NORTH CAROLINA
MARITIME Strategy

NC Maritime Strategy
Economic Impact and Benefit Cost Assessment

Prepared for the
North Carolina Department of Transportation

by

AECOM
in association with URS

June 26, 2012

This page intentionally blank

ACKNOWLEDGEMENTS

Initiated by the Governor's Logistics Task Force (GLTF), the *North Carolina Maritime Strategy* takes a fresh look at North Carolina's maritime assets and the needs for improvement to ensure that our State remains competitive in the future. A *Maritime Strategy* Executive Team has been formed to oversee this process, evaluate the results and provide an objective technical and economic analysis. The *Maritime Strategy* Executive Team includes: Lieutenant Governor Walter Dalton; the Governor's Senior Policy Advisor, Al Delia; Secretary of Transportation, Gene Conti; Secretary of Commerce, J. Keith Crisco; and Secretary of Environment and Natural Resources, Dee Freeman. The following North Carolina Department of Transportation (NCDOT) and North Carolina Department of Commerce (NCDOC) staff have provided day-to-day direction, guidance and support for study execution: NCDOT Director of Strategic Initiatives, Roberto Canales PE; NCDOT Project Manager, Virginia Mabry; NCDOT Liaison to the Lieutenant Governor, W. Seth Palmer; NCDOT/Commerce Liaison Joseph (Jed) McMillan; and Transportation Consultant to NCDOT and Global TransPark, Charles Diehl.

A Maritime Advisory Council, comprising State officials and staff, along with industry representatives from ocean shipping, trucking, rail and manufacturing interests, as well as community-at-large representatives, has provided further guidance and support to the study team. A roster of Advisory Council membership is included in the appendix of this report.

Finally, broad-based stakeholder outreach is key to successful development of the statewide *Maritime Strategy*. A comprehensive and ongoing public involvement program has provided additional input to the study by engaging the public, agencies and others through a series of informational meetings, public workshops and focused discussions with industry, as well as environmental and community groups.

This page intentionally blank

EXECUTIVE SUMMARY

The *North Carolina Maritime Strategy* is being developed to connect maritime goods and economic development in North Carolina. This is accomplished through the following primary tasks:

- Facilitated collaboration of freight transportation, economic development and community interests as input to the statewide strategy,
- Definition of North Carolina's economic context and maritime market positioning strategies that would offer the greatest economic benefit to the State, and
- Identification of infrastructure investments and policies that would most significantly enhance North Carolina's economy through improved performance of the State's maritime gateways and related trade corridors.

The *North Carolina Maritime Strategy* will define maritime market scenarios in which the State could realize economic and public benefit. Opportunities to be explored will include those associated with import and export of containerized cargo, as well as the potential for expanded bulk, breakbulk, petrochemical and military cargos. Special emphasis will be made to link potential market positions with industry in the State. The range of market position alternatives to be investigated may include regional transshipment of goods, container-on-barge service and major international container terminal operations.

For each viable market scenario, the Strategy will define its infrastructure needs. Transportation investments to be examined may include reconfiguration or modernization of existing port facilities, new terminal developments, wharf and channel improvements, road and rail connections, and inland intermodal facilities. A comparative analysis of development alternatives will be conducted to measure the relative benefits, effectiveness and costs associated with various alternatives for market positions and associated infrastructure.

As input to the presentation of a decision matrix of maritime investment alternatives for consideration by the State of North Carolina, this *Economic Impact and Benefit Cost Assessment* technical memorandum quantifies public and private benefits that could be realized through each of the proposed maritime market scenarios.

This page intentionally blank

TABLE OF CONTENTS

ACKNOWLEDGEMENTS III
EXECUTIVE SUMMARY V
TABLE OF CONTENTS VII
LIST OF FIGURES IX
LIST OF TABLES XI
1 INTRODUCTION 1
2 METHODS USED TO ASSESS IMPACTS AND BENEFITS 3
3 ECONOMIC IMPACTS 5
3.1 Approach to Estimating Impacts 5
3.1.1 Construction Impacts 5
3.1.2 Operations Impacts 5
3.1.3 Tax Impacts 6
3.2 Construction and Operations Impacts 6
3.2.1 Construction 7
3.2.2 Operations 8
3.2.3 Economic Development 9
4 BENEFIT COST ANALYSIS 15
4.1 Approach to Benefit Cost Analysis 15
4.1.1 Direct Shipper Benefits 16
4.1.2 Logistics Benefits 18
4.1.3 Highway Maintenance Costs Avoided 18
4.1.4 Emissions 19
4.1.5 Grade Crossing Benefits 19
4.1.6 Non-Freight Traveler Benefits 19
4.1.7 Residual Value 20
4.2 Benefit Cost Ratios 20
4.3 Assessment of Greenfield and Combined Market Scenarios 25
4.3.1 Morehead City Option 1 25
4.3.2 Morehead City Option 2 28
4.3.3 Port of Wilmington 31
4.4 Alternative Greenfield Container Port Sites 33
5 DISCUSSION OF PUBLIC SUGGESTIONS OF MARKET SCENARIOS 36

5.1 Passenger Cruise Terminal 36
5.2 Cooperative Fish Market....37
6 ASSESSMENT OF PROPOSED PORT USES FOR POTENTIAL INCOMPATIBILITY WITH PREDOMINANT ECONOMIC SECTORS OF SURROUNDING COMMUNITY 38
6.1 Surrounding Port Communities....38
6.2 Predominant Economic Sectors in the Surrounding Communities 39
6.2.1 Employment....39
6.2.2 Annual Cash Receipts....39
6.2.3 Tourism and Retiree-Focused Industries....40
6.3 Economic Diversity of Port Communities 40
6.4 Compatibility of Port Uses 42
6.4.1 Benefits of Maritime-Focused Infrastructure Investments to Tourism and Other Economic Sectors....42
6.4.2 Grain and Wood Products....42
6.4.3 Ro-Ro/Oversize Cargo and Wind....43
6.4.4 Containers and Refrigerated Cargo....43
APPENDIX....44
Federal Guidance....44
Project Costs and Construction Impacts....45
Operating Cost and Impacts by Market Scenario 49
Elements of the Benefit Cost Analysis....54
Discounted Construction Cost 54
Discounted Operating Cost....55
Shipper Savings 55
Logistics Benefits 59
Accident Savings....60
Travel Time Savings....64
Highway Maintenance Avoided....66
Emissions Avoided 67
Grade Crossing Benefits....68
Residual 68

LIST OF FIGURES

Figure 1: Industry Demand for Transportation Services: Incremental Increase in Transportation Cost (cents per dollar) to Realize One Dollar Increase in Production 17

Figure 2: Conceptual Morehead City Port Master Plan Option 1 26

Figure 3: Proposed Use of 43-Acre Edgewater Tract 26

Figure 4: Conceptual Morehead City Port Master Plan Option 2 29

Figure 5: Conceptual Wilmington Port Master Plan 31

This page intentionally blank

LIST OF TABLES

Table 1: Summary of Capital Costs by Major Cost Category ($ Millions, 2011) 7

Table 2: Total Employment (job years), Earnings and Fiscal Impacts Associated with Construction (2014–2040) 8

Table 3: Summary of Operating Impacts of Proposed Infrastructure Investments 9

Table 4: Summary of Recurring Annual Economic Development Impacts Associated with A Typical Investment to Support Grain Exports 10

Table 5: Summary of Recurring Annual Economic Development Impacts Associated with Investments to Support Wood Pellets 10

Table 6: Summary of Recurring Annual Economic Development Impacts Associated with Investment to Support Other Wood Products 11

Table 7: Summary of Recurring Annual Economic Development Impacts Associated with a Typical Investment to Support Containers 11

Table 8: Summary of Recurring Annual Economic Development Impacts Associated with Typical Investments to Support Refrigerated Cargo 12

Table 9: Summary of Recurring Annual Economic Development Impacts Associated with a Typical New Equipment Manufacturing Plant to Support Ro/Ro and Oversize Cargo 12

Table 10: Summary of Recurring Annual Economic Development Impacts Associated with Investments to Support Wind Power (maintenance of offshore facility) 13

Table 11: NC Maritime Benefit/Cost Analysis of Alternative Market Scenarios 23

Table 12: Employment, Earnings and Fiscal Impacts Associated with Construction of Morehead City Port Master Plan Option 1 and Related Maritime Infrastructure 27

Table 13: Employment, Earnings and Fiscal Impacts Associated with the Operation of Morehead City Port Master Plan Option 1 and Related Maritime Infrastructure 27

Table 14: Benefit/Cost Analysis of Morehead City Port Master Plan Option 1, 2017-2046 27

Table 15: Benefit/Cost Analysis of Morehead City Port Master Plan Option 2, 2017-2046 29

Table 16: Employment, Earnings and Fiscal Impacts Associated with Construction of Morehead City Port Master Plan Option 2 and Related Maritime Infrastructure 30

Table 17: Employment, Earnings, and Fiscal Impacts Associated with Operation of Morehead City Port Master Plan Option 2 31

Table 18: Benefit/Cost Analysis of Wilmington Port Master Plan, 2017-2046 32

Table 19: Employment, Earnings and Fiscal Impacts Associated with Construction of Wilmington Port Master Plan and Related Maritime Infrastructure....32

Table 20: Employment, Earnings, and Fiscal Impacts Associated with Operation of Wilmington Port Master Plan 33

Table 21: Benefit/Cost Analysis of River Road and Southport Container Port Alternatives....34

Table 22: Employment, Earnings and Fiscal Impacts Associated with Construction of River Road and Southport Container Ports 34

Table 23: Employment, Earnings, and Fiscal Impacts Associated with Operation of Southport and River Road Container Ports 35

Table 24: Concentration of Retiree-aged Population in Port Communities 40

Table 25: Hachman Index of Industrial Diversity 42

Table 26: Summary of Short Term and Long-Term Capital Costs ($millions) 45

Table 27: Summary of Costs by Major Cost Category....46

Table 28: Construction Impacts by Market Scenario 47

Table 29: Employment, Earnings and Fiscal Impacts Associated with Construction....48

Table 30: Employment Impacts Associated with At-Port Non-Container Operations 49

Table 31: At-Port Employment Impacts (selected years)....50

Table 32: Highway Maintenance Employment Impacts by Scenario (selected years)....51

Table 33: Total Operations Earnings Impacts (at-port and highway maintenance for selected years)....52

Table 34: Total Operations Earnings Impacts (at-port and highway maintenance for selected years)....53

Table 35: Summary of Capital Cost Discounting ($ in millions) 54

Table 36: Summary of Operating Costs Associated with Long-Term Investments....55

Table 37: Five Percent Discount Example for Two Base Rates....56

Table 38: Grain Shipper Savings Illustration 57

Table 39: Summary of Shipper Savings (millions) 58

Table 40: Crash Rates by Severity for Interstate and State Highway Facilities in North Carolina 60

Table 41: Crash Rates by Severity for Divided and Undivided Facilities in North Carolina 60

Table 42: Derivation of Accidents Avoided by Upgrading Highways as Part of Maritime Investments 62

Table 43: Summary of Travel Time Benefits for Each Market Scenario.....64

Table 44: Estimates of Highway Damage Avoided by Market Scenario.....66

Table 45: Value of Emissions Avoided (millions).....67

Table 46: Summary of Adjustments Made to Derive Grade Crossing Benefits (millions, 2011 $) 68

Table 47: Summary of Long-Term Residual Value Calculation 69

This page intentionally blank

1 INTRODUCTION

The purpose of this technical memorandum is to assess the economic impacts and benefits associated with implementation of the market and infrastructure scenarios described in the associated technical memoranda on capital improvements and market scenarios.

The terms impact and benefit are used deliberately to distinguish between those outcomes that are associated with economic impact analysis and benefit cost analysis (BCA). Impacts are positive and/or negative outcomes experienced as a result of a transportation investment. Generally, impacts are not included in a benefit cost analysis; they include outcomes such as jobs, earnings and tax revenues. Benefits (or disbenefits) are positive (or negative) outcomes that are included in benefit cost analysis, including user, non-user, community, and wider economic gains (or losses) experienced as a result of a transportation investment.

The proposed investments have the potential to generate economic impacts and benefits through their construction, operation, and subsequent market response to the new freight capability. Impacts and benefits are estimated for the state as a whole, with consideration for compatibility with the surrounding port community's economic structure. The memo begins by discussing the methods used to estimate the economic impacts and benefits. The impact and benefit results for the market scenarios at the existing ports are evaluated in the next section. The final section presents economic impacts and benefits for alternative scenarios developed in response to client questions and public comments during the course of the study; these include the impacts and benefits of greenfield sites, bundling individual improvements, and the economic potential of a community fish market and cruise terminal.

This page intentionally blank

2 METHODS USED TO ASSESS IMPACTS AND BENEFITS

As multiple market scenarios are assessed in the subsequent sections, the methodology is described here to introduce the approach taken to the project evaluation, including economic impact and benefit/cost analyses.

The **economic impact analysis** focuses on metrics such as construction jobs created and sustained, operations and maintenance jobs created and sustained, potential economic development, and fiscal impacts. It examines what changes would occur due to a project's construction and implementation and who would be affected by this change, regardless of whether the change is a transfer within the economy or represents a net new impact. (For example, wages are considered a transfer within an economy as they represent a gain to the worker but a cost to the employer.)

By contrast, the **benefit/cost analysis** considers the potential net benefits attributable to the project, i.e. those differences between an improvement case (with project) and base case (no build, or without project) adjusted for any transfers. These economic benefits include transportation and operational (travel time, travel cost, and accident reductions), environmental sustainability (emissions reduction), productivity gains (shipper savings), benefits to other modes (additional rail capacity and grade crossing benefits), residual value of the investment, and investments avoided (if any).

In both the economic impact analysis and the subsequent benefit/cost analysis, the structure of the assessment is the same. The base case is that the proposed improvement needed to capitalize on a market opportunity is not constructed and operated. The improvement case is that one or more of the proposed investments summarized in the *Maritime Strategy Capital Cost Technical Memorandum* is built and used by shippers to capture the market opportunity. The "benefits" or "impacts" of the improvement case are then the differences in various measures between the base case and the improvement case.

This page intentionally blank

3 ECONOMIC IMPACTS

The proposed *Maritime Strategy* investments would generate economic impacts through its construction and daily operation for the State of North Carolina. These economic impacts include the following three areas:

- **Construction impacts**. Construction of the project would create jobs and expand payrolls for the duration of the project's construction cycle.
- **Operating impacts**. Since the project adds new services, there would be hiring associated with its operation and the local purchases of goods and services necessary to operate the project. Unlike the one-time construction impacts, these new operations jobs and local purchases required would be recurring impacts.
- **Tax base impacts**. The additional earnings generated by the construction and operations activity would yield personal income tax revenues and sales tax revenues for the state. These tax revenues are calculated by applying an effective tax rate to the estimated net change in earnings.

Each is discussed in more detail below.

The direct, indirect, and induced economic impacts associated with the construction and operation of the proposed maritime investments are measured using regional multipliers from the Bureau of Economic Analysis (BEA) within the US Department of Commerce. Derived from the Regional Input-Output Modeling System (RIMS II), the RIMS II multipliers measure the total change (direct + indirect + induced effects) in employment and earnings that result from an incremental change to a particular industry. Since the focus of the study is on the state's competitiveness, state level economic multipliers are used. The multipliers are tailored by BEA to reflect the industrial structure of the state's economy. The multipliers are based on the 2002 Input-Output Table for the nation and 2008 regional accounts data; they represent the latest version available at the time this analysis was prepared. While there are more sophisticated models available for estimating impacts, the RIMS II multipliers offer a transparent and straightforward approach to assessing impacts.

3.1 Approach to Estimating Impacts

3.1.1 Construction Impacts

Construction impacts are estimated by applying the BEA RIMS II multipliers for North Carolina to the capital costs for at port and landside improvements, as outlined in the *Capital Cost Technical Memorandum*. The costs are adjusted to remove right of way purchases as these contain no labor and thus do not generate jobs or earnings. In addition, the costs are divided into two categories: spending for construction activity and spending for professional services. The multipliers for construction and professional services industries are applied accordingly to estimate the associated jobs and earnings associated with construction activity.

3.1.2 Operations Impacts

Operating impacts are estimated for both landside and at port activity. Direct port operations employment is based on the projected work hours to load/unload the forecasted tonnages. In 2040, projected direct labor needs are 10.7 for the grain scenario; 6.6 for the wood pellets

scenario; 48 for other wood products; and 8 for Ro-Ro. Direct jobs for container traffic is calculated using a ratio of 40 direct jobs per 100,000 TEU moves[1]. As these are estimates for 2040, the employment is "back cast" to reduce the employment in earlier years, which reflects the gradual ramp up of activity and avoids overstating employment impacts. Total port impacts are estimated by applying the water transportation industry multiplier.

Highway maintenance costs are estimated by calculating the number of new lane miles added as part of the market scenario under evaluation and assuming an operations and maintenance cost of $20,000 per lane mile. This value was obtained from the Fuel Tax Subcommittee of the South Carolina Taxation Realignment Commission (TRAC) Draft Report and Recommendations to Full TRAC August 10, 2010. It reflects an "all in" average annual cost for repairs, mowing, and other routine operations and maintenance costs. There are numerous studies of highway costs conducted by individual states and regional authorities. This value was selected as it is comprehensive and will capture similar weather conditions.

3.1.3 Tax Impacts

The *North Carolina Department of Revenue Statistical Abstract* (2010) provides data on Individual Income Tax Net Collections as a Share of Total Personal Income (Figure 25.1). This ratio provides an overall metric that averages across all the variations in deductions and exemptions included in individual returns. Between 1996 and 2008, that ratio was consistently above 3.0 percent, moving with a low value of 3.0 and a high of 3.56 percent. In the last three years for which tax data are tabulated and available, the ratio has fallen from a value of 3.48 percent in 2008 to an all-time low of 2.81 percent in 2010. In light of the change and departure from past experience, this analysis applies a three-year average spanning the 2008 to 2010 period, yielding an effective tax rate of 3.07 percent for personal income.

The approach for assessing retail sales tax impacts also applies an effective rate because workers' purchases will span internet, out-of-state, taxable and non-retail taxed items (mortgage payments for example); as it is impossible to know where and on what type of goods workers will spend, an effective rate provides an overall estimate of the amount of retail "capture" relative to personal income. The *North Carolina Department of Revenue Statistical Abstract* (Table 27) provides an estimate of sales tax collections as a share of personal income: 1.51 for 2008, the latest year for which data are available. The notes to the table report that "Effective October 1, 2008, the general state rate increased from 4.25 percent to 4.5 percent; effective September 1, 2009, the rate increased to 5.5 percent; effective October 1, 2009, the rate increased to 5.75 percent." As the rate increased subsequent to the year for which the effective retail sales tax is reported, it is adjusted proportionately to capture the rate increase. This adjustment assumes that the pattern of spending remains constant across taxing jurisdictions and types of goods; just the tax rate increases.

3.2 Construction and Operations Impacts

The construction, local operating purchases, and new hiring for operations associated with the proposed projects represent the direct effects of the investments on the state's economy. The purchases associated with construction and operation also would stimulate demand for support industries. As a result, a further increase of new employment across a variety of industrial sectors and occupational categories is expected as employers hire to meet this increase in local

[1] A typical ratio used in port planning work.

consumer demand. Additionally, the earnings of these newly-hired construction and operations and maintenance workers would translate into a proportional increase in consumer demand as these workers purchase goods and services in the state. This latter hiring represents the project's induced impacts.

Construction and operations jobs and earnings impacts are estimated based on the construction costs and assumptions concerning the requirements for both port-side and landside operations.

3.2.1 Construction

Construction of the proposed maritime improvements would have a substantial impact on the state's economy due to the direct and indirect employment supported by the construction expenditures. The number of construction jobs generated by the candidate investments is based on construction cost estimates developed and described the *Capital Cost Technical Memorandum*. The total gross capital expenditures are divided into four major categories. These include:

- **General construction**: waterway, port and terminal, roadway, railroad and inland facilities and contingencies;
- **Right-of-way (ROW)**: all rights-of-way, land and existing improvements;
- **Equipment**: equipment manufacturing, installation and assembly; and
- **Soft costs**: professional engineering and related services.

Table 1 summarizes the capital costs by expenditure activity for candidate investments.

Table 1: Summary of Capital Costs by Major Cost Category ($ Millions, 2011)

	Total Construction Cost	Construction	Professional Services	ROW
Grain	1,523	777	305	442
Wood Pellets	417	213	83	121
Wood Products	351	179	70	102
Containers	3,752	1,914	750	1,088
Refrigerated	24	--	--	--
Ro/Ro	2,524	1,287	505	732

Source: AECOM/URS capital cost estimates

The economic impact of these expenditures varies by expenditure type and depends on the amount of state-produced goods and services embodied in the purchases. Construction goods and services would be purchased in the state economy. Although every building material required for the project is not produced locally, the RIMS II multipliers reflect the supplier linkages for the construction industry, and thus account for this leakage from the state economy.

Specialized equipment, financing, and land purchases, by contrast, would not be purchased from the state economy or generate jobs. The North Carolina regional economy does not produce all of the requisite equipment needed for the improvements, tempering the potential local impact this purchase can have. Although there is likely to be some assembly required upon delivery of the equipment, and it is possible that a component of the equipment might be made by a local supplier, these possibilities represent a negligible share of the total equipment cost and are, therefore, excluded from this analysis. Similarly, ROW expenditures shown above are for real property only and financing costs reflect the debt service payments only; therefore, the transaction costs associated with these expenditures are included in the Soft Cost category.

As there is no labor associated with the ROW and financing expenditures, there is no economic impact to the pure land or financing costs.

In sum, there are two types of capital expenditures that are expected to impact the economy: general construction and soft costs. The economic impacts from the construction of the candidate maritime investments are estimated for the State of North Carolina based on the construction and professional services expenditures and the construction RIMS II multipliers for the state. The results are summarized in Table 2 below. Additionally, the impacts shown in the table are one-time impacts that last for the duration of the project's construction. One job is defined as a full- or part-time job for one person of one year's duration. As an example, a job for one person that spanned two years would be defined as two job-years.

Table 2: Total Employment (job years), Earnings and Fiscal Impacts Associated with Construction (2014–2040)

	Employment Impacts (job years)			Earnings Impacts (millions, 2011$)			Fiscal Impacts (millions, 2011$)		
	Total Jobs	Construction	Professional Services	Total Earnings	Construction	Professional Services	Total Tax Collected	Personal Income	Sales
Grain	21,194	15,821	5,374	771.4	545.9	225.5	39.42	23.65	15.76
Wood Pellets	5,803	4,332	1,471	211.2	149.5	61.7	10.79	6.48	4.32
Wood Products	4,885	3,646	1,238	177.8	125.8	52.0	9.08	5.45	3.63
Containers	52,214	38,975	13,239	1900.3	1344.8	555.4	97.11	58.27	38.84
Refrigerated	--	--	--	--	--	--	--	--	--
Ro/Ro	35,125	26,219	8,906	1278.3	904.7	373.7	65.33	39.20	26.13

Source: AECOM/URS capital cost estimates and BEA RIMS II multipliers
Note: The cost of the refrigerated market scenario is primarily for the warehouse equipment. As a result, while there may be a few construction jobs associated with its installation, these are likely to be minimal.

In the case of economic impacts generated by capital expenditures for the maritime investments, there are no long-term effects. Construction-related impacts last for the duration of the project's construction cycle only.

In order to isolate the potential economic effects of the project on the local economy, it is necessary to distinguish those resources that are new to the state's economy and that would not be invested in North Carolina ***but for*** the project from those that would still be spent in the state with similar economic effects (for example, funds that would be allocated to other transportation construction projects in the state). As no project has been selected or a finance plan developed, it is not possible to be definitive about how much funding is local to the state and how much might come from sources outside the state. This point is raised to clarify that some jobs will be new to the economy and some will be sustained. As an illustration, if 75 percent of the candidate project costs would be funded with federal money that would not necessarily be spent in North Carolina but for the project, 75 percent of the project impacts presented in the table above for each of the candidate investments would be net gains to the state.

3.2.2 Operations

The operation and maintenance (O&M) of the proposed maritime investments will support the state's economy through the creation of direct O&M employment and purchases. The economic impact of these expenditures will vary by the scale of activity and depends on the amount of locally-produced goods and services embodied in the purchases. Employment associated with

the on-dock improvements will be slight; the employment associated with highway maintenance for the additional lane-miles will be more significant.

Although every material required for these activities is not produced locally, the RIMS II multipliers reflect the supplier linkages for the industry, and thus account for this leakage from the local economy. Additionally, the impacts shown reflect job-years. In other words, one job is defined as a full- or part-time job for one person of one year's duration. As an example, a job for one person that lasted for twenty years would be defined as twenty job-years. The economic impacts generated by O&M expenditures are long-term, recurring impacts that occur as long as the project is in operation. The impacts are summarized in Table 3.

Table 3: Summary of Operating Impacts of Proposed Infrastructure Investments

Market Scenario	Grain	Wood Pellets	Other Wood Products	Containers	Refrigerated Cargo	Ro/Ro
Employment Impacts (average annual job years)						
Total Jobs						
At Port and Highway (includes multiplier)	90	40	290	2720	175	100
Total Earnings Impacts (millions, 2011$)						
Total Earnings	70	34	240	2285	145	70
Fiscal Impacts (millions, 2011$)						
Tax Collected						
Personal Income	2.2	1.1	7.4	70	4.0	2.2
Sales	1.4	0.7	5.0	47	3.0	1.4

Source: AECOM/URS operating estimates and BEA RIMS II multipliers

3.2.3 Economic Development

Once a candidate maritime investment is constructed and in operation, the state's economy would begin to respond to the accessibility, mobility and reliability provided by the investment. This response varies across the market scenarios evaluated and described in the Market Scenarios Technical Memorandum. In the instance of grain, shippers will save transportation costs and may receive higher prices for crops. Collectively this increases margins, with the potential for greater spending in agricultural communities. By contrast, the Wind Power part of the Ro-Ro and Oversize Market Scenario introduces a new industry opportunity to the state, either as a service in maintaining an offshore wind farm or in manufacturing if the state is successful in attracting a firm to the state. Unlike the construction impacts, these are long-term job impacts that recur each year, as long as the industry operates in the state. The following sections provide an estimate of the jobs and earnings potential associated with a typical market response to the investment scenarios.

Grain

The primary benefit of the grain scenario is the potential profit gains for farmers. This will permit them to improve margins and expand production for a larger international market. Direct employment gains associated with grain farming are not anticipated; farm sector employment has been declining for decades as the industry has become increasingly capital intensive.

Because of the perishable quality of crops, farm production is a critical anchor for the food processing industry—an important industry for North Carolina. Investments that benefit the continued health of the farm sector thus support the long-term economic health of food processing. While it is not possible to project how many new food processing plants might open or expand in the state over the coming decades, it is possible to describe the economic impact of a "typical plant," with the understanding that the food processing industry is likely to benefit from growers' improved access to foreign markets and long-term health. The impacts from a typical plant are summarized in Table 4.

Table 4: Summary of Recurring Annual Economic Development Impacts Associated with A Typical Investment to Support Grain Exports

Jobs (annual average)	Earnings (millions, 2011$)	Personal Income Tax (millions, 2011$)	Sales Tax (millions, 2011$)
135	3.1	0.096	0.064

Note: Jobs estimate assumes 50 direct jobs and includes the multiplier effect that includes both indirect and induced employment.
Source: BEA RIMS II multipliers, industry sources, and AECOM analysis

Wood Pellets

The wood products industry is an anchor of the North Carolina state economy, particularly in the state's large rural regions. The wood pellets opportunity diversifies this industry by introducing the ability to ship a new type of wood product from the state's local ports. This opens up new markets for the state's large forest resources—supporting revenues and shielding producers from cyclical downturns in other segments of the industry. The state already has one wood pellet facility; it ships from Norfolk because of the land side costs. Wood pellets manufacturing facilities locate where they have good access to the raw resource and good shipping access.

The industry is still evolving; the opportunity below assumes a typical wood pellet plant employs 62 workers. There are numerous regions in the state that could support a pellet facility, but the number of total facilities is limited by the need to avoid competition with each other and other wood products producers for the raw resource. Thus, it is likely the state would attract more than one facility, but unlikely that it would attract more than 10, based on information from the forest products industry and stakeholder interviews. The economic development outcomes associated with one typical wood pellet plant are provided next.

Table 5: Summary of Recurring Annual Economic Development Impacts Associated with Investments to Support Wood Pellets

Jobs (annual average)	Earnings (millions, 2011$)	Personal Income Tax (millions, 2011$)	Sales Tax (millions, 2011$)
132	4.3	0.131	0.087

Note: Jobs estimate assumes 62 direct jobs and includes the multiplier effect that includes both indirect and induced employment.
Source: BEA RIMS II multipliers, industry sources, and AECOM analysis

Other Wood Products

Increased export of wood products through North Carolina ports, including wood chips and wood pulp, would support an important existing industry in the state. Ensuring that the state's existing economic anchors such as its traditional wood products industry can continue to thrive in the state is essential to growing the state's economy over time, allowing new opportunities to expand and diversify the state's economy as opposed to replacing losses. These opportunities are particularly vital for the state's large rural areas and highlight how port investments can benefit communities located in other regions of the state. The traditional wood products industry has a wide variety of firm types and sizes; the assessment of economic impacts assumes a one percent change in the industry size.

Table 6: Summary of Recurring Annual Economic Development Impacts Associated with Investment to Support Other Wood Products

Jobs (annual average)	Earnings (millions, 2011$)	Personal Income Tax (millions, 2011$)	Sales Tax (millions, 2011$)
436	14.1	0.433	0.289

Note: Jobs estimate assumes 204 direct jobs and includes the multiplier effect that includes both indirect and induced employment.
Source: BEA RIMS II multipliers, industry sources, and AECOM analysis

Containers

Goods are increasingly shipped by container; improvements to the state's ability to handle containers efficiently offer opportunities on both the import and export sides of the market—benefitting retailers, distribution centers, and manufacturers. This improvement scenario benefits the largest variety of industries of all the scenarios considered in the strategy. Not all would be able to capitalize on the opportunity; the infrastructure is available to them if needed. Competitor ports are having economic development success in attracting users of container services to their state, in part, because of the efficiency of their operations and marketing efforts. The table below presents the economic development outcome associated with a distribution center, based on similar developments at the Port of Savannah.

Table 7: Summary of Recurring Annual Economic Development Impacts Associated with a Typical Investment to Support Containers

Jobs (average annual)	Earnings (millions, 2011$)	Personal Income Tax (millions, 2011$)	Sales Tax (millions, 2011$)
175	5.7	0.173	0.115

Source: BEA RIMS II multipliers, industry sources, and AECOM analysis

Refrigerated Cargo

The ability to handle refrigerated cargo supports the state's large animal production and food processing industry, in much the same way that grain handling investments support the industry. While this is the most likely industrial beneficiary of the investment, the ability to handle refrigerated cargo opens up additional opportunities in other industries that use specialized inputs such as textiles that need to be kept in a temperature-controlled environment. Grocery distribution facilities are another opportunity on the import side. The example below describes the impact of a one percent gain in the state's existing animal processing industry.

Table 8: Summary of Recurring Annual Economic Development Impacts Associated with Typical Investments to Support Refrigerated Cargo

Jobs (average annual)	Earnings (millions, 2011$)	Personal Income Tax (millions, 2011$)	Sales Tax (millions, 2011$)
932	34.5	1.058	0.705

Note: Jobs estimate assumes one percent gain in the existing animal processing industry and includes the multiplier effect that includes both indirect and induced employment.
Source: BEA RIMS II multipliers, industry sources, and AECOM analysis

Ro/Ro and Oversize

Investments to handle heavy roll on/roll off cargo and oversize cargo support both the state's existing producers of large capital goods and the needs of the military installations located in the state, but it also supports expansion of capital goods manufacturing in the state. Although the state has not attracted the auto industry as other southeastern states have, it has had success with aerospace and heavy equipment manufacturers. The state's placement on several short-lists for major expansions of capital goods producers attests to the viability of this opportunity. The example below depicts the economic development outcome associated with the relocation of a new equipment manufacturing plant with 400 direct jobs.

Table 9: Summary of Recurring Annual Economic Development Impacts Associated with a Typical New Equipment Manufacturing Plant to Support Ro/Ro and Oversize Cargo

Jobs (annual average)	Earnings (millions, 2011$)	Personal Income Tax (millions, 2011$)	Sales Tax (millions, 2011$)
1,536	40.4	1.239	0.825

Source: BEA RIMS II multipliers, industry sources, and AECOM analysis

Wind Power

There are several dimensions to the wind power opportunity from an economic development perspective—the possibility of low-cost energy to support the state's economy and help keep business costs low, the jobs and earnings associated with maintenance of an offshore facility, and the potential for the state to capture wind power manufacturers. While low energy costs certainly support the economy, it is a benefit considered by the Governor's commission on wind power and outside this freight study scope except to note its benefit. The potential outcomes associated with wind power manufacturing are the same as for Ro/Ro and oversize as described in the section above. The blade and turbine are oversize goods and based on the industry's expansion in other states, facilities are similar in size to other capital goods manufacturers.

The remaining opportunity is thus the maintenance jobs associated with an offshore wind farm. These jobs would be located near the port, unlike some of the other economic develop opportunities that would likely be located throughout the state rather than on the coast. The employment impact of such a facility depends on the size of the turbines used and the size of the facility constructed. Long-term prospects are also affected by the evolution of the industry over time as technology improves and turbines improve their generating efficiency. As no current plans are in place to construct a facility offshore, the typical facility is sized on current industry specifications for equipment generating capacity and the state's goal of meeting 15

percent of its retail electrical usage through renewable sources. The economic development outcome depicted below is sized to meet that goal based on current industry norms.

Table 10: Summary of Recurring Annual Economic Development Impacts Associated with Investments to Support Wind Power (maintenance of offshore facility)

Jobs (annual average)	Earnings (millions, 2011$)	Personal Income Tax (millions, 2011$)	Sales Tax (millions, 2011$)
215	5.4	0.166	0.111

Source: BEA RIMS II multipliers, industry sources, and AECOM analysis

This page intentionally blank

4 BENEFIT COST ANALYSIS

The proposed port-related investments would generate economic benefits through their use and the subsequent market response. In this section, the benefits and costs are addressed from a BCA perspective rather than economic impact perspective. A description of each benefit type and estimates are provided below. The costs and benefits shown are discounted to a net present value to account for the fact that a dollar today is worth more than a dollar 20 years from now. The difference in value is the opportunity cost associated with waiting to receive the dollar (or dollar of benefits) because the dollar today could be invested and return more than a dollar (excluding inflationary impacts) in the future. The Office of Management and Budget (OMB) guidance (OMB circular No. A-94) requires the use of a seven percent real discount rate for any project receiving federal dollars. However, recent guidance from the USDOT (in its Notice of Funding Availability for Transportation Investment Generating Economic Recovery ("TIGER") Discretionary Grants) also has allowed the inclusion of a lower discount rate. As a result, the analysis also includes the use of a three percent real discount rate. Together, the two values bracket a high and low range of outcomes.

4.1 Approach to Benefit Cost Analysis

Benefit Cost Analysis (BCA) is used to determine whether a project or program (or multiples of them) yields a positive return on investment by comparing the quantifiable direct benefits to the direct costs for a defined period of time (often the useful life of the project or program). As a result, the analysis focuses on the net changes attributable to the project or program, i.e. those differences between an Improvement Case (with project or program) and a Base Case (no build, or without the project or program). In addition, the BCA only considers direct impacts; it does not include any multiplier effects (i.e. indirect and induced impacts). The BCA does not include multiplier effects because the multipliers describe the aggregate outcome of a series of transactions across the economy. Because each transaction—a purchase of on-dock workers' services, for example—is a cost to the employer but a benefit to the wage-earner, the two sides of the transaction offset one another in the BCA.

As part of the BCA, two benefit-cost ratios (BCR) are provided. The overall BCR captures all benefits and compares them to all costs. Recognizing that the motivation for the investments under the *NC Maritime Strategy* is for the benefit of freight and that proposed investments would also benefit non-freight users who share the landside improvements, a "freight-only" BCR also was constructed. This BCR compares benefits that are freight-driven to the share of asset costs that are "consumed by freight users."

It is also important to note that the costs included in the BCA go beyond the initial capital cost investment for the project or program. These costs reflect life cycle costs, including capital costs (design/engineering, land, vehicles, construction, contingencies, and mitigation expenses), ongoing operations and maintenance costs, minor rehabilitation costs, and any major rehabilitation/replacement costs (if the analysis period extends beyond the useful life of the assets).

As part of a BCA, benefits and costs (both capital and operating) are monetized (or estimated as a dollar amount), discounted, and then compared to each other to develop a benefit cost ratio. The benefits are monetized so that they can be compared appropriately to the project costs. Additionally, the monetized benefits and costs are discounted to a present value (PV) in a

BCA. As a result, benefits that are experienced today are more valuable than the benefits expected in future years.

While every freight scenario has its own unique characteristics, the outcomes typically included in a BCA can be broadly classified as follows.

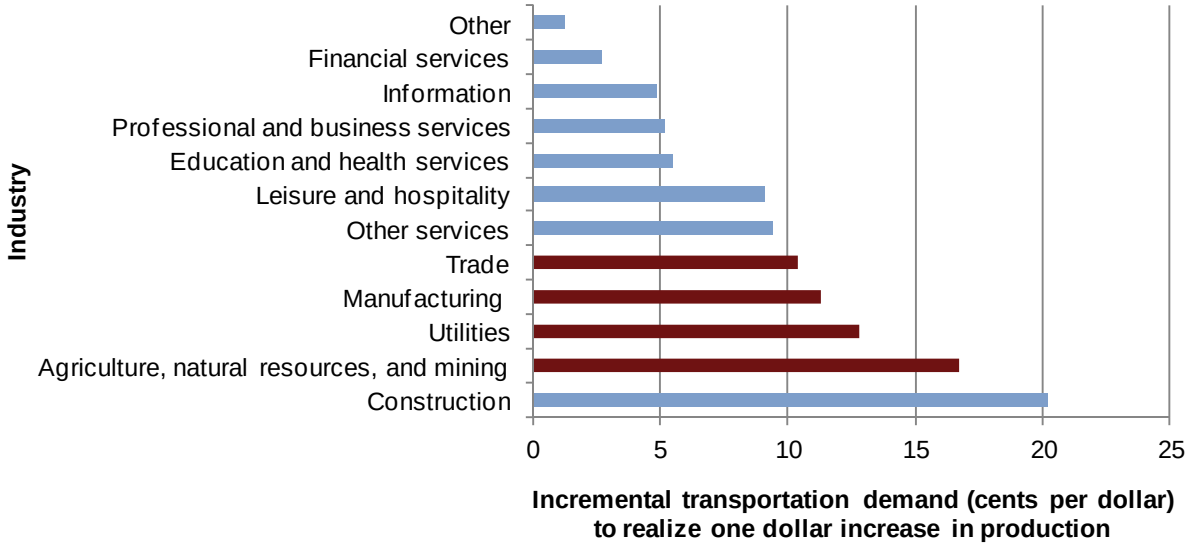
- **Direct Transportation Benefits:** Improved transportation infrastructure yields direct benefits resulting from project operation. As shippers and non-freight travelers divert to the new/improved transportation investment, travel time, and accidents avoided savings are likely to accrue to users and non-users, due to increased mobility, reduced congestion, and reduced VMT in the region. For the purposes of this analysis, travel time savings benefits were assigned to accrue as either direct shipper benefits or as mobility benefits for non-freight users.
- **Economic Benefits:** Logistics benefits would occur in North Carolina as the market responds to improved level of service and accessibility. As the transportation investment creates additional freight-handling capability and improves mobility and access to the ports, there is an opportunity to improve the productivity of logistics operations.
- **Environmental and Community Benefits:** Transportation investments improve mobility and potentially reduce VMT for autos and trucks as traffic shifts to more efficient routes or from highway to rail in some of the scenarios. As highway VMT are reduced, there are gains from reduced emissions. Additionally, the rail improvements in Morehead City reduce the grade crossing conflicts between rail and highway vehicles.
- **Residual Value:** Many of the transportation project assets would have a useful life that extends beyond the BCA period specified by the federal and state grant programs. US DOT guidance developed for the TIGER program and representing the current state of the practice indicates that this residual project value (beyond the analysis period) is a benefit and should be included in a BCA, as long as the expectation is the asset will be in service for its full useful life.
- **Investments Avoided:** As travelers divert to the new/improved transportation investment, VMT are likely to be reduced on parallel facilities, resulting in a decline in the wear and tear on these parallel assets. As a result of this reduced wear and tear, transportation investments required to maintain a state of good repair or improve these parallel assets may be avoided or deferred.

4.1.1 Direct Shipper Benefits

Several of the proposed maritime improvements would provide shippers with a closer or faster port alternative, reducing the transportation cost associated with delivering the product to market. The figure below shows the total cost (direct and indirect) of transportation needed to deliver a dollar increase in product to final demand. For instance, a one dollar increase in the final demand for construction sector commodities requires an increase of 20.2 cents in total transportation services output. Of this 20.2 cent increase, 14.8 cents of in-house transportation; 3.9 cents of for-hire air, rail, truck, and water; and 1.5 cents of other for-hire transportation services would be required[2]. As the figure illustrates, agricultural, forest products and manufacturing industries are large users of transportation. A reduction in these costs improves profitability or allows the firm to reach a larger market for the same transportation cost.

[2] Example provided by BTS.

Figure 1: Industry Demand for Transportation Services: Incremental Increase in Transportation Cost (cents per dollar) to Realize One Dollar Increase in Production



Source: US Department of Transportation, Research and Innovative Technology Administration, Bureau of Transportation Statistics, Transportation Satellite Accounts: A Look at Transportation's Role in the Economy, Washington, DC: 2011, page 35.

The shipper benefits are estimated based on the output of the delivered cost model (described in the *Delivered Cost Model* technical memorandum). In order to avoid bias, the estimates assume that all production nodes are equally likely to deliver product to the port. In instances where the expectation is that the availability of specialized equipment, such as a grain terminal or cold storage, would permit freight to travel to the closer and less costly in-state port, the cost differential with the next lowest cost out-of-state alternative is used in order to be conservative.

Shipping cost savings are calculated as the average savings from diverting NC freight from the dominant out-of-state port(s) that handle that freight type to the proposed in-state port that would handle the freight. The average savings assumes that the leading domestic production locations in the state are equally likely to ship. This savings (on a per TEU or per ton basis) is multiplied by the projected freight volume each year to create a stream of benefits. Thus, the growth of shipping savings differs for each market scenario and only grows as volumes rise gradually over time.

Each market scenario assumes a specific landside truck/rail mode share as follows:

- **Grain**: 10 percent rail/90 percent truck;
- **Wood Pellets**: 50 percent rail/50 percent truck;
- **Other Wood**: 20 percent rail/80 percent truck;
- **Container with inland facility**: 70 percent rail/30 percent truck;
- **Oversize & Ro-Ro**: 50 percent rail/50 percent truck;
- **Refrigerated freight**: 10 percent rail/90 percent truck.

The average estimated savings per TEU or per ton are applied to the projected freight growth for each market scenario to estimate the stream of benefits over time. This stream is then discounted back to a net present value.

4.1.2 Logistics Benefits

The availability of faster and more reliable freight deliveries offers firms savings beyond the direct shipper savings, because they would now operate and restructure in a more productive way. These benefits can take a variety of forms. Shippers use lower transportation costs to search for and purchase from less expensive suppliers, which improves their profit margins. Firms also deliver at lower costs per shipment—this either reduces the cost to the final customer making the firm more competitive or improves the industry's profit margin (or a combined effect). Greater landside travel capacity improves reliability and speed of delivery; participants in the shippers' workshop reported that they favored reliability. In the words of one shipper, "I can plan for a longer delivery time; I just place the order sooner. I need reliability so that I can plan." Greater certainty on delivery times allows producers/shippers to keep lower inventory and maintain smaller warehousing costs, reducing their production costs. Those that use an in-house transportation fleet can reduce the size of that fleet because they need fewer vehicles for congested periods.

The improvements proposed in the *NC Maritime Strategy* will affect a variety of producers and industries, which vary in their sensitivity to such logistics costs. In order to capture the benefit of these improvements, the supply chain benefit was estimated as 6.8 percent of the transportation cost savings, based on research prepared for the USDOT on quantifying the economic impact of freight transportation projects[3]. The research relates a 10 percent improvement in transportation costs to a 6.8 percent change in logistics benefits. This is a conservative approach as many of the estimated cost reductions are closer to 20 percent, but this approach is taken as there is no way to model how the shipper will utilize the cost savings in the broader production process.

The grain scenario estimates one additional benefit not contained in any of the other scenarios because of the unique character of grain markets. Meetings with agricultural stakeholders and independent research suggested that soybean and grain producers could receive higher prices on foreign markets due to the expansion of market demand and because global markets perceive North Carolina beans as particularly high quality given their oil content. For this reason, a "basis" estimate was developed on the assumption that growers would receive an incrementally higher price for their exported crop. The estimate assumes a 5 cent basis increment. This value is applied to the estimated volume of exports to generate a stream of additional income to growers over time. It is not assumed that this additional income translates into additional hiring, but rather represents a greater margin for North Carolina farmers, helping to support the industry's long-term health.

4.1.3 Highway Maintenance Costs Avoided

The reduction of truck VMT reduces the wear and tear on the state's highway, reducing the need for highway maintenance. The economic benefit of highway maintenance costs avoided is

[3] *Guide to Quantifying the Economic Impacts of Federal Investments in Large-Scale Freight Transportation Projects*, prepared for the Office of the Secretary of Transportation, US Department of Transportation, August 2006.

estimated by applying a per mile estimate of truck damage to highways to the volume of truck VMT avoided. The amount of truck VMT avoided is estimated for 2040 using data from the Freight Analysis Framework (FAF) network model and then backcast to the present using an assumed one percent annual change in VMT. The calculation applies the cents per mile estimate for a 60 kip 5-axle Comb/Urban Interstate from FHWA's *1997 Federal Highway Cost Allocation Study Final Report* (May 2000) adjusted to 2011 dollars using the GDP deflator to the estimated VMT saved by diverting truck trips from out-of-state ports to in-state ports. The VMT saved is calculated using data from the travel model developed to assess trip routes and times.

4.1.4 Emissions

The reduction of truck VMT in those market scenarios where truck travel less with an in-state option would reduce the amount of emissions, providing a public benefit of cleaner air. The economic benefit of the decreased emissions is estimated by applying the economic cost of air emissions to the reduction of carbon monoxide (CO), nitrous oxide (NOx), and volatile organic compounds (VOC) as specified by the National Highway Traffic Safety Administration (NHTSA), which currently does not include a value for the economic cost of CO. The economic costs of air emissions are taken from Chapter VIII of the *Final Regulatory Impact Analysis of the National Highway Traffic Safety Administration's rulemaking on Corporate Average Fuel Economy for MY 2011 Passenger Cars and Light Trucks*.[4]

The amount of truck VMT avoided is estimated for 2040 using data from the travel analysis using the FAF model network and then backcast to the present using an assumed one percent annual change in VMT to create a stream of benefits which is then discounted back to a net present value.

4.1.5 Grade Crossing Benefits

The construction and operation of rail improvements included in some of the market scenarios would affect grade crossings in two ways: 1) introduction of a number of grade crossing improvements (safety upgrades – including those for Quiet Zones, separation, closure, and relocation) and 2) increase in the number of trains operating along the tracks. These improvements and operating changes have the potential to affect delay times at crossings, vehicle operating cost savings, emissions avoided, and accidents avoided. To quantify these effects at grade crossings requires a means to estimate the queuing at crossings and the potential for accidents and injury, which differs from the risk while driving. Developed by the Federal Railroad Administration (FRA), GradeDec estimates both safety and other transportation outcomes associated with the additional service on the corridor and grade crossing improvements or elimination; therefore, these benefits were estimated using GradeDec.net[5]

4.1.6 Non-Freight Traveler Benefits

A number of the improvements would yield benefits for the non-freight traveling public. Road improvements would yield travel time savings, the avoidance of vehicle crashes and the

[4] http://www.nhtsa.gov/DOT/NHTSA/Rulemaking/Rules/Associated%20Files/CAFE_Final_Rule_MY2011_FRIA.pdf

[5] http://gradedec.fra.dot.gov/

associated loss of life and injury. Each is quantified according to federal guidance for the value of travel time and the valuation of a statistical life[6].

Travel time savings are estimated based on results from the highway travel and route modeling performed for the study; it is monetized according to US Department of Transportation Guidance on the value of time[7]. The value is $18 (2009) per hour. This is the value for surface transportation (excluding high-speed rail), for intercity travel of all trip purposes. As the shipping savings is netted against the travel time savings, the travel time savings estimate only uses an auto value.

The accident avoided analysis applies crash rates / 100 million vehicle miles traveled (VMT) from North Carolina's Crash Statistics for [insert year] to the additional VMT estimated by the study's highway travel and route modeling effort. The crash statistics for all roads (urban and rural) are used.

4.1.7 Residual Value

The useful life of highways constructed in many of these market scenarios exceeds the 30-year analysis period specified for this benefits analysis. According to the Bureau of Economic Analysis, highways and streets have a 60 year life[8]. Thus, many of the assets would have a residual value (sometimes referred to as salvage value) beyond the 30-year analysis period applied.

In order to estimate the residual value of the project, the highway capital investment in each of the major categories noted above was depreciated (straight-line) over the full length of its asset life. The years included in the analysis period (the first 30) were excluded from the residual estimation because these years are the basis of the other benefits estimation. The value of the depreciated asset in years 31 to 60 was discounted back at seven percent and three percent and summed.

4.2 Benefit Cost Ratios

The table below summarizes the benefit/cost ratio for each of the market scenarios benefits described in this technical memorandum. Because of the large landside investments included in a number of the scenarios, two BCRs are presented. The first concentrates on a comparison of freight benefits to freight costs, where freight costs are defined as any capital or maintenance cost directly related to the port or port access plus a fraction of the larger landside network improvements that serve both the freight and non-freight economy. Freight benefits are those benefits that are directly freight related such as shipper and logistics benefits, plus a share of the user benefits generated on the larger landside network improvements. The freight share is assigned in each scenario as the ratio of projected freight traffic applied in the freight scenario to

[6] USDOT Office of the Secretary, "Treatment of the Economic Value of a Statistical Life in Departmental Analyses – 2011 Interim Adjustment" and "Revised Departmental Guidance on Valuation of Travel Time in Economic Analysis" September 2011.
[7] US DOT. Revised Departmental Guidance on Valuation of Travel Time in Economic Analysis, September 28, 2011.
[8] BEA Rates of Depreciation, Service Lives, Declining-Balance Rates, and Hulten-Wykoff categories.

total traffic using the facility. The second BCR is a comprehensive comparison of benefits to costs that spans all users and costs—freight and non-freight.

In interpreting a benefit cost ratio, a value of 1.0 indicates that each dollar of investment yields a dollar of benefit. A value higher than 1.0 indicates that more than a dollar of benefits are received for each dollar spent. A value lower than 1.0 indicates that less than a dollar's worth of benefits are returned for each dollar of expenditure—not a favorable investment. Values close to 1.0 such are 0.98 or 1.02 are essentially yielding the same result as 1.0—the magnitude of the difference is not a meaningful one in the larger freight strategy context.

As the table shows, the grain, wood products, wood pellets, Ro/Ro and oversize, and container (refrigerated and non-refrigerated) market scenarios all yield a positive return on investment at the three percent discount rate and most at the more stringent seven percent discount rate. Of special note, the Ro/Ro & oversize scenario also benefits the state's military facilities significantly. While an adjustment was made to capture this important benefit, a long-term projection of the full benefits cannot be captured in the BCA because a 30-year projection of military equipment movements is not available. That said, the Governor's Task Force on Military Logistics concluded that the US military could realize significant savings by utilizing North Carolina's ports and that the State of North Carolina would realize significant economic development benefits from such a strategy. In short, the Ro/Ro & oversize scenario understates the benefits to the state and the nation, but a more precise estimate cannot be developed.

This page intentionally blank

Table 11: NC Maritime Benefit/Cost Analysis of Alternative Market Scenarios

2017 - 2046	**Grain**		**Wood Pellets**		**Other Wood Products**		**Containers with Inland Port**		**Refrigerated Cargo**		**Ro/Ro & Oversize** (Note 4)	
	7%	3%	7%	3%	7%	3%	7%	3%	7%	3%	7%	3%
BENEFITS ($ millions)												
Shipper Savings (Note 3)	$ 50	$ 92	$ 55	$ 125	$ 31	$ 60	$ 511	$ 1,334	$ 65	$ 127	$ 33	$ 64
Logistics Benefits	$ 3	$ 5	$ 4	$ 8	$ 2	$ 4	$ 35	$ 91	$ 4	$ 9	$ 2	$ 4
Accident Savings	$ 13	$ 30	--	--	--	--	$ 43	$ 99	--	--	$ 22	$ 51
Travel Time Savings (net of shipper savings)	$ 871	$ 2,103	$ 260	$ 628	$ 284	$ 693	$ 1,301	$ 2,998	--	--	$ 2,032	$ 4,872
Highway Maintenance Avoided	$ 6	$ 12	$ 7	$ 14	$ 7	$ 14	$ 60	$ 115	$ 3	$ 5	$ 2	$ 5
Emissions Reduction	$ 6	$ 14	$ 8	$ 17	$ 8	$ 17	$ 61	$ 138	$ 3	$ 6	$ 1	$ 3
Grade Crossing Benefits	$ 20	$ 49	--	--	--	--	--	--	--	--	$ 11	$ 27
Residual Value of Infrastructure	$ 36	$ 132	$ 9	$ 32	$ 9	$ 32	$ 78	$ 285	--	--	$ 60	$ 218
Total Benefits	**$ 1,004**	**$ 2,437**	**$ 342**	**$ 825**	**$ 341**	**$ 820**	**$ 2,088**	**$ 5,060**	**$ 74**	**$ 147**	**$ 2,164**	**$ 5,245**
COSTS ($ millions)												
Operating Costs	$ 8	$ 19	$ 1	$ 2	$ 1	$ 2	$ 29	$ 67	--	--	$ 22	$ 52
Capital Costs	$ 534	$ 902	$ 167	$ 262	$ 113	$ 201	$ 1,499	$ 2,356	$ 20	$ 22	$ 889	$ 1,498
Total Costs	**$ 542**	**$ 921**	**$ 168**	**$ 263**	**$ 114**	**$ 203**	**$ 1,528**	**$ 2,423**	**$ 20**	**$ 22**	**$ 912**	**$ 1,550**
Direct Freight Costs	$ 75	$ 86	$ 55	$ 62	$ 6	$ 7	$ 528	$ 627	$ 20	$ 22	$ 129	$ 145
Freight Benefits/ Freight Costs BCR	**1.12**	**2.01**	**1.32**	**2.64**	**7.49**	**13.71**	**1.27**	**2.69**	**3.79**	**6.69**	**0.40**	**0.75**
Total BCR	**1.85**	**2.64**	**2.04**	**3.13**	**2.99**	**4.04**	**1.37**	**2.09**	**3.79**	**6.69**	**2.37**	**3.38**

Source: AECOM

Notes:
1. Costs and benefits are shown discounted from year of occurrence to 2011 at seven percent and three percent rates.
2. Accident savings reflects savings related to the addition of medians or the upgrade of a highway to interstate quality.
3. Grain shipper savings includes five cent price per bushel gain for export price.
4. Underestimates benefits to NC's military facilities.

This page intentionally blank

4.3 Assessment of Greenfield and Combined Market Scenarios

In addition to the individual market scenarios, the project team also developed a set of illustrative land use master plans for each port site. Two alternative options were developed for the Port of Morehead City, while a single alternative is presented for the Port of Wilmington.

By bringing these multiple uses together, certain project costs and associated investment impacts related to construction and operations of the aggregated market scenarios have shared elements. As a result, economic impacts are not additive; any "duplicates" were removed prior to assessing the construction and long-term operating impact associated with the aggregated master plans. Similarly, the benefit cost ratios are not a simple addition of the individual components.

As with the baseline market scenarios that underpin each master plan, both a freight-focused and comprehensive benefit-cost ratio were estimated in recognition that many of the improvements suggested as part of the *Maritime Strategy* would benefit non-freight travelers as well. The methodology applied is the same as for the individual market scenarios; thus it is not repeated here.

4.3.1 Morehead City Option 1

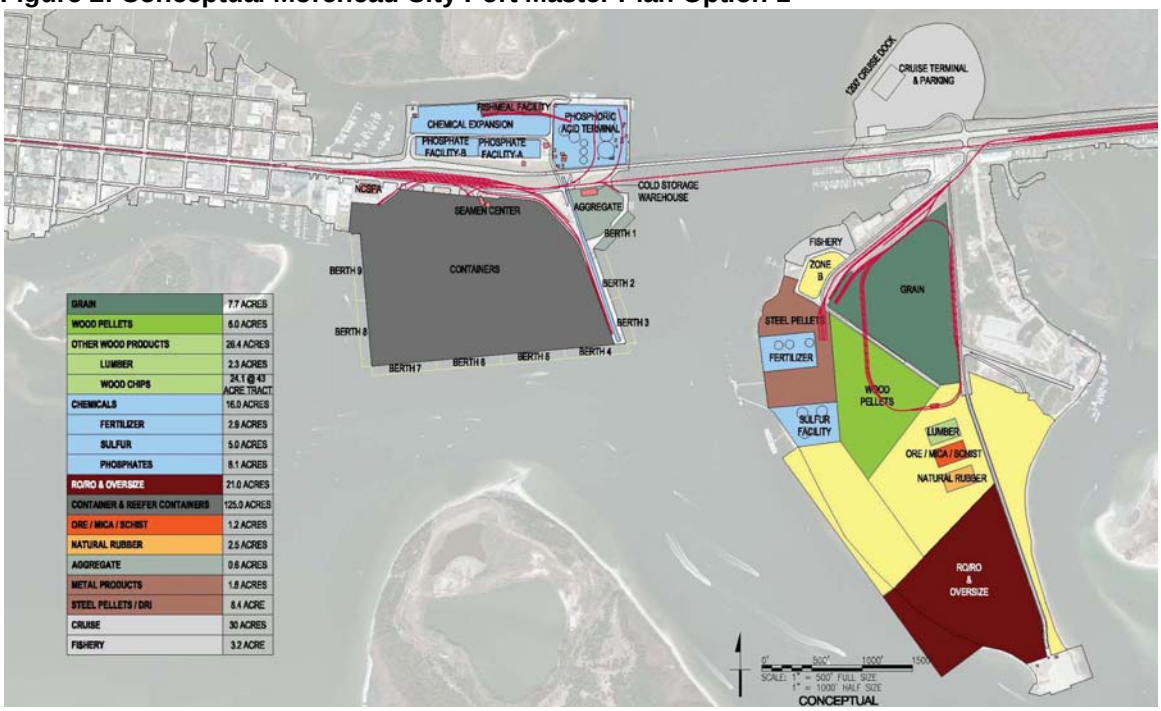
This conceptual option for development at the Port of Morehead City accommodates most but not all of the activities proposed and evaluated as individual market scenarios. Economic impacts of the container terminal are constrained because full 2040 demand is not met. The plan does, however, support projected growth of the port's existing commodities and would realize a positive return to the State.

This option proposes to develop Radio Island to meet forecasted 2040 needs for the Ro/Ro and oversize cargo, grain, and wood pellets cargo and also to support organic growth of many of the port's existing commodities. Since the rail enters the island at the northern end, that space is well suited for a rail loop to service both the grain and wood pellet operation and storage buildings. Existing chemical facilities on Radio Island, including the fertilizer and sulfur terminals, have enough land immediately adjacent for their anticipated growth through the forecast year. A steel pellet operation, which has been proposed by a potential port user, can be accommodated within land adjacent to the fertilizer operation. The remaining area between the wood pellets and the Ro/Ro locations is more than adequate to accommodate other existing commodities currently handled at the Morehead City general cargo terminal, including breakbulk lumber, ore/mica/ schist, and natural rubber.

Wood chip processing that is currently handled on the general cargo terminal is proposed to be relocated to the 43-acre Edgewater Tract. This would move the chipping operation away from adjacent tourism uses and would provide sufficient land area to accommodate the projected growth of the wood chip market.

Relocation of existing bulk and breakbulk operations from the general cargo terminal will free up this area for use as a container terminal. The available space, however, limits the container throughput to about two-thirds of the anticipated North Carolina-generated container demand in year 2040, thereby constraining the potential economic benefits that could be realized for this market. The portion of the main terminal that is north of US 70 remains dedicated to chemical use and has the land capacity to accommodate the predicted growth in phosphate volumes. The aggregate can remain in its current location, with a portion of the current area designated for aggregate storage dedicated to use for a cold storage warehouse.

Figure 2: Conceptual Morehead City Port Master Plan Option 1



Source: AECOM

Figure 3: Proposed Use of 43-Acre Edgewater Tract

Source: AECOM

In consideration of local stakeholder input, the conceptual master plan for the Port of Morehead City includes a passenger/cruise terminal on the land north of US 70 at Radio Island. The area is adequate to develop a cruise terminal with a 1200-foot berth for cruise vessels, a 120,000 square foot terminal building and the associated parking for cruise passengers. A portion of the Radio Island site near US 70 could also be set aside for a three-acre fish market co-operative. A detailed benefit cost analysis of these uses is beyond the scope of the *Maritime Strategy*; however, further discussion of publicly-suggested non-cargo uses is provided in Section 5 of this technical memorandum.

Table 12: Employment, Earnings and Fiscal Impacts Associated with Construction of Morehead City Port Master Plan Option 1 and Related Maritime Infrastructure

Employment Impacts (job years)		**Earnings Impacts** (millions, 2011$)		**Fiscal Impacts** (millions, 2011$)	
Construction	58,982	Construction	2,035	Personal Income Tax	88.19
Professional Services	20,034	Professional Services	841	Sales Tax	58.77
Total Jobs	79,016	Total Earnings	2,876	Total Tax Collected	146.96

Source: AECOM

Table 13: Employment, Earnings and Fiscal Impacts Associated with the Operation of Morehead City Port Master Plan Option 1 and Related Maritime Infrastructure

Employment Impacts		**Fiscal Impacts** (millions, 2011$)	
Permanent Jobs (average, 2017 to 2046)	2,476	Personal Income Tax	63.23
Earnings (millions, 2011 $)	2,062	Sales Tax	42.14
		Total Tax Collected	105.37

Source: AECOM

Table 14: Benefit/Cost Analysis of Morehead City Port Master Plan Option 1, 2017-2046

Benefits (millions, 2011 $)	**7%**	**3%**
Shipper Savings	$ 519	$ 1,167
Logistics Benefits	$ 35	$ 79
Accident Savings	$ 10	$ 24
Travel Time Savings (net of shipper savings)	$ 3,234	$ 7,806
Highway Maintenance Avoided	$ 247	$ 477
Emissions	$ 146	$ 333
Grade Crossing Benefits	$ 11	$ 27
Residual Value of Infrastructure	$ 126	$ 459
Total Benefits	**$ 4,328**	**$ 10,371**
Costs (millions, 2011 $)	**7%**	**3%**
Operating Costs	$ 46	$ 107

Capital Costs	$ 2,174	$ 3,490
Total Costs	**$ 2,220**	**$ 3,597**
Direct Freight Costs	$ 576	$ 644
Freight Benefits/Freight Costs BCR	1.65	3.20
Total Benefits/Total Costs BCR	**1.95**	**2.88**

Source: AECOM

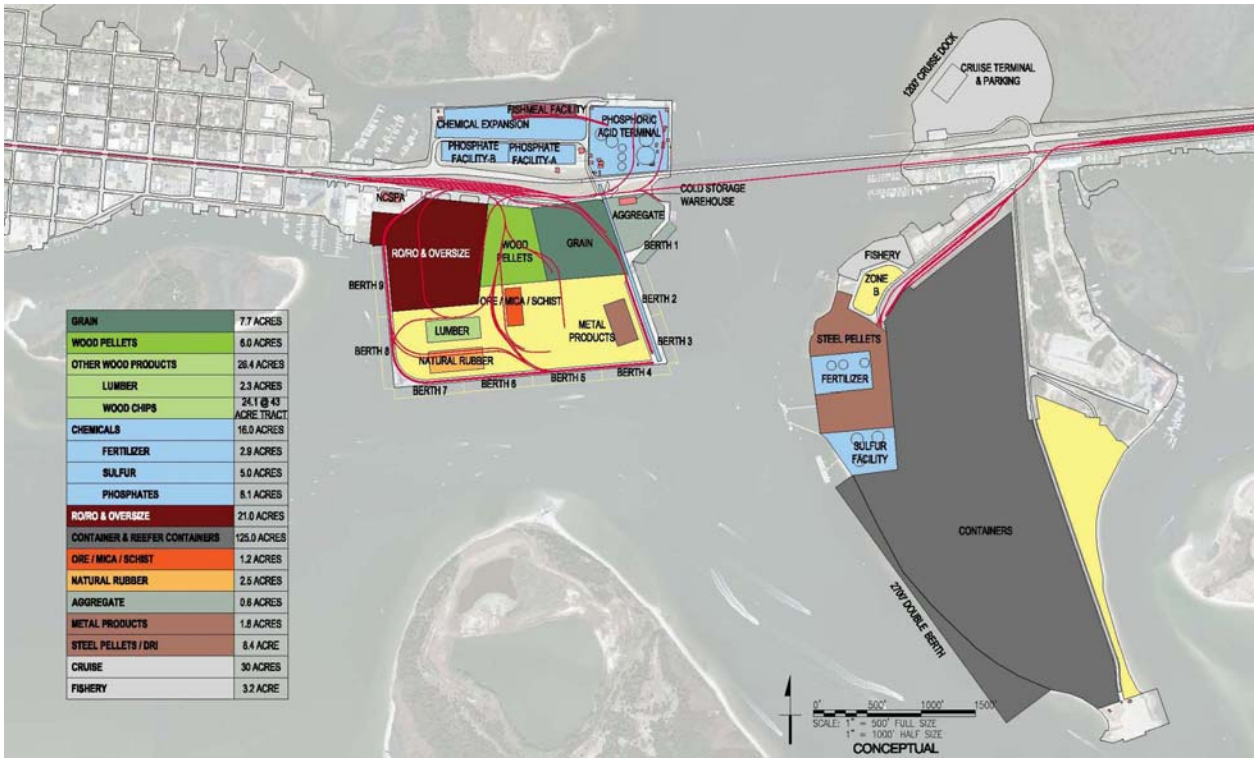
4.3.2 Morehead City Option 2

The second conceptual option evaluated at Morehead City, as illustrated in Figure 4, utilizes most of Radio Island for a container terminal with the capacity to fit the entire required 1.3 million TEUs including refrigerated cargo. Existing chemical facilities on Radio Island, including the fertilizer and sulfur terminals, have enough land immediately adjacent for their anticipated growth through the forecast year. A steel pellet operation, which has been proposed by a potential port user, can be accommodated within land adjacent to the fertilizer operation.

As in the first Morehead City option, wood chip processing is proposed to be relocated to the 43-acre Edgewater Tract, thereby freeing up space to accommodate Ro/Ro and oversize cargo, wood pellets, grain, as well as other existing bulk and breakbulk commodities on the general cargo terminal. The portion of the main terminal that is north of US 70 remains dedicated to chemical use and has the land capacity to accommodate the predicted growth in phosphate volumes. There is adequate room on the general cargo terminal south of US 70 for Ro/Ro and oversize operation adjacent to the existing Ro/Ro ramp used for military cargo; the terminal would be improved to include heavy lift cranes to accommodate other Ro/Ro and Lo/Lo needs. Wood pellets and grain are located within a rail loop to support both operations. The remaining area within the main terminal is adequate to locate the lumber, natural rubber, ore/mica/schist and metal products.

A potential passenger terminal and fish co-operative are also provided at Radio Island as in Morehead City Option 1.

Figure 4: Conceptual Morehead City Port Master Plan Option 2



Source: AECOM

The key difference between the economic impacts of this as compared to Option 1 is the capacity of the container terminal. This alternative master plan for the Port of Morehead City accommodates all proposed market scenarios and activities and also supports projected growth of the port's existing commodities to realize a positive return to the State.

Table 15: Benefit/Cost Analysis of Morehead City Port Master Plan Option 2, 2017-2046

Benefits (millions, 2011 $)	**7%**	**3%**
Shipper Savings	$ 703	$ 1,603
Logistics Benefits	$ 48	$ 109
Accident Savings	$ 10	$ 24
Travel Time Savings (net of shipper savings)	$ 3,050	$ 7,369
Highway Maintenance Avoided	$ 247	$ 477
Emissions	$ 146	$ 333
Grade Crossing Benefits	$ 11	$ 27
Residual Value of Infrastructure	$ 126	$ 459
Total Benefits	**$ 4,341**	**$ 10,400**
Costs (millions, 2011 $)	**7%**	**3%**
Operating Costs	$ 46	$ 107

Capital Costs	$ 2,343	$ 3,679
Total Costs	**$ 2,389**	**$ 3,786**
Direct Freight Costs	$ 745	$ 834
Freight Benefits/Freight Costs BCR	1.54	3.03
Total Benefits/Total Costs BCR	**1.82**	**2.75**

Source: AECOM

Table 16: Employment, Earnings and Fiscal Impacts Associated with Construction of Morehead City Port Master Plan Option 2 and Related Maritime Infrastructure

Employment Impacts (job years)		**Earnings Impacts** (millions, 2011$)		**Fiscal Impacts** (millions, 2011$)	
Construction	61,132	Construction	2,109	Personal Income Tax	91.40
Professional Services	20,795	Professional Services	871	Sales Tax	60.91
Total Jobs	81,897	Total Earnings	2,980	Total Tax Collected	152.32

Source: AECOM

Table 17: Employment, Earnings, and Fiscal Impacts Associated with Operation of Morehead City Port Master Plan Option 2

Employment Impacts		**Fiscal Impacts** (millions, 2011$)	
Permanent Jobs (average, 2017 to 2046)	3,379	Personal Income Tax	86.64
Earnings (millions, 2011 $)	2,825	Sales Tax	57.74
		Total Tax Collected	144.38

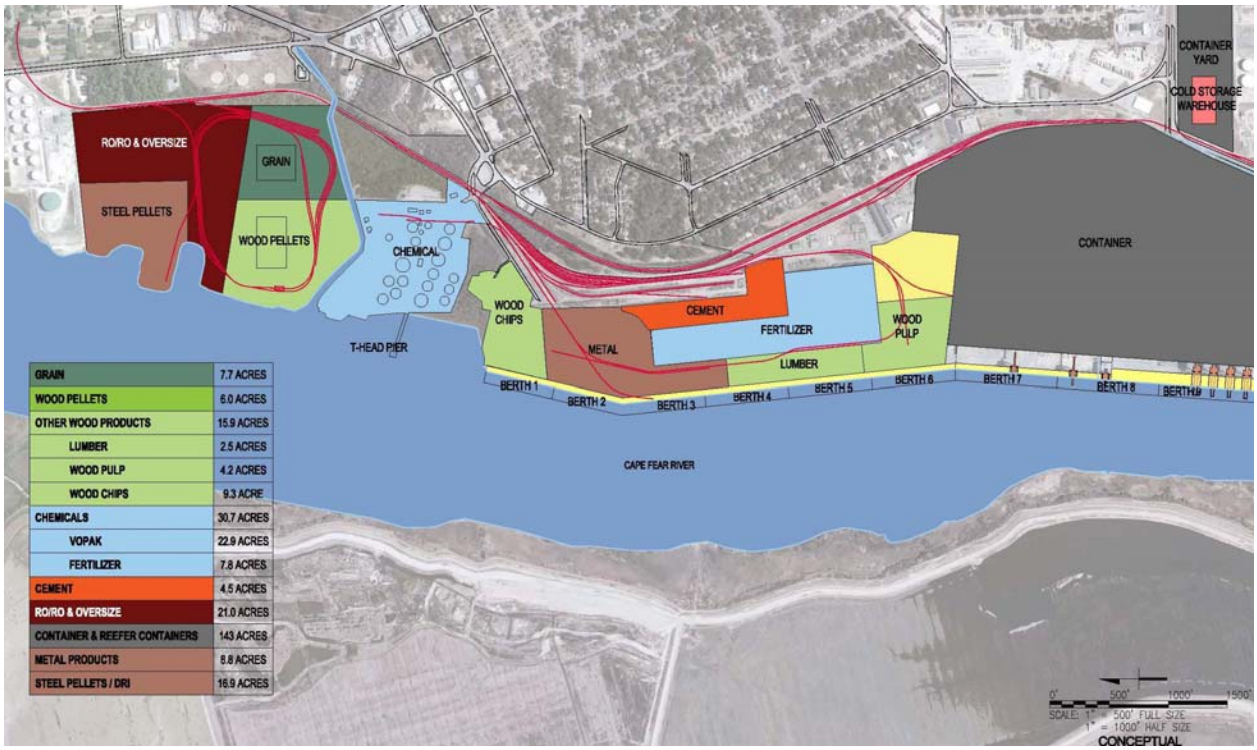
Source: AECOM

4.3.3 Port of Wilmington

The Port of Wilmington has adequate land area to accommodate all market scenarios evaluated by the *Maritime Strategy* and to support projected organic growth of existing commodities. In the conceptual land use plan presented in Figure 5 for Wilmington, the North Property is proposed to be developed to support Ro/Ro and oversize cargo as well as grain and wood pellet operations. A rail loop supports unloading of bulk grain and wood pellets; rail spurs a provided for oversized loads.

Expansion of the existing Wilmington container terminal is proposed to accommodate anticipated 1.3 million TEU demand including reefer needs. A cold storage warehouse is provided within the existing Container Yard B parcel currently used for chassis storage.

Figure 5: Conceptual Wilmington Port Master Plan



Source: AECOM

The remainder of the Port of Wilmington general cargo terminal can support the port's other cargos. The land adjacent to Berth 1 would be used for the wood chipping process and metal in

the area directly south, adjacent to Berths 2 and 3. Cement, fertilizer, lumber and wood pulp is located adjacent to Berths 4 through 6.

The land currently occupied by Vopak is adequate to accommodate their predicted growth through 2040.

The Port of Wilmington conceptual master plan accommodates all of the activities proposed and evaluated as individual market scenarios -- and can also support projected growth of the port's existing commodities. The Port of Wilmington master plan yields a positive return using both metrics.

Table 18: Benefit/Cost Analysis of Wilmington Port Master Plan, 2017-2046

Benefits ($ millions)	**7%**	**3%**
Shipper Savings (a)	$ 887	$ 2,025
Logistics Benefits	$ 60	$ 138
Accident Savings	$ 8	$ 18
Travel Time Savings (net of shipper savings)	$ 1,735	$ 4,243
Highway Maintenance Avoided	$ 135	$ 262
Emissions	$ 80	$ 183
Grade Crossing Benefits	$ 0	$ 0
Residual Value of Infrastructure	$ 94	$ 342
Total Benefits	**$ 2,999**	**$ 7,210**
Costs ($ millions)	**7%**	**3%**
Operating Costs	$ 41	$ 96
Capital Costs	$ 2,136	$ 3,179
Total Costs	$ 2,177	$ 3,274
Direct Freight Costs	$ 1,014	$ 1,183
Freight Benefits/Freight Costs BCA	**1.15**	**2.22**
Total Benefits/Total Costs BCA	**1.38**	**2.20**

Source: AECOM

Table 19: Employment, Earnings and Fiscal Impacts Associated with Construction of Wilmington Port Master Plan and Related Maritime Infrastructure

Employment Impacts (job years)		**Earnings Impacts** (millions, 2011$)		**Fiscal Impacts** (millions, 2011$)	
Construction	50,516	Construction	1,743	Personal Income Tax	75.53
Professional Services	17,159	Professional Services	720	Sales Tax	50.34
Total Jobs	67,675	Total Earnings	2,463	Total Tax Collected	125.87

Source: AECOM

Table 20: Employment, Earnings, and Fiscal Impacts Associated with Operation of Wilmington Port Master Plan

Employment Impacts		**Fiscal Impacts** (millions, 2011$)	
Permanent Jobs (average, 2017 to 2046)	3,367	Personal Income Tax	86.43
Earnings (millions, 2011 $)	2,818	Sales Tax	57.60
		Total Tax Collected	144.03

Source: AECOM

4.4 Alternative Greenfield Container Port Sites

Based upon a comparative analysis of the likely cost effectiveness of various container port alternatives as detailed in the *Future Port Infrastructure* technical memorandum, the Port of Wilmington expansion[9] was used as the basis for the summary benefit-cost analysis for the market scenarios presented in Table 11 above.

In response to stakeholder input and the range of container options considered, a supplemental analysis of the relative benefits and costs of container developments at River Road or at Southport has also been developed.

In terms of overall size to allow for future expansion or to provide land for supportive industrial uses, both the River Road and Southport sites offer great potential as container developments. At less than ten miles from open ocean, Southport offers water access that is second only to Radio Island. Nearly 600 acres of land and channel frontage sufficient for three container berths provides room for expansion at the Southport site that could not be achieved at the other possible container port locations.

While nearly as far up the channel as Wilmington, the River Road site does not require road or rail crossing of the Cape Fear River. From a landside perspective, River Road beats all other container port locations for road and rail access to North Carolina's inland intermodal yards and population centers. This would provide significant benefit to shippers in terms of reduced transport costs. Based on truck travel time and cost, River Road is the preferred port (as compared to out-of-state ports) for 26 of the 29 inland locations evaluated.

The freight benefits of the large greenfield sites, however, come at a significant capital cost for up-front investments in channel dredging, wharf and terminal construction, and new "last mile" road and rail connections. A reflection of the large and front-loaded costs, neither the River Road nor the Southport market scenarios are strong performers in terms of the freight and comprehensive benefit cost metrics. They perform better when considering total BCR over freight BCR due to mobility benefits generated to non-freight highway users. The volume of containers and related economic impacts projected to support the North Carolina-based container market is not large enough to recover the freight investment required to realize this market. Pairing of these investments with complementary uses within adjacent land, or further diversion of containers to one of these greenfield ports from volumes originating or destined from surrounding states, could improve the economic performance of these sites.

[9] The Port of Wilmington container expansion alternative referenced here comprises an expanded 143-acre container terminal with two premium berths and RTG operations, channel deepening to 51 feet, along with associated landside road and rail improvements

Table 21: Benefit/Cost Analysis of River Road and Southport Container Port Alternatives

2017-2046	River Road		Southport	
Benefits ($ millions)	7%	3%	7%	3%
Shipper Savings	$ 511	$ 1,334	$ 501	$ 1,307
Logistics Benefits	$ 35	$ 91	$ 34	$ 89
Accident Savings	-	-	-	-
Travel Time Savings (net of shipper savings)	$ 1,247	$ 2,869	$ 1,406	$ 3,251
Highway Maintenance Avoided	$ 112	$ 217	$ 133	$ 258
Emissions	$ 66	$ 151	$ 79	$ 180
Grade Crossing Benefits	-	-	-	-
Residual Value of Infrastructure	$ 74	$ 271	$ 256	$ 489
Total Benefits	$ 2,046	$ 4,933	$ 2,409	$ 5,573
Costs ($ millions)	7%	3%	7%	3%
Operating Costs	$ 30	$ 70	$ 34	$ 79
Capital Costs	$ 2,757	$ 3,712	$ 2,414	$ 3,384
Total Costs	$ 2,787	$ 3,782	$ 2,448	$ 3,463
Direct Freight Costs	$ 1,833	$ 2,067	$ 1,407	$ 1,591
Freight Benefits/Freight Costs BCR	**0.40**	**0.87**	**0.53**	**1.16**
Total Benefits/Total Costs BCR	**0.73**	**1.30**	**0.98**	**1.61**

Source: AECOM

Construction and operating impacts are provided below, consistent with the presentation of other market scenarios.

Table 22: Employment, Earnings and Fiscal Impacts Associated with Construction of River Road and Southport Container Ports

Site	Employment Impacts (job years)			Earnings Impacts (millions, 2011$)			Fiscal Impacts (millions, 2011$)		
	Total Jobs	Construc -tion	Prof. Services	Total Earnings	Construc -tion	Prof. Services	Total Tax	Personal Income	Sales Tax
Southport	68,176	50,890	17,286	2,481	1,756	725	126.80	76.09	50.71
River Road	71,794	53,591	18,203	2,613	1,849	764	133.53	80.13	53.4

Source: AECOM

Table 23: Employment, Earnings, and Fiscal Impacts Associated with Operation of Southport and River Road Container Ports

Site	Employment Impacts		Fiscal Impacts (millions, 2011$)		
	Permanent Jobs (average, 2017 to 2046)	Earnings (millions, 2011 $)	Total Tax	Personal Income	Sales Tax
Southport	2,788	$ 2,285	117.03	70.23	46.80
River Road	2,724	$ 2,290	116.76	70.07	46.70

Source: AECOM

5 DISCUSSION OF PUBLIC SUGGESTIONS OF MARKET SCENARIOS

During the public listening session and other public meetings in Morehead City, two non-cargo market opportunities were suggested by the public. These are a passenger cruise terminal and a cooperative fish dock and warehouse for use by local fishermen; they are not analyzed formally but are included in this technical memorandum to offer an initial assessment of their consistency with the larger *Maritime Strategy* effort and to ensure that they are carried forward for an in-depth review as the Strategy evolves.

Capitalizing on both the co-op fish market and the cruise terminal berth opportunities would require investments beyond the physical infrastructure evaluated in the *Maritime Strategy* to realize success. The potential benefits and economic impacts of these opportunities, therefore, are not included in the calculations above. Nevertheless, these uses have the potential to generate tangible economic benefits for the local community. Further examination of the economic viability of these alternatives would be required.

5.1 Passenger Cruise Terminal

The cruise terminal opportunity supports the existing tourism base of both port communities and offers growth opportunities over the long-term. Success as a port of call will require both industry partnerships with cruise operators and vendor attractions, as well as a proactive marketing campaign since North Carolina is not currently known as a cruise destination. Ecotourism opportunities, restaurants, historical and cultural tour attractions are scalable with the growth of tour traffic and provide small business opportunities for the communities that host the ports.

The cruise industry bridges the traditional maritime economy and the tourist economies of the ports' host communities--Morehead City and Wilmington. Support for building an industry in North Carolina was voiced at several public meetings. Tourism-related businesses, such as tour operators, restaurants, and providers of ground transportation, would all benefit from cruise industry spending, along with providers of business services such as insurance and food processors. The Southeast region (of which North Carolina is a part) is the single largest source of US cruise passengers. Both Wilmington and Morehead City are small communities but that does not preclude the potential of a niche cruise industry. New Hanover County (Wilmington) had a population of 202,667 in 2010. By comparison, Carteret County (Morehead City) had 66,469 residents in the same year. Moreover, both communities have active tourist markets.

As an example, Newport, RI is a peer in terms of size and tourist focus. The population of Newport County, RI was 82,888 in 2010. In 2010, 71 cruises visited Newport demonstrating the feasibility of a small market to host cruise passengers. The ship that visits Newport has a capacity of 96 passengers, or about 6,800 cruisers per year. Of those, a recent study found that about 30 percent took package tours, 60 percent strolled around the town, and 10 percent stayed on the ship. Thus, the potential market for Morehead City would be about 6,100 visitors per year based on Newport's experience. Morehead City's market may be greater due to its milder climate. Of note for the cruise element of the master plan, the ability to dock at the port would eliminate any need for tendering (and its costs to the cruise ships) and would improve access to the port communities. Assuming that the cruises came in the spring or fall, outside of

the hottest months, the cruise activity could strengthen the "non-peak" or shoulder season between peak beach time and peak winter getaway seasons[10].

5.2 Cooperative Fish Market

The co-op fish market supports a historic industry for the community more than it creates growth opportunities. The presence of the market provides fishermen with direct market access to the local consumer market. Fish markets have taken a variety of business models in other locations; some are traditional retail opportunities, while others take "subscriptions" from consumers and provide fresh catch over a season in return for an upfront payment. The later model is particularly attractive as it provides fishermen with a predictable revenue stream over the season and improves their ability to make improvements and repairs to their boats and equipment. Nearly all such venues market or even brand the catch as "locally caught," thereby raising consumer awareness of the option and capitalizing on the growing locavore movement.

Seafood dealers in North Carolina represent an industry with an economic impact of about $255 million annually, according to a recent study[11] conducted by the North Carolina Division of Marine Fisheries. The study found that the majority of seafood dealers in the state are small single or family owned businesses. By law, wild caught seafood landed in North Carolina must initially be sold through a licensed seafood dealer. Shrimp, flounder, blue crab, oysters, groupers and tuna are the leading species sold—about 72 percent of the catch is sold in North Carolina to a mix of restaurants, dealers, and households. Of particular note for the fish co-op element of the conceptual master plans, the report concluded that North Carolina's seafood dealers are facing "significant headwinds" in maintaining their business operations. Challenges are coming from regulatory burdens, difficulties in obtaining and adequate supply of seafood, and competition from imported fish and shellfish. The report recommends increased marketing and emphasizing the values of locally caught seafood to support this part of the state's economy—entirely consistent with the fish co-op concept. The initiative supports not only the dealers, but the commercial fishermen as well—bolstering the small business sector in the ports' host communities.

[10] Source: Rhode Island's Ports: Opportunities for Growth, Executive Summary, prepared by Martin Associates for the Rhode Island Bays, Rivers, and Watersheds Coordination Team, April 2011.
[11] John Hadley and Scott Crosson, "A Business and Economic Profile of Seafood Dealers in North Carolina," Prepared for the North Carolina Division of Marine Fisheries (December 2010)

6 ASSESSMENT OF PROPOSED PORT USES FOR POTENTIAL INCOMPATIBILITY WITH PREDOMINANT ECONOMIC SECTORS OF SURROUNDING COMMUNITY

Executive Order 99 directs the *Maritime Strategy* study "to identify activities at and uses of the Wilmington and Morehead City ports that are not incompatible with the underlying economic base and existing predominant economic sectors supported by the surrounding community." Such a determination first requires an assessment of the surrounding community and identification of the predominant economic sectors. This section also describes potential compatibility of proposed market scenarios with those predominant economic sectors.

6.1 Surrounding Port Communities

For the purposes of this analysis, the team used statistical data and definitions developed and maintained by the Office of Management and Budget (OMB). OMB is charged with providing standard definitions of the geographies for which federal agencies collect, tabulate and publish statistical data, as the value of the data is much greater if it can be compared and combined across programs, requiring a uniform definition of each place[12]. The OMB definition was selected to define each port's surrounding community because this area incorporates nearby areas that are linked to the port community through economic and social ties; is an established and recognized definition used for planning purposes; and delineates an area that is used for statistical data collection and thus facilitates the identification of predominant economic sectors.

The central county of a metropolitan or micropolitan area is associated with the urbanized area or urban cluster that accounts for the largest portion of the county's population and must either:

- Have at least 50 percent of their population in urban areas of at least 10,000 population; or
- Have within their boundaries a population of at least 5,000 located in a single urban area of at least 10,000 population.

A county is considered an outlying county of a central county if it meets the following commuting requirements:

- At least 25 percent of the workers living in the county work in the central county or counties of the CBSA; or
- At least 25 percent of the employment in the county is accounted for by workers who reside in the central county or counties of the metropolitan or micropolitan area.
- A county may be included in only one metropolitan/micropolitan area.

Metropolitan Statistical Areas have at least one urbanized area of 50,000 or more population, plus adjacent territory that has a high degree of social and economic integration with the core as measured by commuting ties. Micropolitan Statistical Areas – a new set of statistical areas –

[12] The current standards and the geographic delineations for metropolitan and micropolitan areas are provided in Office of Management and Budget, 2010 Standards for Delineating Metropolitan and Micropolitan Statistical Areas, Federal Register, Vol. 75, No. 123 , Monday, June 28, 2010, Notices, and OMB Bulletin No. 10-02, *Update of Statistical Area Definitions and Guidance on Their Uses*, December 1, 2009.

have at least one urban cluster of at least 10,000 but less than 50,000 population, plus adjacent territory that has a high degree of social and economic integration with the core as measured by commuting ties.

For the Port of Wilmington, the surrounding community is defined as the Wilmington MSA, which includes Brunswick, New Hanover, and Pender Counties. For the Port of Morehead City, the surrounding community is defined as the Morehead City Micropolitan Area, comprising Carteret County.

The area defined by this approach is much larger than the radius used in documents reviewed for this study. "The Economic Status of Areas Surrounding Major US Container Ports: Evidence and Policy Issues," by Lisa Grobar, published in Growth and Change, September 2008, used a much tighter 7.5 mile radius.

6.2 Predominant Economic Sectors in the Surrounding Communities

The predominant economic sectors of the port communities were defined with a three-pronged approach:

- Identification of the community's leading industrial sectors based upon employment as a share of the total community employment and relative to US employment as a whole from 2001 to 2009
- Examination of agricultural industry cash receipts
- Review of community demographics

6.2.1 Employment

Based upon analysis of employment base and trends, economic strengths in each of the Morehead City and Wilmington communities are (in descending order):

- Construction
- Retail Trade
- Information
- Real estate and rental and leasing
- Arts, entertainment, and recreation
- Accommodation and food services
- US military
- Other government and government enterprises (including federal, state, and local)
- Nonfarm proprietors
- Administrative and waste management services

6.2.2 Annual Cash Receipts

While employment is a reliable barometer of an economy's industrial composition and means to assess which are its main economic drivers, there are a few industries that may be underrepresented by such a method. These are industries such as mining and agriculture, where the ratio of product to employee is very high; mining is very capital intensive, for example, as one employee can extract a lot of coal or aggregate. Recognizing this possibility, other data sources were reviewed as well.

The North Carolina Department of Agriculture reports on the annual cash receipts for agricultural activities for each of the state's 100 counties. By this measure, the port communities identified above rank in the following way:

- Brunswick County (Wilmington MSA): 63rd in terms of cash receipts out of 100 counties
- New Hanover County (Wilmington MSA): 96th in terms of cash receipts out of 100 counties
- Pender County (Wilmington MSA): 20th in terms of cash receipts out of 100 counties
- Carteret County (Morehead City MA): 75th in terms of cash receipts out of 100 counties

The data above show that Pender County has an active agriculture sector, while agriculture is a secondary activity for Brunswick and Carteret.

6.2.3 Tourism and Retiree-Focused Industries

Tourism and retiree-focused industries are not identified directly in the statistical data describing economic activity. Rather, both are typically described as a cluster of retail, recreation, lodging, and amusement activities (retiree locations also often have elevated real estate concentrations) in combination with locations with high degrees of cultural or natural amenities. Thus, there is a lot of overlap between the two industry clusters. Both regions have healthy tourist industries. An assessment of the communities' demographics finds each has a higher than average concentration of retiree-aged residents, as shown in Table 24.

Table 24: Concentration of Retiree-aged Population in Port Communities

Region	Population	Population Age 65+	% 65+
United States	308,745,538	40,267,984	13.0%
North Carolina	9,535,483	1,234,079	12.9%
Wilmington MSA			
Brunswick County	107,431	23,026	21.4%
New Hanover County	202,667	28,092	13.9%
Pender County	52,217	7,886	15.1%
3-County Total	362,315	59,004	16.3%
Morehead City Micropolitan			
Carteret County	66,469	12,659	19.0%

Source: US Census Bureau, Census 2010

6.3 Economic Diversity of Port Communities

Seaports support a variety of industries, which supports a diverse economy within their regions and the state. The attraction of complementary and job-supportive industries through the State's ports can serve to enhance the industrial diversity and economic resiliency of port communities.

Economists track industrial diversity as a measure of an economy's complexity and resilience. The greater the variety of industries that are present in an economy, the greater the variety of specializations. Similarly, as economic activity is distributed across a greater variety of

industries, the overall economy is shielded from the cyclical fluctuations of a single industry. Industrial diversity does not translate automatically into faster growth than less diversified economies. Las Vegas (among the fastest growing US economies over the past decade) and Detroit (among the weakest US economies over the past decade) are two comparatively less diversified economies, relative to most metro areas. Their fortunes are very different, driven by the fortunes of their dominant industry rather than their industrial diversity.

Industry diversity can be defined by a measure known as the Hachman Index (HI). The Hachman Index compares the employment mix of study regions to that of a reference region such as the United States, which has a greater variety of industries than does any smaller region within it.

The Hachman Index value for each of the three study regions (using the US as the reference) for each year of data can be calculated with the following formula[13] where LQ_i is the location quotient for industry I and S_i^{Reg} is the industry i's share of the region's employment.

$$Hachman\ Index = \frac{1}{\sum_{i=1}^{N}\left[\left(S_i^{Reg} / S_i^{US}\right) \times S_i^{Reg}\right]} = \frac{1}{\sum_{i=1}^{N}\left[LQ_i \times S_i^{Reg}\right]}$$

The index value ranges between 0 and 1, with a value of 1 indicating that the distribution of industries in the study region is equivalent to the reference region—it is the most diverse that is empirically observed. By contrast, as a local economy is increasingly dominated by one industry, the index value falls closer to 0.

Calculated over time, the Hachman Index yields a time series of changes in Industrial diversity. This metric does not typically have large year-to-year changes, but a multi-year series can display a gradual trend towards increasing or decreasing industrial diversity.

The index was calculated using detailed employment data from the Bureau of Economic Analysis that was provided by the North Carolina Department of Commerce for the Wilmington, NC Metropolitan Statistical Area (MSA), Carteret County, Brunswick County, North Carolina, and the United States for the years 2001 to the most recent available. The year 2001 is chosen as the start of the series since that is the year that federal (and state) economic statistics converted from categorizing industries (defining the mix) on an SIC basis to a NAICS basis.

The results are shown in the table below, and indicate that the state of North Carolina, as expected because it is the largest, has the highest diversity in industry with a HI value of 0.96 in 2010. This means that the state's economy is nearly as diverse as the national economy as a whole. The Wilmington MSA follows at 0.88, and then Carteret and Brunswick Counties at 0.80 and 0.79 respectively. These values indicate that Brunswick and Carteret Counties are less diversified than the MSA and state, which means that their economies are more dependent on fewer industries. Of note, both Wilmington and Brunswick County have diversified over analysis horizon while the economy of Carteret has remained comparatively unchanged in its industrial composition.

[13] Measuring Economic Diversification in Hawaii, Research and Economic Analysis Division, Department of Business, Economic Development and Tourism, State of Hawaii, February 2008.

Table 25: Hachman Index of Industrial Diversity

	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Change in Index Points, 2001 to 2010
Wilmington MSA	0.77	0.85	0.85	0.83	0.89	0.88	0.89	0.88	0.88	0.88	0.11
Carteret County	0.77	0.77	0.80	0.79	0.80	0.80	0.80	0.81	0.80	0.80	0.03
Brunswick County	0.71	0.73	0.72	0.70	0.73	0.76	0.76	0.78	0.79	0.79	0.09
North Carolina	0.95	0.96	0.96	0.96	0.96	0.97	0.97	0.96	0.96	0.96	0.01

Source: AECOM from NC Department of Commerce Data

In order to calculate the Hachman index, all industry values must be filled in. Where data is suppressed due to disclosure issues, a value was estimated to infill the data so that an Index value could be calculated for each industry. The suppressed data were estimated by calculating the residual un-categorized employment (total employment less all published industry totals) and allocating them based on the disclosure codes provided by BEA. For example, if two industry totals were suppressed and had the same codes, the residual uncategorized data was divided evenly if there was no information in a consecutive year to guide the allocation—this would be the case if an industry's employment estimate was suppressed for the entire decade.

By contrast, a limited number of suppressed entries had published data in a consecutive year. In those instances, the relative share of employment among the suppressed industries was calculated and used to allocate the residual. To illustrate, assume that two industries—industry A and industry B-- are suppressed in 2007 but their totals are published in 2008. The method calculates industry A's share of the total of A and B and industry B's share of the total of A and B. Assume that this works out that industry A accounts for 75 percent of the joint total and industry B accounts for 25 percent of the joint total. The 2007 residual employment is allocated according to these shares—75 percent of the residual applied to industry A and 25 percent of the total applied to industry B.

6.4 Compatibility of Port Uses

6.4.1 Benefits of Maritime-Focused Infrastructure Investments to Tourism and Other Economic Sectors

Several of the infrastructure investments developed to facilitate freight movement in the state would have spillover effects for the general traveling public. In particular, travel improvements would be expected to benefit the state's tourism industry. Travelers value their vacation time highly and will not return to locations that waste their time in traffic congestion. Moreover, in-state residents will be more likely to visit the state's coastal communities if it is an easy trip, increasing the potential for off-season tourism. Projects such as the North Carteret Bypass, with the potential to shorten the travel time to Morehead City, for example, would benefit the community's tourist industry even as it supports freight activity.

6.4.2 Grain and Wood Products

Support for the grain and wood products industry is directly consistent with the structure of the port communities, supporting a complementary industry to the region's dominant tourism and retiree-focused economy. In addition, the two sectors are increasingly merging in some communities to create agritourism. Agritourism combines leisure and recreation with farm-based activities such as farm stands or shops, U-pick farms, tours, on-farm classes, fairs,

festivals, pumpkin patches, Christmas tree farms, winery weddings, orchard dinners, hunting or fishing, and guest ranches. Public stakeholder input identified an opportunity to have a local fish market to provide local fishermen with a means to sell their catch locally, or to support the branding of North Carolina seafood.

6.4.3 Ro-Ro/Oversize Cargo and Wind

The movement of large and oversize cargos is not incompatible with the industrial base of the surrounding communities, though the truck traffic can create bottlenecks as the cargo moves through the community. This can be mitigated by directing such traffic to specific routes and to communicating with the public about when and where such loads will be moving in order to permit the general public to avoid these routes when possible.

There is also an opportunity for Wind Power to support the port communities. If the state moves forward with offshore wind farms, the jobs and earnings associated with maintaining that offshore asset would likely reside in the port communities, offering diversification from the tourist and amenity-based economic activities. The potential of this opportunity is strengthened if local community colleges develop a curriculum that develops the requisite skills in the local labor force, permitting local residents to find jobs outside the tourist industry without leaving their home community. Because these economies are amenity-driven, their focus is on consumption activities—tourism, recreation, dining out. The introduction of wind power maintenance offers a complementary production-oriented activity.

6.4.4 Containers and Refrigerated Cargo

Containers and refrigerated cargo, by their projected volume would introduce significant traffic to these communities. The impact of this traffic, however, can be mitigated by dedicating specific truck routes to separate port traffic from local residents' daily traffic and tourist activity. Noise walls and investments to enhance the aesthetic properties of port-adjacent neighborhoods can also reduce the impact of port operations on adjacent neighborhoods. The continued adoption of green technologies such as low emission and hybrid port vehicles can reduce the emissions impact on the local area; such vehicles tend to be quieter than equipment using other forms of power.

APPENDIX

The purpose of this Appendix is to provide additional technical detail on the economic impact and benefit cost analysis that underpin's this study. The analysis follows US DOT Guidance for benefit cost analysis and utilizes data generated in the course of developing the project concept—capital and operating cost data, landside traffic data, shipping cost information obtained from stakeholders on particular markets, publicly available data and information developed in the transportation economics literature. There were instances where a particular type of benefit was identified as a real outcome of the project, but the requisite data to estimate its value was sparse—e.g. basis on grain and diversion associated with non-cost factors. In these instances, where there was uncertainty pending further detailed analysis, the approach was to be conservative and to employ a simple transparent approach with the understanding that these results will be refined as additional data becomes available and the strategy advances.

Recognizing that the individual components of the Strategy are in the early stages of planning, the emphasis has been on a comprehensive consideration of the types of benefits that might occur, applying conservative assumptions as needed to develop estimates.

Federal Guidance

As it is likely that some of the investments needed to capitalize on the market opportunities would utilize federal funds (in part), the BCA follows federal guidance for the estimation of benefits. Recent guidance released for the TIGER grant program summarizes the most current thinking on the best approach to benefit cost analysis for transportation projects. One of the key assumptions in developing the analysis is the choice of the applicable discount rate. The benefit estimates associated with the candidate investments were discounted because they occur in the future, as illustrated in the section below. A dollar today is worth more than a dollar in the future, even if inflation is excluded, because today's dollar can be used productively in the ensuing years, yielding a value greater than the initial dollar. Future benefits are discounted to reflect this fact. The purpose of discounting is to put all present and future benefits in a common metric, their present value. The seven percent discount rate is required by the Office of Management and Budget for impact studies as outlined in Circulars A-4 and A-94. The guidance developed by US DOT for the TIGER benefit cost assessments (2010) suggests a second set of results be prepared using a three percent rate in select cases. The three percent alternative is suggested when "the alternative use of funds currently dedicated to the project would be other public expenditures, rather than private investment." (Federal Register, June 1, 2010, p. 30476). Although the funding plan is not yet developed, it is likely that a substantial portion of project funding would be public monies meeting the criterion above. As a result, the project was evaluated at a three percent rate in addition to the seven percent rate.

Other sources of guidance include the US DOT's guidance on the value of time, the value of life and injuries, and the Interagency Working Group on Social Cost of Carbon's "Social Cost of Carbon for Regulatory Impact Analysis Under Executive Order 12866" that lays out a range of values to use in monetizing the social cost of carbon in the future at various discount rates.

Project Costs and Construction Impacts

The capital costs for the candidate market scenarios range from a low of $24 million to a high of $5,885 million when the mini-master plans are included. In order to identify the stream of benefits and costs, a construction timeline was developed and used throughout the analysis. Specifically, costs were divided into those that would be spent in the near term, defined as 2014 to 2016 and those that would be spent over the longer term, defined as 2020 through 2040. Improvements at the port are defined as short-term; landside investments such as rail and highway investments are defined as longer-term improvements. A summary of the costs broken into short-term and longer-term investments is provided below. The receipt of benefits follows the same schedule. Port benefits are not counted until 2017. Transportation benefits such as travel time and accidents avoided do not begin to accrue until 2021 and build incrmentally with the completion of the project. All benefits and costs are discounted back to a net present value at three percent and seven percent as described above.

Table 26: Summary of Short Term and Long-Term Capital Costs ($millions)

Market Scenario	Short-Term	Long-Term	Total
Grain	90	1,433	1,523
Wood Pellets	67	350	417
Other Wood	1	350	351
Containers	660	3,092	3,752
Refrigerated	24	0	24
Ro/Ro	158	2,366	2,524
Greenfield Container Sites			
Southport	1,693	3,206	4,899
River Road	2,216	2,943	5,159
Conceptual Master Plans			
Port of Wilmington Conceptual Master Plan	1,156	3,707	4,863
Port of Morehead City Conceptual Master Plan 1	704	4,974	5,678
Port of Morehead City Conceptual Master Plan 2	911	4,974	5,885

Source: AECOM and URS analysis

In order to estimate the employment impacts associated with each scenario, the costs are broken into major categories: construction, professional services, and right-of-way (ROW). Right of way costs are excluded from the estimation because there is no labor content; thus there can be no mulitplier effect associated with that expediture. The breakout of the cost categories is shown below.

Table 27: Summary of Costs by Major Cost Category

Market Scenario	Total Construction Cost	Construction	Professional Services	ROW
Grain	1,523	777	305	442
Wood Pellets	417	213	83	121
Other Wood	351	179	70	102
Containers	3,752	1,914	750	1,088
Refrigerated	24			
Ro/Ro	2,524	1,287	505	732
Greenfield Container Sites				
Southport	4,899	2,498	980	1,421
River Road	5,159	2,631	1,032	1,496
Conceptual Master Plans				
Port of Wilmington Conceptual Master Plan	4,863	2,480	973	1,410
Port of Morehead City Conceptual Master Plan 1	5,678	2,896	1,136	1,647
Port of Morehead City Conceptual Master Plan 2	5,885	3,001	1,177	1,707

Source: AECOM and URS analysis.
Note: The refrigerated container scenario assumes the bulk of the expenditure is for equipment. While there will be some employment related to installation, this scenario does not require large scale construction in the same way that the other scenarios do. As a result, no construction impact is estimated for this scenario.

The estimation of the impacts applies BEA RIMS II mulitpliers for the State of North Carolina to the construction costs to obtain the employment and earnings impacts associated with the work to construct the facilities. The impacts are expressed in job years; that is, a job year is a job for one person for one year. If a worker holds a job for five years, that represents five job years. The calculation uses the Type II final demand multipliers for construction and for professional, scientific, and technical services. The interpretation of the construction multiplier in Table 28 is that for every one million dollars of construction output, 20.72 job years of employment are created across all industries.

Table 28: Construction Impacts by Market Scenario

	Total Jobs	Construction	Professional Services
FD Employment Multiplier		20.7237	17.9499
Market Scenario			
Grain	21,194	15,821	5,374
Wood Pellets	5,803	4,332	1,471
Other Wood	4,885	3,646	1,238
Containers	52,214	38,975	13,239
Refrigerated	--	--	--
Ro/Ro	35,125	26,219	8,906
Greenfield Container Sites			
Southport	68,176	50,890	17,286
River Road	71,794	53,591	18,203
Conceptual Master Plans			
Port of Wilmington Conceptual Master Plan	67,675	50,516	17,159
Port of Morehead City Conceptual Master Plan 1	79,016	58,982	20,034
Port of Morehead City Conceptual Master Plan 2	81,897	61,132	20,765

Source: AECOM
Note: Because the employment mulitpliers are based on 2008 data (the most recent multiplier available at the time of this analysis), the construction expenditures are adjusted to 2008 dollars using the non-defense capital GDP deflator.

Earnings are calculated in a similar manner, using the final demand multipliers for earnings. The final demand earnings multiplier for construction is 0.7028 and for professional serivces it is 0.7402. The multiplier is interpreted as the total dollar change in earnings of hoseholds employed by all industries for each additional dollar of output delivered to final demand by the construction and professional serivces industries, respectively. The results are summarized across scenarios as shown.

Table 29: Employment, Earnings and Fiscal Impacts Associated with Construction

	Employment Impacts (job years)			**Earnings Impacts** (millions, 2011 $)			**Fiscal Impacts** (millions, 2011 $)		
	Total Jobs	Constr. Jobs	Prof. Jobs	Total Earnings	Constr. Earnings	Prof. Earnings	Total Tax Collected	Personal Income Tax	Sales Tax
Market Scenarios									
Grain	21,194	15,821	5,374	771.4	545.9	225.5	39.42	23.65	15.76
Wood Pellets	5,803	4,332	1,471	211.2	149.5	61.7	10.79	6.48	4.32
Other Wood	4,885	3,646	1,238	177.8	125.8	52.0	8.09	5.45	3.63
Containers	52,214	38,975	13,239	1,900.3	1,344.8	555.4	97.11	58.27	38.84
Refrigerated	--	--	--	--	--	--	--	--	--
Ro/Ro	35,125	26,219	8,906	1,278.3	904.7	373.7	65.33	39.20	26.13
Greenfield Container Sites									
Southport	68,176	50,890	17,286	2,481.2	1,755.9	725.2	126.80	76.09	50.71
River Road	71,794	53,591	18,203	2,612.9	1,849.1	763.7	133.53	80.13	53.40
Conceptual Master Plans									
Port of Wilmington Conceptual Master Plan	67,675	50,516	17,159	2,463.0	1,743.0	719.9	125.87	75.53	50.34
Port of Morehead City Conceptual Master Plan 1	79,016	58,982	20,034	2,875.7	2,035.2	840.6	146.96	88.19	58.77
Port of Morehead City Conceptual Master Plan 2	81,897	61,132	20,765	2,908.6	2,109.3	871.2	152.32	91.40	60.91

Source: AECOM
Note: The cost of the refridgerated market scenario is primarily for the warehouse equipment. As a result, while there may be a few construction jobs asociated with its installation, these are likely to be minimal.

Fiscal impacts in the table above are calculated using data from the *North Carolina Statistical Abstract (2010)*, published by the Department of Revenue. It provides data on Individual Income Tax Net Collections as a Share of Total Personal Income (Figure 25.1 of that publication). This ratio provides an overall metric that averages across all the variations in deductions and exemptions included in individual returns. Between 1996 and 2008, that ratio was consistently above 3.0 percent, moving with a low value of 3.0 and a high of 3.56 percent during those years. In the last three years for which tax data are tabulated and available, the ratio has fallen from a value of 3.48 percent in 2008 to an all-time low of 2.81 percent in 2010, the most recent year for which data are available. In light of the change and departure from past

experience, this analysis applies a three-year average spanning the 2008 to 2010 period, yielding an effective tax rate of 3.07 percent for personal income.

The approach for assessing retail sales tax impacts also applies an effective rate because workers' purchases will span internet, out-of-state, taxable and non-retail taxed items (mortgage payments for example); as it is impossible to know where and on what type of goods workers will spend, an effective rate provides an overall estimate of the amount of retail "capture" relative to personal income. The North Carolina Department of Revenue Statistical Abstract (2010) (Table 27) provides an estimate of sales tax collections as a share of personal income. The table reports 1.51 for 2008. The notes to the table report that "Effective October 1, 2008, the general state rate increased from 4.25 percent to 4.5 percent; effective September 1, 2009, the rate increased to 5.5 percent; effective October 1, 2009, the rate increased to 5.75 percent." As the rate increased subsequent to the year for which the effective retail sales tax is reported, it is adjusted proportionately to capture the rate increase. This adjustment assumes that the pattern of spending remains constant across taxing jurisdictions and types of goods; only the tax rate increases.

Operating Cost and Impacts by Market Scenario

Direct on-port operating impacts are driven off the market volumes as shown below. The annual jobs anticipated in 2040 is shown in the final line of the table.

Table 30: Employment Impacts Associated with At-Port Non-Container Operations

Cargo Type:	Grain	Wood Pellets	Other Wood Products	Ro/Ro	
2040 Volume (tons)	729,600	445,000	1,300,000	193,000	
Vessel load rate (tons/hr)	500	500	300	2	tons per vehicle
Hours per year of operation	1459	890	4333	96,500	2040 vehicles
Vessel labor gang size (people)	10	10	10	6	Vehicle moved per person-hr
Annual person-hrs for vessel ops	14,592	8,900	65,000	16,083	Person-hrs of labor for Ro/Ro in 2040
Mean labor rate per hr	$35	$35	$35	$35	Mean labor rate
Labor cost for vessel ops in 2040	$510,720	$311,500	$2,275,000		
Landside/vessel cost ratio	50%	50%	50%		
Annual landside costs	$255,360	$155,750	$1,137,500		
Total annual labor costs	$766,080	$467,250	$3,412,500	$562,917	
Contingency for power cost and fixed costs	33%	33%	33%	20%	Admin, security, etc.
Total annual labor costs	$1,020,000	$620,000	$4,450,000	$680,000	Total annual Ro/Ro costs in 2040
Direct job hours	21,888	13,350	97,500	16,083	
Annual jobs/year @2040	10.73	6.54	47.79	7.88	

Source: AECOM

Container handling needs are estimated in a similar manner, using a ratio of 40 annual jobs per 100,000 TEU moves.

The estimated handling needs are calculated for the 2040 volumes and then backcast based on the pattern of cargo growth—jobs are added as shipments grow. Table 31 below summarizes the direct and full (direct+indirect+induced) employment impacts for expanded port operations by the individual market scenarios. Because of the assumed construction cycle for the container facility, the first year of employment impact is 2019 rather than 2017 for the non-container markets. Full impacts are estimated by applying the direct effect employment multiplier to the estimated direct needs. In Table 31, the multiplier applied is the Water Transportation employment multiplier: 7.281. For every job created at the port, a total of 7.3 jobs are created across all industries in North Carolina.

Table 31: At-Port Employment Impacts (selected years)

	2017	2019	2040
Direct At-Port Employment Impacts			
Grain	8	8	11
Wood Pellets	4	4	7
Wood	26	28	48
Containers		210	505
Refrigerated		17	29
Ro/Ro	4	5	8
Full Impact with Indirect and Induced Employment Impacts			
Grain	59	61	78
Wood Pellets	27	29	48
Wood	190	204	348
Containers	0	1,531	3,679
Refrigerated	0	126	212
Ro/Ro	30	33	57

Source: AECOM
Note: totals may not sum due to rounding.

In addition to at-port operating impacts, a number of the scenarios include extensive highway construction that require annual maintenance. Maintenance costs are estimated by the projected number of lane miles added at a cost of $20,000 per lane mile[14]. As with the other series, the total maximum value is calculated for 2040 and then backcast by the projected curve by which new highways come into use. For example, if by 2030, half the projected highway additon is built, the operating cost in that year would be (total lane miles X 20,000)/2. Table 32 summarizes the highway operating impacts by scenario for selected years. Emplyment impacts are estimated by applying the construction multiplier (20.7237) to the projected maintenance cost. The construction multiplier was selected as a specific highway maintenance factor is not available and construction is similar to the paving and earthwork activities needed to maintain roads and bridges.

Table 32: Highway Maintenance Employment Impacts by Scenario (selected years)

	2025	2030	2035	2040
Market Scenarios				
Grain	2.3	13.8	25.3	36.8
Wood Pellets	0.2	1.4	2.5	3.7
Wood	0.2	1.4	2.5	3.7
Containers	7.9	47.7	87.4	127.1
Refrigerated	-	-	-	-
Ro/Ro	6.2	37.2	68.2	99.1
Greenfield Container Sites				
Southport	9.4	56.2	103.1	149.9
River Road	8.3	49.8	91.4	132.9
Conceptual Master Plans				
Port of Wilmington Conceptual Master Plan	11.3	68.0	124.6	181.3
Port of Morehead City Conceptual Master Plan 1	12.7	76.4	140.0	203.7
Port of Morehead City Conceptual Master Plan 2	12.7	76.4	140.0	203.7

Source: AECOM and RIMS II multiplier

[14] Fuel Tax Subcommittee of the South Carolina Taxation Realignment Commission (TRAC) Draft Report and Recommendations to Full TRAC August 10, 2010

Earnings impacts from operations are similarly estimated using RIMS II multipliers. The direct effect earnings multiplier of 2.9843 is applied to the projected at-port payroll supported by the market scenario activities, estimated by the number of at port jobs times an average wage of $70,000. Highway maintenance payroll builds of the anticipated spending on highway maintenance and applies a final demand earnings multiplier of 0.4021.

Table 33: Total Operations Earnings Impacts (at-port and highway maintenance for selected years)

	Avg. Wage	Direct Earnings Multiplier	Final Demand Earnings Multiplier					
	$70,000	2.9843	0.4021					
Earnings – Total	**All Years** (millions)	**2017**	**2019**	**2020**	**2025**	**2030**	**2035**	**2040**
Grain	71	1,682,580	1,756,685	1,790,288	1,974,132	2,294,958	2,616,416	2,943,015
Wood Pellets	34	766,995	822,275	849,589	986,269	1,126,677	1,274,725	1,437,230
Other Wood	240	5,460,414	5,847,019	6,040,349	7,020,832	7,943,947	8,988,080	10,054,396
Containers	2,241	-	43,906,005	46,055,405	57,923,538	71,692,470	88,087,640	107,971,798
Refrigerated	142	-	3,613,156	3,733,176	4,314,493	4,835,125	5,389,325	6,086,800
Ro/Ro	69	869,027	940,829	977,178	1,274,441	2,037,640	2,798,230	3,537,593
Greenfield Container Sites								
Southport	2,248	-	43,936,005	46,055,405	57,950,720	71,855,562	88,386,642	108,406,709
River Road	2,243	-	43,936,005	46,055,405	57,930,481	71,734,127	88,164,012	108,082,885
Conceptual Master Plans								
Port of Wilmington Conceptual Master Plan	2,770	8,779,016	56,905,971	59,445,985	73,424,214	89,453,881	108,225,033	130,759,001
Port of Morehead City Conceptual Master Plan 1	2,028	8,779,016	41,971,129	43,787,147	53,771,717	65,387,477	78,841,802	94,872,686
Port of Morehead City Conceptual Master Plan 2	2,777	8,779,016	56,905,971	59,445,985	73,424,214	89,453,881	108,225,033	130,759,001

Note: the container scenario begins in 2019 because of the longer assumed construction cycle for this market scenario.

Finally, Table 34 summarizes the average employment for each market scenario, the total wages, and the associated fiscal impacts. An average level of employment is reported as these are recurring jobs that cannot be summed, and because the level of employment changes over time as the amount of highway stock is added to the road system.

Table 34: Total Operations Earnings Impacts (at-port and highway maintenance for selected years)

	Employment Impacts (average jobs, 2017 to 2046)	**Total Earnings (millions, 2011 $)**	**Fiscal Impacts (millions 2011 $)**		
			Total Tax Collected	**Personal Income Tax**	**Sales Tax**
Market Scenarios					
Grain	90	70.57	3.61	2.16	1.44
Wood Pellets	41	34.12	1.74	1.05	0.70
Wood	285	239.65	12.25	7.35	4.90
Containers	2,626	2,241.23	114.54	68.73	45.80
Refrigerated	165	142.11	7.26	4.36	2.90
Ro/Ro	99	69.28	3.54	2.12	1.42
Greenfield Container Sites					
Southport	2,693	2,248.08	114.89	68.94	45.94
River Road	2,629	2,242.98	114.62	68.78	45.84
Conceptual Master Plans					
Port of Wilmington Conceptual Master Plan	3,261	2,770.20	141.57	84.95	56.62
Port of Morehead City Conceptual Master Plan 1	2,402	2,027.89	103.63	62.19	41.44
Port of Morehead City Conceptual Master Plan 2	3,272	2,776.93	141.91	85.16	56.75

Source: AECOM

Elements of the Benefit Cost Analysis

The balance of this section describes the technical details that underpin the benefit cost analysis. Each benefit type is described separately, highlighting the particular assumptions made for each of the scenarios investigated. As the benefit types are introduced in the main body of the technical memorandum, the discussion here is more focused on technical details and assumptions used.

Discounted Construction Cost

In order to compare expeditures made over a long period of time with the stream of benefits received over a long period of time, both are discounted to a present value to permit comparions in common metric. As summarized in Table 26 on page 45, costs were divided into those that would be spent in the near term, defined as 2014 to 2016 and those that would be spent over the longer term, defined as 2020 through 2040. The one exception is near-term container port improvements are made over a longer period—2014 to 2018—because of the size of the investment and need for a longer construction schedule. Improvements at the port are defined as short-term; landside investments such as rail and highway investments are defined as longer-term improvements. Short-term costs are distributed evenly across the years in the short-term period and long-term costs are distributed evenly across the years between 2020 and 2040. All are discounted back to a net present value at three percent and seven percent. Table 35 summarizes the discounted values for each scenario.

Table 35: Summary of Capital Cost Discounting ($ in millions)

	Total Costs	@ 7 percent	@ 3 percent
Market Scenarios			
Grain	1,523	534	902
Wood Pellets	417	167	262
Wood	351	113	201
Containers	3,752	1,499	2,356
Refrigerated	24	20	22
Ro/Ro	2,524	889	1,498
Greenfield Container Sites			
Southport	4,899	2,414	3,384
River Road	5,159	2,757	3,712
Conceptual Master Plans			
Port of Wilmington Conceptual Master Plan	4,863	2,136	3,179
Port of Morehead City Conceptual Master Plan 1	5,678	2,174	3,490
Port of Morehead City Conceptual Master Plan 2	5,885	2,343	3,679

Source: AECOM

Discounted Operating Cost

The scenario operating costs are based on the cost to maintain the new highway miles added over time to support the market initiative. The at-port operations are excluded as they would likely share and support existing labor already at the port. The operating costs are estimated by the number of additional lane miles added in the market scenario and a unit cost of $20,000 per lane mile as described above. The operating costs grow gradually over time as new lane miles are added annually. Table 36 summarizes the lane mile assumption the cost in 2040 (full buildout), and the aggregate total in 2011 dollars, discounted seven percent and discounted three percent dollars.

Table 36: Summary of Operating Costs Associated with Long-Term Investments

Scenario	Additional Lane Miles	Estimated Cost @ $20,000 per lane mile	Operating Costs (millions)		
			2020 to 2046	@7 percent	@3 percent
Market Scenarios					
Grain	115	2,290,200	27	8	19
Wood Pellets	11	229,000	3	1	2
Wood	11	229,000	3	1	2
Containers	396	7,911,600	95	29	67
Refrigerated					
RoRo	309	6,171,200	74	22	52
Greenfield Container Sites					
Southport	467	9,331,200	112	34	79
River Road	414	8,274,200	99	30	70
Conceptual Master Plans					
Port of Wilmington Conceptual Master Plan	564	11,285,000	135	41	96
Port of Morehead City Conceptual Master Plan 1	634	12,679,600	152	46	107
Port of Morehead City Conceptual Master Plan 2	634	12,679,600	152	46	107

Source: AECOM

Shipper Savings

The shipper benefits are estimated based on the output of the delivered cost model (described in the *Delivered Cost Model* technical memorandum). In order to avoid bias, the estimates assume that all North Carolina production nodes identified for that market scenario are equally likely to deliver product to the port unless there is specific information about a dominant competitor in that market area. In instances where the expectation is that the availability of specialized equipment, such as a grain terminal or cold storage would permit freight to travel to the closer and less costly in-state port, the cost differential with the next lowest cost out-of-state alternative is used in order to be conservative.

This savings (on a per TEU or per ton basis) is multiplied by the projected freight volume each year to create a stream of benefits. Thus, the growth of shipping savings differs for each market scenario and only grows as volumes rise gradually over time.

Each market scenario assumes a specific landside truck/rail mode share as follows:

- Grain: 10 percent rail/90 percent truck;
- Wood Pellets: 50 percent rail/50 percent truck;
- Other Wood: 20 percent rail/80 percent truck;
- Container with inland facility: 70 percent rail/30 percent truck;
- Oversize & Ro-Ro: 50 percent rail/50 percent truck;
- Refrigerated freight: 10 percent rail/90 percent truck.

The delivered cost model provides two costs: one value in 2010 and one in 2040 that reflects landside improvements made by both North Carolina and its neighboring states. Thus, the cost series is an interpolation between the 2010 and 2040 incremental savings. The average estimated savings per TEU or per ton are applied to the projected freight growth for each market scenario to estimate the stream of benefits over time. This stream is then discounted back to a net present value. Where the scenario divides the freight between truck and rail, the rail mode is assumed to offer a minimum five percent discount in order to attract the freight. Table 37 provides an example of how the calculation works. In each pairing, the shipping cost is assessed as the savings derived by using an in-state port (where equipment prevents this now) or the value of diverting to an in-state port where investments make the in-state port more attractive (for example the intermodal relocation at Charlotte). Because the rail cost is measured as a five percent increment off the comparable truck rate, the incremental difference is five percent less than the incremental difference between the two truck (base) rates.

Table 37: Five Percent Discount Example for Two Base Rates

Cost	Cost in Period 1	Cost in Period 2	Difference	Ratio of Differences (23.75/25.00)
Truck	100.00	125.00	25.00	--
5 Percent Reduction	95.00	118.75	23.75	0.95

Source: AECOM

The BCA logic for each scenario is constructed to compare the improvement to a base case. Because a variety of situations are tested, the individual shipping scenarios vary. The approach for estimating the shipper savings is described in detail for the grain scenario to illustrate the method (seeTable 38).

Bulk grain is not currently handled at North Carolina facilities, all bulk grain shipped by North Carolina shippers goes to an out-of-state location. There is the potential, also, for grain shippers to divert from containers to bulk and realize a savings, but this latter possibility is not estimated as it is not possible to know what share of the market ships via container as part of a growing trend, and what part of the market ships by container from North Carolina because it is the only option and they are a captive shipper. The analysis does assume that grain shippers would relocate grain shipments from out-of-state ports to North Carolina facilities if bulk grain export

facilities were available. Interviews indicated that Norfolk, VA was one of the leading ports now used for grain shipments originating out of North Carolina. Norfolk is also the port that has the smallest cost differential relative to Morehead City. In 2010, the land side cost advantage of using Morehead City over Norfolk was $8.33 per short ton, narrowing to $5.38 per short ton in 2040. The scenario assumes that 10 percent of the grain travels by rail and 90 percent travels by truck. Because the equipment is not available to ship now, and because grain producers reported that many do not export as they would like because of market access, the BCA scenario assumes that the market shifts from out of state to Morehead City if it were feasible to ship from there. The savings of exporting grain out of Morehead City relative to other non-North Carolina ports would be even greater.

Table 38 summarizes the assumptions and results for selected years for the grain shipping scenario. Estimated savings vary year to year because of changes in the amount of grain shipped and changes in the relative cost over time.

Table 38: Grain Shipper Savings Illustration

	2017 - 2046	2017	2020	2025	2030	2035	2040
Grain (stons)		547,317	582,353	627,890	660,928	694,172	729,088
10% Rail		54,732	58,235	62,789	66,093	69,417	72,909
90% Truck		492,585	524,117	565,101	594,835	624,755	656,179
Total Shipper Savings ($ millions)	123.2	4.2	4.3	4.3	4.2	4.1	3.9
Discounted @7% ($ millions)	39.5	3.0	2.5	1.8	1.2	0.9	0.6
Discounted @3% ($ millions)	72.1	3.6	3.4	2.9	2.5	2.1	1.7

Source: AECOM stons = short tons

Unique to the grain scenario, shipper savings include an additional basis estimate that assumes that North Carolina producers would receive a higher price per bushel if export markets are accessible. The estimated price premium is five cents per bushel. The shipper benefits associated with this basis estimate uses the same volume forecast as the shipper savings estimate, but converts the ston value to a bushel value using a factor of 37.5 bushels per ston. This is the factor for soybeans. Each grain type will have a slightly different factor; however, the soybean conversion rate was chosen as this is expected to be a leading grain export type over the forecast horizon. Using the 729,088 ston volume shown in Table 38 in the 2040 column above, the calculation is (729,088 stons X 37.5 bushels per ston X $0.05 per bushel) to obtain a 2040 estimate of basis gains to domestic grain producers of $1.3 million. The value of basis savings over the 2017 to 2046 period is about $36 million, which translates to $10.3 million when discounted at seven percent and $20.4 million when discounted at three percent.

Table 39 below summarizes the aggregate total shipper savings, presenting values discounted at seven and three percent, across all market scenarios.

Table 39: Summary of Shipper Savings (millions)

Scenario	2017-2047	@7 percent	@3 percent	Notes
Market Scenarios				
Grain	$160	$50	$92	Includes basis estimate Base case is that NC does not have ability to handle bulk grain; improvement case is that NC can handle bulk grain. NC has existing cost advantage relative to regional competitors for this scenario, but not the necessary equipment. Assumes all domestic exports use NC ports once equipment is available.
Wood Pellets	$243	$55	$125	Base case is that NC does not have ability to handle wood pellets at ports; improvement case is that NC can handle pellets and that three operations are established to utilize facilities. Assumes projected domestic exports for the scenario use NC ports once equipment is available at port.
Wood	$109.3	$31	$60	NC already ships wood products and has a cost advantage relative to regional competitors. Improvement case is that landside improvements yield improvement in cost advantage that allows NC ports to "capture" a larger market area in the state.
Containers	$2,606	$511	$1,334	Savings on diverted TEUs only; assumes relocation of intermodal yard; no benefit taken for freight already using NC port. Base case is current cost structure; improvement case is relocation of intermodal yard and associated cost reduction (over $200/TEU) that moves more of the market into NC's "eligible" capture area.
Refrigerated	$230	$65	$127	Assumes exports and imports realize savings once equipment is available. Assumes relocation of intermodal yard.
RoRo	$118.6	$33	$64	NC has some capability to move RoRo freight now. Improvement case is that landside improvements that improve cost advantage relative to compeitors over time and investments to better handle this freight allow NC ports to capture a larger share of this market. Underestimates benefits to NC military facilities

Greenfield Container Sites				
Southport	$2,554	$501	$1,307	Scenario compares Southport location to out-of-state competitors. No intermodal yard relocation assumed. Use of Southport location yields savings to NC shippers but not as great as POW location. Investment in landside connections decreases cost at SP site over time, but SP remains a higher cost shipping option over the forecast horizion.
River Road	$2,601	$511	$1,334	Scenario compares River Road location to out-of-state competitors. No intermodal yard relocation assumed. Use of River Road location yields savings to NC shippers relative to out of state locations but slightly less than POW site.
Conceptual Master Plans				
Port of Wilmington Conceptual Master Plan	$4,075	$887	$2,025	
Port of Morehead City Conceptual Master Plan 1	$2.322	$519	$1,167	Container volumes constrained relative to Conceptual Master Plan 2
Port of Morehead City Conceptual Master Plan 2	$3.216	$703	$1,603	

Source: AECOM

Logistics Benefits

As described in the main text, improvements proposed here would affect a variety of producers and industries, which vary in their sensitivity to such logistics costs. In order to capture the benefit of these improvements, the supply chain benefit was estimated as 6.8 percent of the shipper cost savings, based on research prepared for the US DOT on quantifying the economic impact of freight transportation projects . The research relates a 10 percent improvement in transportation costs to a 6.8 percent change in logistics benefits. The estimation applies a 6.8 percent factor to account for logistics benefits. This is a conservative approach as many of the estimated cost reductions are closer to 20 percent, but this approach is taken as while there is every reason to expect that producers will reorganize their supply chains to become more efficient, there is no way to specifically model how the shipper will utilize the cost savings in the broader production process. This approach undercounts the value of this impact, but is included to highlight the potential of this benefit to North Carolina's industries.

Accident Savings

Improved roads, either through the addition of a median or the improvement to interstate design standards, is anticipated to improve safey for those who travel along the improved facility. North Carolina's Crash Statistics provide rates on the likelihood of a fatal or injury crash by type of road and severity of crash. The rates are expressed per per 100 million VMT. Table 40 summarizes the crash rates for interstate and state highway facilities in the state. Table 41 provides crash rates for highway with and without medians.

Table 40: Crash Rates by Severity for Interstate and State Highway Facilities in North Carolina

Crash Type	North Carolina Interstate	North Carolina State Highway
Fatal	0.43	1.03
Injury	21.69	54.29

Source: North Carolina Crash Statistics. Note: Rate shown is per 100 million VMT.

Table 41: Crash Rates by Severity for Divided and Undivided Facilities in North Carolina

Crash Type	North Carolina Route—4-lane undivided (all roads, urban & rural)	North Carolina Route—4-lane divided partial control access (all roads, urban & rural)	U.S. Route—4-lane undivided (all roads, urban & rural)	U.S. Route—4-lane divided partial control access (all roads, urban & rural)
Fatal	1.09	0.93	1.23	0.78
Injury	118.44	56.91	111.03	39.73

Source: North Carolina Crash Statistics. Note: Rate shown is per 100 million VMT.

The analysis compares the crash rates between improved and unimproved facilities, and calculates the incremental difference in accident rates per 100 milllion VMT. That increment is then applied to the projected amount of AADT that travels the facility and is less exposed to an accident hazard to estimate the number of fatalities and injury accidents avoided. Each fatal accident is valued at $6.2 million as directed by the US DOT Guidance on the Value of a Statistical Life. Each injury crash is estimated at $356,500, consistent with MAIS level 3 in the US DOT Guidance on the Value of a Statistical Life. There are a variety of injury cost levels that rise with severity. MAIS 3 is mid-range. In addition, these are costs per crash, not costs per person, so a crash with two cars and multiple occupants falls within a single cost. The value represents an average cost for a crash of that degree of severity—averaged across a variety of different types of crashes—solo driver, two car crashes, single occupant, multiple occupant.
The value of the crashes avoided series rises over time as VMT rises. Project analysis yielded a 2040 estimate of total VMT that would be avoided at full buildout. This VMT is backcast assuming a one percent growth in VMT to yield a series. The table below summarizes the results for selected years.

This page intentionally blank

Table 42: Derivation of Accidents Avoided by Upgrading Highways as Part of Maritime Investments

	Lane Miles Upgraded to Interstate	VMT on Upgraded Segments	New Road with Median (miles)	Average Daily Traffic	Average Annual Daily Traffic	Projected Fatal (not divided)	Projected Injury (not divided)	Projected Fatal (divided partial)	Projected Injury (divided partial)	Value of 2040 Crashes Avoided	2020 to 2046 @7 percent	2020 to 2046 @3 percent
Market Scenarios that include highway improvements												
Grain			19	30,165	11,010,225	0.13	12.63	0.09	5.32	2.82	12.83	29.55
Containers	129	2,851,363								9.39	42.76	98.52
RoRo			26	52,549	19,180,385	0.22	22.01	0.16	9.27	4.90	22.34	51.47
Conceptual Master Plans												
Port of Wilmington Conceptual Master Plan			31	18,772	6,851,914	0.08	7.86	0.06	3.31	1.75	7.98	18.39
Port of Morehead City Conceptual Master Plan 1			38	24,016	8,765,925	0.10	10.06	0.07	4.24	2.24	10.21	23.52
Port of Morehead City Conceptual Master Plan 2			38	24,016	8,765,925	0.10	10.06	0.07	4.24	2.24	10.21	23.52

Source: AECOM

This page intentionally blank

Travel Time Savings

The road improvements would generate significant benefits for non-freight travelers who share the improved facilities. Travel time savings are significant. The table below summarizes the travel time calculation across scenarios. Project analysis using the FAF network and travel modeling estimated the total volume of vehicle hours saved through improvements made in that scenario. The vehicle hours are adjusted to person hours using an occupancy rate of 1.59 for the average auto vehicle occupancy, according to information from the Bureau of Transportation Statistics.

This yeilds a revised total of hours saved. The value of this time is estimated at a flat rate of $18 per hour, which is for surface, non-commercial time from the US DOT Guidance on the value of time. Thus, this is a conservative estimate as no increase is taken for commercial traffic on the roads (independent fo the freight traffic estimated in the shipper savings market scenarios). The travel time estimate backcasts from 2040 based on the share of the highway that is built in that year. Thus, the benefit stream rises over time.

Table 43: Summary of Travel Time Benefits for Each Market Scenario

Scenario	Vehicle 2040 total time savings (hrs)	Adjusted for Occupancy Rate	Value of Time saved in 2040	2017 to 2046	@7 percent	@3 percent
Market Scenarios						
Grain	9,210,470	14,644,647	263,603,647	4,293	910	2,175
Wood Pellets	3,186,238	5,066,118	91,190,132	1,485	315	753
Wood	3,186,238	5,066,118	91,190,132	1,485	315	753
Containers	18,342,427	29,164,459	524,960,261	8,549	1,812	4,332
Refrigerated	-	-	-	-		
RoRo	20,898,237	33,228,197	598,107,543	9,741	2,065	4,936
Greenfield Container Sites						
Southport	19,297,174	30,682,506	552,285,110	8,994	1,907	4,558
River Road	17,795,728	28,295,207	509,313,732	8,295	1,758	4,203
Conceptual Master Plans						
Port of Wilmington Conceptual Master Plan	26,535,586	42,191,581	759,448,465	12,368	2,622	6,268
Port of Morehead City Conceptual Master Plan 1	37,987,313	60,399,828	1,087,196,896	17,706	3,753	8,972
Port of Morehead City Conceptual Master Plan 2	37,987,313	60,399,828	1,087,196,896	17,706	3,753	8,972

Source: AECOM

Highway Maintenance Avoided

The value of highway maintenance avoided is calculated from the VMT avoided by removing truck travel from North Carolina's roads. The value in 2040 is estimated and then backcast assuming a one percent growth rate per year. Each mile of truck VMT saves 13.3 cents per mile (2011). The oversize scenario assumes a heavier load monetized at a rate of 22.95 cents per truck mile avoided. These are the FHWA Highway Cost Allocation factors adjusted to 2011 dollars using the GDP Non-defense capital deflator. The 2040 value, the aggregate across all years, and the total in discounted seven and three percent values are reported in the table below.

Table 44: Estimates of Highway Damage Avoided by Market Scenario

Scenario	2040 VMT Avoided	Value of Truck Damage Avoided	2017 to 2046	@7 percent	@3 percent
Market Scenarios					
Grain	5,807,150	773,421	16	6	12
Wood Pellets	7,185,025	956,932	20	7	14
Wood	7,185,025	956,932	20	7	14
Containers	57,908,345	7,712,481	161	60	115
Refrigerated	2,512,295	334,598	7	3	5
RoRo	1,325,315	304,272	6	2	5
Greenfield Container Sites					
Southport	75,190,365	17,262,529	360	133	258
River Road	63,227,125	14,515,956	303	112	217
Conceptual Master Plans					
Port of Wilmington Conceptual Master Plan	76,370,045	17,533,365	366	135	262
Port of Morehead City Conceptual Master Plan 1	139,190,195	31,955,886	666	247	477
Port of Morehead City Conceptual Master Plan 2	139,190,195	31,955,886	666	247	477

Source: AECOM

Emissions Avoided

The value of emissions avoided is calculated from the VMT avoided by removing truck travel from North Carolina's roads. The value in 2040 is estimated and then backcast assuming a one percent growth rate per year. Each mile of VMT generates VOC (0.299 grams per mile), NOX (10.947 grams per mile) and PM (0.225 grams per mile) based on EPA factors for trucks. The volume of emissions measured in grams, is then converted to long tons as the monetization factors (shown below the table) are provided in long tons. The analysis alows the emissions factors to vary slowly over time with anticipated changes in the fleet. The 2040 value, the aggregate across all years, and the total in discounted seven and three percent values are reported in the table below.

Table 45: Value of Emissions Avoided (millions)

Scenario	2040 VMT Avoided	2040 Value ($)	2017 to 2046 ($)	@7 percent ($ 2011)	@3 percent ($ 2011)
Market Scenarios					
Grain	5,807,150	1.3	28	6	14
Wood Pellets	7,185,025	1.7	35	8	17
Wood	7,185,025	1.7	35	8	17
Containers	57,908,345	13.4	279	61	138
Refrigerated	2,512,295	0.6	12	3	6
RoRo	1,325,315	0.3	6	1	3
Greenfield Container Sites					
Southport	75,190,365	17.4	362	79	182
River Road	63,227,125	14.6	305	67	153
Conceptual Master Plans					
Port of Wilmington Conceptual Master Plan	76,370,045	17.6	368	80	185
Port of Morehead City Conceptual Master Plan 1	139,190,195	32.2	671	146	333
Port of Morehead City Conceptual Master Plan 2	139,190,195	32.2	671	146	333

Note: conversion factors include: VOC $1,391 per long ton; $5,671 NOX per long ton; PM $310,300 per long ton. These are the 2007 figures from federal guidance adjusted to 2011 dollars using the CPI.

Grade Crossing Benefits

The grade crossing analysis applied the FRA GradeDec Analysis tool to estimate the impact of relocating the rail line in Morehead City to a location outside of the main community, separating the rail corridor from auto and truck traffic. The analysis period was 2017 to 2046 because of technical requirements in GradeDec. As this is a long-term project, it would not be open and generating benefits in 2017. Thus, the results were adjusted as shown in the table below. Specifically, the construction is not assumed complete until midway through the long-term period, thus about half of the reported benefits are discarded.

The Grade Crossing Analysis assumes an additional 65 trains for grain, grade separation of all current crossings along the corridor, 75 rail cars per train and a train length of 75 feet. The Ro-Ro analysis assumes an additonal 36 trains per day. The Ro-Ro projection underestimates benefits to North Carolina's military facilities.

The GradeDec model reports benefits in discounted values, thus no additional discounting was applied for this benefit.

GradeDec benefits are an aggregate of the benefits of avoiding delay, accidents, vehicle operating cost and emissions at grade crossings. Salvage value (as shown below) has been removed to avoid double counting with the residual analysis described in the following section. The GradeDec output is provided at the end of this technical memorandum.

Table 46: Summary of Adjustments Made to Derive Grade Crossing Benefits (millions, 2011 $)

Derivation	Grain		RO-RO	
	PV@7%	PV@3%	PV@7%	PV@3%
Initial Estimate	44.24	97.86	24.33	53.82
Adjustment for Construction Period	20.48	49.06	11.26	26.71
Adjustment for Salvage Period	0.12	0.368	0.07	0.20
Estimated Total	20.36	48.69	11.20	26.51

Source: AECOM

Residual

Many of the improvements considered in the Strategy entail investments with a useful life that extends beyond 2046, the end of the analysis period. This useful life has value and should be included in the comparison of project costs with project benefits. That said, the level of detail on the components of project costs is at a conceptual level. As a compromise, the following approach was taken. There are three types of assets that will have value beyond 2046: right of way, infrastructure investments made directly at the port, and landside improvements. Because land does not depreciate, right-of-way is a special type of asset. The capital costs include a 29 percent allowance for right of way. The analysis recognizes that this value will carry forward beyond 2046, and that it remains an asset to the State of North Carolina, but it is not included in the benefit estimate because 1) its value would be expected to appreciate over time; 2) the ability to convert it to other uses is uncertain; and 3) its exclusion from the benefit estimate offsets any uncertainty in the remainder of the estimate. In short, given the conceptual level of the capital cost estimates, the residual estimate is deliberately conservative.

The residual analysis was conducted in two parts: one for the long-term investments and one for the at-port investments. The useful life of highways is 60 years according to Bureau of

Economic Analysis information. Thus, the asset is assumed to depreciate 1/60 each year after it is constructed. The long-term investments are made over a 20-year span, meaning that the highway lanes constructed in the first year will have depreciated 19 years when the final lanes are constructed in 2040, yielding a "tiered" depreciation. Thus, the calculation starts from midpoint (2029) of construction where new construction offsets old first year of depreciation. Using 2029 as the start point, and assuming 1/60th of the asset is used each year, the asset has 70 percent of its useful life in 2046. This value is adjusted to remove ROW, professional services, and earthwork costs (cost components that can be identified and that are either excluded as described above or that do not have a 60 year useful life). The remaining value is discounted back at seven percent and at three percent.

Table 47: Summary of Long-Term Residual Value Calculation

Scenario	Long-term Investment Cost	Remaining Value in 2046	Value of Asset Net of ROW, Professional Services and Earthwork	@7 percent	@3 percent
Market Scenarios					
Grain	1,433	1,003	361	36	132
Wood Pellets	350	245	88	9	32
Wood	350	245	88	9	32
Containers	3,092	2,164	779	78	285
Refrigerated	-	-	-	-	-
RoRo	2,366	1,656	596	60	218
Greenfield Container Sites					
Southport	3,206	2,244	808	256	489
River Road	2,943	2,060	742	74	271
Conceptual Master Plans					
Port of Wilmington Conceptual Master Plan	3,707	2,595	934	94	342
Port of Morehead City Conceptual Master Plan 1	4,974	3,482	1,253	126	459
Port of Morehead City Conceptual Master Plan 2	4,974	3,482	1,253	126	459

Source: AECOM

Grade Dec output is provided on the pages that follow.

FEDERAL RAILROAD ADMINISTRATION

GRADEDEC.NET - RISK ANALYSIS RESULTS

User: aecomecon
Dataset: NC Maritime

Results file:	NC Maritime 1	**Number of Trials:**	51
Region:		**Random Seed:**	1
Scenario:	NC Maritime base	**Date/Time of Simulation:**	06-Apr-2012 3:44 pm

Result No.: **Result Variable Description**

Percentile Summary | **Summary Statistics**

1 Safety benefits, thous $ PV

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
9280.48	9280.48	9280.48	9280.48	9280.48	9280.48	9280.48	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
9280.48	9280.48	9280.48	9280.48	9280.48	9280.48	9280.48	9280.48	9280.48

2 Travel time savings, thous $ PV

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
77686.1	77686.1	77686.1	77686.1	77686.1	77686.1	77686.1	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
77686.1	77686.1	77686.1	77686.1	77686.1	77686.1	77686.1	77686.1	77686.1

3 Environmental benefits, thous $ PV

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
967.881	967.881	967.881	967.881	967.881	967.881	967.881	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
967.881	967.881	967.881	967.881	967.881	967.881	967.881	967.881	967.881

4 Veh operating cost benefit, thous $ PV

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
9446.11	9446.11	9446.11	9446.11	9446.11	9446.11	9446.11	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
9446.11	9446.11	9446.11	9446.11	9446.11	9446.11	9446.11	9446.11	9446.11

5 Total benefits, thous $ PV

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
97860.1	97860.1	97860.1	97860.1	97860.1	97860.1	97860.1	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
97860.1	97860.1	97860.1	97860.1	97860.1	97860.1	97860.1	97860.1	97860.1

6 of this, benefits from induced trips, thous $ PV

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
111.634	111.634	111.634	111.634	111.634	111.634	111.634	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
111.634	111.634	111.634	111.634	111.634	111.634	111.634	111.634	111.634

7 of this, disbenefit from induced trips, thous $ PV

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0	0	0	0	0	0	0	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0	0	0	0	0	0	0	0	0

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
8	of this, investment salvage value, thous $ PV											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		367.859	367.859	367.859	367.859	367.859	367.859		367.859	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		367.859	367.859	367.859	367.859	367.859	367.859	367.859		367.859	367.859	
9	Total costs, thous $ PV											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		5075.66	5075.66	5075.66	5075.66	5075.66	5075.66		5075.66	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		5075.66	5075.66	5075.66	5075.66	5075.66	5075.66	5075.66		5075.66	5075.66	
10	Net benefits, thous $ PV											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		92784.4	92784.4	92784.4	92784.4	92784.4	92784.4		92784.4	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		92784.4	92784.4	92784.4	92784.4	92784.4	92784.4	92784.4		92784.4	92784.4	
11	Benefit-cost ratio											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		19.2803	19.2803	19.2803	19.2803	19.2803	19.2803		19.2803	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		19.2803	19.2803	19.2803	19.2803	19.2803	19.2803	19.2803		19.2803	19.2803	
12	Rate of return (constant dollars), %											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		38.411	38.411	38.411	38.411	38.411	38.411		38.411	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		38.411	38.411	38.411	38.411	38.411	38.411	38.411		38.411	38.411	
13	Local benefits (not included in summary), thous $ PV											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		4893	4893	4893	4893	4893	4893		4893	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		4893	4893	4893	4893	4893	4893	4893		4893	4893	
14	Safety Benefit, GCX 1, thous $ PV, ID 722606M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		161.679	161.679	161.679	161.679	161.679	161.679		161.679	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		161.679	161.679	161.679	161.679	161.679	161.679	161.679		161.679	161.679	
15	Safety Benefit, GCX 2, thous $ PV, ID 722607U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		231.851	231.851	231.851	231.851	231.851	231.851		231.851	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		231.851	231.851	231.851	231.851	231.851	231.851	231.851		231.851	231.851	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
16	Safety Benefit, GCX 3, thous $ PV, ID 722608B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		95.9465	95.9465	95.9465	95.9465	95.9465	95.9465		95.9465	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		95.9465	95.9465	95.9465	95.9465	95.9465	95.9465	95.9465		95.9465	95.9465	
17	Safety Benefit, GCX 4, thous $ PV, ID 722609H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		134.117	134.117	134.117	134.117	134.117	134.117		134.117	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		134.117	134.117	134.117	134.117	134.117	134.117	134.117		134.117	134.117	
18	Safety Benefit, GCX 5, thous $ PV, ID 722610C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		252.533	252.533	252.533	252.533	252.533	252.533		252.533	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		252.533	252.533	252.533	252.533	252.533	252.533	252.533		252.533	252.533	
19	Safety Benefit, GCX 6, thous $ PV, ID 722611J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		180.976	180.976	180.976	180.976	180.976	180.976		180.976	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		180.976	180.976	180.976	180.976	180.976	180.976	180.976		180.976	180.976	
20	Safety Benefit, GCX 7, thous $ PV, ID 722612R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		241.155	241.155	241.155	241.155	241.155	241.155		241.155	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		241.155	241.155	241.155	241.155	241.155	241.155	241.155		241.155	241.155	
21	Safety Benefit, GCX 8, thous $ PV, ID 722613X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		286.607	286.607	286.607	286.607	286.607	286.607		286.607	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		286.607	286.607	286.607	286.607	286.607	286.607	286.607		286.607	286.607	
22	Safety Benefit, GCX 9, thous $ PV, ID 722614E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		229.999	229.999	229.999	229.999	229.999	229.999		229.999	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		229.999	229.999	229.999	229.999	229.999	229.999	229.999		229.999	229.999	
23	Safety Benefit, GCX 10, thous $ PV, ID 722615L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		330.932	330.932	330.932	330.932	330.932	330.932		330.932	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		330.932	330.932	330.932	330.932	330.932	330.932	330.932		330.932	330.932	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
24	Safety Benefit, GCX 11, thous $ PV, ID 722616T	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		201.585	201.585	201.585	201.585	201.585	201.585		201.585	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		201.585	201.585	201.585	201.585	201.585	201.585	201.585		201.585	201.585	
25	Safety Benefit, GCX 12, thous $ PV, ID 722617A	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		268.758	268.758	268.758	268.758	268.758	268.758		268.758	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		268.758	268.758	268.758	268.758	268.758	268.758	268.758		268.758	268.758	
26	Safety Benefit, GCX 13, thous $ PV, ID 722618G	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		282.208	282.208	282.208	282.208	282.208	282.208		282.208	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		282.208	282.208	282.208	282.208	282.208	282.208	282.208		282.208	282.208	
27	Safety Benefit, GCX 14, thous $ PV, ID 722619N	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		596.062	596.062	596.062	596.062	596.062	596.062		596.062	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		596.062	596.062	596.062	596.062	596.062	596.062	596.062		596.062	596.062	
28	Safety Benefit, GCX 15, thous $ PV, ID 722620H	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		228.53	228.53	228.53	228.53	228.53	228.53		228.53	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		228.53	228.53	228.53	228.53	228.53	228.53	228.53		228.53	228.53	
29	Safety Benefit, GCX 16, thous $ PV, ID 722621P	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		228.53	228.53	228.53	228.53	228.53	228.53		228.53	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		228.53	228.53	228.53	228.53	228.53	228.53	228.53		228.53	228.53	
30	Safety Benefit, GCX 17, thous $ PV, ID 722622W	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		220.862	220.862	220.862	220.862	220.862	220.862		220.862	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		220.862	220.862	220.862	220.862	220.862	220.862	220.862		220.862	220.862	
31	Safety Benefit, GCX 18, thous $ PV, ID 722623D	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		234.247	234.247	234.247	234.247	234.247	234.247		234.247	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		234.247	234.247	234.247	234.247	234.247	234.247	234.247		234.247	234.247	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
32	Safety Benefit, GCX 19, thous $ PV, ID 722624K	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		240.364	240.364	240.364	240.364	240.364	240.364		240.364	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		240.364	240.364	240.364	240.364	240.364	240.364	240.364		240.364	240.364	
33	Safety Benefit, GCX 20, thous $ PV, ID 722625S	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		202.557	202.557	202.557	202.557	202.557	202.557		202.557	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		202.557	202.557	202.557	202.557	202.557	202.557	202.557		202.557	202.557	
34	Safety Benefit, GCX 21, thous $ PV, ID 722626Y	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		53.4707	53.4707	53.4707	53.4707	53.4707	53.4707		53.4707	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		53.4707	53.4707	53.4707	53.4707	53.4707	53.4707	53.4707		53.4707	53.4707	
35	Safety Benefit, GCX 22, thous $ PV, ID 722627F	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		203.833	203.833	203.833	203.833	203.833	203.833		203.833	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		203.833	203.833	203.833	203.833	203.833	203.833	203.833		203.833	203.833	
36	Safety Benefit, GCX 23, thous $ PV, ID 722628M	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		86.5595	86.5595	86.5595	86.5595	86.5595	86.5595		86.5595	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		86.5595	86.5595	86.5595	86.5595	86.5595	86.5595	86.5595		86.5595	86.5595	
37	Safety Benefit, GCX 24, thous $ PV, ID 722629U	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		288.756	288.756	288.756	288.756	288.756	288.756		288.756	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		288.756	288.756	288.756	288.756	288.756	288.756	288.756		288.756	288.756	
38	Safety Benefit, GCX 25, thous $ PV, ID 722630N	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		680.201	680.201	680.201	680.201	680.201	680.201		680.201	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		680.201	680.201	680.201	680.201	680.201	680.201	680.201		680.201	680.201	
39	Safety Benefit, GCX 26, thous $ PV, ID 722631V	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		330.932	330.932	330.932	330.932	330.932	330.932		330.932	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		330.932	330.932	330.932	330.932	330.932	330.932	330.932		330.932	330.932	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
40	Safety Benefit, GCX 27, thous $ PV, ID 722632C	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		492.952	492.952	492.952	492.952	492.952	492.952		492.952	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		492.952	492.952	492.952	492.952	492.952	492.952	492.952		492.952	492.952	
41	Safety Benefit, GCX 28, thous $ PV, ID 722633J	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		190.717	190.717	190.717	190.717	190.717	190.717		190.717	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		190.717	190.717	190.717	190.717	190.717	190.717	190.717		190.717	190.717	
42	Safety Benefit, GCX 29, thous $ PV, ID 722634R	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		270.551	270.551	270.551	270.551	270.551	270.551		270.551	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		270.551	270.551	270.551	270.551	270.551	270.551	270.551		270.551	270.551	
43	Safety Benefit, GCX 30, thous $ PV, ID 722635X	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		249.934	249.934	249.934	249.934	249.934	249.934		249.934	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		249.934	249.934	249.934	249.934	249.934	249.934	249.934		249.934	249.934	
44	Safety Benefit, GCX 31, thous $ PV, ID 722636E	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		109.428	109.428	109.428	109.428	109.428	109.428		109.428	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		109.428	109.428	109.428	109.428	109.428	109.428	109.428		109.428	109.428	
45	Safety Benefit, GCX 32, thous $ PV, ID 722637L	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		133.903	133.903	133.903	133.903	133.903	133.903		133.903	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		133.903	133.903	133.903	133.903	133.903	133.903	133.903		133.903	133.903	
46	Safety Benefit, GCX 33, thous $ PV, ID 722638T	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		147.917	147.917	147.917	147.917	147.917	147.917		147.917	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		147.917	147.917	147.917	147.917	147.917	147.917	147.917		147.917	147.917	
47	Safety Benefit, GCX 34, thous $ PV, ID 722639A	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		194.903	194.903	194.903	194.903	194.903	194.903		194.903	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		194.903	194.903	194.903	194.903	194.903	194.903	194.903		194.903	194.903	

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
48	Safety Benefit, GCX 35, thous $ PV, ID 722640U	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		313.958	313.958	313.958	313.958	313.958	313.958	313.958	313.958	313.958	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		313.958	313.958	313.958	313.958	313.958				313.958		313.958	
49	Safety Benefit, GCX 36, thous $ PV, ID 722641B	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		330.331	330.331	330.331	330.331	330.331	330.331	330.331	330.331	330.331	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		330.331	330.331	330.331	330.331	330.331				330.331		330.331	
50	Safety Benefit, GCX 37, thous $ PV, ID 722642H	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		114.061	114.061	114.061	114.061	114.061	114.061	114.061	114.061	114.061	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		114.061	114.061	114.061	114.061	114.061				114.061		114.061	
51	Safety Benefit, GCX 38, thous $ PV, ID 722643P	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		238.577	238.577	238.577	238.577	238.577	238.577	238.577	238.577	238.577	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		238.577	238.577	238.577	238.577	238.577				238.577		238.577	
52	Travel Time Savings, GCX 1, thous $ PV, ID 722606M	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		5660.94	5660.94	5660.94	5660.94	5660.94	5660.94	5660.94	5660.94	5660.94	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		5660.94	5660.94	5660.94	5660.94	5660.94				5660.94		5660.94	
53	Travel Time Savings, GCX 2, thous $ PV, ID 722607U	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		766.013	766.013	766.013	766.013	766.013	766.013	766.013	766.013	766.013	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		766.013	766.013	766.013	766.013	766.013				766.013		766.013	
54	Travel Time Savings, GCX 3, thous $ PV, ID 722608B	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		6.40145	6.40145	6.40145	6.40145	6.40145	6.40145	6.40145	6.40145	6.40145	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		6.40145	6.40145	6.40145	6.40145	6.40145				6.40145		6.40145	
55	Travel Time Savings, GCX 4, thous $ PV, ID 722609H	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		477.289	477.289	477.289	477.289	477.289	477.289	477.289	477.289	477.289	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		477.289	477.289	477.289	477.289	477.289				477.289		477.289	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
56	Travel Time Savings, GCX 5, thous $ PV, ID 722610C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		43.8708	43.8708	43.8708	43.8708	43.8708	43.8708		43.8708	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		43.8708	43.8708	43.8708	43.8708	43.8708	43.8708	43.8708		43.8708	43.8708	
57	Travel Time Savings, GCX 6, thous $ PV, ID 722611J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		807.067	807.067	807.067	807.067	807.067	807.067		807.067	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		807.067	807.067	807.067	807.067	807.067	807.067	807.067		807.067	807.067	
58	Travel Time Savings, GCX 7, thous $ PV, ID 722612R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		888.952	888.952	888.952	888.952	888.952	888.952		888.952	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		888.952	888.952	888.952	888.952	888.952	888.952	888.952		888.952	888.952	
59	Travel Time Savings, GCX 8, thous $ PV, ID 722613X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		185.24	185.24	185.24	185.24	185.24	185.24		185.24	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		185.24	185.24	185.24	185.24	185.24	185.24	185.24		185.24	185.24	
60	Travel Time Savings, GCX 9, thous $ PV, ID 722614E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		44.9391	44.9391	44.9391	44.9391	44.9391	44.9391		44.9391	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		44.9391	44.9391	44.9391	44.9391	44.9391	44.9391	44.9391		44.9391	44.9391	
61	Travel Time Savings, GCX 10, thous $ PV, ID 722615L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		394.062	394.062	394.062	394.062	394.062	394.062		394.062	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		394.062	394.062	394.062	394.062	394.062	394.062	394.062		394.062	394.062	
62	Travel Time Savings, GCX 11, thous $ PV, ID 722616T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		12.9439	12.9439	12.9439	12.9439	12.9439	12.9439		12.9439	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		12.9439	12.9439	12.9439	12.9439	12.9439	12.9439	12.9439		12.9439	12.9439	
63	Travel Time Savings, GCX 12, thous $ PV, ID 722617A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		129.592	129.592	129.592	129.592	129.592	129.592		129.592	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		129.592	129.592	129.592	129.592	129.592	129.592	129.592		129.592	129.592	

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
64	Travel Time Savings, GCX 13, thous $ PV, ID 722618G												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		242.121	242.121	242.121	242.121	242.121	242.121			242.121	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		242.121	242.121	242.121	242.121	242.121	242.121	242.121			242.121	242.121	
65	Travel Time Savings, GCX 14, thous $ PV, ID 722619N												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		43.4372	43.4372	43.4372	43.4372	43.4372	43.4372			43.4372	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		43.4372	43.4372	43.4372	43.4372	43.4372	43.4372	43.4372			43.4372	43.4372	
66	Travel Time Savings, GCX 15, thous $ PV, ID 722620H												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		42.4989	42.4989	42.4989	42.4989	42.4989	42.4989			42.4989	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		42.4989	42.4989	42.4989	42.4989	42.4989	42.4989	42.4989			42.4989	42.4989	
67	Travel Time Savings, GCX 16, thous $ PV, ID 722621P												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		42.4989	42.4989	42.4989	42.4989	42.4989	42.4989			42.4989	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		42.4989	42.4989	42.4989	42.4989	42.4989	42.4989	42.4989			42.4989	42.4989	
68	Travel Time Savings, GCX 17, thous $ PV, ID 722622W												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		31.4352	31.4352	31.4352	31.4352	31.4352	31.4352			31.4352	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		31.4352	31.4352	31.4352	31.4352	31.4352	31.4352	31.4352			31.4352	31.4352	
69	Travel Time Savings, GCX 18, thous $ PV, ID 722623D												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		52.2688	52.2688	52.2688	52.2688	52.2688	52.2688			52.2688	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		52.2688	52.2688	52.2688	52.2688	52.2688	52.2688	52.2688			52.2688	52.2688	
70	Travel Time Savings, GCX 19, thous $ PV, ID 722624K												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		63.5723	63.5723	63.5723	63.5723	63.5723	63.5723			63.5723	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		63.5723	63.5723	63.5723	63.5723	63.5723	63.5723	63.5723			63.5723	63.5723	
71	Travel Time Savings, GCX 20, thous $ PV, ID 722625S												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		13.6216	13.6216	13.6216	13.6216	13.6216	13.6216			13.6216	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		13.6216	13.6216	13.6216	13.6216	13.6216	13.6216	13.6216			13.6216	13.6216	

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
72	Travel Time Savings, GCX 21, thous $ PV, ID 722626Y	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		0.212276	0.212276	0.212276	0.212276	0.212276	0.212276	0.212276	0.212276	0.212276	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		0.212276	0.212276	0.212276	0.212276	0.212276				0.212276		0.212276	
73	Travel Time Savings, GCX 22, thous $ PV, ID 722627F	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		14.5884	14.5884	14.5884	14.5884	14.5884	14.5884	14.5884	14.5884	14.5884	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		14.5884	14.5884	14.5884	14.5884	14.5884				14.5884		14.5884	
74	Travel Time Savings, GCX 23, thous $ PV, ID 722628M	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		57.3514	57.3514	57.3514	57.3514	57.3514	57.3514	57.3514	57.3514	57.3514	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		57.3514	57.3514	57.3514	57.3514	57.3514				57.3514		57.3514	
75	Travel Time Savings, GCX 24, thous $ PV, ID 722629U	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		192.837	192.837	192.837	192.837	192.837	192.837	192.837	192.837	192.837	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		192.837	192.837	192.837	192.837	192.837				192.837		192.837	
76	Travel Time Savings, GCX 25, thous $ PV, ID 722630N	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		150.175	150.175	150.175	150.175	150.175	150.175	150.175	150.175	150.175	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		150.175	150.175	150.175	150.175	150.175				150.175		150.175	
77	Travel Time Savings, GCX 26, thous $ PV, ID 722631V	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		393.164	393.164	393.164	393.164	393.164	393.164	393.164	393.164	393.164	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		393.164	393.164	393.164	393.164	393.164				393.164		393.164	
78	Travel Time Savings, GCX 27, thous $ PV, ID 722632C	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		2745.09	2745.09	2745.09	2745.09	2745.09	2745.09	2745.09	2745.09	2745.09	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		2745.09	2745.09	2745.09	2745.09	2745.09				2745.09		2745.09	
79	Travel Time Savings, GCX 28, thous $ PV, ID 722633J	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		52142.5	52142.5	52142.5	52142.5	52142.5	52142.5	52142.5	52142.5	52142.5	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		52142.5	52142.5	52142.5	52142.5	52142.5				52142.5		52142.5	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics

80 Travel Time Savings, GCX 29, thous $ PV, ID 722634R

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
1840.56	1840.56	1840.56	1840.56	1840.56	1840.56	1840.56	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
1840.56	1840.56	1840.56	1840.56	1840.56	1840.56	1840.56	1840.56	1840.56

81 Travel Time Savings, GCX 30, thous $ PV, ID 722635X

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
7185.12	7185.12	7185.12	7185.12	7185.12	7185.12	7185.12	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
7185.12	7185.12	7185.12	7185.12	7185.12	7185.12	7185.12	7185.12	7185.12

82 Travel Time Savings, GCX 31, thous $ PV, ID 722636E

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
97.8169	97.8169	97.8169	97.8169	97.8169	97.8169	97.8169	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
97.8169	97.8169	97.8169	97.8169	97.8169	97.8169	97.8169	97.8169	97.8169

83 Travel Time Savings, GCX 32, thous $ PV, ID 722637L

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.091287	0.091287	0.091287	0.091287	0.091287	0.091287	0.091287	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.091287	0.091287	0.091287	0.091287	0.091287	0.091287	0.091287	0.091287	0.091287

84 Travel Time Savings, GCX 33, thous $ PV, ID 722638T

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
206.87	206.87	206.87	206.87	206.87	206.87	206.87	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
206.87	206.87	206.87	206.87	206.87	206.87	206.87	206.87	206.87

85 Travel Time Savings, GCX 34, thous $ PV, ID 722639A

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
434.383	434.383	434.383	434.383	434.383	434.383	434.383	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
434.383	434.383	434.383	434.383	434.383	434.383	434.383	434.383	434.383

86 Travel Time Savings, GCX 35, thous $ PV, ID 722640U

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
172.086	172.086	172.086	172.086	172.086	172.086	172.086	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
172.086	172.086	172.086	172.086	172.086	172.086	172.086	172.086	172.086

87 Travel Time Savings, GCX 36, thous $ PV, ID 722641B

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
227.008	227.008	227.008	227.008	227.008	227.008	227.008	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
227.008	227.008	227.008	227.008	227.008	227.008	227.008	227.008	227.008

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
88	Travel Time Savings, GCX 37, thous $ PV, ID 722642H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		144.604	144.604	144.604	144.604	144.604	144.604		144.604	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		144.604	144.604	144.604	144.604	144.604	144.604	144.604		144.604	144.604	
89	Travel Time Savings, GCX 38, thous $ PV, ID 722643P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1732.93	1732.93	1732.93	1732.93	1732.93	1732.93		1732.93	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1732.93	1732.93	1732.93	1732.93	1732.93	1732.93	1732.93		1732.93	1732.93	
90	Environmental Benefit, GCX 1, thous $ PV, ID 722606M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		28.1716	28.1716	28.1716	28.1716	28.1716	28.1716		28.1716	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		28.1716	28.1716	28.1716	28.1716	28.1716	28.1716	28.1716		28.1716	28.1716	
91	Environmental Benefit, GCX 2, thous $ PV, ID 722607U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.60513	3.60513	3.60513	3.60513	3.60513	3.60513		3.60513	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.60513	3.60513	3.60513	3.60513	3.60513	3.60513	3.60513		3.60513	3.60513	
92	Environmental Benefit, GCX 3, thous $ PV, ID 722608B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.030119	0.030119	0.030119	0.030119	0.030119	0.030119		0.030119	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.030119	0.030119	0.030119	0.030119	0.030119	0.030119	0.030119		0.030119	0.030119	
93	Environmental Benefit, GCX 4, thous $ PV, ID 722609H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.29606	2.29606	2.29606	2.29606	2.29606	2.29606		2.29606	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.29606	2.29606	2.29606	2.29606	2.29606	2.29606	2.29606		2.29606	2.29606	
94	Environmental Benefit, GCX 5, thous $ PV, ID 722610C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.20526	0.20526	0.20526	0.20526	0.20526	0.20526		0.20526	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.20526	0.20526	0.20526	0.20526	0.20526	0.20526	0.20526		0.20526	0.20526	
95	Environmental Benefit, GCX 6, thous $ PV, ID 722611J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.87081	3.87081	3.87081	3.87081	3.87081	3.87081		3.87081	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.87081	3.87081	3.87081	3.87081	3.87081	3.87081	3.87081		3.87081	3.87081	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
96	Environmental Benefit, GCX 7, thous $ PV, ID 722612R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		4.20283	4.20283	4.20283	4.20283	4.20283	4.20283		4.20283	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		4.20283	4.20283	4.20283	4.20283	4.20283	4.20283	4.20283		4.20283	4.20283	
97	Environmental Benefit, GCX 8, thous $ PV, ID 722613X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.865802	0.865802	0.865802	0.865802	0.865802	0.865802		0.865802	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.865802	0.865802	0.865802	0.865802	0.865802	0.865802	0.865802		0.865802	0.865802	
98	Environmental Benefit, GCX 9, thous $ PV, ID 722614E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.209931	0.209931	0.209931	0.209931	0.209931	0.209931		0.209931	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.209931	0.209931	0.209931	0.209931	0.209931	0.209931	0.209931		0.209931	0.209931	
99	Environmental Benefit, GCX 10, thous $ PV, ID 722615L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.85245	1.85245	1.85245	1.85245	1.85245	1.85245		1.85245	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.85245	1.85245	1.85245	1.85245	1.85245	1.85245	1.85245		1.85245	1.85245	
100	Environmental Benefit, GCX 11, thous $ PV, ID 722616T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.060602	0.060602	0.060602	0.060602	0.060602	0.060602		0.060602	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.060602	0.060602	0.060602	0.060602	0.060602	0.060602	0.060602		0.060602	0.060602	
101	Environmental Benefit, GCX 12, thous $ PV, ID 722617A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.605225	0.605225	0.605225	0.605225	0.605225	0.605225		0.605225	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.605225	0.605225	0.605225	0.605225	0.605225	0.605225	0.605225		0.605225	0.605225	
102	Environmental Benefit, GCX 13, thous $ PV, ID 722618G											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.1304	1.1304	1.1304	1.1304	1.1304	1.1304		1.1304	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.1304	1.1304	1.1304	1.1304	1.1304	1.1304	1.1304		1.1304	1.1304	
103	Environmental Benefit, GCX 14, thous $ PV, ID 722619N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.20293	0.20293	0.20293	0.20293	0.20293	0.20293		0.20293	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.20293	0.20293	0.20293	0.20293	0.20293	0.20293	0.20293		0.20293	0.20293	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics

104 Environmental Benefit, GCX 15, thous $ PV, ID 722620H

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.198556	0.198556	0.198556	0.198556	0.198556	0.198556	0.198556	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.198556	0.198556	0.198556	0.198556	0.198556	0.198556	0.198556	0.198556	0.198556

105 Environmental Benefit, GCX 16, thous $ PV, ID 722621P

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.198556	0.198556	0.198556	0.198556	0.198556	0.198556	0.198556	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.198556	0.198556	0.198556	0.198556	0.198556	0.198556	0.198556	0.198556	0.198556

106 Environmental Benefit, GCX 17, thous $ PV, ID 722622W

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.146895	0.146895	0.146895	0.146895	0.146895	0.146895	0.146895	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.146895	0.146895	0.146895	0.146895	0.146895	0.146895	0.146895	0.146895	0.146895

107 Environmental Benefit, GCX 18, thous $ PV, ID 722623D

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.244106	0.244106	0.244106	0.244106	0.244106	0.244106	0.244106	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.244106	0.244106	0.244106	0.244106	0.244106	0.244106	0.244106	0.244106	0.244106

108 Environmental Benefit, GCX 19, thous $ PV, ID 722624K

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.296828	0.296828	0.296828	0.296828	0.296828	0.296828	0.296828	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.296828	0.296828	0.296828	0.296828	0.296828	0.296828	0.296828	0.296828	0.296828

109 Environmental Benefit, GCX 20, thous $ PV, ID 722625S

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.063773	0.063773	0.063773	0.063773	0.063773	0.063773	0.063773	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.063773	0.063773	0.063773	0.063773	0.063773	0.063773	0.063773	0.063773	0.063773

110 Environmental Benefit, GCX 21, thous $ PV, ID 722626Y

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.001083	0.001083	0.001083	0.001083	0.001083	0.001083	0.001083	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.001083	0.001083	0.001083	0.001083	0.001083	0.001083	0.001083	0.001083	0.001083

111 Environmental Benefit, GCX 22, thous $ PV, ID 722627F

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.068278	0.068278	0.068278	0.068278	0.068278	0.068278	0.068278	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.068278	0.068278	0.068278	0.068278	0.068278	0.068278	0.068278	0.068278	0.068278

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
112	Environmental Benefit, GCX 23, thous $ PV, ID 722628M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.26781	0.26781	0.26781	0.26781	0.26781	0.26781		0.26781	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.26781	0.26781	0.26781	0.26781	0.26781	0.26781	0.26781		0.26781	0.26781	
113	Environmental Benefit, GCX 24, thous $ PV, ID 722629U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.901418	0.901418	0.901418	0.901418	0.901418	0.901418		0.901418	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.901418	0.901418	0.901418	0.901418	0.901418	0.901418	0.901418		0.901418	0.901418	
114	Environmental Benefit, GCX 25, thous $ PV, ID 722630N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.701541	0.701541	0.701541	0.701541	0.701541	0.701541		0.701541	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.701541	0.701541	0.701541	0.701541	0.701541	0.701541	0.701541		0.701541	0.701541	
115	Environmental Benefit, GCX 26, thous $ PV, ID 722631V											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.84454	1.84454	1.84454	1.84454	1.84454	1.84454		1.84454	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.84454	1.84454	1.84454	1.84454	1.84454	1.84454	1.84454		1.84454	1.84454	
116	Environmental Benefit, GCX 27, thous $ PV, ID 722632C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		13.6414	13.6414	13.6414	13.6414	13.6414	13.6414		13.6414	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		13.6414	13.6414	13.6414	13.6414	13.6414	13.6414	13.6414		13.6414	13.6414	
117	Environmental Benefit, GCX 28, thous $ PV, ID 722633J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		827.195	827.195	827.195	827.195	827.195	827.195		827.195	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		827.195	827.195	827.195	827.195	827.195	827.195	827.195		827.195	827.195	
118	Environmental Benefit, GCX 29, thous $ PV, ID 722634R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		9.05718	9.05718	9.05718	9.05718	9.05718	9.05718		9.05718	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		9.05718	9.05718	9.05718	9.05718	9.05718	9.05718	9.05718		9.05718	9.05718	
119	Environmental Benefit, GCX 30, thous $ PV, ID 722635X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		50.379	50.379	50.379	50.379	50.379	50.379		50.379	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		50.379	50.379	50.379	50.379	50.379	50.379	50.379		50.379	50.379	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics

120 Environmental Benefit, GCX 31, thous $ PV, ID 722636E

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.457696	0.457696	0.457696	0.457696	0.457696	0.457696	0.457696	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.457696	0.457696	0.457696	0.457696	0.457696	0.457696	0.457696	0.457696	0.457696

121 Environmental Benefit, GCX 32, thous $ PV, ID 722637L

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.000466	0.000466	0.000466	0.000466	0.000466	0.000466	0.000466	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.000466	0.000466	0.000466	0.000466	0.000466	0.000466	0.000466	0.000466	0.000466

122 Environmental Benefit, GCX 33, thous $ PV, ID 722638T

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.970723	0.970723	0.970723	0.970723	0.970723	0.970723	0.970723	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.970723	0.970723	0.970723	0.970723	0.970723	0.970723	0.970723	0.970723	0.970723

123 Environmental Benefit, GCX 34, thous $ PV, ID 722639A

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
2.04348	2.04348	2.04348	2.04348	2.04348	2.04348	2.04348	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
2.04348	2.04348	2.04348	2.04348	2.04348	2.04348	2.04348	2.04348	2.04348

124 Environmental Benefit, GCX 35, thous $ PV, ID 722640U

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.806684	0.806684	0.806684	0.806684	0.806684	0.806684	0.806684	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.806684	0.806684	0.806684	0.806684	0.806684	0.806684	0.806684	0.806684	0.806684

125 Environmental Benefit, GCX 36, thous $ PV, ID 722641B

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
1.06586	1.06586	1.06586	1.06586	1.06586	1.06586	1.06586	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
1.06586	1.06586	1.06586	1.06586	1.06586	1.06586	1.06586	1.06586	1.06586

126 Environmental Benefit, GCX 37, thous $ PV, ID 722642H

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.703904	0.703904	0.703904	0.703904	0.703904	0.703904	0.703904	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.703904	0.703904	0.703904	0.703904	0.703904	0.703904	0.703904	0.703904	0.703904

127 Environmental Benefit, GCX 38, thous $ PV, ID 722643P

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
9.31697	9.31697	9.31697	9.31697	9.31697	9.31697	9.31697	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
9.31697	9.31697	9.31697	9.31697	9.31697	9.31697	9.31697	9.31697	9.31697

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
128	Benefit Veh Op Cost, GCX 1, thous $ PV, ID 722606M	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		297.97	297.97	297.97	297.97	297.97	297.97		297.97	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		297.97	297.97	297.97	297.97	297.97	297.97	297.97		297.97	297.97	
129	Benefit Veh Op Cost, GCX 2, thous $ PV, ID 722607U	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		38.5053	38.5053	38.5053	38.5053	38.5053	38.5053		38.5053	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		38.5053	38.5053	38.5053	38.5053	38.5053	38.5053	38.5053		38.5053	38.5053	
130	Benefit Veh Op Cost, GCX 3, thous $ PV, ID 722608B	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.285374	0.285374	0.285374	0.285374	0.285374	0.285374		0.285374	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.285374	0.285374	0.285374	0.285374	0.285374	0.285374	0.285374		0.285374	0.285374	
131	Benefit Veh Op Cost, GCX 4, thous $ PV, ID 722609H	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		25.5742	25.5742	25.5742	25.5742	25.5742	25.5742		25.5742	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		25.5742	25.5742	25.5742	25.5742	25.5742	25.5742	25.5742		25.5742	25.5742	
132	Benefit Veh Op Cost, GCX 5, thous $ PV, ID 722610C	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.17263	2.17263	2.17263	2.17263	2.17263	2.17263		2.17263	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.17263	2.17263	2.17263	2.17263	2.17263	2.17263	2.17263		2.17263	2.17263	
133	Benefit Veh Op Cost, GCX 6, thous $ PV, ID 722611J	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		43.4696	43.4696	43.4696	43.4696	43.4696	43.4696		43.4696	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		43.4696	43.4696	43.4696	43.4696	43.4696	43.4696	43.4696		43.4696	43.4696	
134	Benefit Veh Op Cost, GCX 7, thous $ PV, ID 722612R	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		47.0159	47.0159	47.0159	47.0159	47.0159	47.0159		47.0159	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		47.0159	47.0159	47.0159	47.0159	47.0159	47.0159	47.0159		47.0159	47.0159	
135	Benefit Veh Op Cost, GCX 8, thous $ PV, ID 722613X	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		9.60461	9.60461	9.60461	9.60461	9.60461	9.60461		9.60461	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		9.60461	9.60461	9.60461	9.60461	9.60461	9.60461	9.60461		9.60461	9.60461	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
136	Benefit Veh Op Cost, GCX 9, thous $ PV, ID 722614E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.18454	2.18454	2.18454	2.18454	2.18454	2.18454		2.18454	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.18454	2.18454	2.18454	2.18454	2.18454	2.18454	2.18454		2.18454	2.18454	
137	Benefit Veh Op Cost, GCX 10, thous $ PV, ID 722615L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		20.8686	20.8686	20.8686	20.8686	20.8686	20.8686		20.8686	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		20.8686	20.8686	20.8686	20.8686	20.8686	20.8686	20.8686		20.8686	20.8686	
138	Benefit Veh Op Cost, GCX 11, thous $ PV, ID 722616T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.58286	0.58286	0.58286	0.58286	0.58286	0.58286		0.58286	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.58286	0.58286	0.58286	0.58286	0.58286	0.58286	0.58286		0.58286	0.58286	
139	Benefit Veh Op Cost, GCX 12, thous $ PV, ID 722617A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.65882	6.65882	6.65882	6.65882	6.65882	6.65882		6.65882	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.65882	6.65882	6.65882	6.65882	6.65882	6.65882	6.65882		6.65882	6.65882	
140	Benefit Veh Op Cost, GCX 13, thous $ PV, ID 722618G											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		12.1512	12.1512	12.1512	12.1512	12.1512	12.1512		12.1512	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		12.1512	12.1512	12.1512	12.1512	12.1512	12.1512	12.1512		12.1512	12.1512	
141	Benefit Veh Op Cost, GCX 14, thous $ PV, ID 722619N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.10523	2.10523	2.10523	2.10523	2.10523	2.10523		2.10523	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.10523	2.10523	2.10523	2.10523	2.10523	2.10523	2.10523		2.10523	2.10523	
142	Benefit Veh Op Cost, GCX 15, thous $ PV, ID 722620H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.05568	2.05568	2.05568	2.05568	2.05568	2.05568		2.05568	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.05568	2.05568	2.05568	2.05568	2.05568	2.05568	2.05568		2.05568	2.05568	
143	Benefit Veh Op Cost, GCX 16, thous $ PV, ID 722621P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.05568	2.05568	2.05568	2.05568	2.05568	2.05568		2.05568	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.05568	2.05568	2.05568	2.05568	2.05568	2.05568	2.05568		2.05568	2.05568	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
144	Benefit Veh Op Cost, GCX 17, thous $ PV, ID 722622W	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.48263	1.48263	1.48263	1.48263	1.48263	1.48263		1.48263	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.48263	1.48263	1.48263	1.48263	1.48263	1.48263	1.48263		1.48263	1.48263	
145	Benefit Veh Op Cost, GCX 18, thous $ PV, ID 722623D	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.57162	2.57162	2.57162	2.57162	2.57162	2.57162		2.57162	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.57162	2.57162	2.57162	2.57162	2.57162	2.57162	2.57162		2.57162	2.57162	
146	Benefit Veh Op Cost, GCX 19, thous $ PV, ID 722624K	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.16868	3.16868	3.16868	3.16868	3.16868	3.16868		3.16868	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.16868	3.16868	3.16868	3.16868	3.16868	3.16868	3.16868		3.16868	3.16868	
147	Benefit Veh Op Cost, GCX 20, thous $ PV, ID 722625S	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.614597	0.614597	0.614597	0.614597	0.614597	0.614597		0.614597	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.614597	0.614597	0.614597	0.614597	0.614597	0.614597	0.614597		0.614597	0.614597	
148	Benefit Veh Op Cost, GCX 21, thous $ PV, ID 722626Y	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.01229	0.01229	0.01229	0.01229	0.01229	0.01229		0.01229	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.01229	0.01229	0.01229	0.01229	0.01229	0.01229	0.01229		0.01229	0.01229	
149	Benefit Veh Op Cost, GCX 22, thous $ PV, ID 722627F	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.660224	0.660224	0.660224	0.660224	0.660224	0.660224		0.660224	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.660224	0.660224	0.660224	0.660224	0.660224	0.660224	0.660224		0.660224	0.660224	
150	Benefit Veh Op Cost, GCX 23, thous $ PV, ID 722628M	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.84007	2.84007	2.84007	2.84007	2.84007	2.84007		2.84007	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.84007	2.84007	2.84007	2.84007	2.84007	2.84007	2.84007		2.84007	2.84007	
151	Benefit Veh Op Cost, GCX 24, thous $ PV, ID 722629U	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		10.007	10.007	10.007	10.007	10.007	10.007		10.007	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		10.007	10.007	10.007	10.007	10.007	10.007	10.007		10.007	10.007	

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
152	Benefit Veh Op Cost, GCX 25, thous $ PV, ID 722630N	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		7.74799	7.74799	7.74799	7.74799	7.74799	7.74799	7.74799	7.74799	7.74799	7.74799	7.74799	7.74799	7.74799	7.74799	NaN	NaN	NaN	7.74799	7.74799
153	Benefit Veh Op Cost, GCX 26, thous $ PV, ID 722631V	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		20.6431	20.6431	20.6431	20.6431	20.6431	20.6431	20.6431	20.6431	20.6431	20.6431	20.6431	20.6431	20.6431	20.6431	NaN	NaN	NaN	20.6431	20.6431
154	Benefit Veh Op Cost, GCX 27, thous $ PV, ID 722632C	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		153.349	153.349	153.349	153.349	153.349	153.349	153.349	153.349	153.349	153.349	153.349	153.349	153.349	153.349	NaN	NaN	NaN	153.349	153.349
155	Benefit Veh Op Cost, GCX 28, thous $ PV, ID 722633J	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		7964.27	7964.27	7964.27	7964.27	7964.27	7964.27	7964.27	7964.27	7964.27	7964.27	7964.27	7964.27	7964.27	7964.27	NaN	NaN	NaN	7964.27	7964.27
156	Benefit Veh Op Cost, GCX 29, thous $ PV, ID 722634R	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		96.9215	96.9215	96.9215	96.9215	96.9215	96.9215	96.9215	96.9215	96.9215	96.9215	96.9215	96.9215	96.9215	96.9215	NaN	NaN	NaN	96.9215	96.9215
157	Benefit Veh Op Cost, GCX 30, thous $ PV, ID 722635X	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		499.527	499.527	499.527	499.527	499.527	499.527	499.527	499.527	499.527	499.527	499.527	499.527	499.527	499.527	NaN	NaN	NaN	499.527	499.527
158	Benefit Veh Op Cost, GCX 31, thous $ PV, ID 722636E	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		5.02761	5.02761	5.02761	5.02761	5.02761	5.02761	5.02761	5.02761	5.02761	5.02761	5.02761	5.02761	5.02761	5.02761	NaN	NaN	NaN	5.02761	5.02761
159	Benefit Veh Op Cost, GCX 32, thous $ PV, ID 722637L	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		0.005285	0.005285	0.005285	0.005285	0.005285	0.005285	0.005285	0.005285	0.005285	0.005285	0.005285	0.005285	0.005285	0.005285	NaN	NaN	NaN	0.005285	0.005285

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
160	Benefit Veh Op Cost, GCX 33, thous $ PV, ID 722638T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		10.816	10.816	10.816	10.816	10.816	10.816		10.816	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		10.816	10.816	10.816	10.816	10.816	10.816	10.816		10.816	10.816	
161	Benefit Veh Op Cost, GCX 34, thous $ PV, ID 722639A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		22.8328	22.8328	22.8328	22.8328	22.8328	22.8328		22.8328	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		22.8328	22.8328	22.8328	22.8328	22.8328	22.8328	22.8328		22.8328	22.8328	
162	Benefit Veh Op Cost, GCX 35, thous $ PV, ID 722640U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		8.96718	8.96718	8.96718	8.96718	8.96718	8.96718		8.96718	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		8.96718	8.96718	8.96718	8.96718	8.96718	8.96718	8.96718		8.96718	8.96718	
163	Benefit Veh Op Cost, GCX 36, thous $ PV, ID 722641B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		11.8874	11.8874	11.8874	11.8874	11.8874	11.8874		11.8874	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		11.8874	11.8874	11.8874	11.8874	11.8874	11.8874	11.8874		11.8874	11.8874	
164	Benefit Veh Op Cost, GCX 37, thous $ PV, ID 722642H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		7.96866	7.96866	7.96866	7.96866	7.96866	7.96866		7.96866	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		7.96866	7.96866	7.96866	7.96866	7.96866	7.96866	7.96866		7.96866	7.96866	
165	Benefit Veh Op Cost, GCX 38, thous $ PV, ID 722643P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		101.53	101.53	101.53	101.53	101.53	101.53		101.53	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		101.53	101.53	101.53	101.53	101.53	101.53	101.53		101.53	101.53	
166	Total Benefit, GCX 1, thous $ PV, ID 722606M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6148.77	6148.77	6148.77	6148.77	6148.77	6148.77		6148.77	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6148.77	6148.77	6148.77	6148.77	6148.77	6148.77	6148.77		6148.77	6148.77	
167	Total Benefit, GCX 2, thous $ PV, ID 722607U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1039.97	1039.97	1039.97	1039.97	1039.97	1039.97		1039.97	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1039.97	1039.97	1039.97	1039.97	1039.97	1039.97	1039.97		1039.97	1039.97	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
168	Total Benefit, GCX 3, thous $ PV, ID 722608B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		102.663	102.663	102.663	102.663	102.663	102.663		102.663	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		102.663	102.663	102.663	102.663	102.663	102.663	102.663		102.663	102.663	
169	Total Benefit, GCX 4, thous $ PV, ID 722609H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		639.277	639.277	639.277	639.277	639.277	639.277		639.277	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		639.277	639.277	639.277	639.277	639.277	639.277	639.277		639.277	639.277	
170	Total Benefit, GCX 5, thous $ PV, ID 722610C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		298.782	298.782	298.782	298.782	298.782	298.782		298.782	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		298.782	298.782	298.782	298.782	298.782	298.782	298.782		298.782	298.782	
171	Total Benefit, GCX 6, thous $ PV, ID 722611J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1035.38	1035.38	1035.38	1035.38	1035.38	1035.38		1035.38	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1035.38	1035.38	1035.38	1035.38	1035.38	1035.38	1035.38		1035.38	1035.38	
172	Total Benefit, GCX 7, thous $ PV, ID 722612R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1181.33	1181.33	1181.33	1181.33	1181.33	1181.33		1181.33	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1181.33	1181.33	1181.33	1181.33	1181.33	1181.33	1181.33		1181.33	1181.33	
173	Total Benefit, GCX 8, thous $ PV, ID 722613X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		482.317	482.317	482.317	482.317	482.317	482.317		482.317	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		482.317	482.317	482.317	482.317	482.317	482.317	482.317		482.317	482.317	
174	Total Benefit, GCX 9, thous $ PV, ID 722614E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		277.333	277.333	277.333	277.333	277.333	277.333		277.333	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		277.333	277.333	277.333	277.333	277.333	277.333	277.333		277.333	277.333	
175	Total Benefit, GCX 10, thous $ PV, ID 722615L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		747.716	747.716	747.716	747.716	747.716	747.716		747.716	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		747.716	747.716	747.716	747.716	747.716	747.716	747.716		747.716	747.716	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
176	Total Benefit, GCX 11, thous $ PV, ID 722616T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		215.172	215.172	215.172	215.172	215.172	215.172		215.172	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		215.172	215.172	215.172	215.172	215.172	215.172	215.172		215.172	215.172	
177	Total Benefit, GCX 12, thous $ PV, ID 722617A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		405.613	405.613	405.613	405.613	405.613	405.613		405.613	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		405.613	405.613	405.613	405.613	405.613	405.613	405.613		405.613	405.613	
178	Total Benefit, GCX 13, thous $ PV, ID 722618G											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		537.61	537.61	537.61	537.61	537.61	537.61		537.61	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		537.61	537.61	537.61	537.61	537.61	537.61	537.61		537.61	537.61	
179	Total Benefit, GCX 14, thous $ PV, ID 722619N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		641.808	641.808	641.808	641.808	641.808	641.808		641.808	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		641.808	641.808	641.808	641.808	641.808	641.808	641.808		641.808	641.808	
180	Total Benefit, GCX 15, thous $ PV, ID 722620H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		273.283	273.283	273.283	273.283	273.283	273.283		273.283	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		273.283	273.283	273.283	273.283	273.283	273.283	273.283		273.283	273.283	
181	Total Benefit, GCX 16, thous $ PV, ID 722621P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		273.283	273.283	273.283	273.283	273.283	273.283		273.283	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		273.283	273.283	273.283	273.283	273.283	273.283	273.283		273.283	273.283	
182	Total Benefit, GCX 17, thous $ PV, ID 722622W											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		253.926	253.926	253.926	253.926	253.926	253.926		253.926	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		253.926	253.926	253.926	253.926	253.926	253.926	253.926		253.926	253.926	
183	Total Benefit, GCX 18, thous $ PV, ID 722623D											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		289.331	289.331	289.331	289.331	289.331	289.331		289.331	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		289.331	289.331	289.331	289.331	289.331	289.331	289.331		289.331	289.331	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
184	Total Benefit, GCX 19, thous $ PV, ID 722624K											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		307.401	307.401	307.401	307.401	307.401	307.401		307.401	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		307.401	307.401	307.401	307.401	307.401	307.401	307.401		307.401	307.401	
185	Total Benefit, GCX 20, thous $ PV, ID 722625S											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		216.857	216.857	216.857	216.857	216.857	216.857		216.857	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		216.857	216.857	216.857	216.857	216.857	216.857	216.857		216.857	216.857	
186	Total Benefit, GCX 21, thous $ PV, ID 722626Y											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		53.6964	53.6964	53.6964	53.6964	53.6964	53.6964		53.6964	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		53.6964	53.6964	53.6964	53.6964	53.6964	53.6964	53.6964		53.6964	53.6964	
187	Total Benefit, GCX 22, thous $ PV, ID 722627F											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		219.149	219.149	219.149	219.149	219.149	219.149		219.149	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		219.149	219.149	219.149	219.149	219.149	219.149	219.149		219.149	219.149	
188	Total Benefit, GCX 23, thous $ PV, ID 722628M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		147.019	147.019	147.019	147.019	147.019	147.019		147.019	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		147.019	147.019	147.019	147.019	147.019	147.019	147.019		147.019	147.019	
189	Total Benefit, GCX 24, thous $ PV, ID 722629U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		492.501	492.501	492.501	492.501	492.501	492.501		492.501	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		492.501	492.501	492.501	492.501	492.501	492.501	492.501		492.501	492.501	
190	Total Benefit, GCX 25, thous $ PV, ID 722630N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		838.825	838.825	838.825	838.825	838.825	838.825		838.825	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		838.825	838.825	838.825	838.825	838.825	838.825	838.825		838.825	838.825	
191	Total Benefit, GCX 26, thous $ PV, ID 722631V											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		746.584	746.584	746.584	746.584	746.584	746.584		746.584	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		746.584	746.584	746.584	746.584	746.584	746.584	746.584		746.584	746.584	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
192	Total Benefit, GCX 27, thous $ PV, ID 722632C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3405.03	3405.03	3405.03	3405.03	3405.03	3405.03		3405.03	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3405.03	3405.03	3405.03	3405.03	3405.03	3405.03	3405.03		3405.03	3405.03	
193	Total Benefit, GCX 28, thous $ PV, ID 722633J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		61124.6	61124.6	61124.6	61124.6	61124.6	61124.6		61124.6	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		61124.6	61124.6	61124.6	61124.6	61124.6	61124.6	61124.6		61124.6	61124.6	
194	Total Benefit, GCX 29, thous $ PV, ID 722634R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2217.09	2217.09	2217.09	2217.09	2217.09	2217.09		2217.09	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2217.09	2217.09	2217.09	2217.09	2217.09	2217.09	2217.09		2217.09	2217.09	
195	Total Benefit, GCX 30, thous $ PV, ID 722635X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		7984.96	7984.96	7984.96	7984.96	7984.96	7984.96		7984.96	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		7984.96	7984.96	7984.96	7984.96	7984.96	7984.96	7984.96		7984.96	7984.96	
196	Total Benefit, GCX 31, thous $ PV, ID 722636E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		212.73	212.73	212.73	212.73	212.73	212.73		212.73	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		212.73	212.73	212.73	212.73	212.73	212.73	212.73		212.73	212.73	
197	Total Benefit, GCX 32, thous $ PV, ID 722637L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		134	134	134	134	134	134		134	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		134	134	134	134	134	134	134		134	134	
198	Total Benefit, GCX 33, thous $ PV, ID 722638T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		366.575	366.575	366.575	366.575	366.575	366.575		366.575	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		366.575	366.575	366.575	366.575	366.575	366.575	366.575		366.575	366.575	
199	Total Benefit, GCX 34, thous $ PV, ID 722639A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		654.163	654.163	654.163	654.163	654.163	654.163		654.163	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		654.163	654.163	654.163	654.163	654.163	654.163	654.163		654.163	654.163	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
200	Total Benefit, GCX 35, thous $ PV, ID 722640U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		495.818	495.818	495.818	495.818	495.818	495.818		495.818	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		495.818	495.818	495.818	495.818	495.818	495.818	495.818		495.818	495.818	
201	Total Benefit, GCX 36, thous $ PV, ID 722641B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		570.293	570.293	570.293	570.293	570.293	570.293		570.293	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		570.293	570.293	570.293	570.293	570.293	570.293	570.293		570.293	570.293	
202	Total Benefit, GCX 37, thous $ PV, ID 722642H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		267.338	267.338	267.338	267.338	267.338	267.338		267.338	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		267.338	267.338	267.338	267.338	267.338	267.338	267.338		267.338	267.338	
203	Total Benefit, GCX 38, thous $ PV, ID 722643P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2082.35	2082.35	2082.35	2082.35	2082.35	2082.35		2082.35	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2082.35	2082.35	2082.35	2082.35	2082.35	2082.35	2082.35		2082.35	2082.35	
204	Total Costs, GCX 1, thous $ PV, ID 722606M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.1	106.1	106.1	106.1	106.1	106.1		106.1	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.1	106.1	106.1	106.1	106.1	106.1	106.1		106.1	106.1	
205	Total Costs, GCX 2, thous $ PV, ID 722607U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		119.82	119.82	119.82	119.82	119.82	119.82		119.82	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		119.82	119.82	119.82	119.82	119.82	119.82	119.82		119.82	119.82	
206	Total Costs, GCX 3, thous $ PV, ID 722608B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		329.001	329.001	329.001	329.001	329.001	329.001		329.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		329.001	329.001	329.001	329.001	329.001	329.001	329.001		329.001	329.001	
207	Total Costs, GCX 4, thous $ PV, ID 722609H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		119.82	119.82	119.82	119.82	119.82	119.82		119.82	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		119.82	119.82	119.82	119.82	119.82	119.82	119.82		119.82	119.82	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
208	Total Costs, GCX 5, thous $ PV, ID 722610C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
209	Total Costs, GCX 6, thous $ PV, ID 722611J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		119.82	119.82	119.82	119.82	119.82	119.82		119.82	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		119.82	119.82	119.82	119.82	119.82	119.82	119.82		119.82	119.82	
210	Total Costs, GCX 7, thous $ PV, ID 722612R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		119.82	119.82	119.82	119.82	119.82	119.82		119.82	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		119.82	119.82	119.82	119.82	119.82	119.82	119.82		119.82	119.82	
211	Total Costs, GCX 8, thous $ PV, ID 722613X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
212	Total Costs, GCX 9, thous $ PV, ID 722614E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
213	Total Costs, GCX 10, thous $ PV, ID 722615L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
214	Total Costs, GCX 11, thous $ PV, ID 722616T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
215	Total Costs, GCX 12, thous $ PV, ID 722617A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
216	Total Costs, GCX 13, thous $ PV, ID 722618G	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
217	Total Costs, GCX 14, thous $ PV, ID 722619N	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
218	Total Costs, GCX 15, thous $ PV, ID 722620H	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
219	Total Costs, GCX 16, thous $ PV, ID 722621P	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
220	Total Costs, GCX 17, thous $ PV, ID 722622W	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
221	Total Costs, GCX 18, thous $ PV, ID 722623D	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
222	Total Costs, GCX 19, thous $ PV, ID 722624K	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
223	Total Costs, GCX 20, thous $ PV, ID 722625S	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
224	Total Costs, GCX 21, thous $ PV, ID 722626Y											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		119.82	119.82	119.82	119.82	119.82	119.82		119.82	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		119.82	119.82	119.82	119.82	119.82	119.82	119.82		119.82	119.82	
225	Total Costs, GCX 22, thous $ PV, ID 722627F											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
226	Total Costs, GCX 23, thous $ PV, ID 722628M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		119.82	119.82	119.82	119.82	119.82	119.82		119.82	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		119.82	119.82	119.82	119.82	119.82	119.82	119.82		119.82	119.82	
227	Total Costs, GCX 24, thous $ PV, ID 722629U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
228	Total Costs, GCX 25, thous $ PV, ID 722630N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
229	Total Costs, GCX 26, thous $ PV, ID 722631V											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
230	Total Costs, GCX 27, thous $ PV, ID 722632C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		119.82	119.82	119.82	119.82	119.82	119.82		119.82	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		119.82	119.82	119.82	119.82	119.82	119.82	119.82		119.82	119.82	
231	Total Costs, GCX 28, thous $ PV, ID 722633J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		119.82	119.82	119.82	119.82	119.82	119.82		119.82	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		119.82	119.82	119.82	119.82	119.82	119.82	119.82		119.82	119.82	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
232	Total Costs, GCX 29, thous $ PV, ID 722634R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
233	Total Costs, GCX 30, thous $ PV, ID 722635X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		119.82	119.82	119.82	119.82	119.82	119.82		119.82	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		119.82	119.82	119.82	119.82	119.82	119.82	119.82		119.82	119.82	
234	Total Costs, GCX 31, thous $ PV, ID 722636E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		119.82	119.82	119.82	119.82	119.82	119.82		119.82	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		119.82	119.82	119.82	119.82	119.82	119.82	119.82		119.82	119.82	
235	Total Costs, GCX 32, thous $ PV, ID 722637L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
236	Total Costs, GCX 33, thous $ PV, ID 722638T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		329.001	329.001	329.001	329.001	329.001	329.001		329.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		329.001	329.001	329.001	329.001	329.001	329.001	329.001		329.001	329.001	
237	Total Costs, GCX 34, thous $ PV, ID 722639A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		329.001	329.001	329.001	329.001	329.001	329.001		329.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		329.001	329.001	329.001	329.001	329.001	329.001	329.001		329.001	329.001	
238	Total Costs, GCX 35, thous $ PV, ID 722640U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	
239	Total Costs, GCX 36, thous $ PV, ID 722641B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.161	106.161	106.161	106.161	106.161	106.161		106.161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.161	106.161	106.161	106.161	106.161	106.161	106.161		106.161	106.161	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
240	Total Costs, GCX 37, thous $ PV, ID 722642H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		119.82	119.82	119.82	119.82	119.82	119.82		119.82	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		119.82	119.82	119.82	119.82	119.82	119.82	119.82		119.82	119.82	
241	Total Costs, GCX 38, thous $ PV, ID 722643P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		329.001	329.001	329.001	329.001	329.001	329.001		329.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		329.001	329.001	329.001	329.001	329.001	329.001	329.001		329.001	329.001	
242	Decrease in pred. fatal acc., first year											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.043475	0.043475	0.043475	0.043475	0.043475	0.043475		0.043475	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.043475	0.043475	0.043475	0.043475	0.043475	0.043475	0.043475		0.043475	0.043475	
243	Decrease in pred. fatal acc., last year near term											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.045263	0.045263	0.045263	0.045263	0.045263	0.045263		0.045263	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.045263	0.045263	0.045263	0.045263	0.045263	0.045263	0.045263		0.045263	0.045263	
244	Decrease in pred. fatal acc., last year											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.058892	0.058892	0.058892	0.058892	0.058892	0.058892		0.058892	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.058892	0.058892	0.058892	0.058892	0.058892	0.058892	0.058892		0.058892	0.058892	
245	Decrease in pred. injury acc., first year											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.223597	0.223597	0.223597	0.223597	0.223597	0.223597		0.223597	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.223597	0.223597	0.223597	0.223597	0.223597	0.223597	0.223597		0.223597	0.223597	
246	Decrease in pred. injury acc., last year near term											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.233342	0.233342	0.233342	0.233342	0.233342	0.233342		0.233342	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.233342	0.233342	0.233342	0.233342	0.233342	0.233342	0.233342		0.233342	0.233342	
247	Decrease in pred. injury acc., last year											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.308989	0.308989	0.308989	0.308989	0.308989	0.308989		0.308989	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.308989	0.308989	0.308989	0.308989	0.308989	0.308989	0.308989		0.308989	0.308989	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
248	Decrease in pred. PDO acc., first year											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.23828	0.23828	0.23828	0.23828	0.23828	0.23828		0.23828	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.23828	0.23828	0.23828	0.23828	0.23828	0.23828	0.23828		0.23828	0.23828	
249	Decrease in pred. PDO acc., last year near term											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.24852	0.24852	0.24852	0.24852	0.24852	0.24852		0.24852	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.24852	0.24852	0.24852	0.24852	0.24852	0.24852	0.24852		0.24852	0.24852	
250	Decrease in pred. PDO acc., last year											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.327889	0.327889	0.327889	0.327889	0.327889	0.327889		0.327889	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.327889	0.327889	0.327889	0.327889	0.327889	0.327889	0.327889		0.327889	0.327889	
251	Decrease in delay auto, first year, veh-hours											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		32965.7	32965.7	32965.7	32965.7	32965.7	32965.7		32965.7	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		32965.7	32965.7	32965.7	32965.7	32965.7	32965.7	32965.7		32965.7	32965.7	
252	Decrease in delay auto, last year near term, veh-hours											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		43838.3	43838.3	43838.3	43838.3	43838.3	43838.3		43838.3	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		43838.3	43838.3	43838.3	43838.3	43838.3	43838.3	43838.3		43838.3	43838.3	
253	Decrease in delay auto, last year, veh-hours											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		941135	941135	941135	941135	941135	941135		941135	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		941135	941135	941135	941135	941135	941135	941135		941135	941135	
254	Decrease in delay trucks, first year, veh-hours											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2383.29	2383.29	2383.29	2383.29	2383.29	2383.29		2383.29	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2383.29	2383.29	2383.29	2383.29	2383.29	2383.29	2383.29		2383.29	2383.29	
255	Decrease in delay trucks, last year near term, veh-hours											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3198.27	3198.27	3198.27	3198.27	3198.27	3198.27		3198.27	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3198.27	3198.27	3198.27	3198.27	3198.27	3198.27	3198.27		3198.27	3198.27	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
256	Decrease in delay trucks, last year, veh-hours											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		75030.6	75030.6	75030.6	75030.6	75030.6	75030.6		75030.6	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		75030.6	75030.6	75030.6	75030.6	75030.6	75030.6	75030.6		75030.6	75030.6	
257	Decrease in delay buses, first year, veh-hours											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0		0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0	0	0	0	0	0	0		0	0	
258	Decrease in delay buses, last year near term, veh-hours											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0		0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0	0	0	0	0	0	0		0	0	
259	Decrease in delay buses, last year, veh-hours											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0		0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0	0	0	0	0	0	0		0	0	
260	Decrease in gas consumption, first year, gal											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		20132.6	20132.6	20132.6	20132.6	20132.6	20132.6		20132.6	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		20132.6	20132.6	20132.6	20132.6	20132.6	20132.6	20132.6		20132.6	20132.6	
261	Decrease in gas consumption, last year near term, gal											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		27177.9	27177.9	27177.9	27177.9	27177.9	27177.9		27177.9	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		27177.9	27177.9	27177.9	27177.9	27177.9	27177.9	27177.9		27177.9	27177.9	
262	Decrease in gas consumption, last year, gal											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1742309	1742309	1742309	1742309	1742309	1742309		1742309	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1742309	1742309	1742309	1742309	1742309	1742309	1742309		1742309	1742309	
263	Decrease in diesel consumption, first year, gal											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3115.36	3115.36	3115.36	3115.36	3115.36	3115.36		3115.36	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3115.36	3115.36	3115.36	3115.36	3115.36	3115.36	3115.36		3115.36	3115.36	

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
264	Decrease in diesel consumption, last year near term, gal												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		4250.52	4250.52	4250.52	4250.52	4250.52	4250.52			4250.52	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		4250.52	4250.52	4250.52	4250.52	4250.52	4250.52	4250.52			4250.52	4250.52	
265	Decrease in diesel consumption, last year, gal												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		306523	306523	306523	306523	306523	306523			306523	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		306523	306523	306523	306523	306523	306523	306523			306523	306523	
266	Decrease in oil consumption, first year, gal												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		1501.88	1501.88	1501.88	1501.88	1501.88	1501.88			1501.88	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		1501.88	1501.88	1501.88	1501.88	1501.88	1501.88	1501.88			1501.88	1501.88	
267	Decrease in oil consumption, last year near term, gal												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		2030.36	2030.36	2030.36	2030.36	2030.36	2030.36			2030.36	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		2030.36	2030.36	2030.36	2030.36	2030.36	2030.36	2030.36			2030.36	2030.36	
268	Decrease in oil consumption, last year, gal												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		132360	132360	132360	132360	132360	132360			132360	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		132360	132360	132360	132360	132360	132360	132360			132360	132360	
269	Decrease in CO emissions, first year, kg												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		10571.1	10571.1	10571.1	10571.1	10571.1	10571.1			10571.1	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		10571.1	10571.1	10571.1	10571.1	10571.1	10571.1	10571.1			10571.1	10571.1	
270	Decrease in CO emissions, last year near term, kg												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		14277.3	14277.3	14277.3	14277.3	14277.3	14277.3			14277.3	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		14277.3	14277.3	14277.3	14277.3	14277.3	14277.3	14277.3			14277.3	14277.3	
271	Decrease in CO emissions, last year, kg												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		920458	920458	920458	920458	920458	920458			920458	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		920458	920458	920458	920458	920458	920458	920458			920458	920458	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
272	Decrease in HC emissions, first year, kg											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		668.072	668.072	668.072	668.072	668.072	668.072		668.072	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		668.072	668.072	668.072	668.072	668.072	668.072	668.072		668.072	668.072	
273	Decrease in HC emissions, last year near term, kg											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		902.417	902.417	902.417	902.417	902.417	902.417		902.417	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		902.417	902.417	902.417	902.417	902.417	902.417	902.417		902.417	902.417	
274	Decrease in HC emissions, last year, kg											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		58273	58273	58273	58273	58273	58273		58273	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		58273	58273	58273	58273	58273	58273	58273		58273	58273	
275	Decrease in NOx emissions, first year, kg											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		231.729	231.729	231.729	231.729	231.729	231.729		231.729	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		231.729	231.729	231.729	231.729	231.729	231.729	231.729		231.729	231.729	
276	Decrease in NOx emissions, last year near term, kg											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		313.42	313.42	313.42	313.42	313.42	313.42		313.42	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		313.42	313.42	313.42	313.42	313.42	313.42	313.42		313.42	313.42	
277	Decrease in NOx emissions, last year, kg											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		20546	20546	20546	20546	20546	20546		20546	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		20546	20546	20546	20546	20546	20546	20546		20546	20546	
278	Salvage value, GCX 1, thous $ PV, ID 722606M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	9.66371	
279	Salvage value, GCX 2, thous $ PV, ID 722607U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	9.66371	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
280	Salvage value, GCX 3, thous $ PV, ID 722608B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		25.5027	25.5027	25.5027	25.5027	25.5027	25.5027		25.5027	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		25.5027	25.5027	25.5027	25.5027	25.5027	25.5027	25.5027		25.5027	25.5027	
281	Salvage value, GCX 4, thous $ PV, ID 722609H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	9.66371	
282	Salvage value, GCX 5, thous $ PV, ID 722610C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
283	Salvage value, GCX 6, thous $ PV, ID 722611J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	9.66371	
284	Salvage value, GCX 7, thous $ PV, ID 722612R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	9.66371	
285	Salvage value, GCX 8, thous $ PV, ID 722613X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
286	Salvage value, GCX 9, thous $ PV, ID 722614E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
287	Salvage value, GCX 10, thous $ PV, ID 722615L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
288	Salvage value, GCX 11, thous $ PV, ID 722616T	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
289	Salvage value, GCX 12, thous $ PV, ID 722617A	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
290	Salvage value, GCX 13, thous $ PV, ID 722618G	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
291	Salvage value, GCX 14, thous $ PV, ID 722619N	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
292	Salvage value, GCX 15, thous $ PV, ID 722620H	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
293	Salvage value, GCX 16, thous $ PV, ID 722621P	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
294	Salvage value, GCX 17, thous $ PV, ID 722622W	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
295	Salvage value, GCX 18, thous $ PV, ID 722623D	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
296	Salvage value, GCX 19, thous $ PV, ID 722624K											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
297	Salvage value, GCX 20, thous $ PV, ID 722625S											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
298	Salvage value, GCX 21, thous $ PV, ID 722626Y											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	9.66371	
299	Salvage value, GCX 22, thous $ PV, ID 722627F											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
300	Salvage value, GCX 23, thous $ PV, ID 722628M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	9.66371	
301	Salvage value, GCX 24, thous $ PV, ID 722629U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
302	Salvage value, GCX 25, thous $ PV, ID 722630N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
303	Salvage value, GCX 26, thous $ PV, ID 722631V											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
304	Salvage value, GCX 27, thous $ PV, ID 722632C	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	9.66371	
305	Salvage value, GCX 28, thous $ PV, ID 722633J	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	9.66371	
306	Salvage value, GCX 29, thous $ PV, ID 722634R	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
307	Salvage value, GCX 30, thous $ PV, ID 722635X	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	9.66371	
308	Salvage value, GCX 31, thous $ PV, ID 722636E	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371	9.66371		9.66371	9.66371	
309	Salvage value, GCX 32, thous $ PV, ID 722637L	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287		6.81287	6.81287	
310	Salvage value, GCX 33, thous $ PV, ID 722638T	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		25.5027	25.5027	25.5027	25.5027	25.5027	25.5027		25.5027	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		25.5027	25.5027	25.5027	25.5027	25.5027	25.5027	25.5027		25.5027	25.5027	
311	Salvage value, GCX 34, thous $ PV, ID 722639A	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		25.5027	25.5027	25.5027	25.5027	25.5027	25.5027		25.5027	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		25.5027	25.5027	25.5027	25.5027	25.5027	25.5027	25.5027		25.5027	25.5027	

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
312	Salvage value, GCX 35, thous $ PV, ID 722640U	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum	Maximum		
		6.81287	6.81287	6.81287	6.81287	6.81287				6.81287	6.81287		
313	Salvage value, GCX 36, thous $ PV, ID 722641B	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	6.81287	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum	Maximum		
		6.81287	6.81287	6.81287	6.81287	6.81287				6.81287	6.81287		
314	Salvage value, GCX 37, thous $ PV, ID 722642H	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		9.66371	9.66371	9.66371	9.66371	9.66371	9.66371	9.66371	9.66371	9.66371	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum	Maximum		
		9.66371	9.66371	9.66371	9.66371	9.66371				9.66371	9.66371		
315	Salvage value, GCX 38, thous $ PV, ID 722643P	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		25.5027	25.5027	25.5027	25.5027	25.5027	25.5027	25.5027	25.5027	25.5027	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum	Maximum		
		25.5027	25.5027	25.5027	25.5027	25.5027				25.5027	25.5027		
316	Max queue length first year, GCX 1, PCE, ID 722606M	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		28.8814	28.8814	28.8814	28.8814	28.8814	28.8814	28.8814	28.8814	28.8814	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum	Maximum		
		28.8814	28.8814	28.8814	28.8814	28.8814				28.8814	28.8814		
317	Max queue length first year, GCX 2, PCE, ID 722607U	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		6.16559	6.16559	6.16559	6.16559	6.16559	6.16559	6.16559	6.16559	6.16559	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum	Maximum		
		6.16559	6.16559	6.16559	6.16559	6.16559				6.16559	6.16559		
318	Max queue length first year, GCX 3, PCE, ID 722608B	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum	Maximum		
		0.001	0.001	0.001	0.001	0.001				0.001	0.001		
319	Max queue length first year, GCX 4, PCE, ID 722609H	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		11.5003	11.5003	11.5003	11.5003	11.5003	11.5003	11.5003	11.5003	11.5003	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum	Maximum		
		11.5003	11.5003	11.5003	11.5003	11.5003				11.5003	11.5003		

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
320	Max queue length first year, GCX 5, PCE, ID 722610C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.14519	1.14519	1.14519	1.14519	1.14519	1.14519		1.14519	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.14519	1.14519	1.14519	1.14519	1.14519	1.14519	1.14519		1.14519	1.14519	
321	Max queue length first year, GCX 6, PCE, ID 722611J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		10.0163	10.0163	10.0163	10.0163	10.0163	10.0163		10.0163	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		10.0163	10.0163	10.0163	10.0163	10.0163	10.0163	10.0163		10.0163	10.0163	
322	Max queue length first year, GCX 7, PCE, ID 722612R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		5.94449	5.94449	5.94449	5.94449	5.94449	5.94449		5.94449	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		5.94449	5.94449	5.94449	5.94449	5.94449	5.94449	5.94449		5.94449	5.94449	
323	Max queue length first year, GCX 8, PCE, ID 722613X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.39959	2.39959	2.39959	2.39959	2.39959	2.39959		2.39959	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.39959	2.39959	2.39959	2.39959	2.39959	2.39959	2.39959		2.39959	2.39959	
324	Max queue length first year, GCX 9, PCE, ID 722614E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.03728	1.03728	1.03728	1.03728	1.03728	1.03728		1.03728	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.03728	1.03728	1.03728	1.03728	1.03728	1.03728	1.03728		1.03728	1.03728	
325	Max queue length first year, GCX 10, PCE, ID 722615L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		4.40994	4.40994	4.40994	4.40994	4.40994	4.40994		4.40994	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		4.40994	4.40994	4.40994	4.40994	4.40994	4.40994	4.40994		4.40994	4.40994	
326	Max queue length first year, GCX 11, PCE, ID 722616T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
327	Max queue length first year, GCX 12, PCE, ID 722617A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.86208	1.86208	1.86208	1.86208	1.86208	1.86208		1.86208	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.86208	1.86208	1.86208	1.86208	1.86208	1.86208	1.86208		1.86208	1.86208	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
328	Max queue length first year, GCX 13, PCE, ID 722618G											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.95117	1.95117	1.95117	1.95117	1.95117	1.95117		1.95117	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.95117	1.95117	1.95117	1.95117	1.95117	1.95117	1.95117		1.95117	1.95117	
329	Max queue length first year, GCX 14, PCE, ID 722619N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.02257	1.02257	1.02257	1.02257	1.02257	1.02257		1.02257	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.02257	1.02257	1.02257	1.02257	1.02257	1.02257	1.02257		1.02257	1.02257	
330	Max queue length first year, GCX 15, PCE, ID 722620H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.01338	1.01338	1.01338	1.01338	1.01338	1.01338		1.01338	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.01338	1.01338	1.01338	1.01338	1.01338	1.01338	1.01338		1.01338	1.01338	
331	Max queue length first year, GCX 16, PCE, ID 722621P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.01338	1.01338	1.01338	1.01338	1.01338	1.01338		1.01338	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.01338	1.01338	1.01338	1.01338	1.01338	1.01338	1.01338		1.01338	1.01338	
332	Max queue length first year, GCX 17, PCE, ID 722622W											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
333	Max queue length first year, GCX 18, PCE, ID 722623D											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.10904	1.10904	1.10904	1.10904	1.10904	1.10904		1.10904	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.10904	1.10904	1.10904	1.10904	1.10904	1.10904	1.10904		1.10904	1.10904	
334	Max queue length first year, GCX 19, PCE, ID 722624K											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.21957	1.21957	1.21957	1.21957	1.21957	1.21957		1.21957	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.21957	1.21957	1.21957	1.21957	1.21957	1.21957	1.21957		1.21957	1.21957	
335	Max queue length first year, GCX 20, PCE, ID 722625S											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics

336 Max queue length first year, GCX 21, PCE, ID 722626Y

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001

337 Max queue length first year, GCX 22, PCE, ID 722627F

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001

338 Max queue length first year, GCX 23, PCE, ID 722628M

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
1.15876	1.15876	1.15876	1.15876	1.15876	1.15876	1.15876	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
1.15876	1.15876	1.15876	1.15876	1.15876	1.15876	1.15876	1.15876	1.15876

339 Max queue length first year, GCX 24, PCE, ID 722629U

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
2.47268	2.47268	2.47268	2.47268	2.47268	2.47268	2.47268	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
2.47268	2.47268	2.47268	2.47268	2.47268	2.47268	2.47268	2.47268	2.47268

340 Max queue length first year, GCX 25, PCE, ID 722630N

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
2.06133	2.06133	2.06133	2.06133	2.06133	2.06133	2.06133	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
2.06133	2.06133	2.06133	2.06133	2.06133	2.06133	2.06133	2.06133	2.06133

341 Max queue length first year, GCX 26, PCE, ID 722631V

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
4.37528	4.37528	4.37528	4.37528	4.37528	4.37528	4.37528	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
4.37528	4.37528	4.37528	4.37528	4.37528	4.37528	4.37528	4.37528	4.37528

342 Max queue length first year, GCX 27, PCE, ID 722632C

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
23.7858	23.7858	23.7858	23.7858	23.7858	23.7858	23.7858	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
23.7858	23.7858	23.7858	23.7858	23.7858	23.7858	23.7858	23.7858	23.7858

343 Max queue length first year, GCX 28, PCE, ID 722633J

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
140.896	140.896	140.896	140.896	140.896	140.896	140.896	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
140.896	140.896	140.896	140.896	140.896	140.896	140.896	140.896	140.896

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
344	Max queue length first year, GCX 29, PCE, ID 722634R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		24.633	24.633	24.633	24.633	24.633	24.633		24.633	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		24.633	24.633	24.633	24.633	24.633	24.633	24.633		24.633	24.633	
345	Max queue length first year, GCX 30, PCE, ID 722635X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		44.4024	44.4024	44.4024	44.4024	44.4024	44.4024		44.4024	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		44.4024	44.4024	44.4024	44.4024	44.4024	44.4024	44.4024		44.4024	44.4024	
346	Max queue length first year, GCX 31, PCE, ID 722636E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.81471	1.81471	1.81471	1.81471	1.81471	1.81471		1.81471	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.81471	1.81471	1.81471	1.81471	1.81471	1.81471	1.81471		1.81471	1.81471	
347	Max queue length first year, GCX 32, PCE, ID 722637L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
348	Max queue length first year, GCX 33, PCE, ID 722638T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.14583	3.14583	3.14583	3.14583	3.14583	3.14583		3.14583	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.14583	3.14583	3.14583	3.14583	3.14583	3.14583	3.14583		3.14583	3.14583	
349	Max queue length first year, GCX 34, PCE, ID 722639A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		4.13581	4.13581	4.13581	4.13581	4.13581	4.13581		4.13581	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		4.13581	4.13581	4.13581	4.13581	4.13581	4.13581	4.13581		4.13581	4.13581	
350	Max queue length first year, GCX 35, PCE, ID 722640U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.72447	2.72447	2.72447	2.72447	2.72447	2.72447		2.72447	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.72447	2.72447	2.72447	2.72447	2.72447	2.72447	2.72447		2.72447	2.72447	
351	Max queue length first year, GCX 36, PCE, ID 722641B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.3884	3.3884	3.3884	3.3884	3.3884	3.3884		3.3884	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.3884	3.3884	3.3884	3.3884	3.3884	3.3884	3.3884		3.3884	3.3884	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics

352 Max queue length first year, GCX 37, PCE, ID 722642H

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
9.26546	9.26546	9.26546	9.26546	9.26546	9.26546	9.26546	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
9.26546	9.26546	9.26546	9.26546	9.26546	9.26546	9.26546	9.26546	9.26546

353 Max queue length first year, GCX 38, PCE, ID 722643P

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
22.3163	22.3163	22.3163	22.3163	22.3163	22.3163	22.3163	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
22.3163	22.3163	22.3163	22.3163	22.3163	22.3163	22.3163	22.3163	22.3163

354 Max queue length, l.y.n.t, GCX 1, PCE, ID 722606M

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
34.4794	34.4794	34.4794	34.4794	34.4794	34.4794	34.4794	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
34.4794	34.4794	34.4794	34.4794	34.4794	34.4794	34.4794	34.4794	34.4794

355 Max queue length, l.y.n.t, GCX 2, PCE, ID 722607U

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
7.20582	7.20582	7.20582	7.20582	7.20582	7.20582	7.20582	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
7.20582	7.20582	7.20582	7.20582	7.20582	7.20582	7.20582	7.20582	7.20582

356 Max queue length, l.y.n.t, GCX 3, PCE, ID 722608B

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001

357 Max queue length, l.y.n.t, GCX 4, PCE, ID 722609H

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
13.5538	13.5538	13.5538	13.5538	13.5538	13.5538	13.5538	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
13.5538	13.5538	13.5538	13.5538	13.5538	13.5538	13.5538	13.5538	13.5538

358 Max queue length, l.y.n.t, GCX 5, PCE, ID 722610C

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
1.33019	1.33019	1.33019	1.33019	1.33019	1.33019	1.33019	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
1.33019	1.33019	1.33019	1.33019	1.33019	1.33019	1.33019	1.33019	1.33019

359 Max queue length, l.y.n.t, GCX 6, PCE, ID 722611J

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
11.7801	11.7801	11.7801	11.7801	11.7801	11.7801	11.7801	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
11.7801	11.7801	11.7801	11.7801	11.7801	11.7801	11.7801	11.7801	11.7801

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
360	Max queue length, l.y.n.t, GCX 7, PCE, ID 722612R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.9513	6.9513	6.9513	6.9513	6.9513	6.9513		6.9513	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.9513	6.9513	6.9513	6.9513	6.9513	6.9513	6.9513		6.9513	6.9513	
361	Max queue length, l.y.n.t, GCX 8, PCE, ID 722613X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.79007	2.79007	2.79007	2.79007	2.79007	2.79007		2.79007	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.79007	2.79007	2.79007	2.79007	2.79007	2.79007	2.79007		2.79007	2.79007	
362	Max queue length, l.y.n.t, GCX 9, PCE, ID 722614E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.20428	1.20428	1.20428	1.20428	1.20428	1.20428		1.20428	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.20428	1.20428	1.20428	1.20428	1.20428	1.20428	1.20428		1.20428	1.20428	
363	Max queue length, l.y.n.t, GCX 10, PCE, ID 722615L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		5.1388	5.1388	5.1388	5.1388	5.1388	5.1388		5.1388	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		5.1388	5.1388	5.1388	5.1388	5.1388	5.1388	5.1388		5.1388	5.1388	
364	Max queue length, l.y.n.t, GCX 11, PCE, ID 722616T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
365	Max queue length, l.y.n.t, GCX 12, PCE, ID 722617A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.16382	2.16382	2.16382	2.16382	2.16382	2.16382		2.16382	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.16382	2.16382	2.16382	2.16382	2.16382	2.16382	2.16382		2.16382	2.16382	
366	Max queue length, l.y.n.t, GCX 13, PCE, ID 722618G											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.28489	2.28489	2.28489	2.28489	2.28489	2.28489		2.28489	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.28489	2.28489	2.28489	2.28489	2.28489	2.28489	2.28489		2.28489	2.28489	
367	Max queue length, l.y.n.t, GCX 14, PCE, ID 722619N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.18719	1.18719	1.18719	1.18719	1.18719	1.18719		1.18719	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.18719	1.18719	1.18719	1.18719	1.18719	1.18719	1.18719		1.18719	1.18719	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
368	Max queue length, l.y.n.t, GCX 15, PCE, ID 722620H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.1765	1.1765	1.1765	1.1765	1.1765	1.1765		1.1765	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.1765	1.1765	1.1765	1.1765	1.1765	1.1765	1.1765		1.1765	1.1765	
369	Max queue length, l.y.n.t, GCX 16, PCE, ID 722621P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.1765	1.1765	1.1765	1.1765	1.1765	1.1765		1.1765	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.1765	1.1765	1.1765	1.1765	1.1765	1.1765	1.1765		1.1765	1.1765	
370	Max queue length, l.y.n.t, GCX 17, PCE, ID 722622W											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.03987	1.03987	1.03987	1.03987	1.03987	1.03987		1.03987	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.03987	1.03987	1.03987	1.03987	1.03987	1.03987	1.03987		1.03987	1.03987	
371	Max queue length, l.y.n.t, GCX 18, PCE, ID 722623D											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.2877	1.2877	1.2877	1.2877	1.2877	1.2877		1.2877	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.2877	1.2877	1.2877	1.2877	1.2877	1.2877	1.2877		1.2877	1.2877	
372	Max queue length, l.y.n.t, GCX 19, PCE, ID 722624K											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.41621	1.41621	1.41621	1.41621	1.41621	1.41621		1.41621	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.41621	1.41621	1.41621	1.41621	1.41621	1.41621	1.41621		1.41621	1.41621	
373	Max queue length, l.y.n.t, GCX 20, PCE, ID 722625S											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
374	Max queue length, l.y.n.t, GCX 21, PCE, ID 722626Y											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
375	Max queue length, l.y.n.t, GCX 22, PCE, ID 722627F											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
376	Max queue length, l.y.n.t, GCX 23, PCE, ID 722628M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.3455	1.3455	1.3455	1.3455	1.3455	1.3455		1.3455	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.3455	1.3455	1.3455	1.3455	1.3455	1.3455	1.3455		1.3455	1.3455	
377	Max queue length, l.y.n.t, GCX 24, PCE, ID 722629U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.87528	2.87528	2.87528	2.87528	2.87528	2.87528		2.87528	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.87528	2.87528	2.87528	2.87528	2.87528	2.87528	2.87528		2.87528	2.87528	
378	Max queue length, l.y.n.t, GCX 25, PCE, ID 722630N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.39588	2.39588	2.39588	2.39588	2.39588	2.39588		2.39588	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.39588	2.39588	2.39588	2.39588	2.39588	2.39588	2.39588		2.39588	2.39588	
379	Max queue length, l.y.n.t, GCX 26, PCE, ID 722631V											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		5.09821	5.09821	5.09821	5.09821	5.09821	5.09821		5.09821	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		5.09821	5.09821	5.09821	5.09821	5.09821	5.09821	5.09821		5.09821	5.09821	
380	Max queue length, l.y.n.t, GCX 27, PCE, ID 722632C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		28.3161	28.3161	28.3161	28.3161	28.3161	28.3161		28.3161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		28.3161	28.3161	28.3161	28.3161	28.3161	28.3161	28.3161		28.3161	28.3161	
381	Max queue length, l.y.n.t, GCX 28, PCE, ID 722633J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		184.276	184.276	184.276	184.276	184.276	184.276		184.276	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		184.276	184.276	184.276	184.276	184.276	184.276	184.276		184.276	184.276	
382	Max queue length, l.y.n.t, GCX 29, PCE, ID 722634R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		29.2399	29.2399	29.2399	29.2399	29.2399	29.2399		29.2399	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		29.2399	29.2399	29.2399	29.2399	29.2399	29.2399	29.2399		29.2399	29.2399	
383	Max queue length, l.y.n.t, GCX 30, PCE, ID 722635X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		54.8853	54.8853	54.8853	54.8853	54.8853	54.8853		54.8853	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		54.8853	54.8853	54.8853	54.8853	54.8853	54.8853	54.8853		54.8853	54.8853	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
384	Max queue length, l.y.n.t, GCX 31, PCE, ID 722636E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.10983	2.10983	2.10983	2.10983	2.10983	2.10983		2.10983	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.10983	2.10983	2.10983	2.10983	2.10983	2.10983	2.10983		2.10983	2.10983	
385	Max queue length, l.y.n.t, GCX 32, PCE, ID 722637L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
386	Max queue length, l.y.n.t, GCX 33, PCE, ID 722638T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.66425	3.66425	3.66425	3.66425	3.66425	3.66425		3.66425	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.66425	3.66425	3.66425	3.66425	3.66425	3.66425	3.66425		3.66425	3.66425	
387	Max queue length, l.y.n.t, GCX 34, PCE, ID 722639A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		4.82404	4.82404	4.82404	4.82404	4.82404	4.82404		4.82404	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		4.82404	4.82404	4.82404	4.82404	4.82404	4.82404	4.82404		4.82404	4.82404	
388	Max queue length, l.y.n.t, GCX 35, PCE, ID 722640U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.17158	3.17158	3.17158	3.17158	3.17158	3.17158		3.17158	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.17158	3.17158	3.17158	3.17158	3.17158	3.17158	3.17158		3.17158	3.17158	
389	Max queue length, l.y.n.t, GCX 36, PCE, ID 722641B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.94813	3.94813	3.94813	3.94813	3.94813	3.94813		3.94813	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.94813	3.94813	3.94813	3.94813	3.94813	3.94813	3.94813		3.94813	3.94813	
390	Max queue length, l.y.n.t, GCX 37, PCE, ID 722642H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		10.9414	10.9414	10.9414	10.9414	10.9414	10.9414		10.9414	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		10.9414	10.9414	10.9414	10.9414	10.9414	10.9414	10.9414		10.9414	10.9414	
391	Max queue length, l.y.n.t, GCX 38, PCE, ID 722643P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		27.0487	27.0487	27.0487	27.0487	27.0487	27.0487		27.0487	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		27.0487	27.0487	27.0487	27.0487	27.0487	27.0487	27.0487		27.0487	27.0487	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
392	Max queue length, last year, GCX 1, PCE, ID 722606M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		144.218	144.218	144.218	144.218	144.218	144.218		144.218	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		144.218	144.218	144.218	144.218	144.218	144.218	144.218		144.218	144.218	
393	Max queue length, last year, GCX 2, PCE, ID 722607U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		21.7147	21.7147	21.7147	21.7147	21.7147	21.7147		21.7147	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		21.7147	21.7147	21.7147	21.7147	21.7147	21.7147	21.7147		21.7147	21.7147	
394	Max queue length, last year, GCX 3, PCE, ID 722608B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.84263	1.84263	1.84263	1.84263	1.84263	1.84263		1.84263	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.84263	1.84263	1.84263	1.84263	1.84263	1.84263	1.84263		1.84263	1.84263	
395	Max queue length, last year, GCX 4, PCE, ID 722609H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		47.7758	47.7758	47.7758	47.7758	47.7758	47.7758		47.7758	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		47.7758	47.7758	47.7758	47.7758	47.7758	47.7758	47.7758		47.7758	47.7758	
396	Max queue length, last year, GCX 5, PCE, ID 722610C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.77951	3.77951	3.77951	3.77951	3.77951	3.77951		3.77951	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.77951	3.77951	3.77951	3.77951	3.77951	3.77951	3.77951		3.77951	3.77951	
397	Max queue length, last year, GCX 6, PCE, ID 722611J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		40.123	40.123	40.123	40.123	40.123	40.123		40.123	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		40.123	40.123	40.123	40.123	40.123	40.123	40.123		40.123	40.123	
398	Max queue length, last year, GCX 7, PCE, ID 722612R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		21.6848	21.6848	21.6848	21.6848	21.6848	21.6848		21.6848	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		21.6848	21.6848	21.6848	21.6848	21.6848	21.6848	21.6848		21.6848	21.6848	
399	Max queue length, last year, GCX 8, PCE, ID 722613X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		8.0356	8.0356	8.0356	8.0356	8.0356	8.0356		8.0356	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		8.0356	8.0356	8.0356	8.0356	8.0356	8.0356	8.0356		8.0356	8.0356	

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
400	Max queue length, last year, GCX 9, PCE, ID 722614E												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		3.40073	3.40073	3.40073	3.40073	3.40073	3.40073			3.40073	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		3.40073	3.40073	3.40073	3.40073	3.40073	3.40073	3.40073			3.40073	3.40073	
401	Max queue length, last year, GCX 10, PCE, ID 722615L												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		15.2498	15.2498	15.2498	15.2498	15.2498	15.2498			15.2498	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		15.2498	15.2498	15.2498	15.2498	15.2498	15.2498	15.2498			15.2498	15.2498	
402	Max queue length, last year, GCX 11, PCE, ID 722616T												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		2.11319	2.11319	2.11319	2.11319	2.11319	2.11319			2.11319	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		2.11319	2.11319	2.11319	2.11319	2.11319	2.11319	2.11319			2.11319	2.11319	
403	Max queue length, last year, GCX 12, PCE, ID 722617A												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		6.18336	6.18336	6.18336	6.18336	6.18336	6.18336			6.18336	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		6.18336	6.18336	6.18336	6.18336	6.18336	6.18336	6.18336			6.18336	6.18336	
404	Max queue length, last year, GCX 13, PCE, ID 722618G												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		6.954	6.954	6.954	6.954	6.954	6.954			6.954	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		6.954	6.954	6.954	6.954	6.954	6.954	6.954			6.954	6.954	
405	Max queue length, last year, GCX 14, PCE, ID 722619N												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		3.35174	3.35174	3.35174	3.35174	3.35174	3.35174			3.35174	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		3.35174	3.35174	3.35174	3.35174	3.35174	3.35174	3.35174			3.35174	3.35174	
406	Max queue length, last year, GCX 15, PCE, ID 722620H												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		3.32114	3.32114	3.32114	3.32114	3.32114	3.32114			3.32114	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		3.32114	3.32114	3.32114	3.32114	3.32114	3.32114	3.32114			3.32114	3.32114	
407	Max queue length, last year, GCX 16, PCE, ID 722621P												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		3.32114	3.32114	3.32114	3.32114	3.32114	3.32114			3.32114	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		3.32114	3.32114	3.32114	3.32114	3.32114	3.32114	3.32114			3.32114	3.32114	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics

408 Max queue length, last year, GCX 17, PCE, ID 722622W

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
2.93052	2.93052	2.93052	2.93052	2.93052	2.93052	2.93052	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
2.93052	2.93052	2.93052	2.93052	2.93052	2.93052	2.93052	2.93052	2.93052

409 Max queue length, last year, GCX 18, PCE, ID 722623D

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
3.64001	3.64001	3.64001	3.64001	3.64001	3.64001	3.64001	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
3.64001	3.64001	3.64001	3.64001	3.64001	3.64001	3.64001	3.64001	3.64001

410 Max queue length, last year, GCX 19, PCE, ID 722624K

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
4.00963	4.00963	4.00963	4.00963	4.00963	4.00963	4.00963	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
4.00963	4.00963	4.00963	4.00963	4.00963	4.00963	4.00963	4.00963	4.00963

411 Max queue length, last year, GCX 20, PCE, ID 722625S

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
2.14933	2.14933	2.14933	2.14933	2.14933	2.14933	2.14933	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
2.14933	2.14933	2.14933	2.14933	2.14933	2.14933	2.14933	2.14933	2.14933

412 Max queue length, last year, GCX 21, PCE, ID 722626Y

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001

413 Max queue length, last year, GCX 22, PCE, ID 722627F

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
2.19754	2.19754	2.19754	2.19754	2.19754	2.19754	2.19754	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
2.19754	2.19754	2.19754	2.19754	2.19754	2.19754	2.19754	2.19754	2.19754

414 Max queue length, last year, GCX 23, PCE, ID 722628M

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
3.80612	3.80612	3.80612	3.80612	3.80612	3.80612	3.80612	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
3.80612	3.80612	3.80612	3.80612	3.80612	3.80612	3.80612	3.80612	3.80612

415 Max queue length, last year, GCX 24, PCE, ID 722629U

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
8.28987	8.28987	8.28987	8.28987	8.28987	8.28987	8.28987	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
8.28987	8.28987	8.28987	8.28987	8.28987	8.28987	8.28987	8.28987	8.28987

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
416	Max queue length, last year, GCX 25, PCE, ID 722630N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.86633	6.86633	6.86633	6.86633	6.86633	6.86633		6.86633	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.86633	6.86633	6.86633	6.86633	6.86633	6.86633	6.86633		6.86633	6.86633	
417	Max queue length, last year, GCX 26, PCE, ID 722631V											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		15.1214	15.1214	15.1214	15.1214	15.1214	15.1214		15.1214	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		15.1214	15.1214	15.1214	15.1214	15.1214	15.1214	15.1214		15.1214	15.1214	
418	Max queue length, last year, GCX 27, PCE, ID 722632C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		120.007	120.007	120.007	120.007	120.007	120.007		120.007	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		120.007	120.007	120.007	120.007	120.007	120.007	120.007		120.007	120.007	
419	Max queue length, last year, GCX 28, PCE, ID 722633J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3734.35	3734.35	3734.35	3734.35	3734.35	3734.35		3734.35	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3734.35	3734.35	3734.35	3734.35	3734.35	3734.35	3734.35		3734.35	3734.35	
420	Max queue length, last year, GCX 29, PCE, ID 722634R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		112.734	112.734	112.734	112.734	112.734	112.734		112.734	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		112.734	112.734	112.734	112.734	112.734	112.734	112.734		112.734	112.734	
421	Max queue length, last year, GCX 30, PCE, ID 722635X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1037.22	1037.22	1037.22	1037.22	1037.22	1037.22		1037.22	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1037.22	1037.22	1037.22	1037.22	1037.22	1037.22	1037.22		1037.22	1037.22	
422	Max queue length, last year, GCX 31, PCE, ID 722636E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.06982	6.06982	6.06982	6.06982	6.06982	6.06982		6.06982	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.06982	6.06982	6.06982	6.06982	6.06982	6.06982	6.06982		6.06982	6.06982	
423	Max queue length, last year, GCX 32, PCE, ID 722637L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics

424 Max queue length, last year, GCX 33, PCE, ID 722638T

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
10.8117	10.8117	10.8117	10.8117	10.8117	10.8117	10.8117	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
10.8117	10.8117	10.8117	10.8117	10.8117	10.8117	10.8117	10.8117	10.8117

425 Max queue length, last year, GCX 34, PCE, ID 722639A

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
14.5111	14.5111	14.5111	14.5111	14.5111	14.5111	14.5111	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
14.5111	14.5111	14.5111	14.5111	14.5111	14.5111	14.5111	14.5111	14.5111

426 Max queue length, last year, GCX 35, PCE, ID 722640U

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
9.28269	9.28269	9.28269	9.28269	9.28269	9.28269	9.28269	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
9.28269	9.28269	9.28269	9.28269	9.28269	9.28269	9.28269	9.28269	9.28269

427 Max queue length, last year, GCX 36, PCE, ID 722641B

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
11.7041	11.7041	11.7041	11.7041	11.7041	11.7041	11.7041	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
11.7041	11.7041	11.7041	11.7041	11.7041	11.7041	11.7041	11.7041	11.7041

428 Max queue length, last year, GCX 37, PCE, ID 722642H

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
39.8736	39.8736	39.8736	39.8736	39.8736	39.8736	39.8736	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
39.8736	39.8736	39.8736	39.8736	39.8736	39.8736	39.8736	39.8736	39.8736

429 Max queue length, last year, GCX 38, PCE, ID 722643P

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
181.16	181.16	181.16	181.16	181.16	181.16	181.16	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
181.16	181.16	181.16	181.16	181.16	181.16	181.16	181.16	181.16

FEDERAL RAILROAD ADMINISTRATION

GRADEDEC.NET - RISK ANALYSIS RESULTS

User: aecomecon
Dataset: NC Maritime

Results file:	NC Maritime 2	**Number of Trials:**	51
Region:		**Random Seed:**	1
Scenario:	NC Maritime base	**Date/Time of Simulation:**	06-Apr-2012 3:32 pm

Result No.: **Result Variable Description**

Percentile Summary | **Summary Statistics**

1 Safety benefits, thous $ PV

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
5705.21	5705.21	5705.21	5705.21	5705.21	5705.21	5705.21	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
5705.21	5705.21	5705.21	5705.21	5705.21	5705.21	5705.21	5705.21	5705.21

2 Travel time savings, thous $ PV

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
34093.6	34093.6	34093.6	34093.6	34093.6	34093.6	34093.6	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
34093.6	34093.6	34093.6	34093.6	34093.6	34093.6	34093.6	34093.6	34093.6

3 Environmental benefits, thous $ PV

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
387.248	387.248	387.248	387.248	387.248	387.248	387.248	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
387.248	387.248	387.248	387.248	387.248	387.248	387.248	387.248	387.248

4 Veh operating cost benefit, thous $ PV

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
3879.99	3879.99	3879.99	3879.99	3879.99	3879.99	3879.99	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
3879.99	3879.99	3879.99	3879.99	3879.99	3879.99	3879.99	3879.99	3879.99

5 Total benefits, thous $ PV

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
44238.6	44238.6	44238.6	44238.6	44238.6	44238.6	44238.6	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
44238.6	44238.6	44238.6	44238.6	44238.6	44238.6	44238.6	44238.6	44238.6

6 of this, benefits from induced trips, thous $ PV

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
50.6874	50.6874	50.6874	50.6874	50.6874	50.6874	50.6874	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
50.6874	50.6874	50.6874	50.6874	50.6874	50.6874	50.6874	50.6874	50.6874

7 of this, disbenefit from induced trips, thous $ PV

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0	0	0	0	0	0	0	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0	0	0	0	0	0	0	0	0

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
8	of this, investment salvage value, thous $ PV												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		121.852	121.852	121.852	121.852	121.852	121.852			121.852	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		121.852	121.852	121.852	121.852	121.852	121.852	121.852			121.852	121.852	
9	Total costs, thous $ PV												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		4695.24	4695.24	4695.24	4695.24	4695.24	4695.24			4695.24	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		4695.24	4695.24	4695.24	4695.24	4695.24	4695.24	4695.24			4695.24	4695.24	
10	Net benefits, thous $ PV												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		39543.3	39543.3	39543.3	39543.3	39543.3	39543.3			39543.3	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		39543.3	39543.3	39543.3	39543.3	39543.3	39543.3	39543.3			39543.3	39543.3	
11	Benefit-cost ratio												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		9.42201	9.42201	9.42201	9.42201	9.42201	9.42201			9.42201	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		9.42201	9.42201	9.42201	9.42201	9.42201	9.42201	9.42201			9.42201	9.42201	
12	Rate of return (constant dollars), %												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		36.9232	36.9232	36.9232	36.9232	36.9232	36.9232			36.9232	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		36.9232	36.9232	36.9232	36.9232	36.9232	36.9232	36.9232			36.9232	36.9232	
13	Local benefits (not included in summary), thous $ PV												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		2211.93	2211.93	2211.93	2211.93	2211.93	2211.93			2211.93	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		2211.93	2211.93	2211.93	2211.93	2211.93	2211.93	2211.93			2211.93	2211.93	
14	Safety Benefit, GCX 1, thous $ PV, ID 722606M												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		97.6278	97.6278	97.6278	97.6278	97.6278	97.6278			97.6278	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		97.6278	97.6278	97.6278	97.6278	97.6278	97.6278	97.6278			97.6278	97.6278	
15	Safety Benefit, GCX 2, thous $ PV, ID 722607U												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		138.839	138.839	138.839	138.839	138.839	138.839			138.839	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		138.839	138.839	138.839	138.839	138.839	138.839	138.839			138.839	138.839	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
16	Safety Benefit, GCX 3, thous $ PV, ID 722608B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		59.0359	59.0359	59.0359	59.0359	59.0359	59.0359		59.0359	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		59.0359	59.0359	59.0359	59.0359	59.0359	59.0359	59.0359		59.0359	59.0359	
17	Safety Benefit, GCX 4, thous $ PV, ID 722609H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		82.0544	82.0544	82.0544	82.0544	82.0544	82.0544		82.0544	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		82.0544	82.0544	82.0544	82.0544	82.0544	82.0544	82.0544		82.0544	82.0544	
18	Safety Benefit, GCX 5, thous $ PV, ID 722610C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		155.321	155.321	155.321	155.321	155.321	155.321		155.321	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		155.321	155.321	155.321	155.321	155.321	155.321	155.321		155.321	155.321	
19	Safety Benefit, GCX 6, thous $ PV, ID 722611J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		111.138	111.138	111.138	111.138	111.138	111.138		111.138	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		111.138	111.138	111.138	111.138	111.138	111.138	111.138		111.138	111.138	
20	Safety Benefit, GCX 7, thous $ PV, ID 722612R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		148.8	148.8	148.8	148.8	148.8	148.8		148.8	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		148.8	148.8	148.8	148.8	148.8	148.8	148.8		148.8	148.8	
21	Safety Benefit, GCX 8, thous $ PV, ID 722613X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		176.549	176.549	176.549	176.549	176.549	176.549		176.549	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		176.549	176.549	176.549	176.549	176.549	176.549	176.549		176.549	176.549	
22	Safety Benefit, GCX 9, thous $ PV, ID 722614E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		141.317	141.317	141.317	141.317	141.317	141.317		141.317	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		141.317	141.317	141.317	141.317	141.317	141.317	141.317		141.317	141.317	
23	Safety Benefit, GCX 10, thous $ PV, ID 722615L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		204.26	204.26	204.26	204.26	204.26	204.26		204.26	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		204.26	204.26	204.26	204.26	204.26	204.26	204.26		204.26	204.26	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
24	Safety Benefit, GCX 11, thous $ PV, ID 722616T	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		123.699	123.699	123.699	123.699	123.699	123.699		123.699	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		123.699	123.699	123.699	123.699	123.699	123.699	123.699		123.699	123.699	
25	Safety Benefit, GCX 12, thous $ PV, ID 722617A	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		165.421	165.421	165.421	165.421	165.421	165.421		165.421	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		165.421	165.421	165.421	165.421	165.421	165.421	165.421		165.421	165.421	
26	Safety Benefit, GCX 13, thous $ PV, ID 722618G	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		172.86	172.86	172.86	172.86	172.86	172.86		172.86	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		172.86	172.86	172.86	172.86	172.86	172.86	172.86		172.86	172.86	
27	Safety Benefit, GCX 14, thous $ PV, ID 722619N	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		369.656	369.656	369.656	369.656	369.656	369.656		369.656	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		369.656	369.656	369.656	369.656	369.656	369.656	369.656		369.656	369.656	
28	Safety Benefit, GCX 15, thous $ PV, ID 722620H	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		140.405	140.405	140.405	140.405	140.405	140.405		140.405	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		140.405	140.405	140.405	140.405	140.405	140.405	140.405		140.405	140.405	
29	Safety Benefit, GCX 16, thous $ PV, ID 722621P	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		140.405	140.405	140.405	140.405	140.405	140.405		140.405	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		140.405	140.405	140.405	140.405	140.405	140.405	140.405		140.405	140.405	
30	Safety Benefit, GCX 17, thous $ PV, ID 722622W	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		135.647	135.647	135.647	135.647	135.647	135.647		135.647	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		135.647	135.647	135.647	135.647	135.647	135.647	135.647		135.647	135.647	
31	Safety Benefit, GCX 18, thous $ PV, ID 722623D	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		143.955	143.955	143.955	143.955	143.955	143.955		143.955	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		143.955	143.955	143.955	143.955	143.955	143.955	143.955		143.955	143.955	

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
32	Safety Benefit, GCX 19, thous $ PV, ID 722624K	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		147.755	147.755	147.755	147.755	147.755	147.755	147.755	147.755	147.755	147.755	147.755	147.755	147.755	147.755	NaN	NaN	NaN	147.755	147.755
33	Safety Benefit, GCX 20, thous $ PV, ID 722625S	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		124.301	124.301	124.301	124.301	124.301	124.301	124.301	124.301	124.301	124.301	124.301	124.301	124.301	124.301	NaN	NaN	NaN	124.301	124.301
34	Safety Benefit, GCX 21, thous $ PV, ID 722626Y	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		32.5012	32.5012	32.5012	32.5012	32.5012	32.5012	32.5012	32.5012	32.5012	32.5012	32.5012	32.5012	32.5012	32.5012	NaN	NaN	NaN	32.5012	32.5012
35	Safety Benefit, GCX 22, thous $ PV, ID 722627F	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		125.091	125.091	125.091	125.091	125.091	125.091	125.091	125.091	125.091	125.091	125.091	125.091	125.091	125.091	NaN	NaN	NaN	125.091	125.091
36	Safety Benefit, GCX 23, thous $ PV, ID 722628M	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		52.7553	52.7553	52.7553	52.7553	52.7553	52.7553	52.7553	52.7553	52.7553	52.7553	52.7553	52.7553	52.7553	52.7553	NaN	NaN	NaN	52.7553	52.7553
37	Safety Benefit, GCX 24, thous $ PV, ID 722629U	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		177.891	177.891	177.891	177.891	177.891	177.891	177.891	177.891	177.891	177.891	177.891	177.891	177.891	177.891	NaN	NaN	NaN	177.891	177.891
38	Safety Benefit, GCX 25, thous $ PV, ID 722630N	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		421.996	421.996	421.996	421.996	421.996	421.996	421.996	421.996	421.996	421.996	421.996	421.996	421.996	421.996	NaN	NaN	NaN	421.996	421.996
39	Safety Benefit, GCX 26, thous $ PV, ID 722631V	1%	5%	10%	20%	30%	40%	50%	60%	70%	80%	90%	95%	99%	Mean	Std Dev	Skewness	Kurtosis	Minimum	Maximum
		204.26	204.26	204.26	204.26	204.26	204.26	204.26	204.26	204.26	204.26	204.26	204.26	204.26	204.26	NaN	NaN	NaN	204.26	204.26

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
40	Safety Benefit, GCX 27, thous $ PV, ID 722632C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		305.451	305.451	305.451	305.451	305.451	305.451		305.451	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		305.451	305.451	305.451	305.451	305.451	305.451	305.451		305.451	305.451	
41	Safety Benefit, GCX 28, thous $ PV, ID 722633J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		114.297	114.297	114.297	114.297	114.297	114.297		114.297	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		114.297	114.297	114.297	114.297	114.297	114.297	114.297		114.297	114.297	
42	Safety Benefit, GCX 29, thous $ PV, ID 722634R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		162.598	162.598	162.598	162.598	162.598	162.598		162.598	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		162.598	162.598	162.598	162.598	162.598	162.598	162.598		162.598	162.598	
43	Safety Benefit, GCX 30, thous $ PV, ID 722635X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		154.323	154.323	154.323	154.323	154.323	154.323		154.323	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		154.323	154.323	154.323	154.323	154.323	154.323	154.323		154.323	154.323	
44	Safety Benefit, GCX 31, thous $ PV, ID 722636E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		66.8161	66.8161	66.8161	66.8161	66.8161	66.8161		66.8161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		66.8161	66.8161	66.8161	66.8161	66.8161	66.8161	66.8161		66.8161	66.8161	
45	Safety Benefit, GCX 32, thous $ PV, ID 722637L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		81.9139	81.9139	81.9139	81.9139	81.9139	81.9139		81.9139	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		81.9139	81.9139	81.9139	81.9139	81.9139	81.9139	81.9139		81.9139	81.9139	
46	Safety Benefit, GCX 33, thous $ PV, ID 722638T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		91.1839	91.1839	91.1839	91.1839	91.1839	91.1839		91.1839	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		91.1839	91.1839	91.1839	91.1839	91.1839	91.1839	91.1839		91.1839	91.1839	
47	Safety Benefit, GCX 34, thous $ PV, ID 722639A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		120.351	120.351	120.351	120.351	120.351	120.351		120.351	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		120.351	120.351	120.351	120.351	120.351	120.351	120.351		120.351	120.351	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
48	Safety Benefit, GCX 35, thous $ PV, ID 722640U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		193.636	193.636	193.636	193.636	193.636	193.636		193.636	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		193.636	193.636	193.636	193.636	193.636	193.636	193.636		193.636	193.636	
49	Safety Benefit, GCX 36, thous $ PV, ID 722641B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		203.884	203.884	203.884	203.884	203.884	203.884		203.884	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		203.884	203.884	203.884	203.884	203.884	203.884	203.884		203.884	203.884	
50	Safety Benefit, GCX 37, thous $ PV, ID 722642H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		69.657	69.657	69.657	69.657	69.657	69.657		69.657	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		69.657	69.657	69.657	69.657	69.657	69.657	69.657		69.657	69.657	
51	Safety Benefit, GCX 38, thous $ PV, ID 722643P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		147.548	147.548	147.548	147.548	147.548	147.548		147.548	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		147.548	147.548	147.548	147.548	147.548	147.548	147.548		147.548	147.548	
52	Travel Time Savings, GCX 1, thous $ PV, ID 722606M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2728.94	2728.94	2728.94	2728.94	2728.94	2728.94		2728.94	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2728.94	2728.94	2728.94	2728.94	2728.94	2728.94	2728.94		2728.94	2728.94	
53	Travel Time Savings, GCX 2, thous $ PV, ID 722607U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		378.647	378.647	378.647	378.647	378.647	378.647		378.647	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		378.647	378.647	378.647	378.647	378.647	378.647	378.647		378.647	378.647	
54	Travel Time Savings, GCX 3, thous $ PV, ID 722608B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.48794	2.48794	2.48794	2.48794	2.48794	2.48794		2.48794	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.48794	2.48794	2.48794	2.48794	2.48794	2.48794	2.48794		2.48794	2.48794	
55	Travel Time Savings, GCX 4, thous $ PV, ID 722609H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		260.987	260.987	260.987	260.987	260.987	260.987		260.987	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		260.987	260.987	260.987	260.987	260.987	260.987	260.987		260.987	260.987	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
56	Travel Time Savings, GCX 5, thous $ PV, ID 722610C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		21.4298	21.4298	21.4298	21.4298	21.4298	21.4298		21.4298	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		21.4298	21.4298	21.4298	21.4298	21.4298	21.4298	21.4298		21.4298	21.4298	
57	Travel Time Savings, GCX 6, thous $ PV, ID 722611J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		442.403	442.403	442.403	442.403	442.403	442.403		442.403	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		442.403	442.403	442.403	442.403	442.403	442.403	442.403		442.403	442.403	
58	Travel Time Savings, GCX 7, thous $ PV, ID 722612R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		488.824	488.824	488.824	488.824	488.824	488.824		488.824	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		488.824	488.824	488.824	488.824	488.824	488.824	488.824		488.824	488.824	
59	Travel Time Savings, GCX 8, thous $ PV, ID 722613X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		99.9471	99.9471	99.9471	99.9471	99.9471	99.9471		99.9471	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		99.9471	99.9471	99.9471	99.9471	99.9471	99.9471	99.9471		99.9471	99.9471	
60	Travel Time Savings, GCX 9, thous $ PV, ID 722614E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		21.1472	21.1472	21.1472	21.1472	21.1472	21.1472		21.1472	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		21.1472	21.1472	21.1472	21.1472	21.1472	21.1472	21.1472		21.1472	21.1472	
61	Travel Time Savings, GCX 10, thous $ PV, ID 722615L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		216.646	216.646	216.646	216.646	216.646	216.646		216.646	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		216.646	216.646	216.646	216.646	216.646	216.646	216.646		216.646	216.646	
62	Travel Time Savings, GCX 11, thous $ PV, ID 722616T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		5.18097	5.18097	5.18097	5.18097	5.18097	5.18097		5.18097	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		5.18097	5.18097	5.18097	5.18097	5.18097	5.18097	5.18097		5.18097	5.18097	
63	Travel Time Savings, GCX 12, thous $ PV, ID 722617A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		68.7313	68.7313	68.7313	68.7313	68.7313	68.7313		68.7313	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		68.7313	68.7313	68.7313	68.7313	68.7313	68.7313	68.7313		68.7313	68.7313	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics

64 Travel Time Savings, GCX 13, thous $ PV, ID 722618G

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
122.645	122.645	122.645	122.645	122.645	122.645	122.645	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
122.645	122.645	122.645	122.645	122.645	122.645	122.645	122.645	122.645

65 Travel Time Savings, GCX 14, thous $ PV, ID 722619N

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
20.302	20.302	20.302	20.302	20.302	20.302	20.302	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
20.302	20.302	20.302	20.302	20.302	20.302	20.302	20.302	20.302

66 Travel Time Savings, GCX 15, thous $ PV, ID 722620H

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
19.7738	19.7738	19.7738	19.7738	19.7738	19.7738	19.7738	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
19.7738	19.7738	19.7738	19.7738	19.7738	19.7738	19.7738	19.7738	19.7738

67 Travel Time Savings, GCX 16, thous $ PV, ID 722621P

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
19.7738	19.7738	19.7738	19.7738	19.7738	19.7738	19.7738	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
19.7738	19.7738	19.7738	19.7738	19.7738	19.7738	19.7738	19.7738	19.7738

68 Travel Time Savings, GCX 17, thous $ PV, ID 722622W

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
13.876	13.876	13.876	13.876	13.876	13.876	13.876	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
13.876	13.876	13.876	13.876	13.876	13.876	13.876	13.876	13.876

69 Travel Time Savings, GCX 18, thous $ PV, ID 722623D

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
25.2721	25.2721	25.2721	25.2721	25.2721	25.2721	25.2721	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
25.2721	25.2721	25.2721	25.2721	25.2721	25.2721	25.2721	25.2721	25.2721

70 Travel Time Savings, GCX 19, thous $ PV, ID 722624K

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
31.6314	31.6314	31.6314	31.6314	31.6314	31.6314	31.6314	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
31.6314	31.6314	31.6314	31.6314	31.6314	31.6314	31.6314	31.6314	31.6314

71 Travel Time Savings, GCX 20, thous $ PV, ID 722625S

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
5.47375	5.47375	5.47375	5.47375	5.47375	5.47375	5.47375	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
5.47375	5.47375	5.47375	5.47375	5.47375	5.47375	5.47375	5.47375	5.47375

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics

72 Travel Time Savings, GCX 21, thous $ PV, ID 722626Y

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.119842	0.119842	0.119842	0.119842	0.119842	0.119842	0.119842	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.119842	0.119842	0.119842	0.119842	0.119842	0.119842	0.119842	0.119842	0.119842

73 Travel Time Savings, GCX 22, thous $ PV, ID 722627F

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
5.90258	5.90258	5.90258	5.90258	5.90258	5.90258	5.90258	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
5.90258	5.90258	5.90258	5.90258	5.90258	5.90258	5.90258	5.90258	5.90258

74 Travel Time Savings, GCX 23, thous $ PV, ID 722628M

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
28.1318	28.1318	28.1318	28.1318	28.1318	28.1318	28.1318	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
28.1318	28.1318	28.1318	28.1318	28.1318	28.1318	28.1318	28.1318	28.1318

75 Travel Time Savings, GCX 24, thous $ PV, ID 722629U

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
104.204	104.204	104.204	104.204	104.204	104.204	104.204	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
104.204	104.204	104.204	104.204	104.204	104.204	104.204	104.204	104.204

76 Travel Time Savings, GCX 25, thous $ PV, ID 722630N

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
80.2834	80.2834	80.2834	80.2834	80.2834	80.2834	80.2834	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
80.2834	80.2834	80.2834	80.2834	80.2834	80.2834	80.2834	80.2834	80.2834

77 Travel Time Savings, GCX 26, thous $ PV, ID 722631V

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
216.125	216.125	216.125	216.125	216.125	216.125	216.125	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
216.125	216.125	216.125	216.125	216.125	216.125	216.125	216.125	216.125

78 Travel Time Savings, GCX 27, thous $ PV, ID 722632C

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
1478.7	1478.7	1478.7	1478.7	1478.7	1478.7	1478.7	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
1478.7	1478.7	1478.7	1478.7	1478.7	1478.7	1478.7	1478.7	1478.7

79 Travel Time Savings, GCX 28, thous $ PV, ID 722633J

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
21331.1	21331.1	21331.1	21331.1	21331.1	21331.1	21331.1	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
21331.1	21331.1	21331.1	21331.1	21331.1	21331.1	21331.1	21331.1	21331.1

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
80	Travel Time Savings, GCX 29, thous $ PV, ID 722634R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		895.1	895.1	895.1	895.1	895.1	895.1		895.1	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		895.1	895.1	895.1	895.1	895.1	895.1	895.1		895.1	895.1	
81	Travel Time Savings, GCX 30, thous $ PV, ID 722635X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3369.54	3369.54	3369.54	3369.54	3369.54	3369.54		3369.54	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3369.54	3369.54	3369.54	3369.54	3369.54	3369.54	3369.54		3369.54	3369.54	
82	Travel Time Savings, GCX 31, thous $ PV, ID 722636E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		51.7124	51.7124	51.7124	51.7124	51.7124	51.7124		51.7124	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		51.7124	51.7124	51.7124	51.7124	51.7124	51.7124	51.7124		51.7124	51.7124	
83	Travel Time Savings, GCX 32, thous $ PV, ID 722637L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.051537	0.051537	0.051537	0.051537	0.051537	0.051537		0.051537	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.051537	0.051537	0.051537	0.051537	0.051537	0.051537	0.051537		0.051537	0.051537	
84	Travel Time Savings, GCX 33, thous $ PV, ID 722638T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		112.687	112.687	112.687	112.687	112.687	112.687		112.687	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		112.687	112.687	112.687	112.687	112.687	112.687	112.687		112.687	112.687	
85	Travel Time Savings, GCX 34, thous $ PV, ID 722639A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		238.08	238.08	238.08	238.08	238.08	238.08		238.08	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		238.08	238.08	238.08	238.08	238.08	238.08	238.08		238.08	238.08	
86	Travel Time Savings, GCX 35, thous $ PV, ID 722640U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		93.2731	93.2731	93.2731	93.2731	93.2731	93.2731		93.2731	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		93.2731	93.2731	93.2731	93.2731	93.2731	93.2731	93.2731		93.2731	93.2731	
87	Travel Time Savings, GCX 36, thous $ PV, ID 722641B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		123.911	123.911	123.911	123.911	123.911	123.911		123.911	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		123.911	123.911	123.911	123.911	123.911	123.911	123.911		123.911	123.911	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics

88 Travel Time Savings, GCX 37, thous $ PV, ID 722642H

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
78.6443	78.6443	78.6443	78.6443	78.6443	78.6443	78.6443	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
78.6443	78.6443	78.6443	78.6443	78.6443	78.6443	78.6443	78.6443	78.6443

89 Travel Time Savings, GCX 38, thous $ PV, ID 722643P

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
891.916	891.916	891.916	891.916	891.916	891.916	891.916	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
891.916	891.916	891.916	891.916	891.916	891.916	891.916	891.916	891.916

90 Environmental Benefit, GCX 1, thous $ PV, ID 722606M

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
13.472	13.472	13.472	13.472	13.472	13.472	13.472	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
13.472	13.472	13.472	13.472	13.472	13.472	13.472	13.472	13.472

91 Environmental Benefit, GCX 2, thous $ PV, ID 722607U

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
1.78002	1.78002	1.78002	1.78002	1.78002	1.78002	1.78002	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
1.78002	1.78002	1.78002	1.78002	1.78002	1.78002	1.78002	1.78002	1.78002

92 Environmental Benefit, GCX 3, thous $ PV, ID 722608B

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.011741	0.011741	0.011741	0.011741	0.011741	0.011741	0.011741	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.011741	0.011741	0.011741	0.011741	0.011741	0.011741	0.011741	0.011741	0.011741

93 Environmental Benefit, GCX 4, thous $ PV, ID 722609H

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
1.24992	1.24992	1.24992	1.24992	1.24992	1.24992	1.24992	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
1.24992	1.24992	1.24992	1.24992	1.24992	1.24992	1.24992	1.24992	1.24992

94 Environmental Benefit, GCX 5, thous $ PV, ID 722610C

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.100318	0.100318	0.100318	0.100318	0.100318	0.100318	0.100318	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.100318	0.100318	0.100318	0.100318	0.100318	0.100318	0.100318	0.100318	0.100318

95 Environmental Benefit, GCX 6, thous $ PV, ID 722611J

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
2.11395	2.11395	2.11395	2.11395	2.11395	2.11395	2.11395	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
2.11395	2.11395	2.11395	2.11395	2.11395	2.11395	2.11395	2.11395	2.11395

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
96	Environmental Benefit, GCX 7, thous $ PV, ID 722612R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.30658	2.30658	2.30658	2.30658	2.30658	2.30658		2.30658	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.30658	2.30658	2.30658	2.30658	2.30658	2.30658	2.30658		2.30658	2.30658	
97	Environmental Benefit, GCX 8, thous $ PV, ID 722613X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.466938	0.466938	0.466938	0.466938	0.466938	0.466938		0.466938	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.466938	0.466938	0.466938	0.466938	0.466938	0.466938	0.466938		0.466938	0.466938	
98	Environmental Benefit, GCX 9, thous $ PV, ID 722614E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.098864	0.098864	0.098864	0.098864	0.098864	0.098864		0.098864	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.098864	0.098864	0.098864	0.098864	0.098864	0.098864	0.098864		0.098864	0.098864	
99	Environmental Benefit, GCX 10, thous $ PV, ID 722615L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.01738	1.01738	1.01738	1.01738	1.01738	1.01738		1.01738	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.01738	1.01738	1.01738	1.01738	1.01738	1.01738	1.01738		1.01738	1.01738	
100	Environmental Benefit, GCX 11, thous $ PV, ID 722616T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.024298	0.024298	0.024298	0.024298	0.024298	0.024298		0.024298	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.024298	0.024298	0.024298	0.024298	0.024298	0.024298	0.024298		0.024298	0.024298	
101	Environmental Benefit, GCX 12, thous $ PV, ID 722617A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.320914	0.320914	0.320914	0.320914	0.320914	0.320914		0.320914	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.320914	0.320914	0.320914	0.320914	0.320914	0.320914	0.320914		0.320914	0.320914	
102	Environmental Benefit, GCX 13, thous $ PV, ID 722618G											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.572453	0.572453	0.572453	0.572453	0.572453	0.572453		0.572453	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.572453	0.572453	0.572453	0.572453	0.572453	0.572453	0.572453		0.572453	0.572453	
103	Environmental Benefit, GCX 14, thous $ PV, ID 722619N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.094925	0.094925	0.094925	0.094925	0.094925	0.094925		0.094925	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.094925	0.094925	0.094925	0.094925	0.094925	0.094925	0.094925		0.094925	0.094925	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics
104	Environmental Benefit, GCX 15, thous $ PV, ID 722620H		

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.092465	0.092465	0.092465	0.092465	0.092465	0.092465	0.092465	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.092465	0.092465	0.092465	0.092465	0.092465	0.092465	0.092465	0.092465	0.092465

105 Environmental Benefit, GCX 16, thous $ PV, ID 722621P

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.092465	0.092465	0.092465	0.092465	0.092465	0.092465	0.092465	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.092465	0.092465	0.092465	0.092465	0.092465	0.092465	0.092465	0.092465	0.092465

106 Environmental Benefit, GCX 17, thous $ PV, ID 722622W

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.064902	0.064902	0.064902	0.064902	0.064902	0.064902	0.064902	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.064902	0.064902	0.064902	0.064902	0.064902	0.064902	0.064902	0.064902	0.064902

107 Environmental Benefit, GCX 18, thous $ PV, ID 722623D

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.118087	0.118087	0.118087	0.118087	0.118087	0.118087	0.118087	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.118087	0.118087	0.118087	0.118087	0.118087	0.118087	0.118087	0.118087	0.118087

108 Environmental Benefit, GCX 19, thous $ PV, ID 722624K

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.147732	0.147732	0.147732	0.147732	0.147732	0.147732	0.147732	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.147732	0.147732	0.147732	0.147732	0.147732	0.147732	0.147732	0.147732	0.147732

109 Environmental Benefit, GCX 20, thous $ PV, ID 722625S

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.025671	0.025671	0.025671	0.025671	0.025671	0.025671	0.025671	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.025671	0.025671	0.025671	0.025671	0.025671	0.025671	0.025671	0.025671	0.025671

110 Environmental Benefit, GCX 21, thous $ PV, ID 722626Y

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.000611	0.000611	0.000611	0.000611	0.000611	0.000611	0.000611	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.000611	0.000611	0.000611	0.000611	0.000611	0.000611	0.000611	0.000611	0.000611

111 Environmental Benefit, GCX 22, thous $ PV, ID 722627F

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.027669	0.027669	0.027669	0.027669	0.027669	0.027669	0.027669	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.027669	0.027669	0.027669	0.027669	0.027669	0.027669	0.027669	0.027669	0.027669

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
112	Environmental Benefit, GCX 23, thous $ PV, ID 722628M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.131416	0.131416	0.131416	0.131416	0.131416	0.131416		0.131416	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.131416	0.131416	0.131416	0.131416	0.131416	0.131416	0.131416		0.131416	0.131416	
113	Environmental Benefit, GCX 24, thous $ PV, ID 722629U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.486875	0.486875	0.486875	0.486875	0.486875	0.486875		0.486875	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.486875	0.486875	0.486875	0.486875	0.486875	0.486875	0.486875		0.486875	0.486875	
114	Environmental Benefit, GCX 25, thous $ PV, ID 722630N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.37492	0.37492	0.37492	0.37492	0.37492	0.37492		0.37492	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.37492	0.37492	0.37492	0.37492	0.37492	0.37492	0.37492		0.37492	0.37492	
115	Environmental Benefit, GCX 26, thous $ PV, ID 722631V											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.01292	1.01292	1.01292	1.01292	1.01292	1.01292		1.01292	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.01292	1.01292	1.01292	1.01292	1.01292	1.01292	1.01292		1.01292	1.01292	
116	Environmental Benefit, GCX 27, thous $ PV, ID 722632C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		7.28267	7.28267	7.28267	7.28267	7.28267	7.28267		7.28267	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		7.28267	7.28267	7.28267	7.28267	7.28267	7.28267	7.28267		7.28267	7.28267	
117	Environmental Benefit, GCX 28, thous $ PV, ID 722633J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		319.575	319.575	319.575	319.575	319.575	319.575		319.575	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		319.575	319.575	319.575	319.575	319.575	319.575	319.575		319.575	319.575	
118	Environmental Benefit, GCX 29, thous $ PV, ID 722634R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		4.37725	4.37725	4.37725	4.37725	4.37725	4.37725		4.37725	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		4.37725	4.37725	4.37725	4.37725	4.37725	4.37725	4.37725		4.37725	4.37725	
119	Environmental Benefit, GCX 30, thous $ PV, ID 722635X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		21.8362	21.8362	21.8362	21.8362	21.8362	21.8362		21.8362	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		21.8362	21.8362	21.8362	21.8362	21.8362	21.8362	21.8362		21.8362	21.8362	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics

120 Environmental Benefit, GCX 31, thous $ PV, ID 722636E

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.241898	0.241898	0.241898	0.241898	0.241898	0.241898	0.241898	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.241898	0.241898	0.241898	0.241898	0.241898	0.241898	0.241898	0.241898	0.241898

121 Environmental Benefit, GCX 32, thous $ PV, ID 722637L

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.000263	0.000263	0.000263	0.000263	0.000263	0.000263	0.000263	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.000263	0.000263	0.000263	0.000263	0.000263	0.000263	0.000263	0.000263	0.000263

122 Environmental Benefit, GCX 33, thous $ PV, ID 722638T

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.528307	0.528307	0.528307	0.528307	0.528307	0.528307	0.528307	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.528307	0.528307	0.528307	0.528307	0.528307	0.528307	0.528307	0.528307	0.528307

123 Environmental Benefit, GCX 34, thous $ PV, ID 722639A

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
1.1186	1.1186	1.1186	1.1186	1.1186	1.1186	1.1186	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
1.1186	1.1186	1.1186	1.1186	1.1186	1.1186	1.1186	1.1186	1.1186

124 Environmental Benefit, GCX 35, thous $ PV, ID 722640U

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.436921	0.436921	0.436921	0.436921	0.436921	0.436921	0.436921	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.436921	0.436921	0.436921	0.436921	0.436921	0.436921	0.436921	0.436921	0.436921

125 Environmental Benefit, GCX 36, thous $ PV, ID 722641B

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.581226	0.581226	0.581226	0.581226	0.581226	0.581226	0.581226	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.581226	0.581226	0.581226	0.581226	0.581226	0.581226	0.581226	0.581226	0.581226

126 Environmental Benefit, GCX 37, thous $ PV, ID 722642H

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.380843	0.380843	0.380843	0.380843	0.380843	0.380843	0.380843	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.380843	0.380843	0.380843	0.380843	0.380843	0.380843	0.380843	0.380843	0.380843

127 Environmental Benefit, GCX 38, thous $ PV, ID 722643P

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
4.68248	4.68248	4.68248	4.68248	4.68248	4.68248	4.68248	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
4.68248	4.68248	4.68248	4.68248	4.68248	4.68248	4.68248	4.68248	4.68248

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
128	Benefit Veh Op Cost, GCX 1, thous $ PV, ID 722606M	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		150.327	150.327	150.327	150.327	150.327	150.327	150.327	150.327	150.327	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		150.327	150.327	150.327	150.327	150.327				150.327		150.327	
129	Benefit Veh Op Cost, GCX 2, thous $ PV, ID 722607U	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		20.0627	20.0627	20.0627	20.0627	20.0627	20.0627	20.0627	20.0627	20.0627	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		20.0627	20.0627	20.0627	20.0627	20.0627				20.0627		20.0627	
130	Benefit Veh Op Cost, GCX 3, thous $ PV, ID 722608B	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		0.113518	0.113518	0.113518	0.113518	0.113518	0.113518	0.113518	0.113518	0.113518	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		0.113518	0.113518	0.113518	0.113518	0.113518				0.113518		0.113518	
131	Benefit Veh Op Cost, GCX 4, thous $ PV, ID 722609H	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		14.7203	14.7203	14.7203	14.7203	14.7203	14.7203	14.7203	14.7203	14.7203	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		14.7203	14.7203	14.7203	14.7203	14.7203				14.7203		14.7203	
132	Benefit Veh Op Cost, GCX 5, thous $ PV, ID 722610C	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		1.11261	1.11261	1.11261	1.11261	1.11261	1.11261	1.11261	1.11261	1.11261	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		1.11261	1.11261	1.11261	1.11261	1.11261				1.11261		1.11261	
133	Benefit Veh Op Cost, GCX 6, thous $ PV, ID 722611J	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		25.0957	25.0957	25.0957	25.0957	25.0957	25.0957	25.0957	25.0957	25.0957	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		25.0957	25.0957	25.0957	25.0957	25.0957				25.0957		25.0957	
134	Benefit Veh Op Cost, GCX 7, thous $ PV, ID 722612R	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		27.2618	27.2618	27.2618	27.2618	27.2618	27.2618	27.2618	27.2618	27.2618	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		27.2618	27.2618	27.2618	27.2618	27.2618				27.2618		27.2618	
135	Benefit Veh Op Cost, GCX 8, thous $ PV, ID 722613X	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		5.46876	5.46876	5.46876	5.46876	5.46876	5.46876	5.46876	5.46876	5.46876	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		5.46876	5.46876	5.46876	5.46876	5.46876				5.46876		5.46876	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics
136	Benefit Veh Op Cost, GCX 9, thous $ PV, ID 722614E		

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
1.07169	1.07169	1.07169	1.07169	1.07169	1.07169	1.07169	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
1.07169	1.07169	1.07169	1.07169	1.07169	1.07169	1.07169	1.07169	1.07169

137 Benefit Veh Op Cost, GCX 10, thous $ PV, ID 722615L

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
12.1054	12.1054	12.1054	12.1054	12.1054	12.1054	12.1054	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
12.1054	12.1054	12.1054	12.1054	12.1054	12.1054	12.1054	12.1054	12.1054

138 Benefit Veh Op Cost, GCX 11, thous $ PV, ID 722616T

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.238072	0.238072	0.238072	0.238072	0.238072	0.238072	0.238072	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.238072	0.238072	0.238072	0.238072	0.238072	0.238072	0.238072	0.238072	0.238072

139 Benefit Veh Op Cost, GCX 12, thous $ PV, ID 722617A

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
3.72549	3.72549	3.72549	3.72549	3.72549	3.72549	3.72549	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
3.72549	3.72549	3.72549	3.72549	3.72549	3.72549	3.72549	3.72549	3.72549

140 Benefit Veh Op Cost, GCX 13, thous $ PV, ID 722618G

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
6.49331	6.49331	6.49331	6.49331	6.49331	6.49331	6.49331	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
6.49331	6.49331	6.49331	6.49331	6.49331	6.49331	6.49331	6.49331	6.49331

141 Benefit Veh Op Cost, GCX 14, thous $ PV, ID 722619N

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
1.02459	1.02459	1.02459	1.02459	1.02459	1.02459	1.02459	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
1.02459	1.02459	1.02459	1.02459	1.02459	1.02459	1.02459	1.02459	1.02459

142 Benefit Veh Op Cost, GCX 15, thous $ PV, ID 722620H

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.995159	0.995159	0.995159	0.995159	0.995159	0.995159	0.995159	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.995159	0.995159	0.995159	0.995159	0.995159	0.995159	0.995159	0.995159	0.995159

143 Benefit Veh Op Cost, GCX 16, thous $ PV, ID 722621P

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.995159	0.995159	0.995159	0.995159	0.995159	0.995159	0.995159	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.995159	0.995159	0.995159	0.995159	0.995159	0.995159	0.995159	0.995159	0.995159

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
144	Benefit Veh Op Cost, GCX 17, thous $ PV, ID 722622W	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		0.674258	0.674258	0.674258	0.674258	0.674258	0.674258	0.674258	0.674258	0.674258	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		0.674258	0.674258	0.674258	0.674258	0.674258				0.674258		0.674258	
145	Benefit Veh Op Cost, GCX 18, thous $ PV, ID 722623D	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		1.30157	1.30157	1.30157	1.30157	1.30157	1.30157	1.30157	1.30157	1.30157	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		1.30157	1.30157	1.30157	1.30157	1.30157				1.30157		1.30157	
146	Benefit Veh Op Cost, GCX 19, thous $ PV, ID 722624K	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		1.65603	1.65603	1.65603	1.65603	1.65603	1.65603	1.65603	1.65603	1.65603	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		1.65603	1.65603	1.65603	1.65603	1.65603				1.65603		1.65603	
147	Benefit Veh Op Cost, GCX 20, thous $ PV, ID 722625S	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		0.252066	0.252066	0.252066	0.252066	0.252066	0.252066	0.252066	0.252066	0.252066	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		0.252066	0.252066	0.252066	0.252066	0.252066				0.252066		0.252066	
148	Benefit Veh Op Cost, GCX 21, thous $ PV, ID 722626Y	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		0.007324	0.007324	0.007324	0.007324	0.007324	0.007324	0.007324	0.007324	0.007324	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		0.007324	0.007324	0.007324	0.007324	0.007324				0.007324		0.007324	
149	Benefit Veh Op Cost, GCX 22, thous $ PV, ID 722627F	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		0.272739	0.272739	0.272739	0.272739	0.272739	0.272739	0.272739	0.272739	0.272739	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		0.272739	0.272739	0.272739	0.272739	0.272739				0.272739		0.272739	
150	Benefit Veh Op Cost, GCX 23, thous $ PV, ID 722628M	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		1.46095	1.46095	1.46095	1.46095	1.46095	1.46095	1.46095	1.46095	1.46095	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		1.46095	1.46095	1.46095	1.46095	1.46095				1.46095		1.46095	
151	Benefit Veh Op Cost, GCX 24, thous $ PV, ID 722629U	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		5.70665	5.70665	5.70665	5.70665	5.70665	5.70665	5.70665	5.70665	5.70665	NaN	NaN	NaN
		70%	80%	90%	95%	99%				Minimum		Maximum	
		5.70665	5.70665	5.70665	5.70665	5.70665				5.70665		5.70665	

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
152	Benefit Veh Op Cost, GCX 25, thous $ PV, ID 722630N	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		4.37041	4.37041	4.37041	4.37041	4.37041	4.37041	4.37041	4.37041	4.37041	NaN	NaN	NaN
		70%	80%	90%	95%	99%	Minimum	Maximum					
		4.37041	4.37041	4.37041	4.37041	4.37041	4.37041	4.37041					
153	Benefit Veh Op Cost, GCX 26, thous $ PV, ID 722631V	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		11.9732	11.9732	11.9732	11.9732	11.9732	11.9732	11.9732	11.9732	11.9732	NaN	NaN	NaN
		70%	80%	90%	95%	99%	Minimum	Maximum					
		11.9732	11.9732	11.9732	11.9732	11.9732	11.9732	11.9732					
154	Benefit Veh Op Cost, GCX 27, thous $ PV, ID 722632C	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		86.6615	86.6615	86.6615	86.6615	86.6615	86.6615	86.6615	86.6615	86.6615	NaN	NaN	NaN
		70%	80%	90%	95%	99%	Minimum	Maximum					
		86.6615	86.6615	86.6615	86.6615	86.6615	86.6615	86.6615					
155	Benefit Veh Op Cost, GCX 28, thous $ PV, ID 722633J	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		3123.05	3123.05	3123.05	3123.05	3123.05	3123.05	3123.05	3123.05	3123.05	NaN	NaN	NaN
		70%	80%	90%	95%	99%	Minimum	Maximum					
		3123.05	3123.05	3123.05	3123.05	3123.05	3123.05	3123.05					
156	Benefit Veh Op Cost, GCX 29, thous $ PV, ID 722634R	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		49.4334	49.4334	49.4334	49.4334	49.4334	49.4334	49.4334	49.4334	49.4334	NaN	NaN	NaN
		70%	80%	90%	95%	99%	Minimum	Maximum					
		49.4334	49.4334	49.4334	49.4334	49.4334	49.4334	49.4334					
157	Benefit Veh Op Cost, GCX 30, thous $ PV, ID 722635X	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		229.466	229.466	229.466	229.466	229.466	229.466	229.466	229.466	229.466	NaN	NaN	NaN
		70%	80%	90%	95%	99%	Minimum	Maximum					
		229.466	229.466	229.466	229.466	229.466	229.466	229.466					
158	Benefit Veh Op Cost, GCX 31, thous $ PV, ID 722636E	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		2.80346	2.80346	2.80346	2.80346	2.80346	2.80346	2.80346	2.80346	2.80346	NaN	NaN	NaN
		70%	80%	90%	95%	99%	Minimum	Maximum					
		2.80346	2.80346	2.80346	2.80346	2.80346	2.80346	2.80346					
159	Benefit Veh Op Cost, GCX 32, thous $ PV, ID 722637L	1%	5%	10%	20%	30%	40%	50%	60%	Mean	Std Dev	Skewness	Kurtosis
		0.003149	0.003149	0.003149	0.003149	0.003149	0.003149	0.003149	0.003149	0.003149	NaN	NaN	NaN
		70%	80%	90%	95%	99%	Minimum	Maximum					
		0.003149	0.003149	0.003149	0.003149	0.003149	0.003149	0.003149					

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
160	Benefit Veh Op Cost, GCX 33, thous $ PV, ID 722638T												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		6.21675	6.21675	6.21675	6.21675	6.21675	6.21675			6.21675	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		6.21675	6.21675	6.21675	6.21675	6.21675	6.21675	6.21675			6.21675	6.21675	
161	Benefit Veh Op Cost, GCX 34, thous $ PV, ID 722639A												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		13.2022	13.2022	13.2022	13.2022	13.2022	13.2022			13.2022	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		13.2022	13.2022	13.2022	13.2022	13.2022	13.2022	13.2022			13.2022	13.2022	
162	Benefit Veh Op Cost, GCX 35, thous $ PV, ID 722640U												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		5.12872	5.12872	5.12872	5.12872	5.12872	5.12872			5.12872	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		5.12872	5.12872	5.12872	5.12872	5.12872	5.12872	5.12872			5.12872	5.12872	
163	Benefit Veh Op Cost, GCX 36, thous $ PV, ID 722641B												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		6.84635	6.84635	6.84635	6.84635	6.84635	6.84635			6.84635	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		6.84635	6.84635	6.84635	6.84635	6.84635	6.84635	6.84635			6.84635	6.84635	
164	Benefit Veh Op Cost, GCX 37, thous $ PV, ID 722642H												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		4.5595	4.5595	4.5595	4.5595	4.5595	4.5595			4.5595	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		4.5595	4.5595	4.5595	4.5595	4.5595	4.5595	4.5595			4.5595	4.5595	
165	Benefit Veh Op Cost, GCX 38, thous $ PV, ID 722643P												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		54.1308	54.1308	54.1308	54.1308	54.1308	54.1308			54.1308	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		54.1308	54.1308	54.1308	54.1308	54.1308	54.1308	54.1308			54.1308	54.1308	
166	Total Benefit, GCX 1, thous $ PV, ID 722606M												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		2990.37	2990.37	2990.37	2990.37	2990.37	2990.37			2990.37	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		2990.37	2990.37	2990.37	2990.37	2990.37	2990.37	2990.37			2990.37	2990.37	
167	Total Benefit, GCX 2, thous $ PV, ID 722607U												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		539.329	539.329	539.329	539.329	539.329	539.329			539.329	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		539.329	539.329	539.329	539.329	539.329	539.329	539.329			539.329	539.329	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
168	Total Benefit, GCX 3, thous $ PV, ID 722608B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		61.6491	61.6491	61.6491	61.6491	61.6491	61.6491		61.6491	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		61.6491	61.6491	61.6491	61.6491	61.6491	61.6491	61.6491		61.6491	61.6491	
169	Total Benefit, GCX 4, thous $ PV, ID 722609H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		359.012	359.012	359.012	359.012	359.012	359.012		359.012	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		359.012	359.012	359.012	359.012	359.012	359.012	359.012		359.012	359.012	
170	Total Benefit, GCX 5, thous $ PV, ID 722610C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		177.964	177.964	177.964	177.964	177.964	177.964		177.964	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		177.964	177.964	177.964	177.964	177.964	177.964	177.964		177.964	177.964	
171	Total Benefit, GCX 6, thous $ PV, ID 722611J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		580.751	580.751	580.751	580.751	580.751	580.751		580.751	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		580.751	580.751	580.751	580.751	580.751	580.751	580.751		580.751	580.751	
172	Total Benefit, GCX 7, thous $ PV, ID 722612R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		667.192	667.192	667.192	667.192	667.192	667.192		667.192	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		667.192	667.192	667.192	667.192	667.192	667.192	667.192		667.192	667.192	
173	Total Benefit, GCX 8, thous $ PV, ID 722613X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		282.432	282.432	282.432	282.432	282.432	282.432		282.432	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		282.432	282.432	282.432	282.432	282.432	282.432	282.432		282.432	282.432	
174	Total Benefit, GCX 9, thous $ PV, ID 722614E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		163.635	163.635	163.635	163.635	163.635	163.635		163.635	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		163.635	163.635	163.635	163.635	163.635	163.635	163.635		163.635	163.635	
175	Total Benefit, GCX 10, thous $ PV, ID 722615L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		434.029	434.029	434.029	434.029	434.029	434.029		434.029	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		434.029	434.029	434.029	434.029	434.029	434.029	434.029		434.029	434.029	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
176	Total Benefit, GCX 11, thous $ PV, ID 722616T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		129.143	129.143	129.143	129.143	129.143	129.143		129.143	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		129.143	129.143	129.143	129.143	129.143	129.143	129.143		129.143	129.143	
177	Total Benefit, GCX 12, thous $ PV, ID 722617A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		238.199	238.199	238.199	238.199	238.199	238.199		238.199	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		238.199	238.199	238.199	238.199	238.199	238.199	238.199		238.199	238.199	
178	Total Benefit, GCX 13, thous $ PV, ID 722618G											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		302.571	302.571	302.571	302.571	302.571	302.571		302.571	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		302.571	302.571	302.571	302.571	302.571	302.571	302.571		302.571	302.571	
179	Total Benefit, GCX 14, thous $ PV, ID 722619N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		391.077	391.077	391.077	391.077	391.077	391.077		391.077	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		391.077	391.077	391.077	391.077	391.077	391.077	391.077		391.077	391.077	
180	Total Benefit, GCX 15, thous $ PV, ID 722620H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		161.267	161.267	161.267	161.267	161.267	161.267		161.267	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		161.267	161.267	161.267	161.267	161.267	161.267	161.267		161.267	161.267	
181	Total Benefit, GCX 16, thous $ PV, ID 722621P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		161.267	161.267	161.267	161.267	161.267	161.267		161.267	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		161.267	161.267	161.267	161.267	161.267	161.267	161.267		161.267	161.267	
182	Total Benefit, GCX 17, thous $ PV, ID 722622W											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		150.262	150.262	150.262	150.262	150.262	150.262		150.262	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		150.262	150.262	150.262	150.262	150.262	150.262	150.262		150.262	150.262	
183	Total Benefit, GCX 18, thous $ PV, ID 722623D											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		170.647	170.647	170.647	170.647	170.647	170.647		170.647	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		170.647	170.647	170.647	170.647	170.647	170.647	170.647		170.647	170.647	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
184	Total Benefit, GCX 19, thous $ PV, ID 722624K											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		181.19	181.19	181.19	181.19	181.19	181.19		181.19	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		181.19	181.19	181.19	181.19	181.19	181.19	181.19		181.19	181.19	
185	Total Benefit, GCX 20, thous $ PV, ID 722625S											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		130.052	130.052	130.052	130.052	130.052	130.052		130.052	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		130.052	130.052	130.052	130.052	130.052	130.052	130.052		130.052	130.052	
186	Total Benefit, GCX 21, thous $ PV, ID 722626Y											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		32.629	32.629	32.629	32.629	32.629	32.629		32.629	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		32.629	32.629	32.629	32.629	32.629	32.629	32.629		32.629	32.629	
187	Total Benefit, GCX 22, thous $ PV, ID 722627F											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		131.294	131.294	131.294	131.294	131.294	131.294		131.294	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		131.294	131.294	131.294	131.294	131.294	131.294	131.294		131.294	131.294	
188	Total Benefit, GCX 23, thous $ PV, ID 722628M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		82.4794	82.4794	82.4794	82.4794	82.4794	82.4794		82.4794	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		82.4794	82.4794	82.4794	82.4794	82.4794	82.4794	82.4794		82.4794	82.4794	
189	Total Benefit, GCX 24, thous $ PV, ID 722629U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		288.288	288.288	288.288	288.288	288.288	288.288		288.288	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		288.288	288.288	288.288	288.288	288.288	288.288	288.288		288.288	288.288	
190	Total Benefit, GCX 25, thous $ PV, ID 722630N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		507.025	507.025	507.025	507.025	507.025	507.025		507.025	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		507.025	507.025	507.025	507.025	507.025	507.025	507.025		507.025	507.025	
191	Total Benefit, GCX 26, thous $ PV, ID 722631V											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		433.372	433.372	433.372	433.372	433.372	433.372		433.372	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		433.372	433.372	433.372	433.372	433.372	433.372	433.372		433.372	433.372	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
192	Total Benefit, GCX 27, thous $ PV, ID 722632C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1878.09	1878.09	1878.09	1878.09	1878.09	1878.09		1878.09	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1878.09	1878.09	1878.09	1878.09	1878.09	1878.09	1878.09		1878.09	1878.09	
193	Total Benefit, GCX 28, thous $ PV, ID 722633J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		24888	24888	24888	24888	24888	24888		24888	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		24888	24888	24888	24888	24888	24888	24888		24888	24888	
194	Total Benefit, GCX 29, thous $ PV, ID 722634R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1111.51	1111.51	1111.51	1111.51	1111.51	1111.51		1111.51	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1111.51	1111.51	1111.51	1111.51	1111.51	1111.51	1111.51		1111.51	1111.51	
195	Total Benefit, GCX 30, thous $ PV, ID 722635X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3775.16	3775.16	3775.16	3775.16	3775.16	3775.16		3775.16	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3775.16	3775.16	3775.16	3775.16	3775.16	3775.16	3775.16		3775.16	3775.16	
196	Total Benefit, GCX 31, thous $ PV, ID 722636E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		121.574	121.574	121.574	121.574	121.574	121.574		121.574	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		121.574	121.574	121.574	121.574	121.574	121.574	121.574		121.574	121.574	
197	Total Benefit, GCX 32, thous $ PV, ID 722637L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		81.9688	81.9688	81.9688	81.9688	81.9688	81.9688		81.9688	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		81.9688	81.9688	81.9688	81.9688	81.9688	81.9688	81.9688		81.9688	81.9688	
198	Total Benefit, GCX 33, thous $ PV, ID 722638T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		210.616	210.616	210.616	210.616	210.616	210.616		210.616	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		210.616	210.616	210.616	210.616	210.616	210.616	210.616		210.616	210.616	
199	Total Benefit, GCX 34, thous $ PV, ID 722639A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		372.752	372.752	372.752	372.752	372.752	372.752		372.752	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		372.752	372.752	372.752	372.752	372.752	372.752	372.752		372.752	372.752	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
200	Total Benefit, GCX 35, thous $ PV, ID 722640U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		292.475	292.475	292.475	292.475	292.475	292.475		292.475	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		292.475	292.475	292.475	292.475	292.475	292.475	292.475		292.475	292.475	
201	Total Benefit, GCX 36, thous $ PV, ID 722641B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		335.222	335.222	335.222	335.222	335.222	335.222		335.222	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		335.222	335.222	335.222	335.222	335.222	335.222	335.222		335.222	335.222	
202	Total Benefit, GCX 37, thous $ PV, ID 722642H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		153.242	153.242	153.242	153.242	153.242	153.242		153.242	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		153.242	153.242	153.242	153.242	153.242	153.242	153.242		153.242	153.242	
203	Total Benefit, GCX 38, thous $ PV, ID 722643P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1098.28	1098.28	1098.28	1098.28	1098.28	1098.28		1098.28	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1098.28	1098.28	1098.28	1098.28	1098.28	1098.28	1098.28		1098.28	1098.28	
204	Total Costs, GCX 1, thous $ PV, ID 722606M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		106.1	106.1	106.1	106.1	106.1	106.1		106.1	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		106.1	106.1	106.1	106.1	106.1	106.1	106.1		106.1	106.1	
205	Total Costs, GCX 2, thous $ PV, ID 722607U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		114.786	114.786	114.786	114.786	114.786	114.786		114.786	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		114.786	114.786	114.786	114.786	114.786	114.786	114.786		114.786	114.786	
206	Total Costs, GCX 3, thous $ PV, ID 722608B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		311.023	311.023	311.023	311.023	311.023	311.023		311.023	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		311.023	311.023	311.023	311.023	311.023	311.023	311.023		311.023	311.023	
207	Total Costs, GCX 4, thous $ PV, ID 722609H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		114.786	114.786	114.786	114.786	114.786	114.786		114.786	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		114.786	114.786	114.786	114.786	114.786	114.786	114.786		114.786	114.786	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
208	Total Costs, GCX 5, thous $ PV, ID 722610C	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
209	Total Costs, GCX 6, thous $ PV, ID 722611J	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		114.786	114.786	114.786	114.786	114.786	114.786		114.786	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		114.786	114.786	114.786	114.786	114.786	114.786	114.786		114.786	114.786	
210	Total Costs, GCX 7, thous $ PV, ID 722612R	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		114.786	114.786	114.786	114.786	114.786	114.786		114.786	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		114.786	114.786	114.786	114.786	114.786	114.786	114.786		114.786	114.786	
211	Total Costs, GCX 8, thous $ PV, ID 722613X	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
212	Total Costs, GCX 9, thous $ PV, ID 722614E	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
213	Total Costs, GCX 10, thous $ PV, ID 722615L	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
214	Total Costs, GCX 11, thous $ PV, ID 722616T	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
215	Total Costs, GCX 12, thous $ PV, ID 722617A	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
216	Total Costs, GCX 13, thous $ PV, ID 722618G	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
217	Total Costs, GCX 14, thous $ PV, ID 722619N	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
218	Total Costs, GCX 15, thous $ PV, ID 722620H	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
219	Total Costs, GCX 16, thous $ PV, ID 722621P	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
220	Total Costs, GCX 17, thous $ PV, ID 722622W	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
221	Total Costs, GCX 18, thous $ PV, ID 722623D	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
222	Total Costs, GCX 19, thous $ PV, ID 722624K	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
223	Total Costs, GCX 20, thous $ PV, ID 722625S	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
224	Total Costs, GCX 21, thous $ PV, ID 722626Y											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		114.786	114.786	114.786	114.786	114.786	114.786		114.786	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		114.786	114.786	114.786	114.786	114.786	114.786	114.786		114.786	114.786	
225	Total Costs, GCX 22, thous $ PV, ID 722627F											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
226	Total Costs, GCX 23, thous $ PV, ID 722628M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		114.786	114.786	114.786	114.786	114.786	114.786		114.786	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		114.786	114.786	114.786	114.786	114.786	114.786	114.786		114.786	114.786	
227	Total Costs, GCX 24, thous $ PV, ID 722629U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
228	Total Costs, GCX 25, thous $ PV, ID 722630N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
229	Total Costs, GCX 26, thous $ PV, ID 722631V											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
230	Total Costs, GCX 27, thous $ PV, ID 722632C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		114.786	114.786	114.786	114.786	114.786	114.786		114.786	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		114.786	114.786	114.786	114.786	114.786	114.786	114.786		114.786	114.786	
231	Total Costs, GCX 28, thous $ PV, ID 722633J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		114.786	114.786	114.786	114.786	114.786	114.786		114.786	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		114.786	114.786	114.786	114.786	114.786	114.786	114.786		114.786	114.786	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
232	Total Costs, GCX 29, thous $ PV, ID 722634R	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
233	Total Costs, GCX 30, thous $ PV, ID 722635X	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		114.786	114.786	114.786	114.786	114.786	114.786		114.786	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		114.786	114.786	114.786	114.786	114.786	114.786	114.786		114.786	114.786	
234	Total Costs, GCX 31, thous $ PV, ID 722636E	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		114.786	114.786	114.786	114.786	114.786	114.786		114.786	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		114.786	114.786	114.786	114.786	114.786	114.786	114.786		114.786	114.786	
235	Total Costs, GCX 32, thous $ PV, ID 722637L	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
236	Total Costs, GCX 33, thous $ PV, ID 722638T	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		311.023	311.023	311.023	311.023	311.023	311.023		311.023	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		311.023	311.023	311.023	311.023	311.023	311.023	311.023		311.023	311.023	
237	Total Costs, GCX 34, thous $ PV, ID 722639A	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		311.023	311.023	311.023	311.023	311.023	311.023		311.023	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		311.023	311.023	311.023	311.023	311.023	311.023	311.023		311.023	311.023	
238	Total Costs, GCX 35, thous $ PV, ID 722640U	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	
239	Total Costs, GCX 36, thous $ PV, ID 722641B	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		94.6545	94.6545	94.6545	94.6545	94.6545	94.6545	94.6545		94.6545	94.6545	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics

240 Total Costs, GCX 37, thous $ PV, ID 722642H

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
114.786	114.786	114.786	114.786	114.786	114.786	114.786	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
114.786	114.786	114.786	114.786	114.786	114.786	114.786	114.786	114.786

241 Total Costs, GCX 38, thous $ PV, ID 722643P

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
311.023	311.023	311.023	311.023	311.023	311.023	311.023	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
311.023	311.023	311.023	311.023	311.023	311.023	311.023	311.023	311.023

242 Decrease in pred. fatal acc., first year

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.043475	0.043475	0.043475	0.043475	0.043475	0.043475	0.043475	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.043475	0.043475	0.043475	0.043475	0.043475	0.043475	0.043475	0.043475	0.043475

243 Decrease in pred. fatal acc., last year near term

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.045263	0.045263	0.045263	0.045263	0.045263	0.045263	0.045263	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.045263	0.045263	0.045263	0.045263	0.045263	0.045263	0.045263	0.045263	0.045263

244 Decrease in pred. fatal acc., last year

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.058892	0.058892	0.058892	0.058892	0.058892	0.058892	0.058892	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.058892	0.058892	0.058892	0.058892	0.058892	0.058892	0.058892	0.058892	0.058892

245 Decrease in pred. injury acc., first year

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.223597	0.223597	0.223597	0.223597	0.223597	0.223597	0.223597	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.223597	0.223597	0.223597	0.223597	0.223597	0.223597	0.223597	0.223597	0.223597

246 Decrease in pred. injury acc., last year near term

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.233342	0.233342	0.233342	0.233342	0.233342	0.233342	0.233342	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.233342	0.233342	0.233342	0.233342	0.233342	0.233342	0.233342	0.233342	0.233342

247 Decrease in pred. injury acc., last year

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.308989	0.308989	0.308989	0.308989	0.308989	0.308989	0.308989	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.308989	0.308989	0.308989	0.308989	0.308989	0.308989	0.308989	0.308989	0.308989

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
248	Decrease in pred. PDO acc., first year												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		0.23828	0.23828	0.23828	0.23828	0.23828	0.23828			0.23828	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		0.23828	0.23828	0.23828	0.23828	0.23828	0.23828	0.23828			0.23828	0.23828	
249	Decrease in pred. PDO acc., last year near term												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		0.24852	0.24852	0.24852	0.24852	0.24852	0.24852			0.24852	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		0.24852	0.24852	0.24852	0.24852	0.24852	0.24852	0.24852			0.24852	0.24852	
250	Decrease in pred. PDO acc., last year												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		0.327889	0.327889	0.327889	0.327889	0.327889	0.327889			0.327889	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		0.327889	0.327889	0.327889	0.327889	0.327889	0.327889	0.327889			0.327889	0.327889	
251	Decrease in delay auto, first year, veh-hours												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		32965.7	32965.7	32965.7	32965.7	32965.7	32965.7			32965.7	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		32965.7	32965.7	32965.7	32965.7	32965.7	32965.7	32965.7			32965.7	32965.7	
252	Decrease in delay auto, last year near term, veh-hours												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		43838.3	43838.3	43838.3	43838.3	43838.3	43838.3			43838.3	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		43838.3	43838.3	43838.3	43838.3	43838.3	43838.3	43838.3			43838.3	43838.3	
253	Decrease in delay auto, last year, veh-hours												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		941135	941135	941135	941135	941135	941135			941135	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		941135	941135	941135	941135	941135	941135	941135			941135	941135	
254	Decrease in delay trucks, first year, veh-hours												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		2383.29	2383.29	2383.29	2383.29	2383.29	2383.29			2383.29	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		2383.29	2383.29	2383.29	2383.29	2383.29	2383.29	2383.29			2383.29	2383.29	
255	Decrease in delay trucks, last year near term, veh-hours												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		3198.27	3198.27	3198.27	3198.27	3198.27	3198.27			3198.27	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		3198.27	3198.27	3198.27	3198.27	3198.27	3198.27	3198.27			3198.27	3198.27	

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
256	Decrease in delay trucks, last year, veh-hours	1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		75030.6	75030.6	75030.6	75030.6	75030.6	75030.6			75030.6	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		75030.6	75030.6	75030.6	75030.6	75030.6	75030.6	75030.6			75030.6	75030.6	
257	Decrease in delay buses, first year, veh-hours	1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0			0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		0	0	0	0	0	0	0			0	0	
258	Decrease in delay buses, last year near term, veh-hours	1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0			0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		0	0	0	0	0	0	0			0	0	
259	Decrease in delay buses, last year, veh-hours	1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		0	0	0	0	0	0			0	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		0	0	0	0	0	0	0			0	0	
260	Decrease in gas consumption, first year, gal	1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		20132.6	20132.6	20132.6	20132.6	20132.6	20132.6			20132.6	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		20132.6	20132.6	20132.6	20132.6	20132.6	20132.6	20132.6			20132.6	20132.6	
261	Decrease in gas consumption, last year near term, gal	1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		27177.9	27177.9	27177.9	27177.9	27177.9	27177.9			27177.9	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		27177.9	27177.9	27177.9	27177.9	27177.9	27177.9	27177.9			27177.9	27177.9	
262	Decrease in gas consumption, last year, gal	1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		1742309	1742309	1742309	1742309	1742309	1742309			1742309	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		1742309	1742309	1742309	1742309	1742309	1742309	1742309			1742309	1742309	
263	Decrease in diesel consumption, first year, gal	1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		3115.36	3115.36	3115.36	3115.36	3115.36	3115.36			3115.36	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		3115.36	3115.36	3115.36	3115.36	3115.36	3115.36	3115.36			3115.36	3115.36	

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
264	Decrease in diesel consumption, last year near term, gal												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		4250.52	4250.52	4250.52	4250.52	4250.52	4250.52			4250.52	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		4250.52	4250.52	4250.52	4250.52	4250.52	4250.52	4250.52			4250.52	4250.52	
265	Decrease in diesel consumption, last year, gal												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		306523	306523	306523	306523	306523	306523			306523	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		306523	306523	306523	306523	306523	306523	306523			306523	306523	
266	Decrease in oil consumption, first year, gal												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		1501.88	1501.88	1501.88	1501.88	1501.88	1501.88			1501.88	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		1501.88	1501.88	1501.88	1501.88	1501.88	1501.88	1501.88			1501.88	1501.88	
267	Decrease in oil consumption, last year near term, gal												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		2030.36	2030.36	2030.36	2030.36	2030.36	2030.36			2030.36	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		2030.36	2030.36	2030.36	2030.36	2030.36	2030.36	2030.36			2030.36	2030.36	
268	Decrease in oil consumption, last year, gal												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		132360	132360	132360	132360	132360	132360			132360	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		132360	132360	132360	132360	132360	132360	132360			132360	132360	
269	Decrease in CO emissions, first year, kg												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		10571.1	10571.1	10571.1	10571.1	10571.1	10571.1			10571.1	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		10571.1	10571.1	10571.1	10571.1	10571.1	10571.1	10571.1			10571.1	10571.1	
270	Decrease in CO emissions, last year near term, kg												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		14277.3	14277.3	14277.3	14277.3	14277.3	14277.3			14277.3	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		14277.3	14277.3	14277.3	14277.3	14277.3	14277.3	14277.3			14277.3	14277.3	
271	Decrease in CO emissions, last year, kg												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		920458	920458	920458	920458	920458	920458			920458	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		920458	920458	920458	920458	920458	920458	920458			920458	920458	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
272	Decrease in HC emissions, first year, kg											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		668.072	668.072	668.072	668.072	668.072	668.072		668.072	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		668.072	668.072	668.072	668.072	668.072	668.072	668.072		668.072	668.072	
273	Decrease in HC emissions, last year near term, kg											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		902.417	902.417	902.417	902.417	902.417	902.417		902.417	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		902.417	902.417	902.417	902.417	902.417	902.417	902.417		902.417	902.417	
274	Decrease in HC emissions, last year, kg											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		58273	58273	58273	58273	58273	58273		58273	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		58273	58273	58273	58273	58273	58273	58273		58273	58273	
275	Decrease in NOx emissions, first year, kg											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		231.729	231.729	231.729	231.729	231.729	231.729		231.729	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		231.729	231.729	231.729	231.729	231.729	231.729	231.729		231.729	231.729	
276	Decrease in NOx emissions, last year near term, kg											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		313.42	313.42	313.42	313.42	313.42	313.42		313.42	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		313.42	313.42	313.42	313.42	313.42	313.42	313.42		313.42	313.42	
277	Decrease in NOx emissions, last year, kg											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		20546	20546	20546	20546	20546	20546		20546	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		20546	20546	20546	20546	20546	20546	20546		20546	20546	
278	Salvage value, GCX 1, thous $ PV, ID 722606M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	3.20106	
279	Salvage value, GCX 2, thous $ PV, ID 722607U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	3.20106	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
280	Salvage value, GCX 3, thous $ PV, ID 722608B	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		8.44767	8.44767	8.44767	8.44767	8.44767	8.44767		8.44767	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		8.44767	8.44767	8.44767	8.44767	8.44767	8.44767	8.44767		8.44767	8.44767	
281	Salvage value, GCX 4, thous $ PV, ID 722609H	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	3.20106	
282	Salvage value, GCX 5, thous $ PV, ID 722610C	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
283	Salvage value, GCX 6, thous $ PV, ID 722611J	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	3.20106	
284	Salvage value, GCX 7, thous $ PV, ID 722612R	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	3.20106	
285	Salvage value, GCX 8, thous $ PV, ID 722613X	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
286	Salvage value, GCX 9, thous $ PV, ID 722614E	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
287	Salvage value, GCX 10, thous $ PV, ID 722615L	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
288	Salvage value, GCX 11, thous $ PV, ID 722616T	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
289	Salvage value, GCX 12, thous $ PV, ID 722617A	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
290	Salvage value, GCX 13, thous $ PV, ID 722618G	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
291	Salvage value, GCX 14, thous $ PV, ID 722619N	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
292	Salvage value, GCX 15, thous $ PV, ID 722620H	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
293	Salvage value, GCX 16, thous $ PV, ID 722621P	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
294	Salvage value, GCX 17, thous $ PV, ID 722622W	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
295	Salvage value, GCX 18, thous $ PV, ID 722623D	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
296	Salvage value, GCX 19, thous $ PV, ID 722624K											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
297	Salvage value, GCX 20, thous $ PV, ID 722625S											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
298	Salvage value, GCX 21, thous $ PV, ID 722626Y											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	3.20106	
299	Salvage value, GCX 22, thous $ PV, ID 722627F											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
300	Salvage value, GCX 23, thous $ PV, ID 722628M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	3.20106	
301	Salvage value, GCX 24, thous $ PV, ID 722629U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
302	Salvage value, GCX 25, thous $ PV, ID 722630N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
303	Salvage value, GCX 26, thous $ PV, ID 722631V											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
304	Salvage value, GCX 27, thous $ PV, ID 722632C	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	3.20106	
305	Salvage value, GCX 28, thous $ PV, ID 722633J	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	3.20106	
306	Salvage value, GCX 29, thous $ PV, ID 722634R	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
307	Salvage value, GCX 30, thous $ PV, ID 722635X	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	3.20106	
308	Salvage value, GCX 31, thous $ PV, ID 722636E	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	3.20106	
309	Salvage value, GCX 32, thous $ PV, ID 722637L	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
310	Salvage value, GCX 33, thous $ PV, ID 722638T	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		8.44767	8.44767	8.44767	8.44767	8.44767	8.44767		8.44767	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		8.44767	8.44767	8.44767	8.44767	8.44767	8.44767	8.44767		8.44767	8.44767	
311	Salvage value, GCX 34, thous $ PV, ID 722639A	1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		8.44767	8.44767	8.44767	8.44767	8.44767	8.44767		8.44767	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		8.44767	8.44767	8.44767	8.44767	8.44767	8.44767	8.44767		8.44767	8.44767	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
312	Salvage value, GCX 35, thous $ PV, ID 722640U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
313	Salvage value, GCX 36, thous $ PV, ID 722641B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.25673	2.25673	2.25673	2.25673	2.25673	2.25673	2.25673		2.25673	2.25673	
314	Salvage value, GCX 37, thous $ PV, ID 722642H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.20106	3.20106	3.20106	3.20106	3.20106	3.20106	3.20106		3.20106	3.20106	
315	Salvage value, GCX 38, thous $ PV, ID 722643P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		8.44767	8.44767	8.44767	8.44767	8.44767	8.44767		8.44767	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		8.44767	8.44767	8.44767	8.44767	8.44767	8.44767	8.44767		8.44767	8.44767	
316	Max queue length first year, GCX 1, PCE, ID 722606M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		28.8814	28.8814	28.8814	28.8814	28.8814	28.8814		28.8814	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		28.8814	28.8814	28.8814	28.8814	28.8814	28.8814	28.8814		28.8814	28.8814	
317	Max queue length first year, GCX 2, PCE, ID 722607U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.16559	6.16559	6.16559	6.16559	6.16559	6.16559		6.16559	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.16559	6.16559	6.16559	6.16559	6.16559	6.16559	6.16559		6.16559	6.16559	
318	Max queue length first year, GCX 3, PCE, ID 722608B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
319	Max queue length first year, GCX 4, PCE, ID 722609H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		11.5003	11.5003	11.5003	11.5003	11.5003	11.5003		11.5003	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		11.5003	11.5003	11.5003	11.5003	11.5003	11.5003	11.5003		11.5003	11.5003	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
320	Max queue length first year, GCX 5, PCE, ID 722610C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.14519	1.14519	1.14519	1.14519	1.14519	1.14519		1.14519	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.14519	1.14519	1.14519	1.14519	1.14519	1.14519	1.14519		1.14519	1.14519	
321	Max queue length first year, GCX 6, PCE, ID 722611J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		10.0163	10.0163	10.0163	10.0163	10.0163	10.0163		10.0163	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		10.0163	10.0163	10.0163	10.0163	10.0163	10.0163	10.0163		10.0163	10.0163	
322	Max queue length first year, GCX 7, PCE, ID 722612R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		5.94449	5.94449	5.94449	5.94449	5.94449	5.94449		5.94449	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		5.94449	5.94449	5.94449	5.94449	5.94449	5.94449	5.94449		5.94449	5.94449	
323	Max queue length first year, GCX 8, PCE, ID 722613X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.39959	2.39959	2.39959	2.39959	2.39959	2.39959		2.39959	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.39959	2.39959	2.39959	2.39959	2.39959	2.39959	2.39959		2.39959	2.39959	
324	Max queue length first year, GCX 9, PCE, ID 722614E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.03728	1.03728	1.03728	1.03728	1.03728	1.03728		1.03728	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.03728	1.03728	1.03728	1.03728	1.03728	1.03728	1.03728		1.03728	1.03728	
325	Max queue length first year, GCX 10, PCE, ID 722615L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		4.40994	4.40994	4.40994	4.40994	4.40994	4.40994		4.40994	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		4.40994	4.40994	4.40994	4.40994	4.40994	4.40994	4.40994		4.40994	4.40994	
326	Max queue length first year, GCX 11, PCE, ID 722616T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
327	Max queue length first year, GCX 12, PCE, ID 722617A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.86208	1.86208	1.86208	1.86208	1.86208	1.86208		1.86208	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.86208	1.86208	1.86208	1.86208	1.86208	1.86208	1.86208		1.86208	1.86208	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
328	Max queue length first year, GCX 13, PCE, ID 722618G											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.95117	1.95117	1.95117	1.95117	1.95117	1.95117		1.95117	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.95117	1.95117	1.95117	1.95117	1.95117	1.95117	1.95117		1.95117	1.95117	
329	Max queue length first year, GCX 14, PCE, ID 722619N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.02257	1.02257	1.02257	1.02257	1.02257	1.02257		1.02257	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.02257	1.02257	1.02257	1.02257	1.02257	1.02257	1.02257		1.02257	1.02257	
330	Max queue length first year, GCX 15, PCE, ID 722620H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.01338	1.01338	1.01338	1.01338	1.01338	1.01338		1.01338	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.01338	1.01338	1.01338	1.01338	1.01338	1.01338	1.01338		1.01338	1.01338	
331	Max queue length first year, GCX 16, PCE, ID 722621P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.01338	1.01338	1.01338	1.01338	1.01338	1.01338		1.01338	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.01338	1.01338	1.01338	1.01338	1.01338	1.01338	1.01338		1.01338	1.01338	
332	Max queue length first year, GCX 17, PCE, ID 722622W											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
333	Max queue length first year, GCX 18, PCE, ID 722623D											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.10904	1.10904	1.10904	1.10904	1.10904	1.10904		1.10904	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.10904	1.10904	1.10904	1.10904	1.10904	1.10904	1.10904		1.10904	1.10904	
334	Max queue length first year, GCX 19, PCE, ID 722624K											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.21957	1.21957	1.21957	1.21957	1.21957	1.21957		1.21957	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.21957	1.21957	1.21957	1.21957	1.21957	1.21957	1.21957		1.21957	1.21957	
335	Max queue length first year, GCX 20, PCE, ID 722625S											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics

336 Max queue length first year, GCX 21, PCE, ID 722626Y

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001

337 Max queue length first year, GCX 22, PCE, ID 722627F

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001

338 Max queue length first year, GCX 23, PCE, ID 722628M

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
1.15876	1.15876	1.15876	1.15876	1.15876	1.15876	1.15876	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
1.15876	1.15876	1.15876	1.15876	1.15876	1.15876	1.15876	1.15876	1.15876

339 Max queue length first year, GCX 24, PCE, ID 722629U

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
2.47268	2.47268	2.47268	2.47268	2.47268	2.47268	2.47268	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
2.47268	2.47268	2.47268	2.47268	2.47268	2.47268	2.47268	2.47268	2.47268

340 Max queue length first year, GCX 25, PCE, ID 722630N

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
2.06133	2.06133	2.06133	2.06133	2.06133	2.06133	2.06133	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
2.06133	2.06133	2.06133	2.06133	2.06133	2.06133	2.06133	2.06133	2.06133

341 Max queue length first year, GCX 26, PCE, ID 722631V

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
4.37528	4.37528	4.37528	4.37528	4.37528	4.37528	4.37528	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
4.37528	4.37528	4.37528	4.37528	4.37528	4.37528	4.37528	4.37528	4.37528

342 Max queue length first year, GCX 27, PCE, ID 722632C

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
23.7858	23.7858	23.7858	23.7858	23.7858	23.7858	23.7858	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
23.7858	23.7858	23.7858	23.7858	23.7858	23.7858	23.7858	23.7858	23.7858

343 Max queue length first year, GCX 28, PCE, ID 722633J

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
140.896	140.896	140.896	140.896	140.896	140.896	140.896	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
140.896	140.896	140.896	140.896	140.896	140.896	140.896	140.896	140.896

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
344	Max queue length first year, GCX 29, PCE, ID 722634R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		24.633	24.633	24.633	24.633	24.633	24.633		24.633	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		24.633	24.633	24.633	24.633	24.633	24.633	24.633		24.633	24.633	
345	Max queue length first year, GCX 30, PCE, ID 722635X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		44.4024	44.4024	44.4024	44.4024	44.4024	44.4024		44.4024	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		44.4024	44.4024	44.4024	44.4024	44.4024	44.4024	44.4024		44.4024	44.4024	
346	Max queue length first year, GCX 31, PCE, ID 722636E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.81471	1.81471	1.81471	1.81471	1.81471	1.81471		1.81471	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.81471	1.81471	1.81471	1.81471	1.81471	1.81471	1.81471		1.81471	1.81471	
347	Max queue length first year, GCX 32, PCE, ID 722637L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
348	Max queue length first year, GCX 33, PCE, ID 722638T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.14583	3.14583	3.14583	3.14583	3.14583	3.14583		3.14583	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.14583	3.14583	3.14583	3.14583	3.14583	3.14583	3.14583		3.14583	3.14583	
349	Max queue length first year, GCX 34, PCE, ID 722639A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		4.13581	4.13581	4.13581	4.13581	4.13581	4.13581		4.13581	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		4.13581	4.13581	4.13581	4.13581	4.13581	4.13581	4.13581		4.13581	4.13581	
350	Max queue length first year, GCX 35, PCE, ID 722640U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.72447	2.72447	2.72447	2.72447	2.72447	2.72447		2.72447	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.72447	2.72447	2.72447	2.72447	2.72447	2.72447	2.72447		2.72447	2.72447	
351	Max queue length first year, GCX 36, PCE, ID 722641B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.3884	3.3884	3.3884	3.3884	3.3884	3.3884		3.3884	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.3884	3.3884	3.3884	3.3884	3.3884	3.3884	3.3884		3.3884	3.3884	

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
352	Max queue length first year, GCX 37, PCE, ID 722642H												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		9.26546	9.26546	9.26546	9.26546	9.26546	9.26546			9.26546	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		9.26546	9.26546	9.26546	9.26546	9.26546	9.26546	9.26546			9.26546	9.26546	
353	Max queue length first year, GCX 38, PCE, ID 722643P												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		22.3163	22.3163	22.3163	22.3163	22.3163	22.3163			22.3163	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		22.3163	22.3163	22.3163	22.3163	22.3163	22.3163	22.3163			22.3163	22.3163	
354	Max queue length, l.y.n.t, GCX 1, PCE, ID 722606M												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		34.4794	34.4794	34.4794	34.4794	34.4794	34.4794			34.4794	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		34.4794	34.4794	34.4794	34.4794	34.4794	34.4794	34.4794			34.4794	34.4794	
355	Max queue length, l.y.n.t, GCX 2, PCE, ID 722607U												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		7.20582	7.20582	7.20582	7.20582	7.20582	7.20582			7.20582	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		7.20582	7.20582	7.20582	7.20582	7.20582	7.20582	7.20582			7.20582	7.20582	
356	Max queue length, l.y.n.t, GCX 3, PCE, ID 722608B												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001			0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001			0.001	0.001	
357	Max queue length, l.y.n.t, GCX 4, PCE, ID 722609H												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		13.5538	13.5538	13.5538	13.5538	13.5538	13.5538			13.5538	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		13.5538	13.5538	13.5538	13.5538	13.5538	13.5538	13.5538			13.5538	13.5538	
358	Max queue length, l.y.n.t, GCX 5, PCE, ID 722610C												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		1.33019	1.33019	1.33019	1.33019	1.33019	1.33019			1.33019	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		1.33019	1.33019	1.33019	1.33019	1.33019	1.33019	1.33019			1.33019	1.33019	
359	Max queue length, l.y.n.t, GCX 6, PCE, ID 722611J												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		11.7801	11.7801	11.7801	11.7801	11.7801	11.7801			11.7801	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		11.7801	11.7801	11.7801	11.7801	11.7801	11.7801	11.7801			11.7801	11.7801	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
360	Max queue length, l.y.n.t, GCX 7, PCE, ID 722612R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.9513	6.9513	6.9513	6.9513	6.9513	6.9513		6.9513	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.9513	6.9513	6.9513	6.9513	6.9513	6.9513	6.9513		6.9513	6.9513	
361	Max queue length, l.y.n.t, GCX 8, PCE, ID 722613X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.79007	2.79007	2.79007	2.79007	2.79007	2.79007		2.79007	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.79007	2.79007	2.79007	2.79007	2.79007	2.79007	2.79007		2.79007	2.79007	
362	Max queue length, l.y.n.t, GCX 9, PCE, ID 722614E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.20428	1.20428	1.20428	1.20428	1.20428	1.20428		1.20428	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.20428	1.20428	1.20428	1.20428	1.20428	1.20428	1.20428		1.20428	1.20428	
363	Max queue length, l.y.n.t, GCX 10, PCE, ID 722615L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		5.1388	5.1388	5.1388	5.1388	5.1388	5.1388		5.1388	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		5.1388	5.1388	5.1388	5.1388	5.1388	5.1388	5.1388		5.1388	5.1388	
364	Max queue length, l.y.n.t, GCX 11, PCE, ID 722616T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
365	Max queue length, l.y.n.t, GCX 12, PCE, ID 722617A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.16382	2.16382	2.16382	2.16382	2.16382	2.16382		2.16382	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.16382	2.16382	2.16382	2.16382	2.16382	2.16382	2.16382		2.16382	2.16382	
366	Max queue length, l.y.n.t, GCX 13, PCE, ID 722618G											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.28489	2.28489	2.28489	2.28489	2.28489	2.28489		2.28489	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.28489	2.28489	2.28489	2.28489	2.28489	2.28489	2.28489		2.28489	2.28489	
367	Max queue length, l.y.n.t, GCX 14, PCE, ID 722619N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.18719	1.18719	1.18719	1.18719	1.18719	1.18719		1.18719	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.18719	1.18719	1.18719	1.18719	1.18719	1.18719	1.18719		1.18719	1.18719	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
368	Max queue length, l.y.n.t, GCX 15, PCE, ID 722620H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.1765	1.1765	1.1765	1.1765	1.1765	1.1765		1.1765	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.1765	1.1765	1.1765	1.1765	1.1765	1.1765	1.1765		1.1765	1.1765	
369	Max queue length, l.y.n.t, GCX 16, PCE, ID 722621P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.1765	1.1765	1.1765	1.1765	1.1765	1.1765		1.1765	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.1765	1.1765	1.1765	1.1765	1.1765	1.1765	1.1765		1.1765	1.1765	
370	Max queue length, l.y.n.t, GCX 17, PCE, ID 722622W											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.03987	1.03987	1.03987	1.03987	1.03987	1.03987		1.03987	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.03987	1.03987	1.03987	1.03987	1.03987	1.03987	1.03987		1.03987	1.03987	
371	Max queue length, l.y.n.t, GCX 18, PCE, ID 722623D											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.2877	1.2877	1.2877	1.2877	1.2877	1.2877		1.2877	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.2877	1.2877	1.2877	1.2877	1.2877	1.2877	1.2877		1.2877	1.2877	
372	Max queue length, l.y.n.t, GCX 19, PCE, ID 722624K											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.41621	1.41621	1.41621	1.41621	1.41621	1.41621		1.41621	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.41621	1.41621	1.41621	1.41621	1.41621	1.41621	1.41621		1.41621	1.41621	
373	Max queue length, l.y.n.t, GCX 20, PCE, ID 722625S											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
374	Max queue length, l.y.n.t, GCX 21, PCE, ID 722626Y											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
375	Max queue length, l.y.n.t, GCX 22, PCE, ID 722627F											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
376	Max queue length, l.y.n.t, GCX 23, PCE, ID 722628M											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1.3455	1.3455	1.3455	1.3455	1.3455	1.3455		1.3455	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1.3455	1.3455	1.3455	1.3455	1.3455	1.3455	1.3455		1.3455	1.3455	
377	Max queue length, l.y.n.t, GCX 24, PCE, ID 722629U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.87528	2.87528	2.87528	2.87528	2.87528	2.87528		2.87528	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.87528	2.87528	2.87528	2.87528	2.87528	2.87528	2.87528		2.87528	2.87528	
378	Max queue length, l.y.n.t, GCX 25, PCE, ID 722630N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.39588	2.39588	2.39588	2.39588	2.39588	2.39588		2.39588	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.39588	2.39588	2.39588	2.39588	2.39588	2.39588	2.39588		2.39588	2.39588	
379	Max queue length, l.y.n.t, GCX 26, PCE, ID 722631V											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		5.09821	5.09821	5.09821	5.09821	5.09821	5.09821		5.09821	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		5.09821	5.09821	5.09821	5.09821	5.09821	5.09821	5.09821		5.09821	5.09821	
380	Max queue length, l.y.n.t, GCX 27, PCE, ID 722632C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		28.3161	28.3161	28.3161	28.3161	28.3161	28.3161		28.3161	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		28.3161	28.3161	28.3161	28.3161	28.3161	28.3161	28.3161		28.3161	28.3161	
381	Max queue length, l.y.n.t, GCX 28, PCE, ID 722633J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		184.276	184.276	184.276	184.276	184.276	184.276		184.276	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		184.276	184.276	184.276	184.276	184.276	184.276	184.276		184.276	184.276	
382	Max queue length, l.y.n.t, GCX 29, PCE, ID 722634R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		29.2399	29.2399	29.2399	29.2399	29.2399	29.2399		29.2399	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		29.2399	29.2399	29.2399	29.2399	29.2399	29.2399	29.2399		29.2399	29.2399	
383	Max queue length, l.y.n.t, GCX 30, PCE, ID 722635X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		54.8853	54.8853	54.8853	54.8853	54.8853	54.8853		54.8853	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		54.8853	54.8853	54.8853	54.8853	54.8853	54.8853	54.8853		54.8853	54.8853	

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
384	Max queue length, l.y.n.t, GCX 31, PCE, ID 722636E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		2.10983	2.10983	2.10983	2.10983	2.10983	2.10983		2.10983	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		2.10983	2.10983	2.10983	2.10983	2.10983	2.10983	2.10983		2.10983	2.10983	
385	Max queue length, l.y.n.t, GCX 32, PCE, ID 722637L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	
386	Max queue length, l.y.n.t, GCX 33, PCE, ID 722638T											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.66425	3.66425	3.66425	3.66425	3.66425	3.66425		3.66425	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.66425	3.66425	3.66425	3.66425	3.66425	3.66425	3.66425		3.66425	3.66425	
387	Max queue length, l.y.n.t, GCX 34, PCE, ID 722639A											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		4.82404	4.82404	4.82404	4.82404	4.82404	4.82404		4.82404	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		4.82404	4.82404	4.82404	4.82404	4.82404	4.82404	4.82404		4.82404	4.82404	
388	Max queue length, l.y.n.t, GCX 35, PCE, ID 722640U											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.17158	3.17158	3.17158	3.17158	3.17158	3.17158		3.17158	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.17158	3.17158	3.17158	3.17158	3.17158	3.17158	3.17158		3.17158	3.17158	
389	Max queue length, l.y.n.t, GCX 36, PCE, ID 722641B											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3.94813	3.94813	3.94813	3.94813	3.94813	3.94813		3.94813	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3.94813	3.94813	3.94813	3.94813	3.94813	3.94813	3.94813		3.94813	3.94813	
390	Max queue length, l.y.n.t, GCX 37, PCE, ID 722642H											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		10.9414	10.9414	10.9414	10.9414	10.9414	10.9414		10.9414	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		10.9414	10.9414	10.9414	10.9414	10.9414	10.9414	10.9414		10.9414	10.9414	
391	Max queue length, l.y.n.t, GCX 38, PCE, ID 722643P											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		27.0487	27.0487	27.0487	27.0487	27.0487	27.0487		27.0487	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		27.0487	27.0487	27.0487	27.0487	27.0487	27.0487	27.0487		27.0487	27.0487	

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
392	Max queue length, last year, GCX 1, PCE, ID 722606M												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		144.218	144.218	144.218	144.218	144.218	144.218			144.218	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		144.218	144.218	144.218	144.218	144.218	144.218	144.218			144.218	144.218	
393	Max queue length, last year, GCX 2, PCE, ID 722607U												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		21.7147	21.7147	21.7147	21.7147	21.7147	21.7147			21.7147	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		21.7147	21.7147	21.7147	21.7147	21.7147	21.7147	21.7147			21.7147	21.7147	
394	Max queue length, last year, GCX 3, PCE, ID 722608B												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		1.84263	1.84263	1.84263	1.84263	1.84263	1.84263			1.84263	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		1.84263	1.84263	1.84263	1.84263	1.84263	1.84263	1.84263			1.84263	1.84263	
395	Max queue length, last year, GCX 4, PCE, ID 722609H												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		47.7758	47.7758	47.7758	47.7758	47.7758	47.7758			47.7758	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		47.7758	47.7758	47.7758	47.7758	47.7758	47.7758	47.7758			47.7758	47.7758	
396	Max queue length, last year, GCX 5, PCE, ID 722610C												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		3.77951	3.77951	3.77951	3.77951	3.77951	3.77951			3.77951	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		3.77951	3.77951	3.77951	3.77951	3.77951	3.77951	3.77951			3.77951	3.77951	
397	Max queue length, last year, GCX 6, PCE, ID 722611J												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		40.123	40.123	40.123	40.123	40.123	40.123			40.123	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		40.123	40.123	40.123	40.123	40.123	40.123	40.123			40.123	40.123	
398	Max queue length, last year, GCX 7, PCE, ID 722612R												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		21.6848	21.6848	21.6848	21.6848	21.6848	21.6848			21.6848	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		21.6848	21.6848	21.6848	21.6848	21.6848	21.6848	21.6848			21.6848	21.6848	
399	Max queue length, last year, GCX 8, PCE, ID 722613X												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		8.0356	8.0356	8.0356	8.0356	8.0356	8.0356			8.0356	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		8.0356	8.0356	8.0356	8.0356	8.0356	8.0356	8.0356			8.0356	8.0356	

Result No.:	Result Variable Description	Percentile Summary								Summary Statistics			
400	Max queue length, last year, GCX 9, PCE, ID 722614E												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		3.40073	3.40073	3.40073	3.40073	3.40073	3.40073			3.40073	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		3.40073	3.40073	3.40073	3.40073	3.40073	3.40073	3.40073			3.40073	3.40073	
401	Max queue length, last year, GCX 10, PCE, ID 722615L												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		15.2498	15.2498	15.2498	15.2498	15.2498	15.2498			15.2498	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		15.2498	15.2498	15.2498	15.2498	15.2498	15.2498	15.2498			15.2498	15.2498	
402	Max queue length, last year, GCX 11, PCE, ID 722616T												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		2.11319	2.11319	2.11319	2.11319	2.11319	2.11319			2.11319	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		2.11319	2.11319	2.11319	2.11319	2.11319	2.11319	2.11319			2.11319	2.11319	
403	Max queue length, last year, GCX 12, PCE, ID 722617A												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		6.18336	6.18336	6.18336	6.18336	6.18336	6.18336			6.18336	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		6.18336	6.18336	6.18336	6.18336	6.18336	6.18336	6.18336			6.18336	6.18336	
404	Max queue length, last year, GCX 13, PCE, ID 722618G												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		6.954	6.954	6.954	6.954	6.954	6.954			6.954	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		6.954	6.954	6.954	6.954	6.954	6.954	6.954			6.954	6.954	
405	Max queue length, last year, GCX 14, PCE, ID 722619N												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		3.35174	3.35174	3.35174	3.35174	3.35174	3.35174			3.35174	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		3.35174	3.35174	3.35174	3.35174	3.35174	3.35174	3.35174			3.35174	3.35174	
406	Max queue length, last year, GCX 15, PCE, ID 722620H												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		3.32114	3.32114	3.32114	3.32114	3.32114	3.32114			3.32114	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		3.32114	3.32114	3.32114	3.32114	3.32114	3.32114	3.32114			3.32114	3.32114	
407	Max queue length, last year, GCX 16, PCE, ID 722621P												
		1%	5%	10%	20%	30%	40%			Mean	Std Dev	Skewness	Kurtosis
		3.32114	3.32114	3.32114	3.32114	3.32114	3.32114			3.32114	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%			Minimum	Maximum	
		3.32114	3.32114	3.32114	3.32114	3.32114	3.32114	3.32114			3.32114	3.32114	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics

408 Max queue length, last year, GCX 17, PCE, ID 722622W

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
2.93052	2.93052	2.93052	2.93052	2.93052	2.93052	2.93052	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
2.93052	2.93052	2.93052	2.93052	2.93052	2.93052	2.93052	2.93052	2.93052

409 Max queue length, last year, GCX 18, PCE, ID 722623D

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
3.64001	3.64001	3.64001	3.64001	3.64001	3.64001	3.64001	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
3.64001	3.64001	3.64001	3.64001	3.64001	3.64001	3.64001	3.64001	3.64001

410 Max queue length, last year, GCX 19, PCE, ID 722624K

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
4.00963	4.00963	4.00963	4.00963	4.00963	4.00963	4.00963	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
4.00963	4.00963	4.00963	4.00963	4.00963	4.00963	4.00963	4.00963	4.00963

411 Max queue length, last year, GCX 20, PCE, ID 722625S

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
2.14933	2.14933	2.14933	2.14933	2.14933	2.14933	2.14933	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
2.14933	2.14933	2.14933	2.14933	2.14933	2.14933	2.14933	2.14933	2.14933

412 Max queue length, last year, GCX 21, PCE, ID 722626Y

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
0.001	0.001	0.001	0.001	0.001	0.001	0.001	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001	0.001

413 Max queue length, last year, GCX 22, PCE, ID 722627F

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
2.19754	2.19754	2.19754	2.19754	2.19754	2.19754	2.19754	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
2.19754	2.19754	2.19754	2.19754	2.19754	2.19754	2.19754	2.19754	2.19754

414 Max queue length, last year, GCX 23, PCE, ID 722628M

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
3.80612	3.80612	3.80612	3.80612	3.80612	3.80612	3.80612	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
3.80612	3.80612	3.80612	3.80612	3.80612	3.80612	3.80612	3.80612	3.80612

415 Max queue length, last year, GCX 24, PCE, ID 722629U

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
8.28987	8.28987	8.28987	8.28987	8.28987	8.28987	8.28987	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
8.28987	8.28987	8.28987	8.28987	8.28987	8.28987	8.28987	8.28987	8.28987

Result No.:	Result Variable Description	Percentile Summary							Summary Statistics			
416	Max queue length, last year, GCX 25, PCE, ID 722630N											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.86633	6.86633	6.86633	6.86633	6.86633	6.86633		6.86633	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.86633	6.86633	6.86633	6.86633	6.86633	6.86633	6.86633		6.86633	6.86633	
417	Max queue length, last year, GCX 26, PCE, ID 722631V											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		15.1214	15.1214	15.1214	15.1214	15.1214	15.1214		15.1214	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		15.1214	15.1214	15.1214	15.1214	15.1214	15.1214	15.1214		15.1214	15.1214	
418	Max queue length, last year, GCX 27, PCE, ID 722632C											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		120.007	120.007	120.007	120.007	120.007	120.007		120.007	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		120.007	120.007	120.007	120.007	120.007	120.007	120.007		120.007	120.007	
419	Max queue length, last year, GCX 28, PCE, ID 722633J											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		3734.35	3734.35	3734.35	3734.35	3734.35	3734.35		3734.35	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		3734.35	3734.35	3734.35	3734.35	3734.35	3734.35	3734.35		3734.35	3734.35	
420	Max queue length, last year, GCX 29, PCE, ID 722634R											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		112.734	112.734	112.734	112.734	112.734	112.734		112.734	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		112.734	112.734	112.734	112.734	112.734	112.734	112.734		112.734	112.734	
421	Max queue length, last year, GCX 30, PCE, ID 722635X											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		1037.22	1037.22	1037.22	1037.22	1037.22	1037.22		1037.22	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		1037.22	1037.22	1037.22	1037.22	1037.22	1037.22	1037.22		1037.22	1037.22	
422	Max queue length, last year, GCX 31, PCE, ID 722636E											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		6.06982	6.06982	6.06982	6.06982	6.06982	6.06982		6.06982	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		6.06982	6.06982	6.06982	6.06982	6.06982	6.06982	6.06982		6.06982	6.06982	
423	Max queue length, last year, GCX 32, PCE, ID 722637L											
		1%	5%	10%	20%	30%	40%		Mean	Std Dev	Skewness	Kurtosis
		0.001	0.001	0.001	0.001	0.001	0.001		0.001	NaN	NaN	NaN
		50%	60%	70%	80%	90%	95%	99%		Minimum	Maximum	
		0.001	0.001	0.001	0.001	0.001	0.001	0.001		0.001	0.001	

Result No.:	Result Variable Description	Percentile Summary	Summary Statistics

424 Max queue length, last year, GCX 33, PCE, ID 722638T

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
10.8117	10.8117	10.8117	10.8117	10.8117	10.8117	10.8117	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
10.8117	10.8117	10.8117	10.8117	10.8117	10.8117	10.8117	10.8117	10.8117

425 Max queue length, last year, GCX 34, PCE, ID 722639A

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
14.5111	14.5111	14.5111	14.5111	14.5111	14.5111	14.5111	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
14.5111	14.5111	14.5111	14.5111	14.5111	14.5111	14.5111	14.5111	14.5111

426 Max queue length, last year, GCX 35, PCE, ID 722640U

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
9.28269	9.28269	9.28269	9.28269	9.28269	9.28269	9.28269	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
9.28269	9.28269	9.28269	9.28269	9.28269	9.28269	9.28269	9.28269	9.28269

427 Max queue length, last year, GCX 36, PCE, ID 722641B

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
11.7041	11.7041	11.7041	11.7041	11.7041	11.7041	11.7041	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
11.7041	11.7041	11.7041	11.7041	11.7041	11.7041	11.7041	11.7041	11.7041

428 Max queue length, last year, GCX 37, PCE, ID 722642H

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
39.8736	39.8736	39.8736	39.8736	39.8736	39.8736	39.8736	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
39.8736	39.8736	39.8736	39.8736	39.8736	39.8736	39.8736	39.8736	39.8736

429 Max queue length, last year, GCX 38, PCE, ID 722643P

1%	5%	10%	20%	30%	40%	Mean	Std Dev	Skewness	Kurtosis
181.16	181.16	181.16	181.16	181.16	181.16	181.16	NaN	NaN	NaN

50%	60%	70%	80%	90%	95%	99%	Minimum	Maximum
181.16	181.16	181.16	181.16	181.16	181.16	181.16	181.16	181.16