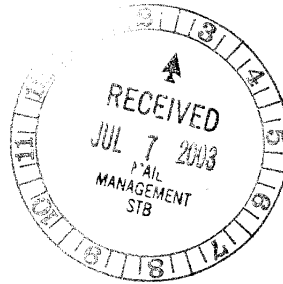


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July 7, 2003

via Hand Delivery

Hon. Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423

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Re: *PPL Montana, LLC v. The Burlington Northern and Santa
Fe Railway Company*, Docket No. 42054

Dear Secretary Williams:

Enclosed for filing in the above-captioned matter are the original and 10 copies of BNSF's Reply Evidence and Argument On Reopening. Also enclosed are two sets of CDs. The first set, consisting of three identical CDs, contains an electronic version of BNSF's Reply Evidence and Argument. The second set, also consisting of three identical CDs, contains the electronic workpapers supporting BNSF's Reply Evidence and Argument. The CDs in this second set containing workpapers are being filed under seal, as indicated on the label of the CDs, because they contain information subject to the Board's protective order in this proceeding.

Please date stamp the extra copy and return it with our messenger.

Sincerely,

Anthony J. LaRocca

Enclosures

cc: Counsel for Complainant

- 1 -

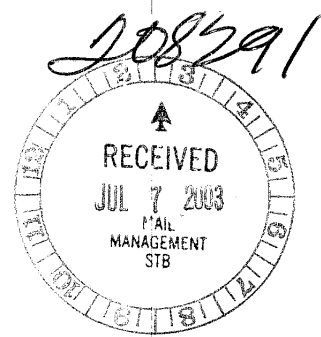
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SURFACE TRANSPORTATION BOARD

STB Docket No. 42054

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Office of Proceedings

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Part of
Public Record

PPL MONTANA, LLC

v.

THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

DEFENDANT'S REPLY EVIDENCE AND ARGUMENT ON REOPENING

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July 7, 2003

SURFACE TRANSPORTATION BOARD

STB Docket No. 42054

PPL MONTANA, LLC

v.

THE BURLINGTON NORTHERN AND SANTA FE RAILWAY COMPANY

DEFENDANT'S REPLY EVIDENCE AND ARGUMENT ON REOPENING

Pursuant to the Board's March 24, 2003 decision in the above-captioned matter, defendant The Burlington Northern and Santa Fe Railway Company ("BNSF") hereby submits its Reply Evidence and Argument in this reopened proceeding.

In this Reply Evidence and Argument, BNSF demonstrates that the Board correctly determined in its August 20, 2002 decision that the complaint filed by PPL Montana, LLC ("PPL") should be dismissed. In that decision, the Board correctly found that PPL's SAC evidence was fundamentally flawed because it was based on an impermissible cross-subsidy. This conclusion was challenged by PPL in a September 30, 2002 request for reconsideration. In response to PPL's request, the Board, on March 24, 2003, concluded that it had incorrectly calculated certain operating costs in carrying out its cross-subsidy analysis. However, the Board also found that it could not determine based on the existing record whether this error had a material effect on the outcome of its cross-subsidy analysis. It therefore reopened this proceeding for the limited purpose of determining "what, if any, effect the error had on our ultimate determination in this case." *PPL Montana, LLC v. The Burlington Northern and Santa*

Fe Ry. Co., STB Docket No. 42054, slip op. at 6 (served March 24, 2003) (“March 2003 Decision”).

In its opening evidence on reopening, submitted on May 23, 2003, PPL argued that the Board’s calculation error in the August 2002 Decision did make a difference in the result of the cross-subsidy analysis and it presented an alternative analysis purporting to show that PPL’s SAC evidence did not rely on a cross subsidy. However, PPL reached this conclusion by manipulating the calculation of operating costs for purposes of the cross-subsidy analysis in a way that is fundamentally inconsistent with the SAC test. As explained further below and in the attached verified statement of Messrs. Kent and Klick, PPL’s use of URCS variability percentages in the calculation of operating costs improperly reduced the attributable costs of the relevant traffic and therefore distorted the results of the cross-subsidy analysis. BNSF demonstrates in this Reply Evidence and Argument that when the cost adjustments based on URCS variability percentages are eliminated, but no other changes are made to PPL’s calculations, it is clear that the Board’s original finding of an impermissible cross-subsidy in PPL’s SAC evidence was correct.

BACKGROUND

This reopened proceeding relates to an August 20, 2002 decision by the Board dismissing PPL’s complaint. In that decision, the Board found that PPL’s SAC evidence could not support PPL’s claim for relief because PPL had relied on a cross-subsidy that is inconsistent with Constrained Market Pricing (“CMP”) principles and the SAC test. *PPL Montana, LLC v. The Burlington Northern and Santa Fe Ry. Co.*, STB Docket No. 42054 at 10-13 (served Aug. 20, 2002) (“August 2002 Decision”). The overwhelming majority of traffic on the stand-alone railroad posited by PPL was cross-over traffic that moved only a short distance on the north-south portion of the SARR. This traffic shared at most only a few miles of track with the issue

traffic and with other traffic moving on the east-west portion of the SARR. BNSF argued that the north-south traffic on PPL's SARR was impermissibly subsidizing the east-west traffic and urged the Board to dismiss PPL's complaint because PPL's reliance on cross-subsidies in the presentation of SAC evidence was inconsistent with the SAC test. The Board agreed, although it reached this conclusion using a cross-subsidy analysis suggested by PPL's expert rather than the analysis proposed by BNSF.

Specifically, BNSF's cross-subsidy analysis focused on the extent to which revenues generated by the north-south traffic exceeded the costs necessary to provide service to the north-south shippers. PPL proposed instead that the existence of an impermissible cross-subsidy should be determined by examining the traffic supposedly being subsidized -- the east-west traffic -- and by determining whether the revenues generated by that traffic covered its "attributable cost."¹ If not, it would be proper to conclude that the east-west traffic was receiving a subsidy from other traffic on the SARR.

To carry out the analysis suggested by PPL's witness, the Board compared the revenues generated by the east-west traffic to the costs directly attributable to the east-west traffic, i.e., the road property and operating costs that would have been avoided by eliminating the east-west traffic. As to revenues, the Board accepted without revision or modification the revenues that PPL claimed would be contributed by the east-west traffic to the SARR. BNSF had argued that PPL overstated SARR revenues, but the Board did not need to address the issue regarding the proper revenue because it found a cross-subsidy to exist even using PPL's revenue assumptions.

As to road property costs, the Board first resolved certain disputes between the parties regarding the type and cost of assets needed for construction of the east-west line and used a

¹ See Borts Rebuttal V.S. at 10 (filed May 7, 2001).

restated construction cost estimate. As to operating costs, the Board started with PPL's estimate of SARR operating costs and allocated those costs between the east-west and north-south traffic. It did not address BNSF's evidence that PPL's operating assumptions understated operating costs because the Board ultimately found that a cross-subsidy existed even using PPL's cost assumptions. Since neither party had proposed a methodology for allocating the cost of operating managers, G&A, loss and damage or maintenance of way ("MOW") to the east-west traffic, the Board allocated only the remaining operating costs (e.g., crews, locomotive ownership, locomotive and railcar maintenance and operating expense). The Board allocated those costs between the east-west and north-south traffic using a ratio proposed by BNSF that was based on relative traffic volumes over the two line segments. The Board then ran these east-west revenue and cost assumptions through the Board's discounted cash flow model and found that the east-west traffic did not generate revenues sufficient to cover the attributable costs of that traffic. Based on this analysis, the Board dismissed PPL's complaint.

PPL sought reconsideration of the Board's August 20, 2002 decision on several grounds. Among other things, PPL asserted that the Board incorrectly carried out the cross-subsidy analysis by overstating the operating costs associated with the east-west traffic. PPL argued that the ratio used by the Board to assign operating costs to the east-west traffic was incorrect because it was based on the mix of north-south and east-west traffic set out in PPL's opening evidence. PPL had changed its traffic assumptions on rebuttal, which resulted in a somewhat higher traffic volume on the north-south line and a lower volume of traffic on the east-west line. Use of the ratio developed from PPL's opening traffic configuration overstated the operating costs associated with the lower traffic volumes on the east-west line on rebuttal.

In its March 24, 2003 decision, the Board agreed with PPL that the ratio used in the Board's cross-subsidy analysis to allocate PPL's operating costs between the east-west and north-south traffic was incorrect. However, the Board could not "determine, on the existing record, whether the overstatement of operating expenses due to our mismatching error was so large as to alter the outcome of our analysis, nor whether it would be offset by the understatement resulting from the omission of four expense categories." March 2003 Decision at 6. The Board therefore reopened the record in this case for the limited purpose of determining "what, if any, effect the error had on our ultimate decision in this case." *Id.* It specifically called upon the parties to present a corrected allocation of operating expenses between the north-south and east-west traffic and, if necessary, to assess the impact on the cross-subsidy analysis of the four operating expenses that had been excluded from the original analysis. *Id.*

In its opening evidence and argument, PPL repeated at length its position that "the Board's cross-subsidy test is bad law, bad policy and procedurally indefensible as applied to this rate case."² These issues have already been thoroughly addressed in *two* requests for reconsideration filed by PPL and in any event they are outside the scope of this limited reopening. PPL also presented in its opening evidence an analysis by its witness Mr. Crowley purporting to make two evidentiary showings: (1) that a correction of the Board's allocation error relating to the operating costs that were included in the original cross-subsidy analysis results in a finding that east-west traffic generates revenues in excess of attributable costs; and (2) that the inclusion of operating costs in the four areas that were not originally considered in the cross-subsidy analysis -- operating managers, G&A, loss and damage and MOW -- does not change this result.

² See Opening Evidence and Argument of PPL Montana, LLC in Reopened Proceeding, STB Docket No. 42054 at 8 (filed May 23, 2003).

As explained below and in the attached verified statement of Messrs. Kent and Klick, when PPL's cross-subsidy analysis is carried out in a manner that is consistent with the SAC test, without making any other changes in the costs that PPL includes in that analysis, it is clear that the Board's August 20, 2002 finding of an impermissible cross-subsidy in PPL's SAC evidence was correct.

ARGUMENT

The issue on reopening is limited: Did the Board's use of an incorrect ratio to allocate operating costs between east-west and north-south traffic have a material effect on its conclusion that the east-west traffic on PPL's SARR was receiving an impermissible subsidy from the north-south traffic? The answer is no. This would seem obvious from the incremental nature of the Board's original analysis. In carrying out the cross-subsidy analysis, the Board resolved disputed evidentiary issues only to the extent necessary to determine that a cross-subsidy existed. The Board needed only to restate PPL's construction cost estimates before it became clear that a cross-subsidy existed even if PPL's assumptions on revenues and operating costs were accepted without change. Any restatement of PPL's evidence on revenues and operating expenses would have increased the amount of the cross-subsidy substantially. The effect of a relatively small error in the allocation of operating costs between the east-west and north-south traffic would be more than offset by the changes in revenue and operating costs required to correct PPL's one-sided assumptions on these issues.

It is still not necessary to consider PPL's underlying revenue and operating cost assumptions because the evidence submitted by PPL on reopening, based on its original revenue and operating cost assumptions, confirms the Board's conclusion that a cross-subsidy exists. PPL's evidence on reopening shows that any decrease in the east-west operating costs brought about by correcting the Board's allocation error is substantially outweighed by increases in the

east-west operating costs that result from including the costs associated with operating managers, G&A, loss and damage and MOW that were excluded from the Board's original analysis. PPL tries to obscure this obvious conclusion, which is reflected in its own data, by urging the Board to make unwarranted and inappropriate adjustments to the costs that PPL itself calculates. When the effect of those improper adjustments is eliminated, it is clear that a cross-subsidy exists.

PPL's witness Mr. Crowley presented two analyses on reopening. First, Mr. Crowley purported to correct the allocation of operating costs between east-west and north-south traffic that the Board carried out in its August 20, 2002 decision using a flawed ratio. Instead of relying on an allocation of operating costs based on relative traffic volumes on the two line segments, Mr. Crowley directly calculated the operating costs of the east-west traffic using the output of the string program that PPL used in its original evidence to produce operating statistics for the SARR. Using the string program, PPL thus identified specific operating statistics for the east-west traffic such as crew starts, locomotive unit hours and locomotive unit miles, and then used those statistics as the basis for calculating operating costs. *See Exhibit (TDC-23)*. Consistent with the Board's original analysis, Mr. Crowley did not include any costs for operating managers, G&A, loss and damage and MOW. In *Exhibit (TDC-25)*, Mr. Crowley shows that when operating costs for the east-west traffic (other than the four excluded costs) are developed using the string program, no revenue shortfall exists for the east-west traffic.

BNSF has stated in this and other SAC proceedings that the string program developed by Mr. Crowley's firm is incapable of accurately measuring operating statistics. Its simplistic and pervasively flawed program code invariably results in an understatement of operating statistics and therefore operating costs. Notwithstanding these problems with the string program, BNSF will accept the use of the string program output as the starting point for its revised cross-subsidy

analysis here. As explained below, when the costs for operating managers, G&A, loss and damage and MOW that PPL itself allocates to the east-west traffic are added to the operating costs generated using the string program, it is clear that a cross-subsidy exists.

Mr. Crowley's second analysis addressed the four excluded costs -- operating managers, G&A, loss and damage and MOW. However, to obscure the effect of adding these costs to the costs already identified in his first analysis, Mr. Crowley added a new step in the calculation of east-west operating costs. Specifically, he determined the operating costs associated with the east-west traffic and then *reduced* those costs by applying to them variability percentages embodied in the Board's URCS program. For the costs associated with train and engine personnel, locomotive lease expense, locomotive maintenance expense, locomotive operating expense, railcar lease expense, railcar maintenance expense, materials and supply, ad valorem tax and MRL trackage rights, Mr. Crowley started with the same costs used in his first analysis.³ For the costs associated with operating managers, Mr. Crowley developed an allocation of total costs based on train-miles for the east-west traffic.⁴ For the costs associated with G&A, loss and damage and MOW, Mr. Crowley developed an allocation based on relative density.⁵ He then reduced these costs by applying to them the URCS variability percentage that corresponds to each cost category.⁶

PPL's rationale for using the URCS variability percentage is clearly misplaced. PPL claims that only a portion of the operating costs that it attributed to the east-west traffic actually

³ Compare Exhibit_(TDC-24) with Exhibit_(TDC-27).

⁴ Exhibit_(TDC-27) at page 4 of 6.

⁵ *Id.* at pages 5 and 6 of 6.

⁶ In the case of MRL trackage rights, use of the URCS percent variable eliminated this cost altogether.

vary with traffic volumes. It assumes that the rest of those costs would be incurred whether the east-west traffic were handled or not. PPL's theory is that only the variable portion of those costs would be avoided by not handling the traffic, so only the variable portion of the costs should be included in the cross-subsidy analysis.

The fundamental problem with PPL's logic is that it confuses variable costs developed using the Board's URCS program and operating costs developed using SAC procedures. URCS is a top-down costing methodology designed to allocate a portion of BNSF's historical, system-wide expenses to individual movements. The approach used to estimate the variable portion of these expenses for purposes of URCS necessarily reflects this top-down, system-average perspective. By contrast, SAC operating costs, including the costs developed by PPL using the string program, are built from the ground up. By identifying operating statistics for specific trains or specific movements, SAC operating costs include only the costs that are directly attributable to the traffic at issue. Applying the top-down URCS approach to bottom-up SAC costs confuses two analytically distinct methodologies and produces an unwarranted reduction in attributable costs.⁷

Take, for example, the calculation of crew costs. Stand-alone crew costs are based directly on the number of crew personnel required to operate the specific east-west trains identified in the string program. The total amount of crew costs that PPL calculated for east-west traffic using the string program is attributable to the east-west trains, and the total amount of those costs must be included in the cross-subsidy analysis. The same reasoning applies to all

⁷ Messrs. Kent/Klick note that in early applications of the SAC test operating costs were expressed using variable cost methodologies, but adjustments were required to compensate for the differences between variable cost and SAC methodologies. *See* Kent/Klick V.S. at n.4. Use of a variable cost methodology has long been abandoned in favor of the more precise bottom-up SAC calculations.

of the other operating costs that PPL calculated using the output of the string program, i.e., all of the operating costs included in Mr. Crowley's first analysis. Those costs were all developed from the ground up, based on operating statistics for the particular east-west movements at issue, consistent with SAC methodology. If those movements were excluded from the SARR network, the total amount of the SAC costs attributed to those movements in Mr. Crowley's first analysis would be avoided by the SARR. Application of a variability percentage to those costs would inappropriately reduce the costs directly attributable to the east-west movements.⁸

The development of SAC costs for operating managers, G&A, MOW and loss and damages is somewhat different from the development of the other operating costs that Mr. Crowley based on the output of the string program. These four cost categories are generally developed on a system-wide basis and are not built from the bottom up using the operating statistics corresponding to specific movements. Nevertheless, these costs can be allocated using the underlying operating statistics. Indeed, Mr. Crowley did use the underlying statistics, such as locomotive unit miles and gross ton miles, to allocate these expenses between the north-south and east-west traffic. There was no need or justification for applying the URCS-based variability percentages to the costs developed from the underlying operating statistics. In their attached statement, Messrs. Kent and Klick show that when the amounts that Mr. Crowley allocated to the east-west traffic for these four cost categories are added to the costs calculated by Mr. Crowley in his first analysis for the other operating costs, it is clear that a cross-subsidy exists.

PPL argues that it would not be fair to consider the impact of the four excluded cost categories on the cross-subsidy analysis because BNSF did not address those costs in its

⁸ Messrs. Kent/Klick explain in the attached statement that Mr. Crowley's URCS-based approach is fundamentally inconsistent with the Board's cross-subsidy analysis because it fails to account for capacity-related expenses that would be avoided if the west leg of the SARR were not constructed and operated. *See* Kent/Klick V.S. at 8-9.

evidence below.⁹ PPL's fairness argument is that the Board did not permit PPL to submit new SAC assumptions in response to the cross-subsidy analysis contained in the Board's August 20, 2002 decision, so BNSF should not be permitted to present any evidence relating to the four costs that were not addressed in BNSF's original cross-subsidy evidence. But there is a fundamental difference between the presentation of a new SARR configuration, which PPL sought to do in response to the Board's cross-subsidy analysis, and the evaluation of the SAC assumptions already in the record, which is the purpose of this reopened proceeding. The analysis contained in PPL's opening evidence and argument in this reopened proceeding and the reply evidence and argument contained in this pleading are based entirely on the SAC assumptions that PPL chose to submit as the basis for its SAC presentation. The Board is obviously entitled to carry out a full evaluation of those assumptions, and it is entitled to consider both parties' views on the relevant issues.

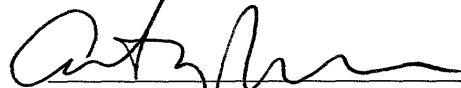
CONCLUSION

It is not necessary to carry out an extensive or complex analysis on reopening to confirm the Board's August 20, 2002 determination that PPL's SAC evidence relied on an impermissible cross-subsidy. PPL's own evidence on reopening demonstrates the existence of a cross-subsidy. When the effect of PPL's improper use of an URCS variability percentage is eliminated from PPL's analysis, it is clear that the revenues generated by east-west traffic on PPL's SARR do not cover the attributable costs of that traffic. PPL's complaint should therefore be dismissed.

⁹ PPL's assertion that BNSF "agreed that none of these expenses should be attributed to the western part of the [SARR]" is patently false. *See* PPL's Argument on Reopening at 6.

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Michael Roper
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SANTA FE RAILWAY COMPANY
2500 Lou Menk Drive
Fort Worth, TX 76131

Respectfully submitted,

A handwritten signature in black ink, appearing to read "Samuel M. Sipp, Jr.", written over a horizontal line.

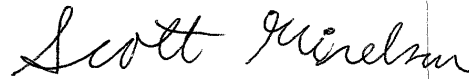
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July 7, 2003

CERTIFICATE OF SERVICE

I hereby certify that on July 7, 2003, a true and correct copy of the foregoing document
was served by hand on:

John M. Cutler, Jr.
McCarthy, Sweeney & Harkaway, P.C.
2175 K Street, N.W., Suite 600
Washington, DC 20037

A handwritten signature in cursive script that reads "Scott Mirelson". The signature is written in dark ink and is positioned above a horizontal line.

Scott M. Mirelson

VERIFIED STATEMENT
OF
CHRISTOPHER D. KENT and JOHN C. KLINK

I. INTRODUCTION

We are Christopher D. Kent and John C. Klick. We are Senior Managing Directors of FTI's Financial Consulting Division, with offices at 1201 Eye Street, N.W., in Washington, D.C. We submitted testimony on behalf of the defendant The Burlington Northern and Santa Fe Railway Company (BNSF) in this proceeding on the sufficiency of complainant's stand-alone cost evidence. We also submitted testimony responding to PPL Montana's Petition for Reconsideration of the Board's August 20, 2002 decision that dismissed PPL's complaint on the basis of an impermissible cross-subsidy.¹

In its March 24, 2003 decision addressing PPL's motion for reconsideration, the Board ordered a limited reopening of the proceeding to address issues relating to the assignment of expenses to the western leg of the WMC stand-alone railroad.² We have been asked by BNSF to review PPL's May 23, 2003 opening evidence, along with its argument on reopening, and to address specifically the expense allocations proffered by PPL's witness Mr. Crowley.

In its PPL I decision, the Board found that revenues generated by traffic using the western part of the WMCRR would not be sufficient to cover its attributable costs – even

¹ STB Docket No. 42054, PPL Montana, LLC v. The Burlington Northern and Santa Fe Railway Company ("PPL I"), decision served August 20, 2002.

² STB Docket No. 42054, PPL Montana, LLC v. The Burlington Northern and Santa Fe Railway Company ("PPL II"), decision served March 24, 2003.

if PPL's evidence on most of the disputes regarding the revenues and costs of the WMCRR were accepted. In its motion for reconsideration, PPL alleged that the Board erred in its implementation of the cross subsidy test. The Board's PPL II decision rejected most of the issues raised in the PPL petition, but did acknowledge that it erred in its calculation of western leg expenses by failing to consider that certain of the traffic assumed by PPL to traverse the western leg in its opening evidence -- which the Board relied upon in developing its expense assignment -- was rerouted on rebuttal to the north-south leg. By failing to eliminate expenses associated with this traffic, the Board ostensibly overstated expenses for the western leg. However, the Board also acknowledged an offsetting understatement in its analysis of the expenses attributable to the western-part traffic resulting from the omission of certain types of expenses that vary with the size of a carrier's system. Specifically, the Board identified operating managers, general and administration expenses, loss and damage and maintenance of way as types of expenses that its analysis did not assign at all to the western leg. The Board thus reopened this proceeding for the limited purpose of refining the calculation of the operating expenses attributable to serving the traffic posited for movement over the western leg of the stand-alone WMCRR system. Specifically, the Board explained:

We cannot determine, on the existing record, whether the overstatement of the operating expenses due to our mismatching error was so large as to alter the outcome of our analysis, nor whether it would be offset by the understatement resulting from the omission of four expense categories. Therefore, we will reopen the record for the limited purpose of obtaining the necessary evidence to enable us to correct our error and determine what, if any, effect the error had on our ultimate determination in this case. On this limited reopening, the parties should submit evidence as to the split of operating expenses between traffic using the western part and traffic using the north-south part, based on the traffic volumes used on rebuttal. In addition, the parties may submit evidence on the proper allocation of the four categories of operating expenses that were omitted from our prior analysis [operating managers, general administrative staff, loss and damage

and maintenance of way], so that our final cross-subsidy analysis will be as complete as possible.

As this passage indicates, the Board is asking two relatively straightforward questions in this reopening:

1. For those operating expense categories that the Board determined to be attributable to the traffic using the western part in PPL I, what is the correct split taking into account traffic rerouted off the western leg by PPL on rebuttal?
2. What portion of the expense categories not addressed by the Board in PPL I – operating managers, general and administration, loss and damage and maintenance of way – are attributable to the western leg, and how does the assignment of those costs to the western leg affect the cross-subsidy analysis?

II. PPL'S ARGUMENTS ON REOPENING

In his opening testimony, Mr. Crowley purports to answer these questions with two separate analyses from which he concludes, not surprisingly, that there is no cross-subsidy from traffic moving over the north-south segment of the WMCRR to the western-leg. As we will show in the remainder of this statement, Mr. Crowley's results are misleading and fundamentally at odds with the substance of the Board's straightforward test for cross-subsidy.

In his first analysis, Mr. Crowley responds to the first of the Board's PPL II questions, i.e., how to compute western leg attributable costs after eliminating the traffic rerouted by PPL on rebuttal. In place of the ratio method used by the Board, Mr. Crowley uses his string program to compute operating statistics associated with the

movements on the western leg. Based on this analysis, Mr. Crowley derives (1) the number of locomotives that would need to be acquired specifically to move the western leg traffic, (2) the number of train crew employees that would need to be hired, (3) the number of freight cars that would have to be acquired, and (4) the number of locomotive unit miles and freight car-miles that would be incurred in moving this traffic. Mr. Crowley multiplies these operating statistics by the operating expense unit costs he sponsored in his PPL rebuttal evidence to arrive at revised western leg operating expenses. He then runs these revised western leg operating expenses through the DCF model developed by the Board in PPL I, and reports that stand-alone revenues for the western leg exceed stand-alone costs for the western leg, over the 20-year DCF period, by approximately \$38.0 million. Although Mr. Crowley concludes that these results demonstrate no cross subsidy, because the western leg operating expenses do not include any costs for operating managers, general and administration, loss and damage or maintenance of way, any such claim here is premature.

As the Board has recognized in other proceedings, the string program that Mr. Crowley has relied upon in this proceeding is difficult or impossible for third parties to run, and is flawed in several fundamental ways. It is likely to understate substantially the resources required to operate the west leg. However, the Board's calculation of attributable costs in PPL I conservatively assumed that PPL's costing techniques and assumptions are appropriate – seeking, in effect, to determine whether PPL has made even a prima facie showing that the western leg was economically viable without cross subsidy by the north/south leg. In this limited context, BNSF does not dispute Mr.

Crowley's use of the string program to establish the operating statistics associated with operations over the west leg.

To respond to the second question posed by the Board, i.e., how to reflect stand-alone expense categories not included at all in the Board's PPL I decision in its development of operating expenses for the western leg (operating managers, general and administration costs, loss and damage and maintenance of way), Mr. Crowley relies upon the "correction" of what he claims is a "conceptual mismatch" in order to artificially reduce expenses on the western leg.

Expenses associated with train crew wages, locomotive and freight car costs, ad valorem taxes and operating supplies are developed in a stand-alone analysis by reflecting the actual needs of the traffic under study. In contrast, expenses for operating managers, general and administration, loss and damage and maintenance of way are typically determined for the rail system as a whole and are not directly based on the level of particular operating statistics. Thus, while some level of expenses in each of these categories is obviously associated with the western-leg of the WMCRR, no "bright line" can be derived from the underlying expense build-up for performing this assignment. In his analysis, Mr. Crowley chooses to allocate expenditures in these categories to the western leg using various ratios of operating statistics. Specifically, he computes the ratio of western-leg train-miles and gross ton-miles to total WMCRR train-miles and gross ton-miles. He then uses the gross ton-mile ratio to allocate general and administration and maintenance of way expenses to the western leg, and uses train-miles

to allocate operating manager expenses to the western leg.³ We have reviewed Mr. Crowley's approach to assigning cost from these expenses categories to the western leg, and have accepted them – and the specific level of expenses that Mr. Crowley has assigned to the western leg on the basis of those operating statistics – for the purposes of this cross-subsidy analysis.

Had Mr. Crowley stopped at this point – as we believe he should have – he would have confirmed the Board's initial findings in PPL I, i.e., that the annual costs of building and operating the western leg would exceed the revenues generated by the traffic that moves over the western leg. In order to achieve the opposite result, Mr. Crowley contends that it is only the so-called “variable portion” of stand-alone operating expenses that should be included in the development of costs attributable to the western leg and compared to the revenues that would be produced by the western leg traffic. He estimates the “variable portion” of these costs by using the output and capacity regression coefficients that the Board employs in its Uniform Railroad Cost System (“URCS”) regulatory costing process, and computes variability percentages for the full WMCRR. He then applies these system-wide, URCS-based variabilities to the total expenses in each of the stand-alone expense categories that he has allocated to the western leg in order to calculate the “variable portion” of these expenses. Table 1 summarizes the level of expenses Mr. Crowley has directly assigned to the western leg of the WMCRR before he applies his URCS based variabilities, and the level of those expenses after application of the URCS variabilities.

³ Mr. Crowley does not allocate any cost for loss and damage to the western leg.

Table 1
Comparison of Crowley Western Leg Operating Expense
Before and After Application of URCS Variability Percentage

<u>Item</u>	Crowley Western Leg Allocation (Before Variability)	Crowley Western Leg Allocation (After Variability)
1. Train & Engine Personnel	\$4,424,218	\$3,739,852
2. Locomotive Lease Expense	\$2,151,163	\$2,151,163
3. Locomotive Maintenance Expense	\$2,117,235	\$1,613,132
4. Locomotive Operating Expense	\$5,319,848	\$5,123,875
5. Railcar Lease Expense	\$459,225	\$459,225
6. Railcar Maintenance Expense	\$1,018,438	\$875,857
7. Material & Supply Operating	\$85,495	\$70,081
8. Ad Valorem Tax	\$1,036,573	\$0
9. Operating Managers 1/	\$1,886,414	\$1,546,302
10. General & Administration 1/	\$2,692,821	\$2,361,556
11. Revenue Division - Non-Indexable	\$430,626	\$0
12. Trackage Rights - Non-Indexable	31,972	\$20,813
13. Loss and Damage 2/	\$0	\$0
14. Insurance	\$850,163	\$698,569
15. Maintenance of Way 1/	<u>\$3,546,491</u>	<u>\$2,745,125</u>
16. Annual Costs	\$26,050,682	\$21,405,550

1/ These expenses, plus \$64,922 in Materials and Supply Operating expenses that Mr. Crowley attributes to Operating Managers, totaling \$8,190,648, are not included in Mr. Crowley's first analysis.

2/ Mr. Crowley did not attribute any expense for loss and damage to the western leg in either of his analyses. Based on Mr. Crowley's loss and damage cost per ton and the tonnage moving over the western leg, loss and damage expenses of \$45,209 are directly attributable to the western leg.

The process for developing stand-alone operating expenses in general, and the string program used by Mr. Crowley in particular, build from the bottom-up the number of train crew employees, locomotives, locomotive unit miles, the number of freight cars and operating supplies that are needed and will be consumed in serving the western leg traffic. For this reason, the stand-alone operating expense categories that have already

been allocated to the western leg by the Board (which are the same categories employed by Mr. Crowley in his first analysis), and the expenses in each of those categories assigned to the western leg by Mr. Crowley prior to application of the percents variable, already reflect the level of those expenses that would be avoided if the western leg were not built and operated. As a result, it is inappropriate to reduce these operating expenses by multiplying by percents variable.

Moreover, Mr. Crowley's procedure for applying the URCS regressions to stand-alone operating expenses is flawed. As noted earlier, the URCS regressions use two independent variables, one is a capacity variable – designed to reflect the size of the plant in terms such as route miles or track miles – and the other is an output variable – designed to reflect the effects of changes in the level of output in terms of gross ton-miles, train-miles, car-miles, etc. For an individual railroad, the Board calculates the percent variable for expense category “i” as follows:

$$PercentVariable_i = \frac{Coefficient_{output_i} \times Totalquantity_{output_i}}{Coefficient_{output_i} \times Totalquantity_{output_i} + Coefficient_{capacity_i} \times Totalquantity_{capacity_i}}$$

This approach – which is the one adopted by Mr. Crowley here – is meaningful as a percent variable only if one implicitly assumes that during the relevant costing period, the capacity of the rail system for which unit costs are being developed will stay essentially unchanged. For the Board's normal applications of URCS, that is generally the case. But here, where we are investigating whether the western leg would exist at all without cross-subsidy, we are seeking to determine the costs that would be avoided if measures of both output and capacity on the western leg were reduced to zero – a fact

that the Board and Mr. Crowley explicitly recognize when they correctly include 100 percent of the road property investment in the avoidable costs associated with the western leg. Mr. Crowley's approach implicitly assumes that the only expenses that would be avoidable are those that would be saved by reducing output to zero – it fails to reflect at all expenses that would be saved because capacity on the western leg would also be reduced to zero.⁴

III. MODIFICATION OF CROWLEY ANALYSIS

As noted above, for the purpose of this analysis, we have accepted Mr. Crowley's answer to the first of the two questions posed by PPL II, *i.e.*, how much expense should the Board have allocated to the western leg to reflect the rerouting of traffic off of the western leg in PPL's rebuttal evidence. The result of Mr. Crowley's analysis produced stand-alone revenues that exceed stand-alone cost over the 20-year DCF period by a total present value of approximately \$38 million. That result, however, does not reflect the effects of costs associated with those operating expense categories that were not assigned at all to the western leg by the Board in PPL I, *i.e.*, expenses associated with operating managers, general and administration, loss and damage and maintenance of way. These four expense categories are significant. For the first year of WNCRR operations, these four expense categories were calculated by PPL to be approximately \$16.9 million, or 49

⁴ In early applications of the stand-alone cost test, the Interstate Commerce Commission developed stand-alone operating expenses by computing the Rail Form A operating expenses attributable to the issue traffic, and adjusting the variable costs up to the fully-allocated cost level (based on the ratio of full cost to variable cost implicit in Rail Form A). See, for example, Ex Parte No. 347(Sub No. 1), Coal Rate Guidelines, Nationwide, slip opinion served February 24, 1983 at Appendix F, page 2, step 10. This is the functional equivalent of including the effects of both the output and capacity components of total cost, as we discuss above. It therefore offers no support for Mr. Crowley's efforts to reflect only so-called variable costs – which only reflect the effects of reducing the output component of costs to zero. In any event, the Board has long since rejected use of Rail Form A- or URCS-based unit costs to develop stand-alone operating expenses and has, instead, relied upon the more accurate, bottom-up development of operating expenses.

percent of total WMCRR operating expenses of \$34.8 million. Mr. Crowley's opening statement in this phase of the proceeding determined that \$8.2 million of expense in three of these four categories is attributable to the western leg, before the application of any URCS based percents variable.⁵

Using the DCF submitted by Mr. Crowley to develop the present value "margin" estimate of \$38 million, we have determined that an increase of approximately \$4.0 million in annual stand-alone expenses would produce a present value for stand-alone costs for the western leg that would be greater than present value of the stand-alone revenues over the 20-year DCF period. This means that substituting Mr. Crowley's estimate of \$8.2 million in annual western leg expenses for operating managers, general and administration and maintenance of way would produce stand-alone costs for the western leg that would have a present value above the corresponding present value of stand-alone revenues available from traffic moving over the western leg, thus confirming the Board's prior finding of cross subsidy.⁶

IV. CONCLUSION

In restating Mr. Crowley's analysis, we have pursued a conservative approach designed to minimize the issues that the Board must deal with. To that end, for the purposes of this proceeding we have adopted in its entirety Mr. Crowley's estimate of the effects of recognizing the rerouting of certain traffic – that occurred in PPL's rebuttal

⁵ Mr. Crowley calculated no loss and damage expenses for the western leg. Even after application of the URCS percents variable, Mr. Crowley allocates over \$6.8 million of expenses for operating managers, general and administration and maintenance of way to the western leg.

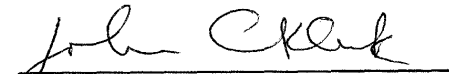
⁶ This does not include loss and damage for which Mr. Crowley attributed no cost to the western leg. Adding loss and damage costs to the western leg would further push stand-alone costs above available revenues.

evidence – on the operating expenses that the Board calculated for the western leg in PPL I. In addition, we have adopted in its entirety Mr. Crowley’s calculation of expenses for operating managers, general and administration and maintenance of way expenses associated with the western leg. The only change we have made to Mr. Crowley’s calculations is to eliminate his application of the percents variable in their entirety, for the reasons outlined above. As shown in Attachment 1, this yields stand-alone costs for the western leg that, on a present value basis, exceed stand-alone revenues for the western leg by about \$39 million. This confirms that the findings made by the Board in PPL I, i.e., that PPL’s SAC evidence cannot support PPL’s claim for relief because it relies upon a cross-subsidy from the north/south leg to the western leg used by the issue traffic, in violation of Constrained Market Pricing principles.

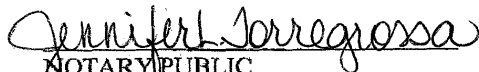
VERIFICATION

IN AND FOR THE)
DISTRICT OF COLUMBIA)
)

JOHN C. KLINK, being duly sworn, deposes and says that he has read the foregoing statement, knows the contents thereof and that the same are true as stated.

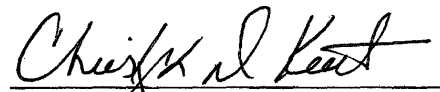

JOHN C. KLINK

Sworn to and subscribed
before me this 3rd day of
July, 2003.

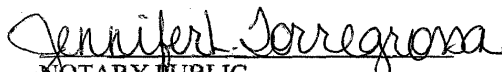

NOTARY PUBLIC

My Commission Expires May 14, 2007

CHRISTOPHER D. KENT, being duly sworn, deposes and says that he has read the foregoing statement, knows the contents thereof and that the same are true as stated.


CHRISTOPHER D. KENT

Sworn to and subscribed
before me this 3rd day of
July, 2003.


NOTARY PUBLIC

My Commission Expires May 14, 2007

WMCRR CALCULATED CASH FLOW WITH INVESTMENT RECOVERY BASED ON TIME

TABLE A: WMCRR ANNUAL COST OF CAPITAL

Year	Industry Cost of Capital (2)	Industry Cost of Debt (3)	Industry Cost of Equity (4)	WMCRR's Cost of Debt (5)	WMCRR's Cost of Equity (6)	Debt as a Percent of Total Investment (7)	Equity as a Percent of Total Investment (8)	Composite Cost of Capital (9)	1 + Cost of Capital (10)	STB Prescribed Debt as a % of Capital (11)
1998	1/ 10.69%	6.64%	13.11%	6.64%	13.11%	36.01%	63.99%	10.78%	1.1078	36.01%
1999	2/ 10.76%	7.20%	12.90%	7.20%	12.90%	35.50%	64.50%	10.88%	1.1088	35.50%
2000	3/ 10.76%	7.20%	12.90%	7.20%	12.90%	35.50%	64.50%	10.88%	1.1088	35.50%
2001				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2002				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2003				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2004				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2005				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2006				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2007				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2008				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2009				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2010				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2011				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2012				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2013				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2014				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2015				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2016				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2017				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2018				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2019				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	
2020				7.09%	12.97%	35.60%	64.40%	10.88%	1.1088	

1/ Decision in STB Ex Parte No. 558 (Sub No. 2) - Railroad Cost of Capital - 1998.

2/ Decision in STB Ex Parte No. 558 (Sub No. 3) - Railroad Cost of Capital - 1999.

3/ Decision in STB Ex Parte No. 558 (Sub No. 4) - Railroad Cost of Capital - 2000.

TABLE B: WMCRR INFLATION INDEXES

Item (1)	1995 Index (2)	1996 Index (3)	1997 Index (4)	1998 Index (5)	1999 Index (6)	Average Rates (8)
1. Material prices, wages, and supplements, combined (excl. fuel)	278.8	283.4	289.9	289.9	290.9	1/
Annual Inflation Rate						1.07% 2/
Quarterly Inflation Rate						0.27% 3/
Annual Inflation Rate compounded for 20 Years						1.2372 4/
2. Materials and supplies	224.1	225.0	231.5	232.3	230.8	5/
Annual Inflation Rate						0.74% 2/
Quarterly Inflation Rate						0.18% 3/
Annual Inflation Rate compounded for 20 Years						1.1589 4/
3. Wages and supplements	290.2	295.6	302.1	302.0	303.6	6/
Annual Inflation Rate						1.13% 2/
Quarterly Inflation Rate						0.28% 3/
Annual Inflation Rate compounded for 20 Years						1.2520 4/
4. Land						7/
Annual Inflation Rate						3.20% 7/
Average Quarterly Inflation Rate						0.79% 3/
Annual Inflation Rate compounded for 20 Years						1.8776 4/
5. Railroad Cost Adjustment Factor						
Index	Year	2000	2001	2002	2003	2004
Unadjusted 8/		(1) 5.1%	(2) 2.0%	(3) 2.4%	(4) 2.6%	(5) 2.9%
Unadjusted 8/	Year	2005 3.0%	2006 3.0%	2007 2.9%	2008 2.9%	2009-2020 3.0%
Index	Year	2000	2001	2002	2003	2004
Adjusted 9/		(1) 0.3%	(2) -1.0%	(3) 0.2%	(4) 1.4%	(5) 2.7%
Adjusted 9/	Year	2005 2.2%	2006 1.5%	2007 1.0%	2008 1.0%	2009-2020 1.0%

1/ Used to Index Road Property Accounts 3, 5, 6, 13, 16, 17, 19, 20, 26, 27, and 39.

2/ ((Column (6) + Column (2))^(1/4)) - 1. The Annual Rate is used to develop the Quarterly and Annual Inflation Rate compounded for 20 Years.

3/ ((1 + Column (8) Annual Inflation Rate)^(1/4)) - 1. The Quarterly Inflation Rate is used to develop the weighted average Inflation Factor in Table H.

4/ (1 + Column (8) Annual Inflation Rate / 100)^(20)

5/ Used to Index Road Property Accounts 8, 9, and 11.

6/ Used to Index Road Property Accounts 1, and 12.

7/ Used to Index Road Property Account 2.

8/ Used to Index Revenues in Table L.

9/ Used to Index expenses in Table K.

TABLE C: WMCRR ROAD PROPERTY INVESTMENT VALUES

Construction of the WMCRR occurs over a two and one half year period. Investments are in 7/1/00 dollars.

Road Property Account (1)	Road Property Component (2)	Service Life In Years 1/ (3)	Investment In 7/1/1998 Dollars 2/ (4)	Investment In 7/1/1999 Dollars 3/ (5)	Investment In 7/1/2000 Dollars 4/ (6)	1998 Investment Value 5/ (7)	1999 Investment Value 6/ (8)	2000 Investment Value 7/ (9)	Total Property Investment 302,000.8/ (10)
1	Engineering	NA	\$47,715,138	\$47,699,343	\$47,952,055	\$31,969,142	\$15,740,763	\$0	\$47,709,926
2	Land	NA	6,918,465	7,139,856	7,368,331	\$6,918,465	\$0	\$0	6,918,465
3	Grading	88	157,854,769	157,854,769	158,399,284	\$47,356,431	\$110,498,339	\$0	157,854,769
1A	Training Startup Costs	NA	0	0	0	\$0	\$0	\$0	0
6	Bridges & Culverts	76	47,398,871	47,398,871	47,562,372	\$14,219,661	\$33,179,210	\$0	47,398,871
8	Ties	20	32,359,679	32,471,505	32,261,831	\$0	\$24,353,628	\$8,065,458	32,419,086
9	Rails and OTM	29	109,381,058	109,759,049	109,050,316	\$0	\$82,319,287	\$27,262,579	109,581,866
11	Ballast	23	26,483,268	26,574,787	26,403,189	\$0	\$19,931,090	\$6,600,797	26,531,887
12	Labor	26	37,342,091	37,329,731	37,527,504	\$0	\$27,997,298	\$9,381,876	37,379,174
13	Fences and Roadway Signs	79	5,281,464	5,281,464	5,299,682	\$1,584,439	\$3,697,025	\$0	5,281,464
16	Station and Office Buildings	30	576,146	576,146	578,133	\$0	\$432,109	\$144,533	576,642
17	Roadway Buildings	36	935,507	935,507	938,734	\$0	\$701,630	\$234,684	936,314
19	Fuel Stations	31	0	0	0	\$0	\$0	\$0	0
20	Shops and Enginehouses	52	0	0	0	\$0	\$0	\$0	0
26	Communications Systems	22	2,774,939	2,774,939	2,784,511	\$0	\$2,081,204	\$696,128	2,777,332
27	Signals and interlockers	30	42,750,393	42,750,393	42,897,859	\$0	\$32,062,795	\$10,724,465	42,787,260
39	Public Improvements	55	1,225,074	1,225,074	1,229,300	\$0	\$918,806	\$307,325	1,226,131
	Total		\$518,986,862	\$519,771,433	\$520,253,101	\$102,048,139	\$353,913,204	\$63,417,844	\$519,379,186

1/ 1 + Depreciation Rate in Schedule 332 of BNSF's 1999 Annual Report R-1.

2/ 7/1/2000 (Column (6)), indexed to 1988 dollars; Column (6) + (1 + Annual Inflation Rate from Table B, Column (7))².

3/ 7/1/2000 (Column (6)), indexed to 1989 dollars; Column (6) + (1 + Annual Inflation Rate from Table B, Column (7))¹.

4/ 7/1/2000 (Column (6)), indexed to 2000 dollars; Column (6) + (1 + Annual Inflation Rate from Table B, Column (7))⁰.

5/ Column (4) x Percent constructed in 1988.

6/ Column (5) x Percent constructed in 1989.

7/ Column (6) x Percent constructed in 2000.

8/ Sum of Column's (7) through (9).

TABLE D: INTEREST DURING CONSTRUCTION

Month of Installation (1)	Cost of Funds 1/ (2)	Timing of Account 1 Investment 2/ (3)	Timing of Account 2/ Investment 2/ (4)	Timing of Accounts 3 And 13 Investment 2/ (5)	Timing of Account 6 Investment 2/ (6)	Timing of Accounts 8 Through 39 Investment 2/ (7)	Total Investment by Month 3/ (8)	Interest During Construction 4/ (9)	Cost of Debt 5/ (10)	Deductible Interest During Construction 6/ (11)
Jan 98	0.86%	\$2,664,095					\$2,664,095		0.54%	
Feb 98	0.86%	2,664,095					2,664,095	\$22,826	0.54%	\$5,197
Mar 98	0.86%	2,664,095					2,664,095	45,847	0.54%	10,351
Apr 98	0.86%	2,664,095					2,664,095	69,066	0.54%	15,593
May 98	0.86%	2,664,095	\$1,153,077				3,817,173	92,483	0.54%	20,880
Jun 98	0.86%	2,664,095	1,153,077				3,817,173	125,981	0.54%	28,443
Jul 98	0.86%	2,664,095	1,153,077				3,817,173	159,766	0.54%	36,070
Aug 98	0.86%	2,664,095	1,153,077				3,817,173	193,840	0.54%	43,763
Sep 98	0.86%	2,664,095	1,153,077				24,870,683	228,206	0.54%	51,522
Oct 98	0.86%	2,664,095	1,153,077	\$16,313,623	\$4,739,887		24,870,683	443,252	0.54%	100,072
Nov 98	0.86%	2,664,095		16,313,623	4,739,887		23,717,606	660,141	0.54%	149,039
Dec 98	0.86%	2,664,095	0	16,313,623	4,739,887		23,676,974	876,419	0.58%	209,219
Jan 99	0.86%	2,623,464	0	16,313,623	4,739,887		23,676,974	1,088,586	0.58%	259,867
Feb 99	0.86%	2,623,464	0	16,313,623	4,739,887		23,676,974	1,302,585	0.58%	310,953
Mar 99	0.86%	2,623,464	0	16,313,623	4,739,887	\$21,199,761	44,876,735	1,518,434	0.58%	362,480
Apr 99	0.86%	2,623,464	0	16,313,623	4,739,887	21,199,761	44,876,735	1,919,336	0.58%	458,183
May 99	0.86%	2,623,464	0	16,313,623	4,739,887	21,199,761	42,253,271	2,323,701	0.58%	554,714
Jun 99	0.86%	2,623,464	0	16,313,623	4,739,887	21,199,761	21,199,761	2,731,561	0.58%	652,078
Jul 99	0.86%	0	0	0	0	21,199,761	21,199,761	3,120,276	0.58%	744,872
Aug 99	0.86%	0	0	0	0	21,199,761	21,199,761	3,330,426	0.58%	795,039
Sep 99	0.86%	0	0	0	0	21,199,761	21,199,761	3,542,392	0.58%	845,639
Oct 99	0.86%	0	0	0	0	21,199,761	21,199,761	3,756,189	0.58%	896,677
Nov 99	0.86%	0	0	0	0	21,199,761	21,199,761	3,971,834	0.58%	948,156
Dec 99	0.86%	0	0	0	0	21,139,281	21,139,281	4,189,342	0.58%	1,000,079
Jan 00	0.86%	0	0	0	0	21,139,281	21,139,281	4,408,207	0.58%	1,052,327
Feb 00	0.86%	0	0	0	0	21,139,281	21,139,281	4,628,963	0.58%	1,105,025
Mar 00	0.86%	0	0	0	0	0	0	4,851,627	0.58%	1,158,180
Apr 00	0.86%	0	0	0	0	0	0	4,893,550	0.58%	1,168,188
May 00	0.86%	0	0	0	0	0	0	4,935,636	0.58%	1,178,282
Jun 00	0.86%	0	0	0	0	0	0			
Total		\$47,709,926	\$6,918,465	\$163,136,233	\$47,398,871	\$254,215,691	\$519,379,186	\$59,430,673		\$14,160,885

1/ ((1 + Cost of Capital from Table A for the applicable year)^(1/12) - 1) x 100.

2/ Applicable account value from Table C for the applicable investment period.

3/ Sum of Columns (3) through (7).

4/ Feb 98 equals Column (2) x prior Column (8), all other periods equal Column (2) x ((Sum of Column (8) for all prior periods) + (Sum of Column (9) for all prior periods)).

5/ ((1 + Cost of Debt from Table A for the applicable year)^(1/12) - 1) x 100.

6/ Feb 98 equals prior Column (8) x Column (10) x Table A, Column (7) for 1987, all other periods equal Column (10) x ((Sum of Column (8) for all prior periods) + (Sum of Column (9) for all prior periods)) x Table A, Column (7) for the applicable year.

TABLE E. WINCOR AMORTIZATION SCHEDULE OF ASSETS PURCHASED WITH DEBT CAPITAL

AMORTIZATION SCHEDULE FOR THE WINCOR 1989 ROAD PROPERTY INVESTMENT FOR THE 302000 START-UP									
Quarter	(1)	1. TOTAL INVESTMENT	2. IDC	3. PRINCIPAL	4. INTEREST	5. TERM	6. PAYMENT	Ending Balance	Payment
		Beginning Balance	Interest	Principal	Per Quarter	Quarters	Per Quarter	Balance	Per Quarter
		(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1	1	\$17,462,646	\$232,017	\$839,310	\$607,293	80	\$839,310	\$17,462,646	\$839,310
2	2	37,250,629	37,014,853	839,310	603,534	79	839,310	37,014,853	839,310
3	3	37,014,853	36,775,257	839,310	599,714	78	839,310	36,775,257	839,310
4	4	36,775,257	36,531,779	839,310	595,832	77	839,310	36,531,779	839,310
5	5	36,531,779	36,284,357	839,310	591,887	76	839,310	36,284,357	839,310
6	6	36,284,357	36,032,925	839,310	587,878	75	839,310	36,032,925	839,310
7	7	36,032,925	35,777,420	839,310	583,805	74	839,310	35,777,420	839,310
8	8	35,777,420	35,517,775	839,310	579,668	73	839,310	35,517,775	839,310
9	9	35,517,775	35,253,924	839,310	575,468	72	839,310	35,253,924	839,310
10	10	35,253,924	34,985,797	839,310	571,205	71	839,310	34,985,797	839,310
11	11	34,985,797	34,713,326	839,310	566,879	70	839,310	34,713,326	839,310
12	12	34,713,326	34,436,441	839,310	562,494	69	839,310	34,436,441	839,310
13	13	34,436,441	34,155,070	839,310	558,050	68	839,310	34,155,070	839,310
14	14	34,155,070	33,868,139	839,310	553,548	67	839,310	33,868,139	839,310
15	15	33,868,139	33,576,577	839,310	548,987	66	839,310	33,576,577	839,310
16	16	33,576,577	33,283,306	839,310	544,368	65	839,310	33,283,306	839,310
17	17	33,283,306	32,988,322	839,310	539,690	64	839,310	32,988,322	839,310
18	18	32,988,322	32,691,526	839,310	534,954	63	839,310	32,691,526	839,310
19	19	32,691,526	32,392,869	839,310	530,161	62	839,310	32,392,869	839,310
20	20	32,392,869	32,092,353	839,310	525,311	61	839,310	32,092,353	839,310

AMORTIZATION SCHEDULE FOR THE WINCOR 1989 ROAD PROPERTY INVESTMENT FOR THE 302000 START-UP									
Quarter	(1)	1. TOTAL INVESTMENT	2. IDC	3. PRINCIPAL	4. INTEREST	5. TERM	6. PAYMENT	Ending Balance	Payment
		Beginning Balance	Interest	Principal	Per Quarter	Quarters	Per Quarter	Balance	Per Quarter
		(7)	(8)	(9)	(10)	(11)	(12)	(13)	(14)
1	1	\$136,105,204	\$135,314,207	\$3,177,392	\$700,097	80	\$3,177,392	\$135,314,207	\$700,097
2	2	135,314,207	134,500,341	3,177,392	694,866	79	3,177,392	134,500,341	694,866
3	3	134,500,341	133,660,362	3,177,392	689,978	78	3,177,392	133,660,362	689,978
4	4	133,660,362	132,800,075	3,177,392	685,338	77	3,177,392	132,800,075	685,338
5	5	132,800,075	131,916,259	3,177,392	680,945	76	3,177,392	131,916,259	680,945
6	6	131,916,259	131,008,975	3,177,392	676,795	75	3,177,392	131,008,975	676,795
7	7	131,008,975	130,082,314	3,177,392	672,883	74	3,177,392	130,082,314	672,883
8	8	130,082,314	129,137,976	3,177,392	669,092	73	3,177,392	129,137,976	669,092
9	9	129,137,976	128,176,453	3,177,392	665,420	72	3,177,392	128,176,453	665,420
10	10	128,176,453	127,200,219	3,177,392	661,865	71	3,177,392	127,200,219	661,865
11	11	127,200,219	126,212,770	3,177,392	658,425	70	3,177,392	126,212,770	658,425
12	12	126,212,770	125,216,724	3,177,392	655,000	69	3,177,392	125,216,724	655,000
13	13	125,216,724	124,213,614	3,177,392	651,689	68	3,177,392	124,213,614	651,689
14	14	124,213,614	123,204,074	3,177,392	648,492	67	3,177,392	123,204,074	648,492
15	15	123,204,074	122,189,634	3,177,392	645,308	66	3,177,392	122,189,634	645,308
16	16	122,189,634	121,170,904	3,177,392	642,135	65	3,177,392	121,170,904	642,135
17	17	121,170,904	120,138,569	3,177,392	639,072	64	3,177,392	120,138,569	639,072
18	18	120,138,569	119,093,166	3,177,392	636,119	63	3,177,392	119,093,166	636,119
19	19	119,093,166	118,035,166	3,177,392	633,276	62	3,177,392	118,035,166	633,276
20	20	118,035,166	117,065,166	3,177,392	630,543	61	3,177,392	117,065,166	630,543

AMORTIZATION SCHEDULE FOR THE WINCOR 2000 ROAD PROPERTY INVESTMENT FOR THE 302000 START-UP									
Quarter	(1)	1. TOTAL INVESTMENT	2. IDC	3. PRINCIPAL	4. INTEREST	5. TERM	6. PAYMENT	Ending Balance	Payment
		Beginning Balance	Interest	Principal	Per Quarter	Quarters	Per Quarter	Balance	Per Quarter
		(12)	(13)	(14)	(15)	(16)	(17)	(18)	(19)
1	1	\$32,420,506	\$32,232,069	\$756,860	\$188,417	80	\$756,860	\$32,420,506	\$756,860
2	2	32,232,069	32,040,389	756,860	187,721	79	756,860	32,040,389	756,860
3	3	32,040,389	31,845,287	756,860	187,025	78	756,860	31,845,287	756,860
4	4	31,845,287	31,646,784	756,860	186,328	77	756,860	31,646,784	756,860
5	5	31,646,784	31,444,801	756,860	185,631	76	756,860	31,444,801	756,860
6	6	31,444,801	31,239,277	756,860	184,934	75	756,860	31,239,277	756,860
7	7	31,239,277	31,030,148	756,860	184,237	74	756,860	31,030,148	756,860
8	8	31,030,148	30,817,354	756,860	183,540	73	756,860	30,817,354	756,860
9	9	30,817,354	30,600,828	756,860	182,843	72	756,860	30,600,828	756,860
10	10	30,600,828	30,380,506	756,860	182,146	71	756,860	30,380,506	756,860
11	11	30,380,506	30,156,320	756,860	181,449	70	756,860	30,156,320	756,860
12	12	30,156,320	29,929,204	756,860	180,752	69	756,860	29,929,204	756,860
13	13	29,929,204	29,699,089	756,860	180,055	68	756,860	29,699,089	756,860
14	14	29,699,089	29,466,903	756,860	179,358	67	756,860	29,466,903	756,860
15	15	29,466,903	29,232,577	756,860	178,661	66	756,860	29,232,577	756,860
16	16	29,232,577	28,997,036	756,860	177,964	65	756,860	28,997,036	756,860
17	17	28,997,036	28,760,208	756,860	177,267	64	756,860	28,760,208	756,860
18	18	28,760,208	28,522,017	756,860	176,570	63	756,860	28,522,017	756,860
19	19	28,522,017	28,282,367	756,860	175,873	62	756,860	28,282,367	756,860
20	20	28,282,367	28,041,147	756,860	175,176	61	756,860	28,041,147	756,860

1/ From Table D, Column (6) for the applicable year investment.
2/ From Table D, Column (9) for the applicable year investment.
3/ (Total Investment + IDC) x (Proportion of Debt from Table A, Column (7)).
4/ From Table A, Column (5) for the applicable year investment.
5/ From Table A, Column (6) for the applicable year investment.
6/ Line 3 Principal amount over Line 5 Term at Line 4 Interest Rate on a quarterly basis.
7/ Current quarter Beginning Balance - Principal.
8/ Current quarter Payment - Interest.
9/ Current quarter Beginning Balance x (1 + The Quarterly Interest Rate).

TABLE E-WMCR AMORTIZATION SCHEDULE OF ASSETS PURCHASED WITH DEBT CAPITAL

(Continued)

AMORTIZATION SCHEDULE FOR THE WMCR 1989 ROAD PROPERTY INVESTMENT FOR THE 30200 START-UP									
Quarter (1)	1. TOTAL INVESTMENT (2)	2. DC (3)	3. PRINCIPAL (4)	4. INTEREST (5)	5. TERM (6)	6. PAYMENT ===== (7)	Beginning Balance (8)	Ending Balance (9)	Payment (10)
21	\$2,063,603	\$1,733,625	\$319,978	\$519,332	\$119,822	\$119,822	\$119,822	\$119,822	\$119,822
22	31,733,625	31,008,463	839,310	514,147	119,822	119,822	119,822	119,822	119,822
23	31,008,463	31,078,032	839,310	508,979	119,822	119,822	119,822	119,822	119,822
24	31,078,032	30,742,248	839,310	503,525	119,822	119,822	119,822	119,822	119,822
25	30,742,248	30,401,023	839,310	498,065	119,822	119,822	119,822	119,822	119,822
26	30,401,023	30,054,270	839,310	492,557	119,822	119,822	119,822	119,822	119,822
27	30,054,270	29,701,889	839,310	486,938	119,822	119,822	119,822	119,822	119,822
28	29,701,889	29,343,819	839,310	481,229	119,822	119,822	119,822	119,822	119,822
29	29,343,819	28,979,937	839,310	475,428	119,822	119,822	119,822	119,822	119,822
30	28,979,937	28,610,159	839,310	469,534	119,822	119,822	119,822	119,822	119,822
31	28,610,159	28,234,391	839,310	463,541	119,822	119,822	119,822	119,822	119,822
32	28,234,391	27,852,534	839,310	457,453	119,822	119,822	119,822	119,822	119,822
33	27,852,534	27,464,490	839,310	451,268	119,822	119,822	119,822	119,822	119,822
34	27,464,490	27,070,160	839,310	444,979	119,822	119,822	119,822	119,822	119,822
35	27,070,160	26,669,440	839,310	438,590	119,822	119,822	119,822	119,822	119,822
36	26,669,440	26,262,228	839,310	432,098	119,822	119,822	119,822	119,822	119,822
37	26,262,228	25,848,416	839,310	425,500	119,822	119,822	119,822	119,822	119,822
38	25,848,416	25,427,904	839,310	418,785	119,822	119,822	119,822	119,822	119,822
39	25,427,904	25,000,576	839,310	411,962	119,822	119,822	119,822	119,822	119,822
40	25,000,576	24,568,325	839,310	405,036	119,822	119,822	119,822	119,822	119,822

1/ From Table D, Column (6) for the applicable year investment.
 2/ From Table D, Column (6) for the applicable year investment.
 3/ (Total Investment + DC) x (Proportion of Debt from Table A, Column (7)).
 4/ From Table A, Column (5) for the applicable year investment.
 5/ From Table A, Column (5) for the applicable year investment.
 6/ Line 3 Principal amount over Line 5 Term at Line 4 Interest Rate on a quarterly basis.
 7/ Current quarter Beginning Balance - Principal.
 8/ Current quarter Beginning Balance x (1 + The Quarterly Interest Rate).

TABLE E: WMCRR AMORTIZATION SCHEDULE OF ASSETS PURCHASED WITH DEBT CAPITAL

(Continued)

AMORTIZATION SCHEDULE FOR THE WMCRR 1998 ROAD PROPERTY INVESTMENT FOR THE 30200 START-UP									
AMORTIZATION SCHEDULE FOR THE WMCRR 1998 ROAD PROPERTY INVESTMENT FOR THE 30200 START-UP									
AMORTIZATION SCHEDULE FOR THE WMCRR 2000 ROAD PROPERTY INVESTMENT FOR 302000 START-UP									
Quarter	Beginning Balance (1)	Ending Balance (3)	Payment (4)	Principal \$/ (5)	Interest \$/ (6)	Beginning Balance (7)	Ending Balance (8)	Payment (9)	Principal \$/ (10)
41	\$24,566,325	\$24,125,038	\$839,310	\$441,267	\$398,023	\$30,800,703	\$30,215,361	\$3,177,392	\$1,595,312
42	24,125,038	23,678,602	839,310	448,436	390,873	29,212,361	28,602,223	3,177,392	1,613,138
43	23,678,602	23,220,900	839,310	455,702	383,608	27,602,223	26,990,801	3,177,392	1,631,422
44	23,220,900	22,757,815	839,310	463,085	376,224	25,990,801	25,378,599	3,177,392	1,649,706
45	22,757,815	22,287,227	839,310	470,588	368,722	24,378,599	23,758,112	3,177,392	1,668,000
46	22,287,227	21,809,014	839,310	478,213	361,097	22,758,112	22,127,224	3,177,392	1,686,304
47	21,809,014	21,323,053	839,310	485,961	353,349	21,127,224	20,494,918	3,177,392	1,704,618
48	21,323,053	20,837,364	839,310	493,834	345,476	19,494,918	18,861,125	3,177,392	1,722,943
49	20,837,364	20,347,119	839,310	501,835	337,474	17,861,125	17,273,125	3,177,392	1,741,278
50	20,347,119	19,857,180	839,310	509,968	329,341	16,227,125	15,681,460	3,177,392	1,759,622
51	19,857,180	19,363,458	839,310	518,228	321,081	14,594,460	14,091,460	3,177,392	1,777,976
52	19,363,458	18,870,955	839,310	526,655	312,655	12,961,460	12,500,460	3,177,392	1,796,340
53	18,870,955	18,379,678	839,310	535,157	304,153	11,328,460	10,939,460	3,177,392	1,814,714
54	18,379,678	17,889,625	839,310	543,828	295,482	9,695,460	9,378,460	3,177,392	1,833,100
55	17,889,625	17,400,841	839,310	552,639	286,671	8,062,460	7,801,460	3,177,392	1,851,496
56	17,400,841	16,913,584	839,310	561,563	277,717	6,429,460	6,169,460	3,177,392	1,869,902
57	16,913,584	16,427,849	839,310	570,662	268,618	4,796,460	4,566,460	3,177,392	1,888,318
58	16,427,849	15,943,625	839,310	579,938	259,372	3,163,460	2,933,460	3,177,392	1,906,744
59	15,943,625	15,460,919	839,310	589,384	249,915	1,530,460	1,299,460	3,177,392	1,925,180
60	15,460,919	14,979,735	839,310	598,992	240,427	0	0	3,177,392	1,943,626

1/ From Table D, Column (8) for the applicable year investment.
 2/ From Table D, Column (9) for the applicable year investment.
 3/ (Total Investment + IDC) x (Proportion of Debt from Table A, Column (7)).
 4/ From Table A, Column (5) for the applicable year investment.
 5/ Model life of 20 years x 4.
 6/ From Table A, Column (6) for the applicable year investment.
 7/ Current quarter Beginning Balance - Principal.
 8/ Current quarter Beginning Balance - Interest.
 9/ Current quarter Beginning Balance x (1 + The Quarterly Interest Rate).

TABLE E: WMORR AMORTIZATION SCHEDULE OF ASSETS PURCHASED WITH DEBT CAPITAL
(Continued)

AMORTIZATION SCHEDULE FOR THE WMORR 1986 ROAD PROPERTY INVESTMENT FOR THE 302000 START-UP									
Quarter (1)	Beginning Balance (2)	Ending Balance (3)	Payment (4)	Principal \$/ (5)	Interest \$/ (6)	Beginning Balance (7)	Ending Balance (8)	Payment (9)	Principal \$/ (10)
61	\$14,240,503	\$13,631,917	\$39,310	\$698,595	\$230,724	\$53,213,100	\$50,989,719	\$3,177,392	\$2,244,382
62	13,631,917	13,013,472	839,310	698,595	220,864	50,989,719	48,684,984	3,177,392	2,283,734
63	13,013,472	12,385,005	839,310	638,468	210,844	48,684,984	46,381,208	3,177,392	2,323,778
64	12,385,005	11,746,368	839,310	578,541	200,824	46,381,208	44,077,432	3,177,392	2,363,822
65	11,746,368	11,097,382	839,310	518,614	190,804	44,077,432	41,773,656	3,177,392	2,403,866
66	11,097,382	10,437,852	839,310	458,687	180,784	41,773,656	39,469,880	3,177,392	2,443,910
67	10,437,852	9,767,856	839,310	398,760	170,764	39,469,880	37,166,104	3,177,392	2,483,954
68	9,767,856	9,086,602	839,310	338,833	160,744	37,166,104	34,862,328	3,177,392	2,524,000
69	9,086,602	8,394,513	839,310	278,906	150,724	34,862,328	32,558,552	3,177,392	2,564,044
70	8,394,513	7,691,211	839,310	218,979	140,704	32,558,552	30,254,776	3,177,392	2,604,088
71	7,691,211	6,976,514	839,310	159,052	130,684	30,254,776	27,951,000	3,177,392	2,644,132
72	6,976,514	6,251,217	839,310	99,125	120,664	27,951,000	25,647,224	3,177,392	2,684,176
73	6,251,217	5,512,184	839,310	39,198	110,644	25,647,224	23,343,448	3,177,392	2,724,220
74	5,512,184	4,762,193	839,310	-20,729	100,624	23,343,448	21,039,672	3,177,392	2,764,264
75	4,762,193	4,000,040	839,310	-80,756	90,604	21,039,672	18,735,896	3,177,392	2,804,308
76	4,000,040	3,225,539	839,310	-160,829	80,584	18,735,896	16,432,120	3,177,392	2,844,352
77	3,225,539	2,438,488	839,310	-240,888	70,564	16,432,120	14,128,344	3,177,392	2,884,396
78	2,438,488	1,638,688	839,310	-320,947	60,544	14,128,344	11,824,568	3,177,392	2,924,440
79	1,638,688	825,928	839,310	-400,988	50,524	11,824,568	9,520,792	3,177,392	2,964,484
80	825,928	0	839,310	-481,029	40,504	9,520,792	7,217,016	3,177,392	3,004,528

AMORTIZATION SCHEDULE FOR THE WMORR 1989 ROAD PROPERTY INVESTMENT FOR THE 302000 START-UP									
Quarter (1)	Beginning Balance (2)	Ending Balance (3)	Payment (4)	Principal \$/ (5)	Interest \$/ (6)	Beginning Balance (7)	Ending Balance (8)	Payment (9)	Principal \$/ (10)
1	\$393,913,204	\$393,913,204	\$3,177,392	\$3,177,392	\$0	\$393,913,204	\$393,913,204	\$3,177,392	\$3,177,392
2	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
3	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
4	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
5	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
6	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
7	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
8	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
9	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
10	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
11	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
12	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
13	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
14	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
15	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
16	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
17	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
18	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
19	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
20	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
21	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
22	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
23	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
24	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
25	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
26	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
27	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
28	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
29	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
30	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
31	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
32	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
33	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
34	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
35	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
36	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
37	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
38	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
39	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
40	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
41	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
42	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
43	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
44	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
45	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
46	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
47	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
48	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
49	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
50	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
51	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
52	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
53	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
54	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
55	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
56	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
57	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
58	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
59	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
60	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
61	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
62	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
63	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
64	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
65	393,913,204	393,913,204	3,177,392	3,177,392	0	393,913,204	393,913,204	3,177,392	3,177,392
66	393,913,204	393,913,204	3,177,392	3,177,392	0	393			

TABLE F: WMCRR PRESENT VALUE OF REPLACEMENT COST

Road Property Account (1)	Road Property Component (2)	Service Life In Years 1/ (3)	Investment 2/ (4)	Salvage 3/ (5)	Replacement Year Asset Net Cost 4/ (6)	Replacement Cost Adjusted To Reflect An Infinite Life 5/ (7)	Present Value Of Replacement Cost Adjusted To Reflect An Infinite Life (2000 Dollars) 6/ (8)
3	Grading	88	\$446,424,696	\$0	\$419,769,247	\$419,880,297	\$45,181
1A	Startup Training Costs	20	0	0	0	0	0
6	Bridges & Culverts	76	117,052,336	4,718,833	83,819,187	83,891,810	33,630
8	Ties	20	41,488,430	0	27,406,351	32,338,193	4,016,534
9	Rails and OTM	29	149,619,837	22,327,011	84,537,805	90,640,564	4,545,737
11	Ballast	23	34,618,830	0	22,868,443	25,969,205	2,458,713
12	Labor	26	55,404,648	0	36,599,101	40,053,031	2,643,165
13	Fences and Roadway Signs	79	13,463,336	0	10,019,205	10,025,780	2,954
16	Station and Office Buildings	30	876,986	0	824,622	877,321	38,767
17	Roadway Buildings	36	1,509,881	0	1,258,283	1,305,259	32,678
19	Fuel Stations	31	0	0	0	0	0
20	Shops and Enginehouses	52	0	0	0	0	0
26	Communications Systems	22	3,859,689	322,259	2,343,773	2,700,747	286,217
27	Signals and interlockers	30	65,072,936	2,940,515	41,130,908	43,759,438	1,933,661
39	Public improvements	55	2,418,577	0	1,799,868	1,811,057	6,422
	Total		\$931,810,182	\$30,308,617	\$732,376,794	\$753,252,702	\$16,043,660

1/ From Table C, Column (3).

2/ (Table C, Column (10) after allocation of Engineering) x (Table B, Inflation Index)/(Column (3)).

3/ [(Column (4) x Salvage %) - (Table C, Column (10) after allocation of Engineering x Salvage %)] x (1 - Current Federal Tax Rate) + (Table C, Column (10) after allocation of Engineering x Salvage %).

4/ Column (4) - (Present Value of the remaining tax deductions for depreciation, interest expense and the Present Value of any salvage).

5/ Column (6) + [(Column (6)) / ((1 + Real Cost of Capital)/(Column (3) - 1))].

6/ Column (7) / ((1 + Nominal Cost of Capital)/(Column (3))).

TABLE G: WMCRR TAX DEPRECIATION SCHEDULES

Depreciation of Start-up investment for tax purposes using accounting lives from Modified Accelerated Cost Recovery System (MACRS) 1/

Road Property Account (1)	Road Property Component (2)	Asset Lives Per MACRS (3)	Total 7/1/2000 Investment (4)	Depreciable Base (5)
1	Engineering	2/	\$47,709,926	\$47,709,926
2	Land	N/A	6,918,465	0
3	Grading	50	157,854,769	157,854,769
1A	Startup Training Costs	2/	0	0
6	Bridges & Culverts	15	32,419,086	32,419,086
8	Ties	7	109,581,866	109,581,866
9	Rails and OTM	7	26,531,887	26,531,887
11	Ballast	7	37,379,174	37,379,174
12	Labor	7	5,281,464	5,281,464
13	Fences and Roadway Signs	15	576,642	576,642
16	Station and Office Buildings	15	936,314	936,314
17	Roadway Buildings	15	0	0
19	Fuel Stations	15	0	0
20	Shops and Enginehouses	15	2,777,332	2,777,332
26	Communications Systems	7	42,787,260	42,787,260
27	Signals and interlockers	7	1,226,131	1,226,131
39	Public Improvements	15	\$519,379,186	\$512,460,721
	Total			

1/ Applicable Depreciation Method: 200 or 150 percent Declining Balance Switching to Straight Line

Applicable Recovery Periods: 7, 15 and 50 a/ years

Applicable Convention: Mid-quarter (property placed in service in third quarter)

The Depreciation Rates are as follows for the corresponding Recovery Period and Recovery year:

Recovery Year	5-Year	7-Year	15-Year	50-Year	Recovery Year	7-Year	15-Year	50-Year
1	20.00%	10.71%	3.750%	2.00%	10	0.00%	5.910%	2.00%
2	20.00%	25.51%	9.630%	2.00%	11	0.00%	5.910%	2.00%
3	20.00%	18.22%	8.660%	2.00%	12	0.00%	5.910%	2.00%
4	20.00%	13.02%	7.800%	2.00%	13	0.00%	5.910%	2.00%
5	20.00%	9.30%	7.020%	2.00%	14	0.00%	5.910%	2.00%
6		8.85%	6.310%	2.00%	15	0.00%	3.690%	2.00%
7		8.85%	5.900%	2.00%	16	0.00%	0.000%	2.00%
8		5.53%	5.900%	2.00%	17	0.00%	0.000%	2.00%
9		0.00%	5.910%	2.00%	18	0.00%	0.000%	2.00%
					19-50	0.00%	0.000%	2.00%

a/ 50 year property uses the Straight Line Method for all time periods

2/ Applicable Recovery Period of 5 years for amortization of business start-up costs.

TABLE G: WMCRR TAX DEPRECIATION SCHEDULES
(Continued)

Year (1)	Amortization - 5 Years			Depreciation - MACRS 7 Years			Depreciation - MACRS 15 Years			Depreciation - MACRS 50 Years			Total Annual Depreciation 10/ (14)
	Unamortized Investment 1/ (2)	Rate 2/ (3)	Annual Amort. 3/ (4)	Undepreciated Investment 4/ (5)	Rate 2/ (6)	Annual Amount 5/ (7)	Undepreciated Investment 6/ (8)	Rate 2/ (9)	Annual Amount 7/ (10)	Unamortized Investment 8/ (11)	Rate 2/ (12)	Annual Amount 9/ (13)	
1	\$47,709,926	20.00%	\$9,541,985	\$251,476,605	10.71%	\$26,933,144	\$55,419,422	3.75%	\$2,078,228	\$157,854,769	2%	\$3,157,095	\$41,710,453
2	38,167,940	20.00%	9,541,985	224,543,460	25.51%	64,151,682	53,341,194	9.63%	5,336,890	154,697,674	2%	3,157,095	82,187,653
3	28,625,955	20.00%	9,541,985	160,391,778	18.22%	45,819,037	48,004,303	8.66%	4,799,322	151,540,579	2%	3,157,095	63,317,440
4	19,083,970	20.00%	9,541,985	114,572,741	13.02%	32,742,254	43,204,981	7.80%	4,322,715	148,383,483	2%	3,157,095	49,764,049
5	9,541,985	20.00%	9,541,985	81,830,487	9.30%	23,387,324	38,882,266	7.02%	3,890,443	145,226,388	2%	3,157,095	39,976,848
6				58,443,163	8.85%	22,255,680	34,991,823	6.31%	3,496,966	142,069,293	2%	3,157,095	28,909,740
7				36,187,483	8.86%	22,280,827	31,494,857	5.90%	3,269,746	138,912,197	2%	3,157,095	28,707,668
8				13,906,656	5.53%	13,906,656	28,225,112	5.90%	3,269,746	135,755,102	2%	3,157,095	20,333,498
9							24,955,366	5.91%	3,275,288	132,598,006	2%	3,157,095	6,426,841
10							21,680,078	5.90%	3,269,746	129,440,911	2%	3,157,095	6,432,383
11							18,410,332	5.91%	3,275,288	126,283,816	2%	3,157,095	6,426,841
12							15,135,044	5.90%	3,269,746	123,126,720	2%	3,157,095	6,432,383
13							11,865,298	5.91%	3,275,288	119,969,625	2%	3,157,095	6,426,841
14							8,590,010	5.90%	3,269,746	116,812,529	2%	3,157,095	6,432,383
15							5,320,264	5.91%	3,275,288	113,655,434	2%	3,157,095	5,202,072
16							2,044,977	3.69%	2,044,977	110,498,339	2%	3,157,095	3,157,095
17										107,341,243	2%	3,157,095	3,157,095
18										104,184,148	2%	3,157,095	3,157,095
19										101,027,052	2%	3,157,095	3,157,095
20										97,869,957	2%	3,157,095	3,157,095
										94,712,862			

1/ From Table G, Page 10, Column (5), Road Property Accounts 1 and 1A.

2/ From Table G, Footnote 1/, Page 10.

3/ Column (2), Year 1 x Column (3).

4/ From Table G, Page 10, Column (5), Road Property Accounts 8, 9, 11, 12, 26, and 27.

5/ Column (5), Year 1 x Column (6).

6/ From Table G, Page 10, Column (5), Road Property Accounts 6, 13, 16, 17, 19, 20 and 39.

7/ Column (8), Year 1 x Column (9).

8/ From Table G, Page 10, Column (5), Road Property Account 3.

9/ Column (11), Year 1 x Column (12).

10/ Column (4) + Column (7) + Column (10) + Column (13).

TABLE H: WMCRR AVERAGE ANNUAL INFLATION IN ASSET PRICES

Development of average annual inflation factors for all capital assets

1. 3Q2000 Land value
2. 3Q2000 Road Property asset value accounts 3, 6, 13, 17, 20, 26, 27, and 39
3. 3Q2000 Road Property asset value accounts 8, 9, and 11
4. 3Q2000 Road Property asset value account 1, 1A and 12

\$6,918,465 1/
 \$258,838,783 1/
 \$168,532,839 1/
 \$85,089,099 1/

Period (1)	Quarter (2)	Inflation Index For Land 2/ (3)	Inflation Index For Line 2 Road Property Assets 3/ (4)	Inflation Index For Line 3 Road Property Assets 4/ (5)	Inflation Index For Line 4 Road Property Assets 5/ (6)	Land Value 6/ (7)	Road Property Value 7/ (8)	3Q2000 Inflation Index 8/ (9)
0		1.000	1.000	1.000	1.000	\$6,918,465	\$512,460,721	1.000
1	2000 3 Qtr	1.008	1.003	1.002	1.003	6,973,161	513,700,643	1.002
2	2000 4 Qtr	1.016	1.005	1.004	1.006	7,028,289	514,943,649	1.005
3	2001 1 Qtr	1.024	1.008	1.006	1.008	7,083,853	516,189,748	1.007
4	2001 2 Qtr	1.032	1.011	1.007	1.011	7,139,856	517,438,946	1.010
5	2001 3 Qtr	1.040	1.013	1.009	1.014	7,196,302	518,691,253	1.013
6	2001 4 Qtr	1.048	1.016	1.011	1.017	7,253,194	519,946,675	1.015
7	2002 1 Qtr	1.057	1.019	1.013	1.020	7,310,536	521,205,221	1.018
8	2002 2 Qtr	1.065	1.022	1.015	1.023	7,368,331	522,466,899	1.020
9	2002 3 Qtr	1.073	1.024	1.017	1.026	7,426,583	523,731,717	1.023
10	2002 4 Qtr	1.082	1.027	1.019	1.028	7,485,296	524,999,683	1.025
11	2003 1 Qtr	1.090	1.030	1.020	1.031	7,544,473	526,270,804	1.028
12	2003 2 Qtr	1.099	1.032	1.022	1.034	7,604,118	527,545,089	1.030
13	2003 3 Qtr	1.108	1.035	1.024	1.037	7,664,234	528,822,546	1.033
14	2003 4 Qtr	1.117	1.038	1.026	1.040	7,724,826	530,103,183	1.036
15	2004 1 Qtr	1.125	1.041	1.028	1.043	7,785,896	531,387,008	1.038
16	2004 2 Qtr	1.134	1.043	1.030	1.046	7,847,450	532,674,029	1.041
17	2004 3 Qtr	1.143	1.046	1.032	1.049	7,909,490	533,964,254	1.043
18	2004 4 Qtr	1.152	1.049	1.034	1.052	7,972,020	535,257,692	1.046
19	2005 1 Qtr	1.161	1.052	1.036	1.055	8,035,045	536,554,350	1.049
20	2005 2 Qtr	1.171	1.055	1.038	1.058	8,098,568	537,854,237	1.051

1/ Table C, Page 3, Column (10).

2/ Previous Column (3) x (1 + Quarterly Inflation Rate from Table B).

3/ Previous Column (4) x (1 + Quarterly Inflation Rate from Table B).

4/ Previous Column (5) x (1 + Quarterly Inflation Rate from Table B).

5/ Previous Column (6) x (1 + Quarterly Inflation Rate from Table B).

6/ Line 1 x Column (3).

7/ (Line 2 x Column (4)) + (Line 3 x Column (5)) + (Line 4 x Column (6)).

8/ (Column (7) + Column (8)) * (Period 0; (Column (7) + Column (8))).

TABLE H: WMCRRA AVERAGE ANNUAL INFLATION IN ASSET PRICES
(Continued)

Development of average annual inflation factors for all capital assets

1. 3Q2000 Land value
2. 3Q2000 Road Property asset value accounts 3, 6, 13, 17, 20, 26, 27, and 39
3. 3Q2000 Road Property asset value accounts 8, 9, and 11
4. 3Q2000 Road Property asset value account 1, 1A and 12

\$6,918,465 1/
\$258,838,783 1/
\$168,532,839 1/
\$85,089,099 1/

Period	Quarter	Inflation Index For Land 2/	Inflation Index For Line 2 Road Property Assets 3/	Inflation Index For Line 3 Road Property Assets 4/	Inflation Index For Line 4 Road Property Assets 5/	Land Value 6/	Road Property Value 7/	3Q2000 Inflation Index 8/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
21	2005 3 Qtr	1.180	1.057	1.039	1.061	8,162,593	539,157,361	1.054
22	2005 4 Qtr	1.189	1.060	1.041	1.064	8,227,125	540,463,730	1.056
23	2006 1 Qtr	1.199	1.063	1.043	1.067	8,292,166	541,773,353	1.059
24	2006 2 Qtr	1.208	1.066	1.045	1.070	8,357,722	543,086,238	1.062
25	2006 3 Qtr	1.218	1.069	1.047	1.073	8,423,796	544,402,393	1.064
26	2006 4 Qtr	1.227	1.072	1.049	1.076	8,490,393	545,721,826	1.067
27	2007 1 Qtr	1.237	1.074	1.051	1.079	8,557,516	547,044,547	1.070
28	2007 2 Qtr	1.247	1.077	1.053	1.082	8,625,169	548,370,562	1.072
29	2007 3 Qtr	1.257	1.080	1.055	1.085	8,693,358	549,699,881	1.075
30	2007 4 Qtr	1.266	1.083	1.057	1.088	8,762,085	551,032,512	1.078
31	2008 1 Qtr	1.276	1.086	1.059	1.091	8,831,356	552,368,463	1.081
32	2008 2 Qtr	1.287	1.089	1.061	1.094	8,901,175	553,707,743	1.083
33	2008 3 Qtr	1.297	1.092	1.063	1.097	8,971,545	555,050,361	1.086
34	2008 4 Qtr	1.307	1.095	1.065	1.100	9,042,472	556,396,324	1.089
35	2009 1 Qtr	1.317	1.098	1.067	1.103	9,113,960	557,745,642	1.091
36	2009 2 Qtr	1.328	1.101	1.069	1.106	9,186,012	559,098,323	1.094
37	2009 3 Qtr	1.338	1.103	1.071	1.110	9,258,635	560,454,376	1.097
38	2009 4 Qtr	1.349	1.106	1.073	1.113	9,331,831	561,813,808	1.100
39	2010 1 Qtr	1.359	1.109	1.075	1.116	9,405,606	563,176,629	1.102
40	2010 2 Qtr	1.370	1.112	1.077	1.119	9,479,965	564,542,848	1.105

1/ Table C, Page 3, Column (10).

2/ Previous Column (3) x (1 + Quarterly Inflation Rate from Table B).

3/ Previous Column (4) x (1 + Quarterly Inflation Rate from Table B).

4/ Previous Column (5) x (1 + Quarterly Inflation Rate from Table B).

5/ Previous Column (6) x (1 + Quarterly Inflation Rate from Table B).

6/ Line 1 x Column (3).

7/ (Line 2 x Column (4)) + (Line 3 x Column (5)) + (Line 4 x Column (6)).

8/ (Column (7) + Column (8)) - (Period 0; (Column (7) + Column (8))).

TABLE H: WMCRR AVERAGE ANNUAL INFLATION IN ASSET PRICES
(Continued)

Development of average annual inflation factors for all capital assets

1. 3Q2000 Land value
2. 3Q2000 Road Property asset value accounts 3, 6, 13, 17, 20, 26, 27, and 39
3. 3Q2000 Road Property asset value accounts 8, 9, and 11
4. 3Q2000 Road Property asset value account 1, 1A and 12

\$6,918,465 1/
\$258,838,783 1/
\$168,532,839 1/
\$85,089,099 1/

Period	Quarter	Inflation Index For Land 2/	Inflation Index For Line 2 Road Property Assets 3/	Inflation Index For Line 3 Road Property Assets 4/	Inflation Index For Line 4 Road Property Assets 5/	Land Value 6/	Road Property Value 7/	3Q2000 Inflation Index 8/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
41	2010 3 Qtr	1.381	1.115	1.078	1.122	\$9,554,911	\$565,912,472	1.108
42	2010 4 Qtr	1.392	1.118	1.080	1.125	9,630,450	567,285,512	1.111
43	2011 1 Qtr	1.403	1.121	1.082	1.128	9,706,586	568,661,974	1.114
44	2011 2 Qtr	1.414	1.124	1.084	1.132	9,783,323	570,041,869	1.116
45	2011 3 Qtr	1.425	1.127	1.086	1.135	9,860,668	571,425,205	1.119
46	2011 4 Qtr	1.437	1.130	1.088	1.138	9,938,624	572,811,990	1.122
47	2012 1 Qtr	1.448	1.133	1.090	1.141	10,017,196	574,202,234	1.125
48	2012 2 Qtr	1.459	1.136	1.093	1.144	10,096,390	575,595,945	1.128
49	2012 3 Qtr	1.471	1.139	1.095	1.148	10,176,209	576,993,132	1.131
50	2012 4 Qtr	1.483	1.142	1.097	1.151	10,256,660	578,393,804	1.133
51	2013 1 Qtr	1.494	1.145	1.099	1.154	10,337,747	579,797,970	1.136
52	2013 2 Qtr	1.506	1.148	1.101	1.157	10,419,474	581,205,639	1.139
53	2013 3 Qtr	1.518	1.151	1.103	1.161	10,501,848	582,616,820	1.142
54	2013 4 Qtr	1.530	1.155	1.105	1.164	10,584,873	584,031,521	1.145
55	2014 1 Qtr	1.542	1.158	1.107	1.167	10,668,555	585,449,752	1.148
56	2014 2 Qtr	1.554	1.161	1.109	1.170	10,752,897	586,871,521	1.151
57	2014 3 Qtr	1.567	1.164	1.111	1.174	10,837,907	588,296,838	1.154
58	2014 4 Qtr	1.579	1.167	1.113	1.177	10,923,589	589,725,712	1.156
59	2015 1 Qtr	1.591	1.170	1.115	1.180	11,009,948	591,158,151	1.159
60	2015 2 Qtr	1.604	1.173	1.117	1.184	11,096,990	592,594,166	1.162

1/ Table C, Page 3, Column (10).

2/ Previous Column (3) x (1 + Quarterly Inflation Rate from Table B).

3/ Previous Column (4) x (1 + Quarterly Inflation Rate from Table B).

4/ Previous Column (5) x (1 + Quarterly Inflation Rate from Table B).

5/ Previous Column (6) x (1 + Quarterly Inflation Rate from Table B).

6/ Line 1 x Column (3).

7/ (Line 2 x Column (4)) + (Line 3 x Column (6)) + (Line 4 x Column (8)).

8/ (Column (7) + Column (8)) + (Period 0; (Column (7) + Column (8))).

TABLE H: WMCRRAVERAGE ANNUAL INFLATION IN ASSET PRICES
(Continued)

Development of average annual inflation factors for all capital assets									
1. 3Q2000 Land value									
2. 3Q2000 Road Property asset value accounts 3, 6, 13, 17, 20, 26, 27, and 39									
3. 3Q2000 Road Property asset value accounts 8, 9, and 11									
4. 3Q2000 Road Property asset value account 1, 1A and 12									
Period	Quarter	Inflation Index For Land 2/	Inflation Index For Property Assets 3/	Inflation Index For Road Property Assets 4/	Inflation Index For Road Property Assets 5/	Land Value 6/	Road Property Value 7/	3Q2000 Inflation Index 8/	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
61	2015 3 Qtr	1.617	1.176	1.119	1.187	11,184,720	594,033,764	1.165	\$6,918,465 1/
62	2015 4 Qtr	1.629	1.179	1.121	1.190	11,273,144	595,476,956	1.168	\$258,838,783 1/
63	2016 1 Qtr	1.642	1.182	1.123	1.194	11,362,267	596,923,749	1.171	\$168,532,839 1/
64	2016 2 Qtr	1.655	1.186	1.125	1.197	11,452,094	598,374,155	1.174	\$85,089,099 1/
65	2016 3 Qtr	1.668	1.189	1.127	1.200	11,542,631	599,828,181	1.177	
66	2016 4 Qtr	1.682	1.192	1.129	1.204	11,633,885	601,285,837	1.180	
67	2017 1 Qtr	1.695	1.195	1.131	1.207	11,725,859	602,747,132	1.183	
68	2017 2 Qtr	1.708	1.198	1.134	1.210	11,818,561	604,212,076	1.186	
69	2017 3 Qtr	1.722	1.202	1.136	1.214	11,911,996	605,680,677	1.189	
70	2017 4 Qtr	1.735	1.205	1.138	1.217	12,006,169	607,152,946	1.192	
71	2018 1 Qtr	1.749	1.208	1.140	1.221	12,101,087	608,628,891	1.195	
72	2018 2 Qtr	1.763	1.211	1.142	1.224	12,196,755	610,108,522	1.198	
73	2018 3 Qtr	1.777	1.214	1.144	1.228	12,293,179	611,591,849	1.201	
74	2018 4 Qtr	1.791	1.218	1.146	1.231	12,390,366	613,078,880	1.204	
75	2019 1 Qtr	1.805	1.221	1.148	1.235	12,488,321	614,569,625	1.207	
76	2019 2 Qtr	1.819	1.224	1.150	1.238	12,587,051	616,064,094	1.210	
77	2019 3 Qtr	1.834	1.227	1.152	1.241	12,686,561	617,562,296	1.213	
78	2019 4 Qtr	1.848	1.231	1.155	1.245	12,786,858	619,064,241	1.217	
79	2020 1 Qtr	1.863	1.234	1.157	1.248	12,887,948	620,569,938	1.220	
80	2020 2 Qtr	1.878	1.237	1.159	1.252	12,989,837	622,079,397	1.223	
Annual Average								1.02%	

1/ Table C, Page 3, Column (10).

2/ Previous Column (3) x (1 + Quarterly Inflation Rate from Table B).

3/ Previous Column (4) x (1 + Quarterly Inflation Rate from Table B).

4/ Previous Column (5) x (1 + Quarterly Inflation Rate from Table B).

5/ Previous Column (6) x (1 + Quarterly Inflation Rate from Table B).

6/ Line 1 x Column (3).

7/ (Line 2 x Column (4)) + (Line 3 x Column (5)) + (Line 4 x Column (6)).

8/ (Column (7) + Column (8)) ÷ (Period 0; (Column (7) + Column (8))).

TABLE I: WMCRR DISCOUNTED CASH FLOW

Discounted Cash Flow									
Present Value of the Cash Flow Discounted at the Cost of Capital in Table A									
Inflation In Asset Values From Table H									
1.	3Q2000 Road Property Investment	\$519,379,186	1/	Fed. Tax Rate	35.0%				
2.	Interest During Construction (3Q2000 Invest.)	\$59,430,673	2/	Weighted Average State Tax Rate	2.1%	6/			
3.	Total 3Q2000 Investment	\$578,809,860	3/						
4.	Present Value Of Replacement Cost for the WMCRR	\$16,043,660	4/						
5.	Total Cost Recovered From Quarterly Revenue Flow	\$594,853,520	5/						
Period (1)	Quarter (2)	Quarterly Levelized Capital Charge Requirement 7/ (3)	Interest on Investment Financed With Debt 8/ (4)	Tax Depreciation 9/ (5)	Actual Federal Tax Payments 10/ (6)	Actual State Tax Payments 11/ (7)	Cash Flow 12/ (8)	Present Value Cash Flow 13/ (9)	Cumulative Present Value 14/ (10)
1	2000 3 Qtr	\$16,672,449	\$3,562,131	\$10,427,613	\$0	\$0	16,672,449	\$16,458,656	\$16,458,656
2	2000 4 Qtr	16,714,016	3,541,199	10,427,613	0	0	16,714,016	16,079,247	32,537,903
3	2001 1 Qtr	16,755,697	3,519,905	10,427,613	0	0	16,755,697	15,708,594	48,246,497
4	2001 2 Qtr	16,797,490	3,498,243	10,427,613	0	0	16,797,490	15,346,493	63,592,990
5	2001 3 Qtr	16,839,398	3,476,207	20,546,913	0	0	16,839,398	14,992,748	78,585,738
6	2001 4 Qtr	16,881,419	3,453,789	20,546,913	0	0	16,881,419	14,647,165	93,232,903
7	2002 1 Qtr	16,923,555	3,430,984	20,546,913	0	0	16,923,555	14,309,566	107,542,458
8	2002 2 Qtr	16,965,806	3,407,784	20,546,913	0	0	16,965,806	13,979,736	121,522,194
9	2002 3 Qtr	17,008,172	3,384,183	15,829,360	0	0	17,008,172	13,657,526	135,179,720
10	2002 4 Qtr	17,050,653	3,360,173	15,829,360	0	0	17,050,653	13,342,750	148,522,470
11	2003 1 Qtr	17,093,251	3,335,749	15,829,360	0	0	17,093,251	13,035,237	161,557,707
12	2003 2 Qtr	17,135,964	3,310,902	15,829,360	0	0	17,135,964	12,734,818	174,292,525
13	2003 3 Qtr	17,178,795	3,285,625	12,441,012	0	0	17,178,795	12,441,330	186,733,855
14	2003 4 Qtr	17,221,742	3,259,911	12,441,012	0	0	17,221,742	12,154,613	198,888,468
15	2004 1 Qtr	17,264,807	3,233,752	12,441,012	0	0	17,264,807	11,874,510	210,762,978
16	2004 2 Qtr	17,307,989	3,207,141	12,441,012	0	0	17,307,989	11,600,869	222,363,847
17	2004 3 Qtr	17,351,290	3,180,069	9,994,212	0	0	17,351,290	11,333,541	233,697,387
18	2004 4 Qtr	17,394,709	3,152,529	9,994,212	0	0	17,394,709	11,072,379	244,769,766
19	2005 1 Qtr	17,438,248	3,124,513	9,994,212	0	0	17,438,248	10,817,242	255,587,008
20	2005 2 Qtr	17,481,905	3,096,012	9,994,212	0	0	17,481,905	10,567,990	266,154,998
21	2005 3 Qtr	17,525,683	3,067,018	7,227,435	0	0	17,525,683	10,324,487	276,479,486
22	2005 4 Qtr	17,569,580	3,037,523	7,227,435	0	0	17,569,580	10,086,602	286,566,087
23	2006 1 Qtr	17,613,598	3,007,517	7,227,435	1,869,383	112,631	15,631,585	8,745,334	295,311,422
24	2006 2 Qtr	17,657,737	2,976,992	7,227,435	2,554,784	153,927	14,949,026	8,150,350	303,461,772
25	2006 3 Qtr	17,701,997	2,945,939	7,176,917	2,597,916	156,525	14,947,556	7,941,883	311,403,655

TABLE I: WMCRR DISCOUNTED CASH FLOW
(Continued)

Period (1)	Quarter (2)	Quarterly Levelized Capital Carrying Charge Requirement Z/ (3)	Interest on Investment Financed With Debt &/ (4)	Tax Depreciation 9/ (5)	Actual Federal Tax Payments 10/ (6)	Actual State Tax Payments 11/ (7)	Cash Flow 12/ (8)	Present Value Cash Flow 13/ (9)	Cumulative Present Value 14/ (10)
26	2006 4 Qtr	\$17,746,379	\$2,914,349	\$7,176,917	\$2,623,957	\$158,094	\$14,964,328	\$7,748,193	\$319,151,848
27	2007 1 Qtr	17,790,883	2,882,212	7,176,917	2,650,227	159,677	14,980,979	7,559,156	326,711,004
28	2007 2 Qtr	17,835,510	2,849,519	7,176,917	2,676,730	161,274	14,997,506	7,374,682	334,085,666
29	2007 3 Qtr	17,880,259	2,816,261	5,083,374	3,421,076	206,121	14,253,062	6,830,007	340,915,673
30	2007 4 Qtr	17,925,132	2,782,427	5,083,374	3,448,054	207,746	14,269,331	6,663,564	347,579,237
31	2008 1 Qtr	17,970,129	2,748,008	5,083,374	3,475,276	209,387	14,285,466	6,501,106	354,080,343
32	2008 2 Qtr	18,015,249	2,712,993	5,083,374	3,502,744	211,041	14,301,464	6,342,541	360,422,884
33	2008 3 Qtr	18,060,494	2,677,373	1,608,096	4,721,690	284,483	13,054,321	5,641,921	366,064,805
34	2008 4 Qtr	18,105,865	2,641,136	1,608,096	4,749,682	286,169	13,070,033	5,504,772	371,569,577
35	2009 1 Qtr	18,151,360	2,604,272	1,608,096	4,777,893	287,870	13,085,598	5,370,888	376,940,466
36	2009 2 Qtr	18,196,981	2,566,771	1,608,096	4,806,385	289,586	13,101,010	5,240,193	382,180,659
37	2009 3 Qtr	18,242,729	2,528,620	1,606,710	4,835,618	291,348	13,115,764	5,112,414	387,293,072
38	2009 4 Qtr	18,288,603	2,489,810	1,606,710	4,864,645	293,096	13,130,861	4,987,875	392,280,948
39	2010 1 Qtr	18,334,604	2,450,328	1,606,710	4,893,946	294,862	13,145,796	4,866,303	397,147,251
40	2010 2 Qtr	18,380,733	2,410,162	1,606,710	4,923,526	296,644	13,160,563	4,747,628	401,894,879
41	2010 3 Qtr	18,426,989	2,369,302	1,608,096	4,952,912	298,415	13,175,663	4,631,958	406,526,837
42	2010 4 Qtr	18,473,374	2,327,735	1,608,096	4,983,059	300,231	13,190,083	4,518,868	411,045,704
43	2011 1 Qtr	18,519,887	2,285,448	1,608,096	5,013,498	302,065	13,204,325	4,408,473	415,454,178
44	2011 2 Qtr	18,566,530	2,242,429	1,608,096	5,044,231	303,917	13,218,383	4,300,711	419,754,889
45	2011 3 Qtr	18,613,302	2,198,667	1,606,710	5,075,739	305,815	13,231,749	4,195,359	423,950,247
46	2011 4 Qtr	18,660,205	2,154,146	1,606,710	5,107,076	307,703	13,245,426	4,092,679	428,042,927
47	2012 1 Qtr	18,707,237	2,108,856	1,606,710	5,138,722	309,610	13,258,906	3,992,449	432,035,376
48	2012 2 Qtr	18,754,401	2,062,781	1,606,710	5,170,681	311,535	13,272,185	3,894,611	435,929,987
49	2012 3 Qtr	18,801,696	2,015,909	1,608,096	5,202,484	313,451	13,285,761	3,799,251	439,729,238
50	2012 4 Qtr	18,849,123	1,968,226	1,608,096	5,235,085	315,416	13,298,623	3,706,024	443,435,262
51	2013 1 Qtr	18,896,682	1,919,718	1,608,096	5,268,014	317,400	13,311,269	3,615,022	447,050,283
52	2013 2 Qtr	18,944,374	1,870,370	1,608,096	5,301,277	319,404	13,323,694	3,526,193	450,576,476
53	2013 3 Qtr	18,992,199	1,820,169	1,606,710	5,335,352	321,457	13,335,390	3,439,355	454,015,831
54	2013 4 Qtr	19,040,158	1,769,098	1,606,710	5,369,297	323,502	13,347,359	3,354,722	457,370,554
55	2014 1 Qtr	19,088,250	1,717,143	1,606,710	5,403,590	325,588	13,359,092	3,272,112	460,642,665
56	2014 2 Qtr	19,136,477	1,664,290	1,606,710	5,438,238	327,656	13,370,584	3,191,475	463,834,140
57	2014 3 Qtr	19,184,839	1,610,521	1,608,096	5,472,770	329,736	13,382,333	3,112,883	466,947,024
58	2014 4 Qtr	19,233,337	1,555,822	1,608,096	5,508,143	331,887	13,393,326	3,036,053	469,983,077
59	2015 1 Qtr	19,281,970	1,500,176	1,608,096	5,543,887	334,021	13,404,062	2,961,061	472,944,138
60	2015 2 Qtr	19,330,740	1,443,567	1,608,096	5,580,008	336,197	13,414,535	2,887,862	475,832,000

TABLE 1: WMCRR DISCOUNTED CASH FLOW
(Continued)

Period (1)	Quarter (2)	Quarterly Levelized Capital Carrying Charge Requirement ZI (3)	Interest on Investment Financed With Debt 8/ (4)	Tax Depreciation 9/ (5)	Actual Federal Tax Payments 10/ (6)	Actual State Tax Payments 11/ (7)	Cash Flow 12/ (8)	Present Value Cash Flow 13/ (9)	Cumulative Present Value 14/ (10)
61	2015 3 Qtr	\$19,379,646	\$1,385,978	\$1,300,518	\$5,721,940	\$344,749	\$13,312,957	\$2,792,964	\$478,624,963
62	2015 4 Qtr	19,428,690	1,327,392	1,300,518	5,758,833	346,972	13,322,886	2,723,824	481,348,787
63	2016 1 Qtr	19,477,871	1,267,793	1,300,518	5,796,120	349,218	13,332,533	2,656,338	484,005,125
64	2016 2 Qtr	19,527,191	1,207,161	1,300,518	5,833,808	351,489	13,341,894	2,590,467	486,595,591
65	2016 3 Qtr	19,576,649	1,145,480	789,274	6,047,144	364,342	13,165,164	2,491,017	489,086,608
66	2016 4 Qtr	19,626,247	1,082,732	789,274	6,085,653	366,663	13,173,932	2,429,158	491,515,767
67	2017 1 Qtr	19,675,984	1,018,897	789,274	6,124,582	369,008	13,182,394	2,368,779	493,884,546
68	2017 2 Qtr	19,725,861	953,957	789,274	6,163,938	371,379	13,190,544	2,309,846	496,194,392
69	2017 3 Qtr	19,775,879	887,893	789,274	6,203,728	373,777	13,198,375	2,252,323	498,446,714
70	2017 4 Qtr	19,826,038	820,685	789,274	6,243,958	376,200	13,205,880	2,196,178	500,642,892
71	2018 1 Qtr	19,876,338	752,314	789,274	6,284,635	378,651	13,213,052	2,141,377	502,784,269
72	2018 2 Qtr	19,926,781	682,759	789,274	6,325,766	381,130	13,219,885	2,087,890	504,872,159
73	2018 3 Qtr	19,977,366	612,000	789,274	6,367,360	383,636	13,226,371	2,035,685	506,907,844
74	2018 4 Qtr	20,028,094	540,016	789,274	6,409,422	386,170	13,232,502	1,984,732	508,892,576
75	2019 1 Qtr	20,078,966	466,786	789,274	6,451,960	388,733	13,238,273	1,935,000	510,827,576
76	2019 2 Qtr	20,129,981	392,289	789,274	6,494,983	391,325	13,243,674	1,886,462	512,714,039
77	2019 3 Qtr	20,181,142	316,501	789,274	6,538,497	393,947	13,248,698	1,839,089	514,553,128
78	2019 4 Qtr	20,232,447	239,401	789,274	6,582,511	396,598	13,253,338	1,792,854	516,345,982
79	2020 1 Qtr	20,283,898	160,967	789,274	6,627,032	399,281	13,257,585	1,747,728	518,093,710
80	2020 2 Qtr	20,335,494	81,174	789,274	6,672,068	401,994	13,261,432	1,703,687	519,797,397
Future		863,703,374		94,712,862	263,588,232	15,881,277	584,233,865	75,056,123	594,853,520

1/ From Table C, Column (10).

2/ From Table D, Column (9).

3/ Line 1 + Line 2.

4/ Table F Column (8).

5/ Line 3 + Line 4.

6/ Weighted average state tax rates for Wyoming and Montana.

7/ Quarterly carrying costs needed to recover the total investment over 80 quarters after consideration of the applicable interest payments, tax depreciation and tax liability. The Future value is an estimate of a perpetual income stream for the WMCRR and is calculated by taking the Period 80, Column (3) value and dividing it by the WMCRR's estimated quarterly Real Cost of Capital.

8/ Value from Table E.

9/ Value from Table G, Page 11, Column (11) divided by 4 quarters.

10/ Table J, Part 1 Pages 19, 20 of 27.

11/ Table J, Part 2 Pages 21, 22 of 27.

12/ (Column (3)) - Column (6) - Column (7).

13/ (Column (8)) discounted by the fourth root of the annual Cost of Capital adjusted to midquarter dollars from Table A.

14/ Cumulative total of Column (9).

TABLE J - PART 1: COMPUTATION OF FEDERAL TAX LIABILITY - TAXABLE INCOME

Time Period (1)	Taxable Income B/4 NOL's W/MCRR/ (2)	Net Operating Losses Generated 2/ (3)	NOL's Generated Plus Carryforward 3/ (4)	Carryforward Utilized 4/ (5)	Carryforward Remaining 5/ (6)	Carryback Available 6/ (7)	Carryback Utilized 7/ (8)	Carryback Remaining 8/ (9)	Annual Taxable Income 9/ (10)	Annual Tax Liability 10/ (11)
1998	(\$460,929)	(\$460,929)	(\$460,929)	\$0	(\$460,929)	(\$460,929)	\$0	(\$460,929)	\$0	\$0
1999	(7,037,876)	(7,037,876)	(7,498,805)	0	(7,498,805)	(7,498,805)	0	(7,498,805)	0	0
2000	(6,662,080)	(6,662,080)	(14,160,885)	0	(14,160,885)	(14,160,885)	0	(14,160,885)	0	0
2000 3 Qtr	2,682,705	0	(14,160,885)	2,682,705	(11,478,180)	(11,478,180)	0	(11,478,180)	0	0
2000 4 Qtr	2,745,204	0	(8,732,976)	2,745,204	(5,987,772)	(5,987,772)	0	(5,987,772)	0	0
2001 1 Qtr	2,808,178	0	(5,924,798)	2,808,178	(3,126,620)	(3,126,620)	0	(3,126,620)	0	0
2001 2 Qtr	2,871,634	0	(5,924,798)	2,871,634	(3,053,164)	(3,053,164)	0	(3,053,164)	0	0
2001 3 Qtr	(7,183,722)	(7,183,722)	(10,236,886)	0	(10,236,886)	(10,236,886)	0	(10,236,886)	0	0
2001 4 Qtr	(7,119,283)	(7,119,283)	(17,356,169)	0	(17,356,169)	(17,356,169)	0	(17,356,169)	0	0
2002 1 Qtr	(7,054,342)	(7,054,342)	(24,410,511)	0	(24,410,511)	(24,410,511)	0	(24,410,511)	0	0
2002 2 Qtr	(6,988,891)	(6,988,891)	(31,399,402)	0	(31,399,402)	(31,399,402)	0	(31,399,402)	0	0
2002 3 Qtr	(2,205,371)	(2,205,371)	(33,604,773)	0	(33,604,773)	(33,604,773)	0	(33,604,773)	0	0
2002 4 Qtr	(2,138,880)	(2,138,880)	(35,743,653)	0	(35,743,653)	(35,743,653)	0	(35,743,653)	0	0
2003 1 Qtr	(2,071,858)	(2,071,858)	(37,815,511)	0	(37,815,511)	(37,815,511)	0	(37,815,511)	0	0
2003 2 Qtr	(2,004,298)	(2,004,298)	(39,819,809)	0	(39,819,809)	(39,819,809)	0	(39,819,809)	0	0
2003 3 Qtr	1,452,157	0	(39,819,809)	1,452,157	(38,367,652)	(38,367,652)	0	(38,367,652)	0	0
2003 4 Qtr	1,520,819	0	(36,846,833)	1,520,819	(35,326,791)	(35,326,791)	0	(35,326,791)	0	0
2004 1 Qtr	1,590,042	0	(35,256,791)	1,590,042	(33,666,749)	(33,666,749)	0	(33,666,749)	0	0
2004 2 Qtr	1,659,836	0	(33,596,955)	1,659,836	(31,937,119)	(31,937,119)	0	(31,937,119)	0	0
2004 3 Qtr	4,177,009	0	(29,419,946)	4,177,009	(25,242,937)	(25,242,937)	0	(25,242,937)	0	0
2004 4 Qtr	4,247,968	0	(25,171,978)	4,247,968	(20,924,010)	(20,924,010)	0	(20,924,010)	0	0
2005 1 Qtr	4,319,523	0	(20,852,455)	4,319,523	(16,532,932)	(16,532,932)	0	(16,532,932)	0	0
2005 2 Qtr	4,391,681	0	(16,460,774)	4,391,681	(12,069,093)	(12,069,093)	0	(12,069,093)	0	0
2005 3 Qtr	7,231,229	0	(9,229,545)	7,231,229	(2,038,316)	(2,038,316)	0	(2,038,316)	0	0
2005 4 Qtr	7,304,623	0	(1,924,922)	7,304,623	(1,924,922)	(1,924,922)	0	(1,924,922)	0	0
2006 1 Qtr	7,286,015	0	0	1,924,922	0	0	0	0	5,341,093	1,869,383
2006 2 Qtr	7,299,384	0	0	0	0	0	0	0	7,299,384	2,554,784
2006 3 Qtr	7,422,616	0	0	0	0	0	0	0	7,422,616	2,597,916
2006 4 Qtr	7,497,019	0	0	0	0	0	0	0	7,497,019	2,623,957
2007 1 Qtr	7,572,077	0	0	0	0	0	0	0	7,572,077	2,650,227
2007 2 Qtr	7,647,800	0	0	0	0	0	0	0	7,647,800	2,676,730
2007 3 Qtr	9,774,503	0	0	0	0	0	0	0	9,774,503	3,421,076
2007 4 Qtr	9,851,584	0	0	0	0	0	0	0	9,851,584	3,448,054
2008 1 Qtr	9,929,360	0	0	0	0	0	0	0	9,929,360	3,475,276
2008 2 Qtr	10,007,840	0	0	0	0	0	0	0	10,007,840	3,502,744
2008 3 Qtr	13,490,542	0	0	0	0	0	0	0	13,490,542	4,721,690
2008 4 Qtr	13,570,464	0	0	0	0	0	0	0	13,570,464	4,749,662
2009 1 Qtr	13,651,122	0	0	0	0	0	0	0	13,651,122	4,777,893
2009 2 Qtr	13,732,528	0	0	0	0	0	0	0	13,732,528	4,806,385
2009 3 Qtr	13,816,050	0	0	0	0	0	0	0	13,816,050	4,835,618
2009 4 Qtr	13,898,986	0	0	0	0	0	0	0	13,898,986	4,864,645
2010 1 Qtr	13,982,704	0	0	0	0	0	0	0	13,982,704	4,893,946
2010 2 Qtr	14,067,216	0	0	0	0	0	0	0	14,067,216	4,923,526

TABLE J - PART 1: COMPUTATION OF FEDERAL TAX LIABILITY - TAXABLE INCOME
(Continued)

Time Period	Taxable Income B/4 NOL's DRR 1/	Net Operating Losses Generated 2/	NOL's Generated Plus Carryforward 3/	Carryforward Utilized 4/	Carryforward Remaining 5/	Carryback Available 6/	Carryback Utilized 7/	Carryback Remaining 8/	Annual Taxable Income 9/	Annual Tax Liability 10/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
2010 3 Qtr	\$14,151,177	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,151,177	\$4,952,912
2010 4 Qtr	14,237,312	0	0	0	0	0	0	0	14,237,312	4,963,059
2011 1 Qtr	14,324,279	0	0	0	0	0	0	0	14,324,279	5,013,498
2011 2 Qtr	14,412,088	0	0	0	0	0	0	0	14,412,088	5,044,231
2011 3 Qtr	14,502,111	0	0	0	0	0	0	0	14,502,111	5,075,739
2011 4 Qtr	14,591,645	0	0	0	0	0	0	0	14,591,645	5,107,076
2012 1 Qtr	14,682,062	0	0	0	0	0	0	0	14,682,062	5,138,722
2012 2 Qtr	14,773,375	0	0	0	0	0	0	0	14,773,375	5,170,681
2012 3 Qtr	14,864,240	0	0	0	0	0	0	0	14,864,240	5,202,484
2012 4 Qtr	14,957,385	0	0	0	0	0	0	0	14,957,385	5,235,085
2013 1 Qtr	15,051,469	0	0	0	0	0	0	0	15,051,469	5,268,014
2013 2 Qtr	15,146,504	0	0	0	0	0	0	0	15,146,504	5,301,277
2013 3 Qtr	15,243,863	0	0	0	0	0	0	0	15,243,863	5,335,352
2013 4 Qtr	15,340,848	0	0	0	0	0	0	0	15,340,848	5,369,297
2014 1 Qtr	15,438,828	0	0	0	0	0	0	0	15,438,828	5,403,590
2014 2 Qtr	15,537,822	0	0	0	0	0	0	0	15,537,822	5,438,238
2014 3 Qtr	15,636,486	0	0	0	0	0	0	0	15,636,486	5,472,770
2014 4 Qtr	15,737,552	0	0	0	0	0	0	0	15,737,552	5,508,143
2015 1 Qtr	15,839,677	0	0	0	0	0	0	0	15,839,677	5,543,887
2015 2 Qtr	15,942,880	0	0	0	0	0	0	0	15,942,880	5,580,008
2015 3 Qtr	16,048,401	0	0	0	0	0	0	0	16,048,401	5,721,940
2015 4 Qtr	16,153,808	0	0	0	0	0	0	0	16,153,808	5,758,833
2016 1 Qtr	16,260,343	0	0	0	0	0	0	0	16,260,343	5,796,120
2016 2 Qtr	16,368,023	0	0	0	0	0	0	0	16,368,023	5,833,808
2016 3 Qtr	17,277,553	0	0	0	0	0	0	0	17,277,553	6,047,144
2016 4 Qtr	17,387,579	0	0	0	0	0	0	0	17,387,579	6,085,653
2017 1 Qtr	17,498,805	0	0	0	0	0	0	0	17,498,805	6,124,582
2017 2 Qtr	17,611,251	0	0	0	0	0	0	0	17,611,251	6,163,938
2017 3 Qtr	17,724,936	0	0	0	0	0	0	0	17,724,936	6,203,728
2017 4 Qtr	17,839,879	0	0	0	0	0	0	0	17,839,879	6,243,958
2018 1 Qtr	17,956,099	0	0	0	0	0	0	0	17,956,099	6,284,635
2018 2 Qtr	18,073,618	0	0	0	0	0	0	0	18,073,618	6,325,766
2018 3 Qtr	18,192,456	0	0	0	0	0	0	0	18,192,456	6,367,360
2018 4 Qtr	18,312,634	0	0	0	0	0	0	0	18,312,634	6,409,422
2019 1 Qtr	18,434,173	0	0	0	0	0	0	0	18,434,173	6,451,960
2019 2 Qtr	18,557,094	0	0	0	0	0	0	0	18,557,094	6,494,983
2019 3 Qtr	18,681,420	0	0	0	0	0	0	0	18,681,420	6,538,497
2019 4 Qtr	18,807,173	0	0	0	0	0	0	0	18,807,173	6,582,511
2020 1 Qtr	18,934,376	0	0	0	0	0	0	0	18,934,376	6,627,032
2020 2 Qtr	19,063,052	0	0	0	0	0	0	0	19,063,052	6,672,068
Future	753,109,235	0	0	0	0	0	0	0	753,109,235	263,588,232

1/ Table I, Column (3) - Table E, Columns (6),(11) & (16) / 4 - Table G, Column (14) / 4 - Table J Part 2, Column (11).

2/ Values for 1998-2000 from Table D, Sum of Column (11).

3/ Column (2) if less than zero, otherwise zero.

4/ Cumulative total of Column (2).

5/ If Column (2) is greater than zero, and Column (4) is less than zero, then Column (2), otherwise Column (4).

6/ Column (4) + Column (5) + Column (6).

7/ Previous period Column (9) + current period Column (3) - current period Column (5).

8/ If previous Column (10) is greater than zero, and previous Column (10) is less than current Column (7), then previous Column (7), otherwise zero.

9/ If Column (2) is greater than zero, then Column (2) - Column (5) - Column (6), otherwise zero.

10/ Column (10) times applicable maximum Federal Statutory Tax Rate.

TABLE J - PART 2: COMPUTATION OF STATE TAX LIABILITY - TAXABLE INCOME

Time Period (1)	Taxable Income B/4 NOL's WMCRR 1/ (2)	Net Operating Losses Generated 2/ (3)	NOL's Generated Plus Carryforward 3/ (4)	Carryforward Utilized 4/ (5)	Carryforward Remaining 5/ (6)	Carryback Available 6/ (7)	Carryback Utilized 7/ (8)	Carryback Remaining 8/ (9)	Annual Taxable Income 9/ (10)	Annual Tax Liability 10/ (11)
1998	(\$460,929)	(\$460,929)	(\$460,929)	\$0	(\$460,929)	(\$460,929)	\$0	(\$460,929)	\$0	\$0
1999	(7,037,876)	(7,037,876)	(7,498,805)	0	(7,498,805)	(7,498,805)	0	(7,498,805)	0	0
2000	(6,662,080)	(6,662,080)	(14,160,885)	0	(14,160,885)	(14,160,885)	0	(14,160,885)	0	0
2000 3 Qtr	2,682,705	0	(14,160,885)	2,682,705	(11,478,180)	(11,478,180)	0	(11,478,180)	0	0
2000 4 Qtr	2,745,204	0	(11,478,180)	2,745,204	(8,732,976)	(8,732,976)	0	(8,732,976)	0	0
2001 1 Qtr	2,806,178	0	(8,732,976)	2,806,178	(5,924,798)	(5,924,798)	0	(5,924,798)	0	0
2001 2 Qtr	2,871,634	0	(5,924,798)	2,871,634	(3,053,164)	(3,053,164)	0	(3,053,164)	0	0
2001 3 Qtr	(7,183,722)	(7,183,722)	(10,236,886)	0	(10,236,886)	(10,236,886)	0	(10,236,886)	0	0
2001 4 Qtr	(7,119,283)	(7,119,283)	(17,356,169)	0	(17,356,169)	(17,356,169)	0	(17,356,169)	0	0
2002 1 Qtr	(7,054,342)	(7,054,342)	(24,410,511)	0	(24,410,511)	(24,410,511)	0	(24,410,511)	0	0
2002 2 Qtr	(6,988,891)	(6,988,891)	(31,399,402)	0	(31,399,402)	(31,399,402)	0	(31,399,402)	0	0
2002 3 Qtr	(2,205,371)	(2,205,371)	(33,604,773)	0	(33,604,773)	(33,604,773)	0	(33,604,773)	0	0
2002 4 Qtr	(2,138,880)	(2,138,880)	(35,743,653)	0	(35,743,653)	(35,743,653)	0	(35,743,653)	0	0
2003 1 Qtr	(2,071,858)	(2,071,858)	(37,815,511)	0	(37,815,511)	(37,815,511)	0	(37,815,511)	0	0
2003 2 Qtr	(2,004,298)	(2,004,298)	(39,819,809)	0	(39,819,809)	(39,819,809)	0	(39,819,809)	0	0
2003 3 Qtr	1,452,157	0	(39,819,809)	1,452,157	(38,367,652)	(38,367,652)	0	(38,367,652)	0	0
2003 4 Qtr	1,520,819	0	(38,367,652)	1,520,819	(36,846,833)	(36,846,833)	0	(36,846,833)	0	0
2004 1 Qtr	1,590,042	0	(36,846,833)	1,590,042	(35,256,791)	(35,256,791)	0	(35,256,791)	0	0
2004 2 Qtr	1,659,836	0	(35,256,791)	1,659,836	(33,596,955)	(33,596,955)	0	(33,596,955)	0	0
2004 3 Qtr	4,177,009	0	(33,596,955)	4,177,009	(29,419,946)	(29,419,946)	0	(29,419,946)	0	0
2004 4 Qtr	4,247,968	0	(29,419,946)	4,247,968	(25,171,978)	(25,171,978)	0	(25,171,978)	0	0
2005 1 Qtr	4,319,523	0	(25,171,978)	4,319,523	(20,852,455)	(20,852,455)	0	(20,852,455)	0	0
2005 2 Qtr	4,391,681	0	(20,852,455)	4,391,681	(16,460,774)	(16,460,774)	0	(16,460,774)	0	0
2005 3 Qtr	7,231,229	0	(16,460,774)	7,231,229	(9,229,545)	(9,229,545)	0	(9,229,545)	0	0
2005 4 Qtr	7,304,623	0	(9,229,545)	7,304,623	(1,924,922)	(1,924,922)	0	(1,924,922)	0	0
2006 1 Qtr	7,378,646	0	(1,924,922)	1,924,922	0	0	0	0	5,453,724	112,631
2006 2 Qtr	7,453,310	0	0	0	0	0	0	0	7,453,310	153,927
2006 3 Qtr	7,579,141	0	0	0	0	0	0	0	7,579,141	156,525
2006 4 Qtr	7,655,114	0	0	0	0	0	0	0	7,655,114	158,094
2007 1 Qtr	7,731,754	0	0	0	0	0	0	0	7,731,754	159,677
2007 2 Qtr	7,809,074	0	0	0	0	0	0	0	7,809,074	161,274
2007 3 Qtr	9,980,624	0	0	0	0	0	0	0	9,980,624	206,121
2007 4 Qtr	10,059,331	0	0	0	0	0	0	0	10,059,331	207,746
2008 1 Qtr	10,138,746	0	0	0	0	0	0	0	10,138,746	209,387
2008 2 Qtr	10,218,881	0	0	0	0	0	0	0	10,218,881	211,041
2008 3 Qtr	13,775,026	0	0	0	0	0	0	0	13,775,026	284,483
2008 4 Qtr	13,856,632	0	0	0	0	0	0	0	13,856,632	286,169
2009 1 Qtr	13,938,992	0	0	0	0	0	0	0	13,938,992	287,870
2009 2 Qtr	14,022,115	0	0	0	0	0	0	0	14,022,115	289,586
2009 3 Qtr	14,107,398	0	0	0	0	0	0	0	14,107,398	291,348
2009 4 Qtr	14,192,083	0	0	0	0	0	0	0	14,192,083	293,096
2010 1 Qtr	14,277,566	0	0	0	0	0	0	0	14,277,566	294,862
2010 2 Qtr	14,363,860	0	0	0	0	0	0	0	14,363,860	296,644

TABLE J - PART 2: COMPUTATION OF STATE TAX LIABILITY - TAXABLE INCOME
(Continued)

Time Period	Taxable Income B/4 NOL's DRR 1/	Net Operating Losses Generated 2/	NOL's Generated Plus Carryforward 3/	Carryforward Utilized 4/	Carryforward Remaining 5/	Carryback Available 6/	Carryback Utilized 7/	Carryback Remaining 8/	Carryback Remaining 9/	Annual Taxable Income Before Income 9/	Annual Tax Liability 10/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(11)
2010 3 Qtr	\$14,449,591	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,449,591	\$298,415
2010 4 Qtr	14,537,543	0	0	0	0	0	0	0	0	14,537,543	300,231
2011 1 Qtr	14,626,344	0	0	0	0	0	0	0	0	14,626,344	302,065
2011 2 Qtr	14,716,005	0	0	0	0	0	0	0	0	14,716,005	303,917
2011 3 Qtr	14,807,925	0	0	0	0	0	0	0	0	14,807,925	305,815
2011 4 Qtr	14,899,348	0	0	0	0	0	0	0	0	14,899,348	307,703
2012 1 Qtr	14,991,672	0	0	0	0	0	0	0	0	14,991,672	309,610
2012 2 Qtr	15,084,910	0	0	0	0	0	0	0	0	15,084,910	311,535
2012 3 Qtr	15,177,691	0	0	0	0	0	0	0	0	15,177,691	313,451
2012 4 Qtr	15,272,801	0	0	0	0	0	0	0	0	15,272,801	315,416
2013 1 Qtr	15,368,868	0	0	0	0	0	0	0	0	15,368,868	317,400
2013 2 Qtr	15,465,908	0	0	0	0	0	0	0	0	15,465,908	319,404
2013 3 Qtr	15,565,320	0	0	0	0	0	0	0	0	15,565,320	321,457
2013 4 Qtr	15,664,349	0	0	0	0	0	0	0	0	15,664,349	323,502
2014 1 Qtr	15,764,397	0	0	0	0	0	0	0	0	15,764,397	325,568
2014 2 Qtr	15,865,477	0	0	0	0	0	0	0	0	15,865,477	327,656
2014 3 Qtr	15,966,222	0	0	0	0	0	0	0	0	15,966,222	329,736
2014 4 Qtr	16,069,419	0	0	0	0	0	0	0	0	16,069,419	331,867
2015 1 Qtr	16,173,698	0	0	0	0	0	0	0	0	16,173,698	334,021
2015 2 Qtr	16,279,077	0	0	0	0	0	0	0	0	16,279,077	336,197
2015 3 Qtr	16,383,150	0	0	0	0	0	0	0	0	16,383,150	344,749
2015 4 Qtr	16,480,780	0	0	0	0	0	0	0	0	16,480,780	346,972
2016 1 Qtr	16,579,561	0	0	0	0	0	0	0	0	16,579,561	349,218
2016 2 Qtr	17,019,512	0	0	0	0	0	0	0	0	17,019,512	351,489
2016 3 Qtr	17,641,895	0	0	0	0	0	0	0	0	17,641,895	364,342
2016 4 Qtr	17,754,241	0	0	0	0	0	0	0	0	17,754,241	366,663
2017 1 Qtr	17,867,813	0	0	0	0	0	0	0	0	17,867,813	369,008
2017 2 Qtr	17,982,631	0	0	0	0	0	0	0	0	17,982,631	371,379
2017 3 Qtr	18,098,712	0	0	0	0	0	0	0	0	18,098,712	373,777
2017 4 Qtr	18,216,079	0	0	0	0	0	0	0	0	18,216,079	376,200
2018 1 Qtr	18,334,751	0	0	0	0	0	0	0	0	18,334,751	378,651
2018 2 Qtr	18,454,748	0	0	0	0	0	0	0	0	18,454,748	381,130
2018 3 Qtr	18,576,092	0	0	0	0	0	0	0	0	18,576,092	383,636
2018 4 Qtr	18,698,804	0	0	0	0	0	0	0	0	18,698,804	386,170
2019 1 Qtr	18,822,906	0	0	0	0	0	0	0	0	18,822,906	388,733
2019 2 Qtr	18,948,419	0	0	0	0	0	0	0	0	18,948,419	391,325
2019 3 Qtr	19,075,367	0	0	0	0	0	0	0	0	19,075,367	393,947
2019 4 Qtr	19,203,772	0	0	0	0	0	0	0	0	19,203,772	396,598
2020 1 Qtr	19,333,657	0	0	0	0	0	0	0	0	19,333,657	399,281
2020 2 Qtr	19,465,047	0	0	0	0	0	0	0	0	19,465,047	401,954
Future	768,990,513	0	0	0	0	0	0	0	0	768,990,513	15,881,277

1/ Table 1, Column (3) - Table E, Columns (6), (11) & (16) / 4 - Table G, Column (14) / 4. Values for 1998-2000 from Table D, Sum of Column (11).

2/ Column (2) if less than zero, otherwise zero.

3/ Cumulative total of Column (2).

4/ If Column (2) is greater than zero, and (Column (2) + Column (4)) is less than zero, then Column (2), otherwise Column (4).

5/ Column (4) + Column (5) + Column (6).

6/ Previous period Column (9) + current period Column (3) - current period Column (5).

7/ If previous Column (10) is greater than zero; and previous Column (10) is less than current Column (7), then previous Column (10), otherwise zero.

8/ Column (7) + Column (8).

9/ If Column (2) is greater than zero, then Column (2) - Column (5) - Column (8), otherwise zero.

10/ Column (10) times applicable maximum State Statutory Tax Rate.

TABLE K: WMCRR OPERATING EXPENSES

Item (1)	2000 (2)	2001 (3)	2002 (4)	2003 (5)	2004 (6)	2005 (7)	2006 (8)	2007 (9)	2008 (10)	2009 (11)
1. Train & Engine Personnel	4,424,218	\$4,858,449	\$5,000,242	\$5,176,918	\$5,206,567	\$5,230,947	\$5,250,701	\$5,270,709	\$5,290,975	\$5,311,503
2. Locomotive Lease Expense	2,151,163	2,362,297	2,431,240	2,517,144	2,531,560	2,543,415	2,553,019	2,562,748	2,572,602	2,582,583
3. Locomotive Maintenance Expense	2,117,235	2,325,039	2,392,895	2,477,444	2,491,833	2,503,300	2,512,753	2,522,328	2,532,027	2,541,851
4. Locomotive Operating Expense	5,319,848	5,841,985	6,012,481	6,224,924	6,260,575	6,289,891	6,313,643	6,337,701	6,362,071	6,386,754
5. Railcar Lease Expense	459,225	504,287	519,015	537,353	540,431	542,961	545,012	547,089	549,192	551,323
6. Railcar Maintenance Expense	1,018,438	1,118,397	1,151,037	1,191,707	1,198,532	1,204,145	1,208,692	1,213,298	1,217,963	1,222,688
7. Material & Supply Operating	85,495	93,886	96,628	100,041	100,614	101,085	101,468	101,853	102,245	102,641
8. Ad Valorem Tax	1,036,573	1,036,573	1,036,573	1,036,573	1,036,573	1,036,573	1,036,573	1,036,573	1,036,573	1,036,573
9. Operating Managers	1,886,414	1,886,414	1,886,414	1,886,414	1,886,414	1,886,414	1,886,414	1,886,414	1,886,414	1,886,414
10. General & Administration	2,692,821	2,692,821	2,692,821	2,692,821	2,692,821	2,692,821	2,692,821	2,692,821	2,692,821	2,692,821
11. Revenue Division - Non-Indexable	430,626	472,891	486,692	503,889	506,775	509,148	511,070	513,018	514,991	516,989
12. Trackage Rights - Non-Indexable	31,972	35,110	36,134	37,411	37,625	37,802	37,944	38,089	38,235	38,384
13. Loss and Damage	0	0	0	0	0	0	0	0	0	0
14. Insurance	850,163	903,267	920,608	942,215	945,841	948,823	951,238	953,685	956,164	958,674
15. Maintenance of Way	3,546,491	3,546,491	3,546,491	3,546,491	3,546,491	3,546,491	3,546,491	3,546,491	3,546,491	3,546,491
16. Annual Costs	\$26,050,682	\$27,677,917	\$28,209,270	\$28,871,346	\$28,982,452	\$29,073,814	\$29,147,838	\$29,222,816	\$29,298,763	\$29,375,689
17. Total Quarterly Cost - Indexable	\$6,397,021	\$6,792,479	\$6,921,611	\$7,082,512	\$7,109,513	\$7,131,716	\$7,149,706	\$7,167,927	\$7,186,384	\$7,205,079
18. Quarterly Revenue Division - Non-Indexable	\$115,649	\$127,000	\$130,707	\$135,325	\$136,100	\$136,737	\$137,254	\$137,777	\$138,306	\$138,843
19. Annual Cost Index 1/	0.3%	-1.0%	0.2%	1.4%	2.7%	2.2%	1.5%	1.0%	1.0%	1.0%
	\$6,512,670	\$6,919,479	\$7,052,317	\$7,217,837	\$7,245,613	\$7,268,454	\$7,286,959	\$7,305,704	\$7,324,691	\$7,343,922
	26,050,682	27,677,917	28,209,270	28,871,346	28,982,452	29,073,814	29,147,838	29,222,816	29,298,763	29,375,689

1/ Cost Index from Table B and included at Page 30009 of Opening Workpaper volume.

TABLE K: WMCRRA OPERATING EXPENSES
(Continued)

Item (1)	2010 (2)	2011 (3)	2012 (4)	2013 (5)	2014 (6)	2015 (7)	2016 (8)	2017 (9)	2018 (10)	2019 (11)	2020 (12)
1. Train & Engine Personnel	\$5,332,296	\$5,342,144	\$5,351,758	\$5,361,428	\$5,369,114	\$5,376,844	\$5,385,850	\$5,394,917	\$5,404,045	\$5,413,235	\$5,422,488
2. Locomotive Lease Expense	2,592,693	2,597,481	2,602,156	2,606,858	2,610,595	2,614,353	2,618,732	2,623,141	2,627,579	2,632,047	2,636,546
3. Locomotive Maintenance Expense	2,551,801	2,556,514	2,561,115	2,565,743	2,569,420	2,573,120	2,577,429	2,581,768	2,586,137	2,590,535	2,594,963
4. Locomotive Operating Expense	6,411,756	6,423,597	6,435,158	6,446,786	6,456,027	6,465,322	6,476,151	6,487,053	6,498,030	6,509,080	6,520,206
5. Railcar Lease Expense	553,481	554,503	555,501	556,505	557,303	558,105	559,040	559,981	560,929	561,882	562,843
6. Railcar Maintenance Expense	1,227,475	1,229,742	1,231,955	1,234,181	1,235,950	1,237,729	1,239,803	1,241,890	1,243,991	1,246,107	1,248,236
7. Material & Supply Operating	103,043	103,234	103,419	103,606	103,755	103,904	104,078	104,253	104,430	104,607	104,786
8. Ad Valorem Tax	1,036,573	1,036,573	1,036,573	1,036,573	1,036,573	1,036,573	1,036,573	1,036,573	1,036,573	1,036,573	1,036,573
9. Operating Managers	1,886,414	1,886,414	1,886,414	1,886,414	1,886,414	1,886,414	1,886,414	1,886,414	1,886,414	1,886,414	1,886,414
10. General & Administration	2,692,821	2,692,821	2,692,821	2,692,821	2,692,821	2,692,821	2,692,821	2,692,821	2,692,821	2,692,821	2,692,821
11. Revenue Division - Non-Indexable	519,012	519,971	520,907	521,848	522,596	523,348	524,225	525,108	525,996	526,891	527,791
12. Trackage Rights - Non-Indexable	38,534	38,605	38,675	38,745	38,800	38,856	38,921	38,987	39,052	39,119	39,186
13. Loss and Damage	0	0	0	0	0	0	0	0	0	0	0
14. Insurance	0	961,217	962,421	963,597	964,780	965,965	967,166	968,375	969,592	971,116	972,247
15. Maintenance of Way	3,546,491	3,546,491	3,546,491	3,546,491	3,546,491	3,546,491	3,546,491	3,546,491	3,546,491	3,546,491	3,546,491
16. Annual Costs	\$29,453,609	\$29,490,511	\$29,526,539	\$29,562,778	\$29,591,578	\$29,620,546	\$29,654,294	\$29,688,271	\$29,722,479	\$29,756,918	\$29,791,591
17. Total Quarterly Cost - Indexable	\$7,224,016	\$7,232,984	\$7,241,739	\$7,250,546	\$7,257,545	\$7,264,585	\$7,272,787	\$7,281,044	\$7,289,358	\$7,297,727	\$7,306,154
18. Quarterly Revenue Division - Non-Indexable	\$139,387	\$139,644	\$139,895	\$140,148	\$140,349	\$140,551	\$140,786	\$141,024	\$141,262	\$141,502	\$141,744
19. Annual Cost Index 1/	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%
	\$7,363,402	\$7,372,628	\$7,381,635	\$7,390,694	\$7,397,894	\$7,405,137	\$7,413,574	\$7,422,088	\$7,430,620	\$7,439,230	\$7,447,898
	29,453,609	29,490,511	29,526,539	29,562,778	29,591,578	29,620,546	29,654,294	29,688,271	29,722,479	29,756,918	29,791,591

TABLE K: WMCRR OPERATING EXPENSES, INDEXED
(Continued)

Period (1)	Quarter (2)	Rail Cost Adjustment Index 1/ (3)	Operating Expense Indexed For Inflation 2/ (4)	Revenue Division & Trackage Rights Not Indexed For Inflation 3/ (5)	Period (6)	Quarter (7)	Rail Cost Adjustment Index 1/ (8)	Operating Expense Indexed For Inflation 2/ (9)	Revenue Division & Trackage Rights Not Indexed For Inflation 3/ (10)	Period (11)	Quarter (12)	Rail Cost Adjustment Index 1/ (13)	Operating Expense Indexed For Inflation 2/ (14)	Revenue Division & Trackage Rights Not Indexed For Inflation 3/ (15)
NA	1999 4 Qtr	100.0	NA	NA	27	2007 1 Qtr	107.7	7,705,972	137,777	56	2014 2 Qtr	115.8	8,385,975	140,349
NA	2000 1 Qtr	100.1	NA	NA	28	2007 2 Qtr	108.0	7,725,165	137,777	57	2014 3 Qtr	116.1	8,406,862	140,349
NA	2000 2 Qtr	100.1	NA	NA	29	2007 3 Qtr	108.3	7,744,406	137,777	58	2014 4 Qtr	116.4	8,427,800	140,349
1	2000 3 Qtr	100.2	\$6,397,021	\$115,649	30	2007 4 Qtr	108.6	7,763,695	137,777	59	2015 1 Qtr	116.7	8,456,987	140,551
2	2000 4 Qtr	100.3	6,401,813	115,649	31	2008 1 Qtr	108.8	7,803,072	138,306	60	2015 2 Qtr	117.0	8,478,050	140,551
3	2001 1 Qtr	100.0	6,780,510	127,000	32	2008 2 Qtr	109.1	7,822,507	138,306	61	2015 3 Qtr	117.3	8,499,167	140,551
4	2001 2 Qtr	99.8	6,763,494	127,000	33	2008 3 Qtr	109.4	7,841,991	138,306	62	2015 4 Qtr	117.5	8,520,335	140,551
5	2001 3 Qtr	99.5	6,746,522	127,000	34	2008 4 Qtr	109.6	7,861,523	138,306	63	2016 1 Qtr	117.8	8,551,200	140,786
6	2001 4 Qtr	99.3	6,729,592	127,000	35	2009 1 Qtr	109.9	7,901,605	138,843	64	2016 2 Qtr	118.1	8,572,498	140,786
7	2002 1 Qtr	99.3	6,860,954	130,707	36	2009 2 Qtr	110.2	7,921,286	138,843	65	2016 3 Qtr	118.4	8,593,850	140,786
8	2002 2 Qtr	99.4	6,864,382	130,707	37	2009 3 Qtr	110.5	7,941,015	138,843	66	2016 4 Qtr	118.7	8,615,254	140,786
9	2002 3 Qtr	99.4	6,867,812	130,707	38	2009 4 Qtr	110.7	7,960,794	138,843	67	2017 1 Qtr	119.0	8,646,518	141,024
10	2002 4 Qtr	99.5	6,871,243	130,707	39	2010 1 Qtr	111.0	8,001,596	139,387	68	2017 2 Qtr	119.3	8,668,053	141,024
11	2003 1 Qtr	99.8	7,055,453	135,325	40	2010 2 Qtr	111.3	8,021,525	139,387	69	2017 3 Qtr	119.6	8,689,643	141,024
12	2003 2 Qtr	100.2	7,060,019	135,325	41	2010 3 Qtr	111.6	8,041,504	139,387	70	2017 4 Qtr	119.9	8,711,286	141,024
13	2003 3 Qtr	100.5	7,104,670	135,325	42	2010 4 Qtr	111.8	8,061,533	139,387	71	2018 1 Qtr	120.2	8,742,954	141,262
14	2003 4 Qtr	100.9	7,129,407	135,325	43	2011 1 Qtr	112.1	8,091,645	139,644	72	2018 2 Qtr	120.5	8,764,730	141,262
15	2004 1 Qtr	101.6	7,204,412	136,100	44	2011 2 Qtr	112.4	8,111,799	139,644	73	2018 3 Qtr	120.8	8,786,560	141,262
16	2004 2 Qtr	102.2	7,252,558	136,100	45	2011 3 Qtr	112.7	8,132,002	139,644	74	2018 4 Qtr	121.1	8,808,445	141,262
17	2004 3 Qtr	102.9	7,301,024	136,100	46	2011 4 Qtr	113.0	8,152,257	139,644	75	2019 1 Qtr	121.4	8,840,523	141,502
18	2004 4 Qtr	103.6	7,349,815	136,100	47	2012 1 Qtr	113.2	8,182,454	139,895	76	2019 2 Qtr	121.7	8,862,542	141,502
19	2005 1 Qtr	104.2	7,412,988	136,737	48	2012 2 Qtr	113.5	8,202,834	139,895	77	2019 3 Qtr	122.0	8,884,615	141,502
20	2005 2 Qtr	104.7	7,453,428	136,737	49	2012 3 Qtr	113.8	8,223,265	139,895	78	2019 4 Qtr	122.3	8,906,744	141,502
21	2005 3 Qtr	105.3	7,494,088	136,737	50	2012 4 Qtr	114.1	8,243,746	139,895	79	2020 1 Qtr	122.6	8,939,238	141,744
22	2005 4 Qtr	105.9	7,534,969	136,737	51	2013 1 Qtr	114.4	8,274,329	140,148	80	2020 2 Qtr	122.9	8,961,503	141,744
23	2006 1 Qtr	106.3	7,582,146	137,254	52	2013 2 Qtr	114.7	8,294,938	140,148					
24	2006 2 Qtr	106.7	7,610,420	137,254	53	2013 3 Qtr	114.9	8,315,598	140,148					
25	2006 3 Qtr	107.1	7,638,800	137,254	54	2013 4 Qtr	115.2	8,336,310	140,148					
26	2006 4 Qtr	107.5	7,687,286	137,254	55	2014 1 Qtr	115.5	8,365,140	140,349					

1/ 4Q99 equals 100.0, all other quarters equal previous quarter x (1 + Annual Inflation rate from Pages 23 and 24)*.25).

2/ (Quarterly expense from Table K, Pages 23 and 24, for the applicable time period x Column (9), Column (8) or Column (13) / 3Q00 Column (3)).

3/ Quarterly revenue division from Table K, Pages 23 and 24, for the applicable time period.

TABLE L: WMCRR - STAND-ALONE COSTS AND REVENUES - WEST

Quarterly Revenue Requirements to Cover Total Stand-Alone

Period (1)	Quarter (2)	Quarterly Capital Requirement Road Property (3)	Quarterly Operating Expense (4)	Annual Stand-Alone Requirement (5)	Quarterly Stand-Alone Revenues (6)	Quarterly/Annual Stand-Alone Revenues (7)	Overpayments In Revenues (8)	PV Difference (9)	Cumulative PV Difference (10)	PV Required Reduction In Revenues (11)	Percent Reduction In Rates 1/ (12)
1	2000 3 Qtr	\$16,672,449	\$6,512,670		\$21,554,624	\$21,554,624	(\$1,630,495)	(\$1,673,130)	(\$1,673,130)	(\$1,673,130)	-7.56%
2	2000 4 Qtr	16,714,016	6,517,463	\$46,416,598	21,554,624	\$21,554,624	(\$1,676,855)	(\$1,676,855)	(\$3,349,985)	(\$1,676,855)	-7.78%
3	2001 1 Qtr	16,755,697	6,907,510		21,020,245	\$21,020,245	(\$2,642,962)	(\$2,575,614)	\$0	(\$2,575,614)	-12.57%
4	2001 2 Qtr	16,797,490	6,890,495		21,020,245						
5	2001 3 Qtr	16,839,398	6,873,522		21,020,245						
6	2001 4 Qtr	16,881,419	6,856,592	\$94,802,123	21,020,245	\$94,080,979	(\$10,721,144)	(\$9,669,429)	(\$13,019,415)	(\$9,669,429)	-12.75%
7	2002 1 Qtr	16,923,555	6,991,661		22,012,357						
8	2002 2 Qtr	16,965,806	6,995,089		22,012,357						
9	2002 3 Qtr	17,008,172	6,998,519		22,012,357						
10	2002 4 Qtr	17,050,653	7,001,950	\$95,935,405	22,012,357	\$98,049,428	(\$7,885,977)	(\$6,414,679)	(\$19,434,093)	(\$6,414,679)	-8.96%
11	2003 1 Qtr	17,093,251	7,190,778		21,990,797						
12	2003 2 Qtr	17,135,964	7,215,344		21,990,797						
13	2003 3 Qtr	17,178,795	7,239,995		21,990,797						
14	2003 4 Qtr	17,221,742	7,264,732		21,990,797						
15	2004 1 Qtr	17,264,807	7,340,513		22,551,860	\$87,963,188	(\$9,577,413)	(\$7,026,311)	(\$26,460,404)	(\$7,026,311)	-10.89%
16	2004 2 Qtr	17,307,989	7,388,658		22,551,860						
17	2004 3 Qtr	17,351,290	7,437,124		22,551,860						
18	2004 4 Qtr	17,394,709	7,485,915	\$97,540,601	22,551,860	\$90,207,442	(\$8,763,563)	(\$5,798,552)	(\$32,258,957)	(\$5,798,552)	-9.71%
19	2005 1 Qtr	17,438,248	7,549,726		23,129,923						
20	2005 2 Qtr	17,481,905	7,590,165		23,129,923						
21	2005 3 Qtr	17,525,683	7,630,825		23,129,923						
22	2005 4 Qtr	17,569,580	7,671,707	\$100,457,839	23,129,923	\$92,519,690	(\$7,938,149)	(\$4,737,157)	(\$36,996,114)	(\$4,737,157)	-8.58%
23	2006 1 Qtr	17,613,598	7,719,399		23,695,953						
24	2006 2 Qtr	17,657,737	7,747,674		23,695,953						
25	2006 3 Qtr	17,701,997	7,776,054		23,695,953						
26	2006 4 Qtr	17,746,379	7,804,539	\$101,767,378	23,695,953	\$94,783,813	(\$6,983,565)	(\$3,758,681)	(\$40,754,795)	(\$3,758,681)	-7.37%
27	2007 1 Qtr	17,790,883	7,843,749		24,278,368						
28	2007 2 Qtr	17,835,510	7,862,942		24,278,368						
29	2007 3 Qtr	17,880,259	7,882,183		24,278,368						
30	2007 4 Qtr	17,925,132	7,901,472	\$102,922,129	24,278,368	\$97,113,471	(\$5,808,658)	(\$2,819,641)	(\$43,574,437)	(\$2,819,641)	-5.98%
31	2008 1 Qtr	17,970,129	7,941,379		24,876,050						
32	2008 2 Qtr	18,015,249	7,960,814		24,876,050						
33	2008 3 Qtr	18,060,494	7,980,297		24,876,050						
34	2008 4 Qtr	18,105,865	7,999,829	\$104,034,056	24,876,050	\$99,504,200	(\$4,529,855)	(\$1,983,180)	(\$45,557,616)	(\$1,983,180)	-4.55%
35	2009 1 Qtr	18,151,360	8,040,448		25,505,944						
36	2009 2 Qtr	18,196,981	8,060,129		25,505,944						
37	2009 3 Qtr	18,242,729	8,079,858		25,505,944						
38	2009 4 Qtr	18,288,603	8,099,637	\$105,159,745	25,505,944	\$102,023,778	(\$3,135,967)	(\$1,238,252)	(\$46,795,868)	(\$1,238,252)	-3.07%
39	2010 1 Qtr	18,334,604	8,140,963		26,168,016						
40	2010 2 Qtr	18,380,733	8,160,912		26,168,016						

1/ Calculated on West Texas Procedures: Column (8) divided by Column (7).

TABLE L: WMCRR - STAND-ALONE COSTS AND REVENUES - WEST

Quarterly Revenue Requirements to Cover Total Stand-Alone

Period (1)	Quarter (2)	Quarterly Capital Requirement Road Property (3)	Quarterly Operating Expense (4)	Annual Stand-Alone Requirement (5)	Quarterly Stand-Alone Revenues (6)	Quarterly/Annual Stand-Alone Revenues (7)	Overpayments In Revenues (8)	PV Difference (9)	Cumulative PV Difference (10)	PV Required Reduction In Revenues (11)	Percent Reduction In Rates 1/ (12)
41	2010 3 Qtr	\$18,426,989	\$8,180,891	\$106,289,405	\$26,168,016	\$104,672,065	(\$1,627,340)	(\$579,529)	(\$47,375,397)	(\$579,529)	-1.55%
42	2010 4 Qtr	18,473,374	8,200,920		26,168,016						
43	2011 1 Qtr	18,519,887	8,231,289		26,791,355						
44	2011 2 Qtr	18,566,530	8,251,443		26,791,355						
45	2011 3 Qtr	18,613,302	8,271,646		26,791,355						
46	2011 4 Qtr	18,660,205	8,291,901	\$107,406,203	26,791,355	\$107,165,420	(\$240,783)	(\$77,336)	(\$47,452,734)	(\$77,336)	-0.22%
47	2012 1 Qtr	18,707,237	8,322,350		27,429,001						
48	2012 2 Qtr	18,754,401	8,342,730		27,429,001						
49	2012 3 Qtr	18,801,696	8,363,160		27,429,001						
50	2012 4 Qtr	18,849,123	8,383,642	\$108,524,339	27,429,001	\$109,716,004	\$1,191,665	\$345,200	(\$47,107,534)	\$345,200	1.09%
51	2013 1 Qtr	18,896,682	8,414,478		28,082,727						
52	2013 2 Qtr	18,944,374	8,435,086		28,082,727						
53	2013 3 Qtr	18,992,189	8,455,746		28,082,727						
54	2013 4 Qtr	19,040,158	8,476,458	\$109,655,181	28,082,727	\$112,330,910	\$2,675,729	\$699,066	(\$46,408,467)	\$699,066	2.38%
55	2014 1 Qtr	19,088,250	8,505,489		28,736,573						
56	2014 2 Qtr	19,136,477	8,526,324		28,736,573						
57	2014 3 Qtr	19,184,839	8,547,211		28,736,573						
58	2014 4 Qtr	19,233,337	8,568,149	\$110,790,077	28,736,573	\$114,946,290	\$4,156,214	\$979,341	(\$45,429,126)	\$979,341	3.62%
59	2015 1 Qtr	19,281,970	8,597,538		29,406,506						
60	2015 2 Qtr	19,330,740	8,618,602		29,406,506						
61	2015 3 Qtr	19,379,646	8,639,718		29,406,506						
62	2015 4 Qtr	19,428,690	8,660,886	\$111,937,790	29,406,506	\$117,626,022	\$5,688,233	\$1,208,852	(\$44,220,274)	\$1,208,852	4.84%
63	2016 1 Qtr	19,477,871	8,691,986		29,373,734						
64	2016 2 Qtr	19,527,191	8,713,285		29,373,734						
65	2016 3 Qtr	19,576,649	8,734,636		29,373,734						
66	2016 4 Qtr	19,626,247	8,756,041	\$113,103,907	29,373,734	\$117,494,935	\$4,391,028	\$841,631	(\$43,378,643)	\$841,631	3.74%
67	2017 1 Qtr	19,675,984	8,787,541		30,066,567						
68	2017 2 Qtr	19,725,861	8,809,077		30,066,567						
69	2017 3 Qtr	19,775,879	8,830,666		30,066,567						
70	2017 4 Qtr	19,826,038	8,852,309	\$114,283,356	30,066,567	\$120,266,266	\$5,982,910	\$1,034,255	(\$42,344,388)	\$1,034,255	4.97%
71	2018 1 Qtr	19,876,338	8,884,216		30,776,698						
72	2018 2 Qtr	19,926,781	8,905,992		30,776,698						
73	2018 3 Qtr	19,977,366	8,927,822		30,776,698						
74	2018 4 Qtr	20,028,094	8,949,707	\$115,476,316	30,776,698	\$123,106,791	\$7,630,475	\$1,189,670	(\$41,154,718)	\$1,189,670	6.20%
75	2019 1 Qtr	20,078,966	8,982,025		31,504,566						
76	2019 2 Qtr	20,129,981	9,004,044		31,504,566						
77	2019 3 Qtr	20,181,142	9,026,118		31,504,566						
78	2019 4 Qtr	20,232,447	9,048,246	\$116,682,968	31,504,566	\$126,018,266	\$9,335,297	\$1,312,692	(\$39,842,026)	\$1,312,692	7.41%
79	2020 1 Qtr	20,283,898	9,080,882		32,250,622						
80	2020 2 Qtr	20,335,494	9,103,247	\$58,803,621	32,250,622	\$64,501,245	\$5,697,624	\$760,866	(\$39,081,160)	\$760,866	8.83%

1/ Calculated on West Texas Procedures: Column (8) divided by Column (7).