

Alaska-Canada Rail Link Innovative Scheduling Railway Corridor Financial Model Input Data Requirements

Innovative Scheduling is prepared to calibrate and supply reasonable assumptions for any of these inputs that will not be provided by other team members. Where appropriate, we need to have a "Low", "Likely", and "High" estimate so we can bound our results. Each team member supplying inputs should also document where or how the inputs were developed.

It would be helpful to us if team members who expect to supply us data can sign up on the attached chart so we know with whom to interface. Or Kells can dictate who should give us what data, if there are no volunteers. Also, to the extent folks can supply us "preliminary" numbers, we will go ahead and mock up the model. We will use our own plug numbers in the interim, until real data begins to come in to us.

Innovative Scheduling Railway Corridor Financial Model Input Data Requirements

Exhibit 1: Innovative Scheduling Railway Corridor Financial Model Inputs

Data Element	Source (who?)
1. Physical characteristics for each segment on route	
A. Length of segment	
B. Terrain (Mountainous, Hilly, Flat)	
C. Track Configuration (Single with sidings, double)	
D. Track Design (concrete/wood, rail weight)	
E. Location and length of sidings	
F. Location and configuration of crossovers	
G. Signal type (DTC, ABS, CTC)	
H. Maximum operating speed by type of train	
I. Maximum train length (feet/meters and/or # cars)	
J. Maximum train tonnage	
K. Location, type, and size of any yards and terminals	
• Classification	
• Local serving	
• Intermodal	
• Bulk transfer	
• Trans-loading facilities	
2. Equipment	
L. Locomotive type	
M. Locomotive shop, servicing pit, and fueling locations	
N. Car shop/Rip track locations	
O. Fuel cost \$/gallon	
3. Traffic (on corridor only)	
P. By Orig-Dest	
Q. By market	
• Intermodal	
• Bulk (what types, e.g. Bulk/stone/grain/CCIO?)	
• Carload/Manifest (what commodities?)	
• Passenger	
R. By month or week for first year	
S. By year (or annual growth %) for next 15 years	
T. Percent of weekly traffic originating each day of week (e.g. 5% Sunday, 15% Monday, etc)	
U. Empty backhaul %	
V. Tons/Car – loaded and empty	
• By market	



Innovative Scheduling Railway Corridor Financial Model Input Data Requirements

Data Element	Source (who?)
4. Labor Expense	
W. T&E Crews	
<ul style="list-style-type: none"> • Crew change points 	
<ul style="list-style-type: none"> • Deadheading arrangements & costs 	
<ul style="list-style-type: none"> • Meals & lodging arrangements & costs 	
<ul style="list-style-type: none"> • Wages, Benefits 	
<ul style="list-style-type: none"> • Work days/trips/hours per month 	
X. Other labor crafts and management staff	
<ul style="list-style-type: none"> • Headcount 	
<ul style="list-style-type: none"> • Wages, Benefits 	
5. Financial	
Y. Cost of Capital	
Z. Depreciation Schedule for Tax purposes	
AA. Asset lives by class for book depreciation	
BB. Corporate Tax rate	
CC. Required/Typical Insurances	

