

**To:** Gerry Pate, P.E.  
**From:** Carlos L. Miranda  
**CC:** Shahram Bohluli, P.E.  
**Date:** April 27<sup>th</sup>, 2009  
**Re:** Hidalgo County Loop Traffic and Revenue figures for Section A and B.

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## *Scope*

The scope of this memorandum is limited to provide an intermediate level traffic and revenue projection for Sections A and B of the Hidalgo County Loop. These sections are intended to connect the international bridges on the United States - Mexico border with the industrial zones on the U.S. side of the border, and provide for expected increases in local traffic. The Loop will consist ultimately of six tolled Sections, A through F, as shown on Figure 1.

## *Scenarios*

Similarly to the previous report “County Loop Phase One Intermediate Traffic and Revenue Study”, three revenue scenarios were evaluated and are presented in this memorandum:

1. The High (revenue) Case—is based on the assumption that there is no TxDOT funding for capacity for enhancements or extensions of the non-tolled road system through 2050.
2. The Low (revenue) Case—is based on the assumption that the current \$1.1 billion MPO plan for funding of the non-tolled road system is implemented. This case represents the conventional approach to projecting future traffic and revenue.
3. The Base (revenue) Case—is based on the assumption that the currently “most likely” funding scenario for non-tolled roads, as defined by the project sponsors, of about \$15 million per year over the next 20 years is implemented.

For a complete description of these scenarios please refer to the “Hidalgo County Loop Phase One Intermediate Traffic and Revenue Study”.

## *Traffic and Revenue Figures*

C&M’s Traffic and Revenue (T&R) projections take into consideration past and present socioeconomic and traffic data trends to estimate future growth. The assessment and forecast is based on the existing regional traffic model and other existing information including newly collected data. Several sensitivity analyses were considered including sensitivities to changes in user’s Value of Time (VOT), toll rates and system configuration.

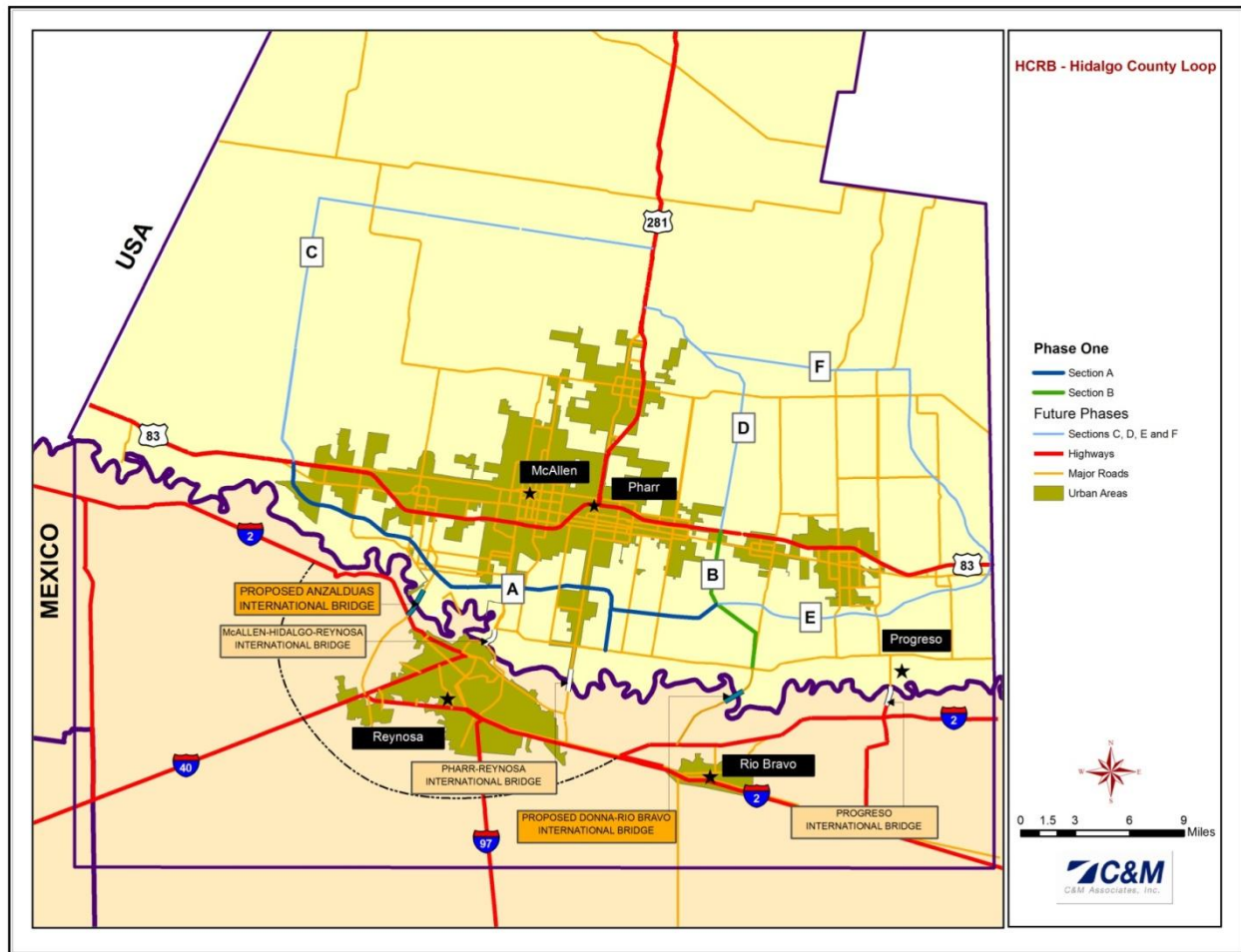
Sections A, and B traffic and revenue projections are presented in Tables 2 to 7 at the end of this memorandum. All revenue projections are in 2008 dollars.

The removal of Section C takes away the north-south function of the project, and makes Sections A and B a relief route for the US83 corridor. The effects in the system in terms of traffic can be summarized as follows:

- Vehicles that used Section C to bypass the US83/281 interchange will continue to use US 83..
- These vehicles produce more congestion in the corridor, increasing slightly the diversion to Sections A and B from other vehicles that otherwise would not use them.

It is important to note that employment, retail and population that was distributed along Section C during the socioeconomic review performed previously for the project was not modified for the analysis described in this technical memorandum. A re-allocation of these variables to other areas might increase the congestion in the US83 corridor, and therefore the diversion and revenue to Sections A and B.

**Figure 1- Hidalgo County Loop**



## *Assumptions*

The Intermediate “Base Case” traffic and revenue forecast presented herein has been based on the following main assumptions and those presented in: [Table 1](#)

- The forecast extends 40 years, from an estimated opening year 2011 to 2050.
- The model development was based on field counts and field observations (geometry and physical configuration of the highway network, levels of service, operational conditions, etc.) undertaken by C&M in 2008.
- The Loop will be tolled using an all electronic “open road” tolling system.
- Tolls are expressed in 2008 dollars and assumed to increase annually 1.6% in real terms.
- No discounts are offered to vehicles with multiple occupants (HOVs)
- Toll violation and leakage adjustment for traffic that does not pay tolls is assumed to be 5% of total traffic, for the entirety of the forecast period.<sup>1</sup>
- Traffic ramp-up and the incremental adaptation to electronic toll collection—“ETC penetration”—have the combined effect of reducing traffic to 57% at the project’s opening year, gradually recovering, to 95%, by the fifth year of operations.
- Each Section and each vehicle class (cars and trucks) has a different number of revenue days considered in the development of annual revenues. Please refer to Table 1 for details.
- The analysis is based primarily on socioeconomic input data and information received from TXP, such as growth patterns pertaining to socioeconomic variables, including population, employment, number of households and income over the years.
- The traffic network assumed for this scenario was provided by HCRB, and provides their understanding of the most likely TxDOT investment in the study area from 2008 to 2030.

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<sup>1</sup> In general, violation and leakage adjustment rates are assumed to be in the 2-3% range and to decrease over time. In the case of the Loop, C&M has assumed a higher and constant rate to account for traffic with Mexican license plates that may not be reached for collection or enforcement. Although C&M expects the Loop to be most attractive to local passenger vehicle traffic and to American long haul truckers, a higher violation and leakage rate was considered to be a prudent assumption.

**Table 1 – Post Processing Assumptions**

Item	Assumption																																	
Project name	Hidalgo County Loop – Sections A and B																																	
Project location	Hidalgo County, TX																																	
Opening year of operations	2011																																	
Last forecasted year	2050																																	
Toll project type	Toll Road																																	
Type of toll collection	Electronic Toll Collection (ETC) only																																	
Number of lanes	1 per direction on opening year (2011), additional lanes (up to 3 per direction) as needed																																	
Max Capacity General Purpose Lane	1600 vehicles per hour																																	
Truck percentage on facility	Varies with Section																																	
Bus percentage on facility	0%																																	
HOV discount	0%																																	
Period and toll increases	1 (every year). CPI+1.6%																																	
Violation/Leakage annual rate	5%																																	
Ramp Up and ETC penetration patterns	Custom (See Below)																																	
	<table border="1"> <thead> <tr> <th rowspan="2">Year</th> <th rowspan="2">Traditional Ramp Up</th> <th colspan="2">Average ETC Penetration</th> </tr> <tr> <th>P. C.</th> <th>Trucks</th> </tr> </thead> <tbody> <tr> <td>0</td> <td>50%</td> <td>65%</td> <td>65%</td> </tr> <tr> <td>1</td> <td>60%</td> <td>70%</td> <td>70%</td> </tr> <tr> <td>2</td> <td>70%</td> <td>75%</td> <td>75%</td> </tr> <tr> <td>3</td> <td>80%</td> <td>80%</td> <td>80%</td> </tr> <tr> <td>4</td> <td>90%</td> <td>85%</td> <td>85%</td> </tr> <tr> <td>5 and latter</td> <td>100%</td> <td>90%</td> <td>90%</td> </tr> </tbody> </table>				Year	Traditional Ramp Up	Average ETC Penetration		P. C.	Trucks	0	50%	65%	65%	1	60%	70%	70%	2	70%	75%	75%	3	80%	80%	80%	4	90%	85%	85%	5 and latter	100%	90%	90%
Year	Traditional Ramp Up	Average ETC Penetration																																
		P. C.	Trucks																															
0	50%	65%	65%																															
1	60%	70%	70%																															
2	70%	75%	75%																															
3	80%	80%	80%																															
4	90%	85%	85%																															
5 and latter	100%	90%	90%																															
Revenue days	Custom (See Below)																																	
	<table border="1"> <thead> <tr> <th rowspan="2">Section</th> <th colspan="2">A</th> <th colspan="2">B</th> </tr> <tr> <th>PC</th> <th>Trucks</th> <th>PC</th> <th>Trucks</th> </tr> </thead> <tbody> <tr> <td>RD</td> <td>360</td> <td>288</td> <td>360</td> <td>288</td> </tr> </tbody> </table>				Section	A		B		PC	Trucks	PC	Trucks	RD	360	288	360	288																
Section	A		B																															
	PC	Trucks	PC	Trucks																														
RD	360	288	360	288																														
Socioeconomic factors	TXP data Scenario A																																	

Table 2- Base Case Transactions Estimates

Year	Transactions				Total
	A		B		
	Cars	Trucks	Cars	Trucks	
2011	2,838,000	258,000	662,000	65,000	3,823,000
2012	4,063,000	382,000	962,000	95,000	5,502,000
2013	5,572,000	539,000	1,337,000	134,000	7,582,000
2014	7,395,000	732,000	1,794,000	181,000	10,102,000
2015	9,558,000	965,000	2,341,000	237,000	13,101,000
2016	12,091,000	1,241,000	2,986,000	304,000	16,622,000
2017	12,938,000	1,343,000	3,208,000	328,000	17,817,000
2018	13,784,000	1,445,000	3,430,000	352,000	19,011,000
2019	14,630,000	1,547,000	3,652,000	376,000	20,205,000
2020	15,476,000	1,649,000	3,874,000	400,000	21,399,000
2021	16,322,000	1,751,000	4,096,000	423,000	22,592,000
2022	17,169,000	1,853,000	4,318,000	447,000	23,787,000
2023	18,015,000	1,955,000	4,540,000	471,000	24,981,000
2024	18,861,000	2,056,000	4,762,000	495,000	26,174,000
2025	19,707,000	2,158,000	4,984,000	519,000	27,368,000
2026	20,553,000	2,260,000	5,206,000	543,000	28,562,000
2027	21,400,000	2,362,000	5,428,000	567,000	29,757,000
2028	22,246,000	2,464,000	5,650,000	591,000	30,951,000
2029	23,092,000	2,566,000	5,872,000	615,000	32,145,000
2030	23,938,000	2,668,000	6,094,000	639,000	33,339,000
2031	24,745,000	2,766,000	6,306,000	662,000	34,479,000
2032	25,514,000	2,860,000	6,508,000	684,000	35,566,000
2033	26,243,000	2,949,000	6,699,000	705,000	36,596,000
2034	26,933,000	3,035,000	6,880,000	725,000	37,573,000
2035	27,586,000	3,116,000	7,051,000	744,000	38,497,000
2036	28,202,000	3,193,000	7,213,000	762,000	39,370,000
2037	28,781,000	3,266,000	7,366,000	779,000	40,192,000
2038	29,326,000	3,335,000	7,510,000	795,000	40,966,000
2039	29,838,000	3,399,000	7,644,000	810,000	41,691,000
2040	30,317,000	3,460,000	7,770,000	824,000	42,371,000
2041	30,766,000	3,516,000	7,888,000	836,000	43,006,000
2042	31,186,000	3,569,000	7,999,000	848,000	43,602,000
2043	31,579,000	3,619,000	8,103,000	859,000	44,160,000
2044	31,945,000	3,666,000	8,199,000	869,000	44,679,000
2045	32,287,000	3,710,000	8,290,000	878,000	45,165,000
2046	32,622,000	3,750,000	8,375,000	886,000	45,633,000
2047	32,960,000	3,789,000	8,461,000	896,000	46,106,000
2048	33,301,000	3,828,000	8,548,000	906,000	46,583,000
2049	33,646,000	3,868,000	8,637,000	916,000	47,067,000
2050	33,994,000	3,907,000	8,725,000	926,000	47,552,000

**Table 3- Base Case Gross Revenue Estimates (In 2008 Dollars)**

Year	Gross Revenue				
	A		B		Total
	Cars	Trucks	Cars	Trucks	
2011	\$ 2,308,000	\$ 871,000	\$ 394,000	\$ 115,000	\$ 3,688,000
2012	3,436,000	1,354,000	584,000	172,000	5,546,000
2013	4,878,000	1,989,000	826,000	245,000	7,938,000
2014	6,678,000	2,799,000	1,128,000	337,000	10,942,000
2015	8,882,000	3,806,000	1,498,000	450,000	14,636,000
2016	11,537,000	5,038,000	1,943,000	586,000	19,104,000
2017	12,655,000	5,597,000	2,122,000	642,000	21,016,000
2018	13,803,000	6,172,000	2,307,000	700,000	22,982,000
2019	14,980,000	6,762,000	2,495,000	760,000	24,997,000
2020	16,186,000	7,367,000	2,689,000	821,000	27,063,000
2021	17,422,000	7,987,000	2,887,000	883,000	29,179,000
2022	18,688,000	8,622,000	3,090,000	947,000	31,347,000
2023	19,983,000	9,273,000	3,298,000	1,013,000	33,567,000
2024	21,308,000	9,938,000	3,510,000	1,080,000	35,836,000
2025	22,662,000	10,619,000	3,727,000	1,148,000	38,156,000
2026	24,046,000	11,315,000	3,949,000	1,218,000	40,528,000
2027	25,460,000	12,027,000	4,175,000	1,290,000	42,952,000
2028	26,903,000	12,753,000	4,406,000	1,363,000	45,425,000
2029	28,376,000	13,495,000	4,642,000	1,437,000	47,950,000
2030	29,878,000	14,251,000	4,883,000	1,513,000	50,525,000
2031	31,334,000	14,986,000	5,116,000	1,587,000	53,023,000
2032	32,740,000	15,697,000	5,341,000	1,658,000	55,436,000
2033	34,092,000	16,382,000	5,557,000	1,726,000	57,757,000
2034	35,389,000	17,040,000	5,764,000	1,791,000	59,984,000
2035	36,627,000	17,670,000	5,961,000	1,853,000	62,111,000
2036	37,808,000	18,271,000	6,150,000	1,912,000	64,141,000
2037	38,930,000	18,843,000	6,330,000	1,968,000	66,071,000
2038	39,994,000	19,386,000	6,500,000	2,021,000	67,901,000
2039	41,000,000	19,901,000	6,661,000	2,071,000	69,633,000
2040	41,951,000	20,387,000	6,813,000	2,117,000	71,268,000
2041	42,847,000	20,845,000	6,956,000	2,161,000	72,809,000
2042	43,690,000	21,277,000	7,091,000	2,202,000	74,260,000
2043	44,482,000	21,682,000	7,217,000	2,241,000	75,622,000
2044	45,225,000	22,062,000	7,336,000	2,277,000	76,900,000
2045	45,922,000	22,418,000	7,449,000	2,313,000	78,102,000
2046	46,624,000	22,758,000	7,565,000	2,348,000	79,295,000
2047	47,338,000	23,103,000	7,681,000	2,385,000	80,507,000
2048	48,063,000	23,454,000	7,800,000	2,422,000	81,739,000
2049	48,798,000	23,811,000	7,921,000	2,460,000	82,990,000
2050	49,545,000	24,172,000	8,043,000	2,498,000	84,258,000

Table 4- Low Case Transactions Estimates

Year	Transactions				Total
	A		B		
	Cars	Trucks	Cars	Trucks	
2011	2,838,000	258,000	662,000	65,000	3,823,000
2012	3,964,000	375,000	941,000	92,000	5,372,000
2013	5,323,000	521,000	1,282,000	125,000	7,251,000
2014	6,938,000	699,000	1,693,000	164,000	9,494,000
2015	8,828,000	912,000	2,179,000	210,000	12,129,000
2016	11,015,000	1,162,000	2,746,000	265,000	15,188,000
2017	11,645,000	1,249,000	2,920,000	280,000	16,094,000
2018	12,273,000	1,333,000	3,094,000	297,000	16,997,000
2019	12,901,000	1,420,000	3,267,000	313,000	17,901,000
2020	13,529,000	1,505,000	3,440,000	328,000	18,802,000
2021	14,156,000	1,592,000	3,614,000	344,000	19,706,000
2022	14,783,000	1,676,000	3,787,000	360,000	20,606,000
2023	15,410,000	1,763,000	3,960,000	376,000	21,509,000
2024	16,035,000	1,848,000	4,133,000	392,000	22,408,000
2025	16,662,000	1,932,000	4,306,000	408,000	23,308,000
2026	17,288,000	2,019,000	4,479,000	424,000	24,210,000
2027	17,913,000	2,104,000	4,651,000	440,000	25,108,000
2028	18,539,000	2,189,000	4,824,000	455,000	26,007,000
2029	19,163,000	2,274,000	4,996,000	472,000	26,905,000
2030	19,788,000	2,360,000	5,170,000	487,000	27,805,000
2031	20,382,000	2,442,000	5,335,000	501,000	28,660,000
2032	20,946,000	2,520,000	5,492,000	515,000	29,473,000
2033	21,479,000	2,593,000	5,640,000	527,000	30,239,000
2034	21,982,000	2,662,000	5,780,000	539,000	30,963,000
2035	22,457,000	2,727,000	5,913,000	549,000	31,646,000
2036	22,903,000	2,788,000	6,037,000	559,000	32,287,000
2037	23,320,000	2,846,000	6,154,000	567,000	32,887,000
2038	23,712,000	2,901,000	6,264,000	574,000	33,451,000
2039	24,079,000	2,952,000	6,367,000	582,000	33,980,000
2040	24,422,000	3,001,000	6,463,000	589,000	34,475,000
2041	24,743,000	3,046,000	6,553,000	596,000	34,938,000
2042	25,042,000	3,088,000	6,638,000	603,000	35,371,000
2043	25,322,000	3,127,000	6,716,000	611,000	35,776,000
2044	25,582,000	3,163,000	6,789,000	618,000	36,152,000
2045	25,843,000	3,197,000	6,858,000	626,000	36,524,000
2046	26,107,000	3,229,000	6,928,000	632,000	36,896,000
2047	26,373,000	3,262,000	6,998,000	640,000	37,273,000
2048	26,643,000	3,294,000	7,068,000	647,000	37,652,000
2049	26,914,000	3,327,000	7,141,000	655,000	38,037,000
2050	27,189,000	3,360,000	7,213,000	662,000	38,424,000

**Table 5- Low Case Gross Revenue Estimates (In 2008 Dollars)**

Year	Gross Revenue				
	A		B		Total
	Cars	Trucks	Cars	Trucks	
2011	\$ 2,308,000	\$ 871,000	\$ 394,000	\$ 115,000	\$ 3,688,000
2012	3,359,000	1,317,000	571,000	165,000	5,412,000
2013	4,683,000	1,893,000	790,000	229,000	7,595,000
2014	6,315,000	2,617,000	1,062,000	306,000	10,300,000
2015	8,293,000	3,511,000	1,391,000	400,000	13,595,000
2016	10,654,000	4,593,000	1,783,000	510,000	17,540,000
2017	11,576,000	5,053,000	1,926,000	548,000	19,103,000
2018	12,524,000	5,526,000	2,075,000	588,000	20,713,000
2019	13,492,000	6,012,000	2,225,000	631,000	22,360,000
2020	14,485,000	6,508,000	2,381,000	674,000	24,048,000
2021	15,500,000	7,016,000	2,538,000	716,000	25,770,000
2022	16,539,000	7,536,000	2,700,000	761,000	27,536,000
2023	17,602,000	8,069,000	2,866,000	806,000	29,343,000
2024	18,688,000	8,613,000	3,034,000	853,000	31,188,000
2025	19,797,000	9,169,000	3,208,000	900,000	33,074,000
2026	20,931,000	9,737,000	3,384,000	949,000	35,001,000
2027	22,087,000	10,318,000	3,563,000	998,000	36,966,000
2028	23,266,000	10,909,000	3,746,000	1,048,000	38,969,000
2029	24,470,000	11,514,000	3,934,000	1,098,000	41,016,000
2030	25,697,000	12,128,000	4,125,000	1,150,000	43,100,000
2031	26,882,000	12,724,000	4,309,000	1,201,000	45,116,000
2032	28,023,000	13,298,000	4,486,000	1,249,000	47,056,000
2033	29,118,000	13,851,000	4,656,000	1,296,000	48,921,000
2034	30,166,000	14,380,000	4,819,000	1,340,000	50,705,000
2035	31,164,000	14,886,000	4,973,000	1,383,000	52,406,000
2036	32,113,000	15,366,000	5,120,000	1,423,000	54,022,000
2037	33,014,000	15,823,000	5,260,000	1,461,000	55,558,000
2038	33,866,000	16,256,000	5,392,000	1,498,000	57,012,000
2039	34,669,000	16,665,000	5,517,000	1,532,000	58,383,000
2040	35,427,000	17,050,000	5,635,000	1,564,000	59,676,000
2041	36,140,000	17,411,000	5,746,000	1,594,000	60,891,000
2042	36,809,000	17,752,000	5,850,000	1,623,000	62,034,000
2043	37,436,000	18,070,000	5,948,000	1,649,000	63,103,000
2044	38,023,000	18,369,000	6,040,000	1,674,000	64,106,000
2045	38,599,000	18,649,000	6,132,000	1,699,000	65,079,000
2046	39,183,000	18,925,000	6,226,000	1,725,000	66,059,000
2047	39,777,000	19,206,000	6,322,000	1,751,000	67,056,000
2048	40,380,000	19,491,000	6,419,000	1,779,000	68,069,000
2049	40,991,000	19,782,000	6,517,000	1,806,000	69,096,000
2050	41,612,000	20,076,000	6,617,000	1,834,000	70,139,000

**Table 6- High Case Transactions Estimates**

Year	Transactions				Total
	A		B		
	Cars	Trucks	Cars	Trucks	
2011	2,838,000	258,000	662,000	65,000	3,823,000
2012	4,099,000	387,000	967,000	96,000	5,549,000
2013	5,660,000	553,000	1,351,000	135,000	7,699,000
2014	7,557,000	758,000	1,819,000	183,000	10,317,000
2015	9,818,000	1,008,000	2,381,000	241,000	13,448,000
2016	12,473,000	1,305,000	3,045,000	310,000	17,133,000
2017	13,399,000	1,419,000	3,280,000	335,000	18,433,000
2018	14,323,000	1,534,000	3,515,000	361,000	19,733,000
2019	15,249,000	1,650,000	3,750,000	387,000	21,036,000
2020	16,174,000	1,766,000	3,984,000	412,000	22,336,000
2021	17,103,000	1,882,000	4,219,000	436,000	23,640,000
2022	18,030,000	1,996,000	4,454,000	462,000	24,942,000
2023	18,958,000	2,113,000	4,689,000	487,000	26,247,000
2024	19,886,000	2,228,000	4,925,000	513,000	27,552,000
2025	20,815,000	2,343,000	5,160,000	539,000	28,857,000
2026	21,743,000	2,460,000	5,396,000	565,000	30,164,000
2027	22,673,000	2,576,000	5,631,000	590,000	31,470,000
2028	23,603,000	2,692,000	5,867,000	615,000	32,777,000
2029	24,533,000	2,809,000	6,102,000	640,000	34,084,000
2030	25,465,000	2,926,000	6,338,000	666,000	35,395,000
2031	26,355,000	3,038,000	6,564,000	690,000	36,647,000
2032	27,205,000	3,146,000	6,780,000	714,000	37,845,000
2033	28,012,000	3,247,000	6,985,000	737,000	38,981,000
2034	28,778,000	3,344,000	7,181,000	758,000	40,061,000
2035	29,504,000	3,435,000	7,366,000	779,000	41,084,000
2036	30,189,000	3,521,000	7,541,000	799,000	42,050,000
2037	30,835,000	3,602,000	7,707,000	817,000	42,961,000
2038	31,444,000	3,680,000	7,863,000	835,000	43,822,000
2039	32,017,000	3,752,000	8,009,000	852,000	44,630,000
2040	32,555,000	3,821,000	8,147,000	867,000	45,390,000
2041	33,060,000	3,885,000	8,276,000	881,000	46,102,000
2042	33,533,000	3,945,000	8,397,000	895,000	46,770,000
2043	33,977,000	4,001,000	8,510,000	907,000	47,395,000
2044	34,392,000	4,055,000	8,616,000	919,000	47,982,000
2045	34,781,000	4,105,000	8,715,000	930,000	48,531,000
2046	35,150,000	4,151,000	8,807,000	940,000	49,048,000
2047	35,522,000	4,197,000	8,899,000	950,000	49,568,000
2048	35,898,000	4,242,000	8,993,000	961,000	50,094,000
2049	36,279,000	4,288,000	9,088,000	972,000	50,627,000
2050	36,663,000	4,334,000	9,183,000	982,000	51,162,000

**Table 7- High Case Gross Revenue Estimates (In 2008 Dollars)**

Year	Gross Revenue				
	A		B		Total
	Cars	Trucks	Cars	Trucks	
2011	\$ 2,308,000	\$ 871,000	\$ 394,000	\$ 115,000	\$ 3,688,000
2012	3,494,000	1,386,000	587,000	173,000	5,640,000
2013	5,028,000	2,070,000	834,000	248,000	8,180,000
2014	6,957,000	2,952,000	1,142,000	342,000	11,393,000
2015	9,337,000	4,057,000	1,521,000	458,000	15,373,000
2016	12,218,000	5,415,000	1,978,000	598,000	20,209,000
2017	13,488,000	6,058,000	2,164,000	656,000	22,366,000
2018	14,793,000	6,721,000	2,357,000	717,000	24,588,000
2019	16,133,000	7,402,000	2,554,000	781,000	26,870,000
2020	17,507,000	8,102,000	2,758,000	844,000	29,211,000
2021	18,916,000	8,818,000	2,964,000	909,000	31,607,000
2022	20,360,000	9,554,000	3,177,000	977,000	34,068,000
2023	21,838,000	10,309,000	3,395,000	1,046,000	36,588,000
2024	23,353,000	11,081,000	3,616,000	1,116,000	39,166,000
2025	24,899,000	11,872,000	3,845,000	1,188,000	41,804,000
2026	26,484,000	12,681,000	4,077,000	1,262,000	44,504,000
2027	28,101,000	13,511,000	4,315,000	1,339,000	47,266,000
2028	29,754,000	14,356,000	4,558,000	1,416,000	50,084,000
2029	31,442,000	15,222,000	4,806,000	1,494,000	52,964,000
2030	33,166,000	16,105,000	5,059,000	1,575,000	55,905,000
2031	34,839,000	16,965,000	5,305,000	1,655,000	58,764,000
2032	36,458,000	17,800,000	5,543,000	1,732,000	61,533,000
2033	38,018,000	18,607,000	5,772,000	1,805,000	64,202,000
2034	39,518,000	19,385,000	5,992,000	1,876,000	66,771,000
2035	40,952,000	20,131,000	6,202,000	1,944,000	69,229,000
2036	42,323,000	20,845,000	6,403,000	2,009,000	71,580,000
2037	43,628,000	21,527,000	6,595,000	2,071,000	73,821,000
2038	44,868,000	22,177,000	6,775,000	2,130,000	75,950,000
2039	46,042,000	22,794,000	6,946,000	2,186,000	77,968,000
2040	47,154,000	23,378,000	7,108,000	2,238,000	79,878,000
2041	48,203,000	23,930,000	7,261,000	2,288,000	81,682,000
2042	49,192,000	24,452,000	7,406,000	2,335,000	83,385,000
2043	50,123,000	24,944,000	7,541,000	2,379,000	84,987,000
2044	50,997,000	25,406,000	7,669,000	2,420,000	86,492,000
2045	51,817,000	25,842,000	7,789,000	2,460,000	87,908,000
2046	52,623,000	26,250,000	7,913,000	2,499,000	89,285,000
2047	53,443,000	26,661,000	8,036,000	2,539,000	90,679,000
2048	54,275,000	27,080,000	8,162,000	2,580,000	92,097,000
2049	55,118,000	27,505,000	8,291,000	2,622,000	93,536,000
2050	55,975,000	27,936,000	8,421,000	2,665,000	94,997,000