Conveyance facilities were increased to 4,050 c.f.s. to accommodate the larger deliveries. The summary of costs of conveyance works is as follows:

CONVEYANCE SYSTEM—CONSTRUCTION AND O.M. & R. COSTS 1

[In millions of dollars]

	. [S	itage (year)		
Feature	1985	1990	1995	2010	Total
Construction costs: Dam (De Luz site) Tunnels	593.00 _				. 24 . 593 . 153
CanalPipelinePumping plantsPower dropsTransmission system	333.00 - 395.00 - 53.00 - 53.00 -	56.00 16.00	270.00 ₋ 83.00 24.00	55. 00 15. 00	. 603 589 108
Access roads Total	3.00 -	72. 00	409.00	70.00	2,158
Annual O.M. & R.: Aqueduct facilities Transmission system	2. 98 1. 01	3. 44 1. 01	4.28 1.68		
Total	3.99	4. 45	5, 96	6. 48	

¹ The annual O.M. & R. costs are the total costs after completion of each stage.

Economic and financial analysis.—A benefit-cost analysis of the 2.5-m.a.f. plan would produce results comparable to those of the base plan. The repayment analysis would vary significantly because the revenues accruing to the Development Fund are essentially the same while the costs increase substantially. The payout study indicated that all costs could be repaid within 50 years after the last stage is completed and still leave a substantial balance at year 2059; however, for a period of some 12 years between 2033 and 2046 the revenues do not meet the repayment requirement for each individual stage. A summary of surplus revenues and Development Fund balances for the 2.-m.a.f. plan similar to those presented for the base plan follows:

[In millions of dollars]

	Year 2029	Year 2059
Contribution (cumulative):	514	908
Parker-Davis	109	140 130
IntertieCentral Arizona project		130 918
Total contributions	665	2, 196 436
evelopment fund balances after repayment of augmentation works	0	436

Note: Details of the repayment schedule are presented in table II.