Monthly Performance Report for October 2010

December 21, 2010

Amtrak is a registered service mark of the National Railroad Passenger Corporation.

Table of Contents

			Page #
A.	Financial Results		
	1.	Summary Performance Report versus Budget	
		Operating Results - Month	A-1.1
		Operating Results – Year end Forecast	A-1.2
		Capital Spend Summary - Month	A-1.3
		Capital Spend Summary – Year end Forecast	A-1.4
		ARRA Capital Program Summary	A-1.5
	2.	Metrics	
		Metrics	A-2.1
		Inventory Turns / Balance	A-2.8
	3.	Ridership and Revenue	
		Ticket Revenue and Ridership Summary	A-3.1
		Ridership and Ticket Revenue by Route	
		Current Month	A-3.4
		Ridership and Revenue – Sleeper Class	A-3.5
	4.	Actual and Forecast Results	
		Income Statement by Business Lines	
		Month, YTD & Forecast vs Budget and Prior Year	A-4.1
		Capital Project Overview	
		Regular Projects	A-4.8
		ARRA Projects	A-4.10
		Mechanical Production Report	A-4.13
		Engineering Production Report	A-4.15
		Cash Flow Actual and Forecast Overview	A-4.16
	5.	Actual Analysis to Prior Year	
		Consolidated Income Statement	A-5.1
		Consolidated Statements of Cash Flows	A-5.4
		Balance Sheet	A-5.5
B.	Legislative Report		
		Legislative Updates	B-1
C.	Route Performance Report – Fully Allocated		
		Summary YTD Route Results	C-1
D.	Workforce Statistics		
		Headcount Data	D-1
		Other Employee Costs	D-3
E.	Performance Indicators		
		Delay Minutes Summary Report	E-1
		Host Railroad Delay Minutes Report	E-2
		On-Time Performance	E-7

A

FINANCIAL RESULTS

Operating Results for the Month of

October 2010

($ millions)

	October FY11	October Budget	Fav/(Unfav) to Budget	Comments
Revenues:				
Adjusted Ticket Revenue	$154.9	$144.9	$10.0	Primarily due to the Acela and Northeast Regional, Long Distance routes also favorable.
Food & Beverage	8.5	8.9	(0.4)	Average cash sale per rider still trending below plan.
State Support	2.2	15.9	(13.7)	**All contracts unsigned except for Maine, Missouri and Texas.**
Total Passenger Related	165.6	169.7	(4.1)	
Other Revenue	43.9	50.7	(6.8)	
Total Revenues	**$209.5**	**$220.4**	**($10.9)**	
Expenses:				
Salaries, Wages & Benefits	$149.5	$153.5	$4.0	Open positions and favorable health insurance costs.
Train Operations	21.6	21.5	(0.1)	Schedule adherence payments to host railroads for improved on-time performance.
Fuel, Power and Utilities	28.2	26.2	(2.0)	Higher diesel fuel and diesel fuel hedge costs partially offset by favorable purchased power.
Materials	22.8	17.9	(4.9)	Unfavorable component and locomotive repairs.
Facility & Communications	15.0	15.3	0.3	Timing of discretionary office expenditures.
Advertising and Sales	7.4	9.6	2.2	Timing of advertising and promotion programs.
Casualty and Other Claims	7.1	5.0	(2.1)	Higher accrued liability for FELA claims.
Depreciation, net	49.5	50.7	1.2	Lower capitalization of maintenance of way costs than plan.
Other Expenses				
Professional Fees	5.3	7.2	1.9	Timing of outside legal and professional fees.
Data Processing Services	9.5	9.0	(0.5)	Reflects new IBM data center activity.
Maintenance of Way Services	3.6	4.2	0.6	Timing of road maintenance services.
Remaining Other Expenses	7.3	8.3	1.0	Lower purchased insurance and accrued environmental liability.
Indirect Cost Capitalized to P&E	(15.1)	(11.9)	3.2	Increased stimulus and capital spending.
Total Expenses	**$311.7**	**$316.5**	**$4.8**	
Net Loss from Operations	**$102.2**	**$96.1**	**($6.1)**	
Interest Expense, net	8.5	7.1	(1.4)	Lower net interest expense due to the termination of equipment leases.
Net Loss	**$110.7**	**$103.2**	**($7.5)**	

AMTRAK

Forecast Operating Results for the Year Ending

September FY11

($ millions)

	Year-End FY11	Year-End Budget	Fav/(Unfav) to Budget	Comments
Revenues:				
Adjusted Ticket Revenue	$1,807.3	$1,767.2	$40.1	Reflects an updated forecast from Market Research.
Food & Beverage	104.3	104.8	(0.5)	Slight decrease based on October results.
State Support	190.5	190.5	0.0	
Total Passenger Related	2,102.1	2,062.5	39.6	
Other Revenue	576.0	593.3	(17.3)	Primarily reflects a reduction in purchased power costs that are then charged to users of the NEC.
Total Revenues	**$2,678.1**	**$2,655.8**	**$22.3**	
Expenses:				
Salaries, Wages & Benefits	$1,917.4	$1,928.1	$10.7	Open salary positions and favorable health benefit costs.
Train Operations	269.7	269.0	(0.7)	Slightly higher crew layover projections.
Fuel, Power and Utilities	330.2	332.4	2.2	Lower projected purchased power costs partially offset by increased diesel fuel prices.
Materials	222.8	216.8	(6.0)	Reflects higher component overhauls, non-consumable materials and locomotive repairs.
Facility & Communications	177.7	177.6	(0.1)	
Advertising and Sales	113.1	115.5	2.4	Reflects timing of advertising and sales promotions experienced in October.
Casualty and Other Claims	59.8	59.7	(0.1)	Unfavorable accrued FELA claims offset by favorable passenger claims and 3rd party liability.
Depreciation, net	661.7	638.0	(23.7)	Due to an increase in base depreciable assets.
Other	354.5	348.8	(5.7)	Due to increases in HR professional fees (offset from Salaries) and outsourced ITII contract.
Indirect Cost Capitalized to P&E	(133.4)	(134.6)	(1.2)	Due to an adjustment to the allocation rate for capital overhead transfers.
Total Expenses	**$3,973.5**	**$3,951.3**	**($22.2)**	
Net Loss from Operations	**$1,295.4**	**$1,295.5**	**$0.1**	
Interest Expense, net	104.3	79.5	(24.8)	Lower interest income due to the termination of equipment leases.
Net Loss	**$1,399.7**	**$1,375.0**	**($24.7)**	
Adjustment [1]	(858.4)	(783.0)	$75.4	Due to the variance in depreciation and project related costs funded by Capital and Stimulus.

Operating Support excluding IG's office

Requirement	$541.3
Federal Operating Support	$592.0
Variance - Fav / (Unfav)	$50.7

[1] Adjustment to exclude Depreciation, Project related costs covered by Capital funding (PRJ), non-cash portion of OPEBs and the Inspector General's office.

AMTRAK

Capital Spending for the Month of

October 2010

Capital Spend ($ millions)	October FY11	October Authorized	Under/(Over) Authorized	Comments
Engineering	$25.5	$37.4	$11.9	Timing of track work, bridge & culvert repairs and signal systems.
- ADA	2.2	17.0	14.8	Evaluating forecast and timing of improvements to stations.
Mechanical	10.0	13.2	3.2	Timing of Superliner and Amfleet programs.
All Else	4.5	18.5	14.0	Timing of IT improvements, Marketing and Policy and Development programs.
Total	$42.2	$86.1	$43.9	

AMTRAK®

Forecast Capital Spending for the Year Ending

September 2011

Capital Spend ($ millions)	Total FY11	Authorized FY11	Under/(Over) Authorized	Comments
Engineering	$449.6	$449.4	($0.2)	
- ADA	145.6	267.0	121.4	Evaluating forecast and timing of improvements to stations.
Mechanical	204.3	306.1	101.8	Variance reflects authorized acquisition of new rolling stock.
All Else	245.2	248.6	3.4	Under spend on Policy & Dev. and Environmental partially offset by overspend by IT.
Total	$1,044.7	$1,271.1	$226.4	

Capital Spend ($ millions) by Fund Source	Total FY11	Authorized FY11	Under/(Over) Authorized	
General Capital	$656.6	$767.7	$111.1	Primarily reflects the authorized acquisition of new rolling stock.
- ADA	145.6	267.0	121.4	Evaluating forecast and timing of improvements to stations.
State and Local	98.1	95.1	(3.0)	Higher forecast for station improvements.
Other Fed & Misc	144.4	141.3	(3.1)	Includes currently unfunded forecast for catenary work.
Total	$1,044.7	$1,271.1	$226.4	

ARRA Program Capital Spending

as of October 2010

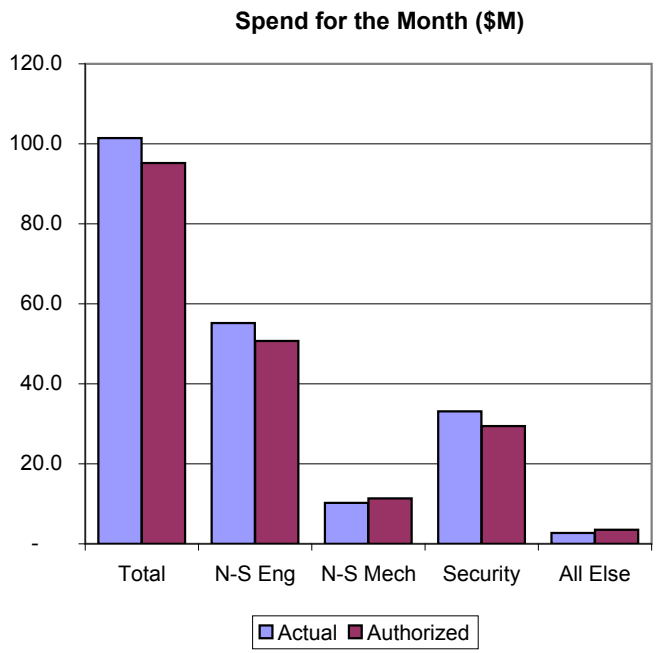
Capital Spend Forecast ($ millions)	Program Total [1]	Program Authorized [1]	Under/(Over) Authorized
Non-Security Engineering	$588.0	$596.5	$8.5
Non-Security Mechanical	187.3	173.2	($14.1)
Security & Life Safety	495.9	455.9	($40.0)
All Else [2]	58.0	87.5	$29.5
Total	$1,329.2	$1,313.1	($16.1)

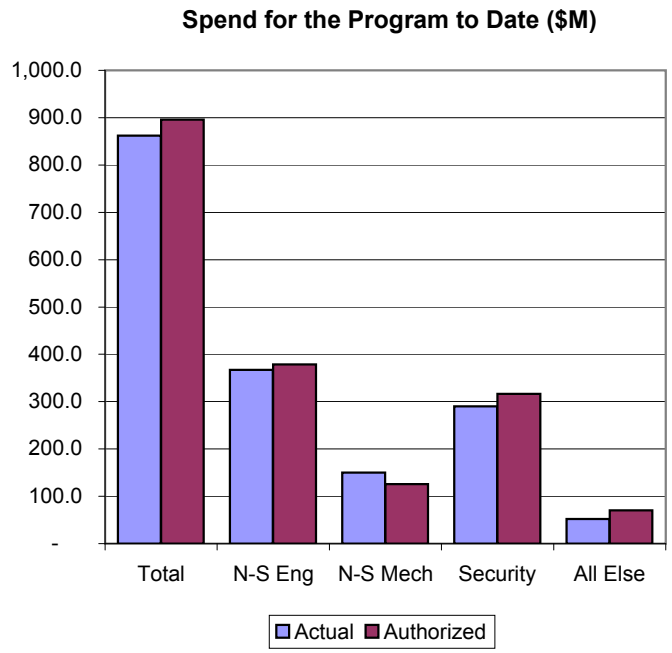
[1] Includes all funding sources.

[2] Excludes Inspector General amounts.

Comments

Includes forecasted amounts not yet authorized - stimulus projects continue to be monitored and may be adjusted.





METRICS

Key Performance Indicators

For the Month Ended October 31, 2010

	Actual	Budget/Goal	Prior Year [1]	Budget Fav / (Unfav) [2]	Prior Year Fav / (Unfav) [2]
KPIs					
RASM - Core Revenue per Seat Mile (a)	$0.154	$0.163	$0.142	($0.009)	$0.012
CASM - Core Expenses per Seat Mile (b)	$0.197	$0.209	$0.195	$0.012	($0.002)
Core (NTS) Cost Recovery Ratio (c)	78.5%	78.2%	73.2%	0.3%	5.3%
Ridership (000's)	2,541	2,502	2,378	39	163
Passenger Miles per total core employee (000's)	32	30	30	2	2
On-Time Performance (Endpoint)	80.7%	85.0%	83.2%	-4.3%	-2.5%
Customer Satisfaction Index (d)	83	84	81	(1)	2
Host Railroad Performance (e)	980	n/a	918	n/a	(62)
Other Indicators					
Seat Miles (000's)	1,080,419	1,044,401	1,039,867	36,018	40,551
Passenger Miles (000's)	530,849	520,074	492,912	10,775	37,936
Train Miles (000's)	3,213	3,227	3,213	(14)	0
Average Load Factor	49.1%	49.8%	47.4%	-0.7%	1.7%
Core diesel gallons per train mile	2.2	2.3	2.2	0.1	0.0
Seat Miles per total core employee (000's)	65	60	62	5	3
Customer Injuries	119	n/a	160	n/a	41
Equipment - % of Units out of Service:					
Locomotive Fleet	18.7%	n/a	16.2%	n/a	-2.5%
Passenger Fleet	10.1%	n/a	12.8%	n/a	2.7%
Unadjusted Ticket Revenue ($000's)	$158,076	$148,750	$138,580	$9,326	$19,496
Average Ticket Yield	$0.2978	$0.2860	$0.2811	$0.0118	$0.0166
Average Ticket Price	$62.21	$59.46	$58.28	$2.75	$3.92
Core Revenue per Train Mile (f)	$56.20	$57.54	$50.43	($1.35)	$5.77
Core Expenses per Train Mile (g)	$70.89	$73.23	$65.55	$2.34	($5.34)
Total Operating Ratio (h)	1.51	1.47	1.52	(0.04)	0.01
Total Cost Recovery Ratio (i)	66.4%	68.1%	65.8%	-1.6%	0.6%
Average cost per gallon of diesel (j)	$2.66	$2.12	$1.56	($0.54)	($1.10)
F&B Metrics[3]					
Total F&B Revenue (000's) (k)	$8,926	$11,579	$9,652	($2,653)	($726)
Total F&B Expenses (000's)	$26,831	$25,857	$24,639	($974)	($2,191)
F&B Contribution/(Loss) (000's)	($17,905)	($14,278)	($14,988)	($3,627)	($2,917)
F&B Cost Recovery Ratio	33.3%	44.8%	39.2%	-11.5%	-5.9%
F&B Revenue per 100 Passenger Miles	$1.75	$2.29	$2.02	($0.55)	($0.27)
F&B Cost per 100 Passenger Miles	$5.25	$5.12	$5.16	($0.13)	($0.09)

Notes:

(a) This is calculated as NTS Total Core Revenue divided by Available Seat Miles to be consistent with the KPI's.

(b) This is calculated as NTS Total Core Expense less Depreciation and non-cash OPEB's divided by Available Seat Miles.

(c) This is calculated as RASM divided by CASM.

(d) CSI score has a one month lag.

(e) Minutes of delay per ten thousand Train Miles.

(f) This is calculated as Total Core Revenue divided by Total Train Miles.

(g) This is calculated as Total Core Expense less Depreciation and non-cash OPEB's divided by Total Train Miles.

(h) This is calculated as Total Operating Expenses by Total Operating Revenue.

(i) This is calculated as Total Operating Revenue divided by Total Operating Expenses.

(j) This includes net Fuel Hedge.

(k) Total Food and Beverage revenue includes an allocated portion of State Supported Revenue to cover F&B costs on State Routes.

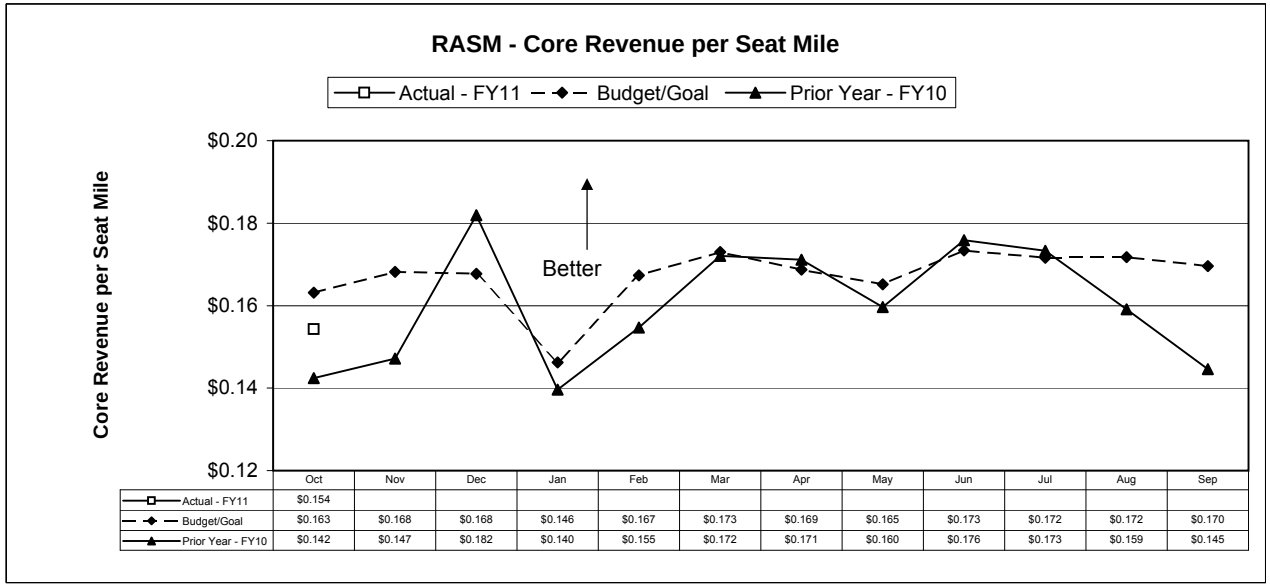
(1) Beginning in FY10, statistics are from the Amtrak Performance Tracking (APT) System, which may not match prior Monthly Performance Reports.

(2) Variances may not foot due to rounding.

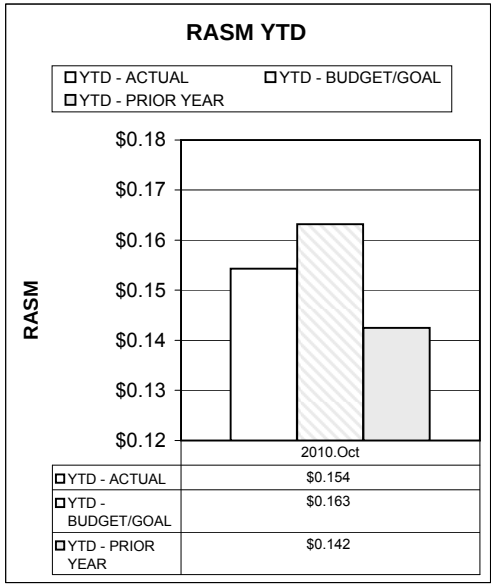
(3) F&B Metrics are based on statistical allocations using APT route data.

SUMMARY METRICS

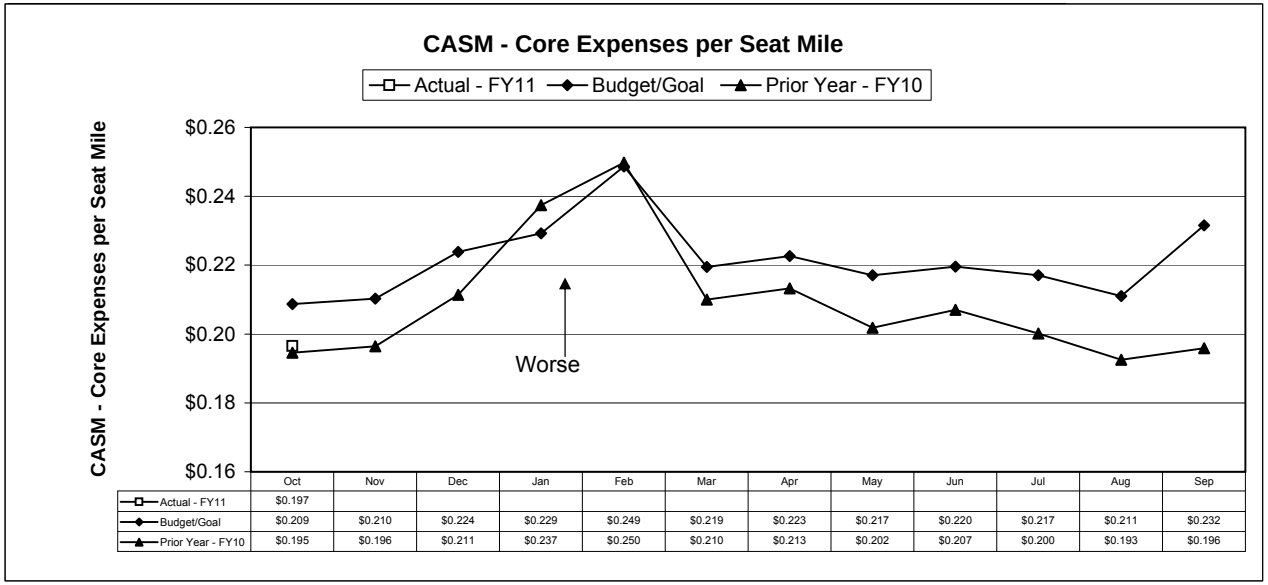
as of October, 2010



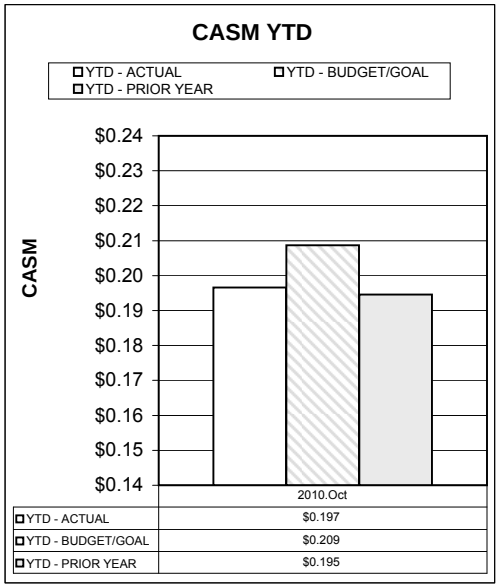
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Actual - FY11	$0.154											
Budget/Goal	$0.163	$0.168	$0.168	$0.146	$0.167	$0.173	$0.169	$0.165	$0.173	$0.172	$0.172	$0.170
Prior Year - FY10	$0.142	$0.147	$0.182	$0.140	$0.155	$0.172	$0.171	$0.160	$0.176	$0.173	$0.159	$0.145



YTD - ACTUAL	$0.154
YTD - BUDGET/GOAL	$0.163
YTD - PRIOR YEAR	$0.142



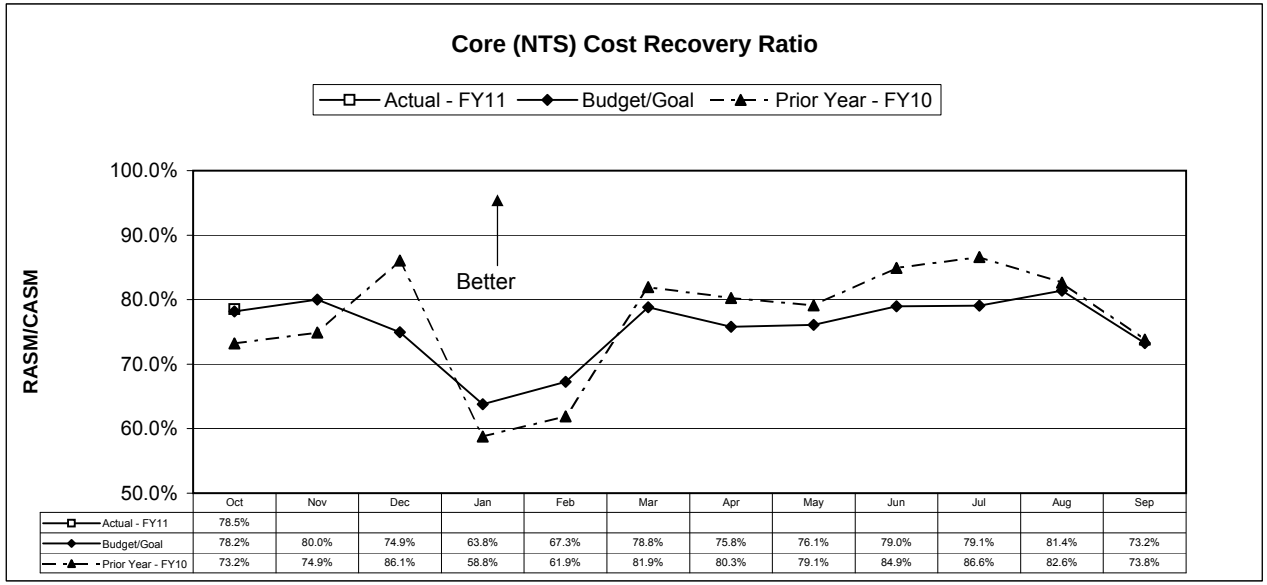
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Actual - FY11	$0.197											
Budget/Goal	$0.209	$0.210	$0.224	$0.229	$0.249	$0.219	$0.223	$0.217	$0.220	$0.217	$0.211	$0.232
Prior Year - FY10	$0.195	$0.196	$0.211	$0.237	$0.250	$0.210	$0.213	$0.202	$0.207	$0.200	$0.193	$0.196



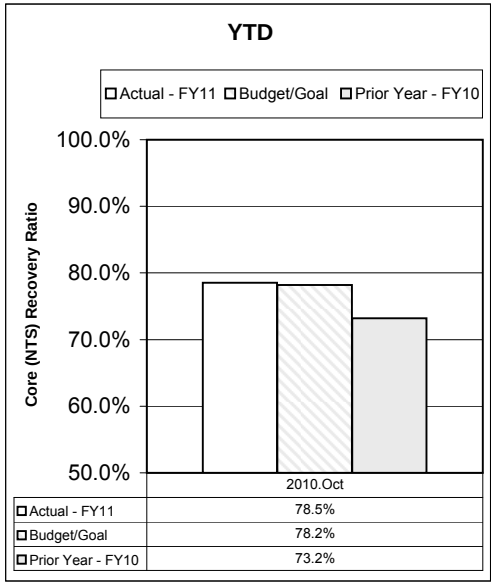
YTD - ACTUAL	$0.197
YTD - BUDGET/GOAL	$0.209
YTD - PRIOR YEAR	$0.195

SUMMARY METRICS

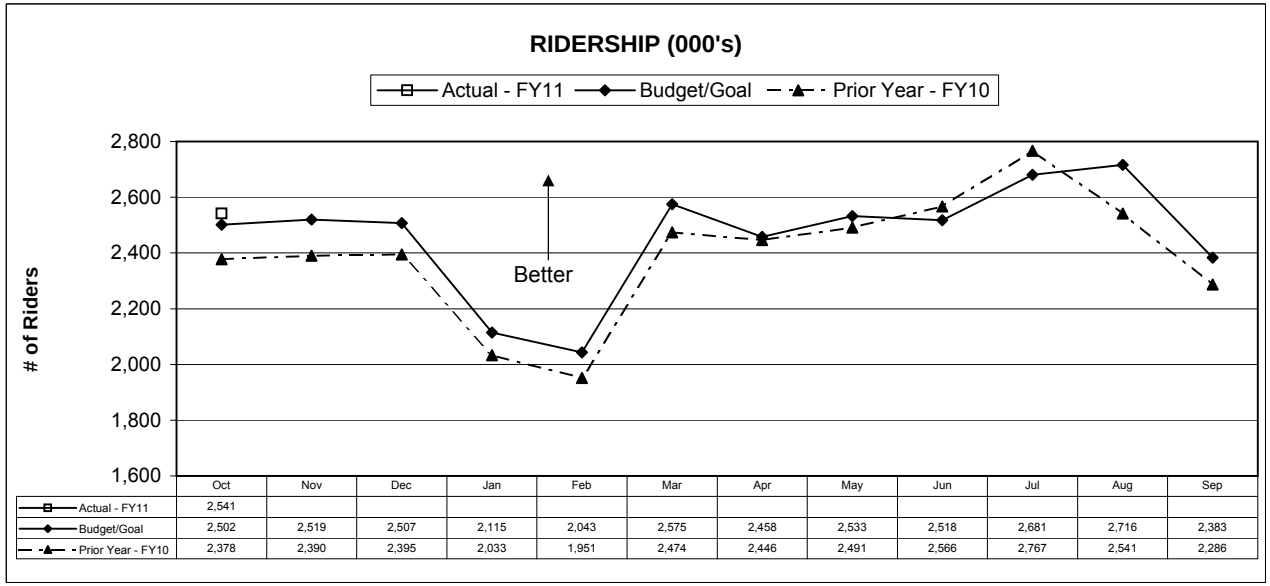
as of October, 2010



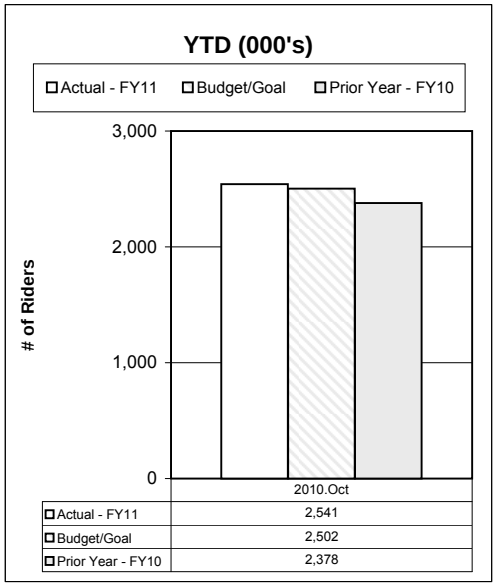
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Actual - FY11	78.5%											
Budget/Goal	78.2%	80.0%	74.9%	63.8%	67.3%	78.8%	75.8%	76.1%	79.0%	79.1%	81.4%	73.2%
Prior Year - FY10	73.2%	74.9%	86.1%	58.8%	61.9%	81.9%	80.3%	79.1%	84.9%	86.6%	82.6%	73.8%



	2010.Oct
Actual - FY11	78.5%
Budget/Goal	78.2%
Prior Year - FY10	73.2%



	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Actual - FY11	2,541											
Budget/Goal	2,502	2,519	2,507	2,115	2,043	2,575	2,458	2,533	2,518	2,681	2,716	2,383
Prior Year - FY10	2,378	2,390	2,395	2,033	1,951	2,474	2,446	2,491	2,566	2,767	2,541	2,286

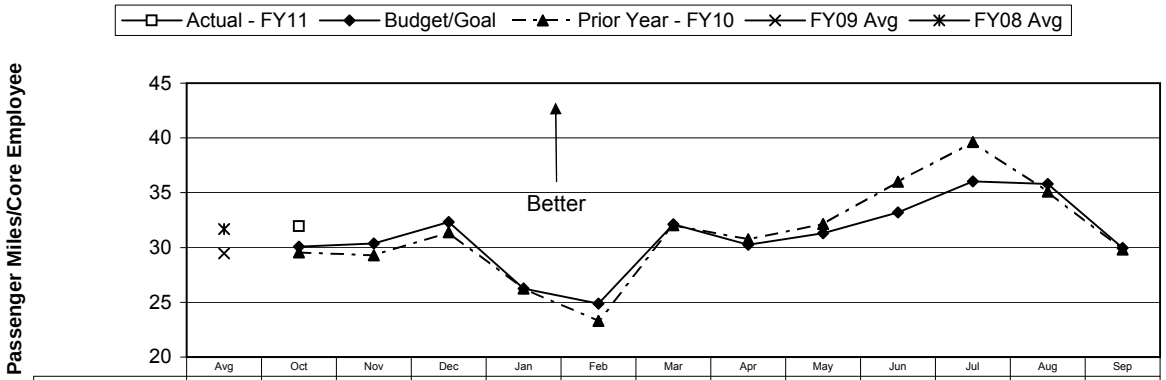


	2010.Oct
Actual - FY11	2,541
Budget/Goal	2,502
Prior Year - FY10	2,378

SUMMARY METRICS

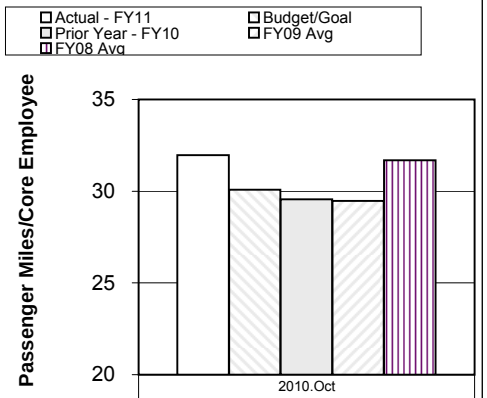
as of October, 2010

Passenger Miles per Core employee (000's)



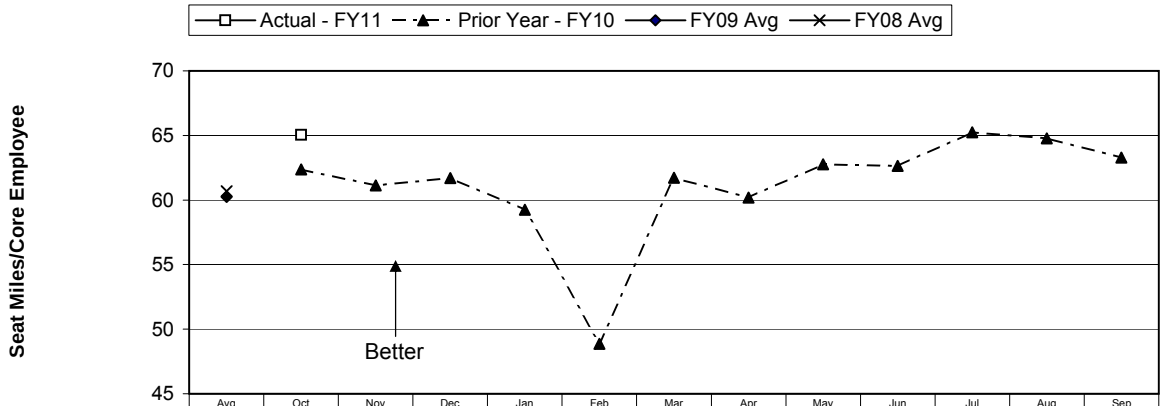
	Avg	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Actual - FY11		32											
Budget/Goal		30	30	32	26	25	32	30	31	33	36	36	30
Prior Year - FY10		30	29	31	26	23	32	31	32	36	40	35	30
FY09 Avg	29												
FY08 Avg	32												

YTD Average (000's)



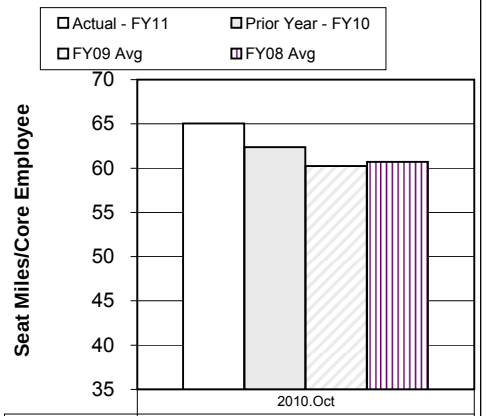
	2010.Oct
Actual - FY11	32
Budget/Goal	30
Prior Year - FY10	30
FY09 Avg	29
FY08 Avg	32

Seat Miles per Core employee (000's)



	Avg	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Actual - FY11		65											
Prior Year - FY10		62	61	62	59	49	62	60	63	63	65	65	63
FY09 Avg	60												
FY08 Avg	61												

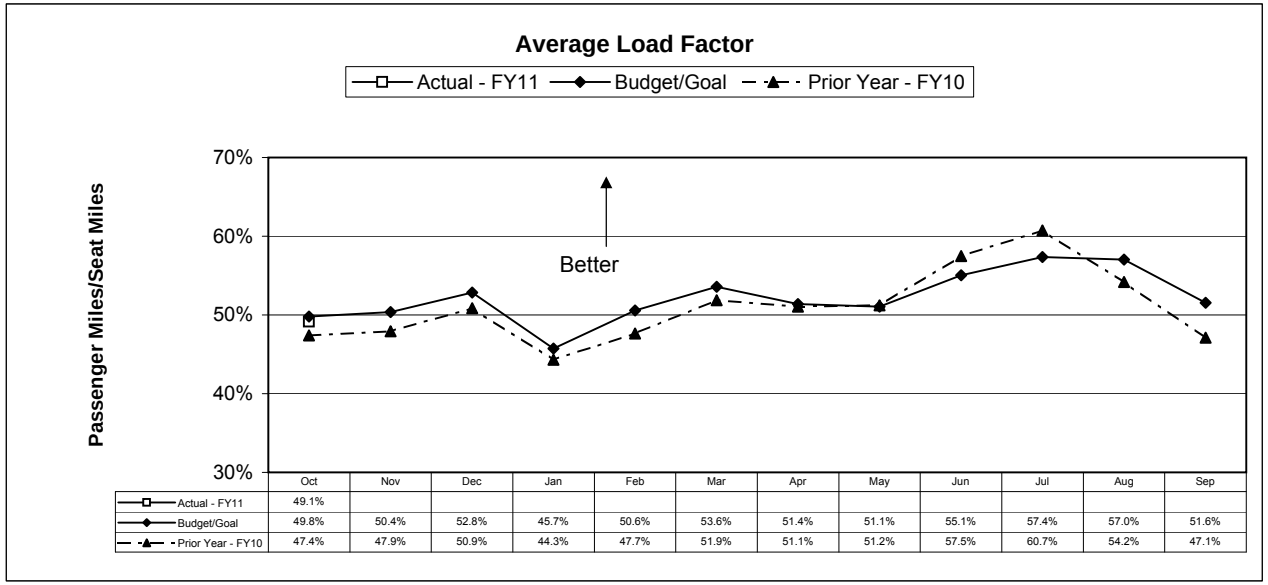
YTD Average (000's)



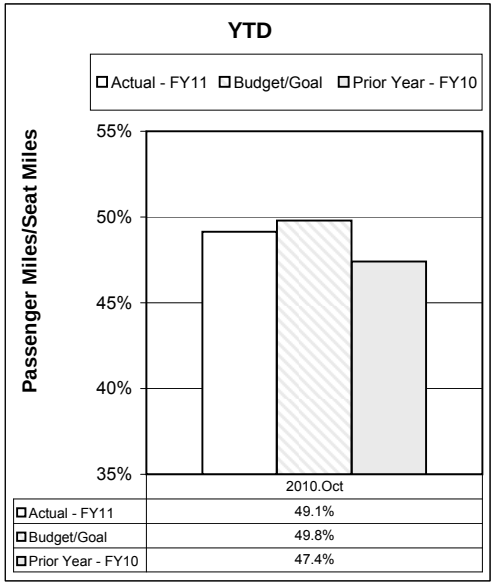
	2010.Oct
Actual - FY11	65
Prior Year - FY10	62
FY09 Avg	60
FY08 Avg	61

SUMMARY METRICS

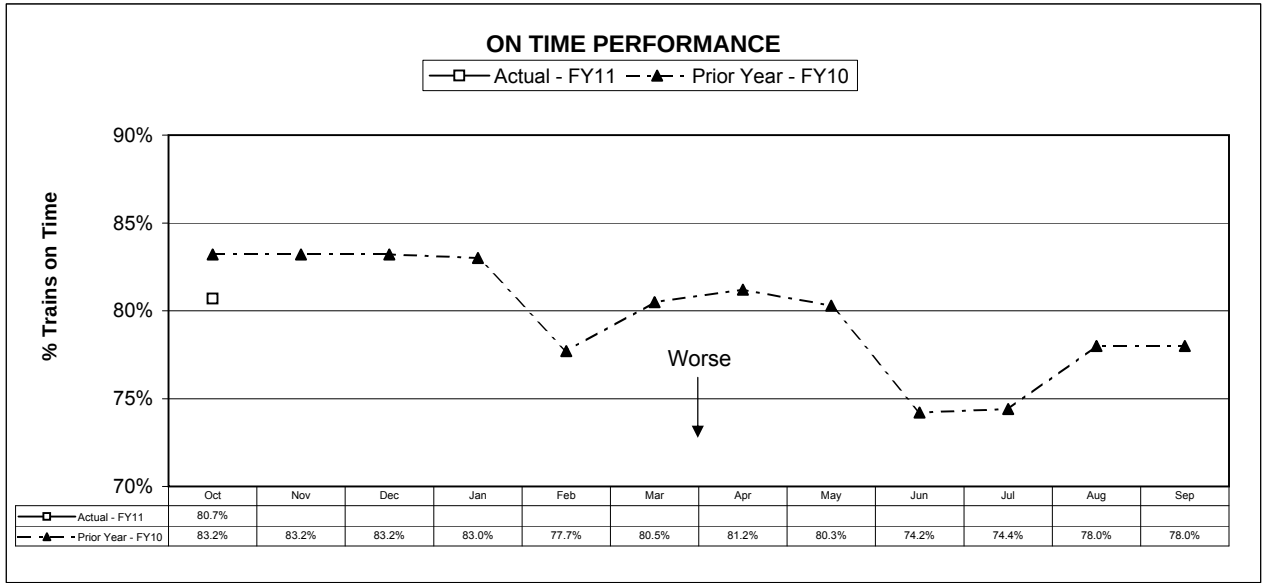
as of October, 2010



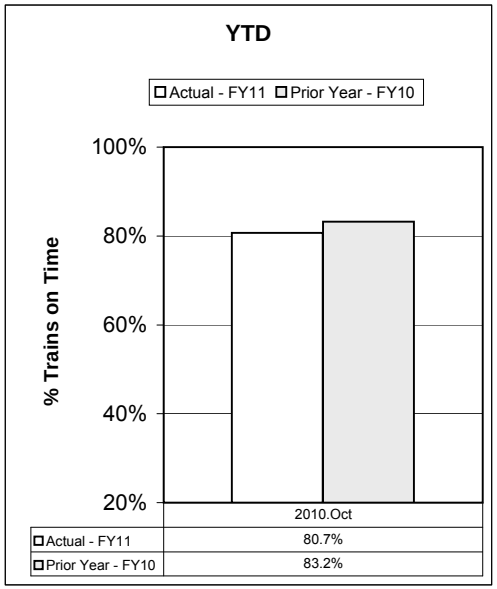
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Actual - FY11	49.1%											
Budget/Goal	49.8%	50.4%	52.8%	45.7%	50.6%	53.6%	51.4%	51.1%	55.1%	57.4%	57.0%	51.6%
Prior Year - FY10	47.4%	47.9%	50.9%	44.3%	47.7%	51.9%	51.1%	51.2%	57.5%	60.7%	54.2%	47.1%



	2010.Oct
Actual - FY11	49.1%
Budget/Goal	49.8%
Prior Year - FY10	47.4%



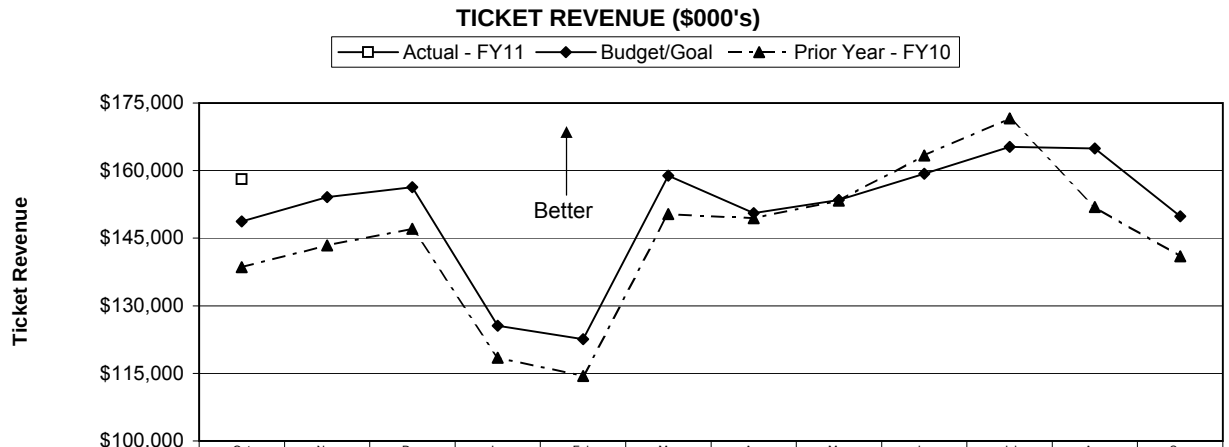
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Actual - FY11	80.7%											
Prior Year - FY10	83.2%	83.2%	83.2%	83.0%	77.7%	80.5%	81.2%	80.3%	74.2%	74.4%	78.0%	78.0%



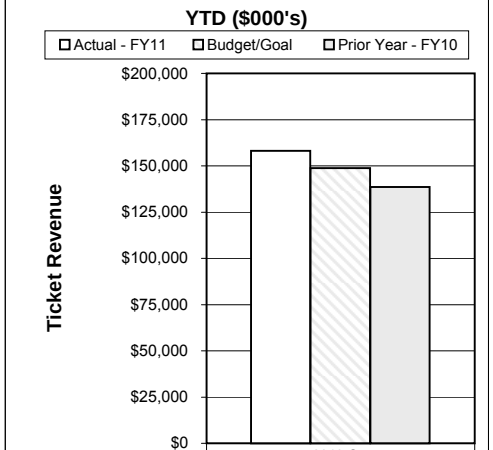
	2010.Oct
Actual - FY11	80.7%
Prior Year - FY10	83.2%

SUMMARY METRICS

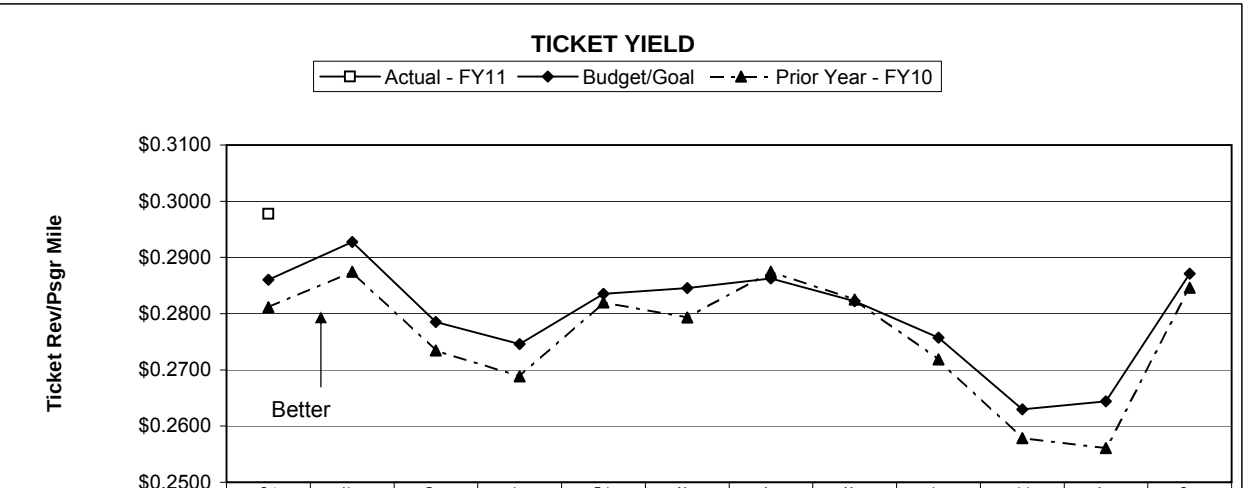
as of October, 2010



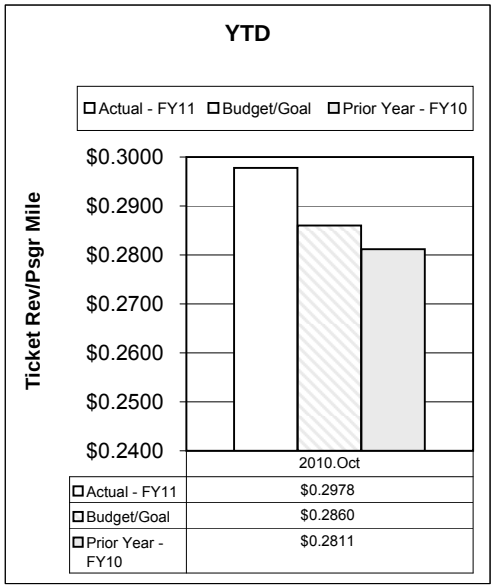
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Actual - FY11	158,076											
Budget/Goal	148,750	154,134	156,344	125,565	122,600	158,912	150,548	153,457	159,305	165,254	164,944	149,834
Prior Year - FY10	138,580	143,382	147,077	118,492	114,426	150,386	149,451	153,373	163,370	171,585	151,915	140,955



	2010.Oct
Actual - FY11	$158,076
Budget/Goal	$148,750
Prior Year - FY10	$138,580



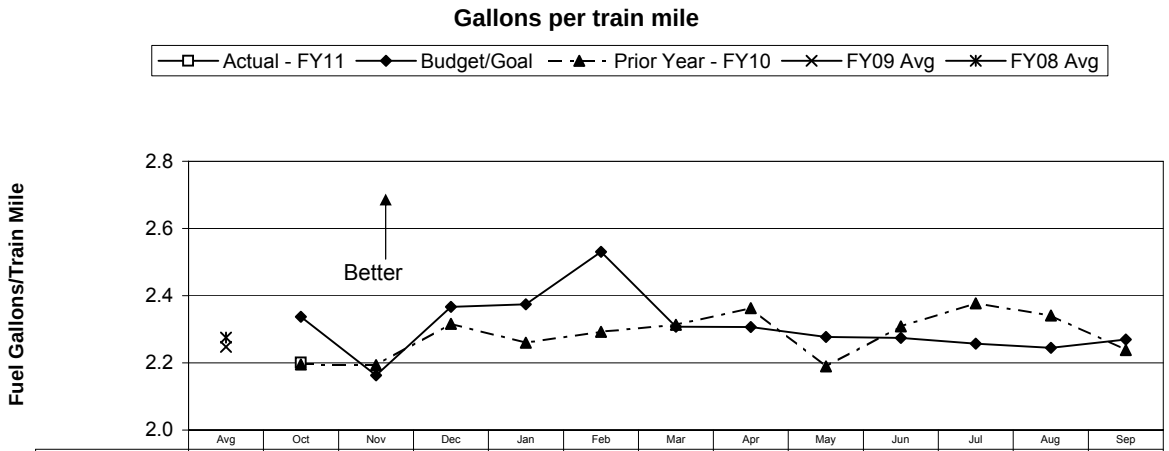
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Actual - FY11	$0.2978											
Budget/Goal	$0.2860	$0.2927	$0.2785	$0.2746	$0.2835	$0.2846	$0.2863	$0.2822	$0.2757	$0.2630	$0.2644	$0.2871
Prior Year - FY10	$0.2811	$0.2875	$0.2735	$0.2688	$0.2820	$0.2793	$0.2874	$0.2825	$0.2718	$0.2579	$0.2561	$0.2846



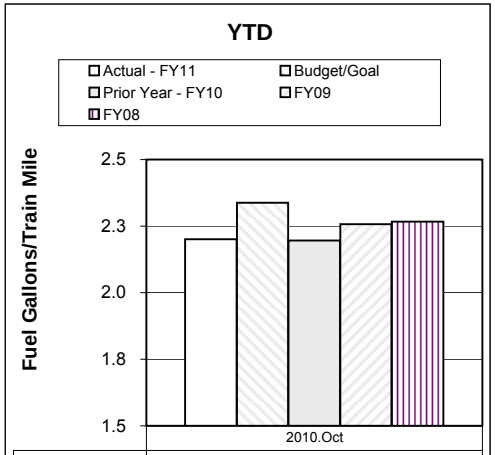
	2010.Oct
Actual - FY11	$0.2978
Budget/Goal	$0.2860
Prior Year - FY10	$0.2811

SUMMARY METRICS

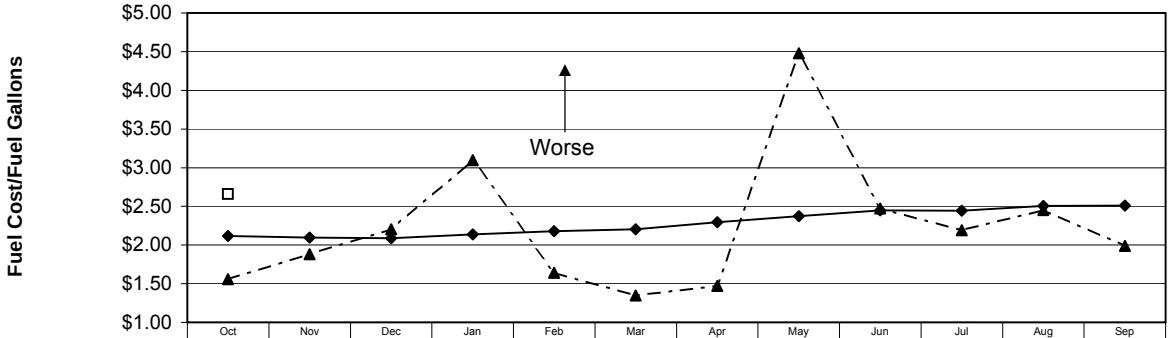
as of October, 2010



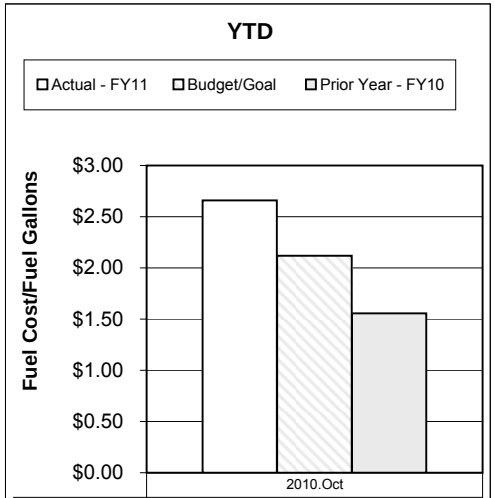
	Avg	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Actual - FY11		2.2											
Budget/Goal		2.3	2.2	2.4	2.4	2.5	2.3	2.3	2.3	2.3	2.3	2.2	2.3
Prior Year - FY10		2.2	2.2	2.3	2.3	2.3	2.3	2.4	2.2	2.3	2.4	2.3	2.2
FY09 Avg	2.2												
FY08 Avg	2.3												



	2010.Oct
Actual - FY11	2.2
Budget/Goal	2.3
Prior Year - FY10	2.2
FY09	2.3
FY08	2.3

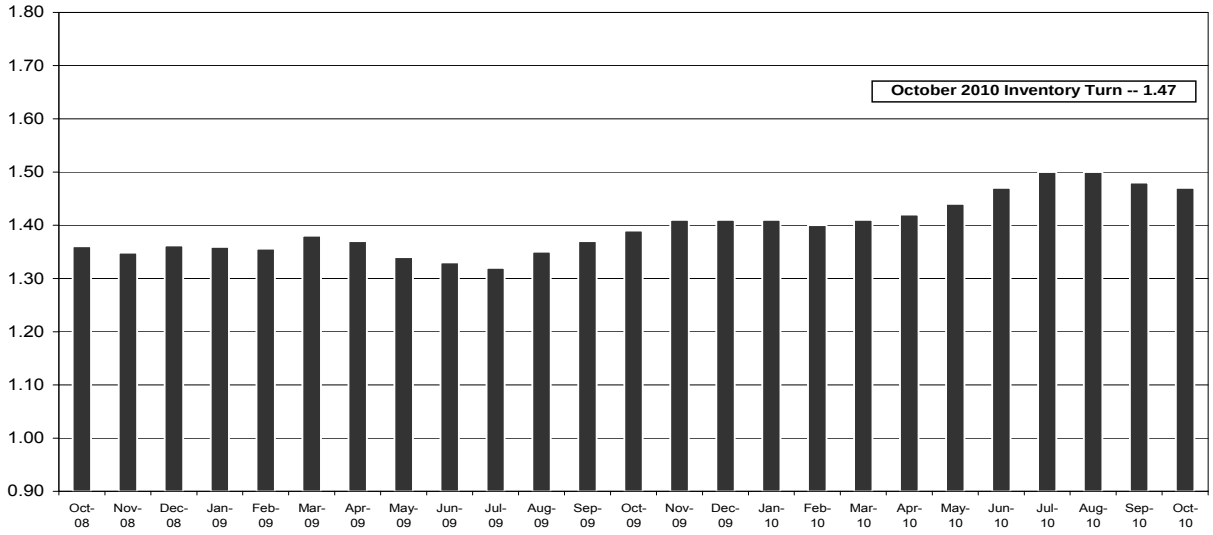


	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
Actual - FY11	$2.66											
Budget/Goal	$2.12	$2.10	$2.09	$2.14	$2.18	$2.20	$2.30	$2.38	$2.45	$2.45	$2.51	$2.51
Prior Year - FY10	$1.56	$1.88	$2.21	$3.10	$1.64	$1.35	$1.47	$4.48	$2.47	$2.19	$2.45	$1.99



	2010.Oct
Actual - FY11	$2.66
Budget/Goal	$2.12
Prior Year - FY10	$1.56

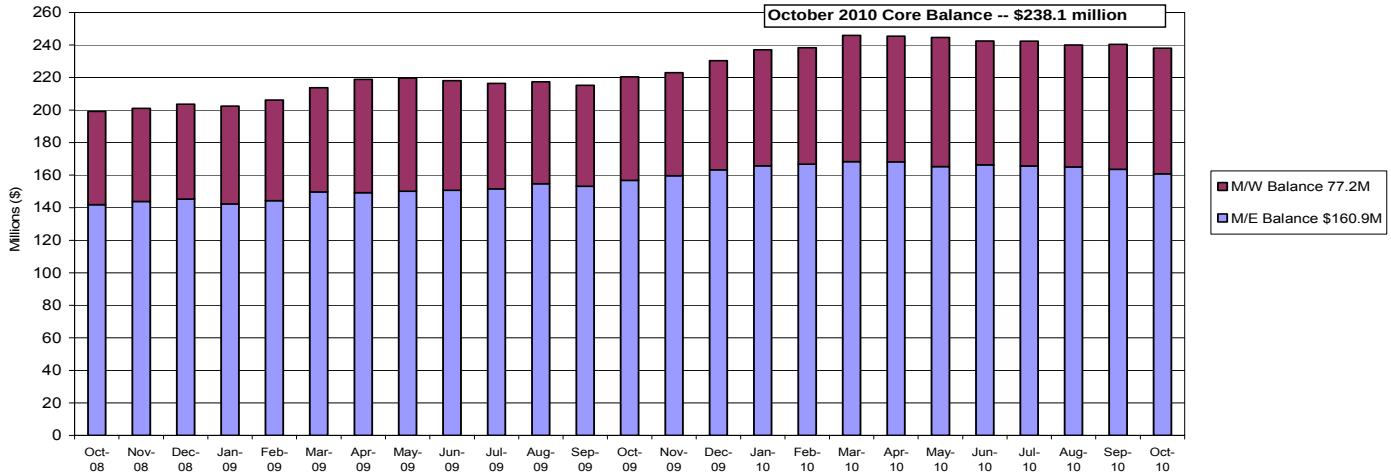
Amtrak Inventory Turnover Ratio
October 2008 -- October 2010



The methodology for calculating the turnover ratio is as follows : 12 months actual net issues divided by the average 13 months inventory on-hand balance. The calculation excludes commuter, consignment, reclamation, fuel, and Acela parts settlement inventory values.

The October Inventory Turnover ratio is 1.47.

Amtrak Core Inventory Balance
October 2008 - October 2010



RIDERSHIP
AND
REVENUE

Ticket Revenue and Ridership Summary – October 2010

Consistent with the strong ridership and ticket revenue trends experienced in FY10, October FY11 ridership of 2.54 million trips was +7% vs FY10 and +2% vs Budget, while corresponding ticket revenues of $158.1 million were +14% vs FY10 and +6% vs Budget.

October FY11

	Ticket Revenue ($ millions)					Ridership (millions)				
				% change vs.					% change vs.	
Service	FY11	FY10	Budget	FY10	Budget	FY11	FY10	Budget	FY10	Budget
Amtrak Total	$158.1	$138.6	$148.7	+14.1	+6.3	2.54	2.38	2.50	+6.9	+1.6
NEC Spine	$88.7	$77.5	$82.1	+14.4	+8.0	0.98	0.92	0.96	+5.6	+1.9
Acela	$44.5	$38.7	$41.1	+15.1	+8.2	0.31	0.29	0.30	+8.5	+3.9
Northeast Regional	$44.0	$38.6	$40.8	+14.0	+8.0	0.67	0.64	0.66	+4.6	+1.2
Other Short Distance	$32.8	$29.4	$32.2	+11.5	+1.8	1.20	1.12	1.19	+7.5	+1.0
Long Distance	$36.6	$31.7	$34.4	+15.6	+6.3	0.36	0.33	0.35	+8.1	+2.6

October's strong performance was due in part to 1) a somewhat improved economic environment vs October FY10 allowing for the continuing recovery of business travel, especially along the Northeast Corridor; 2) the increased appeal and popularity of rail travel; 3) continued high gasoline prices; 4) effective recent advertising and marketing campaigns; 5) increased difficulties with air travel and growing consumer dissatisfaction with air service; and 6) the introduction of Wi-Fi service on Acela. Furthermore, the "Rally to Restore Sanity and/or Fear" in Washington, DC on October 30th generated an estimated incremental 9,000 trips worth $700,000 in ticket revenues.

Northeast Corridor: October FY11 Acela ridership was +9% vs year ago and +4% vs Budget. Acela ticket revenues were +15% vs year ago and +8% vs Budget. First class ridership in October (+15%) continued to outperform business class ridership (+8%). Peak leg load factors were +6 points vs FY10 and revenue per seat mile was +17% vs FY10. Despite continued high unemployment and a soft (but somewhat improving) economy, ridership and ticket revenue trends in most Acela markets including NY-DC and NY-Boston continued to be strong. However, trips in some shorter-distance markets including NY-Philadelphia and DC-Philadelphia are at or below year-ago levels. In addition, Acela trends between Boston and Philadelphia continued to be down significantly in October due to the entrance of Southwest Airlines into this market in June.

Acela % Change

	Ridership		Ticket Revenues	
	FY09/10	**Budget**	**FY09/10**	**Budget**
1st quarter FY10	0%	+5%	-3%	+2%
2nd quarter FY10	+6%	+7%	+5%	+6%
3rd quarter FY10	+12%	+10%	+16%	+11%
4th quarter FY10	+9%	0%	+14%	+1%
October FY11	+9%	+4%	+15%	+8%

Ticket Revenue and Ridership Summary – October 2010

October FY11 Northeast Regional ridership was +5% vs FY10 and +1% vs Budget. Ticket revenues were +14% vs FY10 and +8% vs Budget. Business Class ridership in October (+20%) continued to outperform Coach (+3%). Northeast Regional ridership and ticket revenue trends remain strong in both the NY-DC and NY-Boston endpoint markets, but some shorter distance city pairs including NY-Philadelphia, DC-Philadelphia, and Baltimore-Philadelphia are lagging somewhat due in part to a significant presence of low-cost bus competition. In addition, trends between Boston and Philadelphia continued to decline significantly in October due to Southwest Airline's entrance into this market in June.

	Northeast Regional % Change			
	Ridership		**Ticket Revenues**	
	FY09/10	**Budget**	**FY09/10**	**Budget**
1st quarter FY10	+4%	+10%	0%	+5%
2nd quarter FY10	+5%	+8%	+7%	+8%
3rd quarter FY10	+3%	+2%	+11%	+6%
4th quarter FY10	+1%	-1%	+8%	0%
October FY11	+5%	+1%	+14%	+8%

Other corridor trains: October FY11 ridership on other corridors was +8% vs FY10 and +1% vs Budget. Ticket revenues were +12% vs last year and +2% vs Budget. While growth trends may have peaked during the latter half of FY10, ridership and ticket revenues on this business line should remain positive during most of FY11 due in part to extra capacity on some Chicago-Hub routes, the additional Piedmont and Richmond frequencies, and the continued growth of the new Lynchburg service.

	Short Distance Corridor % Change			
	Ridership		**Ticket Revenues**	
	FY09/10	**Budget**	**FY09/10**	**Budget**
1st quarter FY10	+1%	+2%	+4%	+3%
2nd quarter FY10	+8%	+6%	+15%	+9%
3rd quarter FY10	+9%	+5%	+18%	+8%
4th quarter FY10	+8%	+2%	+15%	+4%
October FY11	+8%	+1%	+12%	+2%

October FY11 peak leg load factors were even vs FY10 and revenue per seat mile +5% vs FY10.

Long distance: October FY11 long distance train ridership was +8% vs FY10 and +3% vs Budget. Ticket revenues were +16% vs FY10 and +6% vs Budget. Sleeper ridership in October was up +6% vs last year. Coach ridership was up +9%. Most long distance trains were at or above year ago levels. In particular, October ridership performance was strong on the City (+27%), Sunset (+26%), Crescent (+17%), and Lake Shore (+15%)…

Ticket Revenue and Ridership Summary – October 2010

	Long Distance % Change			
	Ridership		Ticket Revenues	
	FY09/10	**Budget**	**FY09/10**	**Budget**
1st quarter FY10	+1%	+2%	-4%	-4%
2nd quarter FY10	+11%	+8%	+11%	+7%
3rd quarter FY10	+10%	+9%	+17%	+13%
4th quarter FY10	+6%	+8%	+17%	+3%
October FY11	+8%	+3%	+16%	+6%

Versus FY10, October FY11 long distance peak leg load factors were +1 point in coach, +4 points in bedrooms, and +5 points in roomettes. Revenue per seat mile was +10% in coach, +20% in bedrooms, and +20% in roomettes vs FY10.

October FY11

	Ridership					Ticket Revenue				
				% change vs.					% change vs.	
NEC Spine	FY11	FY10	Budget	FY10	Budget	FY11	FY10	Budget	FY10	Budget
1 - Acela	310,616	286,313	298,887	+8.5	+3.9	$44,534,197	$38,675,831	$41,142,456	+15.1	+8.2
5 - Northeast Regional	665,158	635,613	656,983	+4.6	+1.2	$44,044,505	$38,645,470	$40,770,636	+14.0	+8.0
99 - Special Trains	1,040	2,660	2,660	-60.9	-60.9	$87,340	$184,500	$184,500	-52.7	-52.7
Subtotal	**976,814**	**924,586**	**958,530**	**+5.6**	**+1.9**	**$88,666,042**	**$77,505,801**	**$82,097,592**	**+14.4**	**+8.0**
State Supported and Other Short Distance Corridors										
3 - Ethan Allen	3,333	3,999	4,412	-16.7	-24.5	$168,477	$186,368	$209,999	-9.6	-19.8
4 - Vermonter	7,970	7,179	7,482	+11.0	+6.5	$422,833	$370,165	$393,415	+14.2	+7.5
7 - Albany-Niagara Falls-Toronto	30,855	27,583	29,756	+11.9	+3.7	$1,643,998	$1,533,034	$1,684,470	+7.2	-2.4
9 - Downeaster	41,891	41,072	42,957	+2.0	-2.5	$582,094	$559,295	$594,374	+4.1	-2.1
12 - New Haven-Springfield	33,019	30,850	32,081	+7.0	+2.9	$937,803	$821,509	$872,177	+14.2	+7.5
14 - Keystone	111,945	107,787	112,754	+3.9	-0.7	$2,378,489	$2,150,869	$2,289,453	+10.6	+3.9
15 - Empire (NYP-ALB)	88,056	84,104	87,724	+4.7	+0.4	$3,332,460	$3,286,014	$3,491,119	+1.4	-4.5
20 - Chicago-St. Louis (Lincoln Service)	47,670	41,273	43,025	+15.5	+10.8	$953,271	$913,430	$969,880	+4.4	-1.7
21 - Hiawatha	67,900	64,623	67,517	+5.1	+0.6	$1,239,482	$1,147,101	$1,220,553	+8.1	+1.6
22 - Wolverine	40,364	32,487	39,024	+24.2	+3.4	$1,382,051	$1,085,606	$1,327,391	+27.3	+4.1
23 - Chicago-Carbondale (Illini/Saluki)	25,242	21,737	26,446	+16.1	-4.6	$747,159	$637,367	$792,805	+17.2	-5.8
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	18,920	16,849	17,643	+12.3	+7.2	$474,327	$404,314	$430,899	+17.3	+10.1
29 - Heartland Flyer	6,216	5,297	5,559	+17.3	+11.8	$138,060	$113,722	$122,631	+21.4	+12.6
35 - Pacific Surfliner	219,284	216,238	224,291	+1.4	-2.2	$4,025,537	$3,651,377	$3,926,465	+10.2	+2.5
36 - Cascades	63,163	60,850	65,899	+3.8	-4.2	$2,155,288	$1,742,177	$1,884,320	+23.7	+14.4
37 - Capitol Corridor	141,350	137,104	142,496	+3.1	-0.8	$2,010,617	$1,874,948	$2,034,872	+7.2	-1.2
39 - San Joaquin	76,793	74,618	77,652	+2.9	-1.1	$2,524,776	$2,183,202	$2,358,089	+15.6	+7.1
40 - Adirondack	10,246	9,729	10,795	+5.3	-5.1	$514,628	$490,246	$552,588	+5.0	-6.9
41 - Blue Water	13,680	9,859	11,229	+38.8	+21.8	$376,252	$293,860	$340,376	+28.0	+10.5
46 - Washington-Lynchburg	11,981	8,585	8,744	+39.6	+37.0	$685,377	$475,070	$489,239	+44.3	+40.1
47 - Washington-Newport News	42,424	36,856	42,271	+15.1	+0.4	$2,126,564	$1,816,678	$2,151,229	+17.1	-1.1
54 - Hoosier State	2,979	2,715	3,080	+9.7	-3.3	$65,599	$62,440	$71,673	+5.1	-8.5
56 - Kansas City-St. Louis (MO River Runner)	17,895	13,895	14,471	+28.8	+23.7	$424,100	$330,391	$348,996	+28.4	+21.5
57 - Pennsylvanian	18,618	17,930	18,741	+3.8	-0.7	$696,536	$623,757	$666,645	+11.7	+4.5
65 - Pere Marquette	7,252	6,965	8,665	+4.1	-16.3	$209,989	$187,590	$236,721	+11.9	-11.3
66 - Carolinian	29,151	23,538	26,703	+23.8	+9.2	$1,376,126	$1,023,902	$1,203,053	+34.4	+14.4
67 - Piedmont	14,293	6,477	10,986	+120.7	+30.1	$245,573	$113,379	$194,121	+116.6	+26.5
74-81 - Buses	-	-	-	-	-	$575,375	$618,710	$631,820	-7.0	-8.9
96 - Special Trains	12,000	10,134	10,134	+18.4	+18.4	$387,420	$721,056	$721,056	-46.3	-46.3
Subtotal	**1,204,490**	**1,120,333**	**1,192,537**	**+7.5**	**+1.0**	**$32,800,262**	**$29,417,577**	**$32,210,429**	**+11.5**	**+1.8**
Long Distance										
16 - Silver Star	31,813	29,844	31,236	+6.6	+1.8	$2,148,317	$1,925,290	$2,061,386	+11.6	+4.2
18 - Cardinal	10,302	9,624	11,203	+7.0	-8.0	$594,105	$539,319	$646,090	+10.2	-8.0
19 - Silver Meteor	29,510	27,203	28,560	+8.5	+3.3	$2,706,577	$2,366,613	$2,547,665	+14.4	+6.2
25 - Empire Builder	39,844	39,528	41,519	+0.8	-4.0	$4,589,498	$4,015,789	$4,339,426	+14.3	+5.8
26 - Capitol Ltd.	19,210	18,669	19,587	+2.9	-1.9	$1,681,213	$1,543,916	$1,657,445	+8.9	+1.4
27 - California Zephyr	29,802	26,770	29,026	+11.3	+2.7	$3,845,991	$3,174,919	$3,523,358	+21.1	+9.2
28 - Southwest Chief	28,033	26,553	27,797	+5.6	+0.8	$3,513,922	$3,207,076	$3,447,133	+9.6	+1.9
30 - City of New Orleans	19,502	15,409	16,044	+26.6	+21.6	$1,327,507	$1,095,483	$1,164,072	+21.2	+14.0
32 - Texas Eagle	20,442	19,253	20,166	+6.2	+1.4	$1,682,623	$1,429,479	$1,534,657	+17.7	+9.6
33 - Sunset Ltd.	7,535	5,993	6,261	+25.7	+20.3	$832,644	$639,187	$682,071	+30.3	+22.1
34 - Coast Starlight	32,913	33,911	35,334	-2.9	-6.9	$2,875,798	$2,450,688	$2,620,101	+17.3	+9.8
45 - Lake Shore Ltd.	31,255	27,150	28,528	+15.1	+9.6	$2,400,699	$2,001,371	$2,155,810	+20.0	+11.4
48 - Palmetto	15,348	12,169	13,038	+26.1	+17.7	$1,133,345	$812,793	$894,241	+39.4	+26.7
52 - Crescent	25,379	21,768	22,722	+16.6	+11.7	$2,272,208	$2,029,753	$2,163,890	+11.9	+5.0
63 - Auto Train	18,978	18,947	19,687	+0.2	-3.6	$5,004,898	$4,424,904	$5,004,130	+13.1	+0.0
Subtotal	**359,866**	**332,791**	**350,708**	**+8.1**	**+2.6**	**$36,609,344**	**$31,656,581**	**$34,441,476**	**+15.6**	**+6.3**
Amtrak Total	**2,541,170**	**2,377,710**	**2,501,775**	**+6.9**	**+1.6**	**$158,075,648**	**$138,579,958**	**$148,749,496**	**+14.1**	**+6.3**

Amtrak Long Distance Ridership & Ticket Revenues, FY11 vs FY10
(Sleeper Class Only)

October . . .

	Ridership			Ticket Revenue		
	FY11	**FY10**	**% Chg.**	**FY11**	**FY10**	**% Chg.**
16 - Silver Star	2,188	1,897	+15.3	$505,346	$433,797	+16.5
18 - Cardinal	559	586	-4.6	$124,501	$130,085	-4.3
19 - Silver Meteor	3,310	2,952	+12.1	$903,069	$750,936	+20.3
25 - Empire Builder	6,621	7,101	-6.8	$2,299,743	$1,931,334	+19.1
26 - Capitol Ltd.	4,267	3,798	+12.3	$861,778	$714,826	+20.6
27 - California Zephyr	5,508	5,046	+9.2	$2,155,568	$1,718,399	+25.4
28 - Southwest Chief	5,284	4,588	+15.2	$1,789,464	$1,564,137	+14.4
30 - City of New Orleans	2,791	2,406	+16.0	$392,835	$338,883	+15.9
32 - Texas Eagle	2,761	2,483	+11.2	$663,003	$550,094	+20.5
33 - Sunset Ltd.	1,477	1,288	+14.7	$422,040	$331,631	+27.3
34 - Coast Starlight	5,728	5,852	-2.1	$1,346,197	$1,146,246	+17.4
45 - Lake Shore Ltd.	3,405	3,197	+6.5	$894,758	$769,588	+16.3
52 - Crescent	3,016	2,710	+11.3	$593,758	$541,495	+9.7
63 - Auto Train	8,379	8,215	+2.0	$2,098,165	$1,785,749	+17.5
Total	**55,294**	**52,119**	**+6.1**	**$15,050,226**	**$12,707,201**	**+18.4**

ACTUAL ANALYSIS
TO
BUDGET

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2011
For the Month of October, 2010
Operating Business Lines

($ thousands)	For the Month					Forecast Year End				
	2010 Oct	2010 Oct	2009 Oct	Variance Fav / (Unfav)		FY 2011	FY 2011	FY 2010	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Forecast	Budget	Last Year	Budget	Prior Year
REVENUES:										
Passenger Related:										
Ticket Revenue	$154,881	$144,929	$135,381	$9,952	$19,500	$1,807,331	$1,767,206	$1,702,068	$40,125	$105,263
Food and Beverage	8,454	8,917	7,562	(463)	892	104,304	104,767	97,515	(463)	6,789
State Supported Train Revenue	2,230	15,879	4,055	(13,649)	(1,825)	190,450	190,550	174,326	(100)	16,124
Total Passenger Related Revenue	165,565	169,725	146,998	(4,160)	18,567	2,102,085	2,062,523	1,973,909	39,562	128,176
Commuter	11,639	13,650	13,049	(2,011)	(1,410)	163,733	163,278	152,466	455	11,267
Other:										
Reimbursable	8,389	9,800	9,316	(1,411)	(927)	102,996	104,408	100,689	(1,412)	2,307
Commercial Development	6,394	6,229	6,092	165	302	70,561	73,538	74,755	(2,977)	(4,194)
Other Transportation	11,617	12,482	10,771	(865)	846	139,766	150,490	135,615	(10,724)	4,151
Freight Access Fees and Other	3,380	3,475	4,239	(95)	(859)	40,927	41,022	46,967	(95)	(6,040)
Total Other Revenue	29,780	31,986	30,418	(2,206)	(638)	354,250	369,458	358,026	(15,208)	(3,776)
Total Operating Revenue	206,984	215,361	190,465	(8,377)	16,519	2,620,068	2,595,259	2,484,401	24,809	135,667
EXPENSES:										
Salaries, Wages and Benefits:										
Salaries	21,661	23,279	21,198	1,618	(463)	279,875	284,699	251,357	4,824	(28,518)
Wages & Overtime	78,729	80,919	77,163	2,190	(1,566)	998,656	1,000,250	960,909	1,594	(37,747)
Employee Benefits	46,359	46,962	45,087	603	(1,272)	607,112	612,239	548,528	5,127	(58,584)
Employee Related	2,710	2,326	2,067	(384)	(643)	31,770	30,960	30,771	(810)	(999)
Total Salaries, Wages and Benefits	149,459	153,486	145,515	4,027	(3,944)	1,917,413	1,928,148	1,791,565	10,735	(125,848)
Train Operations	21,649	21,486	20,171	(163)	(1,478)	269,733	269,045	260,875	(688)	(8,858)
Fuel, Power, & Utilities	28,152	26,202	20,801	(1,950)	(7,351)	330,160	332,365	299,171	2,205	(30,989)
Materials	22,834	17,902	20,097	(4,932)	(2,737)	222,835	216,767	211,514	(6,068)	(11,321)
Facility, Communication, & Office	15,007	15,277	12,679	270	(2,328)	177,715	177,548	188,197	(167)	10,482
Advertising and Sales	7,355	9,581	9,322	2,226	1,967	113,104	115,545	113,567	2,441	463
Casualty and Other Claims Total	7,133	4,969	6,698	(2,164)	(435)	59,765	59,738	81,782	(27)	22,017
Depreciation	49,802	51,739	47,863	1,937	(1,939)	673,213	650,184	602,496	(23,029)	(70,717)
Amort of Gain On Sale/Leaseback	(344)	(1,015)	(972)	(671)	(628)	(11,510)	(12,182)	(9,376)	(672)	2,134
Depreciation, net of amortization	49,458	50,724	46,891	1,266	(2,567)	661,703	638,002	593,120	(23,701)	(68,583)
Other Expenses	25,720	28,707	18,886	2,987	(6,834)	354,542	348,748	343,587	(5,794)	(10,955)
Indirect Costs Capitalized To P&E	(15,065)	(11,869)	(11,570)	3,196	3,495	(133,468)	(134,601)	(136,695)	(1,133)	(3,227)
Total Expense	311,702	316,465	289,490	4,763	(22,212)	3,973,502	3,951,305	3,746,683	(22,197)	(226,819)
Operating Income (Loss)	(104,718)	(101,104)	(99,025)	(3,614)	(5,693)	(1,353,434)	(1,356,046)	(1,262,282)	2,612	(91,152)
Other (Income) and Expense										
Interest Income	(501)	(4,635)	(4,689)	(4,134)	(4,188)	(7,142)	(55,625)	(34,626)	(48,483)	(27,484)
Interest Expense	9,013	11,749	13,595	2,736	4,582	111,449	135,103	136,776	23,654	25,327
Other Expense - Net	8,512	7,114	8,906	(1,398)	394	104,307	79,478	102,150	(24,829)	(2,157)
Loss from Continuing Operations	**(113,230)**	**(108,218)**	**(107,931)**	**(5,012)**	**(5,299)**	**(1,457,741)**	**(1,435,524)**	**(1,364,432)**	**(22,217)**	**(93,309)**
Discontinued Operations	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Net Loss	**(113,230)**	**(108,218)**	**(107,931)**	**(5,012)**	**(5,299)**	**(1,457,741)**	**(1,435,524)**	**(1,364,432)**	**(22,217)**	**(93,309)**
Adjustments [1]	76,222	67,578	71,072	8,644	5,150	916,418	843,524	926,882	72,894	(10,464)
Adjusted Income or (Loss)	**($37,008)**	**($40,640)**	**($36,859)**	**$3,632**	**($149)**	**($541,323)**	**($592,000)**	**($437,550)**	**$50,677**	**($103,773)**
RECONCILIATION TO CONSOLIDATED STATEMENT OF OPERATIONS:										
Total Operating Revenue	$206,984	$215,361	$190,465	($8,377)	$16,519	$2,620,068	$2,595,259	$2,484,401	$24,809	$135,667
Federal and State Capital Payments	2,509	5,043	2,416	(2,534)	93	57,983	60,517	28,983	(2,534)	29,000
Total Revenue	209,493	220,404	192,881	(10,911)	16,612	2,678,051	2,655,776	2,513,384	22,275	164,667
Total Expenses	311,702	316,465	289,490	4,763	(22,212)	3,973,502	3,951,305	3,746,683	(22,197)	(226,819)
Income or (Loss) from Operations	(102,209)	(96,061)	(96,609)	(6,148)	(5,600)	(1,295,451)	(1,295,529)	(1,233,299)	78	(62,152)
Interest, net	8,512	7,114	8,906	(1,398)	394	104,307	79,478	102,150	(24,829)	(2,157)
Loss from Continuing Operations	**(110,721)**	**(103,175)**	**(105,515)**	**(7,546)**	**(5,206)**	**(1,399,758)**	**(1,375,007)**	**(1,335,449)**	**(24,751)**	**(64,309)**
Discontinued Operations	0	0	0	**0**	**0**	0	0	0	**0**	**0**
Net Income or (Loss)	**($110,721)**	**($103,175)**	**($105,515)**	**($7,546)**	**($5,206)**	**($1,399,758)**	**($1,375,007)**	**($1,335,449)**	**($24,751)**	**($64,309)**

[1] Adjustments exclude Depreciation, Project Related costs (PRJ), non-cash portion of OPEBs and Inspector General's office.

NATIONAL RAILROAD PASSENGER CORPORATION

Consolidated Income Statement - Fiscal Year 2011

For the Month of October, 2010

Core and Projects

($ thousands)	For the Month					Forecast Year End				
	2010 Oct	2010 Oct	2009 Oct	Variance Fav / (Unfav)		FY 2011	FY 2011	FY 2010	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Forecast	Budget	Last Year	Budget	Prior Year
REVENUES:										
Passenger Related:										
Ticket Revenue	$154,881	$144,929	$135,381	$9,952	$19,500	$1,807,331	$1,767,206	$1,702,068	$40,125	$105,263
Food and Beverage	8,454	8,917	7,562	(463)	892	104,304	104,767	97,514	(463)	6,790
State Supported Train Revenue	2,230	15,879	4,055	(13,649)	(1,825)	190,450	190,550	174,325	(100)	16,125
Total Passenger Related Revenue	165,565	169,725	146,998	(4,160)	18,567	2,102,085	2,062,523	1,973,907	39,562	128,178
Mail and Express	0	0	0	0	0	0	0	0	0	0
Commuter	0	0	0	0	0	0	0	0	0	0
Other:										
Reimbursable	0	0	0	0	0	0	0	0	0	0
Commercial Development	0	0	0	0	0	0	0	0	0	0
Other Transportation	11,618	12,482	10,770	(864)	848	139,765	150,491	135,614	(10,726)	4,151
Freight Access Fees and Other	3,380	3,475	4,239	(95)	(859)	40,927	41,022	46,967	(95)	(6,040)
Total Other Revenue	14,998	15,957	15,009	(959)	(11)	180,692	191,513	182,581	(10,821)	(1,889)
Total Operating Revenue	180,563	185,682	162,007	(5,119)	18,556	2,282,777	2,254,036	2,156,488	28,741	126,289
EXPENSES:										
Salaries, Wages and Benefits:										
Salaries	20,541	22,075	20,207	1,534	(334)	264,300	270,283	239,311	5,983	(24,989)
Wages & Overtime	72,367	72,630	70,839	263	(1,528)	905,207	907,256	885,755	2,049	(19,452)
Employee Benefits	43,380	43,732	41,976	352	(1,404)	559,180	572,848	511,923	13,668	(47,257)
Employee Related	2,557	2,265	1,995	(292)	(562)	30,539	30,008	29,236	(531)	(1,303)
Total Salaries, Wages and Benefits	138,845	140,702	135,017	1,857	(3,828)	1,759,226	1,780,395	1,666,225	21,169	(93,001)
Train Operations	21,592	21,457	20,157	(135)	(1,435)	268,631	268,739	261,220	108	(7,411)
Fuel, Power, & Utilities	27,378	25,485	20,278	(1,893)	(7,100)	320,679	323,389	292,169	2,710	(28,510)
Materials	20,060	15,834	18,288	(4,226)	(1,772)	203,650	199,309	185,284	(4,341)	(18,366)
Facility, Communication, & Office	14,255	14,370	10,568	115	(3,687)	166,168	166,173	167,208	5	1,040
Advertising and Sales	7,442	9,581	9,322	2,139	1,880	113,177	115,531	113,465	2,354	288
Casualty and Other Claims Total	7,070	4,823	6,582	(2,247)	(488)	58,883	57,990	56,671	(893)	(2,212)
Depreciation	49,802	51,739	47,863	1,937	(1,939)	673,213	650,184	602,496	(23,029)	(70,717)
Amort of Gain On Sale/Leaseback	(343)	(1,015)	(972)	(672)	(629)	(11,510)	(12,182)	(9,376)	(672)	2,134
Depreciation, net of amortization	49,459	50,724	46,891	1,265	(2,568)	661,703	638,002	593,120	(23,701)	(68,583)
Other Expenses	24,895	27,262	18,210	2,367	(6,685)	338,892	330,634	329,378	(8,258)	(9,514)
Indirect Costs Capitalized To P&E	(16,820)	(15,328)	(14,183)	1,492	2,637	(165,956)	(168,793)	(162,586)	(2,837)	3,370
Total Expense	294,176	294,910	271,130	734	(23,046)	3,725,053	3,711,369	3,502,154	(13,684)	(222,899)
Operating Income (Loss)	(113,613)	(109,228)	(109,123)	(4,385)	(4,490)	(1,442,276)	(1,457,333)	(1,345,666)	15,057	(96,610)
Other (Income) and Expense										
Interest Income	(501)	(4,635)	(4,689)	(4,134)	(4,188)	(7,142)	(55,625)	(34,626)	(48,483)	(27,484)
Interest Expense	9,013	11,749	13,595	2,736	4,582	111,449	135,103	136,775	23,654	25,326
Other Expense - Net	8,512	7,114	8,906	(1,398)	394	104,307	79,478	102,149	(24,829)	(2,158)
Loss from Continuing Operations	**(122,125)**	**(116,342)**	**(118,029)**	**(5,783)**	**(4,096)**	**(1,546,583)**	**(1,536,811)**	**(1,447,815)**	**(9,772)**	**(98,768)**
Discontinued Operations	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Net Loss	**(122,125)**	**(116,342)**	**(118,029)**	**(5,783)**	**(4,096)**	**(1,546,583)**	**(1,536,811)**	**(1,447,815)**	**(9,772)**	**(98,768)**

NATIONAL RAILROAD PASSENGER CORPORATION

Consolidated Income Statement - Fiscal Year 2011

For the Month of October, 2010

Commuter

($ thousands)	For the Month					Forecast Year End				
	2010 Oct	2010 Oct	2009 Oct	Variance Fav / (Unfav)		FY 2011	FY 2011	FY 2010	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Forecast	Budget	Last Year	Budget	Prior Year
REVENUES:										
Passenger Related:										
Ticket Revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Food and Beverage	0	0	0	0	0	0	0	0	0	0
State Supported Train Revenue	0	0	0	0	0	0	0	0	0	0
Total Passenger Related Revenue	0	0	0	0	0	0	0	0	0	0
Mail and Express	0	0	0	0	0	0	0	0	0	0
Commuter	11,639	13,650	13,049	(2,011)	(1,410)	163,733	163,278	152,466	455	11,267
Other:										
Reimbursable	0	0	0	0	0	0	0	0	0	0
Commercial Development	0	0	0	0	0	0	0	0	0	0
Other Transportation	0	0	0	0	0	0	0	0	0	0
Freight Access Fees and Other	0	0	0	0	0	0	0	0	0	0
Total Other Revenue	0	0	0	0	0	0	0	0	0	0
Total Operating Revenue	11,639	13,650	13,049	(2,011)	(1,410)	163,733	163,278	152,466	455	11,267
EXPENSES:										
Salaries, Wages and Benefits:										
Salaries	778	800	586	22	(192)	9,856	9,625	7,635	(231)	(2,221)
Wages & Overtime	4,272	4,748	3,805	476	(467)	57,821	58,114	49,113	293	(8,708)
Employee Benefits	2,035	1,759	1,874	(276)	(161)	30,118	23,046	24,399	(7,072)	(5,719)
Employee Related	99	21	29	(78)	(70)	693	429	969	(264)	276
Total Salaries, Wages and Benefits	7,184	7,328	6,294	144	(890)	98,488	91,214	82,116	(7,274)	(16,372)
Train Operations	57	28	13	(29)	(44)	1,102	306	328	(796)	(774)
Fuel, Power, & Utilities	748	678	503	(70)	(245)	8,963	8,445	6,697	(518)	(2,266)
Materials	654	972	1,079	318	425	10,430	9,727	15,134	(703)	4,704
Facility, Communication, & Office	334	407	254	73	(80)	6,045	5,798	5,376	(247)	(669)
Advertising and Sales	0	0	0	0	0	5	5	6	0	1
Casualty and Other Claims Total	63	145	116	82	53	869	1,735	1,436	866	567
Depreciation	0	0	0	0	0	0	0	0	0	0
Amort of Gain On Sale/Leaseback	0	0	0	0	0	0	0	0	0	0
Depreciation, net of amortization	0	0	0	0	0	0	0	0	0	0
Other Expenses	408	726	271	318	(137)	6,303	8,481	5,499	2,178	(804)
Indirect Costs Capitalized To P&E	56	44	70	(12)	14	557	545	821	(12)	264
Total Expense	9,504	10,328	8,600	824	(904)	132,762	126,256	117,413	(6,506)	(15,349)
Operating Income (Loss)	2,135	3,322	4,449	(1,187)	(2,314)	30,971	37,022	35,053	(6,051)	(4,082)
Other (Income) and Expense										
Interest Income	0	0	0	0	0	0	0	0	0	0
Interest Expense	0	0	0	0	0	0	0	0	0	0
Other Expense - Net	0	0	0	0	0	0	0	0	0	0
Loss from Continuing Operations	**2,135**	**3,322**	**4,449**	**(1,187)**	**(2,314)**	**30,971**	**37,022**	**35,053**	**(6,051)**	**(4,082)**
Discontinued Operations	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Net Loss	**2,135**	**3,322**	**4,449**	**(1,187)**	**(2,314)**	**30,971**	**37,022**	**35,053**	**(6,051)**	**(4,082)**

NATIONAL RAILROAD PASSENGER CORPORATION

Consolidated Income Statement - Fiscal Year 2011

For the Month of October, 2010

Reimbursables

($ thousands)	For the Month					Forecast Year End				
	2010 Oct	2010 Oct	2009 Oct	Variance Fav / (Unfav)		FY 2011	FY 2011	FY 2010	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Forecast	Budget	Last Year	Budget	Prior Year
REVENUES:										
Passenger Related:										
Ticket Revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Food and Beverage	0	0	0	0	0	0	0	0	0	0
State Supported Train Revenue	0	0	0	0	0	0	0	0	0	0
Total Passenger Related Revenue	0	0	0	0	0	0	0	0	0	0
Mail and Express	0	0	0	0	0	0	0	0	0	0
Commuter	0	0	0	0	0	0	0	0	0	0
Other:										
Reimbursable	8,389	9,800	9,316	(1,411)	(927)	102,996	104,408	100,689	(1,412)	2,307
Commercial Development	0	0	0	0	0	0	0	0	0	0
Other Transportation	0	0	0	0	0	0	0	0	0	0
Freight Access Fees and Other	0	0	0	0	0	0	0	0	0	0
Total Other Revenue	8,389	9,800	9,316	(1,411)	(927)	102,996	104,408	100,689	(1,412)	2,307
Total Operating Revenue	8,389	9,800	9,316	(1,411)	(927)	102,996	104,408	100,689	(1,412)	2,307
EXPENSES:										
Salaries, Wages and Benefits:										
Salaries	157	206	218	49	61	2,417	2,477	2,162	60	(255)
Wages & Overtime	2,012	3,477	2,464	1,465	452	32,559	34,024	25,356	1,465	(7,203)
Employee Benefits	819	1,345	1,106	526	287	14,227	14,758	11,252	531	(2,975)
Employee Related	46	36	35	(10)	(11)	438	427	479	(11)	41
Total Salaries, Wages and Benefits	3,034	5,064	3,823	2,030	789	49,641	51,686	39,249	2,045	(10,392)
Train Operations	0	0	0	0	0	0	0	5	0	5
Fuel, Power, & Utilities	2	0	0	(2)	(2)	3	1	28	(2)	25
Materials	2,120	1,095	730	(1,025)	(1,390)	8,755	7,731	10,980	(1,024)	2,225
Facility, Communication, & Office	145	214	1,571	69	1,426	2,249	2,318	11,867	69	9,618
Advertising and Sales	(89)	0	0	89	89	(89)	0	89	89	178
Casualty and Other Claims Total	0	0	0	0	0	0	0	0	0	0
Depreciation	0	0	0	0	0	0	0	0	0	0
Amort of Gain On Sale/Leaseback	0	0	0	0	0	0	0	0	0	0
Depreciation, net of amortization	0	0	0	0	0	0	0	0	0	0
Other Expenses	283	577	274	294	(9)	6,622	6,916	7,766	294	1,144
Indirect Costs Capitalized To P&E	1,623	3,398	2,526	1,775	903	31,588	33,363	24,790	1,775	(6,798)
Total Expense	7,118	10,348	8,924	3,230	1,806	98,769	102,015	94,774	3,246	(3,995)
Operating Income (Loss)	1,271	(548)	392	1,819	879	4,227	2,393	5,915	1,834	(1,688)
Other (Income) and Expense										
Interest Income	0	0	0	0	0	0	0	0	0	0
Interest Expense	0	0	0	0	0	0	0	0	0	0
Other Expense - Net	0	0	0	0	0	0	0	0	0	0
Loss from Continuing Operations	**1,271**	**(548)**	**392**	**1,819**	**879**	**4,227**	**2,393**	**5,915**	**1,834**	**(1,688)**
Discontinued Operations	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Net Loss	**1,271**	**(548)**	**392**	**1,819**	**879**	**4,227**	**2,393**	**5,915**	**1,834**	**(1,688)**

NATIONAL RAILROAD PASSENGER CORPORATION

Consolidated Income Statement - Fiscal Year 2011

For the Month of October, 2010

Commercial

($ thousands)	For the Month					Forecast Year End				
	2010 Oct	2010 Oct	2009 Oct	Variance Fav / (Unfav)		FY 2011	FY 2011	FY 2010	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Forecast	Budget	Last Year	Budget	Prior Year
REVENUES:										
Passenger Related:										
Ticket Revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Food and Beverage	0	0	0	0	0	0	0	0	0	0
State Supported Train Revenue	0	0	0	0	0	0	0	0	0	0
Total Passenger Related Revenue	0	0	0	0	0	0	0	0	0	0
Mail and Express	0	0	0	0	0	0	0	0	0	0
Commuter	0	0	0	0	0	0	0	0	0	0
Other:										
Reimbursable	0	0	0	0	0	0	0	0	0	0
Commercial Development	6,394	6,229	6,092	165	302	70,561	73,538	74,755	(2,977)	(4,194)
Other Transportation	0	0	0	0	0	0	0	0	0	0
Freight Access Fees and Other	0	0	0	0	0	0	0	0	0	0
Total Other Revenue	6,394	6,229	6,092	165	302	70,561	73,538	74,755	(2,977)	(4,194)
Total Operating Revenue	6,394	6,229	6,092	165	302	70,561	73,538	74,755	(2,977)	(4,194)
EXPENSES:										
Salaries, Wages and Benefits:										
Salaries	185	198	186	13	1	2,301	2,314	2,249	13	(52)
Wages & Overtime	77	65	55	(12)	(22)	869	857	685	(12)	(184)
Employee Benefits	125	126	131	1	6	1,587	1,587	1,560	0	(27)
Employee Related	8	5	7	(3)	(1)	99	96	86	(3)	(13)
Total Salaries, Wages and Benefits	395	394	379	(1)	(16)	4,856	4,854	4,580	(2)	(276)
Train Operations	0	0	0	0	0	0	0	0	0	0
Fuel, Power, & Utilities	23	39	19	16	(4)	514	530	277	16	(237)
Materials	0	0	0	0	0	0	0	0	0	0
Facility, Communication, & Office	272	286	286	14	14	3,255	3,260	3,137	5	(118)
Advertising and Sales	1	0	0	(1)	(1)	11	9	7	(2)	(4)
Casualty and Other Claims Total	0	1	0	1	0	13	13	5	0	(8)
Depreciation	0	0	0	0	0	0	0	0	0	0
Amort of Gain On Sale/Leaseback	0	0	0	0	0	0	0	0	0	0
Depreciation, net of amortization	0	0	0	0	0	0	0	0	0	0
Other Expenses	134	142	131	8	(3)	2,725	2,717	1,965	(8)	(760)
Indirect Costs Capitalized To P&E	75	16	17	(59)	(58)	342	283	280	(59)	(62)
Total Expense	900	878	832	(22)	(68)	11,716	11,666	10,251	(50)	(1,465)
Operating Income (Loss)	5,494	5,351	5,260	143	234	58,845	61,872	64,504	(3,027)	(5,659)
Other (Income) and Expense										
Interest Income	0	0	0	0	0	0	0	0	0	0
Interest Expense	0	0	0	0	0	0	0	0	0	0
Other Expense - Net	0	0	0	0	0	0	0	0	0	0
Loss from Continuing Operations	**5,494**	**5,351**	**5,260**	**143**	**234**	**58,845**	**61,872**	**64,504**	**(3,027)**	**(5,659)**
Discontinued Operations	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Net Loss	**5,494**	**5,351**	**5,260**	**143**	**234**	**58,845**	**61,872**	**64,504**	**(3,027)**	**(5,659)**

NATIONAL RAILROAD PASSENGER CORPORATION

Consolidated Income Statement - Fiscal Year 2011

For the Month of October, 2010

Projects

($ thousands)	For the Month					Forecast Year End				
	2010 Oct	2010 Oct	2009 Oct	Variance Fav / (Unfav)		FY 2011	FY 2011	FY 2010	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Forecast	Budget	Last Year	Budget	Prior Year
REVENUES:										
Passenger Related:										
Ticket Revenue	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Food and Beverage	0	0	0	0	0	0	0	0	0	0
State Supported Train Revenue	0	0	0	0	0	0	0	0	0	0
Total Passenger Related Revenue	0	0	0	0	0	0	0	0	0	0
Mail and Express	0	0	0	0	0	0	0	0	0	0
Commuter	0	0	0	0	0	0	0	0	0	0
Other:										
Reimbursable	0	0	0	0	0	0	0	0	0	0
Commercial Development	0	0	0	0	0	0	0	0	0	0
Other Transportation	0	0	0	0	0	0	0	0	0	0
Freight Access Fees and Other	0	0	0	0	0	0	0	0	0	0
Total Other Revenue	0	0	0	0	0	0	0	0	0	0
Total Operating Revenue	0	0	0	0	0	0	0	0	0	0
EXPENSES:										
Salaries, Wages and Benefits:										
Salaries	119	2	77	(117)	(42)	232	115	2,777	(117)	2,545
Wages & Overtime	2,863	142	1,444	(2,721)	(1,419)	5,143	2,421	19,143	(2,722)	14,000
Employee Benefits	1,072	67	577	(1,005)	(495)	2,143	1,138	9,109	(1,005)	6,966
Employee Related	(33)	1	155	34	188	(15)	19	3,887	34	3,902
Total Salaries, Wages and Benefits	4,021	212	2,253	(3,809)	(1,768)	7,503	3,693	34,916	(3,810)	27,413
Train Operations	0	0	0	0	0	0	0	49	0	49
Fuel, Power, & Utilities	0	0	0	0	0	0	0	0	0	0
Materials	2,885	1,440	2,484	(1,445)	(401)	28,984	27,539	26,118	(1,445)	(2,866)
Facility, Communication, & Office	453	1,304	215	851	(238)	7,475	8,326	10,854	851	3,379
Advertising and Sales	0	0	0	0	0	0	0	0	0	0
Casualty and Other Claims Total	0	4	52	4	52	74	78	48	4	(26)
Depreciation	0	0	0	0	0	0	0	0	0	0
Amort of Gain On Sale/Leaseback	0	0	0	0	0	0	0	0	0	0
Depreciation, net of amortization	0	0	0	0	0	0	0	0	0	0
Other Expenses	2,512	197	2,904	(2,315)	392	8,175	5,742	63,669	(2,433)	55,494
Indirect Costs Capitalized To P&E	2,417	281	960	(2,136)	(1,457)	7,706	5,571	16,443	(2,135)	8,737
Total Expense	12,288	3,438	8,868	(8,850)	(3,420)	59,917	50,949	152,097	(8,968)	92,180
Operating Income (Loss)	(12,288)	(3,438)	(8,868)	(8,850)	(3,420)	(59,917)	(50,949)	(152,097)	(8,968)	92,180
Other (Income) and Expense										
Interest Income	0	0	0	0	0	0	0	0	0	0
Interest Expense	0	0	0	0	0	0	0	0	0	0
Other Expense - Net	0	0	0	0	0	0	0	0	0	0
Loss from Continuing Operations	**(12,288)**	**(3,438)**	**(8,868)**	**(8,850)**	**(3,420)**	**(59,917)**	**(50,949)**	**(152,097)**	**(8,968)**	**92,180**
Discontinued Operations	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Net Loss	**(12,288)**	**(3,438)**	**(8,868)**	**(8,850)**	**(3,420)**	**(59,917)**	**(50,949)**	**(152,097)**	**(8,968)**	**92,180**

Note: Project amounts represent the non-capitalizable portion of a project. The above figures are included in the CORE + PRJ totals page and are presented here for informational purposes only.

NATIONAL RAILROAD PASSENGER CORPORATION

Consolidated Income Statement - Fiscal Year 2011

For the Month of October, 2010

Core

($ thousands)	For the Month					Forecast Year End				
	2010 Oct	2010 Oct	2009 Oct	Variance Fav / (Unfav)		FY 2011	FY 2011	FY 2010	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Forecast	Budget	Last Year	Budget	Prior Year
REVENUES:										
Passenger Related:										
Ticket Revenue	$154,881	$144,929	$135,381	$9,952	$19,500	$1,807,331	$1,767,206	$1,702,068	$40,125	$105,263
Food and Beverage	8,454	8,917	7,562	(463)	892	104,304	104,767	97,514	(463)	6,790
State Supported Train Revenue	2,230	15,879	4,055	(13,649)	(1,825)	190,450	190,550	174,325	(100)	16,125
Total Passenger Related Revenue	165,565	169,725	146,998	(4,160)	18,567	2,102,085	2,062,523	1,973,907	39,562	128,178
Mail and Express	0	0	0	0	0	0	0	0	0	0
Commuter	0	0	0	0	0	0	0	0	0	0
Other:										
Reimbursable	0	0	0	0	0	0	0	0	0	0
Commercial Development	0	0	0	0	0	0	0	0	0	0
Other Transportation	11,618	12,482	10,770	(864)	848	139,765	150,491	135,614	(10,726)	4,151
Freight Access Fees and Other	3,380	3,475	4,239	(95)	(859)	40,927	41,022	46,967	(95)	(6,040)
Total Other Revenue	14,998	15,957	15,009	(959)	(11)	180,692	191,513	182,581	(10,821)	(1,889)
Total Operating Revenue	180,563	185,682	162,007	(5,119)	18,556	2,282,777	2,254,036	2,156,488	28,741	126,289
EXPENSES:										
Salaries, Wages and Benefits:										
Salaries	20,422	22,073	20,130	1,651	(292)	264,068	270,168	236,534	6,100	(27,534)
Wages & Overtime	69,504	72,488	69,395	2,984	(109)	900,064	904,835	866,613	4,771	(33,451)
Employee Benefits	42,308	43,664	41,399	1,356	(909)	557,037	571,709	502,814	14,672	(54,223)
Employee Related	2,590	2,265	1,840	(325)	(750)	30,555	29,989	25,349	(566)	(5,206)
Total Salaries, Wages and Benefits	134,824	140,490	132,764	5,666	(2,060)	1,751,724	1,776,701	1,631,310	24,977	(120,414)
Train Operations	21,592	21,457	20,157	(135)	(1,435)	268,631	268,739	261,171	108	(7,460)
Fuel, Power, & Utilities	27,378	25,485	20,278	(1,893)	(7,100)	320,679	323,389	292,169	2,710	(28,510)
Materials	17,175	14,394	15,804	(2,781)	(1,371)	174,667	171,771	159,166	(2,896)	(15,501)
Facility, Communication, & Office	13,802	13,066	10,353	(736)	(3,449)	158,693	157,847	156,354	(846)	(2,339)
Advertising and Sales	7,442	9,581	9,322	2,139	1,880	113,177	115,531	113,465	2,354	288
Casualty and Other Claims Total	7,070	4,819	6,530	(2,251)	(540)	58,809	57,912	56,624	(897)	(2,185)
Depreciation	49,802	51,739	47,863	1,937	(1,939)	673,213	650,184	602,496	(23,029)	(70,717)
Amort of Gain On Sale/Leaseback	(343)	(1,015)	(972)	(672)	(629)	(11,510)	(12,182)	(9,376)	(672)	2,134
Depreciation, net of amortization	49,459	50,724	46,891	1,265	(2,568)	661,703	638,002	593,120	(23,701)	(68,583)
Other Expenses	22,382	27,065	15,306	4,683	(7,076)	330,717	324,892	265,709	(5,825)	(65,008)
Indirect Costs Capitalized To P&E	(19,236)	(15,609)	(15,143)	3,627	4,093	(173,662)	(174,363)	(179,029)	(701)	(5,367)
Total Expense	281,888	291,472	262,262	9,584	(19,626)	3,665,138	3,660,421	3,350,059	(4,717)	(315,079)
Operating Income (Loss)	(101,325)	(105,790)	(100,255)	4,465	(1,070)	(1,382,361)	(1,406,385)	(1,193,571)	24,024	(188,790)
Other (Income) and Expense										
Interest Income	(501)	(4,635)	(4,689)	(4,134)	(4,188)	(7,142)	(55,625)	(34,626)	(48,483)	(27,484)
Interest Expense	9,013	11,749	13,595	2,736	4,582	111,449	135,103	136,775	23,654	25,326
Other Expense - Net	8,512	7,114	8,906	(1,398)	394	104,307	79,478	102,149	(24,829)	(2,158)
Loss from Continuing Operations	**(109,837)**	**(112,904)**	**(109,161)**	**3,067**	**(676)**	**(1,486,668)**	**(1,485,863)**	**(1,295,720)**	**(805)**	**(190,948)**
Discontinued Operations	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Net Loss	**(109,837)**	**(112,904)**	**(109,161)**	**3,067**	**(676)**	**(1,486,668)**	**(1,485,863)**	**(1,295,720)**	**(805)**	**(190,948)**

National Railroad Passenger Corporation
Capital Program Expenditures Excluding Debt Service
October 2010 YTD
($ thousands)

Department & Program	YTD Actual	YTD Authorized*	Variance	FY11 Remaining Spend Plan	Spend Plan + YTD Actual	FY11 Authorized	Variance
Engineering							
Structures – Movable Bridge-Movable Span	126	8	(117)	1,888	2,013	100	(1,913)
Structures – Bridge Ties	6	125	119	2,339	2,344	1,500	(844)
Structures – Undergrade–Fixed Bridge	835	575	(260)	23,039	23,873	6,895	(16,978)
Structures - Culvert	35	92	57	1,158	1,193	1,100	(93)
Structures - Fence	65	29	(36)	1,152	1,217	350	(867)
Structures – Interlocking Structures	15	42	27	798	813	500	(313)
Structures – M/E Facility	120	283	164	10,051	10,170	3,400	(6,770)
Structures – M/W Base	55	86	30	1,648	1,703	1,030	(673)
Structures - Station	1,486	2,201	715	29,455	30,941	26,410	(4,531)
Structures - Major Bridge Special Projects	15	2,833	2,819	33,667	33,681	34,000	319
Structures – Trans Department Facility	1	-	(1)	200	201	-	(201)
Structures - Tunnel	6	1,094	1,088	12,190	12,196	13,129	933
Structures – Retaining Wall	87	4	(83)	350	438	50	(388)
Deputy Chief Engineer Construction - Applications	572	971	399	10,683	11,255	11,654	399
Deputy Chief Engineer Construction - Environmental	-	-	-	40	40	-	(40)
Deputy Chief Engineer – Leasehold Improvements	-	292	292	3,208	3,208	3,500	292
Communications & Signals- Abs Locations	709	175	(534)	4,023	4,732	2,102	(2,630)
Communications & Signals- Adv Civil Spd Enforc Sys	11	667	655	8,972	8,984	8,000	(984)
Communications & Signals – Cable Fiber	-	-	-	-	-	-	-
Communications & Signals - Cetc	260	1,190	930	14,052	14,312	14,275	(37)
Communications & Signal – Interlocking-C&S	395	423	28	7,438	7,833	5,080	(2,753)
Communications & Signals - Radio	14	10	(4)	819	833	120	(713)
Communications & Signals - Crossings	7	-	(7)	681	688	-	(688)
Electric Traction - Catenary	2,288	1,657	(631)	19,090	21,378	19,880	(1,498)
Electric Traction - Frequency Converters	140	271	131	5,205	5,345	3,250	(2,095)
Electric Traction - Catenary Pole	20	429	409	4,821	4,841	5,143	302
Electric Traction - Signal Power	59	77	19	1,307	1,366	925	(441)
Electric Traction - Substations	231	668	437	9,191	9,422	8,020	(1,402)
Track - Ballast	17	250	233	2,950	2,967	3,000	33
Track - Drainage	67	200	133	2,200	2,267	2,400	133
Track – Equipment-Roadway	403	1,806	1,403	21,984	22,387	21,667	(720)
Track – Fasteners	17	96	79	1,054	1,071	1,150	79
Track – Interlocking Renewal	1,544	1,097	(447)	27,809	29,352	13,160	(16,192)
Track - Rail	1,288	1,686	399	22,915	24,203	20,235	(3,968)
Track – Wood/Concrete Crosstie/Timber	2,885	3,058	173	34,101	36,986	36,700	(286)
Track – Total Track Renewal/Construction	2,156	1,748	(408)	24,040	26,196	20,979	(5,217)
Track – Track Laying System	53	5,317	5,264	67,500	67,553	63,800	(3,753)
Track - Turnouts	1,222	761	(461)	9,183	10,405	9,130	(1,275)
Track - Geometry	1,367	1,250	(117)	14,481	15,849	15,000	(849)
Track – Crossings-Road	17	88	70	1,610	1,627	1,050	(577)
Life Safety – 1St Avenue Construction	2,514	3,250	736	35,750	38,264	39,000	736
Life Safety – Lic Ventilation Construction	16	-	(16)	-	16	-	(16)
Life Safety – Misc Design & Construction Project	51	321	270	10,101	10,152	3,849	(6,304)
Life Safety – Standpipe Installation	6	-	(6)	4,667	4,673	-	(4,673)
Structures – Special Project 2	3,673	1,729	(1,944)	17,060	20,734	20,747	13
Structures – Sunnyside Yard New Mechanical Facilit	652	417	(235)	4,583	5,235	5,000	(235)
Structures – ADA Compliance	2,187	17,000	14,813	143,400	145,587	267,023	121,436
Wilmington Station Restoration	-	-	-	4,453	4,453	-	(4,453)
Other	-	-	0	-	-	-	(0)
Engineering Total	**27,709**	**54,448**	**26,740**	**659,694**	**687,403**	**716,402**	**28,999**
Mechanical							
Amfleet Programs	904	3,030	2,126	35,923	36,827	36,435	(392)
Locomotives	3,169	1,719	(1,450)	35,945	39,114	39,007	(107)
Superliners	719	3,901	3,182	41,168	41,887	44,866	2,979
Acquisitions	-	-	-	28,323	28,323	128,000	99,677
Heritage Programs	-	-	-	-	-	-	-
Facility Improvements	(47)	279	326	4,427	4,381	3,350	(1,031)
Mechanical It Projects	(27)	208	235	2,359	2,332	2,500	168
Horizon/Surfliner Programs	616	1,203	587	12,993	13,609	14,470	861
Non Passenger Equipment	140	310	170	4,232	4,372	3,725	(647)
Viewliner Programs	617	560	(57)	5,853	6,470	6,720	250
Talgo Programs	-	-	-	1,300	1,300	1,300	-
Acela Programs	1,882	1,362	(520)	16,323	18,205	18,200	(5)
General Safety & Reliability	1,708	417	(1,291)	3,299	5,006	5,004	(3)
Mandatory Projects	303	208	(95)	2,197	2,500	2,500	(0)
Equipment Engineering & Design	-	-	-	-	-	-	-
Other	-	-	0	-	-	-	-
Mechanical Total	**9,985**	**13,198**	**3,213**	**194,342**	**204,327**	**306,077**	**101,750**
Environmental							
Environmental Risk Reduction	(12)	118	130	2,979	2,967	2,970	3
Environmental Remediation Program	14	145	130	4,466	4,480	6,050	1,570
Safety Program	-	8	8	100	100	100	-
Environmental Total	**2**	**271**	**269**	**7,545**	**7,547**	**9,120**	**1,573**

National Railroad Passenger Corporation
Capital Program Expenditures Excluding Debt Service
October 2010 YTD
($ thousands)

Department & Program	YTD Actual	YTD Authorized*	Variance	FY11 Remaining Spend Plan	Spend Plan + YTD Actual	FY11 Authorized	Variance
Police and Security							
Safety & Security Program	670	1,008	338	21,990	22,660	22,472	(188)
Safety & Security Total	**670**	**1,008**	**338**	**21,990**	**22,660**	**22,472**	**(188)**
Transportation / Operations							
Station / Facility / Support Vehicles	455	3,417	2,962	43,921	44,376	44,410	35
Technology/ System Upgrade	(6)	-	6	-	(6)	-	6
Transportation Total	**449**	**3,417**	**2,968**	**43,921**	**44,370**	**44,410**	**40**
Finance & Treasury							
Technology/ System Upgrades/Credit Card Terminals	20	347	327	3,134	3,154	4,160	1,006
Finance & Treasury Total	**20**	**522**	**502**	**4,709**	**4,729**	**5,735**	**1,006**
Chief Operating Officer Total							
Consolidated Dashboard	(22)	-	22	-	(22)	-	22
Chief Operating Officer Total	**(22)**	**-**	**22**	**-**	**(22)**	**-**	**22**
Amtrak Technologies Total							
Technology/ System Upgrade	3,408	7,500	4,092	91,407	94,815	90,000	(4,815)
Amtrak Technologies Total	**3,408**	**7,500**	**4,092**	**91,407**	**94,815**	**90,000**	**(4,815)**
Procurement							
Procurement Equipment Purchase/Replacement	163	1,546	1,384	10,164	10,327	10,327	0
Procurement Facility Improvement Program	-	55	55	1,155	1,155	661	(494)
Procurement Total	**163**	**1,602**	**1,439**	**11,319**	**11,482**	**10,988**	**(494)**
Real Estate Total							
Station / Facility Development	3	-	(3)	5,250	5,253	5,250	(3)
Real Estate Total	**3**	**-**	**(3)**	**5,250**	**5,253**	**5,250**	**(3)**
Contract Administration							
Existing Partnership Agreements	17	1,373	1,355	20,387	20,404	26,651	6,247
Contract Administration Total	**17**	**1,373**	**1,355**	**20,387**	**20,404**	**26,651**	**6,247**
Marketing & Sales							
Technology / System Upgrade	(158)	2,777	2,935	34,107	33,949	34,035	85
Infrastructure	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	(0)
Marketing & Sales Total	**(158)**	**2,777**	**2,935**	**34,107**	**33,949**	**34,035**	**85**
Departmental Total	**42,245**	**86,115**	**43,869**	**1,094,671**	**1,136,917**	**1,271,139**	**134,222**
Totals with All Adjustments	**42,245**	**86,115**	**43,869**	**1,094,671**	**1,136,917**	**1,271,139**	**134,222**
Capital Projects (PRJ)	5,764	1,321	(4,443)	-	5,764	37,950	32,186
Totals Excluding PRJ	**36,481**	**84,793**	**48,312**	**1,094,671**	**1,131,153**	**1,233,189**	**102,036**
By Funding Source							
Federal Grants	32,959	77,144	44,186	911,960	944,919	1,146,038	201,120
FRA	46	-	(46)	433	479	-	(479)
Funding Source Other	356	-	(356)	2,600	2,956	-	(2,956)
Internal	176	200	24	3,325	3,501	2,400	(1,101)
State, Local and Private	4,981	7,171	2,190	106,703	111,684	93,654	(18,030)
Managerial Cost Accounting System	2,390	-	(2,390)	40,855	43,245	-	(43,245)
Homeland Security	670	1,008	338	21,990	22,660	22,472	(188)
Section 305 Equipment Pool Grant Agreement	-	175	175	1,575	1,575	1,575	-
Efficiency Incentive Grant	16	-	(16)	-	16	-	(16)
100% MTA_ESA	652	417	(235)	4,583	5,235	5,000	(235)
Road Baltimore Bolton Yard - Access Improvements	-	-	-	646	646	-	(646)
Total by Funding Source	**42,245**	**86,115**	**43,869**	**1,094,671**	**1,136,917**	**1,271,139**	**134,222**

* Authorized amounts were reset following Board approval and do not reflect earlier published amounts.

BOLD Numbers are subtotals

National Railroad Passenger Corporation
ARRA Program Expenditures*
October 2010 YTD
($ thousands)

Department & Program	FY09 Actual	FY10 YTD Actual	FY11 YTD Actual	FY11 YTD Authorized	Variance	Remaining Spend Plan*	Spend Plan + Program Actual*	Total Authorized*	Variance
Engineering									
Security and Life Safety									
Ny Division - Metuchen Frequency Converter	3	7,721	2,369	1,330	(1,039)	4,000	11,724	14,000	2,276
System Transmission Nec - Metuchen Frequency Stabi	7	518	2	45	44	175	700	900	200
Jericho Park Converter Station Refurbishment	95	890	28	369	341	2,441	3,427	3,500	73
Ivy City Substation And Transmission Line Improvem	389	22,028	3,142	218	(2,924)	1,000	23,417	24,651	1,234
Install Redundant Communication Cable	-	5,633	908	484	(424)	210	5,843	7,000	1,157
Fiber Optic Cable - Michigan Line	0	6,615	4	-	(4)	269	6,885	4,817	(2,067)
Redundant Cable To Substations	812	3,588	98	86	(13)	508	4,908	4,000	(908)
Was To New York-60Hz Sig Pwr Backup Installation	1	(0)	-	0	0	(1)	0	5	5
New England Div-60Hz Sig Pwr Backup Installation	582	3,130	109	100	(9)	(308)	3,403	3,500	97
Redundant Radiating Cable In Ny Tunnels	1,476	3,038	111	-	(111)	1,483	5,997	6,100	103
Redundant Radiating Cable In Baltimore Tunnels	98	779	10	-	(10)	180	1,057	2,600	1,543
Washington To New Rochelle-Acses Installation Ways	296	10,775	1,370	1,737	368	15,037	26,107	35,300	9,193
Ny Fire Standpipe System	46	13,693	1,646	883	(763)	7,175	20,913	22,600	1,687
Ny Penn Station Fire Alarm System	69	7,614	1,699	550	(1,149)	3,617	11,301	10,000	(1,301)
Mid-Atlantic Div-Signal Brg Fall Protection Inst	4	(0)	-	0	0	(4)	(0)	68	68
Improvements To Platform Lighting - Nec Stations	6	1,328	1,076	398	(678)	(2,409)	(1,075)	3,000	4,075
Emergency Back Up Power - Stations	7	(0)	-	(9)	(9)	(7)	0	0	(0)
Emergency Backup Power For Ny Tunnels	4	(4)	-	-	-	-	-	-	-
Inventory Security Improvements	-	6,907	3,999	828	(3,171)	10,205	17,112	9,020	(8,092)
Mid-Atlantic Div – Catenary Pole Sign Installation	-	1,062	80	127	47	658	1,720	2,025	306
New York Div – Catenary Pole Sign Installation	-	750	91	47	(44)	90	840	756	(84)
New England Div – Catenary Pole Sign Install	-	762	41	111	70	197	959	964	5
Acses Installation Wayside – Harrisburg Line	-	(1)	1	(1)	(1)	-	(1)	-	1
Acses Installation Wayside – Springfield Line	-	(0)	-	(0)	(0)	-	(0)	-	0
Acses Installation Wayside – Empire Line	-	1	-	-	-	-	1	-	(1)
Michigan Line - Itcs Installation Wayside	3	17,833	254	536	282	6,934	24,770	25,000	230
New York Division - Radio System Improvements	-	(0)	-	0	0	-	(0)	1	1
Penn Station Ny - Upgrade Communications Safety St	-	681	399	400	1	416	1,097	2,500	1,403
Positive Train Ctrl Equipment Development/Implemen	-	2,654	16	400	384	1,815	4,469	5,000	531
Harrisburg Line-Signal Brg Fall Protection Install	-	(0)	-	0	0	-	(0)	23	23
New York Division - Signal Bridge Fall Protection	-	0	-	0	0	-	0	21	21
New England Division – Mofw Base Security Upgrades	-	934	37	93	57	339	1,273	1,200	(73)
South Hampton St Yard - Fire Alarm Upgrades	-	243	157	98	(58)	828	1,070	1,000	(70)
Ny Fire Standpipe Sys (Lirr)	-	11,436	753	468	(286)	(3,607)	7,830	8,500	670
Lamokin - Frequency Converter Replacement	84	28,035	283	2,000	1,717	19,283	47,402	57,000	9,598
New England Division - Right Of Way Improvements	112	9,814	1,615	-	(1,615)	3,994	13,920	7,000	(6,920)
Mid-Atlantic Division - Right Of Way Improvements	371	14,166	1,120	37	(1,083)	2,392	16,930	10,500	(6,430)
New York Division - Right Of Way Improvements	612	30,511	2,816	35	(2,780)	2,143	33,266	22,551	(10,715)
Right Of Way Improvements – Springfield Line	-	964	103	6	(96)	(60)	904	500	(404)
Right Of Way Improvements – Harrisburg Line	-	6,776	437	-	(437)	(158)	6,618	4,000	(2,618)
Non-Security and Life Safety									
Mobility First - Nec	-	516	(21)	-	21	(493)	22	451	429
Hialeah, Fl - Construct Maintenance Facility	100	12,771	857	976	119	21,756	34,626	30,007	(4,620)
Mobility First Non-Nec	50	5,604	871	1,690	819	6,565	12,219	12,966	746
Wilmington, De - Station Restoration	-	12,869	1,889	-	(1,889)	(14,758)	(1,889)	20,000	21,889
Niantic River - Bridge Replacement	25	28,082	4,542	5,473	931	23,000	51,106	60,000	8,894
New England Division - Facility Upgrades	14	3,033	1,106	657	(449)	4,309	7,356	6,650	(706)
Mid-Atlantic Division - Facility Upgrades	-	(0)	-	5	5	-	(0)	80	80
West Division - Facility Upgrades	-	(0)	-	4	4	-	(0)	50	50
Central Division - Facility Upgrades	-	8,411	3,667	2,416	(1,251)	12,931	21,342	16,945	(4,397)
Southeast - Facility Upgrades	-	0	-	-	-	-	0	-	(0)
New York Division - Facility Upgrades	-	0	-	2	2	-	0	127	127
Fall Protection Upgrades - Facilities	-	3,254	1,013	94	(919)	210	3,464	1,262	(2,202)
Perryville M/W Base - Sanitary Sewer Line	10	339	41	-	(41)	512	861	1,000	139
New England Division Spine - Station Upgrades	2	1,743	114	231	116	-	1,744	2,500	756
Mid-Atlantic Division - Station Upgrades	2	355	(183)	156	339	1,049	1,406	1,115	(291)
West Division - Station Upgrades	17	1,276	179	557	378	3,418	4,710	4,122	(588)
Central Division - Station Upgrades	12	730	195	861	666	3,581	4,322	6,042	1,719
Southeast - Station Upgrades	2	0	1	-	(1)	-	2	-	(2)
New York Division Nonspine - Station Upgrades	2	557	194	163	(31)	793	1,351	1,213	(138)
Washington Union Station-High Level Platform Repla	-	203	4	443	438	299	502	3,098	2,596
Ct124.09 Thames River - Paint Fixed Span	12	19,842	1,529	1,746	217	4,611	24,465	26,000	1,535
De027.00 Orange Street - Replace Superstructure	0	(0)	-	-	-	-	(0)	-	0
Ny015.73 Pelham Bay- Concrete Pile Rehab	10	7,626	627	-	(627)	4,200	11,836	11,447	(389)
Sanford, Fl - Station Restoration	-	4,129	759	333	(426)	(4,888)	(759)	8,000	8,759
Penn Station New York - Service Building Upgr	156	4,984	1,078	3,115	2,037	10,056	15,197	22,000	6,803
Transmission Line Replacement	267	1,956	2	3,308	3,306	21,700	23,922	25,000	1,078
Mid-Atlantic Div North - Substation Transformer/Rt	755	3,175	88	399	311	1,194	5,124	5,801	676
Mid-Atlantic Div South - Substation Transformer/Rt	1,232	4,417	99	872	773	2,565	8,213	11,339	3,126
New York Division - Substation Transformer Repl	1	922	30	530	500	3,046	3,970	4,033	64
Chicago Yard - Switch Heater Repl/Remote Control	119	10,095	4,434	2,788	(1,645)	15,365	25,578	28,584	3,006
Chicago, Il - Replace Dispatch System	189	2,624	616	667	51	6,548	9,361	10,000	639
New England Division - Concrete Tie Replacement	2	34,354	5,473	2,992	(2,480)	5,167	39,523	44,572	5,049
Central Division – Track Rehabilitation	246	21,101	3,447	2,808	(639)	9,250	30,597	29,481	(1,116)
Pa094.74 Union Street - Replace Superstructure	29	2,188	479	73	(406)	1,600	3,817	4,372	555
New England Division Nonspine- Station Upgrades	0	192	62	-	(62)	(23)	170	52	(118)
South Hampton St Yard - Drop Table Building	-	6,641	3,585	1,577	(2,008)	6,045	12,686	16,100	3,414
Ivy City Service & Inspection Blding - Roof Replac	11	2,279	49	392	344	162	2,451	5,000	2,549
Ivy City - Tk 23 Inspection Pit Platform Replaceme	-	0	-	0	0	-	0	5	5
Ivy City S&I Blding - Kirk Key Interlocking Safety	43	0	-	0	0	(43)	(0)	97	97
Penn Coach Yard - Water/Compressed Air Pipe Replac	-	0	-	0	0	-	0	6	6
Sunnsyside Yard Ny - Service Platforms Improvement	-	0	-	2	2	(0)	0	110	110
Mid-Atlantic Division - Facility Upgrades	25	803	4	-	(4)	75	902	1,200	298
Los Angeles, Ca - Construct Maintenance Facility	43	15,955	1,293	4,493	3,200	18,179	34,178	31,493	(2,684)
Miamicock - Bridge Replacement	111	11,085	804	1,586	782	8,919	20,115	20,000	(115)
West Harbor - Bridge Replacement	58	3,175	352	221	(132)	11,425	14,658	16,514	1,856
East Harbor - Bridge Replacement	20	2,860	488	338	(151)	11,677	14,558	15,805	1,247
River Rd - Replace Superstructure	21	1,157	924	252	(672)	382	1,560	1,785	225
Hellgate Bridge - Painting	7	0	-	1	1	(7)	0	150	150
Wood Street - Replace Superstructure	7	1,939	291	60	(231)	1,100	3,047	3,473	426
Los Angeles Yard-Construct Wheel Truing Building	-	0	-	10	10	-	0	100	100
Los Angeles Yard - Facility Improvements	-	(0)	-	5	5	-	(0)	50	50
Goleta, Ca Layover Facility - Car Wash Improvement	-	0	-	2	2	-	0	25	25
Los Angeles Yard - Emergency Power Backup System	-	(0)	-	1	1	-	(0)	35	35
Chicago, Il - Service & Inspection Blding Expansio	-	4,114	2,548	1,266	(1,282)	6,048	10,161	12,700	2,539
Chicago Yard - Electrical Distribution Upgrade	-	650	352	108	(245)	292	941	1,100	159
Chicago 14Th/16Th St Yard-Compressed Air Improveme	-	8,367	2,286	2,115	(170)	11,658	20,025	21,376	1,351
Chicago 16Th Locomotive Shop - Roof Replacement	-	2,268	1,754	904	(850)	4,983	7,251	9,080	1,829
Hialeah, Fl-Substation/Electrical/Tk Side Utility	-	(0)	-	2	2	-	(0)	60	60
Sanford, Fl - Welfare Facility Expansion/Upgrades	3	(0)	-	1	1	(3)	(0)	75	75
30Th Street Station - 2Nd Floor Roof Renewal	4	967	(57)	109	166	189	1,159	1,100	(59)
Connlesville, Pa - Ada Platform Upgrade	-	0	-	-	-	-	0	-	(0)
Texarkana, Ar - Ada Platform Upgrade	-	-	-	-	-	-	-	-	-
Trinidad, Co - Ada Platform Upgrade	-	135	156	331	175	(291)	(156)	2,342	2,498
Winnimucca, Nv - Ada Platform Upgrade	-	0	0	-	(0)	(0)	(0)	-	0
Alliance, Oh - Ada Platform Upgrade	-	(0)	1	-	(1)	(1)	(1)	-	1
Tampa, Fl - Canopy Restoration/Ada Platform Upgr	1	265	54	107	53	431	697	793	96
Okeechobee, Fl - Ada Platform Upgrade	0	-	(256)	-	256	256	256	-	(256)
Penn Station New York - Ada Bathroom Upgrade	-	(0)	4	1	(3)	(4)	(4)	15	19
Beaumont, Tx - Ada Platform Upgrade	-	(0)	-	-	-	-	(0)	-	0

National Railroad Passenger Corporation
ARRA Program Expenditures*
October 2010 YTD
($ thousands)

Department & Program	FY09 Actual	FY10 YTD Actual	FY11 YTD Actual	FY11 YTD Authorized	Variance	Remaining Spend Plan*	Spend Plan + Program Actual*	Total Authorized*	Variance
Washington To Boston - Demolition Of Abandoned Str	-	1,753	328	781	454	767	2,520	4,150	1,630
Mid-Atlantic Div North Non-Nec-Substation Transfor	-	2,731	21	82	61	1,078	3,809	2,827	(981)
Ivy City - Administration Office Hvac Duct Work Up	-	0	-	1	1	-	0	7	7
Union Street Superstructure Replacement	-	3,401	877	237	(641)	(989)	2,412	3,250	838
Wood Street Superstructure Replacement	-	3,053	380	245	(135)	(256)	2,797	3,250	453
Wilmington Station Restoration	-	9,335	(242)	683	925	105	9,440	9,599	159
Albany Line - Demolition Of Abandoned Structures	-	(0)	-	0	0	-	(0)	5	5
Tls Mid-Atlantic Division - Concrete Tie Replaceme	-	39,990	5,019	4,000	(1,019)	6,000	45,990	40,000	(5,990)
Bgug Hellgate Bridge - Falling Ballast Hazard Miti	-	318	230	1,570	1,340	15,260	15,578	15,700	122
Bgug Washington Terminal - Bridge Public Safety Im	-	407	950	1,000	50	2,446	2,854	5,000	2,146
Fen B&P Tun John St Opening-Fencing And Access Imp	-	85	360	213	(147)	1,098	1,184	1,500	316
Other	-	-	-	1	1	-	-	5	5
Engineering Total	**8,684**	**541,953**	**80,514**	**67,430**	**(13,084)**	**329,380**	**880,017**	**943,793**	**63,777**
Mechanical									
Security and Life Safety									
Mechanical	-	-	-	-	-	-	-	-	-
Non-Security and Life Safety									
Return To Service Long Distance Cars	3,088	14,052	1,136	865	(272)	3,870	21,009	19,300	(1,709)
Return To Service Amfleet Cars	2,440	32,597	3,571	2,545	(1,026)	19,892	54,929	58,500	3,571
Return To Service Diesel Locomotives	3,480	14,183	1,032	553	(478)	2,115	19,778	17,600	(2,178)
Amfleet Programs	-	20,766	1,125	2,446	1,322	3,531	24,297	21,949	(2,348)
Locomotives	-	9,446	329	1,321	992	3,650	13,096	10,500	(2,596)
Acquisitions	-	-	-	-	-	-	-	-	-
Superliners	-	29,139	3,053	2,414	(639)	3,752	32,890	24,559	(8,331)
Horizon/Surfliner Programs	-	6,484	(0)	442	442	424	6,908	4,821	(2,087)
Non Passenger Equipment	-	-	-	-	-	-	-	-	-
Viewliner Programs	-	4,091	0	241	241	200	4,291	3,513	(778)
Acela Programs	-	(0)	-	518	518	-	(0)	12,424	12,424
Heritage Programs	-	(97)	-	-	-	-	(97)	-	97
Other	-	-	-	(0)	(0)	-	-	0	0
Mechanical Total	**9,008**	**130,660**	**10,246**	**11,346**	**1,101**	**37,433**	**177,101**	**173,166**	**(3,935)**
Environmental									
Security and Life Safety									
Environmental	-	-	-	-	-	-	-	-	-
Non-Security and Life Safety									
Environmental	-	-	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-	-	-
Environmental Total	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Police and Security									
Security and Life Safety									
Infrastructure Program Personnel Support	19	563	1,279	393	(886)	8,243	8,825	7,859	(966)
Police Equipment Modernization	76	2,386	1,988	1,719	(270)	12,337	14,800	12,950	(1,850)
New York Penn Station (Ny)	-	11	-	36	36	314	325	250	(75)
Washington Union Station (Dc)	-	394	(137)	161	298	1,289	1,683	1,190	(493)
Philadelphia 30Th St. Station (Pa)	-	123	(3)	116	119	937	1,061	814	(247)
Boston South Station (Ma)	-	201	179	417	238	3,500	3,701	2,985	(716)
Baltimore Penn Station (Md)	-	77	1,051	670	(381)	4,981	5,058	4,700	(358)
Wilmington, De Station (De)	-	249	1,742	288	(1,454)	604	853	2,025	1,172
Harrisburg Station (Pa)	-	195	(86)	317	404	2,815	3,010	2,249	(761)
Newark Station (Nj)	-	-	-	-	-	-	-	-	-
Albany Station (Ny)	-	(0)	-	-	-	-	(0)	-	0
Providence, Ri Station (Ri)	-	511	237	147	(91)	747	1,258	1,150	(108)
Bwi Rail Station (Md)	-	(1)	-	-	-	-	(1)	-	1
New Carrollton, Md Station (Md)	-	399	523	466	(57)	3,386	3,785	3,315	(470)
New Haven Station (Ct)	-	-	-	-	-	-	-	-	-
Route 128 Station (Ma)	-	233	3	66	62	414	647	500	(147)
Penn Station Ctec (Ny)	-	(0)	-	-	-	-	(0)	-	0
Wilmington/Cnoc Ctec (De)	-	163	(78)	129	207	1,091	1,254	905	(349)
Boston Ctec (Pa)	-	13	-	-	-	52	65	50	(15)
Philadelphia Ctec (Pa)	-	97	(40)	82	122	692	789	577	(212)
Bear Shops Maintenance Facility (De)	-	153	(70)	725	795	6,514	6,667	5,075	(1,592)
Wilmington Shops Maintenance Facility (De)	-	198	(118)	578	695	5,205	5,403	4,066	(1,337)
Traction Power Phila Office (Pa)	-	98	(53)	165	218	1,456	1,554	1,155	(399)
Parcel G New Haven Maintenance Facility (Ct)	-	0	-	-	-	-	0	-	(0)
Penn Coach Maintenance Facility (Pa)	-	212	(103)	382	485	3,406	3,618	2,705	(913)
Rensselaer Maintenance Facility (Ny)	-	(0)	-	-	-	-	(0)	-	0
South Hampton Maintenance Facility (Ma)	-	149	6	590	584	5,213	5,362	4,130	(1,232)
Ivy City (Dc)	-	0	-	-	-	-	0	-	(0)
Sunnyside Maintenance Yard (Ny)	-	(0)	-	-	-	-	(0)	-	0
Portal Bridge (Hackensack) (Nj)	-	(0)	-	-	-	-	(0)	-	0
Passaic River Dock Bridge (Nj)	-	(0)	-	-	-	-	(0)	-	0
New York Hellgate Bridge (Ny)	-	(1)	-	-	-	-	(1)	-	1
Thames River Bridge (Ct)	-	323	59	71	13	260	583	500	(83)
Ny Pelham Bay Bridge (Ny)	-	(9)	-	-	-	-	(9)	-	9
Md Susquehanna River (Md)	-	1,159	32	186	154	497	1,656	1,300	(356)
Ct River Bridge (Ct)	-	73	-	3	3	-	73	50	(23)
Niantic River Bridge (Ct)	-	4	-	-	-	61	65	50	(15)
Shaws Cove Bridge (Ct)	-	(1)	-	-	-	-	(1)	-	1
Mystic River Bridge (Ct)	-	(1)	-	-	-	-	(1)	-	1
Md Bush River Bridge (Md)	-	159	25	73	47	531	690	550	(140)
Md Gunpowder River Bridge (Md)	-	159	183	111	(72)	723	883	825	(58)
Ny Spuyten Duyvil Bridge (Ny)	-	(1)	-	-	-	-	(1)	-	1
Baltimore B& P Tunnel (Md)	-	(1)	-	-	-	-	(1)	-	1
Baltimore New Union Tunnel (Md)	-	(0)	-	-	-	-	(0)	-	0
Baltimore Old Union Tunnel (Md)	-	(1)	-	-	-	-	(1)	-	1
Empire Tunnel (Ny)	-	(1)	-	-	-	-	(1)	-	1
Train Set (Nec)	-	-	-	-	-	-	-	-	-
Pantheon – An Advanced Technology Rail Corridor Pr	-	5,084	-	1,453	1,453	11,816	16,900	13,000	(3,900)
Enhanced Employees Identification Cards (Hspd12)	-	352	(0)	569	569	4,848	5,200	4,000	(1,200)
Fido Explosive Detectors Sensors	-	-	-	-	-	-	-	-	-
Canine Teams/Training	-	808	97	500	403	4,159	4,967	3,900	(1,067)
Supervisory Control And Data Acquisition (Scada) S	8	189	177	165	(12)	2,236	2,434	2,008	(426)
Amtrak Ossso Secure Network And Incident Managemen	-	361	-	536	536	4,839	5,200	4,000	(1,200)
Virtual Fence	-	2,988	912	560	(352)	2,416	5,404	4,860	(544)
Chicago Union Station (Il)	-	125	-	27	27	200	325	250	(75)
Milwaukee Station (Wi)	-	(0)	-	-	-	-	(0)	-	0
Minneapolis St. Paul Station (Mn)	-	119	-	29	29	206	325	250	(75)
Chicago Maintenance Facility (Il)	-	0	-	-	-	-	0	-	(0)
South Branch Chicago River Bridge (Il)	-	(0)	-	-	-	-	(0)	-	0
Los Angeles Station (Ca)	-	0	-	-	-	-	0	-	(0)
San Diego Station (Ca)	-	0	-	-	-	-	0	-	(0)
Sacramento Station (Ca)	-	(0)	-	-	-	-	(0)	-	0
San Jose Station (Ca)	-	-	-	-	-	-	-	-	-
Seattle Station (Wa)	-	(0)	-	-	-	-	(0)	-	0
Fullerton Station (Ca)	-	0	-	-	-	-	0	-	(0)
Portland Station (Or)	-	-	-	-	-	-	-	-	-
Lax Police Facility Upgrade	-	0	-	-	-	-	0	-	(0)
Virtual Fence Implementation	-	0	-	-	-	-	0	-	(0)

National Railroad Passenger Corporation
ARRA Program Expenditures*
October 2010 YTD
($ thousands)

Department & Program	FY09 Actual	FY10 YTD Actual	FY11 YTD Actual	FY11 YTD Authorized	Variance	Remaining Spend Plan*	Spend Plan + Program Actual*	Total Authorized*	Variance
Non-Security and Life Safety									
Office Of Security Strategy & Special Ops	-	-	-	-	-	-	-	-	-
Other	-	-	-	129	129	1,170	1,170	900	(270)
Safety & Security Total	**103**	**18,313**	**7,805**	**11,857**	**4,052**	**97,159**	**115,575**	**95,094**	**(20,481)**
Human Resources									
Security and Life Safety									
Human Resources	-	-	-	-	-	-	-	-	-
Non-Security and Life Safety									
Human Resources	-	-	-	-	-	-	-	-	-
Human Resources Total	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Transportation / Operations									
Security and Life Safety									
Transportation	-	-	-	-	-	-	-	-	-
Non-Security and Life Safety									
Automated External Defibrillators - Purchase And D	-	239	21	-	(21)	490	729	750	21
Static Signs For Stations In The Northeast Corrido	0	152	44	-	(44)	294	447	491	44
Static Signs For Stations Outside Of The Northeast	65	1,027	41	99	59	376	1,468	1,509	41
Other	-	-	-	-	-	-	-	-	(0)
Transportation Total	**66**	**1,418**	**106**	**99**	**(7)**	**1,160**	**2,644**	**2,750**	**106**
Finance & Treasury									
Security and Life Safety									
Program Administration - Security & Life Safety	-	-	-	883	883	-	-	13,526	13,526
Non-Security and Life Safety									
Program Administration - Non Security & Life Safet	1,475	11,938	2,854	1,724	(1,130)	(7,800)	5,613	41,909	36,296
Other	-	-	-	-	-	-	-	-	-
Finance & Treasury Total	**1,475**	**11,938**	**2,854**	**2,607**	**(246)**	**(7,800)**	**5,613**	**55,435**	**49,822**
Amtrak Technologies Tota									
Security and Life Safety									
Amtrak Technologies	-	-	-	-	-	-	-	-	-
Non-Security and Life Safety									
Wireless Access Points For Field Operations (Nec)	15	1,443	(217)	87	303	722	2,181	1,824	(358)
Wireless Access Points For Field Operations (Non N	323	1,718	(376)	136	512	2,203	4,244	2,852	(1,392)
Employee Information Management Program - Phase 3	2,258	7,085	-	-	-	-	9,343	9,400	57
Enterprise Data Access And Availability	3,571	6,807	161	329	168	1,311	11,689	11,000	(689)
Business Intelligence Reporting And Analysis	0	2,014	47	320	273	1,439	3,453	3,500	47
Single Sign On And Certificate And Key Management	2	2,110	171	450	279	1,417	3,529	3,700	171
Enterprise Document Content Management And Collabo	13	2,363	187	240	53	1,087	3,463	3,650	187
Other	-	-	0	(0)	(0)	-	-	-	0
Amtrak Technologies Tota	**6,182**	**23,540**	**(26)**	**1,562**	**1,588**	**8,180**	**37,902**	**35,926**	**(1,976)**
Procurement									
Security and Life Safety									
Procurement	-	-	-	-	-	-	-	-	-
Non-Security and Life Safety									
Procurement Sourcing And Contracts System (Ariba)	166	869	-	-	-	110	1,144	1,200	56
Vending Machines	-	807	-	126	126	-	807	1,000	193
Other	-	-	-	-	-	-	-	-	-
Procurement Total	**166**	**1,676**	**-**	**126**	**126**	**110**	**1,952**	**2,200**	**248**
Real Estate Total									
Security and Life Safety									
Law - Real Estate	-	-	-	-	-	-	-	-	-
Non-Security and Life Safety									
Law - Real Estate	-	-	-	-	-	-	-	-	-
Real Estate Total	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Contract Administration									
Security and Life Safety									
Contract Administration	-	-	-	-	-	-	-	-	-
Non-Security and Life Safety									
Other	-	-	-	-	-	-	-	-	-
Contract Administration Tota	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**-**
Marketing & Sales									
Security and Life Safety									
Marketing And Product Management	-	-	-	-	-	-	-	-	-
Non-Security and Life Safety									
Passenger Information Display System (Pids) For St	353	(0)	(83)	-	83	-	353	-	(353)
Relaunch Amtrak.Com And Supporting Systems	1,023	1,756	(9)	-	9	573	3,353	3,400	47
Locomotive Communications And Camera Project	-	-	-	-	-	-	-	-	-
Purchase Tow Tractors For Commissaries	-	299	-	-	-	-	299	360	61
Voice Response Unit Enhancements/Initiative	12	661	(51)	79	130	309	983	1,000	17
Other	-	-	-	-	-	-	-	-	(0)
Marketing & Sales Total	**1,389**	**2,716**	**(143)**	**79**	**222**	**883**	**4,987**	**4,760**	**(227)**
Departmental Total	**27,073**	**732,213**	**101,356**	**95,107**	**(6,248)**	**466,505**	**1,225,791**	**1,313,124**	**87,333**
Economic Stimulus Projects (PRJ)	3,013	74,097	6,382	4,352	(2,030)	622	77,732	76,536	(1,196)
Totals Excluding PRJ	**24,060**	**658,116**	**94,974**	**90,756**	**(4,218)**	**465,882**	**1,148,058**	**1,236,588**	**88,530**

* Program expenditures reflect total program spending through FY11 and exclude the Office of the Inspector General (OIG).
BOLD Numbers are subtotals

CHIEF MECHANICAL OFFICER
FY11 PRODUCTION REPORT

PROJECT #	PROJECT NAME	FY11 Plan	Plan OCT	Actuals OCT	Plan YTD through OCT	Actuals YTD through OCT	Variance Actuals YTD to Plan YTD	% Variance Actuals YTD to Plan YTD	% YTD Actuals to FY10 Plan	Units Completed - October	October Comments
20057423	Amfleet II Coach Overhaul Level 3	0	0	0	0	0	0	0%	0%		
29117423	Amfleet II Coach Overhaul Level 3	3	1	0	1	0	(1)	0%	0%		
20047440	Amfleet II Coach Overhaul Level 1	30	1	1	1	1	0	100%	3%	25110	
29117440	Amfleet II Coach Overhaul Level 1	1	1	1	1	1	0	100%	100%	25113	
20057424	Amfleet II Lounge Conversion	0	0	0	0	0	0	0%	0%		
29117424	Amfleet II Lounge Conversion	0	0	0	0	0	0	0%	0%		
20107401	Amfleet II Diner Overhaul Level 2	0	0	0	0	0	0	0%	0%		
29117401	Amfleet II Diner Overhaul Level 2	2	1	1	1	1	0	100%	50%	28012	
20117405	Amfleet II Diner Overhaul Level 1	6	0	0	0	0	0	0%	0%		
20082564	Amfleet I Coach Overhaul Level 1	80	0	0	0	0	0	0%	0%		
29112564	Amfleet I Coach Overhaul Level 1	8	2	2	2	2	0	100%	25%	82635, 81522	
20082565	Amfleet I Café/Club Overhaul Level 1	0	0	0	0	0	0	0%	0%		
29112565	Amfleet I Café/Club Overhaul Level 1	0	0	0	0	0	0	0%	0%		
20077405	Amfleet I Café/Club Overhaul Level 2	12	0	0	0	0	0	0%	0%		
20097417	Cab Car Overhaul	7	1	1	1	1	0	100%	14%	9636	
CAPITAL	**TOTAL BEAR**	**149**	**7**	**6**	**7**	**6**	**(1)**	**86%**	**4%**		
Bear Stimulus											
29110052	**Return To Service Amfleet Cars**	**23**	**1**	**1**	**1**	**1**	**0**	**100%**	**4%**	**48989/82995**	
20037429	Superliner I Sleeper Overhaul - Level 3	6	0	0	0	0	0	0%	0%		
20037434	Superliner II Sleeper Overhaul	1	0	0	0	0	0	0%	0%		
20037435	Superliner II Lounge Overhaul	1	0	0	0	0	0	0%	0%		
20037436	Superliner II Coach Overhaul	14	1	1	1	1	0	100%	7%	34114	On Schedule.
20037437	Superliner II Diner Overhaul	1	0	0	0	0	0	0%	0%		
20037438	Superliner II Trans Sleeper Dorm Overhaul	10	0	0	0	0	0	0%	0%		
20057418	Superliner I Lounge Overhaul	4	0	0	0	0	0	0%	0%		
29117418	Superliner I Lounge Overhaul	3	1	0	1	0	(1)	0%	0%		
20057422	Superliner I Coach Overhaul	37	3	4	3	4	1	133%	11%	34090, 34096, 31038, 34016	Adjusted schedule for Holiday Customer Service.
29167417	Superliner I Diner Overhaul	3	1	1	1	1	0	100%	33%	38016	On Schedule.
20079876	Superliner I Diner/Lounge Overhaul	8	0	0	0	0	0	0%	0%		
20097405	Horizon Coach Overhaul - Level 2	25	1	2	1	2	1	200%	8%	54517, 54523	Adjusted schedule for Holiday Customer Service.
20097407	Horizon Café Overhaul	5	0	0	0	0	0	0%	0%		
20097410	Surfliner Cab Car Overhaul	2	0	0	0	0	0	0%	0%		
20097413	Surfliner Custom Coach Overhaul	1	0	0	0	0	0	0%	0%		
20097404	Surfliner Coach Overhaul	6	0	0	0	0	0	0%	0%		
20097414	Surfliner Cafe Overhaul	2	0	0	0	0	0	0%	0%		
20067411	Viewliner Sleeper - Overhaul	12	1	1	1	1	0	100%	8%	62032	On Schedule.
20037428	Baggage Car Overhaul	10	0	0	0	0	0	0%	0%		
29117400	F-40 Cab/Baggage Overhauls	1	0	0	0	0	0	0%	0%		
CAPITAL	**TOTAL BEECH GROVE**	**152**	**8**	**9**	**8**	**9**	**1**	**113%**	**6%**		
Beech Grove Stimulus											
29110043	**Return to Service Long Distance Cars**	**11**	**1**	**1**	**1**	**1**	**0**	**100%**	**9%**	**39008**	On Schedule.
29110074	**Return to Service Diesel Locomotives**	**4**	**1**	**0**	**1**	**0**	**(1)**	**0%**	**0%**		Unit 816 will ship week of 11/6.
	TOTAL BEECH GROVE Stimulus	**15**	**2**	**1**	**2**	**1**	**(1)**	**50%**	**7%**		
20067402	AEM-7 AC Overhauls	8	0	0	0	0	0	0%	0%		
29117402	AEM-7 AC Overhauls	1	0	0	0	0	0	0%	0%		
20047419	AEM-7 DC Overhauls	3	0	0	0	0	0	0%	0%		
29117419	AEM-7 DC Overhauls	1	0	0	0	0	0	0%	0%		
20057407	HHP-8 Locomotive Overhauls	1	0	0	0	0	0	0%	0%		Unit 659 underway and at 50% complete.On schedule to complete 4 stimulus units by 2/15/11. FY 11 overhauls on schedule.
29117407	HHP-8 Locomotive Overhauls	4	1	1	1	1	0	100%	25%	654	See above.
20067400	F-40 Cab/Baggage Overhauls	0	0	0	0	0	0	0%	0%		
29117400	F-40 Cab/Baggage Overhauls	0	0	0	0	0	0	0%	0%		
CAPITAL	**TOTAL WILMINGTON**	**18**	**1**	**1**	**1**	**1**	**0**	**100%**	**6%**		
20107421	Superliner II Sleeper L-1	2	0	0	0	0	0	0%	0%		
20097419	Superliner I LoungeL-1	2	0	0	0	0	0	0%	0%		
20117406	Superliner II Coach Overhaul	4	0	0	0	0	0	0%	0%		
CAPITAL & PROJECT	**TOTAL DIVISIONS**	**8**	**0**	**0**	**0**	**0**	**0**	**0%**	**0%**		
20067405	Acela Interior Upgrades	1	1	1	1	1	0	100%	100%	Trainset #19	
20107405	Acela Overhaul	0	0	0	0	0	0	0%	0%		
CAPITAL	**TOTAL HIGH SPEED RAIL**	**1**	**1**	**1**	**1**	**1**	**0**	**100%**	**100%**		
CAPITAL	**TOTAL CMO**	**328**	**17**	**17**	**17**	**17**	**0**	**100%**	**5%**		
CAPITAL	**TOTAL CMO STIMULUS**	**38**	**3**	**2**	**3**	**2**	**(1)**	**67%**	**5%**		
	LCPM (events - not units):										
20097421	P-42 Locomotive Paint (Beech Grove)	24	2	1	2	1	(1)	50%	4%	121	Did not complete two due to a conflict in the paint schedule.
20097421	COT&S (Chicago)	39	2	4	2	4	2	200%	10%	43, 68, 185, 171	3 units planned in October; WIP from FY10 - unit 43.
20097421	Air Compressor (Chicago)	23	2	3	2	3	1	150%	13%	19, 121, 24	WIP from FY10 - unit 121.
20097421	Engine Change (Chicago)	29	2	2	2	2	0	100%	7%	121, 29	
20097421	5 Year Truck (Chicago)	39	2	4	2	4	2	200%	10%	43, 68, 185, 171	3 units planned in October; WIP from FY10 - unit 43.
20097421	HVAC (Chicago)	39	2	4	2	4	2	200%	10%	43, 68, 185, 171	3 units planned in October; WIP from FY10 - unit 43.
20097421	Injectors (Chicago)	80	5	8	5	8	3	160%	10%	37, 54, 116, 68, 58, 162, 206, 50	WIP from FY10 - unit 37, 54, 162.
20097421	Radiator Fans (Chicago)	8	1	1	1	1	0	100%	13%	54	
20097421	Radiator Hatch (Chicago)	22	1	1	1	1	0	100%	5%	19	
20097421	COT&S (Albany)	6	0	0	0	0	0	0%	0%		
20097421	Air Compressor (Albany)	3	0	0	0	0	0	0%	0%		
20097421	Engine Change (Albany)	6	0	0	0	0	0	0%	0%		
20097421	10 Year Truck (Albany)	0	0	0	0	0	0	0%	0%		
20097421	HVAC (Albany)	0	0	0	0	0	0	0%	0%		
20097421	Injectors (Albany)	4	0	0	0	0	0	0%	0%		

CHIEF MECHANICAL OFFICER
FY11 PRODUCTION REPORT

PROJECT #	PROJECT NAME	FY11 Plan	Plan OCT	Actuals OCT	Plan YTD through OCT	Actuals YTD through OCT	Variance Actuals YTD to Plan YTD	% Variance Actuals YTD to Plan YTD	% YTD Actuals to FY10 Plan	Units Completed - October	October Comments
20097421	Equipment Blowers (Albany)	0	0	0	0	0	0	0%	0%		
20097421	Radiator (Albany)	3	0	0	0	0	0	0%	0%		
PROJECT	**TOTAL LCPM**	**325**	**19**	**28**	**19**	**28**	**9**	147%	9%		
20097406	F-59 Head End Power Package	$ -	$ -	$ 103,205	$ -	$ 103,205	$ (103,205)	0%	0%		
20097412	Low Emission Switcher Locomotive	$ -	$ -	$ -	$ -	$ -	$ -	0%	0%		
20097422	Heritage Equipment Acquisition Initiative	$ 128,000,000	$ -	$ -	$ -	$ -	$ -	0%	0%		
20082524	Auto Carrier Modification	$ 3,000,000	$ 250,000	$ 80,648	$ 250,000	$ 80,648	$ 169,352	68%	3%		
20067401	Talgo Mods	$ 1,300,000	$ -	$ -	$ -	$ -	$ -	0%	0%		
20033116	Work Management System	$ 1,500,000	$ 125,000	$ 125,778	$ 125,000	$ 125,778	$ (778)	-1%	8%		
20077406	Loco Video Cameras	$ 3,800,000	$ 316,666	$ 1,630,790	$ 316,666	$ 1,630,790	$ (1,314,124)	-415%	43%		
20082507	Mobile Data Management	$ -	$ -	$ (167,684)	$ -	$ (167,684)	$ 167,684	0%	0%		
20082566	Locomotive Health Monitoring & Analysis Sys	$ 1,000,000	$ 83,333	$ 15,176	$ 83,333	$ 15,176	$ 68,157	82%	2%		
20082523	Cracked Wheel Detector	$ -	$ -	$ 2,792	$ -	$ 2,792	$ (2,792)	0%	0%		
20045525B	EQIM RSE Interior Brake Release	$ 703,544	$ 58,629	$ -	$ 58,629	$ -	$ 58,629	100%	0%		
20097409	Wheel Scan	$ -	$ -	$ -	$ -	$ -	$ -	0%	0%		
20097423	Engineering Modification	$ 500,000	$ 41,667	$ 74,016	$ 41,667	$ 74,016	$ (32,349)	-78%	15%		
20047401	Car Mandatory	$ 1,000,000	$ 83,333	$ 214,587	$ 83,333	$ 214,587	$ (131,254)	-158%	21%		
20047402	Locomotive Mandatory	$ 1,500,000	$ 125,000	$ 88,569	$ 125,000	$ 88,569	$ 36,431	29%	6%		
20107400	Positive Train Control	$ -	$ -	$ -	$ -	$ -	$ -	0%	0%		
20107403	Automated Pantograph Inspection System	$ -	$ -	$ -	$ -	$ -	$ -	0%	0%		
TOTAL ENGINEERING & OTHER NON-PRODUCTION PROJECTS		**$ 142,303,544**	**$ 1,083,628**	**$ 2,167,877**	**$ 1,083,628**	**$ 2,167,877**	**$ (1,084,249)**	-100%	2%		
20047413	SI Running Repair - NY	$ 250,000	$ 20,833	$ 84,257	$ 20,833	$ 84,257	$ (63,424)	-304%	34%		
20047414	SI Running Repair-South	$ 750,000	$ 62,500	$ 248	$ 62,500	$ 248	$ 62,252	100%	0%		
20047415	SI Running Repair-WAS	$ 500,000	$ 41,667	$ (326,142)	$ 41,667	$ (326,142)	$ 367,809	883%	-65%		
20047416	SI Running Repair-Central	$ 500,000	$ 41,667	$ 130,550	$ 41,667	$ 130,550	$ (88,883)	-213%	26%		
20047417	SI Running Repair-West	$ 750,000	$ 62,500	$ 45,536	$ 62,500	$ 45,536	$ 16,964	27%	6%		
20047422	Wilmington Facility Improvements	$ -	$ -	$ 1,785	$ -	$ 1,785	$ (1,785)	0%	0%		
20047436	Beech Grove Shops Facility Improvement	$ -	$ -	$ 3,523	$ -	$ 3,523	$ (3,523)	0%	0%		
20047444	Bear Facility Improvements	$ -	$ -	$ 9,319	$ -	$ 9,319	$ (9,319)	0%	0%		
20077401	High Speed Facility	$ 100,000	$ 8,333	$ 4,416	$ 8,333	$ 4,416	$ 3,917	47%	4%		
20097415	Reliability Center Improvements	$ 500,000	$ 41,667	$ -	$ 41,667	$ -	$ 41,667	100%	0%		
TOTAL FACILITIES		**$ 3,350,000**	**$ 279,167**	**$ (46,508)**	**$ 279,167**	**$ (46,508)**	**$ 325,675**	117%	-1%		

***Projects with a 29 prefix are funded by Stimulus monies, retroactive to February 2010.**

Engineering Department

FY11 Major Production Summary thru Oct-10

Operation	FY11 Actual
System Total	
Surfacing (pass miles)	76.6
Wood Ties (each)	4,671
TLMs -Ties (each)	36,614
Holland Welder-(TLMs+RCO+rail gang) (each)	283
Field Welding -Division & Production (each)	193
Undercutting (track miles)	0.0
SES Track Panels Installed (feet)	862
Turnouts - SES (each)	3
Turnouts - DIVs (each)	4
Turnouts - Sys Prod (each)	0
Rail - (TLMs+HBG+Sys+CENTRAL Rail Gangs) (track miles)	4.3
Curve Patch Rail Divs (Track Miles)	0.00
Rail Train-Pick Up (track miles)	0.0
Rail Train- Unload (track miles)	5.1
Slot Machine (miles) - NED+MAD+HBG	0.40
Vac Trains MAD-NED NYD TLS (miles)	10.85
Badger Ditcher (Pass miles)	0.0
Shoulder Cleaner (track miles)	10.2
Rail Grinding (pass miles)	0.0
Switch Grinding (pass miles)	0.0
Switch Grinding (each)	0
Bridge Decks Retimbered (each)	0
Bridge Ties (each)	0
Bridge Converted to Ballast Deck (each)	0
Bridge Converted to Ballast Deck (track feet)	0
Electric Catenary Hardware Renewed (miles)	0.0
ET Transformers (each)	0
ET Breakers (each)	0
Signal Cable Replaced (miles)	0.0
Concrete System Tie Gang Central+NED+NYD+MAD+SES (each)	2,939
Vac Train 3165 (miles) NY Tunnels	0.0
NY Tunnels Install New Track Panels (miles)	0.0

Cash Flow Forecast - Actual/Forecast
Preliminary Available Operating Cash (GAAP)
Fiscal Year 2011
($ Millions)

	Actual						Forecast						Full
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	June	July	Aug	Sept	Year
Cash Flows From Operating Activities													
Total Revenue	209.5	237.2	226.9	193.9	190.1								
Total Expense	(311.7)	(307.6)	(340.0)	(330.2)	(318.5)								
Depreciation/OPEBS/State Capital/PRJs/OIG	65.3	54.7	63.5	60.9	67.9								
Budget result	(37.0)	(15.7)	(49.6)	(75.4)	(60.6)								
Changes in Assets and Liabilities													
Accounts Receivable	(15.9)	8.3	0.6	(0.4)	(0.6)								
Materials and Supplies	5.1	0.2	(0.9)	(2.0)	(1.0)								
Other Current Assets	2.9	2.2	(5.9)	(17.1)	2.4								
Other Assets, Deposits, & Deferred Charges	(0.9)	(0.1)	(0.1)	(0.1)	(0.1)								
Accounts Payable	(55.9)	(2.6)	10.5	(10.7)	(5.1)								
Accrued Interest Payable	(1.1)	6.7	(5.8)	(9.5)	6.7								
Other Accrued Expenses	9.2	(0.0)	(0.0)	(0.0)	(0.0)								
Deferred Ticket Revenue	2.8	0.0	(10.9)	9.2	14.4								
Deferred Gain on Sale/Leasebacks	(0.3)	(0.3)	(0.3)	(0.3)	(0.3)								
Casualty and Other Reserves	1.7	(0.5)	(0.5)	(0.5)	(0.5)								
Net change in assets and liabilities	(52.4)	13.9	(13.5)	(31.5)	15.8								
Cash Flows From Investing Activities													
Capital Expenditure	(44.4)	(80.1)	(73.0)	(105.7)	(79.8)								
3rd Party Contributions and Other	4.3	16.7	16.2	16.5	16.5								
Net capital expenditures	(40.2)	(63.4)	(56.8)	(89.3)	(63.2)								
Cash Flows From Debt Service													
Principal Payments	(10.3)	(6.3)	(15.8)	(66.7)	(3.1)								
Interest Net	(7.5)	(8.6)	(8.5)	(9.0)	(8.9)								
Net debt service	(17.8)	(14.9)	(24.3)	(75.6)	(11.9)								
Cash Flow from Operations	(147.4)	(80.2)	(144.3)	(271.8)	(119.9)								
Cash Flows From Financing Activities													
FY10 & FY11 Continuing Resolution & Appropriations	75.1	272.5	86.5	297.1	86.8								
Restricted Cash - ADA/Financings	2.2	8.5	11.9	41.8	13.5								
Corporate Adjustments	0.0	(21.3)	0.0	0.0	0.0								
Net cash provided by financing activities	77.3	259.7	98.4	338.9	100.3								
Net Change in Cash and Cash Equivalents	(70.1)	179.6	(45.9)	67.1	(19.6)								
Cash on hand - beginning of month	260.2	190.1	369.7	323.8	390.9								
Cash on hand - end of month	190.1	369.7	323.8	390.9	371.3								
Outstanding Checks: Float	(70.0)	(47.3)	(117.6)	(44.6)	(50.3)								
Available Operating Cash	120.1	322.4	206.2	346.3	321.0								

ACTUAL ANALYSIS
TO
PRIOR YEAR

National Railroad Passenger Corporation and Subsidiaries (Amtrak)
Consolidated Statements of Operations
(In Thousands of Dollars)

Preliminary Subject to Audit	One Month Ended October 31				
	2010	2009	fav / (unfav)		
Revenues:					
Passenger related	$ 165,565	$ 146,998	18,567	12.6%	/a
Commuter	11,639	13,049	(1,410)	-10.8%	/b
Other	29,780	30,418	(638)	-2.1%	
State capital payments	2,509	2,416	93	3.8%	
Total revenues	209,493	192,881	16,612	8.6%	
Expenses:					
Salaries, wages, and benefits	149,459	145,515	(3,944)	-2.7%	/c
Train operations	21,649	20,171	(1,478)	-7.3%	/d
Fuel, power, and utilities	28,152	20,801	(7,351)	-35.3%	/e
Materials	22,834	20,097	(2,737)	-13.6%	/f
Facility, communication, and office related	15,007	12,679	(2,328)	-18.4%	/g
Advertising and sales	7,355	9,322	1,967	21.1%	/h
Casualty and other claims	7,133	6,698	(435)	-6.5%	
Depreciation - net of amortization	49,458	46,891	(2,567)	-5.5%	/j
Other	25,720	18,886	(6,834)	-36.2%	/k
Indirect cost capitalized to property and equipment	(15,065)	(11,570)	3,495	30.2%	/l
Total expenses	311,702	289,490	(22,212)	-7.7%	
Net loss from continuing operations before other (income) and expense	102,209	96,609	(5,600)	-5.8%	
Other (Income) and Expense:					
Interest income	(501)	(4,689)	(4,188)	-89.3%	/m
Interest expense	9,013	13,595	4,582	33.7%	/n
Other expense - net	8,512	8,906	394	4.4%	
Net loss	$ 110,721	$ 105,515	(5,206)	-4.9%	

October 2010 YTD Consolidated Statement of Operations - Variance Explanations

Revenues:

/a Passenger related revenues were favorable to prior year by $18.6M primarily due to increased ridership and favorable economic conditions versus the same period last year. Net ticket revenues for the Northeast Corridor were up 15%, State/Corridor trains were up 12% and Long Distance trains were up 14%. On a per seat mile basis, system wide net ticket yield was increased 1.3¢ to 14.3¢; on a per passenger mile basis net ticket yield increased 1.7¢ to 29.2¢.

/b Commuter revenues were unfavorable by $1.4M which is due to no longer operating the VRE service.

Expenses:

/c Salaries, wages and benefits were unfavorable by $3.9M primarily due overtime related to concrete tie replacement and stimulus projects as well as increased health insurance costs.

/d Train Operations were unfavorable by $1.5M primarily due to increased schedule adherence fees related to better on time performance and increased commissary supplies.

/e Fuel, Power and Utilities were unfavorable by $7.4M primarily due to higher prices for diesel fuel.

/f Materials were unfavorable by $2.7M primarily due to large expenditures for consumable materials as well as equipment purchases for a reimbursable Caltran project.

/g Facility, communication and office-related expenses were unfavorable by $2.3M primarily due to FY10 data communications costs that were expensed in FY11.

/h Advertising and sales were favorable by $2.0M, primarily due to the timing of advertising programs.

/j Depreciation, net of amortization was unfavorable by $2.6M, primarily due to an increase in base depreciation.

/k Other expenses were unfavorable by $6.8M primarily due to increased IT inventory management costs, the non-capitalizable portion of ARRA Projects supporting Northeast Corridor improvements and timing of license and maintenance agreements.

/l Indirect cost capitalized to property and equipment was favorable by $3.5M due to higher capital spend.

October 2010 YTD Consolidated Statement of Operations - Variance Explanations (cont.)

/m Interest income decreased $4.2M due to the termination of most defeased leases and lower interest rates on cash balances.

/n Interest expense decreased $4.6M due to lower outstanding balances and defeased lease terminations.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)
Consolidated Statements of Cash Flows
(In Thousands of Dollars)

	One Months Ended October 31	
	2010	2009
Cash Flows From Operating Activities:		
Net loss	$ (110,721)	$ (105,515)
Adjustments to reconcile net loss to net cash used in operating activities:		
Depreciation net of amortization	49,458	46,891
Gain on disposal of property	-	-
Other	1,217	1,431
Changes in assets and liabilities:		
Accounts receivable	(18,590)	(20,380)
Materials and supplies	4,710	(3,551)
Prepaid Expenses	1,867	(1,887)
Other current assets	4,027	1,146
Other assets, deposits, and deferred charges	(4,887)	(5,424)
Accounts payable, deferred ticket revenue, and other current liabilities	(85,195)	(49,049)
Deferred state capital payments	(2,509)	(2,416)
Other liabilities and deferred credits	5,946	5,054
Net cash used in operating activities	(154,677)	(133,700)
Cash Flows From Investing Activities:		
Purchases and refurbishments of property and equipment	(107,875)	(61,902)
Restricted cash and cash equivalents	94,293	18,650
Proceeds from disposals of property and equipment	1,043	87
Net cash used in investing activities	(12,539)	(43,165)
Cash Flows From Financing Activities:		
Proceeds from federal paid-in capital	76,669	46,695
Proceeds from federal and state capital payments	5,217	8,432
Repayments of debt and capital lease obligations	(6,704)	(14,405)
Increase in cash overdraft	70,041	55,695
Net cash provided by financing activities	145,223	96,417
Net decrease in cash and cash equivalents	(21,993)	(80,448)
Cash and cash equivalents-beginning of period	205,057	226,064
Cash and cash equivalents-end of period	$ 183,064	$ 145,616
Supplemental Disclosure of Cash Payments:		
Interest paid (net of amounts capitalized and non-cash defeased capital lease interest)	$ 7,517	$ 11,429
Supplemental Disclosure of Noncash Investing and Financing Activities:		
Other non-cash (decrease) increase in property, includes accruals of amounts due for purchases	$ 33,843	$ 832
Debt and capital lease reduction through use of notes receivable	$ (2)	$ (2)

National Railroad Passenger Corporation and Subsidiaries (Amtrak)
Consolidated Balance Sheets
(In Thousands of Dollars, Except Share Data)

Preliminary Subject to Audit

	September 30				
ASSETS	2010	2009	$ Change	% Change	
Current Assets:					
Cash and cash equivalents	$ 199,317	$ 226,064	(26,747)	(11.8%)	/a
Restricted cash and cash equivalents	520,412	82,915	437,497	527.6%	/a
Accounts receivable, net of allowances of $11,977 and $3,753 at September 30, 2010 and 2009, respectively	108,930	116,772	(7,842)	(6.7%)	/b
Notes receivable on sale-leaseback	-	42,618	(42,618)	n/a	/c
Materials and supplies - net	214,443	183,991	30,452	16.6%	/d
Prepaid expenses	13,622	21,535	(7,913)	(36.7%)	/e
Other current assets	34,082	15,476	18,606	120.2%	/f
Total current assets	1,090,806	689,371	401,435	58.2%	
Property and Equipment:					
Locomotives	1,428,698	1,388,562	40,136	2.9%	
Passenger cars and other rolling stock	2,580,327	2,680,966	(100,639)	(3.8%)	
Right-of-way and other properties	10,031,345	9,116,585	914,760	10.0%	
Leasehold improvements	378,654	342,933	35,721	10.4%	
Property and equipment, gross	14,419,024	13,529,046	889,978	6.6%	
Less - Accumulated depreciation and amortization	(5,304,176)	(4,992,464)	(311,712)	6.2%	
Total property and equipment, net	9,114,848	8,536,582	578,266	6.8%	/g
Other Assets, Deposits, and Deferred Charges:					
Notes receivable on sale-leaseback	48,239	696,805	(648,566)	(93.1%)	/h
Deferred charges, deposits and other	314,091	320,790	(6,699)	(2.1%)	/i
Total other assets, deposits, and deferred charges	362,330	1,017,595	(655,265)	(64.4%)	
Total assets	$ 10,567,984	$ 10,243,548	324,436	3.2%	
LIABILITIES and CAPITALIZATION					
Current Liabilities:					
Accounts payable	$ 416,865	$ 285,814	131,051	45.9%	/j
Accrued expenses and other current liabilities	504,365	517,190	(12,825)	(2.5%)	/k
Deferred ticket revenue	98,117	88,494	9,623	10.9%	/l
Current maturities of long-term debt and capital lease obligations	177,773	185,397	(7,624)	(4.1%)	/m
Total current liabilities	1,197,120	1,076,895	120,225	11.2%	
Long-Term Debt and Capital Lease Obligations:					
Capital lease obligations	1,557,427	2,401,234	(843,807)	(35.1%)	/n
Mortgages	179,585	197,025	(17,440)	(8.9%)	/o
Equipment and other debt	74,337	58,717	15,620	26.6%	/p
Total long-term debt and capital lease obligations	1,811,349	2,656,976	(845,627)	(31.8%)	
Other Liabilities and Deferred Credits:					
Deferred federal and state capital payments	867,977	811,273	56,704	7.0%	/q
Casualty reserves	170,657	160,158	10,499	6.6%	/r
Deferred gain on sale-leasebacks	62,601	196,674	(134,073)	(68.2%)	/s
Postretirement employee benefits obligation	865,735	830,042	35,693	4.3%	/t
Environmental reserve	61,164	65,789	(4,625)	(7.0%)	/u
Other	74,322	65,442	8,880	13.6%	/v
Total other liabilities and deferred credits	2,102,456	2,129,378	(26,922)	(1.3%)	
Total liabilities	5,110,925	5,863,249	(752,324)	(12.8%)	
Commitments and Contingencies					
Capitalization:					
Preferred stock - $100 par, 109,396,994 shares authorized, issued and outstanding at September 30, 2010 and 2009	10,939,699	10,939,699	-	0.0%	
Common stock - $10 par, 10,000,000 shares authorized, 9,385,694 issued and outstanding at September 30, 2010 and 2009	93,857	93,857	-	0.0%	
Debt and other paid-in capital	21,503,387	19,091,178	2,412,209	12.6%	/w
Accumulated deficit & comprehensive income (loss)	(27,079,884)	(25,744,435)	(1,335,449)	5.2%	/x
Total capitalization	5,457,059	4,380,299	1,076,760	24.6%	
Total liabilities and capitalization	$ 10,567,984	$ 10,243,548	324,436	3.2%	

Unaudited Consolidated Financial Statements are Subject to Change

October 2010 Balance Sheet Variance Explanations:

/a Cash, restricted cash and cash equivalents increased $393.6M – reflects the timing of FY09 and FY10 appropriations and grants net of cash used for operations, capital investments and debt service during the period.

/b Accounts receivable, net decreased $8.6M – due primarily to an increase in allowances for bad debt.

/c Notes receivable, sale/leaseback, current – a new account that reflects the current portion of defeased deposits related to sale-leaseback capital leases – see item /h.

/d Materials and supplies, net increased $22.4M – due to inventory purchases and usage in support of capital and stimulus grant programs.

/e Prepaid expenses decreased $7.9M – due to reductions in prepaid software license agreements and rolling stock materials.

/f Other current assets increased $12.0M – due to an increase in prepaid payroll taxes, non-trade receivables and miscellaneous 3rd party prepayments.

/g Property and equipment, net of accumulated depreciation and amortization increased $654.3M – reflects improvements to property and right of way partially offset by the accumulated depreciation on assets and the disposition of out of service equipment.

/h Escrowed proceeds on sale-leasebacks decreased $695.4M – reflects decreases in defeased deposits related to the replacement or elimination of certain guarantors of the sale-leaseback of Amfleet/Superliner passenger cars and the reclassification of the remaining current portion to current assets – see item /c.

/i Deferred charges, deposits and other decreased $4.0M – due to a decrease in 30th Street Station bond proceeds and other miscellaneous charges.

/j Accounts payable increased $155.8M – reflects an increase in general accounts payable for operations, capital and stimulus grant programs.

/k Accrued expenses and other current liabilities decreased $22.7M – reflects the timing of various vacation, payroll, benefits and capital program accruals.

/l Deferred ticket revenue increased $5.9M - reflects the year over year change in advance ticket sales.

/m Current maturities of long-term debt and lease obligations decreased $7.9M – reflects a decrease in the current portion of capital lease obligations.

/n Capital lease obligations decreased $833.4M – reflects a reduction of defeased lease payments on leased locomotives and rolling stock due to their replacement or termination.

/o Mortgages decreased $17.4M – reflects principal payments on the Penn Station mortgage.

October 2010 Balance Sheet Variance Explanations: (continued)

/p Equipment and other debt increased $13.2M – primarily relates to the purchase of leased P42 locomotives and Superliner cars.

/q Deferred state capital payments increased $55.3M – due to contributions from New Jersey (NJT), New York (LIRR), and Maryland (MARC) for joint benefit projects less amortization.

/r Casualty reserves increased $12.8M – reflects the most recent actuarial analysis and calculation of future reserve levels for employee, passenger and other claims.

/s Deferred gain on sale-leasebacks decreased $133.4M – reflects amortization of deferred gain on sale and leaseback transactions for Amfleet and Superliner passenger cars and a reduction for terminated lease transactions.

/t Postretirement employee benefits obligation increased $34.6M – reflects the most recent actuarial analysis reflecting the aging of the workforce and projected increases in future healthcare rates - includes the recent labor settlement.

/u Environmental reserve decreased $4.6M – reflects a decrease in the estimated liability for environmental clean-up projects.

/v Other liabilities increased $8.6M – primarily reflects a deferred settlement.

/w Debt and other paid-in capital increased $2,440.3M – reflects appropriations and grants received over the last 12 months.

/x Accumulated deficit and comprehensive income (loss) increased $1,340.7M – reflects net losses incurred over the last 12 months and other unrealized comprehensive losses relating to the current market value of short-term investments.

B

LEGISLATIVE REPORT

Status of FY2011 Transportation Appropriations Bill

Current to November 19, 2010

Background:

- The Obama Administration released its Fiscal 2011 appropriations proposals on February 1. For Amtrak, the Administration requested $1.615 billion, which includes $563 million for operations and $1.052 billion for capital (of which $288 million is for debt service and $281 million for ADA needs, leaving $486 million for general capital). This is below the levels authorized by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), on which Amtrak's Fiscal 2011 budget is based. PRIIA allows for $1.905 billion, which includes $592 million for operations, $1.313 billion for capital ($288 million for debt service and $1.025 billion for general capital), and a separate "such sums as needed" amount for ADA needs.
- Amtrak submitted its Fiscal 2011 appropriations request on February 1. The request is $2.196 billion, which includes $592 million for operations, $1.018 billion for general capital, $305 million for debt service, and $281 million for ADA needs. The Amtrak request is higher than the PRIIA authorized total because PRIIA allowed for an unspecified level of appropriations for Amtrak ADA needs.
- A hearing before the Transportation/HUD subcommittee of the House Appropriations Committee was held March 23. Amtrak President Joe Boardman testified about Amtrak's Fiscal 2011 funding request. He announced that Amtrak was requested an additional $446 in capital funding in 2011 (beyond what was announced February 1, above) to be put toward replacing Amtrak's aging fleet.
- A hearing before the Transportation/HUD subcommittee of the Senate Appropriations Committee was held April 29. Amtrak President Joe Boardman testified about Amtrak's Fiscal 2011 funding request.
- The House Appropriations Transportation/HUD subcommittee on July 1 approved a Fiscal 2011 funding bill, H.R.5850, with $1.767 billion for Amtrak and $22 million for Amtrak OIG. This was less than Amtrak's request for all categories except debt service and OIG. The Amtrak amount included $563 million for operations, $606 million for general capital, $305 million for debt service, $165 million for ADA needs, and $128 million for fleet.
- The House Appropriations Committee on July 20 approved H.R.5850, with no change to the Amtrak figures (see above).
- The Senate Appropriations Transportation/HUD subcommittee on July 21 approved a Fiscal 2011 funding bill, S.3644. It was believed that it contains $1.963 billion for Amtrak and $19.5 million for Amtrak OIG. The Amtrak amount included $563 million for operations, $865 million for general capital (to include fleet), $305 million for debt service, and $230 million for ADA needs.

- The Senate Appropriations Committee on July 22 approved S.3644, with no change to the Amtrak figures (see above).
- The House approved H.R.5850, Fiscal 2011 appropriations, on July 29, 251-167. A Flake amendment to remove all Amtrak capital funding, all categories, $1.2 billion, was defeated 129-293.
- The Senate approved H.R.3081, Continuing Resolution for Fiscal 2011 appropriations, on September 29, 69-30. The House approved the same bill on September 30, 228-194. It was enacted on September 30 as P.L. 111-242. The bill continues appropriations for federal programs (including Amtrak) not covered by appropriations bills already enacted at Fiscal 2010 levels through December 3. Congress returned to Washington on November 15 for a post-election session but had not acted on appropriations by November 19.

Summary and Status of Legislation Impacting Amtrak - 111th Congress

Bill Number	Title/Sponsor	Co-Sponsors	Summary	Legislative Action to Date
H.R.1	American Recovery and Reinvestment Act of 2009 Rep. David Obey (R-WI)	9	Making supplemental appropriations for job preservation and creation, infrastructure investment, energy efficiency and science, assistance to the unemployed, and State and local fiscal stabilization, for fiscal year ending September 30, 2009, and for other purposes. Enacted version includes $845 million for Amtrak infrastructure and equipment improvements, $450 million for Amtrak security, and $8 billion for state high-speed rail programs, beyond normal FY09 appropriations.	**1/26/2009** Referred to Committees on Appropriations and Budget. **1/28/2009** Passed by House, 244-188. **2/10/2009** Passed by Senate, 61-37. **2/13/2009** Conference Report 111-16 filed. **2/13/2009** House agreed to Conference Report 111-16, 246-183. **2/13/2009** Senate agreed to Conference Report 111-16, 60-38. **2/17/2009 Enacted as P.L. 111-5.**
H.Res.28	Resolution expressing the sense of the House on rail and transit security issues Rep. Sheila Jackson-Lee (D-TX)	0	Expressing the sense of the House of Representatives that the Transportation Security Administration should, in accordance with the congressional mandate provided for in the Implementing Recommendations of the 9/11 Commission Act of 2007, enhance security against terrorist attack and other security threats to our Nation's rail and mass transit lines.	**1/7/2009** Referred to Committee on Homeland Security. **12/2/2009** Conference Report 111-347 filed. **12/3/2009 Approved by House, 417-3.**
S.238	Build America Bonds Act of 2009 Sen. Ron Wyden (D-OR)	5	A bill to provide $50 billion in new transportation infrastructure funding through bonding to empower States and local governments to complete significant infrastructure projects across all modes of transportation, including roads, bridges, rail and transit systems, ports, and inland waterways, and for other purposes.	**1/14/2009** Referred to Committee on Finance.
H.R.651	Act providing for certain tunnel life safety and rehabilitation projects for Amtrak Rep. Peter T. King (R-NY)	1	To provide for certain tunnel life safety and rehabilitation projects for Amtrak.	**1/22/2009** Referred to Committee on Transportation and Infrastructure.
S.336	Economic Stimulus Sen. Daniel K. Inouye (D-HI)	0	An original bill making supplemental appropriations for job preservation and creation, infrastructure investment, energy efficiency and science, assistance to the unemployed, and State and local fiscal stabilization, for the fiscal year ending September 30, 2009, and for other purposes. Included $850 million for Amtrak infrastructure and equipment improvements, and $2 billion for state high-speed rail programs, beyond normal FY09 appropriations.	**1/27/2009** Reported by Committee on Appropriations, report 111-3. **2/10/2009 Approved by Senate as a form of H.R.1 (see above).**
H.J.Res 38	Continuing Resolution Rep. Dave Obey (D-WI)	0	Making further continuing appropriations for fiscal year 2009, including for Amtrak, through March 11, 2009.	**3/6/2009 Introduced, approved in the House and Senate, and enacted as P.L. 111-6.**
H.R.1105	Omnibus Appropriations for Fiscal 2009 Rep. Dave Obey (D-WI)	0	Making omnibus appropriations for the fiscal year ending September 30, 2009. Includes $1.49 billion for Amtrak ($550 million operations, $655 million capital, $285 million debt service) and $90 million for federal-state passenger rail capital matching program.	**2/23/2009** Introduced in the House. **2/25/2009** Approved by House, 245-178, and sent to the Senate. **3/10/2009** Approved by Senate on voice vote. **3/11/2009 Enacted as P.L. 111-8.**

S.575	Clean, Low-Emission, Affordable, New Transportation Efficiency Act Sen. Thomas R. Carper (D-DE)	7	To develop plans and targets for States and metropolitan planning organizations to develop plans to reduce greenhouse gas emissions from the transportation sector. Requires states to create emissions reductions plans that include investment in passenger rail.	**3/11/2009** Introduced in the Senate, referred to Committee on Environment and Public Works.
S. Con. Res. 13	Budget Resolution for Fiscal 2010 Sen. Kent Conrad (D-ND)	0	Setting forth the congressional budget for fiscal year 2010 and setting forth the appropriate budgetary levels for fiscal years 2011 through 2014. Section 205 provides for an infrastructure reserve fund, including investment in freight and passenger rail, but also requires Amtrak to allow carriage of firearms in checked baggage in order to get such funds (Section 205 retained in final version as Section 305, without the Amtrak provision).	**3/27/2009** Introduced in the Senate. **4/2/2009** Senate Amendment 957 (Lautenberg) regarding including rail in the infrastructure reserve fund, approved by Senate on voice vote. **4/2/2009** Senate Amendment 798 (Wicker), regarding carriage of firearms on Amtrak, approved by Senate by voice vote, after a 62-35 vote to waive the Budget Act to consider the amendment. **4/2/2009** Approved by Senate, 55-43. **4/22/2009** Approved by House on voice vote. **4/27/2009** Conference Report H. Rept. 111-89 filed. **4/29/2009 H. Rept. 111-89 approved by Senate.** **4/29/2009 H. Rept. 111-89 approved by House.**
H. Con. Res. 85	Budget Resolution for Fiscal 2010 Rep. John M. Spratt (D-SC)	0	Setting forth the congressional budget for fiscal year 2010 and setting forth the appropriate budgetary levels for fiscal years 2011 through 2014. Amtrak is not specifically mentioned.	**3/27/2009** Introduced in the House. **4/2/2009** Approved by House, 233-196. **4/22/2009 House approved S.Con.Res.13, superceding H.Con.Res.85.**
H. Res. 367	Supporting the goals and ideals of National Train Day Rep. Corrine Brown (D-FL)	57	Supporting the goals and ideals of National Train Day, May 9, 2009.	**4/27/2009** Introduced in the House. **5/6/2009 Approved by House, 426-0.**
S. Res. 125	In support and recognition of National Train Day Sen. Frank R. Lautenberg (D-NJ)	21	In support and recognition of National Train Day, May 9, 2009.	**5/1/2009** Introduced in the Senate. **5/7/2009 Approved by Senate on voice vote.**
H.R.2200	Transportation Security Administration Authorization Act Rep. Sheila Jackson-Lee (D-TX)	2	Authorizes the Transportation Security Administration's programs relating to the provision of transportation security. Authorizes rail security working groups and a study of foreign practices since 2001. Requires TSA to do a demonstration project of passenger rail security.	**4/30/2009** Introduced in the House. **5/19/2009** Reported by Committee on Homeland Security, H. Rept. 111-123. **6/4/2009** Approved by House, 397-25, referred to Senate.
H.R.2337	Southwestern Transit Corridor Planning and Fuel Use Reduction Act Rep. Harry Teague (D-NM)	1	Directs US DOT to make a grant to local officials to fund a study extending Rail Runner commuter service from Albuquerque area south to Las Cruces and El Paso.	**5/7/2009** Introduced in the House, referred to Committee on Transportation and Infrastructure.
S.1036	Federal Surface Transportation Policy and Planning Act of 2009 Sen. John D. Rockefeller, IV (D-WV)	1	Establishing national purposes and goals for Federal surface transportation activities and programs and creating a national surface transportation plan, which will include as a goal increased use of intercity passenger rail.	**5/14/2009** Introduced in the Senate, referred to Committee on Commerce, Science, and Transportation.
H.R.2454	American Clean Energy and Security Act of 2009 Rep. Henry Waxman (D-CA)	1	To create clean energy jobs, achieve energy independence, reduce global warming pollution and transition to a clean energy economy.	**5/25/2009** Introduced in the House. **6/5/2009** Reported by Committee on Energy and Commerce, H. Rept. 111-137. **6/26/2009** Approved by House, 219-212, referred to Senate.

H.R.2724	National Transportation Objectives Act of 2009 Rep. Rush Holt (D-NJ)	32	Establishing national transportation objectives and performance targets for the purpose of assessing progress toward meeting national transportation objectives.	**6/4/2009** Introduced in the House.
H.R.2892	Homeland Security Appropriations Act, 2010 Rep. David Price (D-NC)	0	Making appropriations for the Departments of Homeland Security for the fiscal year ending September 30, 2010, and for other purposes. Includes $25 million for Amtrak security. The Senate added language requiring a DHS study of improving cross-border travel times for trains to/from Quebec and Ontario.	**6/16/2009** Introduced in the House and approved by Subcommittee on Appropriations. **6/24/2009** Approved by House, 389-37. **7/9/2009** Approved by Senate, 84-6. **10/13/2009** Conference Report H. Rept. 111-298 filed. **10/15/2009** H. Rept. 111-298 approved by House. **10/20/2009** H. Rept. 111-298 approved by Senate. **10/28/2009 Enacted as P.L. 111-83.**
--	Surface Transportation Reauthorization Act of 2009 Rep. James Oberstar (D-MN)	0	Reauthorizes surface transportation programs for six years, doubling overall federal investment. Includes $50 billion for high-speed rail, creates a National Infrastructure Bank.	**6/24/2009** Approved by Subcommittee on Highways and Transit, Committee on Transportation and Infrastructure.
H.R.3288	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010 Rep. John Olver (D-MA)	0	Making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2010, and for other purposes. Includes $1.502 billion for Amtrak and $4 billion for passenger rail development (of which $2 billion would go to a National Infrastructure Bank, if authorized). The House-passed version includes a Burton amendment to prohibit Amtrak from using appropriated funds to provide free alcohol. Conference version includes $1.565 billion for Amtrak; $2.5 billion for passenger rail development, no Burton amendment, modified Wicker amendment (one-year, unfunded implementation).	**7/17/2009** Approved by Subcommittee on Transportation, Housing, and Urban Development, Committee on Appropriations. **7/22/2009** Reported by Committee on Appropriations, H. Rept. 111-218. **7/23/2009** Approved by House, 256-168. **9/17/2009** Approved in modified form by Senate, 73-25. **12/8/2009** Conference Report 111-366 filed. **12/10/2009** House approved conference report, 221-202. **12/13/2009** Senate approved conference report, 57-35. **12/16/2009 Enacted as P.L. 111-117.**
H.R.3288 (Senate)	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2010 Sen. Patty Murray (D-WA)	0	Making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2010, and for other purposes. Includes $1.574 billion for Amtrak. The Senate-passed version prohibits funding Amtrak unless firearms are allowed in checked baggage after March 31, 2010 (though funding to carry out the change is not designated).	**7/29/2009** Approved by Subcommittee on Transportation, Housing, and Urban Development, Committee on Appropriations. **7/30/2009** Reported by Committee on Appropriations, S. Rept. 111-69. **9/16/2009** Senate Amendment 2366 (Wicker), regarding carriage of firearms on Amtrak, approved 68-30. **9/17/2009 Approved by Senate, 73-25.**
S.1638	Amtrak Secure Transportation of Firearms Act Sen. Roger Wicker (R-MS)	7	To permit Amtrak passengers to safely transport firearms and ammunition in their checked baggage.	**8/6/2009** Introduced in the Senate, referred to Committee on Commerce, Science, and Transportation.
S.1733	Clean Energy Jobs and American Power Act Sen. John Kerry (D-MA)	3	To create clean energy jobs, promote energy independence, reduce global warming pollution, and transition to a clean energy economy.	**9/30/2009** Introduced in the Senate, referred to Committee on Environment and Public Works. **11/5/2009** Reported by Committee on Environment and Public Works. **2/2/2010** Report S. Rept. 111-121 issued.

H.R.2918	Legislative Branch Appropriations and Continuing Resolution Rep. Debbie Wasserman-Schultz (D-FL)	0	Making appropropriations for the Legislative Branch, amended to also make continuing appropriations for fiscal year 2010, including for Amtrak, through October 31, 2009.	**10/1/2009 Enacted as P.L. 111-68.**
H.R.3789	Amtrak Secure Transportation of Firearms Act Rep. John Fleming (R-LA)	36	To permit Amtrak passengers to safely transport firearms and ammunition in their checked baggage.	**10/13/2009** Referred to Committee on Transportation and Infrastructure.
H.R.2996	Interior and Environment Appropriations and Continuing Resolution Rep. Norman D. Dicks (D-WA)	0	Making appropropriations for the Interior Department, amended to also make continuing appropriations for fiscal year 2010, including for Amtrak, through December 18, 2009.	**10/30/2009 Enacted as P.L. 111-88.**
H.R.2847	Jobs for Main Street Act of 2010 Rep. Dave Obey (D-WI)	0	Originally a Commerce appropriations bill (with Commerce folded into the H.R.3288 omnibus, see above). Provides $75 billion in stimulus funding, including $800 million for Amtrak to rehabilitate existing equipment and acquire new equipment.	**12/16/2009** House approves amending H.R.2847 as a stimulus appropriations bill, 217-212; bill sent back to Senate **(all other notes below).**
H.R.2847 (Senate)	Hiring Incentives to Restore Employment Act Sen. Harry Reid (D-NV)	0	Originally a Commerce appropriations bill (with Commerce folded into the H.R.3288 omnibus, see above). Provides $15 billion in stimulus funding, with nothing specificly for Amtrak.	**2/11/2010** Senate amendments to H.R.2847 introduced. **2/24/2010** Approved by Senate, 70-28. **3/4/2010** Amended bill approved by House, 217-201. **3/17/2010** House version approved by Senate, 68-29. **3/18/2010 Enacted as P.L. 111-147.**
H.R.4838	Northeast Corridor High-Speed Rail Act Rep. Michael Castle (R-DE)	10	To make the Northeast Corridor eligible for high-speed rail corridor development grants.	**3/12/2010** Referred to Committee on Transportation and Infrastructure.
H.R.1586 (Senate)	Air Transportation Modernization and Safety Improvement Act Sen. John D. Rockefeller, IV	0	Originally a House bill concerning taxes on bonuses of TARP fund recipients. Bill considered by Senate is for reauthorization of Federal Aviation Administration. Bill amended (SA 3482, Durbin) to require the Government Accountability Office to perform a study of airline and intercity passenger rail codeshare arrangements.	**3/19/2010** Approved by House, 328-93. **3/10/2010** Senate substitute amendment converting bill to FAA authorization introduced. **3/16/2010** SA 3482 approved by Senate under Unanimous Consent. **3/22/2010** Approved by Senate, 93-0. **3/25/2010** House approved Senate version of bill with amendments (without codeshare language), 276-145. **8/5/2010** No longer an aviation bill, language changed to an educational stimulus fundingn bill, approved by Senate, 61-39. **8/10/2010** Approved by House as educational stimulus funding bill, 247-161. **8/10/2010 Enacted as P.L. 111-226.**
H.R.5010	Rep. Gwen Moore (D-WI)	1	To require that not less than 10 percent of the amounts made available for certain high-speed rail projects be expended through small business concerns owned and controlled by socially and economically disadvantaged individuals.	**4/13/2010** Referred to Committee on Transportation and Infrastructure.

S. Con. Res. 60	Budget Resolution for Fiscal 2011 Sen. Kent Conrad (D-ND)	0	Setting forth the congressional budget for fiscal year 2011 and setting forth the appropriate budgetary levels for fiscal years 2012 through 2015. It calls for less transportation (function 400) spending than last year ($33.8 billion vs. $35.8 billion) but is consistent with the Adminstation request for 2011.	**4/26/2009** Approved by Senate Budget Committee.
H. Res. 1301	National Train Day Rep. Corrine Brown (D-FL)	0	Supporting the goals and ideals of National Train Day.	**5/4/2010** Reported by Committee on Transportation and Infrastucture, House Report 111-472. **5/5/2010 Approved by House, 296-119.**
S. Res. 517	National Train Day Sen. Frank R. Lautenberg (D-NJ)	12	Supporting the goals and ideals of National Train Day.	**5/7/2010** Introduced in Senate. **5/7/2010 Approved by Senate under Unanimous Consent.**
--	American Power Act Sen. John Kerry (D-MA), Sen. Joe Lieberman (ID-CT)	0	Energy policy and climate change bill that would dedicate up to $6.25 billion a year to transportation, including $1.875 billion to the DOT TIGER program, $1.875 billion to MPO programs to reduce transportation greenhouse gas emissions, and $2.5 billion to the Highway Trust Fund.	**5/12/2010** Public release, not yet introduced.
H.R.5377	Bill to require Amtrak to discontinue certain routes Rep. Pete Sessions (R-TX)	6	To require Amtrak to discontinue passenger rail service on long distance routes where "total direct costs are twice as great as total revenues…"	**5/25/2010** Referred to the Committee on Transportation and Infrastucture.
H.R.4899	Supplemental Appropriations Act, 2010 Rep. Dave Obey (D-WI)	0	Includes a Senate amendment (SA 4224, Wicker) making technical corrections to the language in P.L.111-117 requiring Amtrak to begin carriage of firearms in checked baggage.	**3/24/2010** Approved by House 239-175. **5/25/2010** SA 4224 approved by Senate under Unanimous Consent. **5/27/2010** Approved by Senate 67-28. **7/1/2010** Senate amendment approved by House, with amendment, sent back to Senate. **7/22/2010** Senate disagreed to House amendment, sent bill back to House by Unanimous Consent. **7/27/2010** House agreed to Senate amendment (including Wicker technical amendment), 308-114. **7/29/2010 Enacted as P.L. 111-212**
H.R.5850	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2011 Rep. John Olver (D-MA)	0	Making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2011, and for other purposes. Includes $1.767 billion for Amtrak, $1.4 billion for passenger rail development, and $75 million for Positive Train Control.	**7/1/2010** Approved by Subcommittee on Transportation, Housing, and Urban Development, Committee on Appropriations. **7/20/2010** Reported by Committee on Appropriations, House Report 111-564. **7/29/2010** Flake amendment to cut all Amtrak capital funding ($1.2 billion) failed, 129-293. **7/29/2010** Approved by House, 251-167.
S.3644	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2011 Sen. Patty Murray (D-WA)	0	Making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2011, and for other purposes. Includes $1.963 billion for Amtrak, $1.0 billion for passenger rail rail development, and $150 million for Positive Train Control.	**7/21/2010** Approved by Subcommittee on Transportation, Housing, and Urban Development, Committee on Appropriations. **7/22/2010** Reported by Committee on Appropriations, Senate Report 111-230.

H.R.5791	Buses, Rail Cars, Ferryboats: Make it in America Act of 2010 Rep. John Garamendi (D-CA)	20	To eliminate waivers to Buy America to strengthen the requirement that steel, iron, and manufactured goods used in a capital project are produced in the United States.	**7/20/2010** Referred to Committee on Transportation and Infrastructure.
H.R.5801	Sleeping Car Costs on Amtrak Rep. Mac Thornberry (R-TX)	4	To prohibit the use of Federal funds for the subsidization of Amtrak sleeper class service, and for other purposes. Requires Amtrak to price sleeping car space "equal to all of the operating costs for providing such service."	**7/20/2010** Referred to Committee on Transportation and Infrastructure.
H.R.1264	Multiple Peril Insurance Act of 2009 Rep. Gene Taylor (D-MS)	22	The text of H.R.5801 (above) banning funding for sleeping car service was introduced as an amendment; a vote to consider this was defeated.	**7/22/2010 A Sessions amendment to add H.R.5801 to H.R.1264 was rejected 179-234.**
H.R.3081	Department of State, Foreign Operations, and Related Programs Appropriations Act, 2010 Rep. Nita Lowey (D-NY)	0	Making appropropriations for the State Department, amended to also make continuing appropriations for fiscal year 2011, including for Amtrak, through December 3, 2010.	**9/29/2010** Approved by Senate, 69-30. **9/30/2010** Approved by House, 228-194. **9/30/2010 Enacted as P.L.111-242.**
H.R.6150	To amend the limitation on liability for certain passenger rail accidents Rep. Elton Gallegly (R-CA)	15	Lifts the liability cap for passenger rail accidents caused by gross negligence or willful misconduct from $200 million to $500 million and provides for further increases, pegged to the inflation rate.	**9/16/2010** Referred to Committee on Transportation and Infrastructure.
H.R.6480	To allow States to return certain funds made available for high speed rail and intercity rail projects Rep. James Sensenbrenner (R-WI)	2	Allows states to return ARRA stimulus funds awarded for passenger rail projects to the federal general fund, rather than reallocating them to other states for their passenger rail projects.	**11/16/2010** Referred to Committee on Transportation and Infrastructure.

C

ROUTE PERFORMANCE REPORT

National Railroad Passenger Corporation (Amtrak)

Financial Performance of Routes - Fully allocated overhead, excluding Depreciation and Interest (see notes below)

October 2010 YTD

Route Performance Results Exclude Depreciation and Interest.

All numbers are in $ millions except Passenger Mile and Seat Mile Calculations.

Northeast Corridor Trains										
Route Number	Train Name	Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's and Other Costs	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
RT01	Acela	$45.7	$25.7	$20.0	$2.4	$17.7	n/a	$17.7	30.0	20.2
RT05	Northeast Regional	$45.2	$35.6	$9.6	$3.8	$5.8	n/a	$5.8	5.8	2.8
RT99	NEC Special Trains	$0.1	$0.2	($0.1)	$0.0	($0.2)	n/a	($0.2)	(78.6)	(15.4)
	Total	$91.0	$61.5	$29.5	$6.2	$23.3	n/a	$23.3	14.6	7.8

State Supported and Other Short Distance Corridor Trains										
Route Number	Train Name	Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's and Other Costs	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
RT03	Ethan Allen Express	$0.2	$0.4	($0.2)	$0.0	($0.3)	n/a	($0.3)	(42.1)	(13.1)
RT04	Vermonter	$0.4	$0.8	($0.4)	$0.0	($0.4)	n/a	($0.4)	(19.9)	(9.3)
RT07	Maple Leaf	$1.7	$2.3	($0.6)	$0.1	($0.7)	n/a	($0.7)	(8.2)	(3.8)
RT09	The Downeaster	$1.0	$1.1	($0.2)	$0.1	($0.2)	n/a	($0.2)	(6.7)	(2.2)
RT12	New Haven - Springfield	$1.0	$1.7	($0.7)	$0.3	($1.0)	n/a	($1.0)	(36.5)	(17.5)
RT14	Keystone Service	$2.4	$3.8	($1.4)	$0.4	($1.7)	n/a	($1.7)	(18.0)	(7.2)
RT15	Empire Service	$3.4	$5.2	($1.7)	$0.4	($2.2)	n/a	($2.2)	(20.2)	(6.8)
RT20	Chicago-St.Louis	$1.0	$2.8	($1.8)	$0.1	($1.9)	n/a	($1.9)	(26.0)	(10.2)
RT21	Hiawathas	$2.3	$1.8	$0.5	$0.1	$0.4	n/a	$0.4	6.6	2.4
RT22	Wolverines	$1.5	$3.0	($1.5)	$0.1	($1.7)	n/a	($1.7)	(20.2)	(8.4)
RT23	Illini	$0.8	$1.5	($0.7)	$0.1	($0.7)	n/a	($0.7)	(15.6)	(5.9)
RT24	Illinois Zephyr	$0.5	$1.2	($0.7)	$0.1	($0.8)	n/a	($0.8)	(24.4)	(8.0)
RT29	Heartland Flyer	$0.3	$0.6	($0.3)	$0.0	($0.3)	n/a	($0.3)	(26.3)	(10.8)
RT35	Pacific Surfliner	$4.2	$8.8	($4.6)	$0.2	($4.8)	n/a	($4.8)	(26.6)	(7.9)
RT36	Cascades	$2.7	$4.4	($1.7)	$0.1	($1.9)	n/a	($1.9)	(18.9)	(8.8)
RT37	Capitols	$2.1	$5.2	($3.1)	$0.2	($3.3)	n/a	($3.3)	(37.3)	(10.5)
RT39	San Joaquins	$2.6	$5.3	($2.8)	$0.1	($2.9)	n/a	($2.9)	(26.5)	(9.0)
RT40	Adirondack	$0.6	$1.0	($0.5)	$0.0	($0.5)	n/a	($0.5)	(17.2)	(13.7)
RT41	Blue Water	$0.4	$1.0	($0.6)	$0.0	($0.7)	n/a	($0.7)	(25.1)	(9.0)
RT46	Washington-Lynchburg	$0.7	$0.4	$0.3	$0.0	$0.2	n/a	$0.2	8.9	4.7
RT47	Washington-Newport News	$2.2	$2.4	($0.2)	$0.1	($0.3)	n/a	($0.3)	(3.4)	(1.5)
RT54	Hoosier State	$0.1	$0.4	($0.3)	$0.0	($0.3)	n/a	($0.3)	(71.7)	(29.6)
RT56	Kansas City-St.Louis	$1.2	$1.1	$0.0	$0.0	($0.0)	n/a	($0.0)	(0.1)	(0.0)
RT57	Pennsylvanian	$0.7	$1.2	($0.5)	$0.1	($0.6)	n/a	($0.6)	(14.7)	(9.0)
RT65	Pere Marquette	$0.2	$0.5	($0.3)	$0.0	($0.3)	n/a	($0.3)	(25.7)	(12.9)
RT66	Carolinian	$1.4	$1.7	($0.3)	$0.1	($0.4)	n/a	($0.4)	(4.7)	(3.4)
RT67	Piedmont	$0.2	$0.5	($0.3)	$0.0	($0.3)	n/a	($0.3)	(20.0)	(9.4)
RT96	Non NEC Special Trains	$0.4	$0.2	$0.2	$0.0	$0.1	n/a	$0.1	7.4	7.6
	Total	$36.2	$60.6	($24.4)	$3.1	($27.5)	n/a	($27.5)	(18.1)	(7.0)

Long Distance Trains										
Route Number	Train Name	Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's and Other Costs	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
RT16	Silver Star	$2.4	$6.5	($4.2)	$0.3	($4.4)	n/a	($4.4)	(28.5)	(16.2)
RT18	Cardinal	$0.7	$2.0	($1.3)	$0.1	($1.4)	n/a	($1.4)	(37.5)	(20.0)
RT19	Silver Meteor	$2.9	$7.0	($4.1)	$0.3	($4.4)	n/a	($4.4)	(25.6)	(15.8)
RT25	Empire Builder	$4.9	$9.6	($4.7)	$0.3	($5.0)	n/a	($5.0)	(17.3)	(9.1)
RT26	Capitol Limited	$1.8	$3.6	($1.7)	$0.1	($1.9)	n/a	($1.9)	(19.9)	(12.8)
RT27	California Zephyr	$4.3	$11.6	($7.4)	$0.3	($7.7)	n/a	($7.7)	(30.7)	(18.1)
RT28	Southwest Chief	$3.8	$7.7	($3.9)	$0.3	($4.1)	n/a	($4.1)	(16.5)	(10.4)
RT30	City of New Orleans	$1.4	$3.4	($2.0)	$0.1	($2.1)	n/a	($2.1)	(25.6)	(14.4)
RT32	Texas Eagle	$1.8	$4.3	($2.5)	$0.1	($2.6)	n/a	($2.6)	(21.3)	(12.6)
RT33	Sunset Limited	$0.9	$4.9	($3.9)	$0.1	($4.1)	n/a	($4.1)	(65.5)	(28.7)
RT34	Coast Starlight	$3.2	$7.5	($4.3)	$0.2	($4.5)	n/a	($4.5)	(27.8)	(15.6)
RT45	Lake Shore Limited	$2.6	$5.4	($2.8)	$0.2	($3.0)	n/a	($3.0)	(18.8)	(11.2)
RT48	Palmetto	$1.2	$3.1	($1.9)	$0.2	($2.1)	n/a	($2.1)	(33.7)	(13.0)
RT52	Crescent	$2.4	$6.2	($3.8)	$0.3	($4.1)	n/a	($4.1)	(32.5)	(16.1)
RT63	Auto Train	$5.1	$7.3	($2.2)	$0.2	($2.4)	n/a	($2.4)	(14.6)	(8.5)
	Total	$39.5	$90.2	($50.7)	$3.2	($53.9)	n/a	($53.9)	(24.6)	(13.8)
	Total National Train System	$166.7	$212.4	($45.6)	$12.5	($58.1)	n/a	($58.1)	(10.9)	(5.4)

* Under Development - will be included once it is completed.

Reconciling Items between National Train System and Consolidated Statement of Operations

	Revenue	Expense	Net
Total National Train System	$166.7	$224.8	($58.1)
Ancillary Customers	$26.7	$22.8	$3.9
Freight and Other Customers	$13.5	$14.6	($1.0)
Depreciation, net	$0.0	$49.5	($49.5)
Operating Results	$207.0	$311.7	($104.7)
Interest Expense, net	$0.0	$8.5	($8.5)
State Capital Payments	$2.5	$0.0	$2.5
Net Results	$209.5	$320.2	($110.7)

Notes:

- This report is being produced using the Amtrak Performance Tracking (APT) system, which drives costs to all customers, including freight and commuter railroads.
- Amtrak does not report depreciation on a route level due to the distortion caused by the sale and leaseback transactions of the late 1990's and early 2000's. Allocating depreciation and interest would unfairly burden routes whose equipment was sold and then leased back. Those transactions caused the value of those assets to increase and therefore their depreciation to increase, which is unrelated to the actual capital cost of that equipment. A synthetic capital charge is under development and will be allocated to routes and included in this report when available.

National Railroad Passenger Corporation (Amtrak)

Financial Performance of Routes - Fully allocated overhead, excluding Depreciation and Interest (see notes below)

October 2009 YTD

Route Performance Results Exclude Depreciation and Interest.

All numbers are in $ millions except Passenger Mile and Seat Mile Calculations.

Northeast Corridor Trains										
Route Number	Train Name	Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's and Other Costs	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
RT01	Acela	$39.7	$26.5	$13.2	$2.0	$11.2	n/a	$11.2	20.7	12.6
RT05	Northeast Regional	$39.7	$38.3	$1.5	$3.1	($1.6)	n/a	($1.6)	(1.7)	(0.8)
RT99	NEC Special Trains	$0.3	$0.4	($0.1)	$0.1	($0.1)	n/a	($0.1)	(17.6)	(10.3)
	Total	$79.7	$65.2	$14.6	$5.1	$9.4	n/a	$9.4	6.3	3.2

State Supported and Other Short Distance Corridor Trains										
Route Number	Train Name	Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's and Other Costs	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
RT03	Ethan Allen Express	$0.2	$0.3	($0.1)	$0.0	($0.1)	n/a	($0.1)	(18.4)	(6.8)
RT04	Vermonter	$0.5	$0.7	($0.2)	$0.0	($0.2)	n/a	($0.2)	(11.5)	(5.0)
RT07	Maple Leaf	$1.6	$2.3	($0.6)	$0.1	($0.7)	n/a	($0.7)	(9.1)	(3.9)
RT09	The Downeaster	$0.9	$1.0	($0.0)	$0.1	($0.1)	n/a	($0.1)	(2.4)	(0.8)
RT12	New Haven - Springfield	$0.9	$1.6	($0.8)	$0.1	($0.9)	n/a	($0.9)	(34.1)	(15.5)
RT14	Keystone Service	$2.2	$5.1	($2.9)	$0.4	($3.3)	n/a	($3.3)	(35.1)	(13.1)
RT15	Empire Service	$3.4	$4.6	($1.3)	$0.2	($1.5)	n/a	($1.5)	(14.3)	(4.7)
RT20	Chicago-St.Louis	$1.0	$2.7	($1.7)	$0.1	($1.8)	n/a	($1.8)	(25.9)	(10.1)
RT21	Hiawathas	$1.6	$2.5	($0.9)	$0.1	($1.1)	n/a	($1.1)	(20.6)	(7.1)
RT22	Wolverines	$1.2	$2.7	($1.5)	$0.1	($1.6)	n/a	($1.6)	(24.2)	(10.9)
RT23	Illini	$0.7	$1.4	($0.7)	$0.1	($0.7)	n/a	($0.7)	(17.8)	(8.6)
RT24	Illinois Zephyr	$0.4	$1.4	($0.9)	$0.1	($1.0)	n/a	($1.0)	(34.1)	(13.1)
RT29	Heartland Flyer	$0.2	$0.6	($0.3)	$0.0	($0.4)	n/a	($0.4)	(39.1)	(13.0)
RT35	Pacific Surfliner	$3.9	$8.1	($4.2)	$0.3	($4.5)	n/a	($4.5)	(25.8)	(7.7)
RT36	Cascades	$3.0	$4.5	($1.5)	$0.2	($1.6)	n/a	($1.6)	(16.9)	(7.9)
RT37	Capitols	$2.5	$5.9	($3.4)	$0.2	($3.6)	n/a	($3.6)	(41.2)	(10.9)
RT39	San Joaquins	$2.4	$5.3	($2.9)	$0.2	($3.1)	n/a	($3.1)	(30.0)	(10.6)
RT40	Adirondack	$0.8	$0.9	($0.1)	$0.0	($0.2)	n/a	($0.2)	(5.3)	(3.6)
RT41	Blue Water	$0.3	$0.9	($0.6)	$0.0	($0.6)	n/a	($0.6)	(31.4)	(12.1)
RT46	Washington-Lynchburg	$0.7	$0.6	$0.2	$0.0	$0.2	n/a	$0.2	8.1	3.1
RT47	Washington-Newport News	$1.9	$2.1	($0.2)	$0.1	($0.3)	n/a	($0.3)	(4.4)	(2.2)
RT54	Hoosier State	$0.1	$0.5	($0.4)	$0.0	($0.4)	n/a	($0.4)	(101.1)	(45.6)
RT56	Kansas City-St.Louis	$1.1	$0.9	$0.1	$0.0	$0.1	n/a	$0.1	4.7	1.6
RT57	Pennsylvanian	$0.7	$1.0	($0.3)	$0.1	($0.4)	n/a	($0.4)	(10.5)	(7.1)
RT65	Pere Marquette	$0.2	$0.5	($0.3)	$0.0	($0.3)	n/a	($0.3)	(28.3)	(13.7)
RT66	Carolinian	$1.4	$1.4	($0.0)	$0.1	($0.1)	n/a	($0.1)	(1.5)	(1.0)
RT67	Piedmont	$0.4	$0.3	$0.1	$0.0	$0.1	n/a	$0.1	10.3	5.1
RT96	Non NEC Special Trains	$0.6	$0.3	$0.4	$0.0	$0.3	n/a	$0.3	22.2	148.7
	Total	$34.7	$59.9	($25.2)	$2.7	($27.9)	n/a	($27.9)	(20.1)	(7.7)

Long Distance Trains										
Route Number	Train Name	Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's and Other Costs	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
RT16	Silver Star	$2.2	$5.9	($3.8)	$0.3	($4.0)	n/a	($4.0)	(28.2)	(14.5)
RT18	Cardinal	$0.6	$1.7	($1.1)	$0.1	($1.2)	n/a	($1.2)	(33.7)	(18.4)
RT19	Silver Meteor	$2.6	$6.0	($3.5)	$0.3	($3.7)	n/a	($3.7)	(23.8)	(12.9)
RT25	Empire Builder	$4.2	$9.3	($5.1)	$0.3	($5.4)	n/a	($5.4)	(18.3)	(9.7)
RT26	Capitol Limited	$1.7	$3.2	($1.5)	$0.1	($1.7)	n/a	($1.7)	(18.4)	(11.6)
RT27	California Zephyr	$3.4	$7.1	($3.7)	$0.3	($4.0)	n/a	($4.0)	(17.9)	(9.4)
RT28	Southwest Chief	$3.4	$7.9	($4.5)	$0.3	($4.7)	n/a	($4.7)	(19.9)	(12.1)
RT30	City of New Orleans	$1.1	$2.8	($1.7)	$0.1	($1.8)	n/a	($1.8)	(26.4)	(12.5)
RT32	Texas Eagle	$1.5	$4.0	($2.5)	$0.2	($2.6)	n/a	($2.6)	(23.2)	(12.7)
RT33	Sunset Limited	$0.7	$3.6	($2.9)	$0.1	($3.1)	n/a	($3.1)	(59.7)	(21.8)
RT34	Coast Starlight	$2.7	$6.7	($4.0)	$0.2	($4.2)	n/a	($4.2)	(25.7)	(14.6)
RT45	Lake Shore Limited	$2.1	$4.8	($2.7)	$0.2	($2.9)	n/a	($2.9)	(21.4)	(12.3)
RT48	Palmetto	$0.9	$2.2	($1.3)	$0.1	($1.4)	n/a	($1.4)	(29.1)	(11.7)
RT52	Crescent	$2.2	$5.6	($3.5)	$0.2	($3.7)	n/a	($3.7)	(31.7)	(14.6)
RT63	Auto Train	$4.5	$6.5	($2.0)	$0.2	($2.2)	n/a	($2.2)	(13.6)	(7.9)
	Total	$33.7	$77.3	($43.6)	$3.0	($46.5)	n/a	($46.5)	(22.9)	(12.2)

Total National Train System	$148.1	$202.4	($54.2)	$10.8	($65.0)	n/a	($65.0)	(13.2)	(6.3)

Reconciling Items between National Train System and Consolidated Statement of Operations

	Revenue	Expense	Net
Total National Train System	$148.1	$213.1	($65.0)
Ancillary Customers	$28.7	$22.8	$5.9
Freight and Other Customers	$13.7	$6.7	$7.0
Depreciation, net	$0.0	$46.9	($46.9)
Operating Results	$190.5	$289.5	($99.0)
Interest Expense, net	$0.0	$8.9	($8.9)
State Capital Payments	$2.4	$0.0	$2.4
Net Results	$192.9	$298.4	($105.5)

Notes:

- This report is produced using the Amtrak Performance Tracking (APT) system, which drives costs to all customers, including freight and commuter railroads.
- Amtrak does not report depreciation on a route level due to the distortion caused by the sale and leaseback transactions of the late 1990's and early 2000's. Allocating depreciation and interest would unfairly burden routes whose equipment was sold and then leased back. Those transactions caused the value of those assets to increase and therefore their depreciation to increase, which is unrelated to the actual capital cost of that equipment.

National Railroad Passenger Corporation (Amtrak)

Financial Performance of Routes - Fully allocated overhead, excluding Depreciation and Interest (see notes below)

October 2010 YTD vs. October 2009 YTD Variances

Route Performance Results Exclude Federal Support for Operations, Depreciation, Interest and Capital Charges

All numbers are in $ millions except Passenger Mile and Seat Mile Calculations.

Northeast Corridor Trains										
Route Number	Train Name	Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's and Other Costs	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
RT01	Acela	$6.0	$0.8	$6.9	($0.3)	$6.5	n/a	$6.5	9.3	7.6
RT05	Northeast Regional	$5.5	$2.6	$8.1	($0.7)	$7.4	n/a	$7.4	7.5	3.5
RT99	NEC Special Trains	($0.2)	$0.2	($0.0)	$0.0	($0.0)	n/a	($0.0)	(61.1)	(5.1)
	Total	$11.3	$3.6	$14.9	($1.0)	$13.9	n/a	$13.9	8.4	4.6

State Supported and Other Short Distance Corridor Trains										
Route Number	Train Name	Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's and Other Costs	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
RT03	Ethan Allen Express	($0.1)	($0.1)	($0.1)	($0.0)	($0.1)	n/a	($0.1)	(23.7)	(6.3)
RT04	Vermonter	($0.0)	($0.2)	($0.2)	($0.0)	($0.2)	n/a	($0.2)	(8.4)	(4.3)
RT07	Maple Leaf	$0.1	($0.1)	$0.0	($0.1)	($0.0)	n/a	($0.0)	0.9	0.1
RT09	The Downeaster	$0.0	($0.2)	($0.1)	($0.0)	($0.1)	n/a	($0.1)	(4.3)	(1.4)
RT12	New Haven - Springfield	$0.1	($0.1)	$0.0	($0.2)	($0.1)	n/a	($0.1)	(2.4)	(2.0)
RT14	Keystone Service	$0.2	$1.3	$1.5	($0.0)	$1.5	n/a	$1.5	17.1	5.9
RT15	Empire Service	$0.1	($0.5)	($0.5)	($0.2)	($0.7)	n/a	($0.7)	(5.9)	(2.1)
RT20	Chicago-St.Louis	$0.0	($0.1)	($0.0)	($0.0)	($0.0)	n/a	($0.0)	(0.1)	(0.0)
RT21	Hiawathas	$0.7	$0.7	$1.4	$0.0	$1.4	n/a	$1.4	27.1	9.5
RT22	Wolverines	$0.3	($0.3)	($0.0)	($0.0)	($0.1)	n/a	($0.1)	4.0	2.5
RT23	Illini	$0.1	($0.1)	$0.0	($0.0)	($0.0)	n/a	($0.0)	2.3	2.7
RT24	Illinois Zephyr	$0.1	$0.1	$0.2	($0.0)	$0.2	n/a	$0.2	9.8	5.1
RT29	Heartland Flyer	$0.1	$0.0	$0.1	($0.0)	$0.1	n/a	$0.1	12.8	2.2
RT35	Pacific Surfliner	$0.3	($0.7)	($0.4)	$0.1	($0.3)	n/a	($0.3)	(0.8)	(0.2)
RT36	Cascades	($0.3)	$0.1	($0.3)	$0.0	($0.2)	n/a	($0.2)	(2.0)	(0.9)
RT37	Capitols	($0.4)	$0.6	$0.2	$0.0	$0.2	n/a	$0.2	3.9	0.5
RT39	San Joaquins	$0.2	($0.1)	$0.2	$0.1	$0.2	n/a	$0.2	3.5	1.6
RT40	Adirondack	($0.3)	($0.1)	($0.4)	($0.0)	($0.4)	n/a	($0.4)	(11.9)	(10.1)
RT41	Blue Water	$0.1	($0.1)	($0.1)	($0.0)	($0.1)	n/a	($0.1)	6.4	3.1
RT46	Washington-Lynchburg	($0.1)	$0.1	$0.1	($0.0)	$0.1	n/a	$0.1	---	---
RT47	Washington-Newport News	$0.3	($0.2)	$0.1	($0.0)	$0.1	n/a	$0.1	1.0	0.7
RT54	Hoosier State	$0.0	$0.1	$0.1	($0.0)	$0.1	n/a	$0.1	29.3	16.0
RT56	Kansas City-St.Louis	$0.1	($0.2)	($0.1)	($0.0)	($0.1)	n/a	($0.1)	(4.8)	(1.7)
RT57	Pennsylvanian	$0.1	($0.2)	($0.2)	($0.0)	($0.2)	n/a	($0.2)	(4.2)	(1.8)
RT65	Pere Marquette	$0.0	($0.0)	$0.0	($0.0)	$0.0	n/a	$0.0	2.6	0.8
RT66	Carolinian	$0.1	($0.3)	($0.3)	($0.0)	($0.3)	n/a	($0.3)	(3.2)	(2.5)
RT67	Piedmont	($0.1)	($0.2)	($0.4)	($0.0)	($0.4)	n/a	($0.4)	(30.3)	(14.5)
RT96	Non NEC Special Trains	($0.2)	$0.0	($0.2)	$0.0	($0.2)	n/a	($0.2)	(14.8)	(141.1)
	Total	$1.5	($0.7)	$0.8	($0.4)	$0.4	n/a	$0.4	2.0	0.7

Long Distance Trains										
Route Number	Train Name	Total Revenue	Total Costs excl. OPEB's, Capital Charge and Other Costs	Core Contribution / (Loss) excl. OPEB's	OPEB's and Other Costs	Contribution / (Loss) before Capital Charge	Capital Charge*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
RT16	Silver Star	$0.2	($0.6)	($0.4)	($0.0)	($0.4)	n/a	($0.4)	(0.3)	(1.7)
RT18	Cardinal	$0.1	($0.3)	($0.2)	($0.0)	($0.3)	n/a	($0.3)	(3.8)	(1.6)
RT19	Silver Meteor	$0.3	($1.0)	($0.7)	($0.0)	($0.7)	n/a	($0.7)	(1.8)	(2.8)
RT25	Empire Builder	$0.7	($0.4)	$0.3	$0.0	$0.4	n/a	$0.4	1.1	0.6
RT26	Capitol Limited	$0.1	($0.3)	($0.2)	($0.0)	($0.2)	n/a	($0.2)	(1.4)	(1.2)
RT27	California Zephyr	$0.8	($4.5)	($3.7)	($0.1)	($3.7)	n/a	($3.7)	(12.8)	(8.7)
RT28	Southwest Chief	$0.4	$0.2	$0.6	$0.0	$0.6	n/a	$0.6	3.4	1.7
RT30	City of New Orleans	$0.3	($0.6)	($0.3)	($0.0)	($0.3)	n/a	($0.3)	0.8	(1.9)
RT32	Texas Eagle	$0.3	($0.4)	($0.0)	$0.0	($0.0)	n/a	($0.0)	1.8	0.1
RT33	Sunset Limited	$0.2	($1.2)	($1.0)	($0.0)	($1.0)	n/a	($1.0)	(5.8)	(6.9)
RT34	Coast Starlight	$0.5	($0.8)	($0.3)	($0.0)	($0.3)	n/a	($0.3)	(2.1)	(0.9)
RT45	Lake Shore Limited	$0.5	($0.6)	($0.1)	($0.1)	($0.1)	n/a	($0.1)	2.6	1.1
RT48	Palmetto	$0.3	($1.0)	($0.7)	($0.0)	($0.7)	n/a	($0.7)	(4.6)	(1.3)
RT52	Crescent	$0.3	($0.6)	($0.3)	($0.0)	($0.4)	n/a	($0.4)	(0.8)	(1.5)
RT63	Auto Train	$0.6	($0.8)	($0.2)	$0.0	($0.2)	n/a	($0.2)	(1.0)	(0.6)
	Total	$5.8	($12.9)	($7.2)	($0.2)	($7.4)	n/a	($7.4)	(1.7)	(1.6)

Total National Train System	$18.6	($10.0)	$8.6	($1.7)	$6.9	n/a	$6.9	2.2	0.9

D

WORKFORCE STATISTICS

National Railroad Passenger Corporation

Headcount Summary

October 2010

	Core			Non-Core			Capital			Totals		
	Actual	Budget	Variance Fav (UnFav)	Actual	Budget	Variance Fav (UnFav)	Actual	Budget	Variance Fav (UnFav)	Actual	Budget	Variance Fav (UnFav)
Departments												
President's Office	4	4	0	0	0	0	0	0	0	4	4	0
Office of Inspector General	85	99	14	0	0	0	1	0	(1)	86	99	13
General Counsel	130	130	0	0	0	0	0	0	0	130	130	0
Finance	268	271	3	0	0	0	0	0	0	268	271	3
Procurement	459	484	25	17	16	(1)	1	0	(1)	477	500	23
Real Estate	0	0	0	26	26	0	0	0	0	26	26	0
Amtrak Technologies	269	259	(10)	0	0	0	45	69	24	314	328	14
Government Affairs	33	38	5	0	0	0	0	0	0	33	38	5
High Speed Rail	1	0	(1)	0	0	0	0	0	0	1	0	(1)
Labor Relations	27	28	1	0	0	0	0	0	0	27	28	1
Human Resources	195	193	(2)	0	0	0	0	0	0	195	193	(2)
Marketing & Sales	1,235	1,277	42	0	0	0	0	0	0	1,235	1,277	42
Policy & Development	49	56	7	0	1	1	0	0	0	49	57	8
Police & Security	406	443	37	0	0	0	1	0	(1)	407	443	36
Operating Departments												
Operations Management	6	8	2	0	0	0	0	0	0	6	8	2
Environmental Health and Safety	41	44	3	0	0	0	0	0	0	41	44	3
Transportation	7,866	8,031	165	573	546	(27)	132	13	(119)	8,571	8,590	19
Mechanical	3,834	4,012	178	273	304	31	520	547	27	4,627	4,863	236
Engineering	2,031	1,886	(145)	8	0	(8)	1,244	1,577	333	3,283	3,463	180
Engineering Reimbursable	0	0	0	215	330	115	0	0	0	215	330	115
Sub-Total Operating Departments	13,778	13,981	203	1,069	1,180	111	1,896	2,137	241	16,743	17,298	555
Total Headcounts	16,939	17,264	325	1,112	1,223	111	1,944	2,206	262	19,995	20,692	697

Headcount - Department Input Detail
October 2010

	Total Core incl PRJ			Commuter			Reimbursable			Commercial			Total Non-Core			Capital		
	Actual	Budget	Variance Fav/ (UnFav)	Actual	Budget	Variance Fav/ (UnFav)	Actual	Budget	Variance Fav/ (UnFav)	Actual	Budget	Variance Fav/ (UnFav)	Actual	Budget	Variance Fav/ (UnFav)	Actual	Budget	Variance Fav/ (UnFav)
President's Office	4	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office of Inspector General	85	99	14	0	0	0	0	0	0	0	0	0	0	0	0	1	0	(1)
General Counsel																		
General Counsel	130	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total General Counsel	130	130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Finance																		
Finance	268	271	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Corporate Common	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Finance	268	271	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Procurement	459	484	25	17	16	(1)	0	0	0	0	0	0	17	16	(1)	1	0	(1)
Real Estate	0	0	0	0	0	0	0	0	0	26	26	0	26	26	0	0	0	0
Amtrak Technologies	269	259	(10)	0	0	0	0	0	0	0	0	0	0	0	0	45	69	24
Government Affairs	33	38	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
High Speed Rail	1	0	(1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Labor Relations	27	28	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Resources	195	193	(2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Marketing & Sales																		
Marketing And Sales	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sales Distribution and Customer Service	1,106	1,140	34	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief Market Research & Analysis	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief Mktg & Sales Promotion	66	65	(1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Summ Customer Svc Field Opns	19	20	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Summ Chief Svc. Deliv. & Ops Supp	26	28	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VP Marketing & Product Mgmt	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief, Prod Plan & Bus Strategy	9	13	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Marketing	1,235	1,277	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Policy & Development																		
Summ Policy & Development	49	56	7	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0
Total Summ Policy & Development	49	56	7	0	0	0	0	1	1	0	0	0	0	1	1	0	0	0
Police																		
Summ Police & Security	406	443	37	0	0	0	0	0	0	0	0	0	0	0	0	1	0	(1)
Total Summ Police & Security	406	443	37	0	0	0	0	0	0	0	0	0	0	0	0	1	0	(1)
Operating Departments																		
Chief Operating Officer	6	8	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Environmental Health and Safety	41	44	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Transportation																		
Sub-Total Transportation	7,866	8,031	165	565	501	(64)	8	45	37	0	0	0	573	546	(27)	132	13	(119)
Mechanical																		
Sub-Total Mechanical	3,834	4,012	178	217	238	21	55	65	10	1	1	(0)	273	304	31	520	547	27
Engineering																		
Engineering	2,031	1,886	(145)	1	0	(1)	0	0	0	7	0	(7)	8	0	(8)	1,244	1,577	333
Engineering - Reimbursable	0	0	0	0	0	0	215	330	115	0	0	0	215	330	115	0	0	0
Sub-Total Engineering	2,031	1,886	(145)	1	0	(1)	215	330	115	7	0	(7)	223	330	107	1,244	1,577	333
Sub-Total Operating Departments	13,778	13,981	203	783	739	(44)	278	440	162	8	1	(7)	1,069	1,180	111	1,896	2,137	241
Total Headcounts	16,939	17,264	325	800	755	(45)	278	441	163	34	27	(7)	1,112	1,223	111	1,944	2,206	262

National Railroad Passenger Corporation (Amtrak)
Employee Benefits Summary Analysis - October 2010
(Including Employees Assigned to Capital)

($ thousands - except calculations)

	Month	Variance to		YTD	Variance to	
	Actual	Budget	Last Year	Actual	Budget	Last Year
Premium Based Benefits [1]						
Non-Agreement	6,635	(683)	(1,712)	6,635	(683)	(1,712)
Agreement	23,248	3,746	(647)	23,248	3,746	(647)
Total Premium Based Benefits	29,883	3,063	(2,359)	29,883	3,063	(2,359)
Federal Employers Liability Act (FELA)						
Non-Agreement [2]	17	(9)	(1)	17	(9)	(1)
Agreement [2]	3,383	(1,786)	(137)	3,383	(1,786)	(137)
Total FELA Cost	3,400	(1,795)	(138)	3,400	(1,795)	(138)
Average per Employee						
Non-Agreement	2,255	(337)	(533)	2,255	(337)	(533)
Agreement	1,564	107	(31)	1,564	107	(31)
Weighted Avg per Employee	1,666	43	(105)	1,666	43	(105)
Payroll Based Benefits [3]	19,208	(1,421)	355	19,208	(1,421)	355
Percentage of Payroll	17%	0%	1%	17%	0%	1%
Other Employee Benefits [4]	2,885	(5,649)	132	2,885	(5,649)	132
Total Employee Benefits	55,376	(5,802)	(2,009)	55,376	(5,802)	(2,009)

[1] Includes health, dental and life insurance, miscellaneous employee insurance, service fees and OPEB's. OPEB's represent the accrued expense for the future liability of health care for pensioned employees.
[2] Estimated split between Agreement and Non-agreement employees.
[3] Includes Railroad retirement and unemployment and sickness taxes.
[4] Includes Pension and fees, vacation accrual and miscellaneous employee services.

E

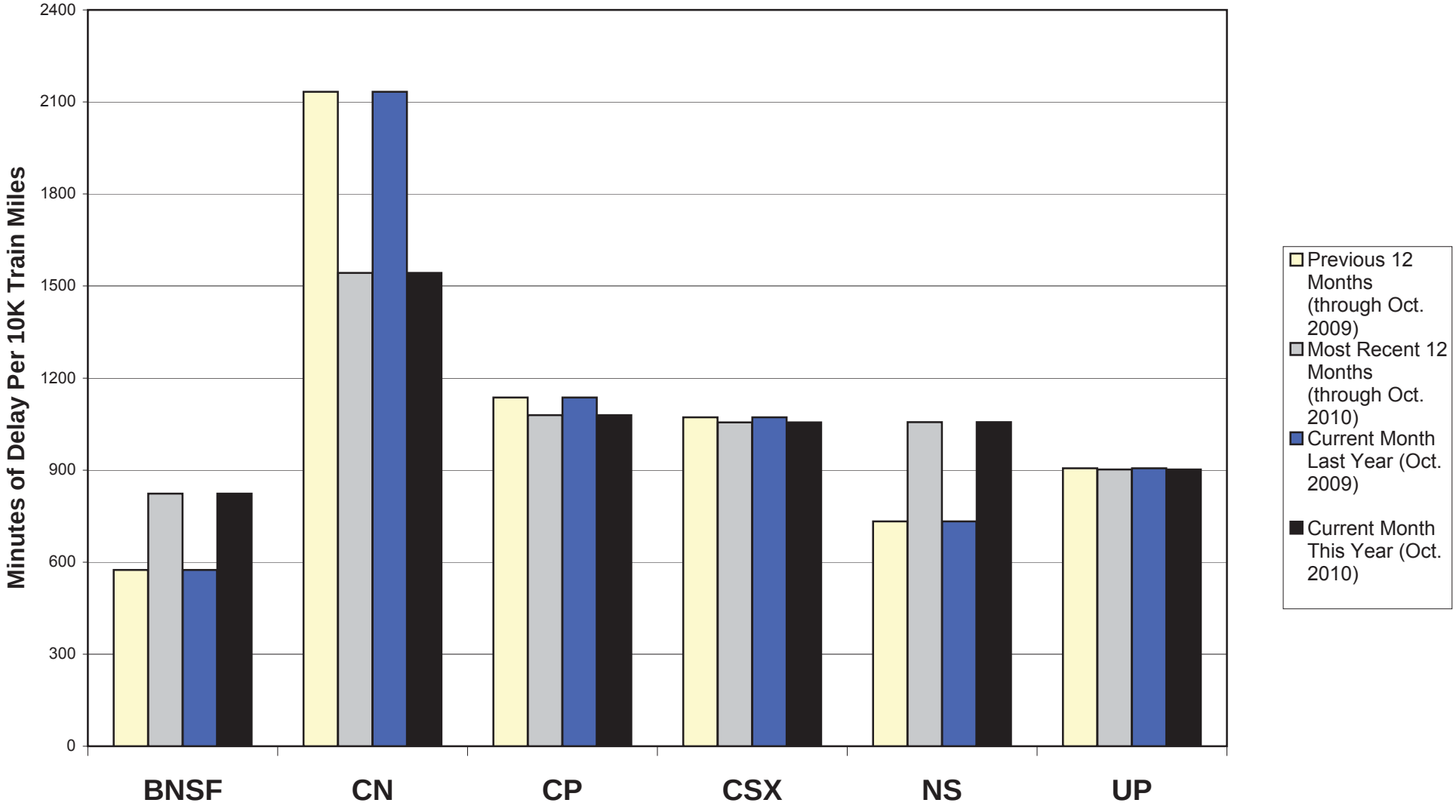
PERFORMANCE INDICATORS

National Railroad Passenger Corporation

Delay Minutes Performance Report - Summary
for the Month of October, 2010

			Amtrak Delays					Host Railroads Delays					
				Top Three Delay Codes					Top Three Delay Codes				
	Total Minutes	% of Total	Subtotal	Passenger Holds	Engine Failures	All Crew related delays, delays in block	All Else	Subtotal	Freight Train Interference	Slow Orders	Passenger Train Interference	All else	Other Minutes of Delay
Northeast Corridor													
Acela	**12,070**	**3.0%**	2,325	532	568	252	973	7,524	54	811	532	6,127	2,221
Northeast Regionals	**40,132**	**10.0%**	13,060	3,288	3,168	1,207	5,397	23,081	1,482	3,521	3,895	14,183	3,991
Subtotal Northeast Corridor	**52,202**	**13.0%**	15,385	3,820	3,736	1,459	6,370	30,605	1,536	4,332	4,427	20,310	6,212
Other Corridor Routes													
Vermonter	**4,213**	**1.1%**	1,380	156	401	296	527	2,518	267	1,119	382	750	315
Downeaster	**3,366**	**0.8%**	431	54	14	0	363	2,793	307	1,566	327	593	142
Clocker/Keystone	**5,168**	**1.3%**	1,755	559	283	450	463	2,294	0	9	375	1,910	1,119
Empire	**31,322**	**7.8%**	4,170	1,345	486	1,133	1,206	21,738	2,498	7,688	1,994	9,558	5,414
Hiawatha	**5,551**	**1.4%**	2,070	332	466	34	1,238	3,136	581	199	45	2,311	345
Illinois Services	**16,702**	**4.2%**	1,940	558	190	274	918	13,905	4,212	2,386	2,706	4,601	857
Michigan Services	**18,789**	**4.7%**	3,316	616	529	678	1,493	14,412	3,514	2,248	2,609	6,041	1,061
Missouri Services	**3,151**	**0.8%**	652	336	44	16	256	2,111	884	286	415	526	388
Heartland Flyer	**2,085**	**0.5%**	213	112	3	37	61	1,722	456	964	7	295	150
Pacific Surfliner	**20,502**	**5.1%**	4,103	1,214	668	704	1,517	14,613	545	629	5,577	7,862	1,786
Cascades	**10,692**	**2.7%**	1,872	235	711	187	739	6,331	1,461	1,314	1,045	2,511	2,489
Capitols	**9,233**	**2.3%**	2,166	377	626	93	1,070	5,133	611	385	1,542	2,595	1,934
San Joaquins	**11,462**	**2.9%**	1,636	415	184	235	802	8,461	1,827	1,627	3,541	1,466	1,365
Hoosier State	**1,840**	**0.5%**	319	10	0	114	195	1,213	774	157	5	277	308
Carolinian	**5,860**	**1.5%**	2,117	1,043	568	122	384	3,467	585	561	949	1,372	276
Pennsylvanian	**2,738**	**0.7%**	900	334	28	204	334	1,592	566	236	50	740	246
Piedmont	**3,014**	**0.8%**	965	244	181	26	514	1,414	66	482	306	560	635
Subtotal Other Corridor	**155,688**	**38.9%**	30,005	7,940	5,382	4,603	12,080	106,853	19,154	21,856	21,875	43,968	18,830
Long Distance													
Silver Star	**13,897**	**3.5%**	2,428	604	234	482	1,108	6,887	1,112	1,329	1,506	2,940	4,582
Cardinal	**5,264**	**1.3%**	1,775	611	89	144	931	3,216	1,159	591	341	1,125	273
Silver Meteor	**10,840**	**2.7%**	2,199	542	287	199	1,171	6,357	1,105	1,213	1,719	2,320	2,284
Empire Builder	**23,286**	**5.8%**	5,473	849	954	967	2,703	15,852	7,872	4,153	1,134	2,693	1,961
Capitol Ltd.	**9,329**	**2.3%**	1,618	707	136	282	493	6,529	1,853	1,243	186	3,247	1,182
California Zephyr	**22,345**	**5.6%**	3,455	584	405	1,509	957	13,681	3,841	4,702	936	4,202	5,209
Southwest Chief	**12,553**	**3.1%**	3,410	1,493	333	266	1,318	6,009	1,222	1,029	775	2,983	3,134
City of New Orleans	**10,734**	**2.7%**	1,061	220	47	351	443	9,072	5,217	1,109	888	1,858	601
Texas Eagle	**20,882**	**5.2%**	2,672	639	393	440	1,200	15,592	4,525	2,943	860	7,264	2,618
Sunset Ltd.	**9,931**	**2.5%**	1,716	428	141	166	981	5,411	2,515	1,022	382	1,492	2,804
Coast Starlight	**15,808**	**4.0%**	4,150	514	710	1,044	1,882	7,851	1,737	1,134	1,939	3,041	3,807
Lake Shore Ltd.	**13,920**	**3.5%**	3,459	1,399	244	156	1,660	9,348	2,417	1,443	907	4,581	1,113
Palmetto	**7,019**	**1.8%**	890	153	74	178	485	5,450	1,052	776	1,044	2,578	679
Crescent	**9,144**	**2.3%**	1,507	497	132	220	658	5,511	1,797	982	1,079	1,653	2,126
Auto Train	**7,188**	**1.8%**	742	28	188	93	433	5,911	1,804	1,554	1,132	1,421	535
Subtotal Long Distance	**192,140**	**48.0%**	36,555	9,268	4,367	6,497	16,423	122,677	39,228	25,223	14,828	43,398	32,908
Total Minutes of Delay	**400,030**	**100.0%**	**81,945**	**21,028**	**13,485**	**12,559**	**34,873**	**260,135**	**59,918**	**51,411**	**41,130**	**107,676**	**57,950**
Percentage of Total			20.5%	5.3%	3.4%	3.1%	8.7%	65.0%	15.0%	12.9%	10.3%	26.9%	14.5%

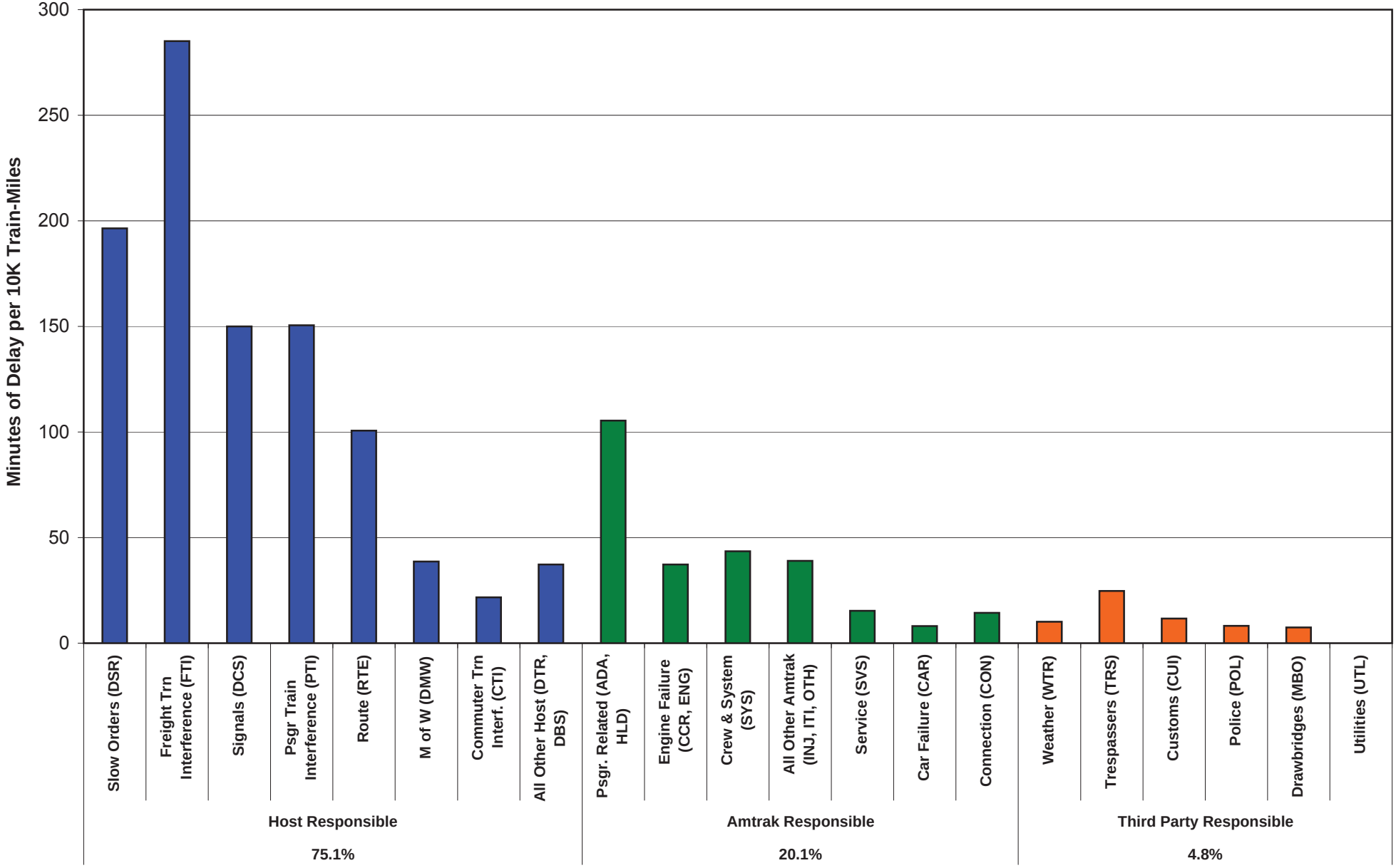
Total Host-Responsible Delays by Host Railroad



Delays to Amtrak Trains by Delay Type and Responsible Party

(Major Hosts Only - BNSF, CN, CP, CSX, NS, UP)

Most Recent Twelve Months - Novemeber 2009 through October 2010



MINUTES OF DELAY BY HOST

Per 10K Train Miles

(Red numbers indicate not meeting standard)

Host		Total Host Responsible Delays		Largest Two Delay Categories - Quarter to Date				Route Miles
		Current Month	Quarter to Date	#1		#2		
		October 2010	Oct. 2010 - Oct. 2010	Oct. 2010 - Oct. 2010		Oct. 2010 - Oct. 2010		
PRIIA Section 207 Standard		***900***	***900***					
Amtrak	Blue Water	614	614	PTI	361	DSR	181	99
	Wolverine	699	699	PTI	377	RTE	105	99
BBrRR	Cardinal	**1807**	**1807**	DSR	588	FTI	493	132
BNSF	California Zephyr	**1246**	**1246**	DSR	662	FTI	256	1,027
	Carl Sandburg / Illinois Zephyr	632	632	DSR	176	DCS	131	257
	Cascades	850	850	DSR	184	FTI	178	343
	Coast Starlight	539	539	FTI	247	PTI	106	186
	Empire Builder	**1011**	**1011**	FTI	515	DSR	296	2,147
	Heartland Flyer	**1365**	**1365**	DSR	764	FTI	361	238
	Pacific Surfliner	**971**	**971**	RTE	358	DCS	234	22
	San Joaquin	752	752	PTI	319	FTI	162	284
	Southwest Chief	387	387	DCS	90	FTI	89	2,198
	Sunset Limited	**1030**	**1030**	DSR	773	PTI	148	190
	Texas Eagle	**2336**	**2336**	DSR	1402	DMW	384	126
CN	Adirondack	**2730**	**2730**	RTE	1072	DSR	992	49
	Blue Water	**1438**	**1438**	FTI	710	PTI	317	159
	City of New Orleans	**1573**	**1573**	FTI	905	DSR	192	930
	Illini / Saluki	**1279**	**1279**	FTI	653	DSR	194	306
	Lincoln Service	**1860**	**1860**	FTI	1044	RTE	314	37
	Texas Eagle	526	526	FTI	340	DMW	57	37
	Wolverine	**2527**	**2527**	DSR	830	FTI	711	27
CP	Adirondack	**2120**	**2120**	DSR	760	PTI	539	178
	Empire Builder	889	889	FTI	456	DMW	159	384
	Ethan Allen Express	**2933**	**2933**	DSR	1951	DMW	287	60
	Hiawatha	515	515	FTI	176	DMW	91	53
CSX	Adirondack	622	622	DSR	240	DCS	137	89
	Auto Train	**1044**	**1044**	FTI	318	DSR	274	914
	Capitol Limited	**1534**	**1534**	DSR	472	FTI	385	307
	Cardinal	853	853	FTI	341	DCS	218	698
	Carolinian	**1233**	**1233**	FTI	281	PTI	268	295
	Ethan Allen Express	880	880	PTI	341	DSR	224	89
	Hoosier State	755	755	FTI	364	DSR	240	169
	Lake Shore Ltd	**1324**	**1324**	FTI	338	RTE	238	741
	Maple Leaf	**1340**	**1340**	RTE	327	FTI	315	396
	New York - Albany**	456	456	DSR	182	DCS	155	71
	New York - Niagara Falls	**1098**	**1098**	FTI	303	RTE	278	394
	Palmetto	**1228**	**1228**	OTH	265	FTI	257	659
	Pere Marquette	**1025**	**1025**	DCS	544	DSR	202	135
	Richmond / Newport News	**1681**	**1681**	DSR	455	FTI	321	189
	Silver Meteor	745	745	DCS	191	PTI	185	1,152
	Silver Star	792	792	DCS	193	PTI	175	1,209
Fla DOT	Silver Meteor	**1301**	**1301**	DSR	464	CTI	376	68
	Silver Star	**1419**	**1419**	CTI	655	DSR	438	68
MBTA	Downeaster	**1223**	**1223**	DSR	942	CTI	158	38
Metra	Empire Builder	**1623**	**1623**	CTI	1182	DCS	162	29
	Hiawatha	**1464**	**1464**	CTI	865	DMW	251	29
MNRR	Acela Express	869	869	CTI	350	DSR	270	56
	Adirondack	**963**	**963**	DSR	544	CTI	241	64
	All Other NE Regional	**1066**	**1066**	DSR	435	CTI	430	56
	Ethan Allen Express	**1255**	**1255**	CTI	502	DSR	386	64
	Lake Shore Ltd	**1415**	**1415**	CTI	620	DSR	468	64
	Lynchburg	**965**	**965**	DMW	357	DSR	309	56
	Maple Leaf	**1112**	**1112**	CTI	565	DSR	481	64
	New York - Albany**	898	898	DSR	437	CTI	283	64
	New York - Niagara Falls	**1145**	**1145**	DSR	589	CTI	310	64
	Richmond / Newport News	**1058**	**1058**	DSR	467	CTI	424	56
	Vermonter	**1011**	**1011**	CTI	415	DSR	383	56
NECR	Vermonter	**1106**	**1106**	DSR	661	FTI	176	238
NMDOT	Southwest Chief	**1425**	**1425**	DCS	536	DSR	467	80
NS	Blue Water	**3721**	**3721**	RTE	1465	DSR	826	61
	Capitol Limited	**1087**	**1087**	FTI	376	RTE	291	481
	Cardinal	**1737**	**1737**	DCS	904	PTI	421	79
	Carolinian	594	594	PTI	231	DSR	145	202
	Crescent	711	711	FTI	253	DCS	139	1,141
	Lake Shore Ltd	**970**	**970**	FTI	411	RTE	199	339
	Lynchburg	313	313	FTI	128	DCS	86	166
	Pennsylvanian	890	890	FTI	367	RTE	172	249
	Pere Marquette	**3665**	**3665**	DCS	1236	FTI	717	39
	Piedmont	666	666	DSR	227	DCS	212	173
	Silver Star	262	262	PTI	205	DSR	46	28
	Wolverine	**2059**	**2059**	FTI	590	DCS	508	173
PanAm	Downeaster	567	567	DSR	196	PTI	132	77
SCRRA	Coast Starlight	**1959**	**1959**	CTI	1185	PTI	581	48
	Pacific Surfliner	**956**	**956**	PTI	390	CTI	292	95
SDNRR	Pacific Surfliner	**1102**	**1102**	CTI	516	PTI	359	60
UP	California Zephyr	654	654	FTI	253	DCS	147	1,431
	Capitol Corridor	519	519	PTI	156	DCS	123	168
	Cascades	540	540	FTI	200	DCS	175	125
	Coast Starlight	**925**	**925**	PTI	229	DCS	206	1,159
	Lincoln Service	761	761	PTI	435	DCS	148	231
	Missouri River Runner	593	593	FTI	245	PTI	122	271
	Pacific Surfliner	**1146**	**1146**	PTI	622	DCS	208	174
	San Joaquin	600	600	PTI	224	DCS	152	88
	Sunset Limited	**970**	**970**	FTI	492	DCS	156	1,784
	Texas Eagle	**1914**	**1914**	FTI	599	OTH	570	1,104
VTR	Ethan Allen Express	**12775**	**12775**	DSR	11381	DCS	725	24

The numbers included in this document are preliminary and are for informational purposes only. Final data regarding compliance with PRIIA Section 207 standards are published quarterly in the official FRA report.

*** Includes only trains that operate solely between New York and Albany*

Excludes hosts with fewer than 15 route miles.

Delays on the Amtrak-owned portion of the Northeast Corridor are shown in a separate report, with tighter delay standards.

Northeast Regional: Lynchburg includes all trains between Lynchburg and points on the NEC; Richmond / Newport News includes all trains between Richmond or Newport news and points on the NEC.

MINUTES OF DELAY BY SERVICE

Per 10K Train Miles

(Red numbers indicate not meeting standard)

Service	Host	Total Host Responsible Delays		Largest Two Delay Categories - Quarter to Date				Route Miles
		Current Month	Quarter to Date	#1		#2		
		October 2010	Oct. 2010 - Oct. 2010	Oct. 2010 - Oct. 2010		Oct. 2010 - Oct. 2010		
PRIIA Section 207 Standard		***900***	***900***					
Acela Express								
Acela Express	MNRR	869	869	CTI	350	DSR	270	56
All Other NEC Corridor Routes								
Northeast Regional								
Richmond / Newport News	CSX	**1681**	**1681**	DSR	455	FTI	321	189
	MNRR	**1058**	**1058**	DSR	467	CTI	424	56
Lynchburg	MNRR	**965**	**965**	DMW	357	DSR	309	56
	NS	313	313	FTI	128	DCS	86	166
All Other Northeast Regional	MNRR	**1066**	**1066**	DSR	435	CTI	430	56
Non-NEC Corridor Routes								
Capitol Corridor	UP	519	519	PTI	156	DCS	123	168
Carolinian	CSX	**1233**	**1233**	FTI	281	PTI	268	295
	NS	594	594	PTI	231	DSR	145	202
Cascades	BNSF	850	850	DSR	184	FTI	178	343
	UP	540	540	FTI	200	DCS	175	125
Downeaster	MBTA	**1223**	**1223**	DSR	942	CTI	158	38
	PanAm	567	567	DSR	196	PTI	132	77
Empire Corridor								
Adirondack	CN	**2730**	**2730**	RTE	1072	DSR	992	49
	CP	**2120**	**2120**	DSR	760	PTI	539	178
	CSX	622	622	DSR	240	DCS	137	89
	MNRR	**963**	**963**	DSR	544	CTI	241	64
Ethan Allen Express	CP	**2933**	**2933**	DSR	1951	DMW	287	60
	CSX	880	880	PTI	341	DSR	224	89
	MNRR	**1255**	**1255**	CTI	502	DSR	386	64
	VTR	**12775**	**12775**	DSR	11381	DCS	725	24
Maple Leaf	CSX	**1340**	**1340**	RTE	327	FTI	315	396
	MNRR	**1112**	**1112**	CTI	565	DSR	481	64
New York - Albany**	CSX	456	456	DSR	182	DCS	155	71
	MNRR	898	898	DSR	437	CTI	283	64
New York - Niagara Falls	CSX	**1098**	**1098**	FTI	303	RTE	278	394
	MNRR	**1145**	**1145**	DSR	589	CTI	310	64
Heartland Flyer	BNSF	**1365**	**1365**	DSR	764	FTI	361	238
Hiawatha	CP	515	515	FTI	176	DMW	91	53
	Metra	**1464**	**1464**	CTI	865	DMW	251	29
Hoosier State	CSX	755	755	FTI	364	DSR	240	169
Illinois								
Carl Sandburg / Illinois Zephyr	BNSF	632	632	DSR	176	DCS	131	257
Illini / Saluki	CN	**1279**	**1279**	FTI	653	DSR	194	306
Lincoln Service	CN	**1860**	**1860**	FTI	1044	RTE	314	37
	UP	761	761	PTI	435	DCS	148	231
Michigan								
Blue Water	Amtrak	614	614	PTI	361	DSR	181	99
	CN	**1438**	**1438**	FTI	710	PTI	317	159
	NS	**3721**	**3721**	RTE	1465	DSR	826	61
Pere Marquette	CSX	**1025**	**1025**	DCS	544	DSR	202	135
	NS	**3665**	**3665**	DCS	1236	FTI	717	39
Wolverine	Amtrak	699	699	PTI	377	RTE	105	99
	CN	**2527**	**2527**	DSR	830	FTI	711	27
	NS	**2059**	**2059**	FTI	590	DCS	508	173
Missouri River Runner	UP	593	593	FTI	245	PTI	122	271
Pacific Surfliner	BNSF	**971**	**971**	RTE	358	DCS	234	22
	SCRRA	**956**	**956**	PTI	390	CTI	292	95
	SDNRR	**1102**	**1102**	CTI	516	PTI	359	60
	UP	**1146**	**1146**	PTI	622	DCS	208	174
Pennsylvanian	NS	890	890	FTI	367	RTE	172	249
Piedmont	NS	666	666	DSR	227	DCS	212	173
San Joaquin	BNSF	752	752	PTI	319	FTI	162	284
	UP	600	600	PTI	224	DCS	152	88
Vermonter	MNRR	**1011**	**1011**	CTI	415	DSR	383	56
	NECR	**1106**	**1106**	DSR	661	FTI	176	238
Long-Distance Routes								
Auto Train	CSX	**1044**	**1044**	FTI	318	DSR	274	914
California Zephyr	BNSF	**1246**	**1246**	DSR	662	FTI	256	1027
	UP	654	654	FTI	253	DCS	147	1431
Capitol Limited	CSX	**1534**	**1534**	DSR	472	FTI	385	307
	NS	**1087**	**1087**	FTI	376	RTE	291	481
Cardinal	BBrRR	**1807**	**1807**	DSR	588	FTI	493	132
	CSX	853	853	FTI	341	DCS	218	698
	NS	**1737**	**1737**	DCS	904	PTI	421	79
City of New Orleans	CN	**1573**	**1573**	FTI	905	DSR	192	930
Coast Starlight	BNSF	539	539	FTI	247	PTI	106	186
	SCRRA	**1959**	**1959**	CTI	1185	PTI	581	48
	UP	**925**	**925**	PTI	229	DCS	206	1159
Crescent	NS	711	711	FTI	253	DCS	139	1141
Empire Builder	BNSF	**1011**	**1011**	FTI	515	DSR	296	2147
	CP	889	889	FTI	456	DMW	159	384
	Metra	**1623**	**1623**	CTI	1182	DCS	162	29
Lake Shore Ltd	CSX	**1324**	**1324**	FTI	338	RTE	238	741
	MNRR	**1415**	**1415**	CTI	620	DSR	468	64
	NS	**970**	**970**	FTI	411	RTE	199	339
Palmetto	CSX	**1228**	**1228**	OTH	265	FTI	257	659
Silver Meteor	CSX	745	745	DCS	191	PTI	185	1152
	Fla DOT	**1301**	**1301**	DSR	464	CTI	376	68
Silver Star	CSX	792	792	DCS	193	PTI	175	1209
	Fla DOT	**1419**	**1419**	CTI	655	DSR	438	68
	NS	262	262	PTI	205	DSR	46	28
Southwest Chief	BNSF	387	387	DCS	90	FTI	89	2198
	NMDOT	**1425**	**1425**	DCS	536	DSR	467	80
Sunset Limited	BNSF	**1030**	**1030**	DSR	773	PTI	148	190
	UP	**970**	**970**	FTI	492	DCS	156	1784
Texas Eagle	BNSF	**2336**	**2336**	DSR	1402	DMW	384	126
	CN	526	526	FTI	340	DMW	57	37
	UP	**1914**	**1914**	FTI	599	OTH	570	1104

The numbers included in this document are preliminary and are for informational purposes only. Final data regarding compliance with PRIIA Section 207 standards are published quarterly in the official FRA report.

*** Includes only trains that operate solely between New York and Albany*

Excludes hosts with fewer than 15 route miles.

Delays on the Amtrak-owned portion of the Northeast Corridor are shown in a separate report, with tighter delay standards.

Northeast Regional: Lynchburg includes all trains between Lynchburg and points on the NEC; Richmond / Newport News includes all trains between Richmond or Newport news and points on the NEC.

Amtrak OFF-NEC Delay Code Definitions

Host Railroad Responsible Delays*

Code	Code Description	Explanation
FTI	Freight Train Interference	Delays from freight trains
PTI	Passenger Train Interfere	Delays for meeting or following All Other passenger trains
CTI	Commuter Train Interfere	Delays for meeting or following commuter trains
DSR	Slow Order Delays	Temporary slow orders, except heat or cold orders
DCS	Signal Delays	Signal failure or All Other signal delays, wayside defect-detector false-alarms, defective road crossing protection, efficiency tests, drawbridge stuck open
DBS	Debris	Debris strikes
RTE	Routing	Routing-dispatching delays including diversions, late track bulletins, etc.
DMW	Maintenance of Way	Maintenance of Way delays including holds for track repairs or MW foreman to clear
DTR	Detour	Delays from detours

Amtrak Responsible Delays*

Code	Code Description	Explanation
ADA	Passenger Related	All delays related to disabled passengers, wheel chair lifts, guide dogs, etc.
HLD	Passenger Related	All delays related to passengers, checked-baggage, large groups, etc.
SYS	Crew & System	Delays related to crews including lateness, lone-engineer delays
ENG	Locomotive Failure	Mechanical failure on engines.
CCR	Cab Car Failure	Mechanical failure on Cab Cars
CAR	Car Failure	Mechanical failure on all types of cars
SVS	Servicing	All switching and servicing delays
CON	Hold for Connection	Holding for connections from All Other trains or buses.
ITI	Initial Terminal Delay	Delay at initial terminal due to late arriving inbound trains causing late release of equipment.
INJ	Injury Delay	Delay due to injured passengers or employees.
OTH	Miscelaneous Delays	Lost-on-run, heavy trains, unable to make normal speed, etc.

Third-Party Delays*

Code	Code Description	Explanation
NOD	Unused Recovery Time	Waiting for scheduled departure time at a station
CUI	Customs	U.S. and Canadian customs delays; Immigration-related delays
POL	Police-Related	Police/fire department holds on right-of-way or on-board trains
TRS	Trespassers	Trespasser incidents including road crossing accidents, trespasser / animal strikes, vehicle stuck on track ahead, bridge strikes
MBO	Drawbridge Openings	Movable bridge openings for marine traffic where no bridge failure is involved
WTR	Weather-Related	All severe-weather delays, landslides or washouts, earthquake-related delays, heat or cold orders

11/9/2010

* These delay codes are applicable to Off-NEC routes only.

END-POINT ON-TIME PERFORMANCE REPORT
OCTOBER

SERVICE	OCTOBER 2010	OCTOBER 2009	Change	FY11 YTD	FY10 YTD	Change
Amtrak System	**80.7%**	**83.2%**	**-2.5%**	**80.7%**	**83.2%**	**-2.5%**
Amtrak Premium	**83.9%**	**85.0%**	**-1.1%**	**83.9%**	**85.0%**	**-1.1%**
Acela Express	83.9%	85.0%	-1.1%	83.9%	85.0%	-1.1%
Amtrak Corridor	**79.8%**	**82.4%**	**-2.6%**	**79.8%**	**82.4%**	**-2.6%**
Keystone	86.6%	86.6%	0.1%	86.6%	86.6%	0.1%
Northeast Regional	76.5%	80.4%	-3.9%	76.5%	80.4%	-3.9%
Richmond / Newport News	70.0%	78.3%	-8.3%	70.0%	78.3%	-8.3%
Lynchburg	87.1%			87.1%		
All Other Northeast Regiona	77.3%	80.8%	-3.5%	77.3%	80.8%	-3.5%
Short Distance	**82.0%**	**83.3%**	**-1.3%**	**82.0%**	**83.3%**	**-1.3%**
Capitols	96.0%	93.3%	2.6%	96.0%	93.3%	2.6%
Carolinian	51.6%	67.7%	-16.1%	51.6%	67.7%	-16.1%
Cascades	81.7%	79.5%	2.3%	81.7%	79.5%	2.3%
Downeaster	84.2%	91.9%	-7.7%	84.2%	91.9%	-7.7%
Empire Corridor	77.8%	85.1%	-7.3%	77.8%	85.1%	-7.3%
Adirondack	67.7%	74.2%	-6.5%	67.7%	74.2%	-6.5%
Ethan Allen Express	56.5%	85.5%	-29.0%	56.5%	85.5%	-29.0%
Maple Leaf	71.0%	82.3%	-11.3%	71.0%	82.3%	-11.3%
New York - Albany**	82.0%	87.3%	-5.3%	82.0%	87.3%	-5.3%
New York - Niagara Falls	83.9%	84.7%	-0.8%	83.9%	84.7%	-0.8%
Heartland Flyer	69.4%	91.9%	-22.6%	69.4%	91.9%	-22.6%
Hiawatha	82.5%	96.2%	-13.7%	82.5%	96.2%	-13.7%
Hoosier State	61.1%	67.6%	-6.5%	61.1%	67.6%	-6.5%
Illinois	79.2%	63.7%	15.5%	79.2%	63.7%	15.5%
Carl Sandburg / Illinois Zephyr	96.8%	96.0%	0.8%	96.8%	96.0%	0.8%
Illini / Saluki	59.7%	9.8%	49.9%	59.7%	9.8%	49.9%
Lincoln Service	80.2%	74.4%	5.9%	80.2%	74.4%	5.9%
Michigan	49.4%	56.0%	-6.6%	49.4%	56.0%	-6.6%
Blue Water	69.4%	56.5%	12.9%	69.4%	56.5%	12.9%
Pere Marquette	46.8%	50.8%	-4.0%	46.8%	50.8%	-4.0%
Wolverine	43.5%	57.5%	-14.0%	43.5%	57.5%	-14.0%
Missouri	92.7%	88.7%	4.0%	92.7%	88.7%	4.0%
Pacific Surfliner	83.2%	79.2%	4.1%	83.2%	79.2%	4.1%
Pennsylvanian	90.3%	93.5%	-3.2%	90.3%	93.5%	-3.2%
Piedmont	68.5%	80.6%	-12.1%	68.5%	80.6%	-12.1%
San Joaquins	91.7%	93.3%	-1.6%	91.7%	93.3%	-1.6%
Vermonter	80.6%	87.1%	-6.5%	80.6%	87.1%	-6.5%
Long Distance	**73.2%**	**82.6%**	**-9.4%**	**73.2%**	**82.6%**	**-9.4%**
Auto Train	91.9%	88.7%	3.2%	91.9%	88.7%	3.2%
California Zephyr	45.2%	82.3%	-37.1%	45.2%	82.3%	-37.1%
Capitol Limited	61.3%	71.0%	-9.7%	61.3%	71.0%	-9.7%
Cardinal	44.4%	59.3%	-14.8%	44.4%	59.3%	-14.8%
City of New Orleans	71.0%	77.4%	-6.5%	71.0%	77.4%	-6.5%
Coast Starlight	82.3%	90.3%	-8.1%	82.3%	90.3%	-8.1%
Crescent	79.0%	88.7%	-9.7%	79.0%	88.7%	-9.7%
Empire Builder	64.8%	90.2%	-25.5%	64.8%	90.2%	-25.5%
Lake Shore Ltd	79.0%	87.1%	-8.1%	79.0%	87.1%	-8.1%
Palmetto	69.4%	69.4%	0.0%	69.4%	69.4%	0.0%
Silver Meteor	85.5%	77.4%	8.1%	85.5%	77.4%	8.1%
Silver Star	85.5%	85.5%	0.0%	85.5%	85.5%	0.0%
Southwest Chief	75.8%	93.5%	-17.7%	75.8%	93.5%	-17.7%
Sunset Limited	100.0%	96.2%	3.8%	100.0%	96.2%	3.8%
Texas Eagle	64.5%	64.5%	0.0%	64.5%	64.5%	0.0%