

EXPORT TO PPT

FGS Capital Expense (CAPEX)		\$ million Each	\$ million Total
Rolling stock:	40 cars	3	120
Track, double:	15 miles	3	45
Stations, ordinary:	20 stations	2	40
Station, Mode change:	1 stations	20	20
Maintenance barn:	1	40	40
Hydrogen fueling station:	1	50	50
Controls + crossing sig	1	10	10
Personnel training: ops, maintenance		2	2
Design, planning, consulting		4	4
Contingency		35	35
ROW purchase		0	0
Grade-separated intersections		0	0
Total Capex, gross, FGS		\$ million	366

FGS Capital Expense (CAPEX)

DEDUCTIONS AND SAVINGS: private and public

Diesel "MCI" 50-60 pax "hiway" tour buses NC
 New parking structures not needed
 Parking lots surplus; land recovered to develop
 Highways projects not needed; fed funds repurposed
 Deploy surplus FGS rolling stock "Outside" 7 r
Total capex deductions and savings, gross, cost

CAPEX REDUCTIONS: private and public

USDOT grant, FTA (Fed Transit Admin); theoretical
 USFS USDA grant for MGVC improvement, CC improvement
 Private investment, misc: airlines, shore excursion
 Other

Total capex reductions

NET CAPEX REQUIRED FOR FGS: beyond rail

Cruise ship industry share, residual, balance
NET CAPEX DEFICIENCY

FGS OPEX BENEFITS, SUMMER 4 MONTHS, CRUISE SHIP INDUSTRY: incremental margin increase

0.6 million pax/yr CC increase @	\$500 margin per pax =	\$ million	300	Total gross margin
Less opex, cruise ship share		\$ million	40	
Net total annual incremental margin increase		\$ million	260	
Simple annual ROI on total cruise ship industry capex		per cent	140	
240 short tons CO2 not emitted from burning diesel in "hiway" MCI buses; diesel buses replaced by FGS				
Note: average 40 buses / day @ 30 miles / day x 100 days per summer = 120,000 miles per summer; @ 5 mpg, = 24,000 gal diesel / summer @ 20 lbs CO2 / gallon = 480,000 lbs CO2 = 240 short tons CO2/yr				

FGS JUNEAU PUBLIC BENEFITS, PER 12 MONTHS

- 1 \$ million Estimated Capital Transit Opex savings: fewer vehicles (bus, railcar), fewer drivers
- 1 \$ million Estimated savings in school bus transportation

36	\$ million	Estimated savings, after-tax expense; need fewer private-owned light duty vehicle (LDV's) 6,000 fewer LDV's @ \$6,000 total annual cost = \$36 million
1	\$ million	Estimated savings in snow removal
1	\$ million	Vacant garages converted to rental housing (small, inexpensive units): "affordable"
10	\$ million	Health care costs reduction; walk more; healthier; health insur premiums lower
0	\$ million	Other
50	\$ million	Total annual Juneau benefits
		Simple annual ROI on total FGS capex, before adjustments 14 per cent
		Simple annual ROI on adjusted total FGS capex 36 per cent
		Juneau population = 32,000
\$1,563		Average cash saving per person, after tax, per year

FGS TOTAL ANNUAL PUBLIC AND PRIVATE BENEFITS

Cruise ship industry, net	\$260	million
Juneau, private and CBJ	\$50	million
Total	\$310	million

Simple annual ROI on total FGS capex, before adjustments	85 per cent
Simple annual ROI on adjusted total FGS capex	225 per cent

		\$ million	\$ million
public		Each	Each
60 buses		0.8	48
3 garages		10	30
10 acres		3	30
5 years		8	40
20 cars		1	20
Consequent of FGS		\$ million	148

	\$ million
Capital; very uncertain	50
increase	10
Provisions	20
	0
	\$ million
	80

Replace all buses:	\$138	\$ million
	\$138	\$ million
	\$0	\$ million

FGS Operating Expense (OPEX) \$ millions

SUMMER 4 MONTHS, CRUISE SHIP INDUSTRY ALLOCATION

FGS labor: drivers (operators)	10
FGS electric energy	10
FGS maintenance	5
FGS other	5
FGS subtotal	30
Cruise ship car host, hostess labor	10
Total cruise ship industry allocation	40

SUMMER 4 MONTHS, CBJ ALLOCATION "CAPITAL TRANSIT"

FGS labor: drivers (operators)	2
FGS electric energy	1
FGS maintenance	1
FGS other	1
FGS subtotal	5
Less % "head tax" from CBJ	30 per cent
(Assume X million @ \$ 8)	1.5
CBJ share, net of "head tax" summer 4 months	1.4

OTHER 8 MONTHS, CBJ ALLOCATION "CAPITAL TRANSIT"

FGS labor: drivers (operators)	3
FGS electric energy	3
FGS maintenance	3
FGS other	2
FGS subtotal	11