25	\$2.20

Ramp-up
2011 55%
2012 70%
2013 85%
2014 90%

Table 7
Transaction and Revenue Breakdown
by Vehicle Class by Direction - Mainline Toll Plaza Only
All ETC Scenario

Bella Vista Bypass Northbound

	PV	LT	HT	Total		PV	LT	HT	Total
2011	430,000	20,000	80,000	530,000	2011	\$650,000	\$60,000	\$490,000	\$1,200,000
2012	480,000	20,000	90,000	590,000	2012	\$720,000	\$70,000	\$520,000	\$1,310,000
2013	550,000	20,000	90,000	660,000	2013	\$830,000	\$70,000	\$560,000	\$1,460,000
2014	630,000	30,000	100,000	760,000	2014	\$940,000	\$80,000	\$600,000	\$1,620,000
2015	690,000	30,000	110,000	830,000	2015	\$1,030,000	\$80,000	\$640,000	\$1,750,000
2016	770,000	30,000	110,000	910,000	2016	\$1,160,000	\$90,000	\$680,000	\$1,930,000
2017	840,000	30,000	120,000	990,000	2017	\$1,250,000	\$100,000	\$720,000	\$2,070,000
2018	900,000	30,000	130,000	1,060,000	2018	\$1,360,000	\$100,000	\$770,000	\$2,230,000
2019	970,000	40,000	130,000	1,140,000	2019	\$1,460,000	\$110,000	\$810,000	\$2,380,000
2020	1,040,000	40,000	140,000	1,220,000	2020	\$1,560,000	\$120,000	\$850,000	\$2,530,000
2021	1,110,000	40,000	150,000	1,300,000	2021	\$1,670,000	\$120,000	\$900,000	\$2,690,000
2022	1,180,000	40,000	150,000	1,370,000	2022	\$1,780,000	\$130,000	\$910,000	\$2,820,000
2023	1,240,000	40,000	150,000	1,430,000	2023	\$1,860,000	\$130,000	\$920,000	\$2,910,000
2024	1,260,000	40,000	150,000	1,450,000	2024	\$1,890,000	\$130,000	\$930,000	\$2,950,000
2025	1,280,000	40,000	160,000	1,480,000	2025	\$1,920,000	\$130,000	\$940,000	\$2,990,000
2026	1,300,000	50,000	160,000	1,510,000	2026	\$1,950,000	\$140,000	\$950,000	\$3,040,000
2027	1,320,000	50,000	160,000	1,530,000	2027	\$1,980,000	\$140,000	\$970,000	\$3,090,000
2028	1,340,000	50,000	160,000	1,550,000	2028	\$2,010,000	\$140,000	\$980,000	\$3,130,000
2029	1,360,000	50,000	170,000	1,580,000	2029	\$2,040,000	\$140,000	\$1,000,000	\$3,180,000
2030	1,380,000	50,000	170,000	1,600,000	2030	\$2,070,000	\$140,000	\$1,010,000	\$3,220,000
2031	1,400,000	50,000	170,000	1,620,000	2031	\$2,090,000	\$140,000	\$1,020,000	\$3,250,000
2032	1,410,000	50,000	170,000	1,630,000	2032	\$2,110,000	\$150,000	\$1,030,000	\$3,290,000
2033	1,420,000	50,000	170,000	1,640,000	2033	\$2,140,000	\$150,000	\$1,040,000	\$3,330,000
2034	1,440,000	50,000	180,000	1,670,000	2034	\$2,160,000	\$150,000	\$1,050,000	\$3,360,000
2035	1,450,000	50,000	180,000	1,680,000	2035	\$2,180,000	\$150,000	\$1,060,000	\$3,390,000
2036	1,470,000	50,000	180,000	1,700,000	2036	\$2,200,000	\$150,000	\$1,070,000	\$3,420,000
2037	1,480,000	50,000	180,000	1,710,000	2037	\$2,220,000	\$150,000	\$1,080,000	\$3,450,000
2038	1,500,000	50,000	180,000	1,730,000	2038	\$2,240,000	\$160,000	\$1,090,000	\$3,490,000
2039	1,510,000	50,000	180,000	1,740,000	2039	\$2,270,000	\$160,000	\$1,100,000	\$3,530,000
2040	1,530,000	50,000	190,000	1,770,000	2040	\$2,290,000	\$160,000	\$1,120,000	\$3,570,000
2041	1,540,000	50,000	190,000	1,780,000	2041	\$2,310,000	\$160,000	\$1,130,000	\$3,600,000
2042	1,560,000	50,000	190,000	1,800,000	2042	\$2,340,000	\$160,000	\$1,140,000	\$3,640,000

Bella Vista Bypass Southbound

	PV	LT	HT	Total		PV	LT	HT	Total
2011	110,000	20,000	100,000	230,000	2011	\$170,000	\$70,000	\$620,000	\$860,000
2012	130,000	30,000	110,000	270,000	2012	\$190,000	\$80,000	\$670,000	\$940,000
2013	140,000	30,000	120,000	290,000	2013	\$210,000	\$90,000	\$720,000	\$1,020,000
2014	150,000	30,000	130,000	310,000	2014	\$230,000	\$100,000	\$770,000	\$1,100,000
2015	170,000	30,000	140,000	340,000	2015	\$250,000	\$100,000	\$820,000	\$1,170,000
2016	180,000	40,000	150,000	370,000	2016	\$280,000	\$110,000	\$870,000	\$1,260,000
2017	200,000	40,000	150,000	390,000	2017	\$300,000	\$120,000	\$930,000	\$1,350,000
2018	220,000	40,000	160,000	420,000	2018	\$330,000	\$130,000	\$980,000	\$1,440,000
2019	230,000	40,000	170,000	440,000	2019	\$350,000	\$130,000	\$1,040,000	\$1,520,000
2020	250,000	50,000	180,000	480,000	2020	\$370,000	\$140,000	\$1,090,000	\$1,600,000
2021	270,000	50,000	190,000	510,000	2021	\$400,000	\$150,000	\$1,150,000	\$1,700,000
2022	280,000	50,000	190,000	520,000	2022	\$430,000	\$150,000	\$1,160,000	\$1,740,000
2023	300,000	50,000	200,000	550,000	2023	\$450,000	\$160,000	\$1,170,000	\$1,780,000
2024	300,000	50,000	200,000	550,000	2024	\$450,000	\$160,000	\$1,190,000	\$1,800,000
2025	310,000	50,000	200,000	560,000	2025	\$460,000	\$160,000	\$1,200,000	\$1,820,000
2026	310,000	50,000	200,000	560,000	2026	\$470,000	\$160,000	\$1,220,000	\$1,850,000
2027	320,000	60,000	210,000	590,000	2027	\$480,000	\$170,000	\$1,240,000	\$1,890,000
2028	320,000	60,000	210,000	590,000	2028	\$480,000	\$170,000	\$1,250,000	\$1,900,000
2029	330,000	60,000	210,000	600,000	2029	\$490,000	\$170,000	\$1,270,000	\$1,930,000
2030	330,000	60,000	220,000	610,000	2030	\$500,000	\$170,000	\$1,290,000	\$1,960,000
2031	330,000	60,000	220,000	610,000	2031	\$500,000	\$180,000	\$1,310,000	\$1,990,000
2032	340,000	60,000	220,000	620,000	2032	\$510,000	\$180,000	\$1,320,000	\$2,010,000
2033	340,000	60,000	220,000	620,000	2033	\$510,000	\$180,000	\$1,330,000	\$2,020,000
2034	340,000	60,000	220,000	620,000	2034	\$520,000	\$180,000	\$1,340,000	\$2,040,000
2035	350,000	60,000	230,000	640,000	2035	\$520,000	\$180,000	\$1,360,000	\$2,060,000
2036	350,000	60,000	230,000	640,000	2036	\$530,000	\$180,000	\$1,370,000	\$2,080,000
2037	360,000	60,000	230,000	650,000	2037	\$530,000	\$190,000	\$1,390,000	\$2,110,000
2038	360,000	60,000	230,000	650,000	2038	\$540,000	\$190,000	\$1,400,000	\$2,130,000
2039	360,000	60,000	240,000	660,000	2039	\$540,000	\$190,000	\$1,410,000	\$2,140,000
2040	370,000	60,000	240,000	670,000	2040	\$550,000	\$190,000	\$1,430,000	\$2,170,000
2041	370,000	60,000	240,000	670,000	2041	\$550,000	\$190,000	\$1,440,000	\$2,180,000
2042	370,000	70,000	240,000	680,000	2042	\$560,000	\$200,000	\$1,460,000	\$2,220,000