

209212

BEFORE THE
SURFACE TRANSPORTATION BOARD



DUKE ENERGY CORPORATION,

Complainant,

v.

NORFOLK SOUTHERN RAILWAY
COMPANY,

Defendant.

Docket No. 42069

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RESPONSE OF COMPLAINANT DUKE ENERGY CORPORATION
TO BOARD ORDER SERVED OCTOBER 10, 2003

PUBLIC VERSION

DUKE ENERGY CORPORATION

By: Paul R. Kinny
Assistant General Counsel
Duke Energy Corporation
Mail Code PB05E
422 South Church Street
Charlotte, NC 28202-1904

OF COUNSEL:

Slover & Loftus
1224 Seventeenth Street, N.W.
Washington, D.C. 20036

Dated: October 24, 2003

Filing Contains Color Images

William L. Slover
Robert D. Rosenberg
Christopher A. Mills
Andrew B. Kolesar III
Daniel M. Jaffe
Karen H. Herren
1224 Seventeenth Street, N.W.
Washington, D.C. 20036
(202) 347-7170

Attorneys for Complainant

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Narrative

DUKE ENERGY CORPORATION,

V.

Defendant.

Docket No. 42069

Complainant Duke Energy Corporation (“Duke”) hereby responds to the Board’s Order in the above-captioned proceeding served October 10, 2003 (the “Order”), directing the parties to submit supplemental evidence regarding “the costs and revenues associated with rerouting” crossover traffic “that would not be local to the stand-alone railroad [“SARR”] hypothesized in this case.”

Duke appreciates that the Board's intent in issuing the Order is to produce a superior decision on the merits than might otherwise be the case. Nonetheless, Duke has several fundamental concerns with the Order that it wishes to note for the record.

First, the Order is inconsistent with the statutory deadline in 49 U.S.C. § 10704(c)(1), which requires the Board to render its decision in stand-alone cost (“SAC”) cases within nine months of the close of the record.¹

Second, the additional delay created by the Order is especially problematic here because of the punitive and retaliatory increases embodied in the issue rates of Defendant Norfolk Southern Railway Company (“NS”). In addition to exceeding a reasonable maximum under both the jurisdictional threshold and SAC constraints, those rates violate the condition of the Conrail transaction that captive shippers not be burdened with the costs associated with NS’s acquisition of part of Conrail. Even if the Board eventually awards reparations, including interest, Duke would still be burdened by the uncertainty that is extended by the Order and the inefficiencies that result from having to purchase coal without knowing its coal transportation costs.

Third, the Order is problematic as it makes no mention of the considerable information already in the record concerning the revenues and costs associated with

¹ Under 49 U.S.C. § 10704(b)(1), the Board is required to render its decision on the merits within nine months of the close of the administrative record. The Board presently interprets the record to close with the filing of briefs, the timing of which the Board controls. However, since parties are not permitted to introduce new evidence with their briefs, the close of the record logically occurs with the filing of rebuttal evidence, which occurred in this proceeding on November 19, 2002, over eleven months ago. In its post-ICCTA decision adopting its current rules, the Board made clear that any briefing would not delay the issuance of the merits decision. Ex Parte No. 527, Expedited Procedures for Processing Rail Rate Reasonableness, Exemption and Revocation Proceedings (STB served Oct. 1, 1996), at 6 & n.11 (“if briefing is needed in [SAC] cases, we will have briefs submitted after the 7-month evidentiary period, while we are preparing the final decision” so as to “ensure that SAC cases will be completed within a 16-month period”).

rerouted traffic.² Given the timing of the Order, the Board should be able to offer more specificity as to what information it seeks. Instead, the description of the additional information the Board seeks is very general, leaving Duke (and presumably NS) unclear as to exactly what kind of information the Board expects. Duke is concerned that it is devoting substantial resources to develop and submit information that the Board may be unwilling or unable to consider in the limited time it allots for issuing its decision on the merits.

Nonetheless, but without any waiver of its position on these matters and with full reservation of its rights, Duke responds to the Order as follows.

II. NATURE OF DUKE'S REROUTED TRAFFIC

The Order instructs the parties “to quantify the revenues and costs (including both operating costs and, if applicable, investment costs) of the stand-alone railroad attributable” to “rerouting traffic that would not be local to the stand-alone railroad hypothesized in this case.”

Duke identified the rerouted traffic for its SARR, the Appalachia & Carolina Central Railroad (the “ACC”) in its Opening Evidence. Specifically, Duke identified such traffic by using a “1” in the “re-route flag” column of the “Mileage Block Calculation” sheet in its Opening electronic workpaper “ACC TRAFFIC MATRIX

² NS devoted six pages of its Reply Narrative (III-A-54 to 59) to this issue, and Duke devoted twelve pages of its Rebuttal Narrative (III-A-65 to 73 and III-C-69 to 72) to the matter as well. Duke also submitted multiple permutations of its DCF analysis showing the results with and without the revenues from the rerouted traffic.

2001.xls.”³ Duke further identified and addressed the rerouted traffic in the letter with attachments from Duke counsel to NS counsel dated June 11, 2002, and included in Duke’s Rebuttal Workpapers at Vol. 6, pp. 6722-41. That letter is included as Exhibit S-1 hereto.⁴ In addition, Duke is including in Exhibit S-2 a map that depicts the traffic reroutes.

Duke’s letter explained that the ACC’s design involved both internal and crossover reroutes. The internal reroutes involve NS line segments in West Virginia that the ACC does not replicate such as (1) the Elmore-Princeton-Kellysville segment, the traffic for which the ACC routes from Elmore via Bluestone and Bluefield, and (2) the Morri Branch Junction-Gilbert-Scaggs segment, the traffic for which the ACC routes via Elmore and Bluestone and thence to Kenova via Wharncliffe, Devon, and Naugatuck. Additionally, NS routes the issue traffic moving to Duke’s Dan River plant east of Roanoke via Alta Vista and Danville, VA, whereas the ACC routes the traffic south from Roanoke, in the direction of Winston-Salem, NC. Duke’s understanding is that such internal reroutes are not implicated by the Board’s order.

The focus of the Board’s Order is instead on crossover traffic “that would not be local to the stand-alone railroad hypothesized in this case,” that is, crossover traffic that the ACC interchanges with (delivers to, in all instances) the residual NS at a location not along NS’s current (i.e., 2001) route of movement for the traffic. Again, Duke

³ The traffic reroutes were also identified in Duke’s Rebuttal electronic workpaper “Rebuttal ACC 2002 SAC MOVE MILES AND TONMILES.xls.”

⁴ Duke is denominating its exhibits submitted herewith as “S-1,” “S-2,” etc., because they reflect the supplemental evidence being submitted as part of this Response.

identified this traffic in its Opening Evidence and addressed it further in the referenced letter, although both of those treatments were prepared without the benefit of the additional traffic that NS disclosed in the corrected traffic tape information that it produced on May 28, 2002, four days after Duke submitted its Opening Evidence.⁵

Accordingly, Duke has included as Exhibit S-3 and supplemental electronic workpaper "ACC III_A 2002 REBUTTAL.xls" a table that identifies the rerouted crossover traffic using the corrected traffic tape data. The information is organized in the same manner as in Duke's earlier letter, except that the groupings are organized by the rerouted traffic categories described below.

For present purposes, Duke will divide the rerouted traffic into three categories. Category 1 involves crossover traffic that NS in 2001 routed east from Roanoke, VA, to Altavista, VA, and then south to Greensboro, NC, and then beyond, but that the ACC sends south from Roanoke to Winston Salem, NC, and interchanges with the residual NS at Winston-Salem (rather than West Roanoke) for movement to Greensboro and beyond. See the first page of Exhibit S-2. This rerouting flows from Duke's decision to serve the Dan River plant by the same line that serves Duke's other

⁵ NS's analysis of the traffic revenues associated with the reroutes in NS Reply electronic workpaper "rev ACC Appendix1.xls" was also based on the traffic presented in Duke's Opening Evidence. That evidence did not include the additional traffic, as Duke had not yet had an opportunity to incorporate NS's belatedly produced materials in its formal evidence (although Attachment C to Duke's July 11, 2002 letter did describe the additional traffic Duke intended to include, and NS's Reply Evidence addressed the additional traffic in detail at III-A-12).

NS-served plants rather than construct a separate line. The Category 1 rerouting increases the haul for these movements by 21.4 miles.⁶

The Category 2 and Category 3 reroutes involve crossover traffic that NS routed in 2001 over portions of the ACC's "Wentz line" (NS's Clinch Valley District) that runs between Bluefield, VA and Appalachia, VA via St. Paul, VA. Category 2 covers coal traffic that the NS originates at points north/west of Bluestone, WV, and then moves to and beyond St. Paul on the Wentz line, via NS's line between Iager, WV and Cedar Bluff, VA, a segment that the ACC does not replicate.⁷ The ACC reroutes this traffic through Bluefield and on to West Roanoke and then to points south (Belmont, Charlotte, and Catawba) for interchange to the residual NS.

Category 3 covers coal traffic that NS originates on the Wentz line (including the Norton Branches) or nearby lines and then moves to other points on the Wentz line (i.e., Appalachia or St. Paul) without going east of St. Paul. The ACC reroutes

⁶ The ACC distance from West Roanoke to Winston-Salem is 122.1 miles, which is slightly less than the NS distance from West Roanoke to Greensboro via Altavista (129.8 miles). The NS distance from Winston-Salem to Greensboro is 29.1 miles, so the total distance from West Roanoke to Greensboro via Winston-Salem is 151.2 miles and the difference in distance via the two routes is 21.4 miles.

Duke notes that the attachments to the June 11, 2002 letter (Exhibit S-1) showed varying mileage differences for individual Category 1 movements (see Attachment A, Appendix 1, page 6 of 7). These differences were caused by a combination of using PCRAIL miles for some moves and NS traffic tape miles for other moves. The correct mileage difference between the two routes is 21.4 miles for all movements.

⁷ Category 2 thus includes traffic originating at mines north/west of Bluefield, VA (including the ACC's Ceredo, Wolf Creek, Naugatuck, Nolan, Mate Creek, Arrow, Devon, and Wharncliffe Branches), and the mines north of Bluestone reached via Elmore, WV (and the Elmore West and Elmore North Branches).

the identified traffic to Bluefield via St. Paul and thence to West Roanoke and points south. As noted in Duke's Rebuttal Narrative at III-A-72 n.70, Duke's purpose for the Category 3 reroutes was to achieve desirable densities on the Wentz line so as to minimize the costs associated with including origins on the Wentz line in its SARR. During 2002 and 2003 combined, Duke itself shipped less than 200,000 from origins (the Wentz and Toms Creek mines) on the Wentz line.

III. DUKE'S GENERAL RESPONSE TO THE BOARD'S ORDER AND ASSOCIATED LIMITATIONS

The Board's Order instructs the parties to help it "determine the costs and revenues associated with rerouting" the crossover traffic. As a preliminary matter, Duke believes that the rerouting of certain crossover traffic as presented in its prior evidentiary filings in this case is entirely consistent with SAC principles under the Coal Rate Guidelines, as well as fully justified by the evidence. Duke's evidence on this issue was presented at pages III-A-65 to 73 and III-C-69 to 72 of its Rebuttal Narrative. It will not be repeated here as the purpose of this Response is to provide the information requested in the Order.

In Duke's view, quantifying the effects of the rerouting necessarily entails comparing the costs and revenues that would result without the rerouting. However, eliminating the rerouting need not, and should not, result in the removal of the rerouted traffic from the SARR altogether. Instead, elimination of the reroute should result in restoring the original routing, that is, the ACC returns the rerouted traffic to the residual incumbent at a point along the original route of movement. See Docket No. 42056, Texas

Municipal Power Agency v. Burlington Northern and S.F. Ry. Co. (STB served March 24, 2003) (“TMPA”) at 21-22, discussed infra.

For example, under the original routing, the ACC would still transport Category 1 traffic as far as West Roanoke, a point along NS’s 2001 route of movement for that traffic. While the ACC would then interchange the traffic and forego the movement from West Roanoke to Winston-Salem, the ACC should still benefit from moving that traffic to West Roanoke from its lines to the west and north, particularly as such a routing would involve no crossover rerouting.⁸

Similarly, the ACC would still accommodate the transportation of Category 2 traffic from points north and west of Bluestone through Bluestone and Bluefield and thence to an interchange with NS at St. Paul on the ACC’s Wentz line, thus returning the traffic to the residual NS at a point along NS’s actual 2001 route of movement.⁹ See page 2 of Exhibit S-2.

Such internal rerouting is plainly permissible. In particular, the Board, in the recent TMPA decision, rejected the shipper’s proposed rerouting of crossover Powder River Basin (“PRB”) coal traffic through Iola, TX, but still accepted the inclusion of that traffic between the mines and Northport, NE, where the traffic was returned to the

⁸ As explained infra, there are strong reasons for allowing the ACC to handle the Category 1 traffic all the way to Winston-Salem. Indeed, NS raised no direct objection to the Category 1 reroutes, which are very modest in any event.

⁹ These movements would involve internal rerouting on the ACC, as NS routes most of this traffic via Iager and Cedar Bluff, whereas the ACC instead routes it through Bluefield. The ACC’s route is 38.1 miles shorter for Category 2 traffic originating on the Elmore Branches, and 40.0 miles longer for the other Category 2 traffic originating north of Iager. In any event, the DCF model accounts for the costs of the internal rerouting.

residual incumbent's route of movement, even though the defendant used a different route to move the coal to Northport. TMPA, *supra*, at 21-24.¹⁰

Likewise, the ACC would handle the Category 3 traffic along part of the Wentz Line itself, just as NS handled such traffic in 2001, without moving such traffic east of St. Paul. For the Category 3 traffic, the ACC would interchange the traffic with the residual NS at Appalachia or St. Paul (points served by the SARR along NS's actual 2001 route of movement). The ACC's portion of such movements would be relatively short, but the traffic would still contribute to the ACC's revenues and operating densities.

Restoring the original routing would reduce the ACC's ton-miles and associated revenues, but it would also reduce the ACC's operating and capital costs associated with handling the reduced ton-miles. Calculating the savings in direct operating costs is a relatively feasible undertaking. Calculating the savings in capital costs and indirect operating costs is more challenging.

Reducing the ACC's traffic volumes east of Bluefield and south of West Roanoke would enable the ACC to achieve savings in the capital and operating costs for handling the remaining traffic. Because the lines east of Bluefield would handle less traffic, the ACC could reduce or eliminate various capital investments (yard tracks, passing sidings, *etc.*) that would not be needed to handle the diminished traffic.¹¹ At the

¹⁰ In TMPA, the shipper rerouted some PRB coal traffic that actually moved over BNSF's "northern" route via Campbell, WY and Edgemont, SD, to the "southern" route (replicated by the SARR) via Bill and Bridger Junction, WY, to Northport. The Board accepted this internal rerouting as reasonable and consistent with the shippers' transportation needs. Id. at 21.

¹¹ This subject is addressed in more detail in Part III.C. beginning at page 19, *infra*.

same time, the reduced traffic along these segments would mean fewer trains and thus fewer train meets. The trains would consequently achieve faster transit times, translating into reduced operating costs for locomotives, fuel, crews, cars, and other expenses for the remaining traffic, thus constituting indirect savings in operating expenses.

Unfortunately (for Duke), determining the capital savings and operating savings associated with having greater excess capacity entails a detailed analysis of capacity and operating statistics that cannot be completed in the two weeks that the Board has afforded for initial analysis and, even if it could, NS would doubtless complain that it requires more time to critique the analysis, and the Board is unlikely to be able to determine the reasonableness of the analysis within the one additional week that it allotted itself to render a decision. Accordingly, this filing identifies only a portion of the potential capital savings – and none of the indirect operating cost savings – available to the ACC from eliminating the reroutes.

As Duke noted in its Rebuttal Narrative, a more complete analysis of the elimination of the crossover traffic reroutes would likely prompt Duke to remove the Wentz line from the ACC altogether and instead construct a yard at Bluefield to interchange Wentz line traffic with the residual NS. This change would entail Duke's abandonment of its claim for direct rate relief for its shipments from the Wentz and Toms Creek origins if the Board prescribes rates only on an O/D pair basis. Nonetheless, Duke's earlier internal analysis (described in Duke's Rebuttal Narrative at III-A-72 n. 70) indicated that the resulting percentage reduction for the remaining movements would be essentially identical (within 1%) of that for the ACC with the reroutes. However, such an

analysis would almost certainly trigger objections from NS that Duke had engaged in an impermissible “substantial” modification of its SAC presentation, create a likely need for additional capacity/operating statistics analysis, and result in inevitable additional delay that Duke and its ratepayers cannot tolerate. Duke has thus refrained from attempting to present such a more complete analysis in this submission.

IV. REVENUES AND COSTS ASSOCIATED WITH REROUTED CROSSOVER TRAFFIC

As noted supra, quantifying the revenues and costs associated with the rerouted crossover traffic involves (a) calculating the revenues and costs associated with the traffic reroutes, (b) calculating the revenues and costs associated with using NS’s original (2001) routing, and (c) determining the difference between the two, which is ultimately the revenues and costs associated with rerouting the traffic instead of using the original routing.

In the following analysis, Duke will (a) identify the rerouted traffic and note the resulting changes in traffic flows and volumes at various interchange points with the residual NS as well as changes in revenues associated with eliminating the reroutes and restoring the original routing, (b) identify the operational and physical changes associated with restoring the original routing and the associated costs for Category 2 and Category 3 traffic, and (c) summarize the impact of the revenue, operational, and physical changes and present a single representative DCF analysis showing the impact of restoring the original routing (except for the Category 1 traffic as there are very strong reasons for retaining the reroute for this traffic).

Duke's analysis, except for the DCF presentation, will generally separate the rerouted traffic by category. While Duke does not know on what basis the Board has decided to request the additional information on the revenues and costs associated with the rerouted traffic, reasons for excluding one category of the rerouted traffic would not necessarily apply to other Categories. In particular, the Category 1 reroutes are particularly appropriate as they involve very little additional distance and NS has not objected to them. Even if the Category 2 and/or Category 3 reroutings were to be eliminated (for whatever reasons, which are not disclosed by the Order), the Category 1 reroutings should certainly be retained. The quantification of rerouted traffic by category is designed to facilitate the selective inclusion of the reroutes.

A. Identification of Rerouted Crossover Traffic and Associated Flows

1. Rerouted Traffic Volume

Exhibit S-3 attached (also included as electronic workpaper "ACCIH_A2002.xls") identifies the crossover traffic in Duke's Rebuttal Evidence for 2002 which is the ACC's first year of operations. Table S-1 on the next page identifies the rerouted crossover traffic by type (Category 1, Category 2, or Category 3), number of trains,¹² and resulting number of ton-miles both without the reroutes (under NS's 2001 routing) and with the reroutes:

¹² Duke Rebuttal electronic workpaper file "REVISED string chart data for NS.xls," sheet "train list" shows a total of 1,517,464 tons and 146 trains (exclusive of grain movements) for the two-week peak study period, resulting in an average of 10,400 tons per coal train. This figure is used to develop all train counts shown herein.

Table S-1 ACC Rerouted Crossover Traffic by Traffic Category - 2002				
Traffic Type	Trains	Tons (millions)	ACC Ton-Miles (millions)	
			Orig. Routing	With Reroutes
Category 1	160	1.66	420.6	622.7
Category 2	702	7.30	1,338.7	3,093.0
Category 3	477	4.96	87.0	2,119.9
Total Rerouted	1,339	13.92	1,846.3	5,835.6
Total ACC	8,236	85.65	17,265.9	31255

The relationship of the rerouted traffic to the ACC's total traffic is shown in Table S-2 below, in terms of trains, tons, and ton-miles, for 2002.

Table S-2 Rerouted Traffic as a % of the ACC's Total Traffic - 2002				
Traffic Type	By # of Trains	By # of Tons	By # of Ton-Miles	
			Orig. Route	With Reroute
Category 1	2%	2%	2.4%	2.9%
Category 2	8%	8%	7.8%	14.6%
Category 3	6%	6%	0.5%	10.0%
Total	16%	16%	10.7%	27.5%

2. Traffic Flows Associated with Restoring Original Routing

Eliminating the reroutes and restoring the original routing significantly changes the ACC's traffic flows. First, the 1.66 million tons of peak-year Category 1 traffic that the ACC interchanges with the residual NS at Winston-Salem would instead be interchanged at West Roanoke. Second, the 7.3 million peak-year tons of Category 2

traffic originating at ACC-served mines in West Virginia, Kentucky and Virginia, and the 4.96 million peak-year tons of Category 3 traffic originating on the Wentz line would both be interchanged to NS at St. Paul and Appalachia (where the ACC already has interchanges with NS) rather than at Belmont, Charlotte and Catawba, NC. The revised routes for the Categories 2 and 3 traffic are shown on page 2 of Exhibit S-2.

The Category 2 traffic (originating on the ACC's lines between Bluefield and Kenova and on the Elmore Branches north and west of Elmore) would no longer move via Bluefield to West Roanoke and thence south to the interchanges in North Carolina. Instead, the traffic would move west at Bluefield onto the Wentz line to be interchanged at St. Paul with the residual NS.

Similarly, the Category 3 traffic originating on the Wentz line and associated branches (dubbed the Norton Branches in Duke's Opening Evidence) would no longer move over the Wentz line to Bluefield, and thence via West Roanoke to the interchanges with the residual NS at Belmont, Charlotte and Catawba. Instead, the traffic would be interchanged to NS at Appalachia or St. Paul.

Exhibit S-4 and electronic workpaper "ACC Rebuttal and Revised Tons by Location 2002.xls" identify the effect of restoring the original routing on the 2002 volumes that the ACC interchanges with the residual NS at various locations. Table S-3 below presents the volume shifts and indicates whether the ACC requires the interchange under the original routing.

Table S-3 Effect on Interchange Volumes of Restoring Original Routing - 2002 (Tons)			
Interchange Location	Interchange Volume Original Routing	Interchange Volume with Reroutes	Interchange Needed w/o Rerouting?
St. Paul	10,031,189	0	Yes
Appalachia	2,231,918	0	Yes
Roanoke	1,665,201	0	Yes
Belmont	0	10,973,043	No
Catawba	0	667,462	No
Charlotte	0	622,602	Yes (vol. reduced)
Winston-Salem	0	1,665,201	Yes (vol. reduced)
Total	13,928,308	13,928,308	

Restoring the original routing also changes the traffic densities over the ACC's lines, except the Category 2 traffic continues to move on the same lines north of Bluefield. The traffic density changes for affected segments are shown on Exhibit S-5 and electronic workpaper "ACC Rebuttal and Revised Density With Train Counts.xls." The information is summarized in Table S-4 on the next page and is presented in terms of tons and loaded trains per day.¹³ Information on the West Roanoke to Winston-Salem segment is presented in Table S-4 with and without the rerouting for the Category 1 traffic given the compelling justification for retaining the rerouting of this traffic.

¹³ Based on the average of 10,400 tons per coal train noted earlier and 350 operating days per year, one coal train per day is equivalent to 3.64 million tons per year, and a million tons of coal per year is equivalent to an average of 0.275 trains per day. Stated differently, 3.64 million tons of coal per year equates to 3,364,000 tons ÷ 10,400 tons/train ÷ 350 operating days/year = 1.00 trains/day.

Table S-4 Analysis of ACC Traffic Flows with Original Routing and Reroutes - 2002							
Loaded Segment		Original Routing		With Reroutes		Difference (Orig. minus Rerouted)	
Start ^{1/}	End ^{1/}	MM Tons (Year)	Average Trains (Day) Loaded	MM Tons (Year)	Average Trains (Day) Loaded	MM Tons (Year)	Average Trains (Day) Loaded
Appalachia	St. Paul	8.90	2.4	11.14	3.1	(2.24)	(0.6)
St. Paul	Bluefield	15.77	4.3	13.42	3.7	2.35	0.6
Bluefield	W. Roanoke	50.11	13.8	62.37	17.1	(12.26)	(3.4)
W. Roanoke	Winston- Salem	13.92	3.8	27.85	7.7	(13.93)	(3.9)
W. Roanoke (w/ Cat. 1)	Winston- Salem	15.59	4.3	27.85	7.7	(12.26)	(3.4)
Winston- Salem	Barber	7.48	2.1	19.75	5.4	(12.27)	(3.4)
Barber	Catawba	3.94	1.1	4.61	1.3	(0.67)	(0.2)
Barber	Charlotte	2.67	0.7	14.26	3.9	(11.59)	(3.2)
Charlotte	Belmont	2.45	0.7	13.43	3.7	(10.98)	(3.0)
^{1/} Loaded trains move in both directions between Appalachia and St. Paul and between St. Paul and Bluefield. Tonnage and daily train figures shown are the maximum for any portion of the segment.							

Only the Bluefield-St. Paul segment experiences a net increase in density as a result of restoring the original routing. That increase amounts to an average of only 0.6 loaded trains per day as the addition of the Category 2 traffic is largely offset by the removal of the Category 3 traffic east of St. Paul.

B. Revenues Associated with Rerouted Crossover Traffic

Exhibit S-5 attached is a table that identifies the revenues associated with the crossover traffic in Duke's Rebuttal Evidence for 2001 which is the most recent year reflected in the traffic tape data provided by NS.¹⁴ The table below identifies the movements by category, and shows the revenues on both a total basis and on an ACC-share basis (after application of the modified mileage block prorate ("MMP") method) under both the original routing and with the reroutes:

Table S-5 ACC Revenues from Crossover Traffic, With and Without Reroutes - 2001 (\$ Millions)					
Traffic Type	Total Revenues (ACC and NS combined)	ACC Divisions with Original Routing		ACC Divisions with Reroutes	
		Total ACC Revenues (MMP Method)	ACC Divisions as a % of Total Revenues	Total ACC Revenues (MMP Method)	ACC Divisions as a % of Total Revenues
Category 1	\$20.85	\$14.14	67.8%	\$14.14	67.8%
Category 2	\$96.89	\$35.46	36.6%	\$51.49	53.1%
Category 3	\$58.74	\$16.41	27.9%	\$32.26	54.9%
Total	\$176.48	\$66.01	37.4%	\$97.89	55.5%

¹⁴ The information is also included as electronic workpapers "NS contractrevprojtariffsmarshall rebuttal.xls" and "NS contractrevprojtariffsmarshall Supplemental.xls." This information segregated by category is available only for 2001; however, the numbers would not change significantly for 2002 which is the ACC's first year of operations.

Restoring the original NS routing would cause the ACC to move the Category 3 traffic for relatively short distances, ranging from a low of 3.4 miles to a high of 34.9 miles, before interchanging with the residual NS at St. Paul or Appalachia. The shorter haul would cause the ACC to receive lower total revenue under the MMP method because the ACC would receive only two mileage blocks (one for originating the movement, and another for a mileage block of 100 miles or less). However, if past is prologue, NS will complain that the award of two mileage blocks is excessive given the length of the ACC's haul for this traffic, notwithstanding the proportionately higher operating costs associated with serving the mines where the traffic originates.

In response, Duke reiterates the evidence it presented at III-A-50 to 64 of its Rebuttal Narrative showing that use of the MMP method to divide revenues for the ACC's crossover coal traffic produces results that are consistent with commercial divisions in the real world, even for short-haul movements on the originating carrier such as those produced using the original routing for the Category 3 traffic. Duke's evidence on this point was sponsored by Witness David G. Weishaar, who was responsible for marketing the transportation of coal and other commodities at the Chicago and North Western Railway for many years and who is very familiar with the establishment of divisions in situations where either the originating or the terminating carrier has a short haul. See Duke Rebuttal Narrative at III-A-52 to 54 and IV-4 to 6.

These results are also consistent with the fact that NS itself receives very high revenues, expressed in mills per ton-mile, for numerous short-haul Central Appalachian coal movements. In particular, Table III-A-8 at page III-A-64 of Duke's

Rebuttal Narrative shows that NS in 2001 received revenues well in excess of 100 mills per ton-mile for several such movements.

**C. Operational and Physical Changes and Costs
Associated with Restoring the Original Routing**

As noted supra, restoring the original routing and eliminating the reroutes on the crossover traffic alters the ACC's traffic flows, as the Group 1 traffic leaves the ACC interchange at West Roanoke instead of Winston-Salem, the Group 2 traffic is directed west (onto the Wentz line) instead of east at Bluefield, and the Group 3 traffic moves only a short distance on the Wentz line. As explained below, the reduction in total ton-miles results in a proportionate reduction in direct operating expenses. However, relatively little change to the ACC's configuration or operations is required to accommodate the altered traffic flows. Where such changes are required, they largely involve redeploying the previously proposed facilities and/or activities at different locations. This section addresses those changes and the associated costs.

1. Reduction in Direct Operating Expenses

As noted supra, the reduction in ton-miles associated with restoring the original routing would reduce the ACC's direct operating expenses as the ACC would move the Category 1, 2, and 3 traffic a shorter distance, thus incurring reduced costs for locomotives, fuel, crews, cars, and other operating cost factors.

Duke has calculated the savings by taking the total operating expenses calculated its DCF model (except for operating managers, general and administrative costs, and ad valorem taxes, which are deemed fixed for present purposes) and adjusting them on the basis of total ton-miles. Use of an aggregate cost analysis is particularly

appropriate because the operating costs (including the operating statistics) were developed on an aggregate basis.

Duke's calculation is shown in Exhibit S-3 and electronic workpaper "ACCIH_A2002.xls." The resulting savings for 2002 (the first year of the DCF model) are shown in the table below:

Table S-6 Calculation of Operating Expense Savings Associated with Restoring Original Routing - 2002 (in \$ millions)					
	Ton-Miles (in millions)		Total Direct Operating Expenses (in \$ millions)		Savings (Expenses With Reroutes less Original Routing) (in \$ millions)
Traffic Type	Original Routing	With Reroutes	Original Routing	With Reroutes	
Category 1	420.6	622.7	\$2.20	\$3.26	\$1.06
Category 2	1,338.7	3,093.0	\$7.00	\$16.18	\$9.18
Category 3	87.0	2,119.9	\$0.45	\$11.09	\$10.64
Total	1,846.3	5,385.6	\$9.65	\$30.53	\$20.88

For the reasons explained supra, Duke has attempted to identify only the direct savings associated with restoring the original routing. Duke has not, in the limited time available, attempted to calculate the indirect savings, that is, the cost reductions associated with a SARR that achieves faster transit times because it is handling less traffic and thus consumes less resources in terms of locomotives, fuel, crews, cars, etc. Thus Duke's calculation of the operating expense savings is very conservative.

Nonetheless, restoring the original routing for the Categories 2 and 3 traffic should alleviate any potential concerns regarding the ACC's capacity to handle its peak-

period traffic. The ACC's busiest corridor is between Bluefield and West Roanoke, and eliminating the Categories 2 and 3 reroutes would reduce the number of daily trains in this corridor by 20%.¹⁵ A volume reduction of this magnitude obviously would free up substantial capacity to handle the ACC's other traffic east of Bluefield (and south of West Roanoke).

2. Facilities Changes Associated With Restoring the Original Off-SARR Routing

Restoring the original routing would require or permit several changes to the ACC's facilities.

a. Bluefield Area Facilities for Category 2 Traffic

As originally configured, traffic arriving at Bluefield from Bluestone only traveled east (toward west Roanoke), and there was no need for loaded trains to travel from Bluestone to points on to the Wentz Line. Thus Duke provided a direct connection between the Wentz line and the main line at Bluefield only in the easterly direction. In restoring the original routing, trains carrying Category 2 traffic would move from points north and west of Bluestone onto the Wentz line. To operate from the main line onto the Wentz line, these trains must pull past the turnout for the Wentz line and then reverse direction. This requires the train crew to switch ends of the train (which is equipped with DP so there is at least one locomotive at each end of the train).

¹⁵ The daily loaded train counts for the ACC's line segments with the re-routing of crossover traffic and assuming the original routing is restored are shown in Exhibit S-5. The 2002 daily average number of loaded trains operating between Bluefield and West Roanoke (17.1) declines by 3.4 loaded trains per day if the original routing is restored, or nearly 7 trains total in both directions.

To facilitate this operation and avoid interference with other trains operating on the main line through Bluefield, Duke's rail operations expert, William C. Lyman, has concluded that a 7,000-foot siding needs to be constructed adjacent to the main line just east of the connection with the Wentz line. Trains destined to and from the Wentz line would pull onto this siding and stop to permit the crew to switch to the other end of the train and resume the movement toward St. Paul or Bluestone (depending on whether the train is loaded or empty). The new siding is shown on page 31N of Exhibit S-III-B-3,¹⁶ and its cost (summarized in attached Exhibit S-6) is included in the revised road property investment/DCF analysis presented herein.

As noted supra, restoring the original routing for Categories 2 and 3 traffic results in a net increase in the traffic moving over the 76.6-mile line segment between Bluefield and St. Paul of 0.6 loaded trains per day, bringing the total average daily loaded train count to 4.3. Mr. Lyman has confirmed that this increase does not require any capacity upgrade between Bluefield and St. Paul. Not only is the increase very modest – a total of 1.2 trains per day in both directions counting both loaded and empty trains – but it is offset by a reduction in the number of eastbound loaded trains requiring

¹⁶ Duke is including revised pages for Rebuttal Exhibit III-B-3 showing these and the other facility changes described herein; see Exhibit S-III-B-3 accompanying this supplemental filing. Duke has also included a complete set of spreadsheets for Part III-F (road property investment costs) to facilitate the linking of the spreadsheets rather than individually replacing particular spreadsheets from Duke's Rebuttal electronic workpapers and relinking the old and new spreadsheets. Duke has also included an additional non-linked spreadsheet that details the costs of each of Duke's additions and deletions to its system as a result of restoring the rerouted Categories 2 and 3 traffic to its original routing. See electronic workpaper file "SARR Additions and Deletions.xls" accompanying this filing.

helper assistance between Finney and Honaker. Restoring the original routing for the Category 3 traffic reduces the number of such trains requiring helper assistance from an average of 3.7 trains per day to 2.3 trains per day.

The track configuration for the Bluefield-St. Paul line segment is shown on page 26N of Duke Rebuttal Exhibit III-B-3. This segment has one 4.0-mile section of double track and three passing sidings. It also has a helper setout track at Milepost 425.4, which is the end of the 3.6-mile Finney to Honaker helper district for eastbound loaded trains. The entire segment is equipped with CTC and power switches. As shown in the accompanying electronic workpaper file "Wentz line capacity.xls," this configuration provides ample capacity to accommodate an additional loaded train every other day (or a total of one train per day in both directions, including empty trains) without affecting train performance – particularly considering that 1.4 fewer loaded trains per day requiring helper assistance would move eastbound over this line segment.¹⁷

b. Unneeded Interchange and Related Facilities

Restoring the original routing for the Categories 2 and 3 traffic entails some additional changes to interchange and related facilities.

As noted earlier, interchange facilities that are no longer needed are: (1) the two-track yard with setout track and associated turnouts at Belmont (see Duke

¹⁷ In Part III-B of its Reply Evidence NS asserted that additional main track and passing sidings are needed on the Bluefield-St. Paul segment of the Wentz line. However, even if the Board were to conclude that one or two more passing sidings are needed on this segment, the cost of constructing them would be offset by the savings resulting from removing at least two of the three passing sidings on the main line south of Barber, NC, as described below in the text.

Rebuttal Exhibit III-B-3 pages 40N and 41N); (2) the 1.6-mile siding Duke added on Rebuttal to facilitate interchange with NS at Charlotte (see page 40N of the same exhibit);¹⁸ and (3) the turnout and connection with NS at Catawba (see page 38N of the same exhibit). The \$2.1 million cost of constructing these facilities (see Exhibit S-6) should be removed from the ACC's road property investment costs.

Restoring the original routing also substantially reduces the traffic on the ACC's main line between Bluefield and West Roanoke and between West Roanoke and Belmont. Duke's experts have not been able to fully identify the savings in the limited time available, although the potential savings are significant.

For example, restoring the Categories 2 and 3 traffic to the original routing and eliminating the Belmont and Charlotte interchanges for that traffic leaves the ACC's 56-mile line segment between Barber, NC and Belmont with only the traffic destined to Duke's Allen power plant and 0.2 million tons interchanged with NS at Charlotte. This represents a total of 2.67 million tons or an average of 0.7 loaded trains per day. Mr. Lyman has concluded that at least two of the three 1.6-mile passing sidings between Barber and Belmont, as well as the CTC system, could be eliminated if this were the only traffic moving south of Barber.

Restoring the original Categories 2 and 3 routing would also reduce the Bluefield-West Roanoke and West Roanoke-Barber crossover traffic by approximately 12.3 million tons of 2002 coal traffic or an average of 3.4 loaded trains per day. This

¹⁸ Some interchange traffic remains at Charlotte even after restoration of the original routing for Categories 2 and 3 traffic, but the volume is very small (0.2 million tons in 2002, or a total of 19 trains) and no siding is needed.

20% reduction in the total 2002 daily average train counts would permit additional siding reductions.¹⁹ The size of the ACC's West Roanoke Yard could also be reduced due to the reduced number of trains moving through the yard, requiring fewer car inspections and fewer locomotive fuelings as well as fewer ACC personnel to accomplish these activities (particularly car inspections).

Finally, restoring the original routing for Categories 2 and 3 would eliminate any need for additional facilities on the residual NS south of Belmont. NS' Reply Evidence at III-B-67 to 69 asserted that Duke's rerouting of a substantial volume of crossover traffic to Belmont would require NS to add facilities to handle the increase in traffic volume moving over its line between Belmont (near Charlotte) and Atlanta. On Rebuttal Duke agreed that one additional passing siding may be needed on this residual NS line to accommodate the re-routed traffic interchanged at Belmont, at a cost of \$2.85 million. See Duke Rebuttal Narrative at III-C-69 to 72 and III-F-149 to 150. However, the need for any such upgrades disappears if the reroutes are eliminated, so they should not be included in calculating revised road property investment costs.

c. Interchange Facilities to be Added

Restoring the original routing for the Categories 2 and 3 traffic would necessitate expanding the ACC's interchange facilities at St. Paul and Appalachia.

The St. Paul interchange volume would increase from 3.2 million tons to 13.2 million tons in 2002. This 10.0 million-ton increase equates to an additional 2.7

¹⁹ Restoring the original routing for the Category 1 traffic would reduce West Roanoke-Winston-Salem traffic by an additional 1.66 million peak-year tons or an average of 0.5 loaded trains per day.

loaded trains per day, yielding a total average volume of about 3.6 loaded and 3.6 empty trains per day. The St. Paul interchange would thus need facilities equivalent to those being eliminated at Belmont (where the ACC would interchange nearly 11.0 million tons to NS under the rerouting scenario in 2002). Duke has accounted for this item by essentially replicating the Belmont Yard at St. Paul, with one addition.²⁰

As explained infra, the ACC will need to be able to perform 1,000-mile car inspections on empty trains carrying Category 2 traffic received in interchange from NS at St. Paul.²¹ While an average of less than three trains a day will be inspected, Duke's experts have conservatively expanded the yard from two tracks (the size of the ACC's Belmont Yard) to three tracks, a 50% increase, which easily accommodates the slightly larger interchange traffic volume moving through St. Paul compared with Belmont (an average of 0.6 trains per day) without any yard congestion. The reconfigured yard and its location in relation to the NS interchange at St. Paul are shown on pages 26N and 26Na of Exhibit S-III-B-3.²² Duke has included the cost of the additional yard track and the

²⁰ NS's existing St. Paul yard is larger than the proposed ACC yard, so there should be no issue as to earthwork/grading quantities for this yard. Duke notes that NS did not provide a yard diagram for its St. Paul yard, nor do NS's track charts show the yard in any detail. However, aerial photographs of the yard indicate that it has at least four yard tracks in addition to the main line. See accompanying electronic workpaper files "St. Paul Yard 1.jpg," "St. Paul Yard 2.jpg," and "USGS St. Paul Yard.jpg."

²¹ Restoring the original routing means that Category 3 and some Category 2 trains would not move through the ACC's existing car inspection facilities at Kenova and West Roanoke. St. Paul is the logical location to inspect those trains because empty trains must stop there for a change of crews and possible locomotive fueling in any event.

²² The yard includes a 600-foot double-ended setout track which would be used for bad-ordered cars. The cars would be repaired by a contractor.

two associated turnouts in the revised road property investment costs summarized in Exhibit S-6.

At Appalachia, Duke on Rebuttal included a turnout connection to NS and a 1.3-mile interchange siding to handle the total 3.4 million tons of coal to be interchanged in both directions. See Duke Rebuttal Narrative at III-B-29 to 30 and Rebuttal Exhibit III-B-3, page 30N. Restoring the original routing for the Categories 2 and 3 traffic will increase the volume interchanged at Appalachia by 2.2 million tons in 2002, equating to an additional 0.6 loaded and 0.6 empty trains per day or an average of just over one train per day total in both directions.

The proposed facilities at Appalachia, as described in Duke's Rebuttal Evidence, are probably already adequate to handle the modest increase. Nonetheless, to be conservative, and enhance the fluidity of the interchange operation, Duke's experts have added a second siding to the one provided on Rebuttal, in a ladder configuration, and relocated the NS interchange track to the south side of the main line. See Exhibit S-III-B-3, page 30N. The cost of the additional siding and two associated turnouts is included in the revised road property investment costs summarized in Exhibit S-6.

3. Operating Plan Changes Associated With Restoring the Original Off-SARR Routing for Category 2 and Category 3 Traffic

Only two minor changes in the ACC's operating plan are required to implement the restoration of the original routing for the Categories 2 and 3 coal traffic. The changes involve crewing for the trains carrying Category 2 traffic, and locomotive fueling and car inspection for trains carrying Categories 2 and 3 traffic.

Restoring the original routing for the Category 2 traffic requires a minor adjustment in the ACC's crew districts, as presented at pages III-D-12 to 15 of Duke's Opening Narrative. There will be additional straightaway crew districts between St. Paul and Devon and between St. Paul and Elmore. These crew districts are 148.6 and 117.5 miles in length, respectively; thus both districts are shorter than the ACC's existing 179.4-mile crew district between St. Paul and West Roanoke. The trains carrying Category 2 traffic would not traverse the ACC's Devon to West Roanoke or Elmore to West Roanoke crew districts (although other ACC trains would continue to do so).

Restoring the original routing for the trains carrying Categories 2 and 3 traffic also means that these trains would no longer move through West Roanoke and thus could not be fueled and inspected there. (Under Mr. Lyman's operating plan, all ACC trains moving through West Roanoke, including the rerouted trains, are fueled and receive a 1,000-mile inspection there in the empty direction.)

Mr. Lyman has identified St. Paul as the logical location to conduct these activities for the Category 2 traffic. The locomotives would be fueled at St. Paul, in the empty direction only.²³ An average of 2.7 empty trains per day will require fueling at St. Paul in 2002. Fueling will be performed by a contractor using tanker trucks, thus

²³ On Opening, Duke provided for fueling of these and all other ACC trains moving through West Roanoke in the empty direction only. NS did not object to this procedure in its Reply Evidence. Fueling the locomotives in the empty direction at St. Paul under the original routing is consistent with fueling the locomotives in the empty direction at West Roanoke with the reroutes. The distance from St. Paul to the mines is 26.3 miles shorter than the distance from West Roanoke to the mines, and the distance from St. Paul to the destinations for Category 2 traffic on the residual NS is substantially shorter than the distance from West Roanoke to these destinations.

avoiding the need for constructing permanent fueling facilities at St. Paul. The unit cost for the fueling activities (and the fuel) at St. Paul is identical to that at West Roanoke.

The ACC would conduct the required 1,000-mile car inspections for the Category 2 trains at St. Paul rather than West Roanoke in the empty direction only, using the certificate-in, certificate-out interchange procedure described at page III-C-24 of Duke's Opening Narrative.²⁴ There are obvious efficiencies in conducting fueling and car inspection at the same location, particularly as St. Paul will have adequate yard facilities. Given the relatively small number of empty Category 2 trains moving through St. Paul – an average of 2.7 trains per day – ACC train crews will perform the inspections and any necessary bad-order switching (using the road locomotive power) prior to departure with the empty train.²⁵

²⁴ The most distant ACC served mine from St. Paul that originates Category 2 traffic is the Pevler Mine on the Wolf Creek Branch. The round-trip distance from St. Paul to Pevler and return is 427 miles. This enables NS to perform any additional inspections that may be required while the Category 2 trains are on its system south of St. Paul at normal inspection points. This traffic moves through various NS terminals where car inspections are performed, including Atlanta, GA; Chattanooga, TN; or Birmingham, AL. Birmingham is the furthest of these terminals from St. Paul; the NS rail distance from St. Paul to Birmingham is about 458 miles. Thus, the total distance from St. Paul to Pevler in the empty direction and from Pevler to St. Paul to Birmingham in the loaded direction is 885 miles which is well within the required 1,000-mile maximum interval between inspections.

²⁵ Regional and short-line railroads routinely use train crews to perform FRA-mandated car inspections. Duke acknowledges that the use of train crews to perform inspections means that the involved trains cannot be designated as Extended Haul Trains, which would enable them to be inspected at 1,500-mile rather than 1,000-mile intervals. See Duke Rebuttal Narrative at III-B-28 to 29. However, as indicated in the previous footnote, these trains do not need to be designated as Extended haul Trains as all required inspections can be accommodated within the 1,000-mile limit.

The ACC does not need to fuel locomotives or inspect cars on trains carrying Category 3 traffic, which originate at mines on the Wentz line and are interchanged to NS at Appalachia and St. Paul (also on the Wentz line). This traffic moves a short distance on the ACC – a maximum of 35 miles. The distance on the residual NS to fueling points such as Chattanooga (about 255 miles from either St. Paul or Appalachia) or Atlanta (about 360 miles from either location) is such that fueling of the locomotives and car inspections on these trains can easily be performed by NS.

V. DCF Analyses

In order to demonstrate the effects of adjusting for the costs and revenues associated with eliminating the reroutes and restoring the original routing, Duke is presenting two DCF analyses that are attached as Exhibits S-7 and S-8. The first analysis utilizes the common carrier or “new tariff” rates for the issue traffic as established by NS. The second analysis sets the rates for the issue traffic at the level of the contract rates that expired on December 31, 2001.

The first analysis (Exhibit S-7) is thus intended to be equivalent to that presented in Duke Rebuttal Exhibits III-H-8 (which reflected the reroutes) and III-H-11 (which eliminated the revenues associated with the reroutes). The second analysis (Exhibit S-8) is similarly intended to be equivalent with that presented in Duke Rebuttal Exhibits III-H-9 (which reflected the reroutes) and III-H-12 (which eliminated the revenues associated with the reroutes).

Duke has kept the rest of the DCF model identical to that presented in its Rebuttal Evidence except in the following two respects:

First, the “without reroutes” analysis in Duke Rebuttal Exhibits III-H-11 to 13 reflected adoption of the revenue reduction presented in NS’s Reply Evidence calculated from Duke’s Opening Evidence using the “MMP method.” In contrast, Duke has now calculated those revenues directly, using the traffic base Duke presented on Rebuttal. Duke’s supplemental analysis also incorporates the savings in direct operating costs and the effects of the change in capital costs.

Second, Duke has, for present purposes, retained the reroutes for the Category 1 traffic as NS has not objected to these reroutes and Duke is unaware of any plausible basis for excluding them. If, however, the Board wished to reflect the effects of restoring the original routing on the Category 1 traffic, it would need to reduce the revenues by \$3.27 million and reduce the operating expenses by \$1.06 million.

The table below depicts both the percentage reduction and the resulting rates for movements to Duke’s Belews Creek station from the Sadie (Mabley) origin in the Thacker District, for which NS’s new tariff rate was \$16.45 as of 1Q02 and the expiring contract rate was \$10.45 per ton:

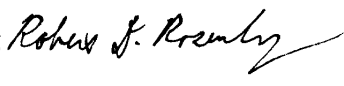
Table S-7 Comparison of Results of the DCF Analyses							
		Rebuttal with Reroutes		Rebuttal without Revenue from Reroutes		Orig. Routing for Cats. 2 and 3 traffic	
Period	SAC Scenario	% Reduc.	Rate	% Reduc.	Rate	% Reduc.	Rate
1Q02	New Tariff	42.84%	\$9.40	39.29%	\$9.99	43.44%	\$9.30
	Exp. Contract	34.60%	\$6.83	29.91%	\$7.32	34.82%	\$6.81
2Q02	New Tariff	42.80%	\$9.41	39.24%	\$10.00	43.37%	\$9.31
	Exp. Contract	34.55%	\$6.84	29.86%	\$7.33	34.74%	\$6.82

capacity/operating statistic analysis would show a greater decrease because it would be possible to remove additional capital costs and reflect savings in indirect operating expenses.

Respectfully submitted,

DUKE ENERGY CORPORATION

By: Paul R. Kinny
Assistant General Counsel
Duke Energy Corporation
Mail Code PB05E
422 South Church Street
Charlotte, NC 28202-1904

William L. Slover
Robert D. Rosenberg 
Christopher A. Mills
Andrew B. Kolesar III
Daniel M. Jaffe
Karen H. Herren
1224 Seventeenth Street, N.W.
Washington, D.C. 20036
(202) 347-7170

OF COUNSEL:

Slover & Loftus
1224 Seventeenth Street, N.W.
Washington, D.C. 20036

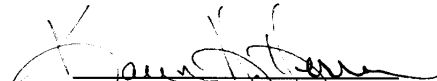
Dated: October 24, 2003

Attorneys for Complainant

CERTIFICATE OF SERVICE

I hereby certify that on October 24, 2003, I caused five copies of the foregoing Response of Complainant Duke Energy Corporation (together with associated exhibits and workpapers) to be served by hand upon the following counsel for Defendant Norfolk Southern Railway Company:

G. Paul Moates, Esq.
Paul A. Hemmersbaugh, Esq.
Sidley Austin Brown & Wood
1501 K Street, N.W.
Washington, D.C. 20005


Karen Hassell Herren

Verifications

VERIFICATION

I, William C. Lyman, verify under penalty of perjury that I am the same William C. Lyman whose Statement of Qualifications appears in Part IV of the Narrative portion of Duke Energy Corporation=s Opening Evidence in this proceeding; that I am responsible for the portions of the foregoing Response of Complainant Duke Energy Corporation to Board Order Served October 10, 2003 related to the changes in the stand-alone railroad's facilities (jointly with Duke Witness Harvey H. Stone) and operating plan that would result from restoring the original route for certain crossover coal traffic that Duke rerouted for purposes of its earlier evidentiary submissions in this case; that I know the contents thereof, and that the same are true and correct. Further, I certify that I am qualified and authorized to file this statement.


William C. Lyman

Executed on: October 21, 2003

VERIFICATION

I, Harvey H. Stone, verify under penalty of perjury that I am the same Harvey H. Stone whose Statement of Qualifications appears in Part IV of the Narrative portion of Duke Energy Corporation's Opening Evidence in this proceeding; that I am responsible for the portions of the foregoing Response of Complainant Duke Energy Corporation to Board Order Served October 10, 2003 related to the changes in the stand-alone railroad's facilities (jointly with Duke Witness William C. Lyman) and the costs associated therewith that would result from restoring the original route for certain crossover coal traffic that Duke rerouted for purposes of its earlier evidentiary submissions in this case; that I know the contents thereof, and that the same are true and correct. Further, I certify that I am qualified and authorized to file this statement.

A handwritten signature in black ink, appearing to read 'H. Stone', written over a horizontal line.

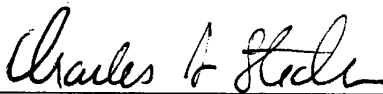
Harvey H. Stone

Executed on: October 22, 2003

VERIFICATION

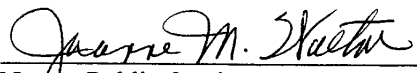
STATE OF VIRGINIA)
)
CITY OF ALEXANDRIA)

Charles A. Stedman, being duly sworn, deposes and says that he is the same Charles A. Stedman whose Statement of Qualifications appears in Part IV of the Narrative portion of Duke Energy Corporation's Opening Evidence in this proceeding; that he is responsible, in conjunction with Harvey H. Stone, for the portion of the foregoing Response of Complainant Duke Energy Corporation to Board Order Served October 10, 2003 related to the changes in roadbed preparation/earthwork quantities due to the removal of certain stand-alone railroad facilities and the addition of other facilities as a result of restoring the original route for certain crossover coal traffic that Duke rerouted for purposes of its earlier evidentiary submissions in this case; and that he knows the contents thereof and that the same are true as stated to the best of his knowledge, information and belief.



Charles A. Stedman

Sworn to and subscribed before me
this 22 day of October, 2003



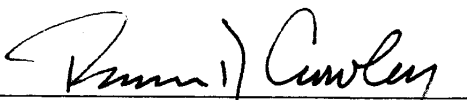
Notary Public for the State of Virginia

My Commission expires 12/31/2003

VERIFICATION

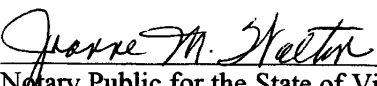
STATE OF VIRGINIA)
)
CITY OF ALEXANDRIA)

Thomas D. Crowley, being duly sworn, deposes and says that he is the same Thomas D. Crowley whose Statement of Qualifications appears in Part IV of the Narrative portion of Duke Energy Corporation's Opening Evidence in this proceeding; that he is responsible for the portions of the foregoing Response of Complainant Duke Energy Corporation to Board Order Served October 10, 2003 related to the changes in the stand-alone railroad's traffic flows, daily train counts, and revenues, and in the DCF Model, that would result from restoring the original route for certain crossover coal traffic that Duke rerouted for purposes of its earlier evidentiary submissions in this case; and that he knows the contents thereof and that the same are true as stated to the best of his knowledge, information and belief.



Thomas D. Crowley

Sworn to and subscribed before me
this 22 day of October, 2003



Notary Public for the State of Virginia

My Commission expires 12/31/2003

Exhibit S-1

EXHIBIT NO. S-1

SLOVER & LOFTUS

ATTORNEYS AT LAW

1224 SEVENTEENTH STREET, N. W.
WASHINGTON, D. C. 20036-3003

WILLIAM L. SLOVER
C. MICHAEL LOFTUS
DONALD G. AVERY
JOHN H. LE SEUR
KELVIN J. DOWD
ROBERT D. ROSENBERG
CHRISTOPHER A. MILLS
FRANK J. PERGOLIZZI
ANDREW B. KOLESAR III
PETER A. PFOHL
DANIEL M. JAFFE

TELEPHONE:
(202) 347-7170

FAX:
(202) 347-3619

WRITER'S E-MAIL:
cam@sloverandloftus.com

June 11, 2002

CONTAINS HIGHLY CONFIDENTIAL
INFORMATION SUBJECT TO PROTECTIVE ORDER

VIA HAND DELIVERY

G. Paul Moates, Esq.
Vincent F. Prada, Esq.
Paul A. Hemmersbaugh, Esq.
Sidley Austin Brown & Wood
1501 K Street, N.W.
Washington, D.C. 20005

Re: STB Docket No. 42069, Duke Energy Corporation
v. Norfolk Southern Railway Co.

Gentlemen:

In the course of preparing Duke's response to your June 6, 2002 request for supplemental workpapers, we ran across some other elements in Duke's opening evidence workpapers that may need some clarification.

Duke's stand-alone railroad (the ACC) routes some of its traffic in ways that differ from NS's present routing. The rerouting is identified in "ACC TRAFFIC MATRIX 2001.xls" included in the opening evidence electronic workpapers. The spreadsheet would have benefitted from some explanation in the narrative which we neglected, but provide here as Attachment A. The same situation applies to one ACC coal movement that has been diverted from truck to rail, which we illuminate in Attachment B.

In a related vein, it appears that the new traffic/revenue tapes produced on May 28, 2002 (after our opening evidence was submitted) reflect a substantial amount of additional traffic, of which we were unaware, that is suitable for transport by the ACC. A description of the additional traffic, and its estimated impact on SAC revenues and costs, is set forth in Attachment C. We intend to supplement the ACC's traffic, revenue and operating expense data to include this additional traffic in Duke's rebuttal filing.

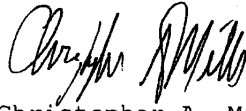
DUKE/NS 06722

G. Paul Moates, Esq.
June 11, 2002
Page 2

* * *

The attachments to this letter are hereby designated
"Highly Confidential" pursuant to the Protective Order served
February 5, 2002 in this proceeding.

Sincerely,



Christopher A. Mills

CAM/dmb
Enclosures

cc: Honorable Vernon L. Williams

DUKE/NS 06723

REROUTED TRAFFIC

Duke's opening SAC evidence reflects the inclusion of certain traffic, and associated revenues and costs, that its stand-alone railroad, the ACC, will move using routes that differ from those presently used by NS. The rerouted traffic involves both (a) local and interline traffic that moves on a different route while on the ACC, and (b) crossover traffic that the ACC interchanges with the residual NS at a point different from the point where the traffic presently leaves the NS routes replicated by the ACC. All of the rerouted movements (with the point of interchange in the case of crossover traffic) are identified by a "1" in the "re-route flag" column of sheet "Mileage Block Calculation" in the spreadsheet "ACC TRAFFIC MATRIX 2001.xls" in the electronic workpapers accompanying Duke's opening evidence.

1. Internally Rerouted Coal Traffic

The "internally" rerouted coal traffic includes both local traffic and traffic that leaves the ACC system (via interchange to the residual NS) at the same point it presently leaves the NS lines replicated by the ACC. This traffic all originates at mines on the Elmore North and Elmore West branches. Some of it moves to or beyond West Roanoke, and NS presently moves it via Elmore, Princeton and Kellysville. As described on page III-B-2 of Duke's opening evidence Narrative, the ACC has chosen not to replicate the route via Princeton and instead will move this traffic from Elmore via Bluestone and Bluefield. All distance-related and other costs associated with the routing being used by the ACC are reflected in Duke's SAC evidence.

In addition, NS presently routes coal traffic originating on the Elmore North and Elmore West branches that moves north to/beyond Kenova via Morri Branch Junction, Gilbert and Scaggs. The ACC has also chosen not to replicate the route via Gilbert, and instead routes this traffic via Elmore and Bluestone and thence to Kenova via Wharncliffe, Devon and Naugatuck. All distance-related and other costs associated with the routing being used by the ACC for this traffic are reflected in Duke's SAC evidence.

2. Rerouted Crossover Traffic

The rerouted interchange (crossover) coal traffic originates at mines north/west of Wharncliffe or on the Elmore branches and presently leaves the NS lines being replicated by the ACC at various points including St. Paul and Appalachia, VA. NS routes this traffic south to destinations in North Carolina, South Carolina, Georgia and Alabama via Iaeger, WV, Cedar Bluff and St. Paul, VA and Kingsport, TN. The ACC will route this traffic via Bluestone and Bluefield, interchanging it to the residual NS at various points including Belmont, Catawba, Charlotte and Winston-Salem, NC. The specific movements involved are listed in Appendix 1 to this Attachment A. For each movement, Appendix 1 shows the point where the traffic presently leaves the ACC route, the owner of the railcars, the ACC/NS interchange point, and the mileage changes resulting from the reroute.

As an example of the mileage differences resulting from the change in routing, NS presently transports million tons of coal annually (at the 2002 volume level) from Mine to via Iaeger/Cedar Bluff/St. Paul.¹ As shown on page 2 of Appendix 1, the total one-way distance from origin to destination via this route is miles. The ACC will route this traffic via Bluefield and West Roanoke, interchanging it to NS at Belmont. The total one-way distance from origin to destination via this route is miles, or a net increase of miles using the ACC route compared with the present route (assuming the traffic would be interchanged at St. Paul).¹ The distance on the ACC portion of the route increases by miles; the distance on the NS portion of the route decreases by miles.

¹ It should be noted that the ACC is not replicating NS's line between Iaeger and Cedar Bluff, but would move this traffic to St. Paul via Bluefield. The distance from Iaeger to St. Paul is 38.4 miles longer operating via Bluefield than it is using the Iaeger-Cedar Bluff line.

For traffic originating at mines such as Fola Mine on the Elmore North Branch, the distance to St. Paul is 44.6 miles shorter using the ACC route via Bluestone and Bluefield than it is using the present NS route via Gilbert, Scagg, Wharncliffe and the Iaeger-Cedar Bluff line.

APPENDIX 1 (7 PAGES) TO ATTACHMENT A IS REDACTED

Diverted Traffic

Duke's opening SAC evidence includes one coal movement that presently uses truck rather than rail transportation (although it apparently has moved by rail in the past). This is a movement of about _____ tons (at the 2002 traffic level) from the _____ at _____

(FSAC No. _____) in NS's _____ rate district to _____

This movement is shown on page 11 of Exhibit III-A-2 included with Duke's opening evidence; the traffic, revenue and operating statistics for the movement are shown in computer file "carbov2.xls" included with Duke's opening evidence electronic workpapers.

The assumptions used in diverting this movement to rail using the ACC and in arriving at the freight rate and other parameters for the movement are as follows:

1. A comparison of the 2001 NS traffic tapes to 2001 FERC data showed a movement in the FERC data that was not included in the NS traffic data, specifically, a movement from _____ to _____ . NS serves the _____ origin; the distance from _____ to _____ is _____ miles.
2. Ten months of 2001 FERC data showed that a total of _____ tons moved from Clinchfield to _____. Annualized, this equaled _____ million tons.
3. Because this movement was not included in the NS traffic data, it was assumed that it moved by truck. However, this did not preclude a movement by rail. _____ receives coal by rail _____ and the _____ origin ships coal to other destinations by rail (other movements originating at _____ are included in the ACC traffic base).
4. The FERC data includes a delivered price. The truck rate for this movement was estimated in the following manner. The ACC handles coal from _____

The rate for this movement was taken from the NS traffic tapes and subtracted from the FERC delivered price for this movement to develop the cost of the coal

DUKE/NS 06734

itself. This cost for _____ was then subtracted from the FERC delivered price for the _____ coal movement to arrive at the transportation rate. This rate was also assumed to be the 2001 rail rate for purposes of determining SAC revenue. (The shipper will receive a substantial rate reduction as a result of applying the SAC percentage reduction methodology, thus further justifying the diversion of the traffic from truck to rail.)

5. The _____ movement was used to derive the net load and tare weight for the _____ movement. Utilizing NS' forecast, the annual volume for this movement was increased to _____ in the peak year (2002). Two crew members (270 shifts per year - based at Norton), one locomotive, and 70 cars are assigned to handle this movement.

Further details and calculations underlying this movement are included in the electronic workpaper file "_____.xls" accompanying Duke's opening evidence.

ADDITIONAL TRAFFIC

On May 21, 2002 (or three days before opening evidence was due in this case) NS advised Duke that the NS traffic and revenue data previously produced in response to Duke's discovery requests was incomplete, and understated by an unknown amount. On May 28, 2002 (or four days after opening evidence was filed), NS produced its systemwide traffic and revenue tapes and indicated that Duke could identify the missing traffic from these tapes. Duke has analyzed the new data produced on May 28, and has concluded that the traffic volume for the O/D pairs reflected in the ACC traffic group as presented in its opening evidence is understated by tons at the base year (2001) traffic level. In addition, Duke identified about of new coal traffic (that is, traffic moving between O/D pairs not previously included in the ACC traffic group) that is suitable for inclusion.

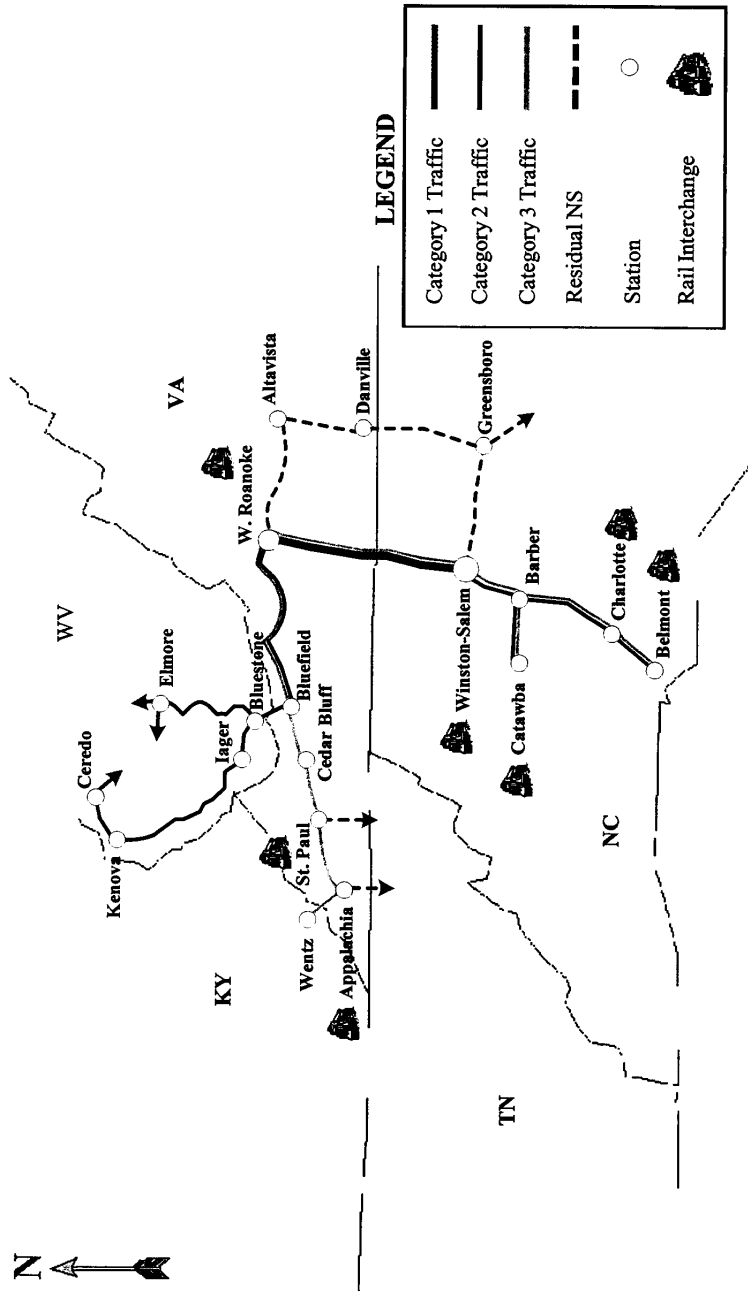
A comparison of the new base-year NS traffic data to the NS base-year traffic data used by Duke in preparing its opening evidence for the ACC O/D pairs is set forth in Appendix 1 to this Attachment C. The additional traffic for the new O/D pairs not previously identified is set forth in Appendix 2 to this Attachment C.

Duke's preliminary conclusion is that this traffic can be included without additional road property investment, although the ACC would incur additional operating expenses to handle it. The estimated changes in SAC operating cost shown in Appendices 1 and 2 are based on the average ACC operating cost per ton-mile for 2002 developed in Duke's opening evidence. The net result is an increase in stand-alone revenues and stand-alone costs for the ACC's base-year traffic, as presented in Duke's opening evidence, by the approximate amounts shown in Appendices 1 and 2.

**APPENDIX 1 (4 PAGES) AND APPENDIX 2 (ONE PAGE)
TO ATTACHMENT C ARE REDACTED**

Exhibit S-2

Identification of Appalachia & Carolina Central Lines Associated with Re-Routed Traffic



Identification of Appalachia & Carolina Central Lines Based on Present NS Routing

(Elimination of Re-routes for Category 2 and 3 Traffic Shown on Page 1 of Exhibit S-2)

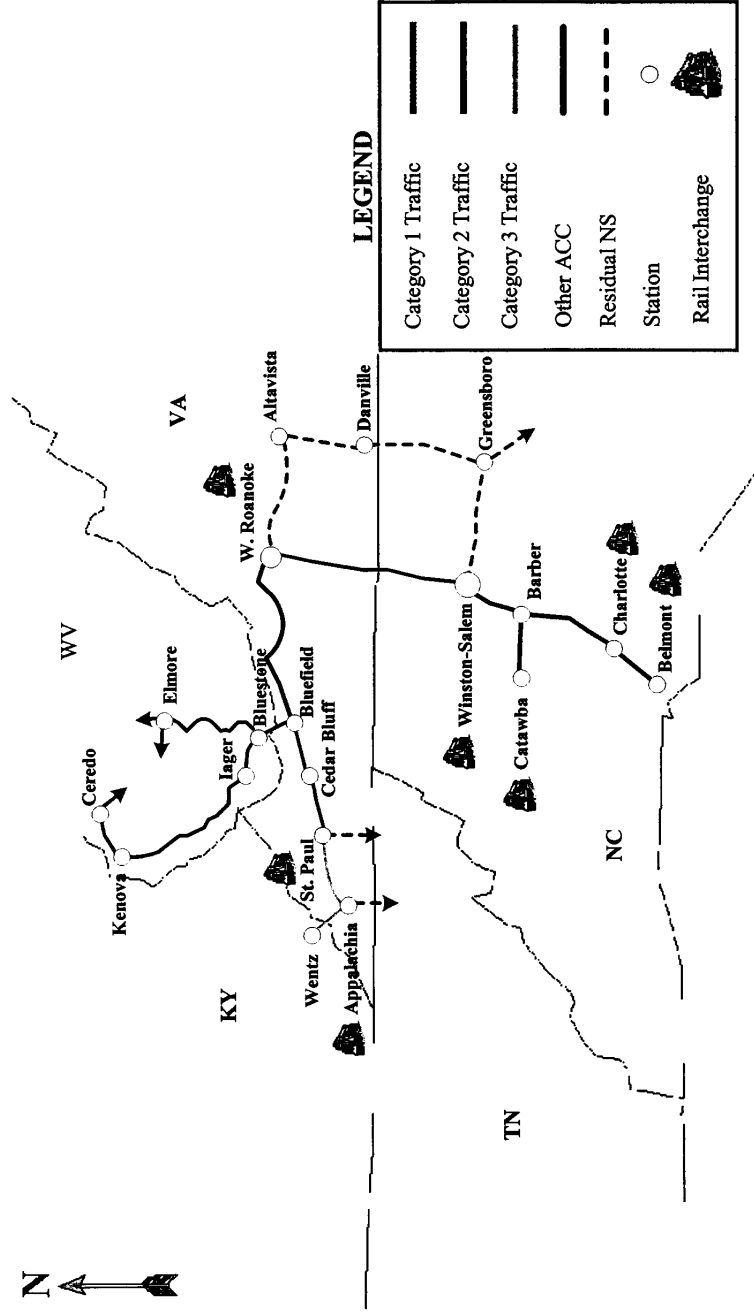


Exhibit S-3

Redacted

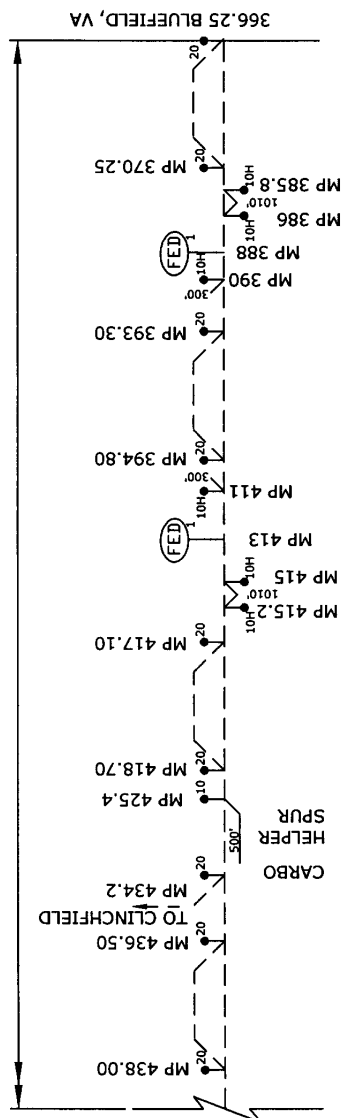
Exhibit S-4

Redacted

Exhibit S-5

Redacted

Exhibit S-III-B-3



BLUEFIELD TO NORTON (NORTON DISTRICT)

S-III-B-3

DATE: 10/20/03

DIVISION: **POCAHONTAS**

DISTRICT:

CLINCH VALLEY

FROM: BLUEFIELD
MP: 366.25

TO: NORTON

LEGEND:

	MAINTENANCE OF WAY	TURNOUT	TYPE*
INTX	1364 PREMIUM CWR		
-----	1364 RAIL STANDARD CWR		
-----	119 CLASS 1 RELAY JOINTED	*TURNOUT TYPES	
-----	119 CLASS 1 STANDARD CWR	20 - #20 ELECTRIC	
-----	115 RAIL STANDARD CWR	14 - #14 ELECTRIC	
-----	115 RAIL STANDARD CWR	14H - #14 HAND-THRU	
-----	115 RAIL STANDARD CWR	10H - #10 HAND-THRU	
(FED)	115 RAIL STANDARD CWR		
(AET)	115 RAIL STANDARD CWR		

ST PAUL YARD PAGE 26Na OF 42

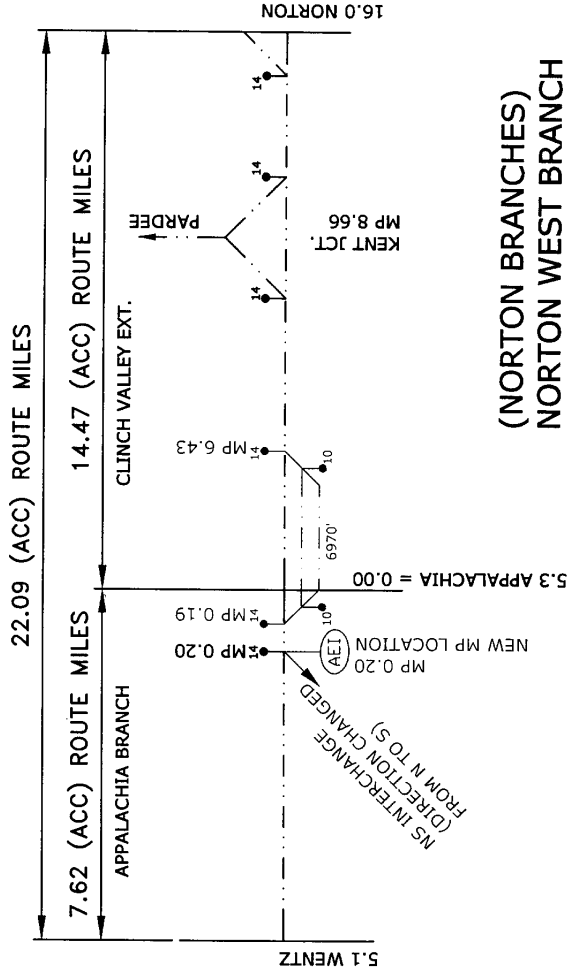
EXHIBIT:
S-I

YARD: ST. PAUL **MP: 441.15**

NOT TO SCALE

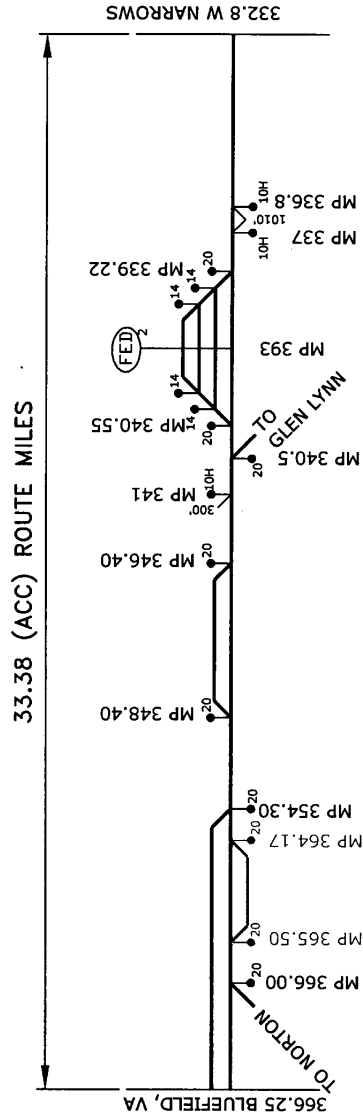
	MAINTENANCE OF WAY	TURNOUT	TYPE*
136# PREMIUM CWR			

136# RAIL STANDARD CWR			
119# CLASS 1 RELAY JOINTED			
115# RAIL STANDARD CWR			
14#- #14 ELECTRIC			
14H- #14 HAND-THROWN			
10H- #10 HAND-THROWN			
(FED) 1			
(AEI) 1			



PAGE 30N OF 42

	MAINTENANCE OF WAY	TURNOUT	TYPE*
136# PREMIUM CWR			
136# RAIL STANDARD CWR			
119# CLASS 1 RELAY JOINTED			
115# RAIL STANDARD CWR			
14H- #14 HAND-THROWN			
10H- #10 HAND-THROWN			
AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER			
NUMBER OF TRACKS COVERED			



MAINLINE 4 PAGE 31N OF 42

EXHIBIT:

S-III-B-3

DIVISION: **VIRGINIA** DATE: **10/20/03**

DISTRICT:

CHRISTIANSBURG

FROM: **NARROWS** MP: **332.8**

TO: **POCHAHONTAS DIV (BLUEFIELD)** MP: **360.3** NOT TO SCALE

LEGEND:

	MW	MAINTENANCE OF WAY	TURNOUT	TYPE*
_____	136# PREMIUM CWR			
- - - - -	136# RAIL STANDARD CWR			*TURNOUT TYPES
_____	119# CLASS 1 RELAY JOINTED			20 - #20 ELECTRIC
- - - - -	115# RAIL STANDARD CWR			14# - #14 ELECTRIC
_____	FAILED EQUIPMENT DETECTOR			14H- #14 HAND-THROWN
(FED)	NUMBER OF TRACKS COVERED			10H- #10 HAND-THROWN
(AEI)	AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER			
(AEI)	NUMBER OF TRACKS COVERED			

	MW	MAINTENANCE OF WAY	TURNOUT	TYPE*
_____	136# PREMIUM CWR			
- - - - -	136# RAIL STANDARD CWR			*TURNOUT TYPES
_____	119# CLASS 1 RELAY JOINTED			20 - #20 ELECTRIC
- - - - -	115# RAIL STANDARD CWR			14# - #14 ELECTRIC
_____	FAILED EQUIPMENT DETECTOR			14H- #14 HAND-THROWN
(FED)	NUMBER OF TRACKS COVERED			10H- #10 HAND-THROWN
(AEI)	AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER			
(AEI)	NUMBER OF TRACKS COVERED			

	MW	MAINTENANCE OF WAY	TURNOUT	TYPE*
_____	136# PREMIUM CWR			
- - - - -	136# RAIL STANDARD CWR			*TURNOUT TYPES
_____	119# CLASS 1 RELAY JOINTED			20 - #20 ELECTRIC
- - - - -	115# RAIL STANDARD CWR			14# - #14 ELECTRIC
_____	FAILED EQUIPMENT DETECTOR			14H- #14 HAND-THROWN
(FED)	NUMBER OF TRACKS COVERED			10H- #10 HAND-THROWN
(AEI)	AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER			
(AEI)	NUMBER OF TRACKS COVERED			

	MW	MAINTENANCE OF WAY	TURNOUT	TYPE*
_____	136# PREMIUM CWR			
- - - - -	136# RAIL STANDARD CWR			*TURNOUT TYPES
_____	119# CLASS 1 RELAY JOINTED			20 - #20 ELECTRIC
- - - - -	115# RAIL STANDARD CWR			14# - #14 ELECTRIC
_____	FAILED EQUIPMENT DETECTOR			14H- #14 HAND-THROWN
(FED)	NUMBER OF TRACKS COVERED			10H- #10 HAND-THROWN
(AEI)	AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER			
(AEI)	NUMBER OF TRACKS COVERED			

	MW	MAINTENANCE OF WAY	TURNOUT	TYPE*
_____	136# PREMIUM CWR			
- - - - -	136# RAIL STANDARD CWR			*TURNOUT TYPES
_____	119# CLASS 1 RELAY JOINTED			20 - #20 ELECTRIC
- - - - -	115# RAIL STANDARD CWR			14# - #14 ELECTRIC
(FED)	FAILED EQUIPMENT DETECTOR			14H- #14 HAND-THROWN
(AEI)	NUMBER OF TRACKS COVERED			10H- #10 HAND-THROWN
	AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER			
	NUMBER OF TRACKS COVERED			

	MW	MAINTENANCE OF WAY	TURNOUT	TYPE*
_____	136# PREMIUM CWR			
- - - - -	136# RAIL STANDARD CWR			*TURNOUT TYPES
_____	119# CLASS 1 RELAY JOINTED			20 - #20 ELECTRIC
- - - - -	115# RAIL STANDARD CWR			14# - #14 ELECTRIC
_____	FAILED EQUIPMENT DETECTOR			14H- #14 HAND-THROWN
(FED)	NUMBER OF TRACKS COVERED			10H- #10 HAND-THROWN
(AEI)	AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER			
(AEI)	NUMBER OF TRACKS COVERED			

	MW	MAINTENANCE OF WAY	TURNOUT	TYPE*
_____	136# PREMIUM CWR			
- - - - -	136# RAIL STANDARD CWR			*TURNOUT TYPES
_____	119# CLASS 1 RELAY JOINTED			20 - #20 ELECTRIC
- - - - -	115# RAIL STANDARD CWR			14# - #14 ELECTRIC
_____	FAILED EQUIPMENT DETECTOR			14H- #14 HAND-THROWN
(FED)	NUMBER OF TRACKS COVERED			10H- #10 HAND-THROWN
(AEI)	AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER			
(AEI)	NUMBER OF TRACKS COVERED			

	MW	MAINTENANCE OF WAY	TURNOUT	TYPE*
_____	136# PREMIUM CWR			
- - - - -	136# RAIL STANDARD CWR			*TURNOUT TYPES
_____	119# CLASS 1 RELAY JOINTED			20 - #20 ELECTRIC
- - - - -	115# RAIL STANDARD CWR			14# - #14 ELECTRIC
_____	FAILED EQUIPMENT DETECTOR			14H- #14 HAND-THROWN
(FED)	NUMBER OF TRACKS COVERED			10H- #10 HAND-THROWN
(AEI)	AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER			
(AEI)	NUMBER OF TRACKS COVERED			

	MW	MAINTENANCE OF WAY	TURNOUT	TYPE*
_____	136# PREMIUM CWR			
- - - - -	136# RAIL STANDARD CWR			*TURNOUT TYPES
_____	119# CLASS 1 RELAY JOINTED			20 - #20 ELECTRIC
- - - - -	115# RAIL STANDARD CWR			14# - #14 ELECTRIC
_____	FAILED EQUIPMENT DETECTOR			14H- #14 HAND-THROWN
(FED)	NUMBER OF TRACKS COVERED			10H- #10 HAND-THROWN
(AEI)	AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER			
(AEI)	NUMBER OF TRACKS COVERED			



S-III-B-3

LEGEND:

	MAINTENANCE OF WAY	TURNOUT	TYPE*
—	136# PREMIUM CWR		
- - -	136# RAIL STANDARD CWR		
- - -	119# CLASS 1 RELAY JOINTED	*TURNOUT TYPES	
- - -	115# RAIL STANDARD CWR	20 - #20 ELECTRIC	
- - -	115# RAIL STANDARD CWR	14 - #14 ELECTRIC	
- - -	115# RAIL STANDARD CWR	14H - #14 HAND-THROWN	
- - -	115# RAIL STANDARD CWR	10H - #10 HAND-THROWN	
(FED)	FAILED EQUIPMENT DETECTOR		
(FED)	NUMBER OF TRACKS COVERED		
(AEL)	AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER		
(AEL)	NUMBER OF TRACKS COVERED		

TO: CATAWBA/MARSHALL MP: 37.76/10.0 NOT TO SCALE

ACC BELMONT YARD
YARD ELIMINATED

ALL SWITCHES ARE #10 UNLESS OTHERWISE NOTED

BELMONT YARD PAGE 41N OF 42

DIVISION: **PIEDMONT**

DATE: 10/20/03

DISTRICT: **WASH/DAN/CHAR**

MP: 388.18

YARD: **BELMONT**

NOT TO SCALE

LEGEND:

- 136# PREMIUM CWR
- 136# RAIL STANDARD CWR
- 119# CLASS 1 RELAY JOINTED
- 115# RAIL STANDARD CWR
- (FED) 1 FAILED EQUIPMENT DETECTOR NUMBER OF TRACKS COVERED
- (AEI) 1 AUTOMATIC EQUIPMENT IDENTIFICATION SCANNER NUMBER OF TRACKS COVERED
- MAINTENANCE OF WAY
- TURNOUT
- TYPE*
- *TURNOUT TYPES
 - 20 - #20 ELECTRIC
 - 14 - #14 ELECTRIC
 - 14H- #14 HAND-THROWN
 - 10H- #10 HAND-THROWN

EXHIBIT:

S-III-B-3

Exhibit S-6

COST OF CHANGES IN YARD AND TRACK CONFIGURATION

TOTAL COST PER 11/02 REBUTTAL FILING		\$2,246,296,041
1. Remove Yard and NS Connection at Belmont	(\$1,130,306)	\$2,245,165,735
2. Add St. Paul Yard	\$1,509,831	\$2,246,675,566
3. New Siding at Appalachia	\$632,909	\$2,247,308,475
4. Add Passing Siding at Bluefield	\$778,933	\$2,248,087,408
5. Remove NS Connection at Catawba	(\$51,298)	\$2,248,036,110
6. Remove Siding at Charlotte	(\$890,778)	\$2,247,145,332
7. Aggregate Grading Change For All Projects	\$255,359	\$2,247,400,691
FROM 10/23/03 SPREADSHEET IIIFTOTAL.XLS		<u>\$2,247,400,691</u>

Exhibit S-7

ACCRR CALCULATED CASH FLOW

TABLE A: ACCRR ANNUAL COST OF CAPITAL

Year (1)	Industry Cost of Capital (2)	Industry Cost of Debt (3)	Industry Cost of Preferred Equity (4)	Industry Cost of Equity (5)	ACCRR's Cost of Debt (6)	ACCRR's Cost of Preferred Equity (7)	ACCRR's Cost of Equity (8)	Debt as a Percent of Total Investment (9)	Preferred Equity as a Percent of Total Investment (10)	Equity as a Percent of Total Investment (11)	Composite Cost of Capital (12)	1 + Cost of Capital (13)	STB Prescribed Debt as a % of Capital (14)	STB Prescribed Preferred Equity as a % of Capital (15)
1999	1/ 10.76%	7.20%	6.30%	12.90%	7.20%	6.30%	12.90%	35.50%	1.80%	62.70%	10.76%	1.1076	35.50%	1.80%
2000	2/ 11.03%	8.00%	6.30%	13.90%	8.00%	6.30%	13.90%	45.40%	2.50%	52.10%	11.03%	1.1103	45.40%	2.50%
2001	3/ 10.19%	6.90%	6.30%	12.80%	6.90%	6.30%	12.80%	41.80%	2.25%	55.95%	10.19%	1.1019	41.80%	2.25%
2002					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2003					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2004					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2005					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2006					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2007					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2008					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2009					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2010					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2011					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2012					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2013					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2014					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2015					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2016					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2017					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2018					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2019					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2020					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2021					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		

With Revenues Based on New Tariffs

- 1/ Decision in ICC Ex Parte No. 558 (Sub No. 3) - Railroad Cost of Capital - 1999.
2/ Decision in ICC Ex Parte No. 558 (Sub No. 4) - Railroad Cost of Capital - 2000.
3/ Decision in ICC Ex Parte No. 558 (Sub No. 5) - Railroad Cost of Capital - 2001.

TABLE B: ACCRR INFLATION INDEXES

	Year	Percent Change					
		1999	2000	2001	2002	2003	
1. Material prices, wages, and supplements, combined (excl. fuel) 1/	Year	(2) 1.8%	(3) 3.9%	(4) 2.8%	(5) 3.3%	(6) 3.4%	
	Year	2004 3.5%	2005 3.6%	2006 3.6%	2007 3.3%	2008 3.2%	
	Year	2009 3.2%	2010-2021 3.4%				
2. Materials and supplies 2/	Year	1999 (2) -0.1%	2000 (3) -1.1%	2001 (4) 0.5%	2002 (5) 0.9%	2003 (6) 1.4%	
	Year	2004 1.1%	2005 1.1%	2006 1.1%	2007 1.2%	2008 1.3%	
	Year	2009 1.3%	2010-2021 1.5%				
3. Wages and supplements 3/	Year	1999 (2) 2.0%	2000 (3) 4.5%	2001 (4) 3.1%	2002 (5) 3.6%	2003 (6) 3.7%	
	Year	2004 3.8%	2005 3.9%	2006 3.9%	2007 3.6%	2008 3.5%	
	Year	2009 3.5%	2010-2021 3.7%				
4. Land 4/	Year	2002-2021 4.70%					
5. Railroad Cost Adjustment Factor	Year	2002 (1) -0.2%	2003 (2) 1.9%	2004 (3) 2.0%	2005 (4) 2.8%	2006 (5) 2.6%	
Index	Year	2007 2.2%	2008 2.2%	2009 2.3%	2010 2.4%	2011 2.5%	
Unadjusted 5/	Year	2012 2.5%	2013 2.8%	2014 3.0%	2015 2.9%	2016 2.8%	
Unadjusted 5/	Year	2017 3.1%	2018 3.1%	2019 3.2%	2020 3.3%	2021 3.3%	
Unadjusted 5/	Year	2002 (1) -3.5%	2003 (2) -1.6%	2004 (3) -0.8%	2005 (4) -0.4%	2006 (5) -1.2%	
Index	Year	2007 -1.1%	2008 -0.3%	2009 0.0%	2010 0.2%	2011 0.4%	
Adjusted 6/	Year	2012 0.5%	2013 0.8%	2014 1.0%	2015 0.9%	2016 0.8%	
Adjusted 6/	Year	2017 1.1%	2018 1.1%	2019 1.2%	2020 1.3%	2021 1.3%	
Adjusted 6/	Year						

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

2/ Used to index Road Property Accounts 8, 9, and 11.

3/ Used to index Road Property Accounts 1, and 12.

4/ Used to index revenues in Table L.

5/ Used to index revenues in Table L.

6/ Used to index operating expenses in Table K.

TABLE C: ACCRR ROAD PROPERTY INVESTMENT VALUES

Construction of the ACCRR occurs over a three year period. Investments are assumed to be in January 1, 2002 dollars.

Road Property Account (1)	Road Property Component (2)	Service Life In Years 1/ (3)	Investment In 7/1/1999 Dollars 2/ (4)	Investment In 7/1/2000 Dollars 3/ (5)	Investment In 7/1/2001 Dollars 4/ (6)	1999 Investment Value 5/ (7)	2000 Investment Value 6/ (8)	2001 Investment Value 7/ (9)	Total Property Investment 1Q2002 8/ (10)
1	Engineering	NA	\$118,323,708	\$121,991,743	\$126,383,446	\$44,371,390	\$76,244,839	\$0	\$120,616,230
2	Land	NA	56,429,730	59,083,507	61,862,086	\$0	\$59,083,507	\$0	59,083,507
3	Grading	100	465,472,360	478,498,199	494,225,437	\$0	\$401,938,454	\$79,076,070	481,014,524
5	Tunnels	135	318,416,396	327,326,961	338,085,543	\$0	\$117,837,706	\$216,374,748	334,212,454
6	Bridges & Culverts	98	287,541,471	295,588,032	305,303,419	\$0	\$106,411,691	\$195,394,188	301,805,880
8	Ties	80	147,733,042	148,471,707	149,807,952	\$0	\$37,117,927	\$112,355,964	149,473,891
9	Rails and OTM	40	306,484,493	308,016,916	310,789,068	\$0	\$77,004,229	\$233,091,801	310,096,030
11	Ballast	40	80,761,592	81,165,400	81,895,889	\$0	\$20,291,350	\$61,421,917	81,713,267
12	Labor	51	188,708,632	194,558,600	201,562,710	\$0	\$48,639,650	\$151,172,032	199,811,682
13	Fences and Roadway Signs	90	158,695	188,489	194,694	\$0	\$158,339	\$31,151	189,490
1A	Training Costs	38	4,279,964	4,399,734	4,544,345	\$0	\$0	\$4,544,345	4,544,345
17	Roadway Buildings	36	3,280,813	3,372,623	3,483,474	\$0	\$843,156	\$2,612,606	3,455,762
19	Fuel Stations	28	9,405,314	9,668,512	9,986,297	\$0	\$2,417,128	\$7,489,723	9,906,851
20	Shops and Enginehouses	50	3,529,565	3,628,337	3,747,593	\$0	\$907,084	\$2,810,895	3,717,779
26	Communications Systems	26	56,777,057	58,365,906	60,284,277	\$0	\$14,591,477	\$45,213,208	59,804,684
27	Signals and Interlockers	51	60,812,921	62,514,710	64,569,444	\$0	\$15,628,678	\$48,427,083	64,055,760
39	Public Improvements	37	4,291,951	4,412,057	4,557,073	\$0	\$1,103,014	\$3,417,804	4,520,819
	Total		\$2,112,407,726	\$2,161,251,403	\$2,221,282,746	\$44,371,390	\$980,218,228	\$1,163,433,334	\$2,188,022,953

1/ 1 + Depreciation Rate in Schedule 332 of NS's 2001 Annual Report R-1.
2/ 1/1/2002 (Column (6)), indexed to 1999 dollars; Column (5) + (1 + Annual Inflation Rate from Table B, Column (3)).
3/ 1/1/2002 (Column (6)), indexed to 2000 dollars; Column (6) + (1 + Annual Inflation Rate from Table B, Column (4)).
4/ 1/1/2002 (Column (6)), indexed to 2001 dollars; Column (6) + (1 + Annual Inflation Rate from Table B, Column (5))^{0.5}.
5/ Column (4) x Percent constructed in 1999.
6/ Column (5) x Percent constructed in 2000.
7/ Column (6) x Percent constructed in 2001.
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 Accounts 5 and 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)
Jul 99	0.86%	\$7,395,232					\$7,395,232	\$63,236	0.58%	\$15,255
Aug 99	0.86%	7,395,232					7,395,232	127,013	0.58%	30,640
Sep 99	0.86%	7,395,232					7,395,232	191,335	0.64%	51,108
Oct 99	0.86%	7,395,232					7,395,232	256,207	0.64%	68,437
Nov 99	0.86%	7,395,232					7,395,232	321,634	0.64%	85,913
Dec 99	0.86%	7,395,232					7,395,232	397,024	0.64%	132,414
Jan 00	0.88%	7,624,484	\$7,385,438				15,009,922	531,964	0.64%	177,418
Feb 00	0.88%	7,624,484	7,385,438				15,009,922	668,085	0.64%	222,817
Mar 00	0.88%	7,624,484	7,385,438				15,009,922	805,399	0.64%	268,613
Apr 00	0.88%	7,624,484	7,385,438				15,009,922	943,916	0.64%	314,810
May 00	0.88%	7,624,484	7,385,438				15,009,922	1,083,645	0.64%	361,412
Jun 00	0.88%	7,624,484	7,385,438				15,009,922	1,224,599	0.64%	408,422
Jul 00	0.88%	7,624,484	7,385,438				15,009,922	1,366,787	0.64%	455,844
Aug 00	0.88%	7,624,484	7,385,438	\$80,419,359	\$44,849,879	\$72,847,897	140,279,160	2,607,374	0.64%	869,599
Sep 00	0.88%	7,624,484	0	80,419,359	44,849,879	72,847,897	198,117,135	5,629,335	0.56%	1,086,611
Oct 00	0.88%	7,624,484	0	80,419,359	44,849,879	72,847,897	198,117,135	7,413,822	0.56%	1,627,032
Nov 00	0.88%	7,624,484	0	80,419,359	44,849,879	72,847,897	198,117,135	8,539,465	0.56%	2,451,911
Dec 00	0.88%	7,624,484	0	80,419,359	44,849,879	72,847,897	198,117,135	9,654,002	0.56%	2,771,925
Jan 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	10,777,587	0.56%	3,094,536
Feb 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	11,910,292	0.56%	3,419,766
Mar 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	13,052,191	0.56%	3,747,636
Apr 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	14,203,360	0.56%	4,078,168
May 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	15,363,872	0.56%	4,411,382
Jun 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	16,533,805	0.56%	4,747,302
Jul 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	17,713,235	0.56%	5,085,948
Aug 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	18,902,238	0.56%	5,427,343
Sep 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	19,055,672	0.56%	5,471,398
Oct 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	19,210,352	0.56%	5,515,811
Nov 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	19,210,352	0.56%	5,515,811
Dec 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	19,210,352	0.56%	5,515,811
Total		\$120,616,230	\$59,083,507	\$481,204,014	\$636,018,334	\$886,556,524	\$2,183,478,608	\$202,341,587		\$58,552,288

- 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/ Aug 99 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/ Aug 99 equals prior Column (8) x Column (10) x Table A, Column (9) for 1999, 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 (9) for the applicable year.

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

AMORTIZATION SCHEDULE FOR THE ACCRR 1999 ROAD PROPERTY INVESTMENT FOR THE 1Q2002 START-UP									
Quarter	(1)	Beginning Balance	(2)	Ending Balance	(3)	Payment	(4)	Principal	(5)
1	1	\$16,092,439	\$15,998,915	\$15,998,915	\$375,680	\$375,680	\$375,680	\$375,680	\$375,680
2	2	15,998,915	15,903,752	15,903,752	375,680	375,680	375,680	375,680	375,680
3	3	15,903,752	15,808,589	15,808,589	375,680	375,680	375,680	375,680	375,680
4	4	15,808,589	15,713,426	15,713,426	375,680	375,680	375,680	375,680	375,680
5	5	15,713,426	15,618,263	15,618,263	375,680	375,680	375,680	375,680	375,680
6	6	15,618,263	15,523,100	15,523,100	375,680	375,680	375,680	375,680	375,680
7	7	15,523,100	15,427,937	15,427,937	375,680	375,680	375,680	375,680	375,680
8	8	15,427,937	15,332,774	15,332,774	375,680	375,680	375,680	375,680	375,680
9	9	15,332,774	15,237,611	15,237,611	375,680	375,680	375,680	375,680	375,680
10	10	15,237,611	15,142,448	15,142,448	375,680	375,680	375,680	375,680	375,680
11	11	15,142,448	15,047,285	15,047,285	375,680	375,680	375,680	375,680	375,680
12	12	15,047,285	14,952,122	14,952,122	375,680	375,680	375,680	375,680	375,680
13	13	14,952,122	14,856,959	14,856,959	375,680	375,680	375,680	375,680	375,680
14	14	14,856,959	14,761,796	14,761,796	375,680	375,680	375,680	375,680	375,680
15	15	14,761,796	14,666,633	14,666,633	375,680	375,680	375,680	375,680	375,680
16	16	14,666,633	14,571,470	14,571,470	375,680	375,680	375,680	375,680	375,680
17	17	14,571,470	14,476,307	14,476,307	375,680	375,680	375,680	375,680	375,680
18	18	14,476,307	14,381,144	14,381,144	375,680	375,680	375,680	375,680	375,680
19	19	14,381,144	14,285,981	14,285,981	375,680	375,680	375,680	375,680	375,680
20	20	14,285,981	14,190,818	14,190,818	375,680	375,680	375,680	375,680	375,680
AMORTIZATION SCHEDULE FOR THE ACCRR 2001 ROAD PROPERTY INVESTMENT FOR 1Q2002 START-UP									
Quarter	(1)	Beginning Balance	(2)	Ending Balance	(3)	Payment	(4)	Principal	(5)
1	1	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
2	2	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
3	3	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
4	4	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
5	5	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
6	6	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
7	7	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
8	8	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
9	9	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
10	10	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
11	11	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
12	12	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
13	13	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
14	14	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
15	15	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
16	16	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
17	17	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
18	18	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
19	19	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070
20	20	\$158,888,989	\$158,888,989	\$158,888,989	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070	\$1,174,070

1/ From Table D, Column (8) for the applicable year investment.
2/ From Table D, Column (8) for the applicable year investment.
3/ (Total Investment - IOC) x (Proportion of Debt from Table A, Column (9)).
4/ (Total Investment - IOC) x (Proportion of Debt from Table A, Column (9)).
5/ Middle of 20 years x 4.
6/ Line 3 Principal financed 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. ACCR AMORTIZATION SCHEDULE OF ASSETS PURCHASED WITH DEBT CAPITAL
(Continued)

AMORTIZATION SCHEDULE FOR THE ACCR 1989 ROAD PROPERTY INVESTMENT FOR THE 102002 START-UP									
Quarter	(1)	Beginning Balance	(2)	Ending Balance	(3)	Payment	(4)	Principal \$/	Interest \$/
1. TOTAL INVESTMENT									
2. IDC		\$44,371,390	1/	\$132,402	(5)	\$375,680	(4)	\$132,402	\$243,277
3. PRINCIPAL		\$959,424	2/	134,724		375,680		134,724	240,956
4. INTEREST		\$16,092,139	3/	13,470,927		375,680		13,470,927	238,594
5. TERM			4/	13,331,337		375,680		13,331,337	238,190
6. PAYMENT =====>		\$375,680	Per Quarter 6/	13,189,402		375,680		13,189,402	233,744
7. QUARTERS 5/			80	144,424		375,680		144,424	231,256
8. PER QUARTER 6/				146,956		375,680		146,956	228,724
9. TOTAL INVESTMENT		\$44,371,390	1/	\$132,402	(5)	\$375,680	(4)	\$132,402	\$243,277
10. IDC		\$959,424	2/	134,724		375,680		134,724	240,956
11. PRINCIPAL		\$16,092,139	3/	13,470,927		375,680		13,470,927	238,594
12. INTEREST			4/	13,331,337		375,680		13,331,337	238,190
13. TERM			5/	13,189,402		375,680		13,189,402	233,744
14. PAYMENT =====>		\$375,680	Per Quarter 6/	144,424		375,680		144,424	231,256
15. QUARTERS 5/			80	146,956		375,680		146,956	228,724
16. PER QUARTER 6/				149,533		375,680		149,533	226,147
17. TOTAL INVESTMENT		\$44,371,390	1/	\$132,402	(5)	\$375,680	(4)	\$132,402	\$243,277
18. IDC		\$959,424	2/	134,724		375,680		134,724	240,956
19. PRINCIPAL		\$16,092,139	3/	13,470,927		375,680		13,470,927	238,594
20. INTEREST			4/	13,331,337		375,680		13,331,337	238,190
21. TERM			5/	13,189,402		375,680		13,189,402	233,744
22. PAYMENT =====>		\$375,680	Per Quarter 6/	144,424		375,680		144,424	231,256
23. QUARTERS 5/			80	146,956		375,680		146,956	228,724
24. PER QUARTER 6/				149,533		375,680		149,533	226,147
25. TOTAL INVESTMENT		\$44,371,390	1/	\$132,402	(5)	\$375,680	(4)	\$132,402	\$243,277
26. IDC		\$959,424	2/	134,724		375,680		134,724	240,956
27. PRINCIPAL		\$16,092,139	3/	13,470,927		375,680		13,470,927	238,594
28. INTEREST			4/	13,331,337		375,680		13,331,337	238,190
29. TERM			5/	13,189,402		375,680		13,189,402	233,744
30. PAYMENT =====>		\$375,680	Per Quarter 6/	144,424		375,680		144,424	231,256
31. QUARTERS 5/			80	146,956		375,680		146,956	228,724
32. PER QUARTER 6/				149,533		375,680		149,533	226,147
33. TOTAL INVESTMENT		\$44,371,390	1/	\$132,402	(5)	\$375,680	(4)	\$132,402	\$243,277
34. IDC		\$959,424	2/	134,724		375,680		134,724	240,956
35. PRINCIPAL		\$16,092,139	3/	13,470,927		375,680		13,470,927	238,594
36. INTEREST			4/	13,331,337		375,680		13,331,337	238,190
37. TERM			5/	13,189,402		375,680		13,189,402	233,744
38. PAYMENT =====>		\$375,680	Per Quarter 6/	144,424		375,680		144,424	231,256
39. QUARTERS 5/			80	146,956		375,680		146,956	228,724
40. PER QUARTER 6/				149,533		375,680		149,533	226,147

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 (9))

4/ From Table A, Column (6) for the applicable year investment

5/ From Table A, Column (7) for the applicable year investment

6/ Line 3 Principal Payment over Line 5 Term at Line 4 Interest Rate on a quarterly basis

7/ Current quarter Beginning Balance - Principal

8/ Current quarter Beginning Balance - Interest

9/ Current quarter Beginning Balance x (1 + The Quarterly Interest Rate)

AMORTIZATION SCHEDULE FOR THE ACCR 2000 ROAD PROPERTY INVESTMENT FOR THE 102002 START-UP

Quarter	(1)	Beginning Balance	(2)	Ending Balance	(3)	Payment	(4)	Principal \$/	Interest \$/
1. TOTAL INVESTMENT									
2. IDC		\$980,118,228	1/	\$3,563,435	(10)	\$1,740,385	(11)	\$3,563,435	\$7,740,385
3. PRINCIPAL		\$25,466,092	2/	3,532,681		1,740,385		3,532,681	7,671,159
4. INTEREST		\$457,034,582	3/	3,703,231		1,740,385		3,703,231	7,600,569
5. TERM			4/	3,775,172		1,740,385		3,775,172	7,528,648
6. PAYMENT =====>		\$1,740,385	Per Quarter 6/	3,848,510		1,740,385		3,848,510	7,456,310
7. QUARTERS 5/			80	3,923,274		1,740,385		3,923,274	7,380,546
8. PER QUARTER 6/				3,999,489		1,740,385		3,999,489	7,304,331
9. TOTAL INVESTMENT		\$980,118,228	1/	\$3,563,435	(10)	\$1,740,385	(11)	\$3,563,435	\$7,740,385
10. IDC		\$25,466,092	2/	3,532,681		1,740,385		3,532,681	7,671,159
11. PRINCIPAL		\$457,034,582	3/	3,703,231		1,740,385		3,703,231	7,600,569
12. INTEREST			4/	3,775,172		1,740,385		3,775,172	7,528,648
13. TERM			5/	3,848,510		1,740,385		3,848,510	7,456,310
14. PAYMENT =====>		\$1,740,385	Per Quarter 6/	3,923,274		1,740,385		3,923,274	7,380,546
15. QUARTERS 5/			80	3,999,489		1,740,385		3,999,489	7,304,331
16. PER QUARTER 6/				4,075,704		1,740,385		4,075,704	7,228,116
17. TOTAL INVESTMENT		\$980,118,228	1/	\$3,563,435	(10)	\$1,740,385	(11)	\$3,563,435	\$7,740,385
18. IDC		\$25,466,092	2/	3,532,681		1,740,385		3,532,681	7,671,159
19. PRINCIPAL		\$457,034,582	3/	3,703,231		1,740,385		3,703,231	7,600,569
20. INTEREST			4/	3,775,172		1,740,385		3,775,172	7,528,648
21. TERM			5/	3,848,510		1,740,385		3,848,510	7,456,310
22. PAYMENT =====>		\$1,740,385	Per Quarter 6/	3,923,274		1,740,385		3,923,274	7,380,546
23. QUARTERS 5/			80	3,999,489		1,740,385		3,999,489	7,304,331
24. PER QUARTER 6/				4,075,704		1,740,385		4,075,704	7,228,116
25. TOTAL INVESTMENT		\$980,118,228	1/	\$3,563,435	(10)	\$1,740,385	(11)	\$3,563,435	\$7,740,385
26. IDC		\$25,466,092	2/	3,532,681		1,740,385		3,532,681	7,671,159
27. PRINCIPAL		\$457,034,582	3/	3,703,231		1,740,385		3,703,231	7,600,569
28. INTEREST			4/	3,775,172		1,740,385		3,775,172	7,528,648
29. TERM			5/	3,848,510		1,740,385		3,848,510	7,456,310
30. PAYMENT =====>		\$1,740,385	Per Quarter 6/	3,923,274		1,740,385		3,923,274	7,380,546
31. QUARTERS 5/			80	3,999,489		1,740,385		3,999,489	7,304,331
32. PER QUARTER 6/				4,075,704		1,740,385		4,075,704	7,228,116
33. TOTAL INVESTMENT		\$980,118,228	1/	\$3,563,435	(10)	\$1,740,385	(11)	\$3,563,435	\$7,740,385
34. IDC		\$25,466,092	2/	3,532,681		1,740,385		3,532,681	7,671,159
35. PRINCIPAL		\$457,034,582	3/	3,703,231		1,740,385		3,703,231	7,600,569
36. INTEREST			4/	3,775,172		1,740,385		3,775,172	7,528,648
37. TERM			5/	3,848,510		1,740,385		3,848,510	7,456,310
38. PAYMENT =====>		\$1,740,385	Per Quarter 6/	3,923,274		1,740,385		3,923,274	7,380,546
39. QUARTERS 5/			80	3,999,489		1,740,385		3,999,489	7,304,331
40. PER QUARTER 6/				4,075,704		1,740,385		4,075,704	7,228,116

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 (9))

4/ From Table A, Column (6) for the applicable year investment

5/ From Table A, Column (7) for the applicable year investment

6/ Line 3 Principal Payment over Line 5 Term at Line 4 Interest Rate on a quarterly basis

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. ACCRR AMORTIZATION SCHEDULE OF ASSETS PURCHASED WITH DEBT CAPITAL
(Continued)

AMORTIZATION SCHEDULE FOR THE ACCRR 1998 ROAD PROPERTY INVESTMENT FOR THE 1Q2002 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	\$1,073,848	\$1,048,405	\$375,680	\$187,443	\$188,236	\$312,354,234	\$307,118,379	\$11,303,820	\$5,235,656
2	10,348,405	10,357,675	375,680	190,730	184,950	307,118,379	301,780,808	11,303,820	5,337,570
3	10,357,675	10,363,601	375,680	194,074	181,606	301,780,808	296,339,547	11,303,820	5,441,261
4	10,363,601	9,965,124	375,680	197,477	178,203	296,339,547	290,792,581	11,303,820	5,546,966
5	9,965,124	9,565,725	375,680	200,939	174,741	290,792,581	285,137,857	11,303,820	5,654,724
6	9,565,725	9,160,725	375,680	204,462	171,217	285,137,857	279,373,281	11,303,820	5,764,576
7	9,160,725	8,755,185	375,680	208,042	167,643	279,373,281	273,505,708	11,303,820	5,876,562
8	8,755,185	8,350,675	375,680	211,695	164,085	273,505,708	267,595,098	11,303,820	5,990,585
9	8,350,675	7,947,175	375,680	215,407	160,578	267,595,098	261,598,884	11,303,820	6,107,102
10	7,947,175	7,543,675	375,680	219,184	157,094	261,598,884	255,573,152	11,303,820	6,225,742
11	7,543,675	7,140,175	375,680	223,027	153,653	255,573,152	249,486,465	11,303,820	6,346,687
12	7,140,175	6,736,675	375,680	226,937	150,246	249,486,465	243,356,484	11,303,820	6,469,881
13	6,736,675	6,333,175	375,680	230,916	146,874	243,356,484	237,182,590	11,303,820	6,595,670
14	6,333,175	5,929,675	375,680	234,965	143,539	237,182,590	230,970,712	11,303,820	6,723,802
15	5,929,675	5,526,175	375,680	239,085	140,254	230,970,712	224,726,824	11,303,820	6,854,422
16	5,526,175	5,122,675	375,680	243,274	137,011	224,726,824	218,452,911	11,303,820	6,987,579
17	5,122,675	4,719,175	375,680	247,542	133,823	218,452,911	212,159,071	11,303,820	7,123,324
18	4,719,175	4,315,675	375,680	251,887	130,678	212,159,071	205,859,381	11,303,820	7,261,645
19	4,315,675	3,912,175	375,680	256,299	127,566	205,859,381	199,549,726	11,303,820	7,402,775
20	3,912,175	3,508,675	375,680	260,793	124,487	199,549,726	193,240,206	11,303,820	7,546,586
21	3,508,675	3,105,175	375,680	265,367	121,440	193,240,206	186,940,820	11,303,820	7,694,987
22	3,105,175	2,701,675	375,680	270,020	118,420	186,940,820	180,641,479	11,303,820	7,847,978
23	2,701,675	2,298,175	375,680	274,751	115,429	180,641,479	174,342,181	11,303,820	8,005,559
24	2,298,175	1,894,675	375,680	279,559	112,466	174,342,181	168,042,826	11,303,820	8,167,720
25	1,894,675	1,491,175	375,680	284,444	109,529	168,042,826	161,743,506	11,303,820	8,334,461
26	1,491,175	1,087,675	375,680	289,405	106,614	161,743,506	155,444,221	11,303,820	8,505,782
27	1,087,675	684,175	375,680	294,442	103,732	155,444,221	149,144,871	11,303,820	8,681,593
28	684,175	280,675	375,680	299,555	100,884	149,144,871	142,845,556	11,303,820	8,861,894
29	280,675	87,175	375,680	304,744	98,069	142,845,556	136,546,276	11,303,820	9,046,695
30	87,175	(116,825)	375,680	310,008	95,287	136,546,276	130,247,031	11,303,820	9,236,096
31	(116,825)	(713,325)	375,680	315,347	92,538	130,247,031	123,947,821	11,303,820	9,429,097
32	(713,325)	(1,306,825)	375,680	320,760	89,821	123,947,821	117,648,646	11,303,820	9,625,698
33	(1,306,825)	(1,899,325)	375,680	326,247	87,136	117,648,646	111,349,506	11,303,820	9,825,899
34	(1,899,325)	(2,491,825)	375,680	331,808	84,483	111,349,506	105,050,401	11,303,820	10,030,600
35	(2,491,825)	(3,084,325)	375,680	337,443	81,862	105,050,401	98,751,331	11,303,820	10,239,901
36	(3,084,325)	(3,676,825)	375,680	343,151	79,273	98,751,331	92,452,286	11,303,820	10,453,802
37	(3,676,825)	(4,269,325)	375,680	348,932	76,716	92,452,286	86,153,271	11,303,820	10,672,303
38	(4,269,325)	(4,861,825)	375,680	354,785	74,191	86,153,271	79,854,286	11,303,820	10,895,404
39	(4,861,825)	(5,454,325)	375,680	360,709	71,696	79,854,286	73,555,331	11,303,820	11,123,105
40	(5,454,325)	(6,046,825)	375,680	366,703	69,231	73,555,331	67,256,406	11,303,820	11,355,206
41	(6,046,825)	(6,639,325)	375,680	372,766	66,796	67,256,406	60,957,501	11,303,820	11,591,707
42	(6,639,325)	(7,231,825)	375,680	378,898	64,391	60,957,501	54,658,626	11,303,820	11,832,708
43	(7,231,825)	(7,824,325)	375,680	385,099	62,016	54,658,626	48,359,751	11,303,820	12,078,209
44	(7,824,325)	(8,416,825)	375,680	391,370	59,671	48,359,751	42,060,876	11,303,820	12,328,210
45	(8,416,825)	(9,009,325)	375,680	397,711	57,346	42,060,876	35,762,001	11,303,820	12,582,211
46	(9,009,325)	(9,601,825)	375,680	404,122	55,041	35,762,001	29,463,126	11,303,820	12,840,212
47	(9,601,825)	(10,194,325)	375,680	410,603	52,766	29,463,126	23,164,251	11,303,820	13,102,213
48	(10,194,325)	(10,786,825)	375,680	417,154	50,521	23,164,251	16,865,376	11,303,820	13,368,214
49	(10,786,825)	(11,379,325)	375,680	423,775	48,306	16,865,376	10,566,501	11,303,820	13,638,215
50	(11,379,325)	(11,971,825)	375,680	430,466	46,121	10,566,501	4,267,626	11,303,820	13,912,216
51	(11,971,825)	(12,564,325)	375,680	437,227	43,966	4,267,626	(1,931,251)	11,303,820	14,190,217
52	(12,564,325)	(13,156,825)	375,680	444,058	41,841	(1,931,251)	(7,672,376)	11,303,820	14,472,218
53	(13,156,825)	(13,749,325)	375,680	450,959	39,746	(7,672,376)	(13,413,501)	11,303,820	14,758,219
54	(13,749,325)	(14,341,825)	375,680	457,930	37,681	(13,413,501)	(19,154,626)	11,303,820	15,048,220
55	(14,341,825)	(14,934,325)	375,680	464,971	35,646	(19,154,626)	(24,905,751)	11,303,820	15,342,221
56	(14,934,325)	(15,526,825)	375,680	472,082	33,641	(24,905,751)	(30,656,876)	11,303,820	15,640,222
57	(15,526,825)	(16,119,325)	375,680	479,263	31,666	(30,656,876)	(36,407,901)	11,303,820	15,942,223
58	(16,119,325)	(16,711,825)	375,680	486,514	29,721	(36,407,901)	(42,158,926)	11,303,820	16,248,224
59	(16,711,825)	(17,304,325)	375,680	493,835	27,806	(42,158,926)	(47,910,051)	11,303,820	16,558,225
60	(17,304,325)	(17,896,825)	375,680	501,226	25,921	(47,910,051)	(53,661,176)	11,303,820	16,872,226

1/ From Table D, Column (8) for the applicable year investment
2/ From Table D, Column (9) for the applicable year investment
3/ From Table D, Column (10) for the applicable year investment
4/ From Table E, Column (10) for the applicable year investment
5/ Model life of 20 years x 4
6/ Line 3 Principal financed 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: ACCRR AMORTIZATION SCHEDULE OF ASSETS PURCHASED WITH DEBT CAPITAL
(Continued)

AMORTIZATION SCHEDULE FOR THE ACCRR 1999 ROAD PROPERTY INVESTMENT FOR THE 1Q2002 START-UP									
Quarter (1)	Beginning Balance (2)	Ending Balance (3)	Payment (4)	Principal (5)	Interest (6)	Principal (10)	Interest (11)	Payment (14)	Principal (15)
1. TOTAL INVESTMENT	\$5,291,667	\$5,026,301	\$375,680	\$265,365	\$110,315	\$185,860,620	\$178,167,430	\$11,303,820	\$7,693,190
2. IDC	6,026,301	5,756,283	375,680	270,018	105,662	178,167,430	170,324,788	11,303,820	7,842,642
3. PRINCIPAL	5,756,283	5,481,531	375,680	274,752	100,928	170,324,788	162,329,790	11,303,820	7,994,988
4. INTEREST	5,291,667	5,201,961	375,680	279,570	96,110	162,329,790	154,179,477	11,303,820	8,150,313
5. TERM	4,333,496	4,917,490	375,680	284,471	91,208	154,179,477	145,870,832	11,303,820	8,308,645
6. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	145,870,832	137,400,779	11,303,820	8,470,063
7. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	137,400,779	129,766,181	11,303,820	8,631,481
8. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	129,766,181	121,963,844	11,303,820	8,793,337
9. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	121,963,844	114,990,507	11,303,820	8,955,162
10. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	114,990,507	107,842,849	11,303,820	9,117,007
11. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	107,842,849	100,517,484	11,303,820	9,278,846
12. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	100,517,484	93,010,959	11,303,820	9,440,691
13. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	93,010,959	85,010,959	11,303,820	9,602,536
14. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	85,010,959	77,319,756	11,303,820	9,764,381
15. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	77,319,756	69,440,285	11,303,820	9,926,226
16. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	69,440,285	61,440,285	11,303,820	10,088,071
17. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	61,440,285	53,368,891	11,303,820	10,249,916
18. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	53,368,891	45,000,000	11,303,820	10,411,761
19. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	45,000,000	36,496,184	11,303,820	10,573,606
20. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	36,496,184	27,992,368	11,303,820	10,735,451
21. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	27,992,368	19,488,552	11,303,820	10,897,296
22. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	19,488,552	11,084,736	11,303,820	11,059,141
23. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	11,084,736	2,680,920	11,303,820	11,220,986
24. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	2,680,920	0	11,303,820	11,382,831
25. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	11,544,676
26. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	11,706,521
27. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	11,868,366
28. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	12,030,211
29. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	12,192,056
30. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	12,353,901
31. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	12,515,746
32. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	12,677,591
33. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	12,839,436
34. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	13,001,281
35. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	13,163,126
36. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	13,324,971
37. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	13,486,816
38. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	13,648,661
39. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	13,810,506
40. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	13,972,351
41. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	14,134,196
42. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	14,296,041
43. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	14,457,886
44. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	14,619,731
45. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	14,781,576
46. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	14,943,421
47. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	15,105,266
48. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	15,267,111
49. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	15,428,956
50. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	15,590,801
51. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	15,752,646
52. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	15,914,491
53. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	16,076,336
54. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	16,238,181
55. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	16,400,026
56. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	16,561,871
57. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	16,723,716
58. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	16,885,561
59. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	17,047,406
60. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	17,209,251
61. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	17,371,096
62. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	17,532,941
63. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	17,694,786
64. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	17,856,631
65. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	18,018,476
66. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	18,180,321
67. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	18,342,166
68. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	18,504,011
69. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	18,665,856
70. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	18,827,701
71. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	18,989,546
72. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	19,151,391
73. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	19,313,236
74. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	19,475,081
75. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	19,636,926
76. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	19,798,771
77. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	19,960,616
78. PAYMENT	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	20,122,461
79. BEGINNING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	20,284,306
80. ENDING BALANCE	4,333,496	4,917,490	375,680	284,471	91,208	0	0	11,303,820	20,446,151

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 = 100% x (Proportion of Debt from Table A, Column (9)).
4/ Total Investment = 100% x (Proportion of Debt from Table A, Column (9)).
5/ Maturity of 20 years x 4.
6/ Line 3 Principal financed over Line 5 Term at Line 4 Interest Rate on a quarterly basis.
7/ Current quarter Beginning Balance - Principal.
8/ Current quarter Beginning Balance - Principal.
9/ Current quarter Beginning Balance - Principal.
10/ Current quarter Beginning Balance - Principal.
11/ Current quarter Beginning Balance - Principal.
12/ Current quarter Beginning Balance - Principal.
13/ Current quarter Beginning Balance - Principal.
14/ Current quarter Beginning Balance - Principal.
15/ Current quarter Beginning Balance - Principal.
16/ Current quarter Beginning Balance - Principal.
17/ Current quarter Beginning Balance - Principal.
18/ Current quarter Beginning Balance - Principal.
19/ Current quarter Beginning Balance - Principal.
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56/ Current quarter Beginning Balance - Principal.
57/ Current quarter Beginning Balance - Principal.
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59/ Current quarter Beginning Balance - Principal.
60/ Current quarter Beginning Balance - Principal.
61/ Current quarter Beginning Balance - Principal.
62/ Current quarter Beginning Balance - Principal.
63/ Current quarter Beginning Balance - Principal.
64/ Current quarter Beginning Balance - Principal.
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66/ Current quarter Beginning Balance - Principal.
67/ Current quarter Beginning Balance - Principal.
68/ Current quarter Beginning Balance - Principal.
69/ Current quarter Beginning Balance - Principal.
70/ Current quarter Beginning Balance - Principal.
71/ Current quarter Beginning Balance - Principal.
72/ Current quarter Beginning Balance - Principal.
73/ Current quarter Beginning Balance - Principal.
74/ Current quarter Beginning Balance - Principal.
75/ Current quarter Beginning Balance - Principal.
76/ Current quarter Beginning Balance - Principal.
77/ Current quarter Beginning Balance - Principal.
78/ Current quarter Beginning Balance - Principal.
79/ Current quarter Beginning Balance - Principal.
80/ Current quarter Beginning Balance - Principal.

TABLE F: ACCRR 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 (2002 Dollars) 6/ (8)
3	Grading	100	\$15,078,367,283	\$0	\$13,795,335,402	\$13,808,017,200	\$551,446
5	Tunnels	135	34,435,759,362	0	31,505,590,412	31,508,070,315	35,837
6	Bridges & Culverts	98	8,852,854,093	0	6,173,440,359	6,179,950,382	301,026
8	Ties	80	521,408,876	(39,437,363)	336,083,626	337,338,226	102,132
9	Rails and OTM	40	593,492,020	(100,164,351)	414,798,106	442,382,188	7,948,958
11	Ballast	40	157,131,756	0	95,258,840	101,445,445	1,765,148
12	Labor	51	1,344,378,592	0	815,009,956	838,944,097	4,857,510
13	Fences and Roadway Signs	90	4,246,399	0	2,961,180	2,966,628	323
1A	Training Costs	38	17,375,901	0	15,897,370	17,107,484	369,011
17	Roadway Buildings	36	12,386,885	0	9,853,437	10,719,927	280,512
19	Fuel Stations	28	27,264,271	0	24,944,331	28,987,606	1,671,715
20	Shops and Enginehouses	50	21,431,199	0	19,607,600	20,220,394	127,784
26	Communications Systems	26	154,573,490	6,133,076	90,482,360	107,561,189	7,483,794
27	Signals and interlockers	51	375,620,878	(13,395,978)	234,173,579	241,230,560	1,448,448
39	Public improvements	37	16,800,110	0	11,715,372	12,665,603	297,512
	Total		\$61,613,091,116	(\$146,864,615)	\$53,545,151,929	\$53,657,607,242	\$27,241,156

- 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 Estimated 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 line 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: ACCRR 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 1/1/2002 Investment (4)	Depreciable Base (5)
1	Engineering	2/	\$120,616,230	\$120,616,230
2	Land	N/A	59,083,507	0
3	Grading	50	481,014,524	481,014,524
5	Tunnels	50	334,212,454	334,212,454
6	Bridges & Culverts	15	301,805,880	301,805,880
8	Ties	7	149,473,891	149,473,891
9	Rails and OTM	7	310,096,030	310,096,030
11	Ballast	7	81,713,267	81,713,267
12	Labor	7	199,811,682	199,811,682
13	Fences and Roadway Signs	15	189,490	189,490
1A	Training Costs	2/	4,544,345	4,544,345
17	Roadway Buildings	15	3,455,762	3,455,762
19	Fuel Stations	15	9,906,851	9,906,851
20	Shops and Enginehouses	15	3,717,779	3,717,779
26	Communications Systems	7	59,804,684	59,804,684
27	Signals and Interlockers	7	64,055,760	64,055,760
39	Public Improvements	15	4,520,819	4,520,819
	Total		\$2,188,022,953	\$2,128,939,446

1/ Applicable Depreciation Method: 200 or 150 percent

Declining Balance Switching to Straight Line

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

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%	25.00%	8.750%	2.00%	10	0.00%	5.910%	2.00%
2	20.00%	21.43%	9.130%	2.00%	11	0.00%	5.900%	2.00%
3	20.00%	15.31%	8.210%	2.00%	12	0.00%	5.910%	2.00%
4	20.00%	10.93%	7.390%	2.00%	13	0.00%	5.900%	2.00%
5	20.00%	8.75%	6.650%	2.00%	14	0.00%	5.910%	2.00%
6		8.74%	5.990%	2.00%	15	0.00%	5.900%	2.00%
7		8.75%	5.900%	2.00%	16	0.00%	0.740%	2.00%
8		1.09%	5.910%	2.00%	17	0.00%	0.000%	2.00%
9		0.00%	5.900%	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: ACCRR 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	\$125,160,574	20.00%	\$25,032,115	\$864,955,314	25.00%	\$216,238,829	\$323,596,580	8.75%	\$28,314,701	\$815,226,977	2%	\$16,304,540	\$285,890,184
2	100,128,459	20.00%	25,032,115	648,716,486	21.43%	185,359,924	295,281,879	9.13%	29,544,368	798,922,438	2%	16,304,540	256,240,946
3	75,096,345	20.00%	25,032,115	463,356,562	15.31%	132,424,659	265,737,511	8.21%	26,567,279	782,617,898	2%	16,304,540	200,328,592
4	50,064,230	20.00%	25,032,115	330,931,903	10.93%	94,539,616	239,170,232	7.39%	23,913,787	766,313,359	2%	16,304,540	159,790,057
5	25,032,115	20.00%	25,032,115	236,392,287	8.75%	75,683,590	215,256,445	6.65%	21,519,173	750,008,819	2%	16,304,540	138,539,417
6				160,708,697	8.74%	75,597,094	193,737,272	5.99%	19,383,435	733,704,280	2%	16,304,540	111,285,069
7				85,111,603	8.75%	75,683,590	174,353,837	5.90%	19,092,198	717,399,740	2%	16,304,540	111,080,328
8				9,428,013	1.09%	9,428,013	155,261,639	5.91%	19,124,558	701,095,200	2%	16,304,540	44,857,110
9							136,137,081	5.90%	19,092,198	684,790,661	2%	16,304,540	35,396,738
10							117,044,883	5.91%	19,124,558	668,486,121	2%	16,304,540	35,429,097
11							97,920,325	5.90%	19,092,198	652,181,582	2%	16,304,540	35,396,738
12							78,828,127	5.91%	19,124,558	635,877,042	2%	16,304,540	35,429,097
13							59,703,569	5.90%	19,092,198	619,572,503	2%	16,304,540	35,396,738
14							40,611,371	5.91%	19,124,558	603,267,963	2%	16,304,540	35,429,097
15							21,486,813	5.90%	19,092,198	586,963,424	2%	16,304,540	35,396,738
16							2,394,615	0.74%	2,394,615	570,658,884	2%	16,304,540	18,699,154
17										554,354,345	2%	16,304,540	16,304,540
18										538,049,805	2%	16,304,540	16,304,540
19										521,745,265	2%	16,304,540	16,304,540
20										505,440,726	2%	16,304,540	16,304,540
										489,136,186			

1/ From Table G, Page 10, Column (5), Road Property Account 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, 17, 19, 20 and 39.

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

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

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

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

TABLE H: ACCRR AVERAGE ANNUAL INFLATION IN ASSET PRICES

Development of average annual inflation factors for all capital assets

1. 1Q2002 Land value
2. 1Q2002 Road Property asset value accounts 3, 5, 6, 13, 19, 20, 26, 27, and 39
3. 1Q2002 Road Property asset value accounts 8, 9, and 11
4. 1Q2002 Road Property asset value account 1, 1A and 12

Period (1)	Quarter (2)	Inflation Index For Land 2/ (3)	Inflation Index For Road Property Assets 3/ (4)	Inflation Index For Road Property Assets 4/ (5)	Inflation Index For Road Property Assets 5/ (6)	Land Value 6/ (7)	Road Property Value 7/ (8)	1Q2002 Inflation Index 8/ (9)
0		1.000	1.000	1.000	1.000	\$59,083,507	\$2,128,939,446	1.000
1	2002 1 Qtr	1.012	1.008	1.002	1.009	59,766,227	2,143,289,309	1.007
2	2002 2 Qtr	1.023	1.016	1.004	1.018	60,456,836	2,157,750,730	1.014
3	2002 3 Qtr	1.035	1.025	1.007	1.027	61,155,425	2,172,324,619	1.021
4	2002 4 Qtr	1.047	1.033	1.009	1.036	61,862,086	2,187,011,893	1.028
5	2003 1 Qtr	1.059	1.042	1.013	1.045	62,576,913	2,203,037,922	1.035
6	2003 2 Qtr	1.071	1.050	1.016	1.055	63,300,000	2,219,192,267	1.043
7	2003 3 Qtr	1.084	1.059	1.020	1.065	64,031,442	2,235,476,001	1.051
8	2003 4 Qtr	1.096	1.068	1.023	1.074	64,771,336	2,251,890,206	1.059
9	2004 1 Qtr	1.109	1.078	1.026	1.084	65,519,780	2,268,285,587	1.067
10	2004 2 Qtr	1.122	1.087	1.029	1.095	66,276,872	2,284,815,650	1.075
11	2004 3 Qtr	1.135	1.096	1.032	1.105	67,042,713	2,301,481,553	1.082
12	2004 4 Qtr	1.148	1.106	1.034	1.115	67,817,403	2,318,284,463	1.091
13	2005 1 Qtr	1.161	1.115	1.037	1.126	68,601,044	2,335,614,218	1.099
14	2005 2 Qtr	1.175	1.125	1.040	1.137	69,393,741	2,353,090,257	1.107
15	2005 3 Qtr	1.188	1.135	1.043	1.148	70,195,598	2,370,713,871	1.116
16	2005 4 Qtr	1.202	1.145	1.046	1.159	71,006,720	2,388,486,364	1.124
17	2006 1 Qtr	1.216	1.155	1.049	1.170	71,827,214	2,406,409,049	1.133
18	2006 2 Qtr	1.230	1.165	1.051	1.181	72,657,190	2,424,483,254	1.141
19	2006 3 Qtr	1.244	1.176	1.054	1.192	73,496,756	2,442,710,316	1.150
20	2006 4 Qtr	1.258	1.186	1.057	1.204	74,346,024	2,461,091,585	1.159

- 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: ACCRR AVERAGE ANNUAL INFLATION IN ASSET PRICES
(Continued)

Development of average annual inflation factors for all capital assets								
1. 1Q2002 Land value								
2. 1Q2002 Road Property asset value accounts 3, 5, 6, 13, 20, 26, 27, and 39								
3. 1Q2002 Road Property asset value accounts 8, 9, and 11								
4. 1Q2002 Road Property asset value account 1, 1A and 12								
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)	1Q2002 Inflation Index 8/ (9)
21	2007 1 Qtr	1.273	1.196	1.060	1.215	75,205,105	2,478,559,211	1.167
22	2007 2 Qtr	1.288	1.206	1.064	1.225	76,074,112	2,496,163,558	1.176
23	2007 3 Qtr	1.302	1.215	1.067	1.236	76,953,162	2,513,905,742	1.184
24	2007 4 Qtr	1.317	1.225	1.070	1.247	77,842,368	2,531,786,888	1.193
25	2008 1 Qtr	1.333	1.235	1.073	1.258	78,741,850	2,549,562,887	1.201
26	2008 2 Qtr	1.348	1.245	1.077	1.269	79,651,726	2,567,474,587	1.210
27	2008 3 Qtr	1.364	1.255	1.080	1.280	80,572,115	2,585,523,064	1.218
28	2008 4 Qtr	1.379	1.265	1.084	1.291	81,503,139	2,603,709,405	1.227
29	2009 1 Qtr	1.395	1.275	1.087	1.302	82,444,922	2,622,034,706	1.236
30	2009 2 Qtr	1.412	1.286	1.091	1.313	83,397,587	2,640,500,069	1.245
31	2009 3 Qtr	1.428	1.296	1.094	1.325	84,361,260	2,659,106,608	1.254
32	2009 4 Qtr	1.444	1.306	1.098	1.336	85,336,069	2,677,855,444	1.263
33	2010 1 Qtr	1.461	1.317	1.102	1.348	86,322,142	2,698,057,771	1.273
34	2010 2 Qtr	1.478	1.329	1.106	1.360	87,319,609	2,718,423,758	1.282
35	2010 3 Qtr	1.495	1.340	1.110	1.373	88,328,602	2,738,954,782	1.292
36	2010 4 Qtr	1.512	1.351	1.114	1.385	89,349,254	2,759,652,227	1.302
37	2011 1 Qtr	1.530	1.363	1.119	1.398	90,381,699	2,780,517,492	1.312
38	2011 2 Qtr	1.547	1.374	1.123	1.411	91,426,075	2,801,551,988	1.322
39	2011 3 Qtr	1.565	1.386	1.127	1.424	92,482,519	2,822,757,136	1.332
40	2011 4 Qtr	1.583	1.398	1.131	1.437	93,551,170	2,844,134,371	1.343
							\$59,083,507	1/
							\$1,262,684,002	1/
							\$541,283,188	1/
							\$324,972,257	1/

- 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: ACCRR AVERAGE ANNUAL INFLATION IN ASSET PRICES
(Continued)

Development of average annual inflation factors for all capital assets

1. 1Q2002 Land value
2. 1Q2002 Road Property asset value accounts 3, 5, 6, 13, 20, 26, 27, and 39
3. 1Q2002 Road Property asset value accounts 8, 9, and 11
4. 1Q2002 Road Property asset value account 1, 1A and 12

Period (1)	Quarter (2)	Inflation Index For Land 2/ (3)	Inflation Index For Road Property Assets 3/ (4)	Inflation Index For Road Property Assets 4/ (5)	Inflation Index For Road Property Assets 5/ (6)	Land Value 6/ (7)	Road Property Value 7/ (8)	1Q2002 Inflation Index 8/ (9)
41	2012 1 Qtr	1.602	1.410	1.135	1.450	\$94,632,170	\$2,865,685,140	1.353
42	2012 2 Qtr	1.620	1.422	1.140	1.463	95,725,661	2,887,410,901	1.363
43	2012 3 Qtr	1.639	1.434	1.144	1.476	96,831,787	2,909,313,126	1.374
44	2012 4 Qtr	1.658	1.446	1.148	1.490	97,950,695	2,931,393,299	1.385
45	2013 1 Qtr	1.677	1.458	1.152	1.503	99,082,532	2,953,652,917	1.395
46	2013 2 Qtr	1.696	1.471	1.157	1.517	100,227,447	2,976,093,489	1.406
47	2013 3 Qtr	1.716	1.483	1.161	1.531	101,385,592	2,998,716,537	1.417
48	2013 4 Qtr	1.736	1.496	1.165	1.545	102,557,120	3,021,523,598	1.428
49	2014 1 Qtr	1.756	1.508	1.170	1.559	103,742,185	3,044,516,219	1.439
50	2014 2 Qtr	1.776	1.521	1.174	1.573	104,940,944	3,067,695,963	1.450
51	2014 3 Qtr	1.797	1.534	1.178	1.588	106,153,554	3,091,064,405	1.461
52	2014 4 Qtr	1.817	1.547	1.183	1.602	107,380,176	3,114,623,133	1.473
53	2015 1 Qtr	1.838	1.560	1.187	1.617	108,620,972	3,138,373,750	1.484
54	2015 2 Qtr	1.860	1.574	1.192	1.632	109,876,106	3,162,317,871	1.496
55	2015 3 Qtr	1.881	1.587	1.196	1.646	111,145,743	3,186,457,127	1.507
56	2015 4 Qtr	1.903	1.601	1.201	1.661	112,430,051	3,210,793,161	1.519
57	2016 1 Qtr	1.925	1.614	1.205	1.677	113,729,200	3,235,327,631	1.531
58	2016 2 Qtr	1.947	1.628	1.210	1.692	115,043,360	3,260,062,208	1.543
59	2016 3 Qtr	1.970	1.642	1.214	1.707	116,372,705	3,284,998,580	1.555
60	2016 4 Qtr	1.992	1.656	1.219	1.723	117,717,412	3,310,138,447	1.567

- 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: ACCRR AVERAGE ANNUAL INFLATION IN ASSET PRICES
(Continued)

Development of average annual inflation factors for all capital assets									
1. 1Q2002 Land value									
1Q2002 Land value									\$59,083,507 1/
2. 1Q2002 Road Property asset value accounts 3, 5, 6, 13, 20, 26, 27, and 39									\$1,262,684,002 1/
3. 1Q2002 Road Property asset value accounts 8, 9, and 11									\$541,283,188 1/
4. 1Q2002 Road Property asset value account 1, 1A and 12									\$324,972,257 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)	1Q2002 Inflation Index 8/ (9)	
61	2017 1 Qtr	2.015	1.670	1.223	1.739	119,077,656	3,335,483,525	1.579	
62	2017 2 Qtr	2.039	1.684	1.228	1.754	120,453,619	3,361,035,542	1.591	
63	2017 3 Qtr	2.062	1.698	1.232	1.770	121,845,481	3,386,796,245	1.604	
64	2017 4 Qtr	2.086	1.713	1.237	1.787	123,253,426	3,412,767,392	1.616	
65	2018 1 Qtr	2.110	1.727	1.241	1.803	124,677,640	3,438,950,759	1.629	
66	2018 2 Qtr	2.135	1.742	1.246	1.819	126,118,312	3,465,348,135	1.641	
67	2018 3 Qtr	2.159	1.757	1.251	1.836	127,575,630	3,491,961,326	1.654	
68	2018 4 Qtr	2.184	1.772	1.255	1.853	129,049,788	3,518,792,152	1.667	
69	2019 1 Qtr	2.209	1.787	1.260	1.870	130,540,980	3,545,842,451	1.680	
70	2019 2 Qtr	2.235	1.802	1.265	1.887	132,049,404	3,573,114,073	1.693	
71	2019 3 Qtr	2.261	1.817	1.269	1.904	133,575,257	3,600,808,887	1.707	
72	2019 4 Qtr	2.287	1.833	1.274	1.921	135,118,742	3,628,328,777	1.720	
73	2020 1 Qtr	2.313	1.848	1.279	1.939	136,680,062	3,656,275,644	1.734	
74	2020 2 Qtr	2.340	1.864	1.284	1.957	138,259,423	3,684,451,402	1.747	
75	2020 3 Qtr	2.367	1.880	1.289	1.974	139,857,034	3,712,857,985	1.761	
76	2020 4 Qtr	2.394	1.896	1.293	1.992	141,473,106	3,741,497,343	1.775	
77	2021 1 Qtr	2.422	1.912	1.298	2.011	143,107,852	3,770,371,442	1.789	
78	2021 2 Qtr	2.450	1.928	1.303	2.029	144,761,487	3,799,482,263	1.803	
79	2021 3 Qtr	2.478	1.945	1.308	2.047	146,434,231	3,828,831,808	1.817	
80	2021 4 Qtr	2.507	1.961	1.313	2.066	148,126,303	3,858,422,093	1.831	
Annual Average								3.19%	

1/ Table C, Page 3, Column (10)
2/ Previous Column (3) x (1 + Inflation Rate from Table B on a Quarterly Basis).
3/ Previous Column (4) x (1 + Inflation Rate from Table B on a Quarterly Basis).
4/ Previous Column (5) x (1 + Inflation Rate from Table B on a Quarterly Basis).
5/ Previous Column (6) x (1 + Inflation Rate from Table B on a Quarterly Basis).
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: ACCRR 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. 1Q2002 Road Property Investment									
2. Interest During Construction (1Q2002 Invest.)									
3. Total 1Q2002 Investment									
4. Present Value Of Replacement Cost for the ACCRR									
5. Total Cost Recovered From Quarterly Revenue Flow									
Fed. Tax Rate 35.0%									
Weighted Average State Tax Rate 7.6% 6/									
Period (1)	Quarter (2)	Quarterly Levelized Capital Carrying 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	2002 1 Qtr	\$52,492,304	\$18,538,877	\$71,472,546	\$0	\$0	\$2,492,304	\$51,839,659	\$51,839,659
2	2002 2 Qtr	52,853,332	18,433,745	71,472,546	0	0	52,853,332	50,906,342	102,746,001
3	2002 3 Qtr	53,217,230	18,326,721	71,472,546	0	0	53,217,230	49,990,191	152,736,192
4	2002 4 Qtr	53,584,022	18,217,770	71,472,546	0	0	53,584,022	49,090,884	201,827,076
5	2003 1 Qtr	53,982,907	18,106,857	64,060,236	0	0	53,982,907	48,234,172	250,061,247
6	2003 2 Qtr	54,385,046	17,993,948	64,060,236	0	0	54,385,046	47,392,659	297,453,906
7	2003 3 Qtr	54,790,468	17,879,005	64,060,236	0	0	54,790,468	46,566,070	344,019,976
8	2003 4 Qtr	55,199,199	17,761,993	64,060,236	0	0	55,199,199	45,754,137	389,774,114
9	2004 1 Qtr	55,607,686	17,642,873	50,082,148	0	0	55,607,686	44,953,699	434,727,812
10	2004 2 Qtr	56,019,588	17,521,608	50,082,148	0	0	56,019,588	44,167,572	478,895,385
11	2004 3 Qtr	56,434,935	17,398,158	50,082,148	0	0	56,434,935	43,395,496	522,290,881
12	2004 4 Qtr	56,853,757	17,272,485	50,082,148	0	0	56,853,757	42,637,214	564,928,095
13	2005 1 Qtr	57,285,345	17,144,547	39,947,514	0	0	57,285,345	41,899,245	606,827,340
14	2005 2 Qtr	57,720,635	17,014,305	39,947,514	0	0	57,720,635	41,174,352	648,001,692
15	2005 3 Qtr	58,159,660	16,881,715	39,947,514	0	0	58,159,660	40,462,298	688,463,990
16	2005 4 Qtr	58,602,453	16,746,737	39,947,514	0	0	58,602,453	39,762,849	728,226,839
17	2006 1 Qtr	59,049,047	16,609,325	34,634,854	0	0	59,049,047	39,075,776	767,302,614
18	2006 2 Qtr	59,499,478	16,469,437	34,634,854	0	0	59,499,478	38,400,854	805,703,468
19	2006 3 Qtr	59,953,779	16,327,027	34,634,854	0	0	59,953,779	37,737,863	843,441,331
20	2006 4 Qtr	60,411,986	16,182,050	34,634,854	0	0	60,411,986	37,086,587	880,527,917
21	2007 1 Qtr	60,848,658	16,034,459	27,821,267	0	0	60,848,658	36,431,560	916,959,477
22	2007 2 Qtr	61,288,823	15,884,207	27,821,267	0	0	61,288,823	35,788,299	952,747,776
23	2007 3 Qtr	61,732,512	15,731,245	27,821,267	0	0	61,732,512	35,156,589	987,904,365
24	2007 4 Qtr	62,179,754	15,575,525	27,821,267	0	0	62,179,754	34,536,220	1,022,440,585
25	2008 1 Qtr	62,624,736	15,416,997	27,770,082	0	0	62,624,736	33,923,818	1,056,364,403

TABLE I: ACCRR DISCOUNTED CASH FLOW
(Continued)

Period (1)	Quarter (2)	Quarterly Levelized Capital Carrying 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)
26	2008 2 Qtr	\$63,073,198	\$15,255,609	\$27,770,082	\$0	\$0	\$63,073,198	\$33,322,431	\$1,089,686,834
27	2008 3 Qtr	63,525,170	15,091,309	27,770,082	0	0	63,525,170	32,731,859	1,122,418,693
28	2008 4 Qtr	63,980,680	14,924,046	27,770,082	0	0	63,980,680	32,151,905	1,154,570,598
29	2009 1 Qtr	64,439,758	14,753,765	11,214,278	0	0	64,439,758	31,582,374	1,186,152,971
30	2009 2 Qtr	64,902,432	14,580,412	11,214,278	0	0	64,902,432	31,023,076	1,217,176,047
31	2009 3 Qtr	65,368,733	14,403,930	11,214,278	0	0	65,368,733	30,473,824	1,247,649,871
32	2009 4 Qtr	65,838,689	14,224,263	11,214,278	0	0	65,838,689	29,934,436	1,277,584,307
33	2010 1 Qtr	66,343,546	14,041,353	8,849,184	10,497,780	2,456,430	53,389,336	23,674,316	1,301,258,623
34	2010 2 Qtr	66,852,574	13,855,142	8,849,184	14,282,199	3,341,965	49,228,410	21,289,808	1,322,548,430
35	2010 3 Qtr	67,365,809	13,665,570	8,849,184	14,509,561	3,395,167	49,461,081	20,861,837	1,343,410,267
36	2010 4 Qtr	67,883,287	13,472,574	8,849,184	14,739,403	3,448,949	49,694,935	20,442,504	1,363,852,771
37	2011 1 Qtr	68,405,045	13,276,095	8,857,274	14,969,139	3,502,705	49,933,199	20,032,925	1,383,885,696
38	2011 2 Qtr	68,931,119	13,076,067	8,857,274	15,204,037	3,557,671	50,169,411	19,630,302	1,403,515,998
39	2011 3 Qtr	69,461,547	12,872,427	8,857,274	15,441,512	3,613,239	50,406,796	19,235,793	1,422,751,790
40	2011 4 Qtr	69,996,366	12,665,110	8,857,274	15,681,597	3,669,418	50,645,351	18,849,229	1,441,601,019
41	2012 1 Qtr	70,535,614	12,454,048	8,849,184	15,926,944	3,726,828	50,881,842	18,469,275	1,460,070,294
42	2012 2 Qtr	71,079,329	12,239,173	8,849,184	16,172,352	3,784,252	51,122,726	18,098,144	1,478,168,438
43	2012 3 Qtr	71,627,550	12,020,417	8,849,184	16,420,473	3,842,311	51,364,766	17,734,476	1,495,902,913
44	2012 4 Qtr	72,180,316	11,797,708	8,849,184	16,671,344	3,901,013	51,607,959	17,378,118	1,513,281,031
45	2013 1 Qtr	72,737,665	11,570,975	8,857,274	16,922,381	3,959,755	51,855,529	17,029,980	1,530,311,011
46	2013 2 Qtr	73,299,638	11,340,146	8,857,274	17,178,857	4,019,769	52,101,012	16,687,767	1,546,998,779
47	2013 3 Qtr	73,866,273	11,105,144	8,857,274	17,438,191	4,080,452	52,347,630	16,352,423	1,563,351,202
48	2013 4 Qtr	74,437,612	10,865,896	8,857,274	17,700,420	4,141,812	52,595,379	16,023,807	1,579,375,009
49	2014 1 Qtr	75,013,695	10,622,323	8,849,184	17,968,201	4,204,472	52,841,023	15,700,820	1,595,075,829
50	2014 2 Qtr	75,594,563	10,374,347	8,849,184	18,236,336	4,267,214	53,091,013	15,385,271	1,610,461,100
51	2014 3 Qtr	76,180,257	10,121,888	8,849,184	18,507,483	4,330,661	53,342,112	15,076,043	1,625,537,142
52	2014 4 Qtr	76,770,818	9,864,865	8,849,184	18,781,681	4,394,822	53,594,315	14,773,006	1,640,310,149
53	2015 1 Qtr	77,366,290	9,603,194	8,857,274	19,056,354	4,459,094	53,850,841	14,476,903	1,654,787,052
54	2015 2 Qtr	77,966,713	9,336,792	8,857,274	19,336,777	4,524,712	54,105,224	14,185,851	1,668,972,902
55	2015 3 Qtr	78,572,132	9,065,571	8,857,274	19,620,375	4,591,073	54,360,685	13,900,618	1,682,873,521
56	2015 4 Qtr	79,182,589	8,789,445	8,857,274	19,907,189	4,658,186	54,617,214	13,621,087	1,696,494,607
57	2016 1 Qtr	79,798,128	8,508,325	8,849,184	20,199,881	4,726,674	54,871,573	13,346,354	1,709,840,961
58	2016 2 Qtr	80,418,793	8,222,119	8,849,184	20,493,258	4,795,323	55,130,211	13,077,896	1,722,918,857
59	2016 3 Qtr	81,044,627	7,930,735	8,849,184	20,789,983	4,864,755	55,389,888	12,814,797	1,735,733,655
60	2016 4 Qtr	81,675,676	7,634,079	8,849,184	21,090,101	4,934,981	55,650,594	12,556,947	1,748,290,602

TABLE I: ACCRR DISCOUNTED CASH FLOW
(Continued)

Period (1)	Quarter (2)	Quarterly Levelized Capital Carrying 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)
61	2017 1 Qtr	\$82,311,985	\$7,332,055	\$4,674,789	\$22,744,097	\$5,322,008	\$54,245,880	\$11,937,518	\$1,760,228,120
62	2017 2 Qtr	82,953,599	7,024,566	4,674,789	23,051,137	5,393,854	54,508,608	11,698,909	1,771,927,029
63	2017 3 Qtr	83,600,565	6,711,511	4,674,789	23,361,708	5,466,526	54,772,330	11,465,012	1,783,392,041
64	2017 4 Qtr	84,252,928	6,392,791	4,674,789	23,675,859	5,540,036	55,037,032	11,235,731	1,794,627,772
65	2018 1 Qtr	84,910,735	6,068,301	4,076,135	24,187,305	5,659,712	55,063,717	10,963,390	1,805,591,162
66	2018 2 Qtr	85,574,033	5,737,937	4,076,135	24,508,761	5,734,931	55,330,341	10,744,240	1,816,335,401
67	2018 3 Qtr	86,242,870	5,401,591	4,076,135	24,833,943	5,811,022	55,597,906	10,529,404	1,826,864,805
68	2018 4 Qtr	86,917,294	5,059,156	4,076,135	25,162,902	5,887,997	55,866,395	10,318,796	1,837,183,601
69	2019 1 Qtr	87,597,354	4,710,520	4,076,135	25,495,691	5,965,868	56,135,795	10,112,331	1,847,295,931
70	2019 2 Qtr	88,283,097	4,355,570	4,076,135	25,832,361	6,044,647	56,406,090	9,909,925	1,857,205,857
71	2019 3 Qtr	88,974,574	3,994,192	4,076,135	26,172,965	6,124,347	56,677,262	9,711,499	1,866,917,356
72	2019 4 Qtr	89,671,834	3,626,268	4,076,135	26,517,558	6,204,980	56,949,296	9,516,972	1,876,434,327
73	2020 1 Qtr	90,374,927	3,251,680	4,076,135	26,866,194	6,286,559	57,222,174	9,326,266	1,885,760,593
74	2020 2 Qtr	91,083,903	2,870,305	4,076,135	27,218,928	6,369,097	57,495,878	9,139,305	1,894,899,897
75	2020 3 Qtr	91,798,815	2,482,020	4,076,135	27,575,818	6,452,608	57,770,389	8,956,014	1,903,855,911
76	2020 4 Qtr	92,519,712	2,086,700	4,076,135	27,936,921	6,537,104	58,045,688	8,776,320	1,912,632,231
77	2021 1 Qtr	93,246,648	1,684,217	4,076,135	28,302,294	6,622,599	58,321,754	8,600,151	1,921,232,381
78	2021 2 Qtr	93,979,674	1,274,439	4,076,135	28,671,997	6,709,108	58,598,568	8,427,437	1,929,659,818
79	2021 3 Qtr	94,718,843	857,234	4,076,135	29,046,090	6,796,644	58,876,109	8,258,109	1,937,917,927
80	2021 4 Qtr	95,464,209	432,467	4,076,135	29,424,635	6,885,222	59,154,353	8,092,100	1,946,010,026
Future		5,413,092,516		489,136,186	1,592,926,723	372,737,120	3,447,428,673	471,595,668	2,417,605,695

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 West Virginia, Kentucky, North Carolina and Virginia.

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 ACCRR and is calculated by taking the Period 80, Column (3) value and dividing it by the ACCRR's estimated quarterly Real Cost of Capital.

8/ Value from Table E.

9/ Value from Table G, Page 11, Column (14) 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).

[illegible]

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

Time Period (1)	Taxable Income B/4 NOL's DRR 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)
2012 1 Qtr	\$45,505,554	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,505,554	\$15,926,944
2012 2 Qtr	46,206,720	0	0	0	0	0	0	0	46,206,720	16,172,352
2012 3 Qtr	48,915,638	0	0	0	0	0	0	0	48,915,638	18,420,473
2012 4 Qtr	47,632,410	0	0	0	0	0	0	0	47,632,410	16,671,344
2013 1 Qtr	48,349,660	0	0	0	0	0	0	0	48,349,660	16,922,381
2013 2 Qtr	49,082,449	0	0	0	0	0	0	0	49,082,449	17,178,857
2013 3 Qtr	49,823,402	0	0	0	0	0	0	0	49,823,402	17,438,191
2013 4 Qtr	50,572,629	0	0	0	0	0	0	0	50,572,629	17,700,420
2014 1 Qtr	51,337,716	0	0	0	0	0	0	0	51,337,716	17,968,201
2014 2 Qtr	52,103,817	0	0	0	0	0	0	0	52,103,817	18,236,336
2014 3 Qtr	52,878,523	0	0	0	0	0	0	0	52,878,523	18,507,483
2014 4 Qtr	53,661,947	0	0	0	0	0	0	0	53,661,947	18,781,681
2015 1 Qtr	54,446,727	0	0	0	0	0	0	0	54,446,727	19,056,354
2015 2 Qtr	55,247,936	0	0	0	0	0	0	0	55,247,936	19,336,777
2015 3 Qtr	56,058,214	0	0	0	0	0	0	0	56,058,214	19,620,375
2015 4 Qtr	56,877,684	0	0	0	0	0	0	0	56,877,684	19,907,189
2016 1 Qtr	57,713,945	0	0	0	0	0	0	0	57,713,945	20,199,881
2016 2 Qtr	58,552,167	0	0	0	0	0	0	0	58,552,167	20,493,258
2016 3 Qtr	59,399,953	0	0	0	0	0	0	0	59,399,953	20,789,983
2016 4 Qtr	60,257,432	0	0	0	0	0	0	0	60,257,432	21,090,101
2017 1 Qtr	64,983,133	0	0	0	0	0	0	0	64,983,133	22,744,097
2017 2 Qtr	65,860,391	0	0	0	0	0	0	0	65,860,391	23,051,137
2017 3 Qtr	66,747,739	0	0	0	0	0	0	0	66,747,739	23,361,708
2017 4 Qtr	67,645,312	0	0	0	0	0	0	0	67,645,312	23,675,859
2018 1 Qtr	69,106,587	0	0	0	0	0	0	0	69,106,587	24,187,305
2018 2 Qtr	70,025,030	0	0	0	0	0	0	0	70,025,030	24,508,761
2018 3 Qtr	70,954,122	0	0	0	0	0	0	0	70,954,122	24,833,943
2018 4 Qtr	71,894,006	0	0	0	0	0	0	0	71,894,006	25,162,902
2019 1 Qtr	72,844,831	0	0	0	0	0	0	0	72,844,831	25,495,691
2019 2 Qtr	73,806,745	0	0	0	0	0	0	0	73,806,745	25,832,361
2019 3 Qtr	74,779,900	0	0	0	0	0	0	0	74,779,900	26,172,965
2019 4 Qtr	75,764,451	0	0	0	0	0	0	0	75,764,451	26,517,558
2020 1 Qtr	76,760,553	0	0	0	0	0	0	0	76,760,553	26,866,194
2020 2 Qtr	77,768,366	0	0	0	0	0	0	0	77,768,366	27,218,928
2020 3 Qtr	78,788,052	0	0	0	0	0	0	0	78,788,052	27,575,818
2020 4 Qtr	79,819,773	0	0	0	0	0	0	0	79,819,773	27,936,921
2021 1 Qtr	80,863,697	0	0	0	0	0	0	0	80,863,697	28,302,294
2021 2 Qtr	81,919,992	0	0	0	0	0	0	0	81,919,992	28,671,997
2021 3 Qtr	82,988,830	0	0	0	0	0	0	0	82,988,830	29,046,090
2021 4 Qtr	84,070,386	0	0	0	0	0	0	0	84,070,386	29,424,635
Future	4,551,219,210	0	0	0	0	0	0	0	4,551,219,210	1,592,926,723

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

2/ Values for 1999-2001 from Table D, Sum of Column (11).

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

4/ Cumulative total of Column (2).

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

6/ Column (4) + Column (5) + Column (8).

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

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

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

10/ If Column (2) is greater than zero, then Column (2) - Column (5) - Column (8), 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 ACCRR 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)
1999	(\$251,353)	(\$251,353)	(\$251,353)	\$0	(\$251,353)	(\$251,353)		\$0	\$0	\$0
2000	(8,077,789)	(8,077,789)	(8,329,142)	0	(8,329,142)	(8,329,142)		0	0	0
2001	(50,223,126)	(50,223,126)	(58,552,268)	0	(58,552,268)	(58,552,268)		0	0	0
2002 1 Qtr	(37,519,120)	(37,519,120)	(96,071,387)	0	(96,071,387)	(96,071,387)		0	0	0
2002 2 Qtr	(37,052,959)	(37,052,959)	(133,124,347)	0	(133,124,347)	(133,124,347)		0	0	0
2002 3 Qtr	(36,582,037)	(36,582,037)	(169,706,383)	0	(169,706,383)	(169,706,383)		0	0	0
2002 4 Qtr	(36,106,294)	(36,106,294)	(205,812,677)	0	(205,812,677)	(205,812,677)		0	0	0
2003 1 Qtr	(28,184,187)	(28,184,187)	(233,996,864)	0	(233,996,864)	(233,996,864)		0	0	0
2003 2 Qtr	(27,669,138)	(27,669,138)	(261,666,002)	0	(261,666,002)	(261,666,002)		0	0	0
2003 3 Qtr	(27,148,774)	(27,148,774)	(288,814,776)	0	(288,814,776)	(288,814,776)		0	0	0
2003 4 Qtr	(26,823,030)	(26,823,030)	(315,437,806)	0	(315,437,806)	(315,437,806)		0	0	0
2004 1 Qtr	(12,117,335)	(12,117,335)	(327,555,141)	0	(327,555,141)	(327,555,141)		0	0	0
2004 2 Qtr	(11,584,168)	(11,584,168)	(339,139,309)	0	(339,139,309)	(339,139,309)		0	0	0
2004 3 Qtr	(11,045,372)	(11,045,372)	(350,184,681)	0	(350,184,681)	(350,184,681)		0	0	0
2004 4 Qtr	(10,500,876)	(10,500,876)	(360,685,557)	0	(360,685,557)	(360,685,557)		0	0	0
2005 1 Qtr	193,284	0	(360,685,557)	193,284	(360,492,274)	(360,492,274)		0	0	0
2005 2 Qtr	758,816	0	(359,733,458)	758,816	(358,974,642)	(358,974,642)		0	0	0
2005 3 Qtr	1,330,430	0	(358,403,027)	1,330,430	(356,403,027)	(356,403,027)		0	0	0
2005 4 Qtr	1,906,202	0	(356,494,826)	1,906,202	(348,689,958)	(348,689,958)		0	0	0
2006 1 Qtr	7,804,868	0	(348,689,958)	7,804,868	(340,294,771)	(340,294,771)		0	0	0
2006 2 Qtr	8,395,187	0	(340,294,771)	8,395,187	(331,302,872)	(331,302,872)		0	0	0
2006 3 Qtr	8,991,898	0	(321,707,790)	8,991,898	(321,707,790)	(321,707,790)		0	0	0
2006 4 Qtr	9,595,082	0	(304,714,859)	9,595,082	(287,131,510)	(287,131,510)		0	0	0
2007 1 Qtr	16,992,931	0	(268,951,510)	16,992,931	(250,168,549)	(250,168,549)		0	0	0
2007 2 Qtr	17,583,349	0	(230,730,892)	17,583,349	(210,683,384)	(210,683,384)		0	0	0
2007 3 Qtr	18,179,999	0	(190,019,606)	18,179,999	(168,733,053)	(168,733,053)		0	0	0
2007 4 Qtr	18,782,962	0	(168,733,053)	18,782,962	(130,261,338)	(130,261,338)		0	0	0
2008 1 Qtr	19,437,657	0	(91,153,595)	19,437,657	(51,403,069)	(51,403,069)		0	0	0
2008 2 Qtr	20,047,507	0	(51,403,069)	20,047,507	(11,002,921)	(11,002,921)		0	0	0
2008 3 Qtr	20,663,779	0	0	20,663,779	0	0		0	0	0
2008 4 Qtr	21,286,552	0	0	21,286,552	0	0		0	0	0
2009 1 Qtr	38,471,715	0	0	38,471,715	0	0		0	0	0
2009 2 Qtr	39,107,743	0	0	39,107,743	0	0		0	0	0
2009 3 Qtr	39,750,525	0	0	39,750,525	0	0		0	0	0
2009 4 Qtr	40,400,148	0	0	40,400,148	0	0		0	0	0
2010 1 Qtr	43,453,008	0	0	43,453,008	0	0		0	0	0
2010 2 Qtr	44,148,247	0	0	44,148,247	0	0		0	0	0
2010 3 Qtr	44,851,055	0	0	44,851,055	0	0		0	0	0
2010 4 Qtr	45,561,528	0	0	45,561,528	0	0		0	0	0
2011 1 Qtr	46,271,676	0	0	46,271,676	0	0		0	0	0
2011 2 Qtr	46,997,777	0	0	46,997,777	0	0		0	0	0
2011 3 Qtr	47,731,845	0	0	47,731,845	0	0		0	0	0
2011 4 Qtr	48,473,982	0	0	48,473,982	0	0		0	0	0
									32,450,087	2,456,430
									44,148,247	3,341,965
									44,851,055	3,395,167
									45,561,528	3,448,949
									46,271,676	3,502,706
									46,997,777	3,557,671
									47,731,845	3,613,239
									48,473,982	3,669,418

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

Time Period	Taxable Income B/4 NOL's DRE 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 Before Income 9/	Annual Tax Liability 10/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
2012 1 Qtr	\$49,232,382	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,232,382	\$3,726,828
2012 2 Qtr	49,990,972	0	0	0	0	0	0	0	49,990,972	3,784,252
2012 3 Qtr	50,757,949	0	0	0	0	0	0	0	50,757,949	3,842,311
2012 4 Qtr	51,533,424	0	0	0	0	0	0	0	51,533,424	3,901,013
2013 1 Qtr	52,309,416	0	0	0	0	0	0	0	52,309,416	3,959,755
2013 2 Qtr	53,102,218	0	0	0	0	0	0	0	53,102,218	4,019,769
2013 3 Qtr	53,903,854	0	0	0	0	0	0	0	53,903,854	4,080,452
2013 4 Qtr	54,714,442	0	0	0	0	0	0	0	54,714,442	4,141,812
2014 1 Qtr	55,542,188	0	0	0	0	0	0	0	55,542,188	4,204,472
2014 2 Qtr	56,371,031	0	0	0	0	0	0	0	56,371,031	4,267,214
2014 3 Qtr	57,209,184	0	0	0	0	0	0	0	57,209,184	4,330,661
2014 4 Qtr	58,056,769	0	0	0	0	0	0	0	58,056,769	4,394,822
2015 1 Qtr	58,905,821	0	0	0	0	0	0	0	58,905,821	4,459,094
2015 2 Qtr	59,772,648	0	0	0	0	0	0	0	59,772,648	4,524,712
2015 3 Qtr	60,649,287	0	0	0	0	0	0	0	60,649,287	4,591,073
2015 4 Qtr	61,535,870	0	0	0	0	0	0	0	61,535,870	4,658,186
2016 1 Qtr	62,440,619	0	0	0	0	0	0	0	62,440,619	4,726,674
2016 2 Qtr	63,347,490	0	0	0	0	0	0	0	63,347,490	4,795,323
2016 3 Qtr	64,264,708	0	0	0	0	0	0	0	64,264,708	4,864,755
2016 4 Qtr	65,192,413	0	0	0	0	0	0	0	65,192,413	4,934,981
2017 1 Qtr	70,305,142	0	0	0	0	0	0	0	70,305,142	5,322,008
2017 2 Qtr	71,254,245	0	0	0	0	0	0	0	71,254,245	5,393,854
2017 3 Qtr	72,214,265	0	0	0	0	0	0	0	72,214,265	5,466,526
2017 4 Qtr	73,185,348	0	0	0	0	0	0	0	73,185,348	5,540,036
2018 1 Qtr	74,766,299	0	0	0	0	0	0	0	74,766,299	5,659,712
2018 2 Qtr	75,759,962	0	0	0	0	0	0	0	75,759,962	5,734,931
2018 3 Qtr	76,765,144	0	0	0	0	0	0	0	76,765,144	5,811,022
2018 4 Qtr	77,782,003	0	0	0	0	0	0	0	77,782,003	5,887,997
2019 1 Qtr	78,810,699	0	0	0	0	0	0	0	78,810,699	5,965,868
2019 2 Qtr	79,851,392	0	0	0	0	0	0	0	79,851,392	6,044,647
2019 3 Qtr	80,904,247	0	0	0	0	0	0	0	80,904,247	6,124,347
2019 4 Qtr	81,969,431	0	0	0	0	0	0	0	81,969,431	6,204,980
2020 1 Qtr	83,047,112	0	0	0	0	0	0	0	83,047,112	6,286,559
2020 2 Qtr	84,137,464	0	0	0	0	0	0	0	84,137,464	6,369,097
2020 3 Qtr	85,240,659	0	0	0	0	0	0	0	85,240,659	6,452,608
2020 4 Qtr	86,356,877	0	0	0	0	0	0	0	86,356,877	6,537,104
2021 1 Qtr	87,486,296	0	0	0	0	0	0	0	87,486,296	6,622,599
2021 2 Qtr	88,629,100	0	0	0	0	0	0	0	88,629,100	6,709,108
2021 3 Qtr	89,785,474	0	0	0	0	0	0	0	89,785,474	6,796,644
2021 4 Qtr	90,955,607	0	0	0	0	0	0	0	90,955,607	6,885,222
Future	4,923,956,330	0	0	0	0	0	0	0	4,923,956,330	372,737,120

1/ Table I, Column (3); Table E, Columns (6), (11) & (16); - Table G, Column (14) / 4. Values for 1999-2001 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 (8).
6/ Previous period Column (9) + current period Column (3) - current period Column (5).
7/ If previous period Column (9) + current period 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: ACCRR OPERATING EXPENSES

Item (1)	2002 (2)	2003 (3)	2004 (4)	2005 (5)	2006 (6)	2007 (7)	2008 (8)	2009 (9)	2010 (10)	2011 (11)
1. Train & Engine Personnel	\$12,803,385	\$12,923,748	\$12,332,713	\$11,954,208	\$12,031,532	\$12,122,414	\$12,063,621	\$12,011,596	\$11,903,414	\$12,168,829
2. Locomotive Lease Expense	14,854,633	15,232,220	14,535,613	14,089,498	14,180,634	14,287,749	14,218,454	14,157,137	14,029,631	14,342,455
3. Locomotive Maintenance Expense	11,564,680	11,858,640	11,316,315	10,969,004	11,039,955	11,123,348	11,069,400	11,075,378	10,975,628	11,220,355
4. Locomotive Operating Expense	26,242,330	26,905,379	25,678,746	24,890,635	25,051,636	25,240,868	25,118,451	25,010,127	24,784,874	25,337,512
5. Railcar Lease Expense	14,176,623	14,536,976	13,872,163	13,446,411	13,533,387	13,635,614	13,569,481	13,510,963	13,389,277	13,887,822
6. Material & Supply Operating	677,226	677,226	677,226	677,226	677,226	677,226	677,226	677,226	677,226	677,226
7. Ad Valorem Tax	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860
8. Operating Managers	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591
9. General & Administration	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632
10. Loss and Damage	72,269	74,106	70,717	68,546	68,990	69,511	69,174	68,875	68,255	69,777
11. Insurance	2,848,050	2,898,861	2,805,120	2,745,087	2,757,351	2,771,765	2,762,440	2,755,539	2,738,369	2,780,495
12. Maintenance of Way	8,929,349	8,929,349	8,929,349	8,929,349	8,929,349	8,929,349	8,929,349	8,929,349	8,929,349	8,929,349
13. Total Annual Costs	\$116,136,626	\$118,208,588	\$114,386,044	\$111,938,047	\$112,438,142	\$113,025,927	\$112,645,680	\$112,364,273	\$111,864,106	\$113,381,903
14. Total Quarterly Cost	\$29,034,157	\$29,552,147	\$28,596,511	\$27,984,512	\$28,109,536	\$28,256,482	\$28,161,420	\$28,091,068	\$27,916,026	\$28,345,476

TABLE K: ACCRR OPERATING EXPENSES
(Continued)

Item (1)	2012 (2)	2013 (3)	2014 (4)	2015 (5)	2016 (6)	2017 (7)	2018 (8)	2019 (9)	2020 (10)	2021 (11)
1. Train & Engine Personnel	\$12,154,803	\$11,968,030	\$11,834,429	\$11,748,174	\$11,772,612	\$11,698,822	\$11,531,137	\$11,528,961	\$11,470,936	\$11,470,936
2. Locomotive Lease Expense	14,325,924	14,105,789	13,948,323	13,846,662	13,875,465	13,788,495	13,590,857	13,588,292	13,519,902	13,519,902
3. Locomotive Maintenance Expense	11,207,423	11,035,207	10,912,019	10,832,488	10,934,718	10,866,180	10,710,429	10,708,408	10,654,513	10,654,513
4. Locomotive Operating Expense	25,308,308	24,919,415	24,641,235	24,461,639	24,512,523	24,358,880	24,009,732	24,005,200	23,884,383	23,884,383
5. Railcar Lease Expense	13,672,046	13,461,958	13,311,680	13,214,659	13,242,147	13,159,146	12,970,529	12,968,081	12,902,813	12,902,813
6. Material & Supply Operating	677,226	677,226	677,226	677,226	677,226	677,226	677,226	677,226	677,226	677,226
7. Ad Valorem Tax	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860
8. Operating Managers	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591
9. General & Administration	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632
10. Loss and Damage	69,697	68,626	67,860	67,365	67,505	67,082	66,120	66,108	65,775	65,775
11. Insurance	2,778,269	2,748,625	2,727,420	2,713,730	2,719,612	2,707,888	2,681,244	2,680,899	2,671,679	2,671,679
12. Maintenance of Way	8,929,349	8,929,349	8,929,349	8,929,349	8,929,349	8,929,349	8,929,349	8,929,349	8,929,349	8,929,349
13. Total Annual Costs	\$113,291,129	\$112,082,307	\$111,217,624	\$110,659,375	\$110,899,240	\$110,421,150	\$109,334,707	\$109,320,606	\$108,944,659	\$108,944,659
14. Total Quarterly Cost	\$28,322,782	\$28,020,577	\$27,804,406	\$27,664,844	\$27,724,810	\$27,605,287	\$27,333,677	\$27,330,152	\$27,236,165	\$27,236,165

TABLE K: ACCRR OPERATING EXPENSES, INDEXED
(Continued)

Period (1)	Quarter (2)	Rail Cost Adjustment Factor Index 1/ (3)	Operating Expense Indexed For Inflation 2/ (4)	Period (5)	Quarter (6)	Rail Cost Adjustment Factor Index 1/ (7)	Operating Expense Indexed For Inflation 2/ (8)	Period (9)	Quarter (10)	Rail Cost Adjustment Factor Index 1/ (11)	Operating Expense Indexed For Inflation 2/ (12)
NA	2001 2 Qtr	100.0	NA	27	2008 3 Qtr	90.7	26,069,143	56	2015 4 Qtr	94.1	26,568,356
NA	2001 3 Qtr	99.5	NA	28	2008 4 Qtr	90.6	26,050,875	57	2016 1 Qtr	94.2	26,678,377
NA	2001 4 Qtr	98.8	NA	29	2009 1 Qtr	90.6	25,988,394	58	2016 2 Qtr	94.4	26,730,911
1	2002 1 Qtr	97.9	29,034,157	30	2009 2 Qtr	90.6	25,990,993	59	2016 3 Qtr	94.6	26,783,549
2	2002 2 Qtr	97.1	28,776,704	31	2009 3 Qtr	90.6	25,993,592	60	2016 4 Qtr	94.8	26,836,291
3	2002 3 Qtr	96.2	28,521,533	32	2009 4 Qtr	90.6	25,996,191	61	2017 1 Qtr	95.0	26,790,466
4	2002 4 Qtr	95.4	28,268,626	33	2010 1 Qtr	90.7	25,843,885	62	2017 2 Qtr	95.3	26,860,516
5	2003 1 Qtr	95.0	28,659,354	34	2010 2 Qtr	90.7	25,853,571	63	2017 3 Qtr	95.5	26,930,748
6	2003 2 Qtr	94.6	28,546,197	35	2010 3 Qtr	90.7	25,863,260	64	2017 4 Qtr	95.8	27,001,165
7	2003 3 Qtr	94.2	28,433,488	36	2010 4 Qtr	90.8	25,872,954	65	2018 1 Qtr	96.1	26,810,708
8	2003 4 Qtr	93.9	28,321,223	37	2011 1 Qtr	90.9	26,295,895	66	2018 2 Qtr	96.3	26,886,130
9	2004 1 Qtr	93.7	27,367,632	38	2011 2 Qtr	90.9	26,320,841	67	2018 3 Qtr	96.6	26,961,763
10	2004 2 Qtr	93.6	27,329,923	39	2011 3 Qtr	91.0	26,345,810	68	2018 4 Qtr	96.9	27,037,609
11	2004 3 Qtr	93.5	27,292,267	40	2011 4 Qtr	91.1	26,370,803	69	2019 1 Qtr	97.2	27,114,193
12	2004 4 Qtr	93.3	27,254,662	41	2012 1 Qtr	91.2	26,384,534	70	2019 2 Qtr	97.4	27,194,500
13	2005 1 Qtr	93.2	26,641,993	42	2012 2 Qtr	91.4	26,419,425	71	2019 3 Qtr	97.7	27,275,045
14	2005 2 Qtr	93.1	26,612,639	43	2012 3 Qtr	91.5	26,454,361	72	2019 4 Qtr	98.0	27,355,828
15	2005 3 Qtr	93.0	26,583,316	44	2012 4 Qtr	91.6	26,489,344	73	2020 1 Qtr	98.3	27,346,550
16	2005 4 Qtr	92.9	26,554,026	45	2013 1 Qtr	91.8	26,261,563	74	2020 2 Qtr	98.6	27,431,610
17	2006 1 Qtr	92.7	26,593,624	46	2013 2 Qtr	92.0	26,316,539	75	2020 3 Qtr	98.9	27,516,935
18	2006 2 Qtr	92.4	26,514,824	47	2013 3 Qtr	92.2	26,371,630	76	2020 4 Qtr	99.3	27,602,525
19	2006 3 Qtr	92.1	26,436,256	48	2013 4 Qtr	92.4	26,426,837	77	2021 1 Qtr	99.6	27,688,382
20	2006 4 Qtr	91.8	26,357,922	49	2014 1 Qtr	92.6	26,285,021	78	2021 2 Qtr	99.9	27,774,505
21	2007 1 Qtr	91.6	26,424,549	50	2014 2 Qtr	92.8	26,347,227	79	2021 3 Qtr	100.2	27,860,897
22	2007 2 Qtr	91.3	26,353,578	51	2014 3 Qtr	93.0	26,409,579	80	2021 4 Qtr	100.5	27,947,557
23	2007 3 Qtr	91.1	26,282,797	52	2014 4 Qtr	93.2	26,472,080				
24	2007 4 Qtr	90.8	26,212,207	53	2015 1 Qtr	93.4	26,396,307				
25	2008 1 Qtr	90.8	26,105,717	54	2015 2 Qtr	93.6	26,453,533				
26	2008 2 Qtr	90.7	26,087,423	55	2015 3 Qtr	93.8	26,510,882				

1/ 2001 equals 100.0, all other quarters equal previous quarter x (1 + Inflation Rate for the RCAF-A from Table B on a Quarterly Basis).

2/ (Quarterly expense from Table K, Pages 23 and 24, for the applicable time period x Column (3), Column (7) or Column (11) / 1002 Column (3)).

ACRR - Stand-Alone Costs and Revenues

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)	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	2002 1 Qtr	\$52,492,304	\$29,034,157	\$81,526,460	\$144,143,829	\$144,143,829	\$62,617,369	\$64,203,958	\$64,203,958	\$64,203,958	43.44%
2	2002 2 Qtr	52,853,332	28,776,704	81,630,035	144,143,829	144,143,829	62,513,794	62,513,794	62,513,794	62,513,794	43.37%
3	2002 3 Qtr	53,217,230	28,521,533		144,143,829						
4	2002 4 Qtr	53,584,022	28,268,626	\$326,747,906	144,143,829	\$576,575,315	\$249,827,409	\$237,632,649	\$237,632,649	\$237,632,649	43.33%
5	2003 1 Qtr	53,982,907	28,659,354		149,138,823						
6	2003 2 Qtr	54,385,046	28,546,197		149,138,823						
7	2003 3 Qtr	54,790,468	28,433,488		149,138,823						
8	2003 4 Qtr	55,199,199	28,321,223	\$332,317,882	149,138,823	\$596,555,284	\$264,237,412	\$227,401,007	\$465,033,656	\$227,401,007	44.29%
9	2004 1 Qtr	55,607,886	27,367,632		149,138,823						
10	2004 2 Qtr	56,019,588	27,329,923		146,606,215						
11	2004 3 Qtr	56,434,935	27,292,267		146,606,215						
12	2004 4 Qtr	56,853,757	27,254,662	\$334,160,449	146,606,215	\$586,424,861	\$252,264,412	\$196,420,185	\$661,453,841	\$196,420,185	43.02%
13	2005 1 Qtr	57,285,345	26,641,993		146,325,263						
14	2005 2 Qtr	57,720,635	26,612,639		146,325,263						
15	2005 3 Qtr	58,159,860	26,583,316		146,325,263						
16	2005 4 Qtr	58,602,453	26,554,028	\$338,160,068	146,325,263	\$585,301,052	\$247,140,984	\$174,103,279	\$835,557,120	\$174,103,279	42.22%
17	2006 1 Qtr	59,049,047	26,593,624		150,010,710						
18	2006 2 Qtr	59,499,478	26,514,824		150,010,710						
19	2006 3 Qtr	59,953,779	26,436,256		150,010,710						
20	2006 4 Qtr	60,411,986	26,357,922	\$344,816,917	150,010,710	\$600,042,839	\$255,225,922	\$162,674,324	\$998,231,444	\$162,674,324	42.53%
21	2007 1 Qtr	60,848,658	26,424,549		153,402,035						
22	2007 2 Qtr	61,288,823	26,353,578		153,402,035						
23	2007 3 Qtr	61,732,512	26,282,797		153,402,035						
24	2007 4 Qtr	62,179,754	26,212,207	\$351,322,878	153,402,035	\$613,608,139	\$262,285,261	\$151,251,666	\$1,149,483,111	\$151,251,666	42.74%
25	2008 1 Qtr	62,624,736	26,105,717		155,708,143						
26	2008 2 Qtr	63,073,198	26,087,423		155,708,143						
27	2008 3 Qtr	63,525,170	26,069,143		155,708,143						
28	2008 4 Qtr	63,980,680	26,050,875	\$357,516,943	155,708,143	\$622,832,572	\$265,315,629	\$138,427,115	\$1,287,910,225	\$138,427,115	42.60%
29	2009 1 Qtr	64,439,758	25,988,394		158,306,943						
30	2009 2 Qtr	64,902,432	25,990,993		158,306,943						
31	2009 3 Qtr	65,368,733	25,993,592		158,306,943						
32	2009 4 Qtr	65,838,689	25,996,191	\$364,518,781	160,854,035	\$633,227,770	\$268,708,989	\$126,844,774	\$1,414,754,999	\$126,844,774	42.43%
33	2010 1 Qtr	66,343,546	25,843,885		160,854,035						
34	2010 2 Qtr	66,852,574	25,853,571		160,854,035						
35	2010 3 Qtr	67,363,809	25,863,260		160,854,035						
36	2010 4 Qtr	67,883,287	25,872,954	\$371,878,885	160,854,035	\$643,416,138	\$271,537,253	\$115,971,655	\$1,530,726,655	\$115,971,655	42.20%
37	2011 1 Qtr	68,405,045	26,295,895		167,667,823						
38	2011 2 Qtr	68,931,119	26,320,841		167,667,823						
39	2011 3 Qtr	69,461,547	26,345,810		167,667,823						
40	2011 4 Qtr	69,996,366	26,370,803	\$382,127,424	167,667,823	\$670,671,293	\$268,543,868	\$111,497,810	\$1,642,224,464	\$111,497,810	43.02%

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

ACCRR - Stand-Alone Costs and Revenues

Quarterly Revenue Requirements to Cover Total Stand-Alone

Period	Quarter	Quarterly Capital Requirement Road Property	Quarterly Operating Expense	Annual Stand-Alone Requirement	Quarterly Stand-Alone Revenues	Annual Stand-Alone Revenues	Overpayments In Revenues	PV Difference (9)	Cumulative PV Difference (10)	PV Required Reduction In Revenues (11)	Percent Reduction In Rates 1/ (12)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
41	2012 1 Qtr	\$70,535,814	\$26,384,534		\$172,402,814						
42	2012 2 Qtr	71,079,329	26,419,425		172,402,814						
43	2012 3 Qtr	71,627,550	26,454,361		172,402,814						
44	2012 4 Qtr	72,180,316	26,489,344	\$391,170,473	172,402,814	\$689,611,255	\$298,440,781	\$104,338,528	\$1,746,562,982	\$104,338,528	43.28%
45	2013 1 Qtr	72,737,865	26,261,563		175,685,054						
46	2013 2 Qtr	73,299,638	26,316,539		175,685,054						
47	2013 3 Qtr	73,866,273	26,371,530		175,685,054						
48	2013 4 Qtr	74,437,612	26,426,837	\$398,717,758	175,685,054	\$702,740,218	\$303,022,460	\$95,850,285	\$1,842,413,277	\$95,850,285	43.12%
49	2014 1 Qtr	75,013,695	26,285,021		179,607,699						
50	2014 2 Qtr	75,594,563	26,347,227		179,607,699						
51	2014 3 Qtr	76,180,257	26,409,579		179,607,699						
52	2014 4 Qtr	76,770,818	26,472,080	\$409,073,239	179,607,699	\$718,430,798	\$309,357,558	\$88,534,262	\$1,930,947,539	\$88,534,262	43.06%
53	2015 1 Qtr	77,366,290	26,396,307		184,157,025						
54	2015 2 Qtr	77,966,713	26,453,533		184,157,025						
55	2015 3 Qtr	78,572,132	26,510,882		184,157,025						
56	2015 4 Qtr	79,182,589	26,568,356	\$419,016,803	184,157,025	\$738,628,099	\$317,611,295	\$82,239,153	\$2,013,186,693	\$82,239,153	43.12%
57	2016 1 Qtr	79,796,128	26,678,377		190,055,453						
58	2016 2 Qtr	80,418,793	26,730,911		190,055,453						
59	2016 3 Qtr	81,044,827	26,783,549		190,055,453						
60	2016 4 Qtr	81,673,676	26,836,291	\$429,986,352	190,055,453	\$760,221,811	\$330,255,459	\$77,368,602	\$2,090,555,294	\$77,368,602	43.44%
61	2017 1 Qtr	82,311,985	26,780,466		195,252,859						
62	2017 2 Qtr	82,953,599	26,860,516		195,252,859						
63	2017 3 Qtr	83,600,565	26,930,748		195,252,859						
64	2017 4 Qtr	84,252,928	27,001,165	\$440,701,971	195,252,859	\$781,011,437	\$340,309,466	\$72,130,812	\$2,162,686,106	\$72,130,812	43.57%
65	2018 1 Qtr	84,910,735	26,810,708		199,650,758						
66	2018 2 Qtr	85,574,033	26,886,130		199,650,758						
67	2018 3 Qtr	86,242,870	26,961,763		199,650,758						
68	2018 4 Qtr	86,917,294	27,037,609	\$451,341,142	199,650,758	\$798,603,032	\$347,261,890	\$86,594,133	\$2,229,280,239	\$86,594,133	43.48%
69	2019 1 Qtr	87,597,354	27,114,193		205,976,040						
70	2019 2 Qtr	88,283,097	27,194,500		205,976,040						
71	2019 3 Qtr	88,974,574	27,275,045		205,976,040						
72	2019 4 Qtr	89,671,834	27,355,828	\$463,466,425	205,976,040	\$823,904,161	\$360,437,737	\$82,537,591	\$2,291,817,831	\$82,537,591	43.75%
73	2020 1 Qtr	90,374,927	27,346,550		211,809,918						
74	2020 2 Qtr	91,083,903	27,431,610		211,809,918						
75	2020 3 Qtr	91,798,815	27,516,935		211,809,918						
76	2020 4 Qtr	92,519,712	27,602,525	\$475,674,977	211,809,918	\$947,239,672	\$371,564,695	\$58,328,041	\$2,350,145,871	\$58,328,041	43.86%
77	2021 1 Qtr	93,246,648	27,688,382		218,466,908						
78	2021 2 Qtr	93,978,674	27,774,505		218,466,908						
79	2021 3 Qtr	94,718,843	27,860,897		218,466,908						
80	2021 4 Qtr	95,464,209	27,947,557	\$488,680,715	218,466,908	\$873,867,632	\$385,186,917	\$54,707,457	\$2,404,853,328	\$54,707,457	44.08%

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

Exhibit S-8

ACCRR CALCULATED CASH FLOW

TABLE A: ACCRR ANNUAL COST OF CAPITAL

Year (1)	Industry Cost of Capital (2)	Industry Cost of Debt (3)	Industry Cost of Preferred Equity (4)	Industry Cost of Equity (5)	ACCRR's Debt (6)	ACCRR's Cost of Preferred Equity (7)	ACCRR's Cost of Equity (8)	Debt as a Percent of Total Investment (9)	Preferred Equity as a Percent of Total Investment (10)	Equity as a Percent of Total Investment (11)	Composite Cost of Capital (12)	1 + Cost of Capital (13)	STB Prescribed Debt as a % of Capital (14)	STB Prescribed Preferred Equity as a % of Capital (15)
1999	1/ 10.76%	7.20%	6.30%	12.90%	7.20%	6.30%	12.90%	35.50%	1.80%	62.70%	10.76%	1.1076	35.50%	1.80%
2000	2/ 11.03%	8.00%	6.30%	13.90%	8.00%	6.30%	13.90%	45.40%	2.50%	52.10%	11.03%	1.1103	45.40%	2.50%
2001	3/ 10.19%	6.90%	6.30%	12.80%	6.90%	6.30%	12.80%	41.80%	2.25%	55.95%	10.19%	1.1019	41.80%	2.25%
2002					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2003					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2004					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2005					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2006					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2007					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2008					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2009					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2010					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2011					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2012					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2013					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2014					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2015					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2016					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2017					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2018					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2019					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2020					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		
2021					7.40%	6.30%	13.20%	43.29%	2.35%	54.36%	10.53%	1.1053		

With Revenues Based
on Expired Contracts

- 1/ Decision in ICC Ex Parte No. 558 (Sub No. 3) - Railroad Cost of Capital - 1999.
2/ Decision in ICC Ex Parte No. 558 (Sub No. 4) - Railroad Cost of Capital - 2000.
3/ Decision in ICC Ex Parte No. 558 (Sub No. 5) - Railroad Cost of Capital - 2001.

TABLE B: ACCRR INFLATION INDEXES

	Year	Percent Change					
		1999 (2)	2000 (3)	2001 (4)	2002 (5)	2003 (6)	
1. Material prices, wages, and supplements, combined (excl fuel) 1/	Year	1.8%	3.9%	2.8%	3.3%	3.4%	
	Year	2004 3.5%	2005 3.6%	2006 3.6%	2007 3.3%	2008 3.2%	
2. Materials and supplies 2/	Year	3.2%	3.4%				
	Year	1999 (2)	2000 (3)	2001 (4)	2002 (5)	2003 (6)	
	Year	-0.1%	-1.1%	0.5%	0.9%	1.4%	
	Year	2004 1.1%	2005 1.1%	2006 1.1%	2007 1.2%	2008 1.3%	
3. Wages and supplements 3/	Year	1.3%	1.5%				
	Year	1999 (2)	2000 (3)	2001 (4)	2002 (5)	2003 (6)	
	Year	2.0%	4.5%	3.1%	3.6%	3.7%	
	Year	2004 3.8%	2005 3.9%	2006 3.9%	2007 3.6%	2008 3.5%	
4. Land 4/	Year	3.5%	3.7%				
	Year	2002-2021 4.70%					
5. Railroad Cost Adjustment Factor	Year	2002 (1)	2003 (2)	2004 (3)	2005 (4)	2006 (5)	
Index	Year	-0.2%	1.9%	2.0%	2.8%	2.6%	
Unadjusted 5/	Year	2007 2.2%	2008 2.2%	2009 2.3%	2010 2.4%	2011 2.5%	
Unadjusted 5/	Year	2012 2.5%	2013 2.8%	2014 3.0%	2015 2.9%	2016 2.8%	
Unadjusted 5/	Year	2017 3.1%	2018 3.1%	2019 3.2%	2020 3.3%	2021 3.3%	
Index	Year	2002 (1)	2003 (2)	2004 (3)	2005 (4)	2006 (5)	
Adjusted 6/	Year	-3.5%	-1.6%	-0.6%	-0.4%	-1.2%	
Adjusted 6/	Year	2007 -1.1%	2008 -0.3%	2009 0.0%	2010 0.2%	2011 0.4%	
Adjusted 6/	Year	2012 0.5%	2013 0.8%	2014 1.0%	2015 0.9%	2016 0.8%	
Adjusted 6/	Year	2017 1.1%	2018 1.1%	2019 1.2%	2020 1.3%	2021 1.3%	

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

2/ Used to index Road Property Accounts 8, 9, and 11.

3/ Used to index Road Property Accounts 1, and 12.

4/ Used to index Road Property Account 2.

5/ Used to index revenues in Table L.

6/ Used to index operating expenses in Table K.

TABLE C: ACCRR ROAD PROPERTY INVESTMENT VALUES

Construction of the ACCRR occurs over a three year period. Investments are assumed to be in January 1, 2002 dollars.

Road Property Account (1)	Road Property Component (2)	Service Life In Years 1/ (3)	Investment In 7/1/1999 Dollars 2/ (4)	Investment In 7/1/2000 Dollars 3/ (5)	Investment In 7/1/2001 Dollars 4/ (6)	1999 Investment Value 5/ (7)	2000 Investment Value 6/ (8)	2001 Investment Value 7/ (9)	Total Property Investment 10/2002 &/ (10)
1	Engineering	NA	\$118,323,708	\$121,991,743	\$126,383,446	\$44,371,390	\$76,244,839	\$0	\$120,616,230
2	Land	NA	56,429,730	59,083,507	61,862,086	\$0	\$59,083,507	\$0	59,083,507
3	Grading	100	465,472,380	478,498,159	494,225,437	\$0	\$401,936,454	\$79,076,070	481,014,524
5	Tunnels	135	318,416,396	327,326,961	338,085,543	\$0	\$117,837,706	\$216,374,748	334,212,454
6	Bridges & Culverts	98	287,541,471	295,588,032	305,303,419	\$0	\$106,411,691	\$195,394,188	301,805,880
8	Ties	80	147,733,042	148,471,707	149,807,952	\$0	\$37,117,927	\$112,355,964	149,473,891
9	Rails and OTM	40	306,484,493	308,016,916	310,789,068	\$0	\$77,004,229	\$233,091,801	310,096,030
11	Ballast	40	80,761,592	81,165,400	81,895,889	\$0	\$20,291,350	\$61,421,917	81,713,267
12	Labor	51	188,708,632	194,558,600	201,562,710	\$0	\$48,639,650	\$151,172,032	199,811,682
13	Fences and Roadway Signs	90	158,695	188,489	194,694	\$0	\$158,339	\$31,151	189,490
1A	Training Costs	38	4,279,964	4,399,734	4,544,345	\$0	\$0	\$4,544,345	4,544,345
17	Roadway Buildings	36	3,280,813	3,372,623	3,483,474	\$0	\$843,156	\$2,612,606	3,455,762
19	Fuel Stations	28	9,405,314	9,668,512	9,986,297	\$0	\$2,417,128	\$7,489,723	9,906,851
20	Shops and Enginehouses	50	3,529,565	3,628,337	3,747,593	\$0	\$907,084	\$2,810,695	3,717,779
26	Communications Systems	26	56,777,057	58,365,906	60,284,277	\$0	\$14,591,477	\$45,213,208	59,804,684
27	Signals and interlockers	51	60,812,921	62,514,710	64,569,444	\$0	\$15,628,678	\$48,427,083	64,055,760
39	Public improvements	37	4,291,951	4,412,057	4,557,073	\$0	\$1,103,014	\$3,417,804	4,520,819
	Total		\$2,112,407,726	\$2,161,251,403	\$2,221,282,746	\$44,371,390	\$980,218,228	\$1,163,433,334	\$2,188,022,953

1/ 1 + Depreciation Rate in Schedule 332 of NS's 2001 Annual Report R-1.
2/ 1/1/2002 Column (6), indexed to 1999 dollars; Column (5) + (1 + Annual Inflation Rate from Table B, Column (3)).
3/ 1/1/2002 Column (6), indexed to 2000 dollars; Column (6) + (1 + Annual Inflation Rate from Table B, Column (4)).
4/ 1/1/2002 Column (6), indexed to 2001 dollars; Column (6) + (1 + Annual Inflation Rate from Table B, Column (5)).
5/ Column (4) x Percent constructed in 1999.
6/ Column (5) x Percent constructed in 2000.
7/ Column (6) x Percent constructed in 2001.
8/ Sum of Columns (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 Accounts 5 and 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)
Jul 99	0.86%	\$7,395,232					\$7,395,232	\$63,236	0.58%	\$15,255
Aug 99	0.86%	7,395,232					7,395,232	127,013	0.58%	30,640
Sep 99	0.86%	7,395,232					7,395,232	191,335	0.64%	51,108
Oct 99	0.86%	7,395,232					7,395,232	256,207	0.64%	68,437
Nov 99	0.86%	7,395,232					7,395,232	321,634	0.64%	85,913
Dec 99	0.86%	7,395,232					7,395,232	397,024	0.64%	132,414
Jan 00	0.88%	7,624,484	\$7,385,438				15,009,922	531,964	0.64%	177,418
Feb 00	0.88%	7,624,484	7,385,438				15,009,922	668,085	0.64%	222,817
Mar 00	0.88%	7,624,484	7,385,438				15,009,922	805,399	0.64%	268,613
Apr 00	0.88%	7,624,484	7,385,438				15,009,922	943,916	0.64%	314,810
May 00	0.88%	7,624,484	7,385,438				15,009,922	1,083,645	0.64%	361,412
Jun 00	0.88%	7,624,484	7,385,438				15,009,922	1,224,599	0.64%	408,422
Jul 00	0.88%	7,624,484	7,385,438	\$80,419,359	\$44,849,879		140,279,160	1,366,787	0.64%	455,944
Aug 00	0.88%	7,624,484		80,419,359	44,849,879	\$72,847,897	132,893,722	2,607,374	0.64%	869,599
Sep 00	0.88%	7,624,484	0	80,419,359	44,849,879	72,847,897	205,741,619	3,794,143	0.56%	1,096,611
Oct 00	0.88%	7,624,484	0	80,419,359	44,849,879	72,847,897	198,117,135	5,628,335	0.56%	1,627,032
Nov 00	0.88%	0	0	80,419,359	44,849,879	72,847,897	198,117,135	7,413,822	0.56%	2,142,797
Dec 00	0.88%	0	0	80,419,359	44,849,879	72,847,897	198,117,135	8,539,465	0.56%	2,451,911
Jan 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	9,654,002	0.56%	2,771,925
Feb 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	10,777,587	0.56%	3,094,536
Mar 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	11,910,292	0.56%	3,419,766
Apr 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	13,052,191	0.56%	3,747,636
May 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	14,203,360	0.56%	4,078,168
Jun 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	15,363,872	0.56%	4,411,382
Jul 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	16,533,805	0.56%	4,747,302
Aug 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	17,713,235	0.56%	5,085,948
Sep 01	0.81%	0	0	8,789,691	45,752,104	74,223,648	128,765,443	18,902,238	0.56%	5,427,343
Oct 01	0.81%	0	0	0	0	0	0	19,055,672	0.56%	5,471,398
Nov 01	0.81%	0	0	0	0	0	0	19,210,352	0.56%	5,515,811
Dec 01	0.81%	0	0	0	0	0	0	\$202,341,587	0.56%	\$58,552,268
Total		\$120,616,230	\$59,083,507	\$481,204,014	\$636,018,334	\$886,556,524	\$2,183,478,608			

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/ Aug 99 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/ Aug 99 equals prior Column (8) x Column (10) x Table A, Column (9) for 1999, 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 (9) for the applicable year.

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

AMORTIZATION SCHEDULE FOR THE ACCRR 1999 ROAD PROPERTY INVESTMENT FOR THE 102002 START-UP									
Quarter	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1. TOTAL INVESTMENT	\$16,092,439	\$15,998,915	\$15,998,915	\$375,680	\$375,680	\$375,680	\$375,680	\$375,680	\$375,680
2. IDC									
3. PRINCIPAL									
4. INTEREST									
5. TERM									
6. PAYMENT									
7. BEGINNING BALANCE									
8. ENDING BALANCE									
9. PER QUARTER									
10. PER QUARTER									
11. PER QUARTER									
12. PER QUARTER									
13. PER QUARTER									
14. PER QUARTER									
15. PER QUARTER									
16. PER QUARTER									
17. PER QUARTER									
18. PER QUARTER									
19. PER QUARTER									
20. PER QUARTER									

AMORTIZATION SCHEDULE FOR THE ACCRR 2000 ROAD PROPERTY INVESTMENT FOR 102002 START-UP									
Quarter	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1. TOTAL INVESTMENT	\$880,218,728	\$880,218,728	\$880,218,728	\$1,303,820	\$1,303,820	\$1,303,820	\$1,303,820	\$1,303,820	\$1,303,820
2. IDC									
3. PRINCIPAL									
4. INTEREST									
5. TERM									
6. PAYMENT									
7. BEGINNING BALANCE									
8. ENDING BALANCE									
9. PER QUARTER									
10. PER QUARTER									
11. PER QUARTER									
12. PER QUARTER									
13. PER QUARTER									
14. PER QUARTER									
15. PER QUARTER									
16. PER QUARTER									
17. PER QUARTER									
18. PER QUARTER									
19. PER QUARTER									
20. PER QUARTER									

AMORTIZATION SCHEDULE FOR THE ACCRR 2001 ROAD PROPERTY INVESTMENT FOR 102002 START-UP									
Quarter	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
1. TOTAL INVESTMENT	\$1,158,888,989	\$1,158,888,989	\$1,158,888,989	\$1,729,846	\$1,729,846	\$1,729,846	\$1,729,846	\$1,729,846	\$1,729,846
2. IDC									
3. PRINCIPAL									
4. INTEREST									
5. TERM									
6. PAYMENT									
7. BEGINNING BALANCE									
8. ENDING BALANCE									
9. PER QUARTER									
10. PER QUARTER									
11. PER QUARTER									
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14. PER QUARTER									
15. PER QUARTER									
16. PER QUARTER									
17. PER QUARTER									
18. PER QUARTER									
19. PER QUARTER									
20. PER QUARTER									

1/ From Table D, Column (8) for the applicable year investment.
2/ From Table D, Column (9) for the applicable year investment.
3/ From Table D, Column (10) for the applicable year investment.
4/ From Table A, Column (6) for the applicable year investment.
5/ Model life of 20 years x 4.
6/ Line 3 Principal financed over Line 5 Term at Line 4 Interest Rate on a quarterly basis.
7/ Line 3 Principal financed over Line 5 Term at Line 4 Interest Rate on a quarterly basis.
8/ Current quarter Beginning Balance x (1 - The Quarterly Interest Rate).

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

AMORTIZATION SCHEDULE FOR THE ACCR 1989 ROAD PROPERTY INVESTMENT FOR THE 1Q2002 START-UP										AMORTIZATION SCHEDULE FOR THE ACCR 2000 ROAD PROPERTY INVESTMENT FOR 1Q2002 START-UP										AMORTIZATION SCHEDULE FOR THE ACCR 2001 ROAD PROPERTY INVESTMENT FOR 1Q2002 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)	Interest (11)	Beginning Balance (12)	Ending Balance (13)	Payment (14)	Principal (15)	Interest (16)														
1	TOTAL INVESTMENT	\$44,371,300	1/	\$44,371,300	1/	\$44,371,300	1/	\$44,371,300	1/	\$44,371,300	1/	\$800,118,218	1/	\$800,118,218	1/	\$1,588,989	1/												
2	IDC	\$259,424	2/	\$259,424	2/	\$259,424	2/	\$259,424	2/	\$259,424	2/	\$25,468,092	2/	\$25,468,092	2/	\$174,810,070	2/												
3	PRINCIPAL	\$16,092,439	3/	\$16,092,439	3/	\$16,092,439	3/	\$16,092,439	3/	\$16,092,439	3/	\$457,034,682	3/	\$457,034,682	3/	\$557,530,515	3/												
4	INTEREST	7.2%	4/	7.2%	4/	7.2%	4/	7.2%	4/	7.2%	4/	8.0%	4/	8.0%	4/	6.9%	4/												
5	TERM	80	Quarters 5/	80	Quarters 5/	80	Quarters 5/	80	Quarters 5/	80	Quarters 5/	80	Quarters 5/	80	Quarters 5/	80	Quarters 5/												
6	PAYMENT	\$375,680	Per Quarter 6/	\$375,680	Per Quarter 6/	\$375,680	Per Quarter 6/	\$375,680	Per Quarter 6/	\$375,680	Per Quarter 6/	\$11,303,820	Per Quarter 6/	\$11,303,820	Per Quarter 6/	\$12,729,846	Per Quarter 6/												
21	\$1,875,040	\$1,742,637	\$375,680	\$1,742,637	\$243,277	\$398,443,663	\$394,880,228	\$11,303,820	\$3,563,435	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
22	\$1,742,637	\$1,607,913	\$375,680	\$1,607,913	\$240,956	\$394,880,228	\$391,247,567	\$11,303,820	\$3,532,661	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
23	\$1,607,913	\$1,470,927	\$375,680	\$1,470,927	\$238,594	\$391,247,567	\$387,544,336	\$11,303,820	\$3,503,261	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
24	\$1,470,927	\$1,333,337	\$375,680	\$1,333,337	\$236,180	\$387,544,336	\$383,769,164	\$11,303,820	\$3,473,772	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
25	\$1,333,337	\$1,193,402	\$375,680	\$1,193,402	\$233,744	\$383,769,164	\$379,920,654	\$11,303,820	\$3,443,510	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
26	\$1,193,402	\$1,052,446	\$375,680	\$1,052,446	\$231,286	\$379,920,654	\$376,053,840	\$11,303,820	\$3,413,000	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
27	\$1,052,446	\$911,484	\$375,680	\$911,484	\$228,836	\$376,053,840	\$372,123,960	\$11,303,820	\$3,382,448	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
28	\$911,484	\$770,518	\$375,680	\$770,518	\$226,417	\$372,123,960	\$368,197,801	\$11,303,820	\$3,351,956	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
29	\$770,518	\$629,542	\$375,680	\$629,542	\$224,025	\$368,197,801	\$364,364,314	\$11,303,820	\$3,321,511	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
30	\$629,542	\$488,566	\$375,680	\$488,566	\$221,673	\$364,364,314	\$360,529,285	\$11,303,820	\$3,291,113	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
31	\$488,566	\$347,580	\$375,680	\$347,580	\$219,360	\$360,529,285	\$356,693,479	\$11,303,820	\$3,260,762	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
32	\$347,580	\$206,594	\$375,680	\$206,594	\$217,319	\$356,693,479	\$352,920,711	\$11,303,820	\$3,230,317	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
33	\$206,594	\$65,618	\$375,680	\$65,618	\$215,980	\$352,920,711	\$349,151,453	\$11,303,820	\$3,200,000	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
34	\$65,618	\$-79,326	\$375,680	\$-79,326	\$215,380	\$349,151,453	\$345,357,351	\$11,303,820	\$3,169,681	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
35	\$-79,326	\$-158,955	\$375,680	\$-158,955	\$214,750	\$345,357,351	\$341,533,351	\$11,303,820	\$3,139,362	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
36	\$-158,955	\$-238,280	\$375,680	\$-238,280	\$214,120	\$341,533,351	\$337,709,351	\$11,303,820	\$3,109,043	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
37	\$-238,280	\$-317,604	\$375,680	\$-317,604	\$213,510	\$337,709,351	\$333,885,351	\$11,303,820	\$3,078,724	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
38	\$-317,604	\$-396,929	\$375,680	\$-396,929	\$212,900	\$333,885,351	\$330,061,351	\$11,303,820	\$3,048,405	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
39	\$-396,929	\$-476,254	\$375,680	\$-476,254	\$212,300	\$330,061,351	\$326,237,351	\$11,303,820	\$3,018,086	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
40	\$-476,254	\$-555,579	\$375,680	\$-555,579	\$211,710	\$326,237,351	\$322,413,351	\$11,303,820	\$3,000,000	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
41	\$-555,579	\$-634,904	\$375,680	\$-634,904	\$211,130	\$322,413,351	\$318,589,351	\$11,303,820	\$2,981,914	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
42	\$-634,904	\$-714,229	\$375,680	\$-714,229	\$210,560	\$318,589,351	\$314,765,351	\$11,303,820	\$2,963,828	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
43	\$-714,229	\$-793,554	\$375,680	\$-793,554	\$210,000	\$314,765,351	\$310,941,351	\$11,303,820	\$2,945,742	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
44	\$-793,554	\$-872,879	\$375,680	\$-872,879	\$209,450	\$310,941,351	\$307,117,351	\$11,303,820	\$2,927,656	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
45	\$-872,879	\$-952,204	\$375,680	\$-952,204	\$208,910	\$307,117,351	\$303,293,351	\$11,303,820	\$2,909,570	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
46	\$-952,204	\$-1,031,529	\$375,680	\$-1,031,529	\$208,380	\$303,293,351	\$299,469,351	\$11,303,820	\$2,891,484	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
47	\$-1,031,529	\$-1,110,854	\$375,680	\$-1,110,854	\$207,860	\$299,469,351	\$295,645,351	\$11,303,820	\$2,873,398	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
48	\$-1,110,854	\$-1,190,179	\$375,680	\$-1,190,179	\$207,350	\$295,645,351	\$291,821,351	\$11,303,820	\$2,855,312	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
49	\$-1,190,179	\$-1,269,504	\$375,680	\$-1,269,504	\$206,850	\$291,821,351	\$287,997,351	\$11,303,820	\$2,837,226	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
50	\$-1,269,504	\$-1,348,829	\$375,680	\$-1,348,829	\$206,360	\$287,997,351	\$284,173,351	\$11,303,820	\$2,819,140	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
51	\$-1,348,829	\$-1,428,154	\$375,680	\$-1,428,154	\$205,880	\$284,173,351	\$280,349,351	\$11,303,820	\$2,801,054	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
52	\$-1,428,154	\$-1,507,479	\$375,680	\$-1,507,479	\$205,400	\$280,349,351	\$276,525,351	\$11,303,820	\$2,782,968	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
53	\$-1,507,479	\$-1,586,804	\$375,680	\$-1,586,804	\$204,930	\$276,525,351	\$272,701,351	\$11,303,820	\$2,764,882	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
54	\$-1,586,804	\$-1,666,129	\$375,680	\$-1,666,129	\$204,470	\$272,701,351	\$268,877,351	\$11,303,820	\$2,746,796	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
55	\$-1,666,129	\$-1,745,454	\$375,680	\$-1,745,454	\$204,020	\$268,877,351	\$265,053,351	\$11,303,820	\$2,728,710	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
56	\$-1,745,454	\$-1,824,779	\$375,680	\$-1,824,779	\$203,570	\$265,053,351	\$261,229,351	\$11,303,820	\$2,710,624	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
57	\$-1,824,779	\$-1,904,104	\$375,680	\$-1,904,104	\$203,130	\$261,229,351	\$257,405,351	\$11,303,820	\$2,692,538	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
58	\$-1,904,104	\$-1,983,429	\$375,680	\$-1,983,429	\$202,690	\$257,405,351	\$253,581,351	\$11,303,820	\$2,674,452	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
59	\$-1,983,429	\$-2,062,754	\$375,680	\$-2,062,754	\$202,260	\$253,581,351	\$249,757,351	\$11,303,820	\$2,656,366	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
60	\$-2,062,754	\$-2,142,079	\$375,680	\$-2,142,079	\$201,830	\$249,757,351	\$245,933,351	\$11,303,820	\$2,638,280	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
61	\$-2,142,079	\$-2,221,404	\$375,680	\$-2,221,404	\$201,410	\$245,933,351	\$242,109,351	\$11,303,820	\$2,620,194	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
62	\$-2,221,404	\$-2,300,729	\$375,680	\$-2,300,729	\$200,990	\$242,109,351	\$238,285,351	\$11,303,820	\$2,602,108	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
63	\$-2,300,729	\$-2,380,054	\$375,680	\$-2,380,054	\$200,580	\$238,285,351	\$234,461,351	\$11,303,820	\$2,584,022	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
64	\$-2,380,054	\$-2,459,379	\$375,680	\$-2,459,379	\$200,170	\$234,461,351	\$230,637,351	\$11,303,820	\$2,565,936	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
65	\$-2,459,379	\$-2,538,704	\$375,680	\$-2,538,704	\$199,770	\$230,637,351	\$226,813,351	\$11,303,820	\$2,547,850	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
66	\$-2,538,704	\$-2,618,029	\$375,680	\$-2,618,029	\$199,370	\$226,813,351	\$222,989,351	\$11,303,820	\$2,529,764	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
67	\$-2,618,029	\$-2,697,354	\$375,680	\$-2,697,354	\$198,970	\$222,989,351	\$219,165,351	\$11,303,820	\$2,511,678	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
68	\$-2,697,354	\$-2,776,679	\$375,680	\$-2,776,679	\$198,580	\$219,165,351	\$215,341,351	\$11,303,820	\$2,493,592	\$7,671,159	\$478,621,207	\$473,942,158	\$12,729,846	\$4,370,049	\$8,050,797														
69	\$-2,776,679	\$-2,856,004	\$375,680	\$-2,856,004	\$198,190	\$215,341,351	\$211,517,351	\$11,303,820	\$2,475,506	\$7,671,159	\$478,621,207	\$473,9																	

1/ From Table D, Column (8) for the applicable year investment.
2/ From Table D, Column (9) for the applicable year investment.
3/ $(\text{Total Investment} + \text{IDC}) \times (\text{Proportion of Debt from Table A, Column (9)})$
4/ From Table D, Column (6) for the applicable year investment.
5/ Model life of 20 years $\times 4$
6/ Line 3 Principal financed 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 $\times (1 + \text{The Quarterly Interest Rate})$.

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

(Continued)									
AMORTIZATION SCHEDULE FOR THE ACCRR 1999 ROAD PROPERTY INVESTMENT FOR 1Q2002 START-UP					AMORTIZATION SCHEDULE FOR THE ACCRR 2000 ROAD PROPERTY INVESTMENT FOR 1Q2002 START-UP				
Quarter (1)	Beginning Balance (2)	Ending Balance/1 (3)	Payment (4)	Principal/5 (5)	Interest/6 (6)	Beginning Balance (7)	Ending Balance/1 (8)	Payment (9)	Principal/10 (10)
41	\$10,735,849	\$10,548,405	\$375,680	\$187,443	\$188,236	\$312,354,274	\$307,118,379	\$11,303,820	\$5,235,856
42	10,548,405	10,357,675	375,680	190,730	184,950	307,118,379	301,780,808	11,303,820	5,337,570
43	10,357,675	10,163,601	375,680	194,074	181,606	301,780,808	296,339,547	11,303,820	5,441,261
44	10,163,601	9,966,124	375,680	197,477	178,203	296,339,547	290,792,581	11,303,820	5,546,968
45	9,966,124	9,765,185	375,680	200,939	174,741	290,792,581	285,137,857	11,303,820	5,654,724
46	9,765,185	9,560,722	375,680	204,462	171,217	285,137,857	279,373,281	11,303,820	5,764,576
47	9,560,722	9,352,675	375,680	208,047	167,632	279,373,281	273,486,719	11,303,820	5,876,562
48	9,352,675	9,140,980	375,680	211,697	163,983	273,486,719	267,500,936	11,303,820	5,990,723
49	9,140,980	8,925,573	375,680	215,407	160,275	267,500,936	261,398,894	11,303,820	6,106,078
50	8,925,573	8,706,389	375,680	219,184	156,496	261,398,894	255,173,152	11,303,820	6,223,742
51	8,706,389	8,483,362	375,680	223,027	152,653	255,173,152	248,826,465	11,303,820	6,346,687
52	8,483,362	8,256,425	375,680	226,937	148,743	248,826,465	242,356,484	11,303,820	6,469,881
53	8,256,425	8,025,509	375,680	230,916	144,764	242,356,484	235,760,613	11,303,820	6,595,070
54	8,025,509	7,790,544	375,680	234,965	140,715	235,760,613	229,037,012	11,303,820	6,723,002
55	7,790,544	7,551,458	375,680	239,085	136,595	229,037,012	222,182,590	11,303,820	6,854,422
56	7,551,458	7,308,439	375,680	243,275	132,405	222,182,590	215,198,011	11,303,820	6,989,974
57	7,308,439	7,060,640	375,680	247,542	128,138	215,198,011	208,070,687	11,303,820	7,129,324
58	7,060,640	6,808,758	375,680	251,882	123,797	208,070,687	200,809,981	11,303,820	7,269,706
59	6,808,758	6,552,459	375,680	256,299	119,381	200,809,981	193,407,206	11,303,820	7,407,775
60	6,552,459	6,291,667	375,680	260,793	114,887	193,407,206	185,860,620	11,303,820	7,546,596

Quarter (1)	Beginning Balance (2)	Ending Balance/1 (3)	Payment (4)	Principal/5 (5)	Interest/6 (6)	Beginning Balance (7)	Ending Balance/1 (8)	Payment (9)	Principal/10 (10)	Interest/11 (11)	Beginning Balance (12)	Ending Balance/1 (13)	Payment (14)	Principal/15 (15)	Interest/16 (16)
1	\$158,868,989	\$174,916,070	\$174,916,070	\$174,916,070	\$0	\$158,868,989	\$174,916,070	\$174,916,070	\$174,916,070	\$0	\$158,868,989	\$174,916,070	\$174,916,070	\$174,916,070	\$0
2	\$174,916,070	\$174,916,070	\$174,916,070	\$174,916,070	\$0	\$174,916,070	\$174,916,070	\$174,916,070	\$174,916,070	\$0	\$174,916,070	\$174,916,070	\$174,916,070	\$174,916,070	\$0
3	\$174,916,070	\$174,916,070	\$174,916,070	\$174,916,070	\$0	\$174,916,070	\$174,916,070	\$174,916,070	\$174,916,070	\$0	\$174,916,070	\$174,916,070	\$174,916,070	\$174,916,070	\$0
4	\$174,916,070	\$174,916,070	\$174,916,070	\$174,916,070	\$0	\$174,916,070	\$174,916,070	\$174,916,070	\$174,916,070	\$0	\$174,916,070	\$174,916,070	\$174,916,070	\$174,916,070	\$0
5	\$174,916,070	\$174,916,070	\$174,916,070	\$174,916,070	\$0	\$174,916,070	\$174,916,070	\$174,916,070	\$174,916,070	\$0	\$174,916,070	\$174,916,070	\$174,916,070	\$174,916,070	\$0
6	\$174,916,070	\$174,916,070	\$174,916,070	\$174,916,070	\$0	\$174,916,070	\$174,916,070	\$174,916,070	\$174,916,070	\$0	\$174,916,070	\$174,916,070	\$174,916,070	\$174,916,070	\$0

1/ From Table D, Column (8) for the applicable year investment.
2/ From Table D, Column (9) for the applicable year investment.
3/ From Table A, Column (6) for the applicable year investment.
4/ From Table A, Column (6) for the applicable year investment.
5/ Model life of 20 years x 4.
6/ Line 3 Principal financed over Line 5 Term at Line 4 Interest Rate on a quarterly basis.
7/ Line 3 Principal financed over Line 5 Term at Line 4 Interest Rate on a quarterly basis.
8/ Current quarter Payment x Interest.
9/ Current quarter Beginning Balance x (1 + The Quarterly Interest Rate).

(Continued)

AMORTIZATION SCHEDULE FOR THE ACCR 1989 ROAD PROPERTY INVESTMENT FOR 1Q2002 START-UP										AMORTIZATION SCHEDULE FOR THE ACCR 2000 ROAD PROPERTY INVESTMENT FOR 1Q2002 START-UP										AMORTIZATION SCHEDULE FOR THE ACCR 2001 ROAD PROPERTY INVESTMENT FOR 1Q2002 START-UP									
Quarter (1)	Beginning Balance (2)	Ending Balance (3)	Payment (4)	Principal (5)	Interest (6)	Principal (5)	Interest (6)	Payment (9)	Ending Balance (8)	Beginning Balance (7)	Principal (5)	Interest (6)	Payment (9)	Ending Balance (8)	Beginning Balance (7)	Principal (5)	Interest (6)	Payment (9)	Ending Balance (8)	Beginning Balance (7)	Principal (5)	Interest (6)	Payment (9)	Ending Balance (8)					
1	TOTAL INVESTMENT	\$6,026,301	\$375,680	\$265,385	\$110,316	\$178,167,430	\$11,303,820	\$178,167,430	\$11,303,820	\$185,690,020	\$178,167,430	\$11,303,820	\$178,167,430	\$11,303,820	\$185,690,020	\$178,167,430	\$11,303,820	\$178,167,430	\$11,303,820	\$185,690,020	\$178,167,430	\$11,303,820	\$178,167,430	\$11,303,820					
2	IDC	\$6,026,301	\$756,263	\$270,018	\$105,662	\$179,324,788	\$11,303,820	\$179,324,788	\$11,303,820	\$186,197,430	\$179,324,788	\$11,303,820	\$179,324,788	\$11,303,820	\$186,197,430	\$179,324,788	\$11,303,820	\$179,324,788	\$11,303,820	\$186,197,430	\$179,324,788	\$11,303,820	\$179,324,788	\$11,303,820					
3	PRINCIPAL	\$5,796,383	\$4,811,331	\$375,680	\$274,752	\$162,329,788	\$10,928,100	\$162,329,788	\$10,928,100	\$173,640,998	\$162,329,788	\$10,928,100	\$162,329,788	\$10,928,100	\$173,640,998	\$162,329,788	\$10,928,100	\$162,329,788	\$10,928,100	\$173,640,998	\$162,329,788	\$10,928,100	\$162,329,788	\$10,928,100					
4	PRINCIPAL	\$5,481,331	\$4,917,480	\$375,680	\$284,471	\$154,179,477	\$10,330,820	\$154,179,477	\$10,330,820	\$165,510,297	\$154,179,477	\$10,330,820	\$154,179,477	\$10,330,820	\$165,510,297	\$154,179,477	\$10,330,820	\$154,179,477	\$10,330,820	\$165,510,297	\$154,179,477	\$10,330,820	\$154,179,477	\$10,330,820					
5	INTEREST	\$5,201,961	\$4,917,480	\$375,680	\$284,471	\$145,670,532	\$10,330,820	\$145,670,532	\$10,330,820	\$156,001,352	\$145,670,532	\$10,330,820	\$145,670,532	\$10,330,820	\$156,001,352	\$145,670,532	\$10,330,820	\$145,670,532	\$10,330,820	\$156,001,352	\$145,670,532	\$10,330,820	\$145,670,532	\$10,330,820					
6	TERMINAL	\$4,628,013	\$4,917,480	\$375,680	\$284,471	\$136,160,916	\$10,330,820	\$136,160,916	\$10,330,820	\$146,491,736	\$136,160,916	\$10,330,820	\$136,160,916	\$10,330,820	\$146,491,736	\$136,160,916	\$10,330,820	\$136,160,916	\$10,330,820	\$146,491,736	\$136,160,916	\$10,330,820	\$136,160,916	\$10,330,820					
7	PRINCIPAL	\$4,333,968	\$4,033,788	\$375,680	\$289,699	\$126,765,811	\$10,330,820	\$126,765,811	\$10,330,820	\$137,096,631	\$126,765,811	\$10,330,820	\$126,765,811	\$10,330,820	\$137,096,631	\$126,765,811	\$10,330,820	\$126,765,811	\$10,330,820	\$137,096,631	\$126,765,811	\$10,330,820	\$126,765,811	\$10,330,820					
8	PRINCIPAL	\$4,033,788	\$3,728,844	\$375,680	\$304,853	\$110,990,507	\$10,330,820	\$110,990,507	\$10,330,820	\$121,321,327	\$110,990,507	\$10,330,820	\$110,990,507	\$10,330,820	\$121,321,327	\$110,990,507	\$10,330,820	\$110,990,507	\$10,330,820	\$121,321,327	\$110,990,507	\$10,330,820	\$110,990,507	\$10,330,820					
9	PRINCIPAL	\$3,728,844	\$3,418,544	\$375,680	\$310,300	\$100,690,507	\$10,330,820	\$100,690,507	\$10,330,820	\$110,990,507	\$100,690,507	\$10,330,820	\$100,690,507	\$10,330,820	\$110,990,507	\$100,690,507	\$10,330,820	\$100,690,507	\$10,330,820	\$110,990,507	\$100,690,507	\$10,330,820	\$100,690,507	\$10,330,820					
10	PRINCIPAL	\$3,418,544	\$3,102,630	\$2,781,256	\$375,680	\$89,339	\$10,842,849	\$2,781,256	\$89,339	\$9,967,185	\$89,339	\$10,842,849	\$2,781,256	\$89,339	\$9,967,185	\$89,339	\$10,842,849	\$2,781,256	\$89,339	\$9,967,185	\$89,339	\$10,842,849	\$2,781,256	\$89,339					
11	PRINCIPAL	\$3,102,630	\$2,781,256	\$375,680	\$440,731	\$54,403	\$9,517,684	\$3,102,630	\$54,403	\$8,976,953	\$54,403	\$9,517,684	\$3,102,630	\$54,403	\$8,976,953	\$54,403	\$9,517,684	\$3,102,630	\$54,403	\$8,976,953	\$54,403	\$9,517,684	\$3,102,630	\$54,403					
12	PRINCIPAL	\$2,781,256	\$2,454,616	\$375,680	\$326,910	\$48,770	\$8,310,959	\$2,781,256	\$48,770	\$7,823,189	\$48,770	\$8,310,959	\$2,781,256	\$48,770	\$7,823,189	\$48,770	\$8,310,959	\$2,781,256	\$48,770	\$7,823,189	\$48,770	\$8,310,959	\$2,781,256	\$48,770					
13	PRINCIPAL	\$2,454,616	\$2,121,974	\$375,680	\$336,642	\$43,038	\$7,319,756	\$2,454,616	\$43,038	\$6,883,118	\$43,038	\$7,319,756	\$2,454,616	\$43,038	\$6,883,118	\$43,038	\$7,319,756	\$2,454,616	\$43,038	\$6,883,118	\$43,038	\$7,319,756	\$2,454,616	\$43,038					
14	PRINCIPAL	\$2,121,974	\$1,783,300	\$375,680	\$370,263	\$36,206	\$6,340,285	\$2,121,974	\$36,206	\$5,969,079	\$36,206	\$6,340,285	\$2,121,974	\$36,206	\$5,969,079	\$36,206	\$6,340,285	\$2,121,974	\$36,206	\$5,969,079	\$36,206	\$6,340,285	\$2,121,974	\$36,206					
15	PRINCIPAL	\$1,783,300	\$1,438,616	\$375,680	\$398,668	\$31,171	\$5,368,841	\$1,783,300	\$31,171	\$5,070,170	\$31,171	\$5,368,841	\$1,783,300	\$31,171	\$5,070,170	\$31,171	\$5,368,841	\$1,783,300	\$31,171	\$5,070,170	\$31,171	\$5,368,841	\$1,783,300	\$31,171					
16	PRINCIPAL	\$1,438,616	\$1,088,643	\$375,680	\$399,426	\$25,211	\$4,596,948	\$1,438,616	\$25,211	\$4,397,522	\$25,211	\$4,596,948	\$1,438,616	\$25,211	\$4,397,522	\$25,211	\$4,596,948	\$1,438,616	\$25,211	\$4,397,522	\$25,211	\$4,596,948	\$1,438,616	\$25,211					
17	PRINCIPAL	\$1,088,643	\$732,051	\$375,680	\$400,629	\$19,086	\$3,859,324	\$1,088,643	\$19,086	\$3,658,695	\$19,086	\$3,859,324	\$1,088,643	\$19,086	\$3,658,695	\$19,086	\$3,859,324	\$1,088,643	\$19,086	\$3,658,695	\$19,086	\$3,859,324	\$1,088,643	\$19,086					
18	PRINCIPAL	\$732,051	\$375,680	\$375,680	\$395,844	\$12,835	\$3,126,516	\$732,051	\$12,835	\$3,000,671	\$12,835	\$3,126,516	\$732,051	\$12,835	\$3,000,671	\$12,835	\$3,126,516	\$732,051	\$12,835	\$3,000,671	\$12,835	\$3,126,516	\$732,051	\$12,835					
19	PRINCIPAL	\$375,680	\$375,680	\$375,680	\$369,206	\$6,473	\$2,454,616	\$375,680	\$6,473	\$2,454,616	\$375,680	\$375,680	\$375,680	\$375,680	\$2,454,616	\$375,680	\$375,680	\$375,680	\$375,680	\$2,454,616	\$375,680	\$375,680	\$375,680	\$375,680					
20	PRINCIPAL	\$375,680	\$375,680	\$375,680	\$369,206	\$6,473	\$2,454,616	\$375,680	\$6,473	\$2,454,616	\$375,680	\$375,680	\$375,680	\$375,680	\$2,454,616	\$375,680	\$375,680	\$375,680	\$375,680	\$2,454,616	\$375,680	\$375,680	\$375,680	\$375,680					

- 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 $\times$ IDC $\times$ (Proportion of Debt from Table A, Column (8)).
- 4/ From Table A, Column (6) for the applicable year investment.
- 5/ Model life of 20 years $\div 4$.
- 6/ Line 3 Principal Financed 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 $\times$ (1 - The Quarterly Interest Rate).

TABLE F: ACRRR PRESENT VALUE OF REPLACEMENT COST

Road Property Account	Road Property Component	Service Life In Years 1/ (3)	Investment 2/ (4)	Salvage 3/ (5)	Replacement Year Asset Net Cost 4/ (6)	Replacement Cost Adjusted To Reflect Infinite Life 5/ (7)	Present Value Of Replacement Cost Adjusted To Reflect An Infinite Life (2002 Dollars) 6/ (8)
3	Grading	100	\$15,078,367,283	\$0	\$13,795,335,402	\$13,808,017,200	\$551,446
5	Tunnels	135	34,435,759,362	0	31,505,590,412	31,508,070,315	35,837
6	Bridges & Culverts	98	8,852,854,093	0	6,173,440,359	6,179,950,382	301,026
8	Ties	80	521,408,876	(39,437,363)	336,083,626	337,338,226	102,132
9	Rails and OTM	40	593,492,020	(100,164,351)	414,798,106	442,382,188	7,948,958
11	Ballast	40	157,131,756	0	95,258,840	101,445,445	1,765,148
12	Labor	51	1,344,378,592	0	815,009,956	838,944,097	4,857,510
13	Fences and Roadway Signs	90	4,246,399	0	2,961,180	2,966,628	323
1A	Training Costs	38	17,375,901	0	15,897,370	17,107,484	369,011
17	Roadway Buildings	36	12,386,885	0	9,853,437	10,719,927	280,512
19	Fuel Stations	28	27,264,271	0	24,944,331	28,987,606	1,671,715
20	Shops and Enginehouses	50	21,431,199	0	19,607,600	20,220,394	127,784
26	Communications Systems	26	154,573,490	6,133,076	90,482,360	107,561,189	7,483,794
27	Signals and interlockers	51	375,620,878	(13,395,978)	234,173,579	241,230,560	1,448,448
39	Public improvements	37	16,800,110	0	11,715,372	12,665,603	297,512
	Total		\$61,613,091,116	(\$146,864,615)	\$53,545,151,929	\$53,657,607,242	\$27,241,156

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 Estimated 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: ACCRR 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 1/1/2002 Investment (4)	Depreciable Base (5)
1	Engineering	2/	\$120,616,230	\$120,616,230
2	Land	N/A	59,083,507	0
3	Grading	50	481,014,524	481,014,524
5	Tunnels	50	334,212,454	334,212,454
6	Bridges & Culverts	15	301,805,880	301,805,880
8	Ties	7	149,473,891	149,473,891
9	Rails and OTM	7	310,096,030	310,096,030
11	Ballast	7	81,713,267	81,713,267
12	Labor	7	199,811,682	199,811,682
13	Fences and Roadway Signs	15	189,490	189,490
1A	Training Costs	2/	4,544,345	4,544,345
17	Roadway Buildings	15	3,455,762	3,455,762
19	Fuel Stations	15	9,906,851	9,906,851
20	Shops and Enginehouses	15	3,717,779	3,717,779
26	Communications Systems	7	59,804,684	59,804,684
27	Signals and interlockers	7	64,055,760	64,055,760
39	Public improvements	15	4,520,819	4,520,819
	Total		\$2,188,022,953	\$2,128,939,446

1/ Applicable Depreciation Method: 200 or 150 percent
Declining Balance Switching to Straight Line
Applicable Recovery Periods: 7, 15 and 50 a/ years
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%	25.00%	8.750%	2.00%	10	0.00%	5.910%	2.00%
2	20.00%	21.43%	9.130%	2.00%	11	0.00%	5.900%	2.00%
3	20.00%	15.31%	6.210%	2.00%	12	0.00%	5.910%	2.00%
4	20.00%	10.93%	7.390%	2.00%	13	0.00%	5.900%	2.00%
5	20.00%	8.75%	6.650%	2.00%	14	0.00%	5.910%	2.00%
6		8.74%	5.950%	2.00%	15	0.00%	5.900%	2.00%
7		8.75%	5.900%	2.00%	16	0.00%	0.740%	2.00%
8		1.69%	5.910%	2.00%	17	0.00%	0.000%	2.00%
9		0.00%	5.900%	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. ACCRR 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	\$125,160,574	20.00%	\$25,032,115	\$864,955,314	25.00%	\$216,238,829	\$323,596,580	8.75%	\$28,314,701	\$815,226,977	2%	\$16,304,540	\$285,890,184
2	100,128,459	20.00%	25,032,115	648,716,486	21.43%	185,359,924	295,281,879	9.13%	29,544,368	798,922,438	2%	16,304,540	256,240,946
3	75,096,345	20.00%	25,032,115	463,386,562	15.31%	132,424,659	265,737,511	8.21%	26,567,279	782,617,898	2%	16,304,540	200,328,592
4	50,064,230	20.00%	25,032,115	330,931,903	10.93%	94,539,616	239,170,232	7.39%	23,913,787	766,313,359	2%	16,304,540	159,790,057
5	25,032,115	20.00%	25,032,115	236,392,287	8.75%	75,683,590	215,256,445	6.65%	21,519,173	750,008,819	2%	16,304,540	138,539,417
6				160,708,697	8.74%	75,597,094	193,737,272	5.99%	19,383,435	733,704,280	2%	16,304,540	111,285,069
7				85,111,603	8.75%	75,683,590	174,353,837	5.90%	19,092,198	717,399,740	2%	16,304,540	111,080,328
8				9,428,013	1.09%	9,428,013	155,261,639	5.91%	19,124,558	701,095,200	2%	16,304,540	44,857,110
9							136,137,081	5.90%	19,092,198	684,790,661	2%	16,304,540	35,396,738
10							117,044,883	5.91%	19,124,558	668,486,121	2%	16,304,540	35,429,097
11							97,920,325	5.90%	19,092,198	652,181,582	2%	16,304,540	35,396,738
12							78,828,127	5.91%	19,124,558	635,877,042	2%	16,304,540	35,429,097
13							59,703,569	5.90%	19,092,198	619,572,503	2%	16,304,540	35,429,097
14							40,611,371	5.91%	19,124,558	603,267,963	2%	16,304,540	35,396,738
15							21,486,813	5.90%	19,092,198	586,963,424	2%	16,304,540	18,699,154
16							2,394,615	0.74%	2,394,615	570,668,884	2%	16,304,540	16,304,540
17										554,354,345	2%	16,304,540	16,304,540
18										538,049,805	2%	16,304,540	16,304,540
19										521,745,265	2%	16,304,540	16,304,540
20										505,440,726	2%	16,304,540	16,304,540
										489,136,186			

1/ From Table G, Page 10, Column (5), Road Property Account 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, 17, 19, 20 and 39.

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

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

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

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

TABLE H: ACCRR AVERAGE ANNUAL INFLATION IN ASSET PRICES

Development of average annual inflation factors for all capital assets

1. 1Q2002 Land value
2. 1Q2002 Road Property asset value accounts 3, 5, 6, 13, 19, 20, 26, 27, and 39
3. 1Q2002 Road Property asset value accounts 8, 9, and 11
4. 1Q2002 Road Property asset value account 1, 1A and 12

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)	1Q2002 Inflation Index 8/ (9)
0		1.000	1.000	1.000	1.000	\$59,083,507	\$2,128,939,446	1.000
1	2002 1 Qtr	1.012	1.008	1.002	1.009	59,766,227	2,143,289,309	1.007
2	2002 2 Qtr	1.023	1.016	1.004	1.018	60,456,836	2,157,750,730	1.014
3	2002 3 Qtr	1.035	1.025	1.007	1.027	61,155,425	2,172,324,619	1.021
4	2002 4 Qtr	1.047	1.033	1.009	1.036	61,862,086	2,187,011,893	1.028
5	2003 1 Qtr	1.059	1.042	1.013	1.045	62,576,913	2,203,037,922	1.035
6	2003 2 Qtr	1.071	1.050	1.016	1.055	63,300,000	2,219,192,267	1.043
7	2003 3 Qtr	1.084	1.059	1.020	1.065	64,031,442	2,235,476,001	1.051
8	2003 4 Qtr	1.096	1.068	1.023	1.074	64,771,336	2,251,890,206	1.059
9	2004 1 Qtr	1.109	1.078	1.026	1.084	65,519,780	2,268,285,587	1.067
10	2004 2 Qtr	1.122	1.087	1.029	1.095	66,276,872	2,284,815,650	1.075
11	2004 3 Qtr	1.135	1.096	1.032	1.105	67,042,713	2,301,481,553	1.082
12	2004 4 Qtr	1.148	1.106	1.034	1.115	67,817,403	2,318,284,463	1.091
13	2005 1 Qtr	1.161	1.115	1.037	1.126	68,601,044	2,335,614,218	1.099
14	2005 2 Qtr	1.175	1.125	1.040	1.137	69,393,741	2,353,090,257	1.107
15	2005 3 Qtr	1.188	1.135	1.043	1.148	70,195,598	2,370,713,871	1.116
16	2005 4 Qtr	1.202	1.145	1.046	1.159	71,006,720	2,388,486,364	1.124
17	2006 1 Qtr	1.216	1.155	1.049	1.170	71,827,214	2,406,409,049	1.133
18	2006 2 Qtr	1.230	1.165	1.051	1.181	72,657,190	2,424,483,254	1.141
19	2006 3 Qtr	1.244	1.176	1.054	1.192	73,496,756	2,442,710,316	1.150
20	2006 4 Qtr	1.258	1.186	1.057	1.204	74,346,024	2,461,091,585	1.159

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: ACCRR AVERAGE ANNUAL INFLATION IN ASSET PRICES
(Continued)

Development of average annual inflation factors for all capital assets									
1. 1Q2002 Land value									
2. 1Q2002 Road Property asset value accounts 3, 5, 6, 13, 20, 26, 27, and 39									
3. 1Q2002 Road Property asset value accounts 8, 9, and 11									
4. 1Q2002 Road Property asset value account 1, 1A and 12									
Period	Quarter	Inflation Index For Land 2/	Inflation Index For Road Property Assets 3/	Inflation Index For Road Property Assets 4/	Inflation Index For Road Property Assets 5/	Land Value 6/	Road Property Value 7/	1Q2002 Inflation Index 8/	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
21	2007 1 Qtr	1.273	1.196	1.060	1.215	75,205,105	2,478,559,211	1.167	\$59,083,507 1/
22	2007 2 Qtr	1.288	1.206	1.064	1.225	76,074,112	2,496,163,558	1.176	\$1,262,684,002 1/
23	2007 3 Qtr	1.302	1.215	1.067	1.236	76,953,162	2,513,905,742	1.184	\$541,283,188 1/
24	2007 4 Qtr	1.317	1.225	1.070	1.247	77,842,368	2,531,786,888	1.193	\$324,972,257 1/
25	2008 1 Qtr	1.333	1.235	1.073	1.258	78,741,850	2,549,562,887	1.201	
26	2008 2 Qtr	1.348	1.245	1.077	1.269	79,651,726	2,567,474,587	1.210	
27	2008 3 Qtr	1.364	1.255	1.080	1.280	80,572,115	2,585,523,064	1.218	
28	2008 4 Qtr	1.379	1.265	1.084	1.291	81,503,139	2,603,709,405	1.227	
29	2009 1 Qtr	1.395	1.275	1.087	1.302	82,444,922	2,622,034,706	1.236	
30	2009 2 Qtr	1.412	1.286	1.091	1.313	83,397,587	2,640,500,069	1.245	
31	2009 3 Qtr	1.428	1.296	1.094	1.325	84,361,260	2,659,106,608	1.254	
32	2009 4 Qtr	1.444	1.306	1.098	1.336	85,336,069	2,677,855,444	1.263	
33	2010 1 Qtr	1.461	1.317	1.102	1.348	86,322,142	2,698,057,771	1.273	
34	2010 2 Qtr	1.478	1.329	1.106	1.360	87,319,609	2,718,423,758	1.282	
35	2010 3 Qtr	1.495	1.340	1.110	1.373	88,328,602	2,738,954,782	1.292	
36	2010 4 Qtr	1.512	1.351	1.114	1.385	89,349,254	2,759,652,227	1.302	
37	2011 1 Qtr	1.530	1.363	1.119	1.398	90,381,699	2,780,517,492	1.312	
38	2011 2 Qtr	1.547	1.374	1.123	1.411	91,426,075	2,801,551,988	1.322	
39	2011 3 Qtr	1.565	1.386	1.127	1.424	92,482,519	2,822,757,136	1.332	
40	2011 4 Qtr	1.583	1.398	1.131	1.437	93,551,170	2,844,134,371	1.343	

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: ACCRR AVERAGE ANNUAL INFLATION IN ASSET PRICES
(Continued)

Development of average annual inflation factors for all capital assets									
1. 1Q2002 Land value									
2. 1Q2002 Road Property asset value accounts 3, 5, 6, 13, 20, 26, 27, and 39									
3. 1Q2002 Road Property asset value accounts 8, 9, and 11									
4. 1Q2002 Road Property asset value account 1, 1A and 12									
Period	Quarter	Inflation Index For Land 2/	Inflation Index For Road Property Assets 3/	Inflation Index For Road Property Assets 4/	Inflation Index For Road Property Assets 5/	Land Value 6/	Road Property Value 7/	1Q2002 Inflation Index 8/	
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	
41	2012 1 Qtr	1.602	1.410	1.135	1.450	\$94,632,170	\$2,865,685,140	1.353	\$59,083,507 1/
42	2012 2 Qtr	1.620	1.422	1.140	1.463	95,725,661	2,887,410,901	1.363	\$1,262,684,002 1/
43	2012 3 Qtr	1.639	1.434	1.144	1.476	96,831,787	2,909,313,126	1.374	\$541,283,188 1/
44	2012 4 Qtr	1.658	1.446	1.148	1.490	97,950,695	2,931,393,299	1.385	\$324,972,257 1/
45	2013 1 Qtr	1.677	1.458	1.152	1.503	99,082,532	2,953,652,917	1.395	
46	2013 2 Qtr	1.696	1.471	1.157	1.517	100,227,447	2,976,093,489	1.406	
47	2013 3 Qtr	1.716	1.483	1.161	1.531	101,386,592	2,998,716,537	1.417	
48	2013 4 Qtr	1.736	1.496	1.165	1.545	102,557,120	3,021,523,598	1.428	
49	2014 1 Qtr	1.756	1.508	1.170	1.559	103,742,185	3,044,516,219	1.439	
50	2014 2 Qtr	1.776	1.521	1.174	1.573	104,940,944	3,067,695,963	1.450	
51	2014 3 Qtr	1.797	1.534	1.178	1.588	106,153,554	3,091,064,405	1.461	
52	2014 4 Qtr	1.817	1.547	1.183	1.602	107,380,176	3,114,623,133	1.473	
53	2015 1 Qtr	1.838	1.560	1.187	1.617	108,620,972	3,138,373,750	1.484	
54	2015 2 Qtr	1.860	1.574	1.192	1.632	109,876,106	3,162,317,871	1.496	
55	2015 3 Qtr	1.881	1.587	1.196	1.646	111,145,743	3,186,457,127	1.507	
56	2015 4 Qtr	1.903	1.601	1.201	1.661	112,430,051	3,210,793,161	1.519	
57	2016 1 Qtr	1.925	1.614	1.205	1.677	113,729,200	3,235,327,631	1.531	
58	2016 2 Qtr	1.947	1.628	1.210	1.692	115,043,360	3,260,062,208	1.543	
59	2016 3 Qtr	1.970	1.642	1.214	1.707	116,372,705	3,284,998,580	1.555	
60	2016 4 Qtr	1.992	1.656	1.219	1.723	117,717,412	3,310,138,447	1.567	

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: ACCRR AVERAGE ANNUAL INFLATION IN ASSET PRICES
(Continued)

Development of average annual inflation factors for all capital assets										
Period	Quarter	Inflation Index For Land 2/	Inflation Index For Road Property Assets 3/	Inflation Index For Road Property Assets 4/	Inflation Index For Road Property Assets 5/	Land Value 6/	Road Property Value 7/	1Q2002 Inflation Index 8/		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)		
61	2017 1 Qtr	2.015	1.670	1.223	1.739	119,077,656	3,335,483,525	1.579	\$59,083,507	1/
62	2017 2 Qtr	2.039	1.684	1.228	1.754	120,453,619	3,361,035,542	1.591	\$1,262,684,002	1/
63	2017 3 Qtr	2.062	1.698	1.232	1.770	121,845,481	3,386,796,245	1.604	\$541,283,188	1/
64	2017 4 Qtr	2.086	1.713	1.237	1.787	123,253,426	3,412,767,392	1.616	\$324,972,257	1/
65	2018 1 Qtr	2.110	1.727	1.241	1.803	124,677,640	3,438,950,759	1.629		
66	2018 2 Qtr	2.135	1.742	1.246	1.819	126,118,312	3,465,348,135	1.641		
67	2018 3 Qtr	2.159	1.757	1.251	1.836	127,575,630	3,491,961,326	1.654		
68	2018 4 Qtr	2.184	1.772	1.255	1.853	129,049,788	3,518,792,152	1.667		
69	2019 1 Qtr	2.209	1.787	1.260	1.870	130,540,980	3,545,842,451	1.680		
70	2019 2 Qtr	2.235	1.802	1.265	1.887	132,049,404	3,573,114,073	1.693		
71	2019 3 Qtr	2.261	1.817	1.269	1.904	133,575,257	3,600,608,887	1.707		
72	2019 4 Qtr	2.287	1.833	1.274	1.921	135,118,742	3,628,328,777	1.720		
73	2020 1 Qtr	2.313	1.848	1.279	1.939	136,680,062	3,656,275,644	1.734		
74	2020 2 Qtr	2.340	1.864	1.284	1.957	138,259,423	3,684,451,402	1.747		
75	2020 3 Qtr	2.367	1.880	1.289	1.974	139,857,034	3,712,857,985	1.761		
76	2020 4 Qtr	2.394	1.896	1.293	1.992	141,473,106	3,741,497,343	1.775		
77	2021 1 Qtr	2.422	1.912	1.298	2.011	143,107,852	3,770,371,442	1.789		
78	2021 2 Qtr	2.450	1.928	1.303	2.029	144,761,487	3,799,482,263	1.803		
79	2021 3 Qtr	2.478	1.945	1.308	2.047	146,434,231	3,828,831,808	1.817		
80	2021 4 Qtr	2.507	1.961	1.313	2.066	148,126,303	3,858,422,093	1.831		
Annual Average								3.19%		

1/ Table C, Page 3, Column (10).
2/ Previous Column (3) x (1 + Inflation Rate from Table B on a Quarterly Basis).
3/ Previous Column (4) x (1 + Inflation Rate from Table B on a Quarterly Basis).
4/ Previous Column (5) x (1 + Inflation Rate from Table B on a Quarterly Basis).
5/ Previous Column (6) x (1 + Inflation Rate from Table B on a Quarterly Basis).
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: ACCRR 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. 1Q2002 Road Property Investment									
2. Interest During Construction (1Q2002 Invest.)									
3. Total 1Q2002 Investment									
4. Present Value Of Replacement Cost for the ACCRR									
5. Total Cost Recovered From Quarterly Revenue Flow									
Fed. Tax Rate 35.0% Weighted Average State Tax Rate 7.6%									
Period (1)	Quarter (2)	Quarterly Levelized Capital Carrying 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	2002 1 Qtr	\$52,492,304	\$18,538,877	\$71,472,546	\$0	\$0	\$2,492,304	\$51,839,659	\$51,839,659
2	2002 2 Qtr	52,853,332	18,433,745	71,472,546	0	0	52,853,332	50,906,342	102,746,001
3	2002 3 Qtr	53,217,230	18,326,721	71,472,546	0	0	53,217,230	49,990,191	152,736,192
4	2002 4 Qtr	53,584,022	18,217,770	71,472,546	0	0	53,584,022	49,090,884	201,827,076
5	2003 1 Qtr	53,982,907	18,106,857	64,060,236	0	0	53,982,907	48,234,172	250,061,247
6	2003 2 Qtr	54,385,046	17,993,948	64,060,236	0	0	54,385,046	47,392,659	297,453,906
7	2003 3 Qtr	54,790,468	17,879,005	64,060,236	0	0	54,790,468	46,566,070	344,019,976
8	2003 4 Qtr	55,199,199	17,761,993	64,060,236	0	0	55,199,199	45,754,137	389,774,114
9	2004 1 Qtr	55,607,686	17,642,873	50,082,148	0	0	55,607,686	44,953,699	434,727,812
10	2004 2 Qtr	56,019,588	17,521,608	50,082,148	0	0	56,019,588	44,167,572	478,895,385
11	2004 3 Qtr	56,434,935	17,398,158	50,082,148	0	0	56,434,935	43,395,496	522,290,881
12	2004 4 Qtr	56,853,757	17,272,485	50,082,148	0	0	56,853,757	42,637,214	564,928,095
13	2005 1 Qtr	57,285,345	17,144,547	39,947,514	0	0	57,285,345	41,899,245	606,827,340
14	2005 2 Qtr	57,720,635	17,014,305	39,947,514	0	0	57,720,635	41,174,352	648,001,692
15	2005 3 Qtr	58,159,660	16,881,715	39,947,514	0	0	58,159,660	40,462,298	688,463,990
16	2005 4 Qtr	58,602,453	16,746,737	39,947,514	0	0	58,602,453	39,762,849	728,226,839
17	2006 1 Qtr	59,049,047	16,609,325	34,634,854	0	0	59,049,047	39,075,776	767,302,614
18	2006 2 Qtr	59,499,478	16,469,437	34,634,854	0	0	59,499,478	38,400,854	805,703,468
19	2006 3 Qtr	59,953,779	16,327,027	34,634,854	0	0	59,953,779	37,737,863	843,441,331
20	2006 4 Qtr	60,411,986	16,182,050	34,634,854	0	0	60,411,986	37,086,587	880,527,917
21	2007 1 Qtr	60,848,658	16,034,459	27,821,267	0	0	60,848,658	36,431,560	916,959,477
22	2007 2 Qtr	61,288,823	15,884,207	27,821,267	0	0	61,288,823	35,788,299	952,747,776
23	2007 3 Qtr	61,732,512	15,731,245	27,821,267	0	0	61,732,512	35,156,589	987,904,365
24	2007 4 Qtr	62,179,754	15,575,525	27,821,267	0	0	62,179,754	34,536,220	1,022,440,585
25	2008 1 Qtr	62,624,736	15,416,997	27,770,082	0	0	62,624,736	33,923,818	1,056,364,403

TABLE I: ACCRR 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 g/ (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	2008 2 Qtr	\$63,073,198	\$15,255,609	\$27,770,082	\$0	\$0	\$63,073,198	\$33,322,431	\$1,089,686,834
27	2008 3 Qtr	63,525,170	15,091,309	27,770,082	0	0	63,525,170	32,731,859	1,122,418,693
28	2008 4 Qtr	63,980,680	14,924,046	27,770,082	0	0	63,980,680	32,151,905	1,154,570,598
29	2009 1 Qtr	64,439,758	14,753,765	11,214,278	0	0	64,439,758	31,582,374	1,186,152,971
30	2009 2 Qtr	64,902,432	14,580,412	11,214,278	0	0	64,902,432	31,023,076	1,217,176,047
31	2009 3 Qtr	65,368,733	14,403,930	11,214,278	0	0	65,368,733	30,473,824	1,247,649,871
32	2009 4 Qtr	65,838,689	14,224,263	11,214,278	0	0	65,838,689	29,934,436	1,277,584,307
33	2010 1 Qtr	66,343,546	14,041,353	8,849,184	10,497,780	2,456,430	53,389,336	23,674,316	1,301,258,623
34	2010 2 Qtr	66,852,574	13,855,142	8,849,184	14,282,199	3,341,965	49,228,410	21,289,808	1,322,548,430
35	2010 3 Qtr	67,365,809	13,665,570	8,849,184	14,509,561	3,395,167	49,461,081	20,861,837	1,343,410,267
36	2010 4 Qtr	67,883,287	13,472,574	8,849,184	14,739,403	3,448,949	49,694,935	20,442,504	1,363,852,771
37	2011 1 Qtr	68,405,045	13,276,095	8,857,274	14,969,139	3,502,706	49,933,199	20,032,925	1,383,885,696
38	2011 2 Qtr	68,931,119	13,076,067	8,857,274	15,204,037	3,557,671	50,169,411	19,630,302	1,403,515,998
39	2011 3 Qtr	69,461,547	12,872,427	8,857,274	15,441,512	3,613,239	50,406,796	19,235,793	1,422,751,790
40	2011 4 Qtr	69,996,366	12,665,110	8,857,274	15,681,597	3,669,418	50,645,351	18,849,229	1,441,601,019
41	2012 1 Qtr	70,535,614	12,454,048	8,849,184	15,926,944	3,726,828	50,881,842	18,469,275	1,460,070,294
42	2012 2 Qtr	71,079,329	12,239,173	8,849,184	16,172,352	3,784,252	51,122,726	18,098,144	1,478,168,438
43	2012 3 Qtr	71,627,550	12,020,417	8,849,184	16,420,473	3,842,311	51,364,766	17,734,476	1,495,902,913
44	2012 4 Qtr	72,180,316	11,797,708	8,849,184	16,671,344	3,901,013	51,607,959	17,378,118	1,513,281,031
45	2013 1 Qtr	72,737,665	11,570,975	8,857,274	16,922,381	3,959,755	51,855,529	17,029,980	1,530,311,011
46	2013 2 Qtr	73,299,638	11,340,146	8,857,274	17,178,857	4,019,769	52,101,012	16,687,767	1,546,998,779
47	2013 3 Qtr	73,866,273	11,105,144	8,857,274	17,438,191	4,080,452	52,347,630	16,352,423	1,563,351,202
48	2013 4 Qtr	74,437,612	10,865,896	8,857,274	17,700,420	4,141,812	52,595,379	16,023,807	1,579,375,009
49	2014 1 Qtr	75,013,695	10,622,323	8,849,184	17,968,201	4,204,472	52,841,023	15,700,820	1,595,075,829
50	2014 2 Qtr	75,594,563	10,374,347	8,849,184	18,236,336	4,267,214	53,091,013	15,385,271	1,610,461,100
51	2014 3 Qtr	76,180,257	10,121,888	8,849,184	18,507,483	4,330,661	53,342,112	15,076,043	1,625,537,142
52	2014 4 Qtr	76,770,818	9,864,865	8,849,184	18,781,681	4,394,822	53,594,315	14,773,006	1,640,310,149
53	2015 1 Qtr	77,366,290	9,603,194	8,857,274	19,056,354	4,459,094	53,850,841	14,476,903	1,654,787,052
54	2015 2 Qtr	77,966,713	9,336,792	8,857,274	19,336,777	4,524,712	54,105,224	14,185,851	1,668,972,902
55	2015 3 Qtr	78,572,132	9,065,571	8,857,274	19,620,375	4,591,073	54,360,685	13,900,618	1,682,873,521
56	2015 4 Qtr	79,182,589	8,789,445	8,857,274	19,907,189	4,658,186	54,617,214	13,621,087	1,696,494,607
57	2016 1 Qtr	79,798,128	8,508,325	8,849,184	20,199,881	4,726,674	54,871,573	13,346,354	1,709,840,961
58	2016 2 Qtr	80,418,793	8,222,119	8,849,184	20,493,258	4,795,323	55,130,211	13,077,896	1,722,918,857
59	2016 3 Qtr	81,044,627	7,930,735	8,849,184	20,789,983	4,864,755	55,389,888	12,814,797	1,735,733,655
60	2016 4 Qtr	81,675,676	7,634,079	8,849,184	21,090,101	4,934,981	55,650,594	12,556,947	1,748,290,602

TABLE I: ACCRR DISCOUNTED CASH FLOW
(Continued)

Period (1)	Quarter (2)	Quarterly Levelized Capital Carrying 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)
61	2017 1 Qtr	\$82,311,985	\$7,332,055	\$4,674,789	\$22,744,097	\$5,322,008	\$54,245,880	\$11,937,518	\$1,760,228,120
62	2017 2 Qtr	82,953,599	7,024,566	4,674,789	23,051,137	5,393,854	54,508,608	11,698,909	1,771,927,029
63	2017 3 Qtr	83,600,565	6,711,511	4,674,789	23,351,708	5,466,526	54,772,330	11,465,012	1,783,392,041
64	2017 4 Qtr	84,252,928	6,392,791	4,674,789	23,675,859	5,540,036	55,037,032	11,235,731	1,794,627,772
65	2018 1 Qtr	84,910,735	6,088,301	4,076,135	24,187,305	5,659,712	55,063,717	10,963,390	1,805,591,162
66	2018 2 Qtr	85,574,033	5,737,937	4,076,135	24,508,761	5,734,931	55,330,341	10,744,240	1,816,335,401
67	2018 3 Qtr	86,242,870	5,401,591	4,076,135	24,833,943	5,811,022	55,597,906	10,529,404	1,826,864,805
68	2018 4 Qtr	86,917,294	5,059,156	4,076,135	25,162,902	5,887,997	55,866,395	10,318,796	1,837,183,601
69	2019 1 Qtr	87,597,354	4,710,520	4,076,135	25,495,691	5,965,868	56,135,795	10,112,331	1,847,295,931
70	2019 2 Qtr	88,283,097	4,355,570	4,076,135	25,832,361	6,044,647	56,406,090	9,909,925	1,857,205,857
71	2019 3 Qtr	88,974,574	3,994,192	4,076,135	26,172,965	6,124,347	56,677,262	9,711,499	1,866,917,356
72	2019 4 Qtr	89,671,834	3,626,268	4,076,135	26,517,558	6,204,980	56,949,296	9,516,972	1,876,434,327
73	2020 1 Qtr	90,374,927	3,251,680	4,076,135	26,866,194	6,286,559	57,222,174	9,326,266	1,885,760,593
74	2020 2 Qtr	91,083,903	2,870,305	4,076,135	27,218,928	6,369,097	57,495,878	9,139,305	1,894,899,897
75	2020 3 Qtr	91,798,815	2,482,020	4,076,135	27,575,818	6,452,608	57,770,389	8,956,014	1,903,855,911
76	2020 4 Qtr	92,519,712	2,086,700	4,076,135	27,936,921	6,537,104	58,045,688	8,776,320	1,912,632,231
77	2021 1 Qtr	93,246,648	1,684,217	4,076,135	28,302,294	6,622,599	58,321,754	8,600,151	1,921,232,381
78	2021 2 Qtr	93,979,674	1,274,439	4,076,135	28,671,997	6,709,108	58,598,568	8,427,437	1,929,659,818
79	2021 3 Qtr	94,718,843	857,234	4,076,135	29,046,090	6,796,644	58,876,109	8,258,109	1,937,917,927
80	2021 4 Qtr	95,464,209	432,467	4,076,135	29,424,635	6,885,222	59,154,353	8,092,100	1,946,010,026
Future		5,413,092,516		489,136,186	1,592,926,723	372,737,120	3,447,428,673	471,595,668	2,417,605,695

1/ From Table C, Column (10).

9/ Value 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 West Virginia, Kentucky, North Carolina and Virginia.

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 ACCRR and is calculated by taking the Period 80, Column (3) value and dividing it by the ACCRR's estimated quarterly Real Cost of Capital.

8/ Value from Table E.

9/ Value from Table G, Page 11, Column (14) 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 B14 NOL's ACCRU' (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)
1999	(\$251,353)	(\$251,353)	(\$251,353)	\$0	(\$251,353)	(\$251,353)		(\$251,353)	\$0	\$0
2000	(8,077,789)	(8,077,789)	(8,329,142)	0	(8,329,142)	(8,329,142)		(8,329,142)	0	0
2001	(50,223,126)	(50,223,126)	(58,552,268)	0	(58,552,268)	(58,552,268)		(58,552,268)	0	0
2002 1 Qtr	(37,519,120)	(37,519,120)	(96,071,387)	0	(96,071,387)	(96,071,387)		(96,071,387)	0	0
2002 2 Qtr	(37,052,959)	(37,052,959)	(133,124,347)	0	(133,124,347)	(133,124,347)		(133,124,347)	0	0
2002 3 Qtr	(36,582,037)	(36,582,037)	(169,706,383)	0	(169,706,383)	(169,706,383)		(169,706,383)	0	0
2002 4 Qtr	(36,106,294)	(36,106,294)	(205,812,677)	0	(205,812,677)	(205,812,677)		(205,812,677)	0	0
2003 1 Qtr	(28,184,187)	(28,184,187)	(233,996,864)	0	(233,996,864)	(233,996,864)		(233,996,864)	0	0
2003 2 Qtr	(27,669,138)	(27,669,138)	(261,666,002)	0	(261,666,002)	(261,666,002)		(261,666,002)	0	0
2003 3 Qtr	(27,148,774)	(27,148,774)	(288,814,776)	0	(288,814,776)	(288,814,776)		(288,814,776)	0	0
2003 4 Qtr	(26,623,030)	(26,623,030)	(315,437,806)	0	(315,437,806)	(315,437,806)		(315,437,806)	0	0
2004 1 Qtr	(12,117,335)	(12,117,335)	(327,555,141)	0	(327,555,141)	(327,555,141)		(327,555,141)	0	0
2004 2 Qtr	(11,584,168)	(11,584,168)	(339,139,309)	0	(339,139,309)	(339,139,309)		(339,139,309)	0	0
2004 3 Qtr	(11,045,372)	(11,045,372)	(350,184,681)	0	(350,184,681)	(350,184,681)		(350,184,681)	0	0
2004 4 Qtr	(10,500,876)	(10,500,876)	(360,685,557)	0	(360,685,557)	(360,685,557)		(360,685,557)	0	0
2005 1 Qtr	193,284	0	(360,685,557)	193,284	(360,492,274)	(360,492,274)		(360,492,274)	0	0
2005 2 Qtr	758,816	0	(359,733,458)	758,816	(358,974,642)	(358,974,642)		(358,974,642)	0	0
2005 3 Qtr	1,330,430	0	(358,403,027)	1,330,430	(357,072,597)	(357,072,597)		(357,072,597)	0	0
2005 4 Qtr	1,908,202	0	(356,494,826)	1,908,202	(354,586,624)	(354,586,624)		(354,586,624)	0	0
2006 1 Qtr	7,804,868	0	(348,689,958)	7,804,868	(340,885,090)	(340,885,090)		(340,885,090)	0	0
2006 2 Qtr	8,395,187	0	(340,294,771)	8,395,187	(331,899,584)	(331,899,584)		(331,899,584)	0	0
2006 3 Qtr	8,991,898	0	(331,302,872)	8,991,898	(322,310,974)	(322,310,974)		(322,310,974)	0	0
2006 4 Qtr	9,595,082	0	(321,707,790)	9,595,082	(312,112,708)	(312,112,708)		(312,112,708)	0	0
2007 1 Qtr	16,992,931	0	(304,714,859)	16,992,931	(287,721,928)	(287,721,928)		(287,721,928)	0	0
2007 2 Qtr	17,583,349	0	(287,131,510)	17,583,349	(269,548,161)	(269,548,161)		(269,548,161)	0	0
2007 3 Qtr	18,179,999	0	(268,951,510)	18,179,999	(250,771,511)	(250,771,511)		(250,771,511)	0	0
2007 4 Qtr	18,782,962	0	(250,168,549)	18,782,962	(231,385,587)	(231,385,587)		(231,385,587)	0	0
2008 1 Qtr	19,437,657	0	(230,730,892)	19,437,657	(211,293,235)	(211,293,235)		(211,293,235)	0	0
2008 2 Qtr	20,047,507	0	(210,683,384)	20,047,507	(190,635,877)	(190,635,877)		(190,635,877)	0	0
2008 3 Qtr	20,663,779	0	(190,019,606)	20,663,779	(169,365,827)	(169,365,827)		(169,365,827)	0	0
2008 4 Qtr	21,286,552	0	(168,733,053)	21,286,552	(148,446,501)	(148,446,501)		(148,446,501)	0	0
2009 1 Qtr	38,471,715	0	(130,261,336)	38,471,715	(91,789,621)	(91,789,621)		(91,789,621)	0	0
2009 2 Qtr	39,107,743	0	(91,153,595)	39,107,743	(51,040,069)	(51,040,069)		(51,040,069)	0	0
2009 3 Qtr	39,750,525	0	(51,403,069)	39,750,525	(11,002,921)	(11,002,921)		(11,002,921)	0	0
2009 4 Qtr	40,400,148	0	(11,002,921)	40,400,148	0	0		0	29,993,657	10,497,780
2010 1 Qtr	40,996,578	0	0	0	0	0		0	40,806,282	14,282,199
2010 2 Qtr	41,455,888	0	0	0	0	0		0	41,455,888	14,509,561
2010 3 Qtr	42,112,579	0	0	0	0	0		0	42,112,579	14,739,403
2010 4 Qtr	42,768,970	0	0	0	0	0		0	42,768,970	14,985,139
2011 1 Qtr	43,440,106	0	0	0	0	0		0	43,440,106	15,204,037
2011 2 Qtr	44,118,606	0	0	0	0	0		0	44,118,606	15,441,512
2011 3 Qtr	44,804,564	0	0	0	0	0		0	44,804,564	15,681,587
2011 4 Qtr		0	0	0	0	0		0		

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

Time Period (1)	Taxable Income B/4 NOL's DSR-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)
2012 1 Qtr	\$45,505,554	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$45,505,554	\$15,926,944
2012 2 Qtr	46,206,720	0	0	0	0	0	0	0	46,206,720	16,172,352
2012 3 Qtr	46,915,638	0	0	0	0	0	0	0	46,915,638	16,420,473
2012 4 Qtr	47,632,410	0	0	0	0	0	0	0	47,632,410	16,671,344
2013 1 Qtr	48,349,660	0	0	0	0	0	0	0	48,349,660	16,922,381
2013 2 Qtr	49,082,449	0	0	0	0	0	0	0	49,082,449	17,178,857
2013 3 Qtr	49,823,402	0	0	0	0	0	0	0	49,823,402	17,438,191
2013 4 Qtr	50,572,629	0	0	0	0	0	0	0	50,572,629	17,700,420
2014 1 Qtr	51,337,716	0	0	0	0	0	0	0	51,337,716	17,968,201
2014 2 Qtr	52,103,817	0	0	0	0	0	0	0	52,103,817	18,236,336
2014 3 Qtr	52,878,523	0	0	0	0	0	0	0	52,878,523	18,507,483
2014 4 Qtr	53,661,947	0	0	0	0	0	0	0	53,661,947	18,781,681
2015 1 Qtr	54,446,727	0	0	0	0	0	0	0	54,446,727	19,056,354
2015 2 Qtr	55,247,936	0	0	0	0	0	0	0	55,247,936	19,336,777
2015 3 Qtr	56,058,214	0	0	0	0	0	0	0	56,058,214	19,620,375
2015 4 Qtr	56,877,684	0	0	0	0	0	0	0	56,877,684	19,907,189
2016 1 Qtr	57,713,945	0	0	0	0	0	0	0	57,713,945	20,199,881
2016 2 Qtr	58,552,167	0	0	0	0	0	0	0	58,552,167	20,493,258
2016 3 Qtr	59,399,953	0	0	0	0	0	0	0	59,399,953	20,789,983
2016 4 Qtr	60,257,432	0	0	0	0	0	0	0	60,257,432	21,090,101
2017 1 Qtr	64,983,133	0	0	0	0	0	0	0	64,983,133	22,744,097
2017 2 Qtr	65,860,391	0	0	0	0	0	0	0	65,860,391	23,051,137
2017 3 Qtr	66,747,739	0	0	0	0	0	0	0	66,747,739	23,361,708
2017 4 Qtr	67,645,312	0	0	0	0	0	0	0	67,645,312	23,675,659
2018 1 Qtr	68,106,587	0	0	0	0	0	0	0	68,106,587	24,187,305
2018 2 Qtr	70,025,030	0	0	0	0	0	0	0	70,025,030	24,508,761
2018 3 Qtr	70,954,122	0	0	0	0	0	0	0	70,954,122	24,833,943
2018 4 Qtr	71,894,006	0	0	0	0	0	0	0	71,894,006	25,162,902
2019 1 Qtr	72,844,831	0	0	0	0	0	0	0	72,844,831	25,495,691
2019 2 Qtr	73,806,745	0	0	0	0	0	0	0	73,806,745	25,832,361
2019 3 Qtr	74,779,900	0	0	0	0	0	0	0	74,779,900	26,172,965
2019 4 Qtr	75,764,451	0	0	0	0	0	0	0	75,764,451	26,517,558
2020 1 Qtr	76,760,553	0	0	0	0	0	0	0	76,760,553	26,866,194
2020 2 Qtr	77,768,366	0	0	0	0	0	0	0	77,768,366	27,218,928
2020 3 Qtr	78,788,052	0	0	0	0	0	0	0	78,788,052	27,575,618
2020 4 Qtr	79,819,773	0	0	0	0	0	0	0	79,819,773	27,936,921
2021 1 Qtr	80,863,697	0	0	0	0	0	0	0	80,863,697	28,302,294
2021 2 Qtr	81,919,992	0	0	0	0	0	0	0	81,919,992	28,671,997
2021 3 Qtr	82,988,830	0	0	0	0	0	0	0	82,988,830	29,045,090
2021 4 Qtr	84,070,386	0	0	0	0	0	0	0	84,070,386	29,424,635
Future	4,551,219,210	0	0	0	0	0	0	0	4,551,219,210	1,592,926,723

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

2/ Values for 1999-2001 from Table D, Sum of Column (11).

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

4/ Cumulative total of Column (2).

5/ Column (4) + Column (5) + Column (8).

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 (7), otherwise zero.

8/ Column (7) + Column (6).

9/ If Column (2) is greater than zero, then Column (2) - Column (5) - Column (8), 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 BIA NOL's ACCRR 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)
1999	(\$251,353)	(\$251,353)	(\$251,353)	\$0	(\$251,353)	(\$251,353)	\$0	(\$251,353)	\$0	\$0
2000	(8,077,789)	(8,077,789)	(8,329,142)	0	(8,329,142)	(8,329,142)	0	(8,329,142)	0	0
2001	(50,223,126)	(50,223,126)	(58,552,266)	0	(58,552,266)	(58,552,266)	0	(58,552,266)	0	0
2002 1 Qtr	(37,519,120)	(37,519,120)	(96,071,387)	0	(96,071,387)	(96,071,387)	0	(96,071,387)	0	0
2002 2 Qtr	(37,052,959)	(37,052,959)	(133,124,347)	0	(133,124,347)	(133,124,347)	0	(133,124,347)	0	0
2002 3 Qtr	(36,582,037)	(36,582,037)	(169,706,383)	0	(169,706,383)	(169,706,383)	0	(169,706,383)	0	0
2002 4 Qtr	(36,106,294)	(36,106,294)	(205,812,677)	0	(205,812,677)	(205,812,677)	0	(205,812,677)	0	0
2003 1 Qtr	(28,184,187)	(28,184,187)	(233,996,864)	0	(233,996,864)	(233,996,864)	0	(233,996,864)	0	0
2003 2 Qtr	(27,669,138)	(27,669,138)	(261,666,002)	0	(261,666,002)	(261,666,002)	0	(261,666,002)	0	0
2003 3 Qtr	(27,148,774)	(27,148,774)	(288,814,776)	0	(288,814,776)	(288,814,776)	0	(288,814,776)	0	0
2003 4 Qtr	(26,623,030)	(26,623,030)	(315,437,806)	0	(315,437,806)	(315,437,806)	0	(315,437,806)	0	0
2004 1 Qtr	(12,117,335)	(12,117,335)	(327,555,141)	0	(327,555,141)	(327,555,141)	0	(327,555,141)	0	0
2004 2 Qtr	(11,584,168)	(11,584,168)	(339,139,309)	0	(339,139,309)	(339,139,309)	0	(339,139,309)	0	0
2004 3 Qtr	(11,045,372)	(11,045,372)	(350,184,681)	0	(350,184,681)	(350,184,681)	0	(350,184,681)	0	0
2004 4 Qtr	(10,500,876)	(10,500,876)	(360,685,557)	0	(360,685,557)	(360,685,557)	0	(360,685,557)	0	0
2005 1 Qtr	193,284	193,284	(360,492,274)	193,284	(360,492,274)	(360,492,274)	0	(360,492,274)	0	0
2005 2 Qtr	758,816	758,816	(359,733,458)	758,816	(359,733,458)	(359,733,458)	0	(359,733,458)	0	0
2005 3 Qtr	1,330,430	1,330,430	(358,403,027)	1,330,430	(358,403,027)	(358,403,027)	0	(358,403,027)	0	0
2005 4 Qtr	1,908,202	1,908,202	(356,494,826)	1,908,202	(356,494,826)	(356,494,826)	0	(356,494,826)	0	0
2006 1 Qtr	7,804,868	7,804,868	(348,689,958)	7,804,868	(348,689,958)	(348,689,958)	0	(348,689,958)	0	0
2006 2 Qtr	8,395,187	8,395,187	(340,294,771)	8,395,187	(331,302,872)	(331,302,872)	0	(340,294,771)	0	0
2006 3 Qtr	8,991,898	8,991,898	(331,302,872)	8,991,898	(321,707,790)	(321,707,790)	0	(331,302,872)	0	0
2006 4 Qtr	9,595,082	9,595,082	(304,714,859)	9,595,082	(304,714,859)	(304,714,859)	0	(321,707,790)	0	0
2007 1 Qtr	16,992,931	16,992,931	(287,131,510)	16,992,931	(287,131,510)	(287,131,510)	0	(304,714,859)	0	0
2007 2 Qtr	17,583,349	17,583,349	(268,951,510)	17,583,349	(268,951,510)	(268,951,510)	0	(287,131,510)	0	0
2007 3 Qtr	18,179,999	18,179,999	(250,168,549)	18,179,999	(250,168,549)	(250,168,549)	0	(268,951,510)	0	0
2007 4 Qtr	18,782,962	18,782,962	(230,730,892)	18,782,962	(230,730,892)	(230,730,892)	0	(250,168,549)	0	0
2008 1 Qtr	19,437,657	19,437,657	(210,683,384)	19,437,657	(210,683,384)	(210,683,384)	0	(230,730,892)	0	0
2008 2 Qtr	20,047,507	20,047,507	(190,019,606)	20,047,507	(190,019,606)	(190,019,606)	0	(210,683,384)	0	0
2008 3 Qtr	20,683,779	20,683,779	(168,733,053)	20,683,779	(168,733,053)	(168,733,053)	0	(190,019,606)	0	0
2008 4 Qtr	21,286,552	21,286,552	(130,261,338)	21,286,552	(130,261,338)	(130,261,338)	0	(168,733,053)	0	0
2009 1 Qtr	38,471,715	38,471,715	(91,153,595)	38,471,715	(91,153,595)	(91,153,595)	0	(130,261,338)	0	0
2009 2 Qtr	39,107,743	39,107,743	(51,403,069)	39,107,743	(51,403,069)	(51,403,069)	0	(91,153,595)	0	0
2009 3 Qtr	39,750,525	39,750,525	(11,002,921)	39,750,525	(11,002,921)	(11,002,921)	0	(51,403,069)	0	0
2009 4 Qtr	40,400,148	40,400,148	11,002,921	40,400,148	0	0	0	(11,002,921)	0	0
2010 1 Qtr	43,453,008	43,453,008	0	11,002,921	0	0	0	0	32,450,087	2,456,430
2010 2 Qtr	44,148,247	44,148,247	0	0	0	0	0	0	44,148,247	3,341,965
2010 3 Qtr	44,851,055	44,851,055	0	0	0	0	0	0	44,851,055	3,395,167
2010 4 Qtr	45,561,528	45,561,528	0	0	0	0	0	0	45,561,528	3,448,949
2011 1 Qtr	46,271,676	46,271,676	0	0	0	0	0	0	46,271,676	3,502,706
2011 2 Qtr	46,997,777	46,997,777	0	0	0	0	0	0	46,997,777	3,557,671
2011 3 Qtr	47,731,845	47,731,845	0	0	0	0	0	0	47,731,845	3,613,239
2011 4 Qtr	48,473,982	48,473,982	0	0	0	0	0	0	48,473,982	3,669,418

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 Before Tax 9/	Annual Tax Liability 10/
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)
2012 1 Qtr	\$49,232,382	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$49,232,382	\$3,726,828
2012 2 Qtr	49,990,972	0	0	0	0	0	0	0	49,990,972	3,784,252
2012 3 Qtr	50,757,949	0	0	0	0	0	0	0	50,757,949	3,842,311
2012 4 Qtr	51,533,424	0	0	0	0	0	0	0	51,533,424	3,901,013
2013 1 Qtr	52,309,416	0	0	0	0	0	0	0	52,309,416	3,959,755
2013 2 Qtr	53,102,218	0	0	0	0	0	0	0	53,102,218	4,019,769
2013 3 Qtr	53,903,854	0	0	0	0	0	0	0	53,903,854	4,080,452
2013 4 Qtr	54,714,442	0	0	0	0	0	0	0	54,714,442	4,141,812
2014 1 Qtr	55,542,186	0	0	0	0	0	0	0	55,542,186	4,204,472
2014 2 Qtr	56,371,031	0	0	0	0	0	0	0	56,371,031	4,267,214
2014 3 Qtr	57,209,184	0	0	0	0	0	0	0	57,209,184	4,330,661
2014 4 Qtr	58,056,769	0	0	0	0	0	0	0	58,056,769	4,394,822
2015 1 Qtr	58,905,821	0	0	0	0	0	0	0	58,905,821	4,459,094
2015 2 Qtr	59,772,648	0	0	0	0	0	0	0	59,772,648	4,524,712
2015 3 Qtr	60,649,287	0	0	0	0	0	0	0	60,649,287	4,591,073
2015 4 Qtr	61,535,870	0	0	0	0	0	0	0	61,535,870	4,658,186
2016 1 Qtr	62,440,619	0	0	0	0	0	0	0	62,440,619	4,726,674
2016 2 Qtr	63,347,490	0	0	0	0	0	0	0	63,347,490	4,795,323
2016 3 Qtr	64,264,708	0	0	0	0	0	0	0	64,264,708	4,864,755
2016 4 Qtr	65,192,413	0	0	0	0	0	0	0	65,192,413	4,934,981
2017 1 Qtr	70,305,142	0	0	0	0	0	0	0	70,305,142	5,322,008
2017 2 Qtr	71,254,245	0	0	0	0	0	0	0	71,254,245	5,393,854
2017 3 Qtr	72,214,265	0	0	0	0	0	0	0	72,214,265	5,466,526
2017 4 Qtr	73,185,348	0	0	0	0	0	0	0	73,185,348	5,540,036
2018 1 Qtr	74,766,299	0	0	0	0	0	0	0	74,766,299	5,659,712
2018 2 Qtr	75,759,962	0	0	0	0	0	0	0	75,759,962	5,734,531
2018 3 Qtr	76,765,144	0	0	0	0	0	0	0	76,765,144	5,811,022
2018 4 Qtr	77,782,003	0	0	0	0	0	0	0	77,782,003	5,887,997
2019 1 Qtr	78,810,699	0	0	0	0	0	0	0	78,810,699	5,965,868
2019 2 Qtr	79,851,392	0	0	0	0	0	0	0	79,851,392	6,044,647
2019 3 Qtr	80,904,247	0	0	0	0	0	0	0	80,904,247	6,124,347
2019 4 Qtr	81,969,431	0	0	0	0	0	0	0	81,969,431	6,204,980
2020 1 Qtr	83,047,112	0	0	0	0	0	0	0	83,047,112	6,286,559
2020 2 Qtr	84,137,464	0	0	0	0	0	0	0	84,137,464	6,369,097
2020 3 Qtr	85,240,659	0	0	0	0	0	0	0	85,240,659	6,452,608
2020 4 Qtr	86,356,877	0	0	0	0	0	0	0	86,356,877	6,537,104
2021 1 Qtr	87,486,296	0	0	0	0	0	0	0	87,486,296	6,622,599
2021 2 Qtr	88,629,100	0	0	0	0	0	0	0	88,629,100	6,709,108
2021 3 Qtr	89,785,474	0	0	0	0	0	0	0	89,785,474	6,796,644
2021 4 Qtr	90,955,607	0	0	0	0	0	0	0	90,955,607	6,885,222
Future	4,923,956,330	0	0	0	0	0	0	0	4,923,956,330	372,737,120

1/ Table 1, Column (3) - Table E, Columns (6),(11) & (16)) - Table G, Column (14) / 4 Values for 1999-2001 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 (4) is less than zero, then Column (2), otherwise Column (4)
5/ Column (4) + Column (5) + Column (8)
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: ACCRR OPERATING EXPENSES

Item (1)	2002 (2)	2003 (3)	2004 (4)	2005 (5)	2006 (6)	2007 (7)	2008 (8)	2009 (9)	2010 (10)	2011 (11)
1. Train & Engine Personnel	\$12,603,385	\$12,923,748	\$12,332,713	\$11,954,208	\$12,031,532	\$12,122,414	\$12,063,621	\$12,011,586	\$11,903,414	\$12,168,829
2. Locomotive Lease Expense	14,854,633	15,232,220	14,535,613	14,089,498	14,180,634	14,287,749	14,218,454	14,157,137	14,029,631	14,342,455
3. Locomotive Maintenance Expense	11,584,680	11,858,640	11,316,315	10,969,004	11,039,955	11,123,348	11,069,400	11,075,378	10,975,628	11,220,355
4. Locomotive Operating Expense	26,242,330	26,909,379	25,678,746	24,890,635	25,051,636	25,240,868	25,118,451	25,010,127	24,784,874	25,337,512
5. Railcar Lease Expense	14,176,623	14,536,976	13,872,163	13,446,411	13,533,387	13,635,614	13,569,481	13,510,963	13,389,277	13,687,822
6. Material & Supply Operating	677,226	677,228	677,226	677,226	677,226	677,226	677,226	677,226	677,226	677,226
7. Ad Valorem Tax	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860
8. Operating Managers	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591
9. General & Administration	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632
10. Loss and Damage	72,269	74,106	70,717	68,546	68,990	69,511	69,174	68,875	68,255	69,777
11. Insurance	2,848,039	2,898,851	2,805,109	2,745,076	2,757,340	2,771,755	2,762,430	2,755,529	2,738,358	2,780,484
12. Maintenance of Way	8,928,932	8,928,932	8,928,932	8,928,932	8,928,932	8,928,932	8,928,932	8,928,932	8,928,932	8,928,932
13. Total Annual Costs	\$116,136,199	\$118,208,161	\$114,385,617	\$111,937,620	\$112,437,716	\$113,025,500	\$112,645,253	\$112,363,846	\$111,663,679	\$113,381,476
14. Total Quarterly Cost	\$29,034,050	\$29,552,040	\$28,596,404	\$27,984,405	\$28,109,429	\$28,256,375	\$28,161,313	\$28,090,962	\$27,915,920	\$28,345,369

TABLE K. ACCRR OPERATING EXPENSES
(Continued)

Item (1)	2012 (2)	2013 (3)	2014 (4)	2015 (5)	2016 (6)	2017 (7)	2018 (8)	2019 (9)	2020 (10)	2021 (11)
1. Train & Engine Personnel	\$12,154,803	\$11,968,030	\$11,834,429	\$11,748,174	\$11,772,612	\$11,698,822	\$11,531,137	\$11,528,961	\$11,470,936	\$11,470,936
2. Locomotive Lease Expense	14,325,924	14,105,789	13,948,323	13,846,662	13,875,465	13,788,495	13,590,857	13,588,292	13,519,902	13,519,902
3. Locomotive Maintenance Expense	11,207,423	11,035,207	10,912,019	10,832,488	10,934,718	10,866,180	10,710,429	10,708,408	10,654,513	10,654,513
4. Locomotive Operating Expense	25,308,308	24,919,415	24,641,235	24,461,639	24,512,523	24,358,880	24,009,732	24,005,200	23,884,383	23,884,383
5. Railcar Lease Expense	13,672,046	13,461,958	13,311,680	13,214,659	13,242,147	13,159,146	12,970,529	12,968,081	12,902,813	12,902,813
6. Material & Supply Operating	677,226	677,226	677,226	677,226	677,226	677,226	677,226	677,226	677,226	677,226
7. Ad Valorem Tax	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860	6,607,860
8. Operating Managers	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591	7,155,591
9. General & Administration	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632	10,404,632
10. Loss and Damage	69,687	68,626	67,860	67,365	67,505	67,082	66,120	66,108	65,775	65,775
11. Insurance	2,778,258	2,748,614	2,727,409	2,713,719	2,719,601	2,707,877	2,681,234	2,680,888	2,671,669	2,671,669
12. Maintenance of Way	8,928,932	8,928,932	8,928,932	8,928,932	8,928,932	8,928,932	8,928,932	8,928,932	8,928,932	8,928,932
13. Total Annual Costs	\$113,290,702	\$112,081,880	\$111,217,197	\$110,658,948	\$110,898,813	\$110,420,723	\$109,334,280	\$109,320,179	\$108,944,232	\$108,944,232
14. Total Quarterly Cost	\$28,322,675	\$28,020,470	\$27,804,299	\$27,664,737	\$27,724,703	\$27,605,181	\$27,333,570	\$27,330,045	\$27,236,058	\$27,236,058

TABLE K: ACCRR OPERATING EXPENSES, INDEXED
(Continued)

Period (1)	Quarter (2)	Rail Cost Adjustment Factor Index 1/ (3)	Operating Expense Indexed For Inflation 2/ (4)	Period (5)	Quarter (6)	Rail Cost Adjustment Factor Index 1/ (7)	Operating Expense Indexed For Inflation 2/ (8)	Period (9)	Quarter (10)	Rail Cost Adjustment Factor Index 1/ (11)	Operating Expense Indexed For Inflation 2/ (12)
NA	2001 2 Qtr	100.0	NA	27	2008 3 Qtr	90.7	26,069,044	56	2015 4 Qtr	94.1	26,568,254
NA	2001 3 Qtr	99.5	NA	28	2008 4 Qtr	90.6	26,050,777	57	2016 1 Qtr	94.2	26,678,274
NA	2001 4 Qtr	98.8	NA	29	2009 1 Qtr	90.6	25,988,296	58	2016 2 Qtr	94.4	26,730,808
1	2002 1 Qtr	97.9	29,034,050	30	2009 2 Qtr	90.6	25,990,894	59	2016 3 Qtr	94.6	26,783,446
2	2002 2 Qtr	97.1	28,776,598	31	2009 3 Qtr	90.6	25,993,493	60	2016 4 Qtr	94.8	26,836,187
3	2002 3 Qtr	96.2	28,521,429	32	2009 4 Qtr	90.6	25,996,092	61	2017 1 Qtr	95.0	26,790,362
4	2002 4 Qtr	95.4	28,268,522	33	2010 1 Qtr	90.7	25,843,786	62	2017 2 Qtr	95.3	26,860,412
5	2003 1 Qtr	95.0	28,659,250	34	2010 2 Qtr	90.7	25,853,472	63	2017 3 Qtr	95.5	26,930,644
6	2003 2 Qtr	94.6	28,546,094	35	2010 3 Qtr	90.7	25,863,162	64	2017 4 Qtr	95.8	27,001,061
7	2003 3 Qtr	94.2	28,433,385	36	2010 4 Qtr	90.8	25,872,855	65	2018 1 Qtr	96.1	26,810,603
8	2003 4 Qtr	93.9	28,321,121	37	2011 1 Qtr	90.9	26,295,796	66	2018 2 Qtr	96.3	26,886,025
9	2004 1 Qtr	93.7	27,367,529	38	2011 2 Qtr	90.9	26,320,742	67	2018 3 Qtr	96.6	26,961,658
10	2004 2 Qtr	93.6	27,329,821	39	2011 3 Qtr	91.0	26,345,711	68	2018 4 Qtr	96.9	27,037,504
11	2004 3 Qtr	93.5	27,292,165	40	2011 4 Qtr	91.1	26,370,704	69	2019 1 Qtr	97.2	27,114,087
12	2004 4 Qtr	93.3	27,254,561	41	2012 1 Qtr	91.2	26,384,435	70	2019 2 Qtr	97.4	27,194,394
13	2005 1 Qtr	93.2	26,641,892	42	2012 2 Qtr	91.4	26,419,325	71	2019 3 Qtr	97.7	27,274,938
14	2005 2 Qtr	93.1	26,612,537	43	2012 3 Qtr	91.5	26,454,261	72	2019 4 Qtr	98.0	27,355,722
15	2005 3 Qtr	93.0	26,583,215	44	2012 4 Qtr	91.6	26,489,244	73	2020 1 Qtr	98.3	27,346,443
16	2005 4 Qtr	92.9	26,593,925	45	2013 1 Qtr	91.8	26,261,463	74	2020 2 Qtr	98.6	27,431,503
17	2006 1 Qtr	92.7	26,514,723	46	2013 2 Qtr	92.0	26,316,439	75	2020 3 Qtr	98.9	27,516,827
18	2006 2 Qtr	92.4	26,514,723	47	2013 3 Qtr	92.2	26,371,530	76	2020 4 Qtr	99.3	27,602,417
19	2006 3 Qtr	92.1	26,436,156	48	2013 4 Qtr	92.4	26,426,737	77	2021 1 Qtr	99.6	27,688,273
20	2006 4 Qtr	91.8	26,357,822	49	2014 1 Qtr	92.6	26,284,920	78	2021 2 Qtr	99.9	27,774,397
21	2007 1 Qtr	91.6	26,424,449	50	2014 2 Qtr	92.8	26,347,125	79	2021 3 Qtr	100.2	27,860,788
22	2007 2 Qtr	91.3	26,353,478	51	2014 3 Qtr	93.0	26,409,478	80	2021 4 Qtr	100.5	27,947,447
23	2007 3 Qtr	91.1	26,282,698	52	2014 4 Qtr	93.2	26,471,978				
24	2007 4 Qtr	90.8	26,212,108	53	2015 1 Qtr	93.4	26,396,205				
25	2008 1 Qtr	90.8	26,105,618	54	2015 2 Qtr	93.6	26,453,431				
26	2008 2 Qtr	90.7	26,087,325	55	2015 3 Qtr	93.8	26,510,780				

1/ 2001 equals 100.0, all other quarters equal previous quarter x (1 + Inflation Rate for the RCAF-A from Table B on a Quarterly Basis).

2/ (Quarterly expense from Table K, Pages 23 and 24, for the applicable time period x Column (3), Column (7) or Column (11) / 1Q02 Column (3).

ACCRR - Stand-Alone Costs and Revenues

Quarterly Revenue Requirements to Cover Total Stand-Alone

Period	Quarter	Quarterly Capital Requirement Road Property	Quarterly Operating Expense	Annual Stand-Alone Requirement	Quarterly Stand-Alone Revenues	Annual Stand-Alone Revenues	Overpayments In Revenues	PV Difference	Cumulative PV Difference	PV Reduction In Revenues	Percent Reduction In Rates 1/ (12)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
1	2002 1 Qtr	\$52,492,304	\$29,034,050	\$81,526,353	\$125,087,880	\$125,087,880	\$43,561,527	\$44,665,282	\$44,665,282	\$44,665,282	34.82%
2	2002 2 Qtr	52,853,332	26,776,598	81,629,929	125,087,880	125,087,880	43,457,951	43,457,951	43,457,951	43,457,951	34.74%
3	2002 3 Qtr	53,217,230	26,521,429		125,087,880						
4	2002 4 Qtr	53,584,022	26,268,522	\$326,747,485	125,087,880						
5	2003 1 Qtr	53,982,907	28,659,250		126,247,103	\$500,351,521	\$173,604,036	\$165,129,947	\$165,129,947	\$165,129,947	34.70%
6	2003 2 Qtr	54,385,046	28,546,094		126,247,103						
7	2003 3 Qtr	54,780,468	28,433,385		126,247,103						
8	2003 4 Qtr	55,199,199	28,321,121	\$332,317,470	126,247,103	\$504,988,411	\$172,670,941	\$148,599,495	\$313,729,442	\$148,599,495	34.19%
9	2004 1 Qtr	55,607,686	27,367,529		122,394,593						
10	2004 2 Qtr	56,019,588	27,323,821		122,394,593						
11	2004 3 Qtr	56,434,935	27,292,165		122,394,593						
12	2004 4 Qtr	56,853,757	27,254,561	\$334,160,041	122,394,593	\$489,578,374	\$155,418,333	\$121,013,097	\$434,742,538	\$121,013,097	31.75%
13	2005 1 Qtr	57,285,345	26,641,892		121,150,968						
14	2005 2 Qtr	57,720,635	26,612,537		121,150,968						
15	2005 3 Qtr	58,159,680	26,583,215		121,150,968						
16	2005 4 Qtr	58,602,453	26,553,925	\$338,159,662	121,150,968	\$484,603,873	\$146,444,210	\$103,165,476	\$537,908,014	\$103,165,476	30.22%
17	2006 1 Qtr	59,049,047	26,593,523		123,870,086						
18	2006 2 Qtr	59,499,478	26,514,723		123,870,086						
19	2006 3 Qtr	59,953,779	26,436,158		123,870,086						
20	2006 4 Qtr	60,411,986	26,357,822	\$344,816,515	123,870,086	\$495,480,344	\$150,663,829	\$96,029,182	\$633,937,196	\$96,029,182	30.41%
21	2007 1 Qtr	60,848,658	26,424,449		126,291,557						
22	2007 2 Qtr	61,288,823	26,353,478		126,291,557						
23	2007 3 Qtr	61,732,512	26,282,698		127,585,928						
24	2007 4 Qtr	62,179,754	26,212,108	\$351,322,480	127,585,928	\$505,166,227	\$153,843,747	\$88,716,853	\$722,654,050	\$88,716,853	30.45%
25	2008 1 Qtr	62,624,736	26,105,618		127,585,928						
26	2008 2 Qtr	63,073,198	26,087,325		127,585,928						
27	2008 3 Qtr	63,525,170	26,069,044		127,585,928						
28	2008 4 Qtr	63,980,680	26,050,777	\$357,516,547	127,585,928	\$510,343,713	\$152,827,166	\$79,736,817	\$802,390,866	\$79,736,817	29.95%
29	2009 1 Qtr	64,439,758	25,988,296		129,133,321						
30	2009 2 Qtr	64,902,432	25,980,884		129,133,321						
31	2009 3 Qtr	65,368,733	25,993,493		129,133,321						
32	2009 4 Qtr	65,838,689	25,996,092	\$364,518,387	129,133,321	\$516,533,282	\$152,014,896	\$71,759,025	\$874,148,892	\$71,759,025	29.43%
33	2010 1 Qtr	66,343,546	25,843,786		130,589,085						
34	2010 2 Qtr	66,852,574	25,853,472		130,589,085						
35	2010 3 Qtr	67,365,809	25,863,162		130,589,085						
36	2010 4 Qtr	67,883,287	25,872,855	\$371,878,489	130,589,085	\$522,356,340	\$150,477,850	\$64,268,034	\$938,417,925	\$64,268,034	28.81%
37	2011 1 Qtr	68,405,045	26,295,796		136,155,084						
38	2011 2 Qtr	68,931,119	26,320,742		136,155,084						
39	2011 3 Qtr	69,461,547	26,345,711		136,155,084						
40	2011 4 Qtr	69,996,366	26,370,704	\$382,127,028	136,155,084	\$544,620,335	\$162,493,307	\$62,789,925	\$1,001,207,850	\$62,789,925	29.84%

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

ACRRR - Stand-Alone Costs and Revenues

Quarterly Revenue Requirements to Cover Total Stand-Alone

Period	Quarter	Quarterly Capital Requirement Road/Property	Quarterly Operating Expense	Annual Stand-Alone Requirement	Quarterly Stand-Alone Revenues	Annual Stand-Alone Revenues	Overpayments In Revenues	PV Difference	Cumulative PV Difference	PV Required Reduction In Revenues	Percent Reduction In Rates 1/ (12)
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)
41	2012 1 Qtr	\$70,535,614	\$26,384,435		\$139,530,380						
42	2012 2 Qtr	71,079,329	26,419,325		139,530,380						
43	2012 3 Qtr	71,627,550	26,454,261		139,530,380						
44	2012 4 Qtr	72,180,316	26,489,244	\$391,170,075	139,530,380	\$558,121,520	\$166,951,445	\$58,368,256	\$1,059,576,107	\$58,368,256	29.91%
45	2013 1 Qtr	72,737,665	26,261,463		141,376,610						
46	2013 2 Qtr	73,299,638	26,316,439		141,376,610						
47	2013 3 Qtr	73,866,273	26,371,530		141,376,610						
48	2013 4 Qtr	74,437,612	26,426,737	\$399,717,356	141,376,610	\$565,506,439	\$165,789,082	\$52,441,429	\$1,112,017,535	\$52,441,429	29.32%
49	2014 1 Qtr	75,013,695	26,284,920		143,744,899						
50	2014 2 Qtr	75,594,563	26,347,125		143,744,899						
51	2014 3 Qtr	76,180,257	26,409,478		143,744,899						
52	2014 4 Qtr	76,770,818	26,471,978	\$408,072,834	143,744,899	\$574,979,596	\$165,906,762	\$47,480,439	\$1,159,497,974	\$47,480,439	28.85%
53	2015 1 Qtr	77,366,290	26,396,205		146,661,953						
54	2015 2 Qtr	77,966,713	26,453,431		146,661,953						
55	2015 3 Qtr	78,572,132	26,510,780		146,661,953						
56	2015 4 Qtr	79,182,589	26,568,254	\$419,016,395	146,661,953	\$586,647,813	\$167,631,418	\$43,404,835	\$1,202,902,809	\$43,404,835	28.57%
57	2016 1 Qtr	79,798,128	26,678,274		150,847,357						
58	2016 2 Qtr	80,418,793	26,730,808		150,847,357						
59	2016 3 Qtr	81,044,627	26,783,446		150,847,357						
60	2016 4 Qtr	81,675,676	26,836,187	\$429,965,940	150,847,357	\$603,389,428	\$173,423,488	\$40,627,740	\$1,243,530,549	\$40,627,740	28.74%
61	2017 1 Qtr	82,311,985	26,790,362		154,171,556						
62	2017 2 Qtr	82,953,599	26,860,412		154,171,556						
63	2017 3 Qtr	83,600,565	26,930,644		154,171,556						
64	2017 4 Qtr	84,252,928	27,001,061	\$440,701,555	154,171,556	\$616,686,226	\$175,984,670	\$37,301,099	\$1,280,831,648	\$37,301,099	28.54%
65	2018 1 Qtr	84,910,735	26,810,603		156,578,489						
66	2018 2 Qtr	85,574,033	26,866,025		156,578,489						
67	2018 3 Qtr	86,242,870	26,961,658		156,578,489						
68	2018 4 Qtr	86,917,294	27,037,504	\$451,340,722	156,578,489	\$626,313,955	\$174,973,233	\$33,554,476	\$1,314,386,124	\$33,554,476	27.94%
69	2019 1 Qtr	87,597,354	27,114,087		160,831,590						
70	2019 2 Qtr	88,283,097	27,194,394		160,831,590						
71	2019 3 Qtr	88,974,574	27,274,938		160,831,590						
72	2019 4 Qtr	89,671,834	27,355,722	\$463,465,999	160,831,590	\$643,326,358	\$179,860,359	\$31,206,593	\$1,345,592,717	\$31,206,593	27.96%
73	2020 1 Qtr	90,374,927	27,346,443		164,549,254						
74	2020 2 Qtr	91,083,903	27,431,503		164,549,254						
75	2020 3 Qtr	91,798,815	27,516,827		164,549,254						
76	2020 4 Qtr	92,519,712	27,602,417	\$475,674,547	164,549,254	\$658,197,017	\$182,522,470	\$28,652,286	\$1,374,245,004	\$28,652,286	27.73%
77	2021 1 Qtr	93,246,648	27,688,273		169,011,423						
78	2021 2 Qtr	93,979,674	27,774,397		169,011,423						
79	2021 3 Qtr	94,718,843	27,860,788		169,011,423						
80	2021 4 Qtr	95,464,209	27,947,447	\$488,680,279	169,011,423	\$676,045,694	\$187,365,415	\$26,611,198	\$1,400,856,202	\$26,611,198	27.71%

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