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SERVICE DATE - LATE RELEASE MARCH 19, 1999

SURFACE TRANSPORTATION BOARD

Decision

STB Ex Parte No. 290 (Sub-No. 5) (99-2)

QUARTERLY RAIL COST ADJUSTMENT FACTOR

Decided: March 18, 1999

In Railroad Cost Recovery Procedures, 1 I.C.C.2d 207 (1984), the Interstate Commerce Commission (ICC) outlined the procedures for calculating the all-inclusive index of railroad input prices and the method for computing the rail cost adjustment factor (RCAF). Under the procedures, the Association of American Railroads (AAR) is required to calculate the index on a quarterly basis and submit it on the fifth day of the last month of each calendar quarter. In Railroad Cost Recovery Procedures, 5 I.C.C.2d 434 (1989), aff'd sub nom. Edison Electric Institute, et al. v. ICC, 969 F.2d 1221 (D.C. Cir. 1992), the ICC adopted procedures that require the adjustment of the quarterly index for a measure of productivity.

The provisions of 49 U.S.C. 10708, which were recently revised by the ICC Termination Act of 1995, Pub. L. No. 104-88, 109 Stat. 803, direct the Surface Transportation Board (Board) to continue to publish both an unadjusted RCAF and a productivity-adjusted RCAF.¹ In Productivity Adjustment-Implementation, Ex Parte No. 290 (Sub-No. 7) (STB served Oct. 3, 1996), the Board decided to publish a second productivity-adjusted RCAF called the RCAF-5. Consequently, three indices are now filed with the Board: the RCAF (Unadjusted), the RCAF (Adjusted), and the RCAF-5. The RCAF (Adjusted), which reflects national average productivity changes as originally developed and applied by the ICC, is currently based on a 5-year moving average. The RCAF-5 reflects national average productivity changes as if a 5-year moving average had been applied consistently from the productivity adjustment's inception in 1989.

The index of railroad input prices, RCAF (Unadjusted), RCAF (Adjusted), and RCAF-5 for the second quarter 1999 are shown in Table A of the Appendix to this decision. Table B shows the fourth quarter 1998 index and the RCAF calculated on both an actual and a forecasted basis. The difference between the actual calculation and the forecasted calculation is the forecast error adjustment.

Both the RCAF (Adjusted) and the RCAF-5 are currently calculated using a moving 5-year average of productivity change for U.S. Class I railroads. An average productivity change rate of 1.057 (5.7% per year) for the period 1993-1997 is currently used for the RCAF (Adjusted). In accordance with Ex Parte No. 290 (Sub-No. 7), supra, the RCAF-5 will continue to use the 1992-1996 average productivity change rate of 1.097 (9.7%) until January 1, 2000.

¹ The RCAF provisions of former section 10707a were revised and redesignated as 49 U.S.C. 10708.

We have examined AAR's calculations for compliance with our procedures and find that the second quarter 1999 RCAF (Unadjusted) is 0.993, an decrease of 0.3% from the first quarter 1999 RCAF of 0.996. The RCAF (Adjusted) is 0.589, a decrease of 1.7% from the first quarter 1999 RCAF (Adjusted) of 0.599. The RCAF-5 is 0.587, a decrease of 2.7% from the first quarter 1999 RCAF-5 of 0.603.

This decision will not significantly affect the quality of the human environment or the conservation of energy resources.

Pursuant to 5 U.S.C. 605(b), we conclude that our action will not have a significant economic impact on a substantial number of small entities within the meaning of the Regulatory Flexibility Act.

AUTHORITY: 49 U.S.C. 10708.

It is ordered:

1. The Board has approved the second quarter 1999 Rail Cost Adjustment Factor (Unadjusted) of 0.993, RCAF (Adjusted) of 0.589, and RCAF-5 of 0.587.
2. Notice of this decision will be published in the Federal Register.
3. The effective date of this decision is April 1, 1999.

By the Board, Chairman Morgan, Vice Chairman Clyburn, and Commissioner Burkes.

Vernon A. Williams
Secretary

TABLE A
Ex Parte No. 290 (Sub-No. 5) (99-2)
All Inclusive Index of Railroad Input Costs

LINE NO.	INDEX COMPONENT	1997 WEIGHTS	FIRST QUARTER 1999 FORECAST	SECOND QUARTER 1999 FORECAST
1	LABOR	41.0%	232.8	233.0
2	FUEL	8.6%	63.1	55.2
3	MATERIALS AND SUPPLIES	5.8%	147.7	147.6
4	EQUIPMENT RENTS	11.1%	173.8	172.4
5	DEPRECIATION	10.2%	149.8	149.1
6	INTEREST	3.9%	102.0	102.0
7	OTHER ITEMS ¹	19.4%	155.5	155.5
8	WEIGHTED AVERAGE	100.0%	178.2	177.3
9	LINKED INDEX ²		173.0	172.1
10	PRELIMINARY RAIL COST ADJUSTMENT FACTOR ³		99.9	99.4
11	FORECAST ERROR ADJUSTMENT ⁴		-.003	-.001
12	RCAF (UNADJUSTED) (LINE 10 + LINE 11)		0.996	0.993
13	RCAF (ADJUSTED) ⁵		0.599	0.589
14	RCAF-5 ⁶		0.603	0.587

¹ "Other Items" is a combination of Purchased Services, Casualties and Insurance, General and Administrative, Other Taxes, Loss and Damage, and Special Charges, price changes for all of which are measured by the Producer Price Index for Industrial Commodities Less Fuel and Related Products and Power.

² Linking is necessitated by a change to the 1997 weights beginning with the fourth quarter 1998. The following formula was used for the current quarter's index:

$$\frac{\text{2nd Qr. 1999 Index}}{\text{(1997 Weights)}} \times \text{Times} = \frac{\text{1st. Qr. 1998 Index}}{\text{(Linked Index)}} \times \text{Equals} = \text{Linked Index (1980-96 Weights)}$$

Or

$$\frac{177.3}{178.2} \times 173.0 = 172.1$$

³ The first quarter 1998 RCAF was rebased using the October 1, 1997, level of 173.2 in accordance with the requirements of the Staggers Rail Act of 1980 (10/1/97 = 1.00).

⁴ The second quarter 1999 forecast error adjustment was calculated as follows: a. Fourth quarter 1998 RCAF calculated using forecasted data equals 100.1; b. Fourth quarter 1998 RCAF calculated using actual data equals 100.0; c. The difference equals the forecast error (b-a) of -0.1. Since the actual fourth quarter value is less than the forecast, the difference is subtracted from the preliminary RCAF.

⁵ Second quarter 1999 RCAF Adjusted (0.589) is calculated by dividing the second quarter 1999 RCAF Unadjusted (0.993) by the second quarter productivity adjustment factor of 1.6850. The second quarter 1999 productivity adjustment factor is calculated by multiplying the first quarter 1999 productivity adjustment factor of 1.6617 by the fourth root (1.0140) of the 1993 -1997 annual average productivity growth rate of 1.057%.

⁶ Second quarter 1999 RCAF-5 (0.587) is calculated by dividing the second quarter 1999 RCAF Unadjusted (0.993) by the second quarter productivity adjustment factor-5 (PAF-5) of 1.6913. The second quarter 1999 productivity adjustment factor is calculated by multiplying the first quarter 1999 PAF-5 of 1.6526 by the fourth root (1.0234) of the 1992-1996 annual average productivity growth rate of 1.097%.

TABLE B

Ex Parte No. 290 (Sub-No. 5) (99-2)
Comparison of Fourth Quarter 1998 Index
Calculated on Both a Forecasted and an Actual Basis

Line No.	INDEX COMPONENT	1997 WEIGHT	FOURTH QUARTER 1998 FORECAST	FOURTH QUARTER 1998 ACTUAL
1	LABOR	41.0%	232.5	232.5
2	FUEL	8.6%	68.3	64.1
3	MATERIALS AND SUPPLIES	5.8%	148.0	148.0
4	EQUIPMENT RENTS	11.1%	173.8	173.6
5	DEPRECIATION	10.2%	149.8	148.7
6	INTEREST	3.9%	102.0	102.0
7	OTHER ITEMS	19.4%	155.5	155.4
8	WEIGHTED AVERAGE		178.5	178.0
9	LINKED INDEX		173.3	173.2
10	RAIL COST ADJUSTMENT FACTOR		100.1	100.0