

*Monthly  
Performance Report  
For  
September 2015*

*\* All Financial Data is Preliminary and Unaudited \**



November 13, 2015

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**A**

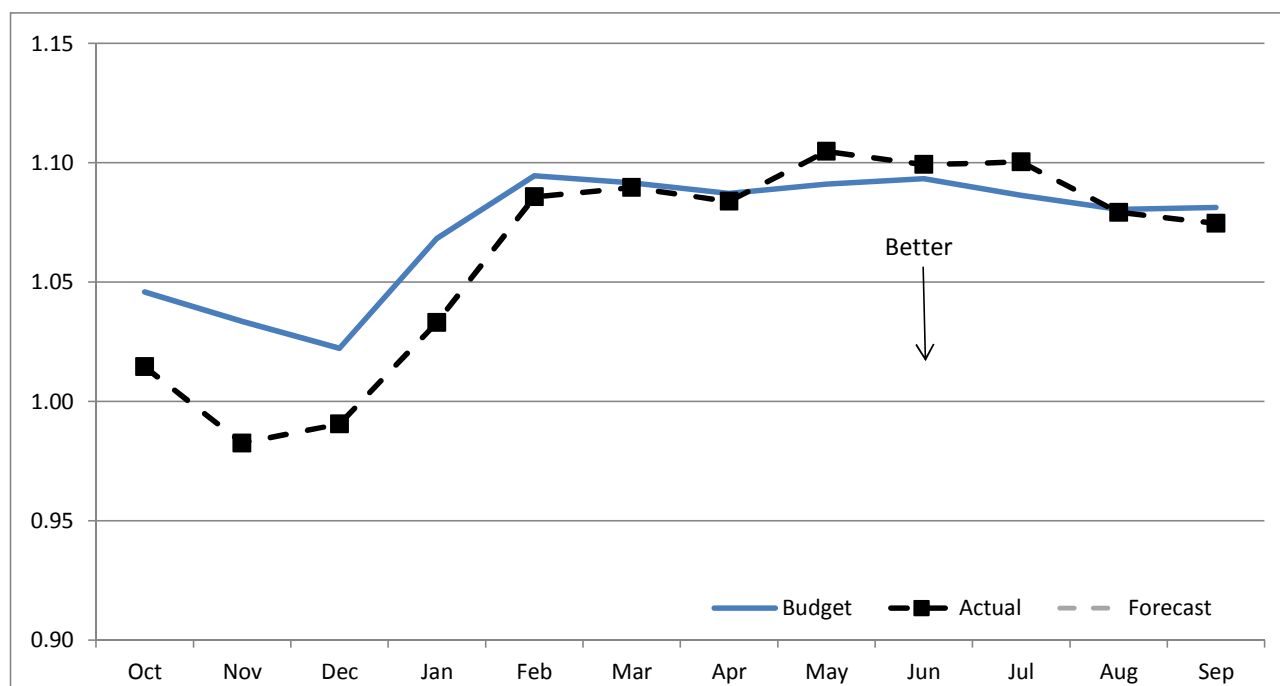
# **FINANCIAL RESULTS**

# Performance Summary for the Year to Date Period Ending September 2015

## Executive Summary:

The year to date results are favorable due to lower fuel prices and superstorm sandy insurance proceeds. This is partially offset by the loss of ticket revenue and lower state supported revenue. The change in Operating Ratio (Strategy Management Objective F1) reflects the favorable fuel prices and superstorm sandy insurance recoveries. Capital spending is under budget due to the timing of payments on new equipment, delayed infrastructure work and timing of next generation procurement.

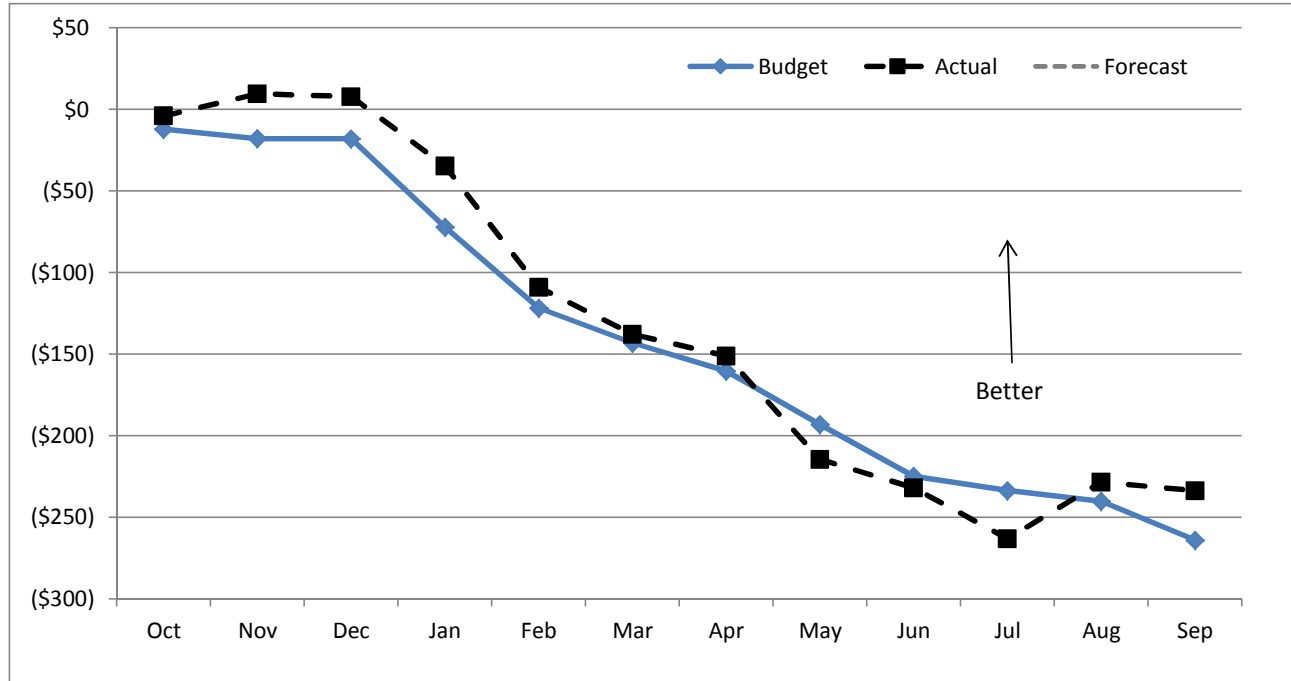
## Operating Ratio <sup>(1)</sup> - Cumulative Basis (Cash Expense / Cash Revenue)



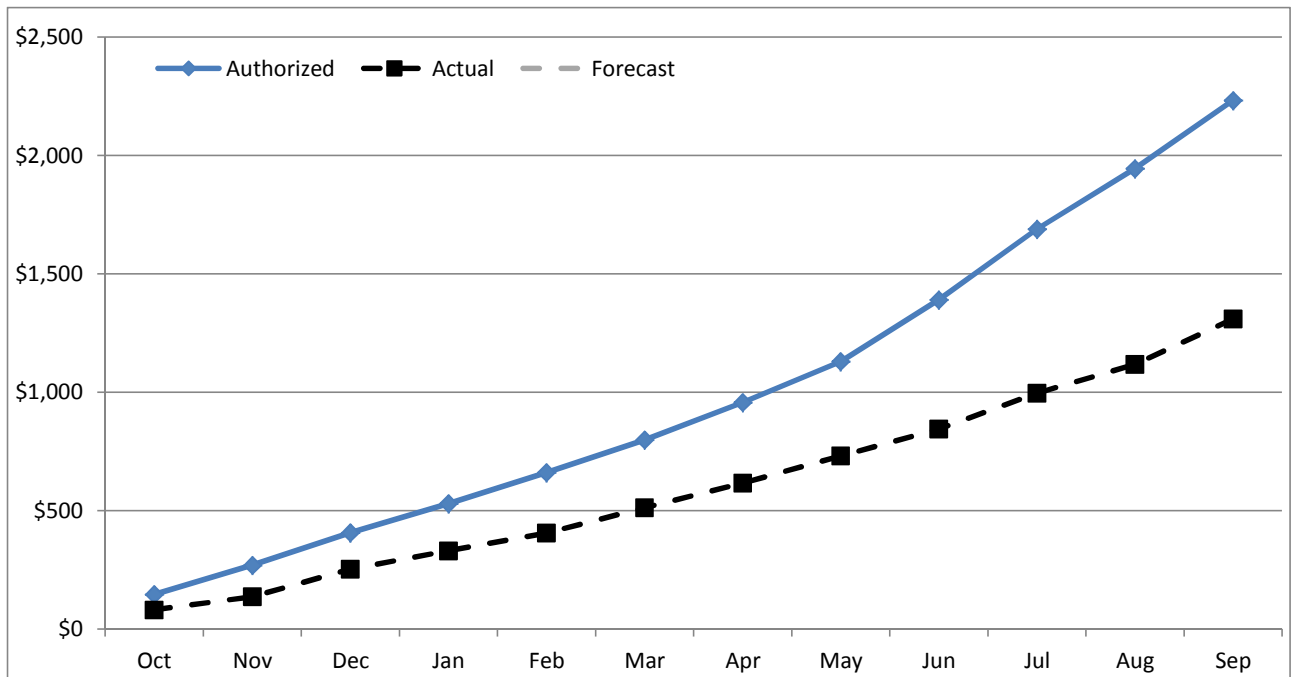
<sup>(1)</sup> Operating Ratio is defined as Total Operating Expense adjusted for Depreciation, Project related costs covered by Capital funding (PRJ), non-cash portion of OPEBs and the Inspector General's office - covered by a separate grant, divided by Total Operating Revenue less State Capital amortization.

## Performance Summary for the Year to Date Period Ending September 2015

### Adjusted Loss <sup>(1)</sup> (Cash Revenue - Cash Expenses)



### Capital Spend



<sup>(1)</sup> Adjusted Loss is a reasonable proxy for Federal Operating Support need. It equals Net Loss, adjusted for Depreciation, Net Interest Expense, Project related costs covered by Capital funding (PRJ), non-cash portion of OPEBs and the Inspector General's office - covered by a separate grant.

# Summary Financial Results

## Operating Results for the Period Ending - September 2015

### Preliminary and Unaudited

(\$ millions)

	Month			YTD		
	Actual	Variance to Budget Fav(Unfav)	Variance to Prior Year Fav(Unfav)	Actual	Variance to Budget Fav(Unfav)	Variance to Prior Year Fav(Unfav)
<b>Revenue:</b>						
Ticket Revenue - Adjusted	\$167.7	(\$10.9)	(\$5.3)	\$2,124.3	(\$103.5)	(\$22.9)
Food & Beverage	14.1	3.6	2.7	132.1	0.5	6.3
State Supported Train Revenue	14.9	(6.8)	(1.8)	222.9	(37.2)	(12.3)
Total Passenger Related Revenue	196.7	(14.0)	(4.5)	2,479.2	(140.2)	(28.9)
Other Revenue	66.6	10.5	7.0	726.7	48.3	(0.7)
<b>Total Revenue</b>	<b>263.3</b>	<b>(3.6)</b>	<b>2.6</b>	<b>3,206.0</b>	<b>(91.9)</b>	<b>(29.6)</b>
<b>Expense:</b>						
Salaries, Wages & Benefits	137.3	43.4	49.5	2,137.6	66.6	(31.9)
Train Operations	25.1	(3.6)	(14.8)	251.9	0.3	(28.0)
Fuel, Power, & Utilities	20.3	10.5	9.3	283.3	91.6	79.7
Materials	13.3	2.3	8.1	185.2	0.7	18.0
Facility, Communication, & Office	22.7	(7.1)	1.0	197.9	(15.1)	(7.3)
Advertising & Sales	11.1	(3.7)	(2.6)	95.2	4.1	1.2
Casualty & Other Claims	5.2	(0.2)	(0.2)	83.5	(23.4)	(24.8)
Depreciation, net	88.2	(25.3)	15.5	791.6	(46.7)	(32.5)
Other Expenses	48.2	(11.5)	(7.2)	425.0	(2.6)	(8.8)
Indirect Costs Capitalized to P&E	(9.7)	(5.1)	10.4	(139.4)	(12.9)	6.2
<b>Total Expenses</b>	<b>361.6</b>	<b>(0.2)</b>	<b>69.2</b>	<b>4,311.8</b>	<b>62.5</b>	<b>(28.2)</b>
<b>Net Loss from Operations</b>	<b>98.3</b>	<b>(3.7)</b>	<b>71.8</b>	<b>1,105.8</b>	<b>(29.4)</b>	<b>(57.9)</b>
Non-Operating Exp / (Inc)	6.4	(0.7)	6.0	61.7	(0.7)	(27.0)
<b>Net Loss / (Income)</b>	<b>\$104.7</b>	<b>(\$4.4)</b>	<b>\$77.8</b>	<b>\$1,167.5</b>	<b>(\$30.1)</b>	<b>(\$84.9)</b>
<b>Proforma Non-Cash Adjustments<sup>(1)</sup>:</b>						
Less: Change in OPEB's and PRJ	(11.8)	5.0	(5.1)	(105.2)	22.0	(39.8)
Less: Depreciation	(88.6)	25.3	(17.0)	(796.4)	47.5	31.7
Less: Inspector General	(2.7)	(1.7)	1.8	(23.6)	(1.4)	5.1
Less: Non-Operating Exp/(Inc)	(6.4)	0.7	(6.0)	(61.7)	0.7	27.0
Add: State Capital Payment Amortization	10.3	(6.5)	(20.0)	53.2	(8.4)	(5.7)
<b>Adjusted Loss / (Income)</b>	<b>5.4</b>	<b>18.4</b>	<b>31.4</b>	<b>233.8</b>	<b>30.3</b>	<b>(66.5)</b>

Note: FY2014 and FY2013 amounts do not reflect the impact of restatement adjustments - see Note 2 to Amtrak's Audited Financial Statements for the year ended September 30, 2013.

<sup>(1)</sup> Adjustment to exclude Depreciation, Net Interest, Project related revenue/costs covered by Capital funding (PRJ), non-cash portion of OPEB's, State Capital Payments and the Inspector General's office.



## Capital Spending for the Year to Date period Ending September 2015

Capital Spend (\$ millions)	Total YTD FY15	Authorized YTD FY15	Under/(Over) Authorized	% Variance
Engineering	\$637.8	\$880.8	\$243.0	27.6%
- ADA	19.8	52.0	32.2	61.9%
Mechanical	450.6	512.3	61.7	12.0%
All Else *	201.0	786.5	585.5	74.4%
<b>Total</b>	<b>\$1,309.2</b>	<b>\$2,231.6</b>	<b>\$922.4</b>	<b>41.3%</b>

\* Excludes early buyout, Project Revenue and Inspector General projects.

### Items impacting Year to Date Capital Spending:

Capital spending is under authorized due to the timing of progress payments on new electric locomotives, delayed infrastructure work and timing of next generation procurement.



## **METRICS**

# Key Performance Indicators

For the Month Ended September 30, 2015

	<u>Actual</u>	<u>Budget/Goal</u>	<u>Prior Year</u>	<u>Budget Fav / (Unfav) <sup>(1)</sup></u>	<u>Prior Year Fav / (Unfav) <sup>(1)</sup></u>
<b><u>KPIs</u></b>					
RASM - Revenue per Seat Mile (a)	\$0.205	\$0.192	\$0.189	\$0.012	\$0.016
CASM - Expenses per Seat Mile (b)	\$0.223	\$0.214	\$0.222	(\$0.009)	(\$0.001)
(NTS) Cost Recovery Ratio (c)	92%	90%	85%	2%	7%
Ridership (000's)	2,472	2,493	2,520	(21)	(48)
Passenger Miles per total core employee (000's)	30	34	31	(4.5)	(1.0)
On-Time Performance (Endpoint)	76.2%	85.0%	73.9%	(8.8%)	2.3%
Customer Satisfaction Index (d)	82	78	78	4	4
Host Railroad Performance (e)	1,118	n/a	1,385	n/a	267
<b><u>Other Indicators</u></b>					
Seat Miles (000's)	1,065,063	1,106,090	1,099,364	(41,027)	(34,301)
Passenger Miles (000's)	512,356	610,044	532,765	(97,687)	(20,408)
Train Miles (000's)	3,147	3,195	3,174	(48)	(27)
Average Load Factor	48.1%	55.2%	48.5%	(7.0%)	(0.4%)
Core diesel gallons per train mile	2.2	2.2	2.3	(0.1)	(0.1)
Seat Miles per total core employee (000's)	62	62	63	(0.2)	(1.6)
Customer Injuries	n/a	n/a	287	n/a	n/a
Equipment - % of Units in Service:					
Locomotive Fleet	n/a	n/a	84.9%	n/a	n/a
Passenger Fleet	n/a	n/a	90.0%	n/a	n/a
Unadjusted Ticket Revenue (\$000's)	\$172,564	\$182,541	\$178,097	(\$9,977)	(\$5,533)
Average Ticket Yield	\$0.3368	\$0.2992	\$0.3343	\$0.0376	\$0.0025
Average Ticket Price	\$69.81	\$73.21	\$70.68	(\$3.40)	(\$0.88)
Core Revenue per Train Mile (f)	\$68.16	\$71.16	\$70.08	(\$3.00)	(\$1.91)
Core Expenses per Train Mile (g)	\$70.96	\$81.89	\$91.40	(\$10.92)	\$20.44
Adjusted Operating Ratio (h)	1.07	1.08	1.06	0.01	(0.01)
Average cost per gallon of diesel (i)	\$1.66	\$3.28	\$3.08	\$1.62	\$1.43
<b><u>F&amp;B Metrics <sup>(2)</sup></u></b>					
Total F&B Revenue (000's) (j)	\$17,824	\$12,498	\$16,644	\$5,325	\$1,180
Total F&B Expenses (000's)	\$26,388	\$25,734	\$25,186	(\$654)	(\$1,202)
F&B Contribution/(Loss) (000's)	(\$8,565)	(\$13,236)	(\$8,542)	\$4,671	(\$22)
F&B Cost Recovery Ratio	67.5%	48.6%	66.1%	19.0%	1.5%
F&B Revenue per 100 Passenger Miles	\$3.62	\$2.13	\$3.22	\$1.49	\$0.40
F&B Cost per 100 Passenger Miles	\$5.35	\$4.38	\$4.87	(\$0.97)	(\$0.48)

**Notes:**

- (a) This is calculated as NTS Total Operating Revenue divided by Available Seat Miles to be consistent with the KPI's.
- (b) This is calculated as NTS Total Operating Expense less Depreciation and non-cash OPEB's divided by Available Seat Miles.
- (c) This is calculated as RASM divided by CASM.
- (d) Beginning October FY15, eCSI scores replaced CSI scores as the reported metric, and may not tie to prior reported CSI scores.
- (e) Minutes of delay per ten thousand Train Miles.
- (f) This is calculated as Total Core Operating Revenue divided by Total Train Miles.
- (g) This is calculated as Total Core Operating Expense less Depreciation and non-cash OPEB's divided by Total Train Miles.
- (h) This YTD measure is calculated as Total Operating Expenses (excluding Depreciation, OIG, OPEB's and PRJ) by Total Operating Revenue (excluding state capital payments).
- (i) This includes net Fuel Hedge.
- (j) Total Food and Beverage revenue includes an allocated portion of State Supported Revenue to cover F&B costs on State Routes.
- (1) Variances may not foot due to rounding.
- (2) F&B Metrics are based on statistical allocations using APT route data.

# Key Performance Indicators

For Fiscal YTD September 30, 2015

	<u>Actual / Average *</u>	<u>Budget/Goal</u>	<u>Prior Year / Average *</u>	<u>Budget Fav / (Unfav) <sup>(1)</sup></u>	<u>Prior Year Fav / (Unfav) <sup>(1)</sup></u>
<b><u>KPIs</u></b>					
RASM - Revenue per Seat Mile (a)	\$0.199	\$0.202	\$0.200	(\$0.003)	(\$0.000)
CASM - Expenses per Seat Mile (b)	\$0.208	\$0.222	\$0.207	\$0.014	(\$0.001)
(NTS) Cost Recovery Ratio (c)	96%	91%	97%	5%	(1%)
Ridership (000's)	30,882	31,587	30,921	(705)	(39)
Passenger Miles per total core employee (000's) *	31	31	32	(0.4)	(0.4)
On-Time Performance (Endpoint)	71.2%	85.0%	72.4%	(13.8%)	(1.2%)
Customer Satisfaction Index (d)	77	78	83	(1)	(6)
Host Railroad Performance (e) *	1,240	n/a	1,281	n/a	40

<b><u>Other Indicators</u></b>					
Seat Miles (000's)	12,878,501	13,055,330	12,749,095	(176,829)	129,406
Passenger Miles (000's)	6,600,991	6,788,270	6,654,530	(187,279)	(53,539)
Train Miles (000's)	37,930	38,914	37,999	(984)	(69)
Average Load Factor	51.3%	52.0%	52.2%	(0.7%)	(0.9%)
Core diesel gallons per train mile *	2.3	2.2	2.3	0.0	(0.0)
Seat Miles per total core employee (000's) *	61	60	61	0.2	(0.3)
Customer Injuries	n/a	n/a	2,454	n/a	n/a
Equipment - % of Units in Service:					
Locomotive Fleet *	n/a	n/a	85.0%	n/a	n/a
Passenger Fleet *	n/a	n/a	89.4%	n/a	n/a
Unadjusted Ticket Revenue (\$000's)	\$2,185,537	\$2,279,759	\$2,188,567	(\$94,222)	(\$3,030)
Average Ticket Yield	\$0.3311	\$0.3358	\$0.3289	(\$0.0047)	\$0.0022
Average Ticket Price	\$70.77	\$72.17	\$70.78	(\$1.40)	(\$0.01)
Core Revenue per Train Mile (f)	\$70.84	\$72.32	\$71.64	(\$1.48)	(\$0.80)
Core Expenses per Train Mile (g)	\$79.32	\$82.04	\$78.85	(\$2.72)	(\$0.47)
Adjusted Operating Ratio (h)	1.07	1.08	1.06	0.01	(0.01)
Average cost per gallon of diesel (i)	\$2.13	\$3.23	\$3.18	\$1.10	\$1.05

<b><u>F&amp;B Metrics <sup>(2)</sup></u></b>					
Total F&B Revenue (000's) (j)	\$177,529	\$159,791	\$169,759	\$17,737	\$7,770
Total F&B Expenses (000's)	\$316,343	\$317,019	\$324,240	\$676	\$7,897
F&B Contribution/(Loss) (000's)	(\$138,814)	(\$157,228)	(\$154,481)	\$18,414	\$15,667
F&B Cost Recovery Ratio	56.1%	50.4%	52.4%	5.7%	3.8%
F&B Revenue per 100 Passenger Miles	\$2.79	\$2.45	\$2.63	\$0.34	\$0.16
F&B Cost per 100 Passenger Miles	\$4.97	\$4.86	\$5.02	(\$0.12)	\$0.05

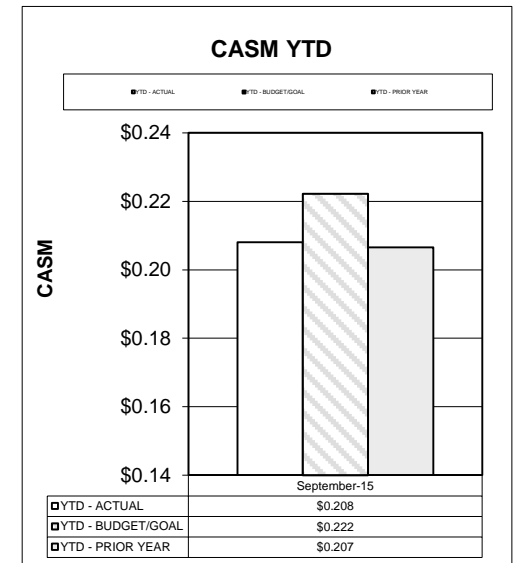
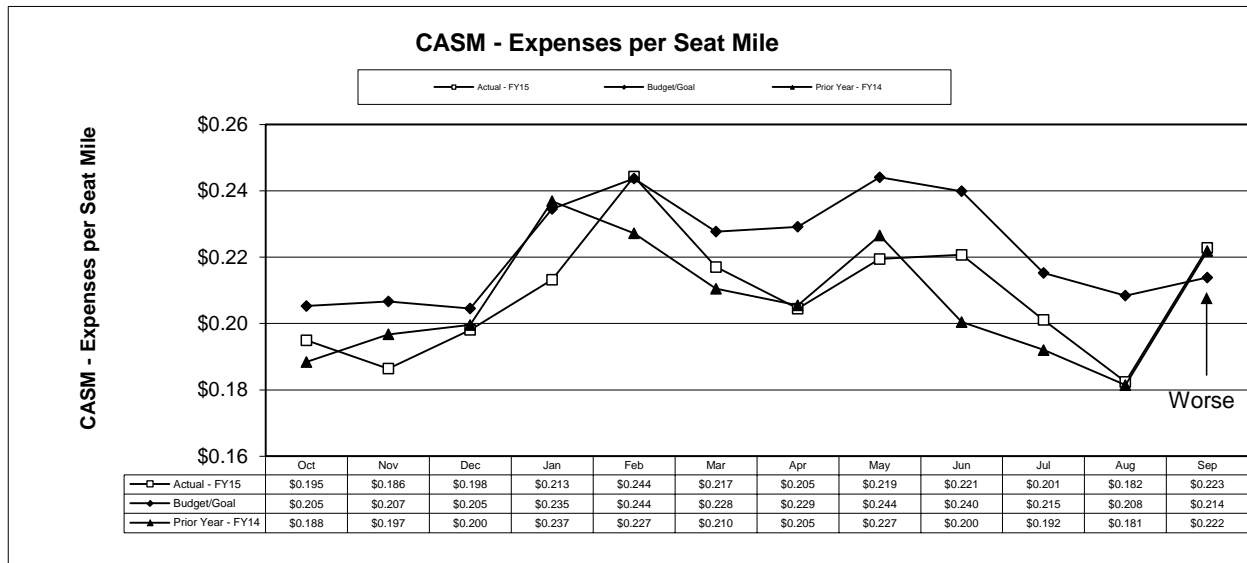
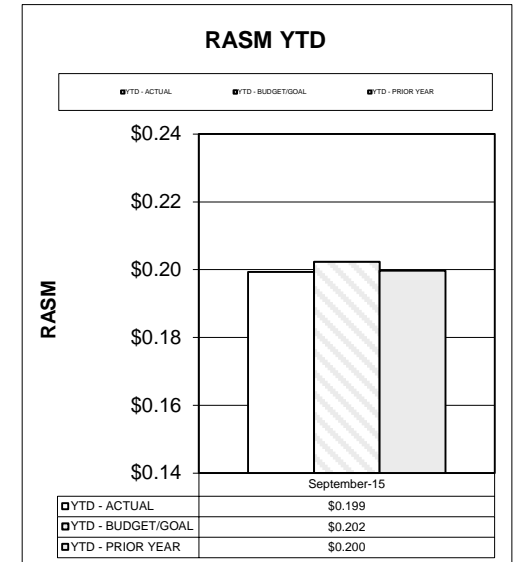
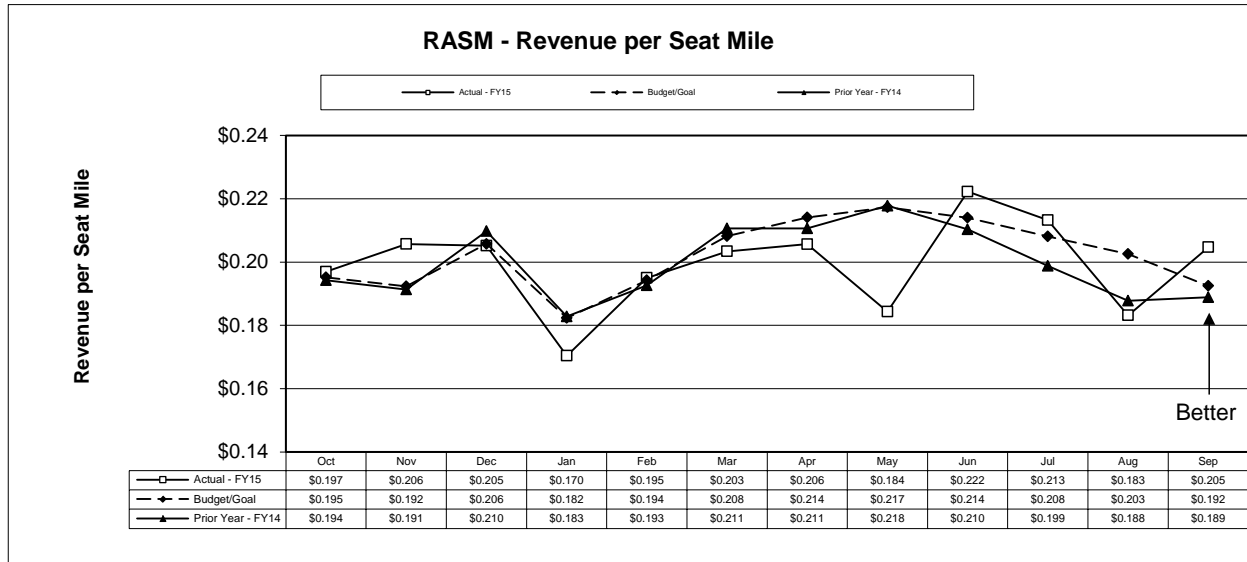
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- (1) Variances may not foot due to rounding.
- (2) F&B Metrics are based on statistical allocations using APT route data.

\* Note: These metrics are reported as the YTD average.

## SUMMARY METRICS

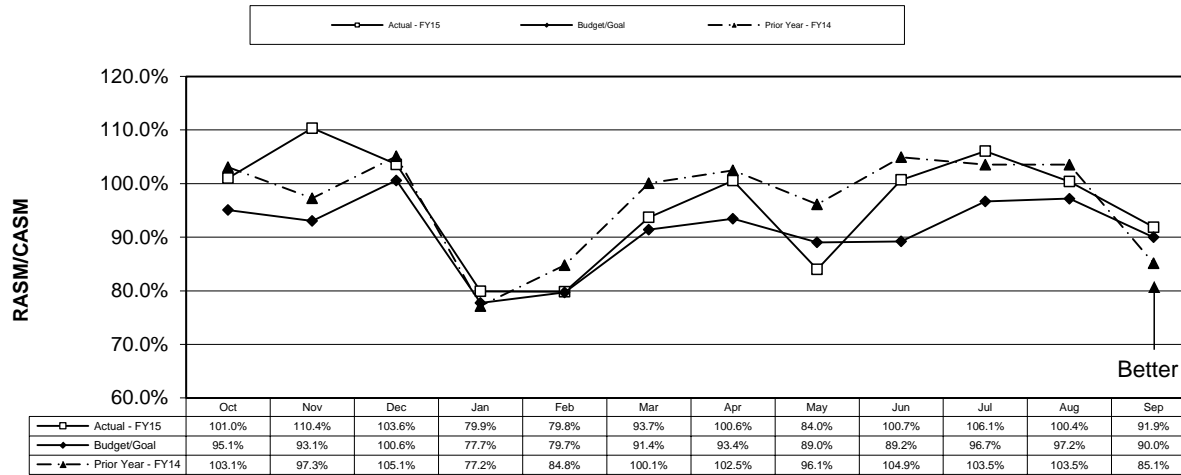
### Results as of September, 2015



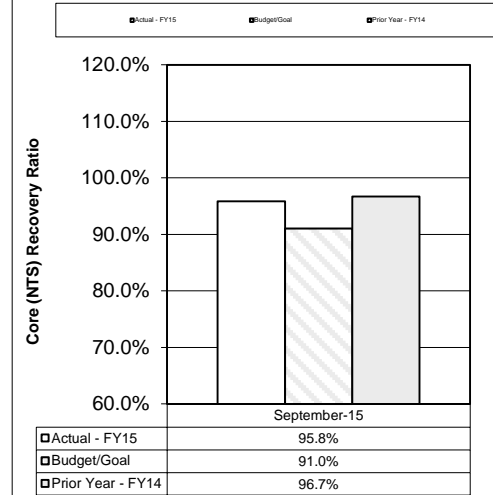
## SUMMARY METRICS

### Results as of September, 2015

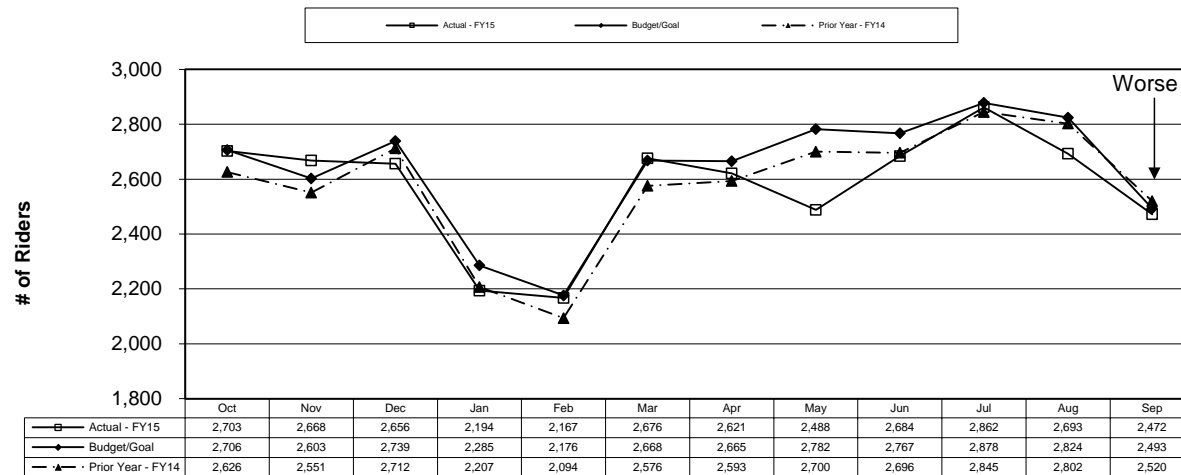
**(NTS) Cost Recovery Ratio**



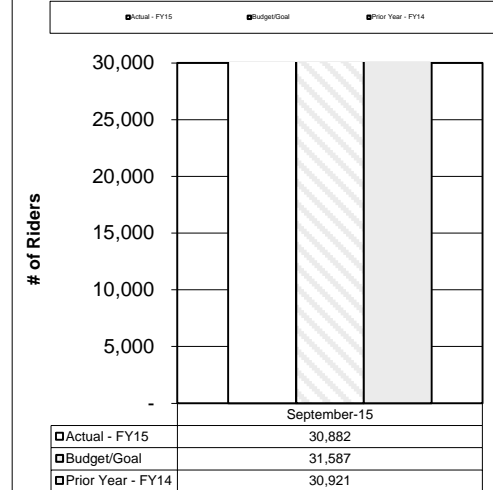
**CRR YTD**



**RIDERSHIP (000's)**

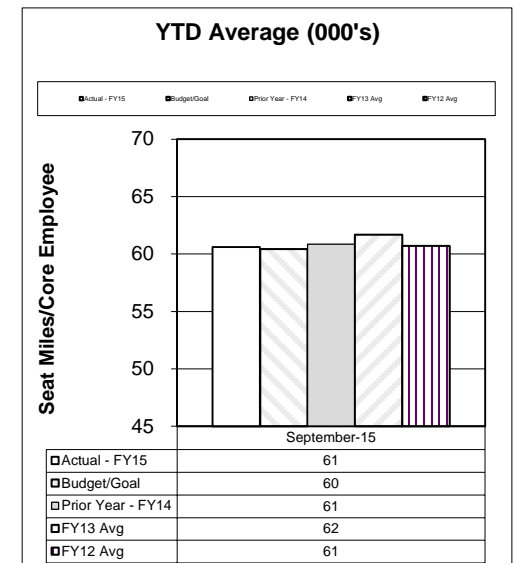
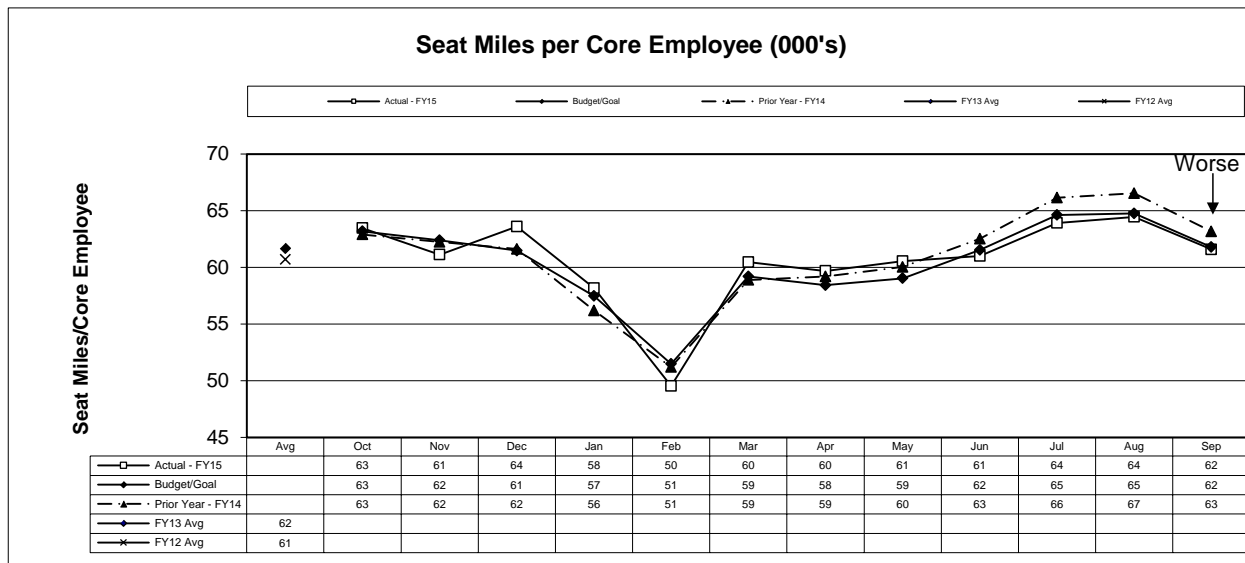
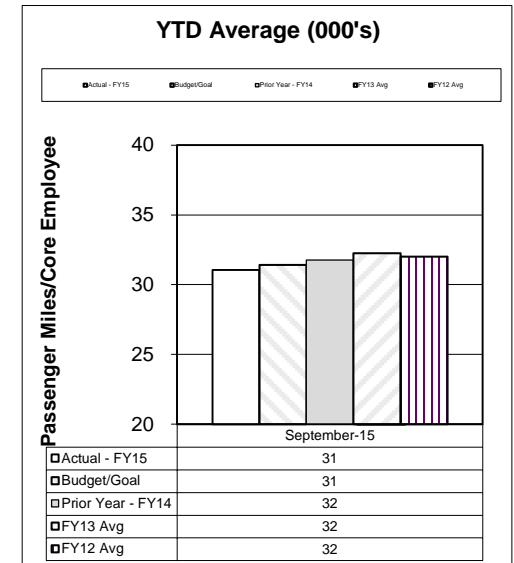
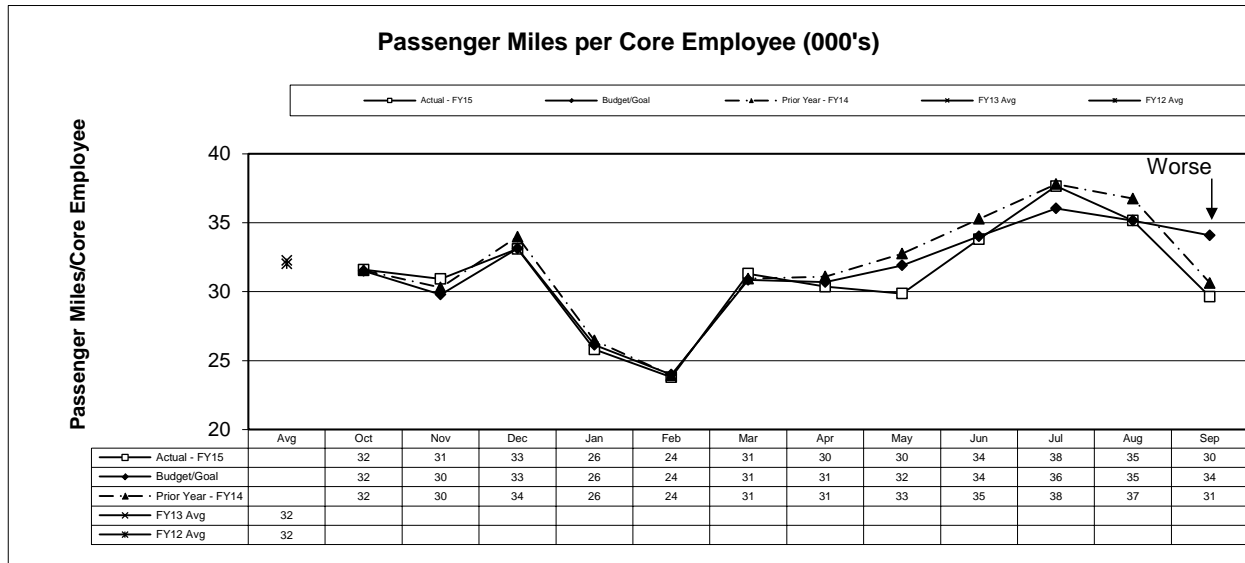


**YTD (000's)**



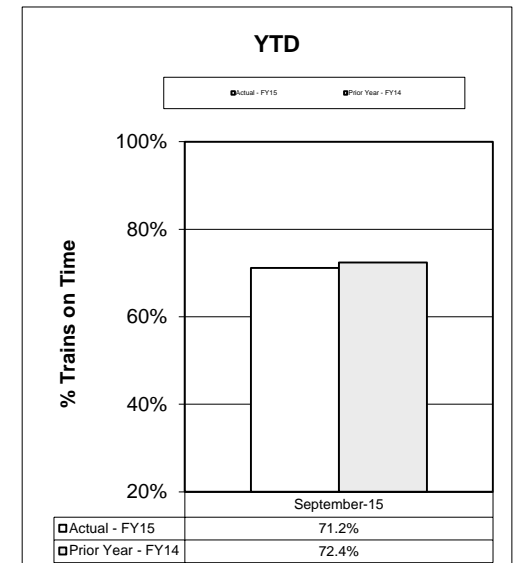
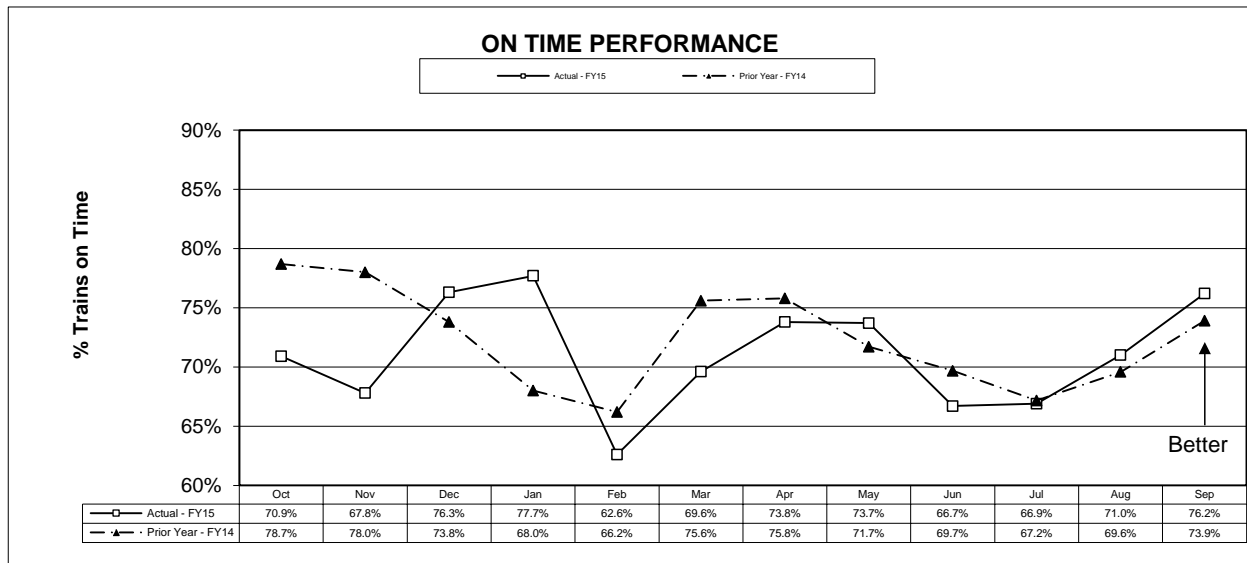
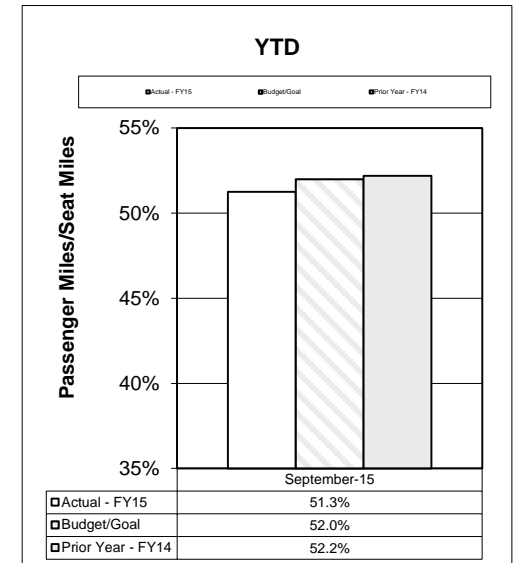
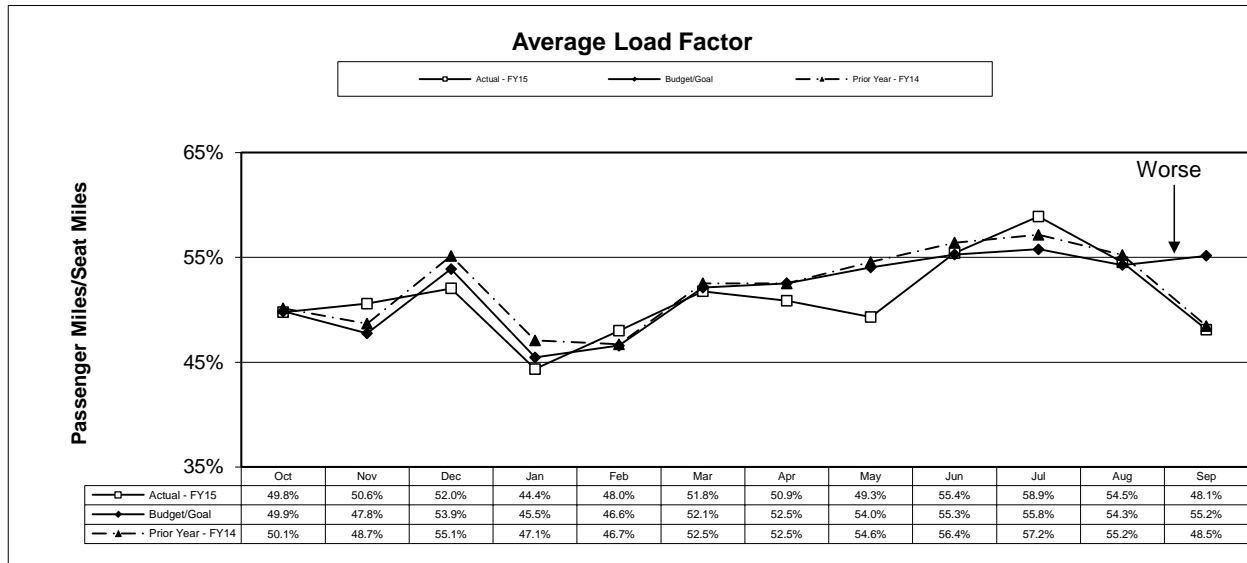
## SUMMARY METRICS

### Results as of September, 2015



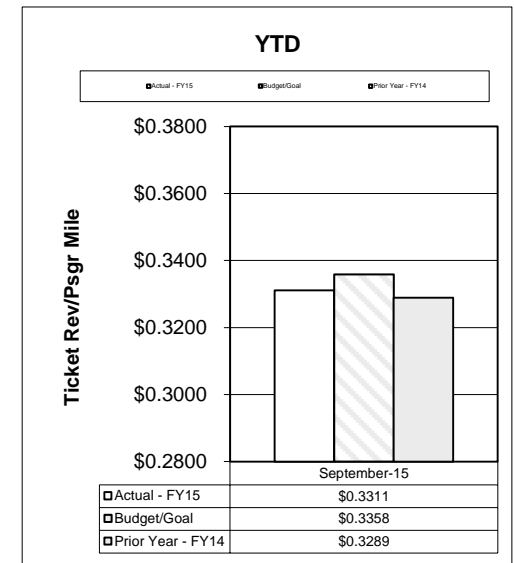
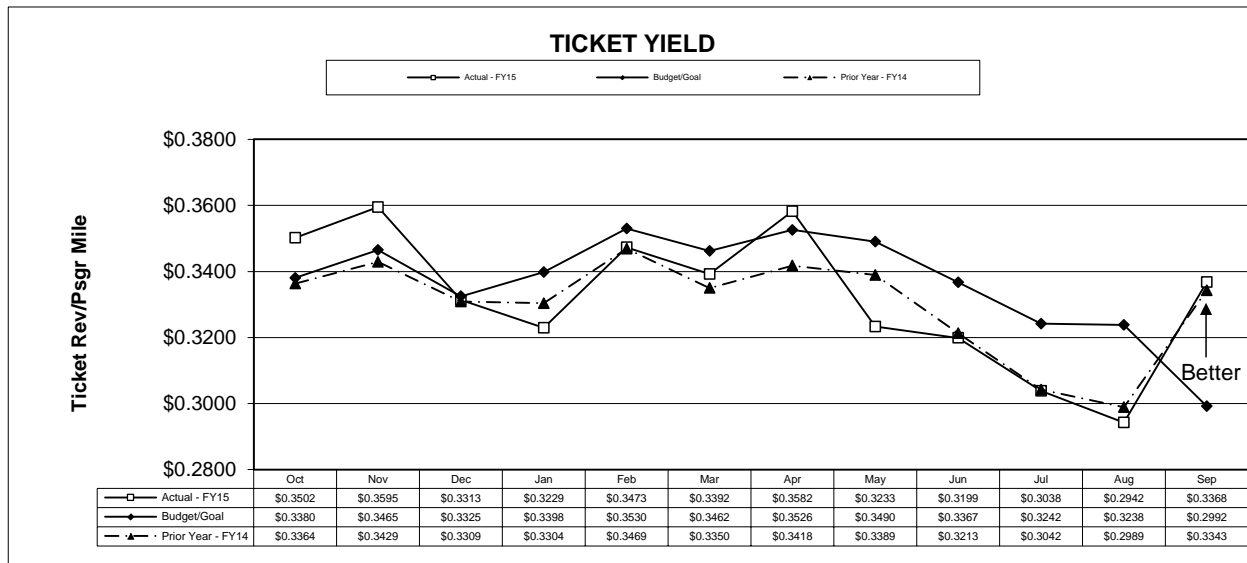
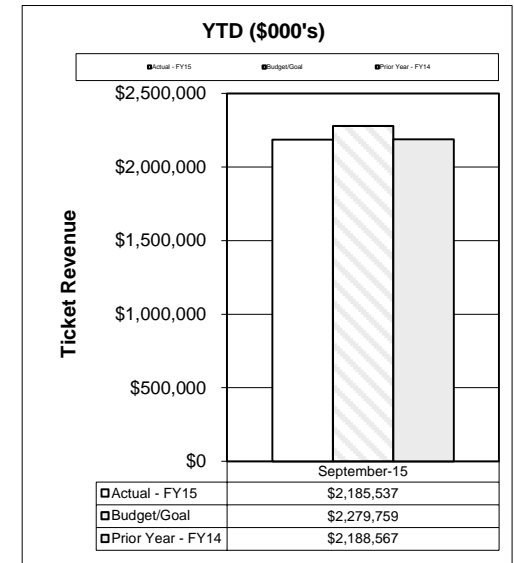
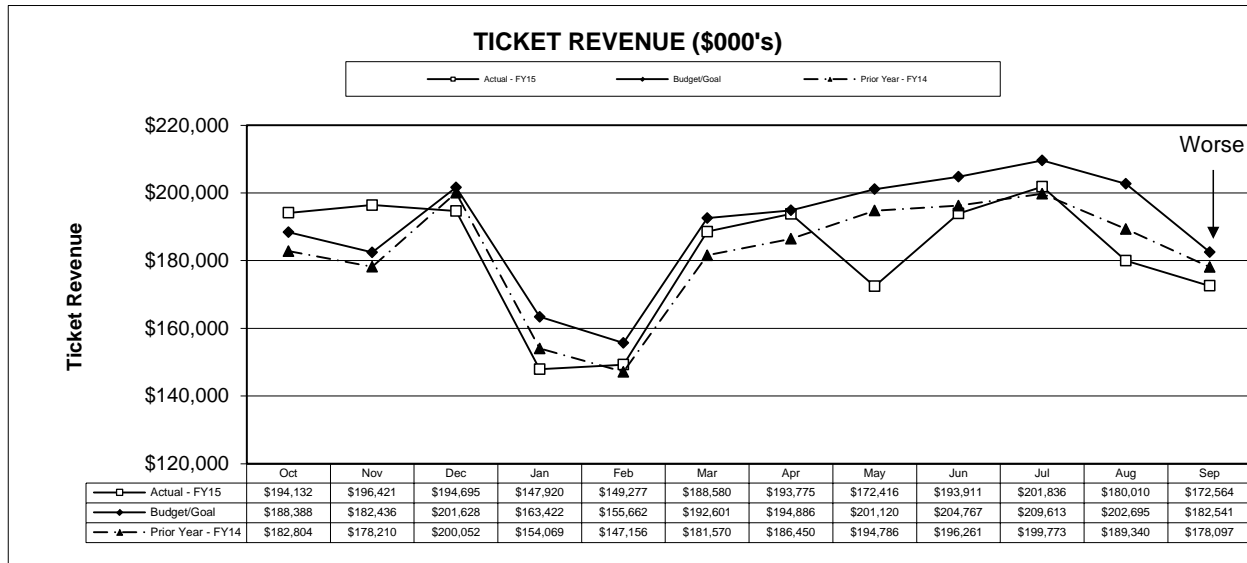
## SUMMARY METRICS

### Results as of September, 2015



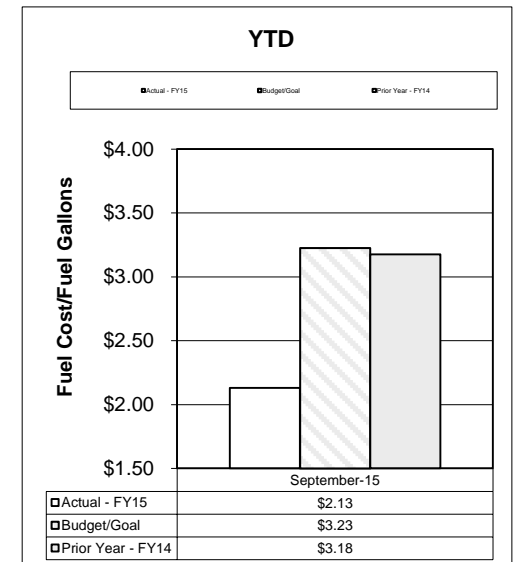
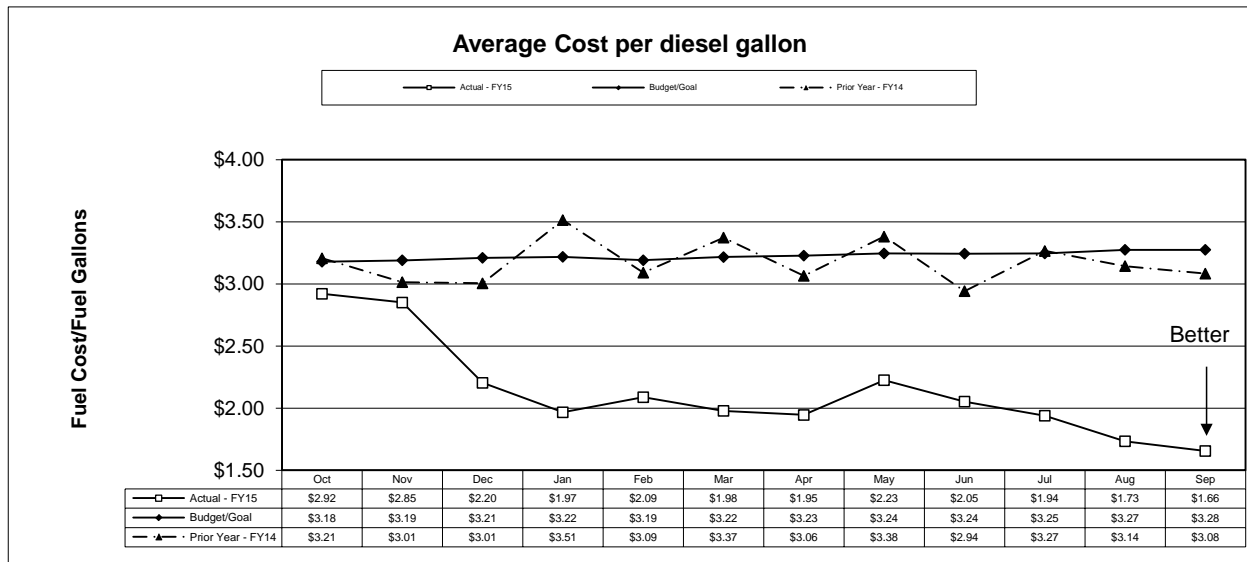
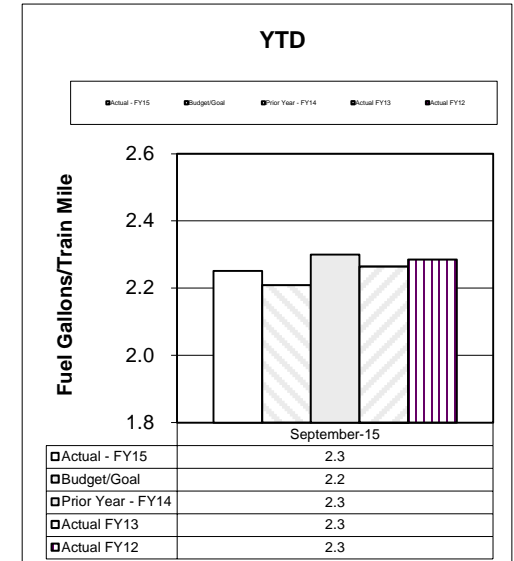
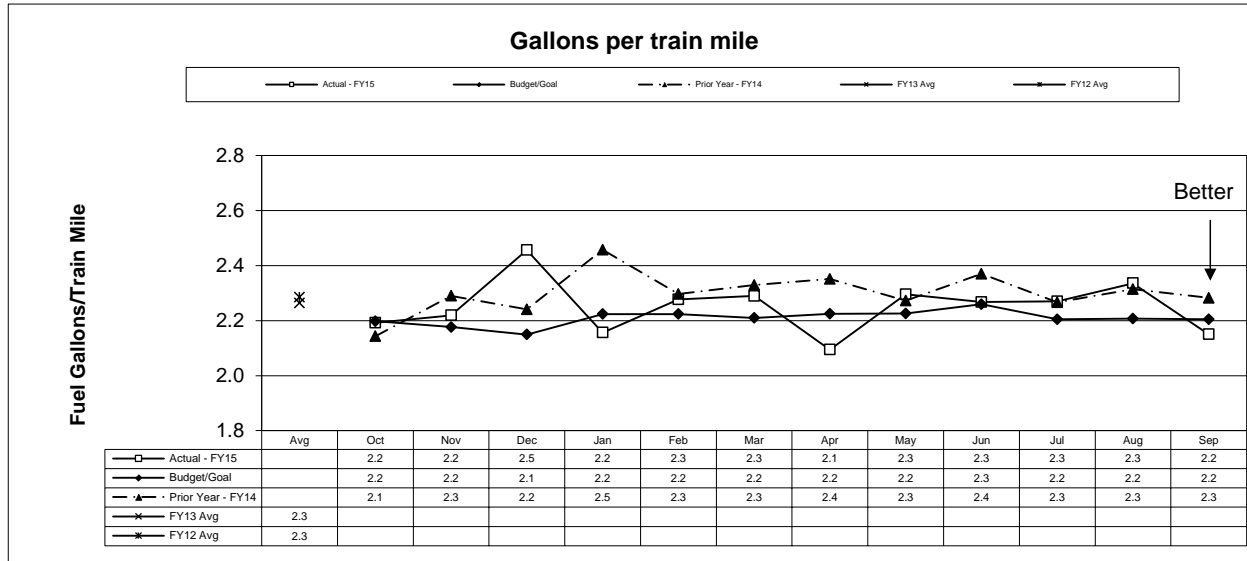
## SUMMARY METRICS

### Results as of September, 2015



## SUMMARY METRICS

### Results as of September, 2015



# **RIDERSHIP AND REVENUE**

## **Ticket Revenue and Ridership Summary – September 2015**

### ***Total Amtrak***

- September ridership of 2.47 million trips was 1% unfavorable to budget and 2% unfavorable to the prior year
- Gross Ticket Revenue of \$172.6M was 5% unfavorable to budget and 3% unfavorable to the prior year

### ***Northeast Corridor Routes***

- Northeast Corridor ridership (Acela and Northeast Regional combined) was 3% ahead of budget, but 3% below last year
- September NEC ticket revenues were 5% below budget and 5% below last year
- Acela ridership was 5% below budget and 7% below last year
- Acela ticket revenues were 7% below budget and 7% below last year
- Northeast Regional ridership was 7% ahead of budget, but 1% below last year
- Northeast Regional ticket revenues were 3% below budget and 3% below last year

### ***State Supported Routes***

- State Supported ridership was 4% below budget and 1% below last year
- State Supported ticket revenues were 6% below budget, but 3% above last year
- Low gasoline prices continue to affect sales on state corridor routes
- Ridership on seven of the 29 State Supported routes was ahead of last September, and fourteen were ahead of prior year ticket revenue. Ridership remained strong on the Pacific Surfliner and Capitol Corridor, which were 6% and 5% ahead of last September, respectively

### ***Long Distance Routes***

- Long Distance ridership in September was 1% below budget and less than 1% below last year
- Long Distance ticket revenues were 6% below budget and 5% below last year
- Long Distance Sleeper demand in September was 1% ahead of last year. Sleeper ticket revenues were 5% below last year
- September Long Distance coach/business ridership was 2% below last year, and ticket revenues were 3% below last year

## September FY15

	Ridership					Ticket Revenue				
	FY15	FY14	Budget	% change vs.		FY15	FY14	Budget	% change vs.	
				FY14	Budget				FY14	Budget
<b>NEC Spine</b>										
1 - Acela	287,434	307,557	302,300	-6.5	-4.9	\$47,370,023	\$50,791,138	\$51,180,000	-6.7	-7.4
5 - Northeast Regional	678,633	690,389	640,400	-1.7	+6.0	\$49,441,587	\$50,507,353	\$50,993,000	-2.1	-3.0
99 - Special Trains	3,729	1,500	200	+148.6	+1764.5	\$216,952	\$476,528	\$128,000	-54.5	+69.5
<b>Subtotal</b>	<b>969,796</b>	<b>999,446</b>	<b>942,900</b>	<b>-3.0</b>	<b>+2.9</b>	<b>\$97,028,562</b>	<b>\$101,775,020</b>	<b>\$102,301,000</b>	<b>-4.7</b>	<b>-5.2</b>

**State Supported**

3 - Ethan Allen	3,637	3,618	4,100	+0.5	-11.3	\$203,712	\$197,566	\$221,000	+3.1	-7.8
4 - Vermonter	6,229	6,289	7,100	-1.0	-12.3	\$372,768	\$366,597	\$484,000	+1.7	-23.0
7 - Albany-Niagara Falls-Toronto	30,151	30,826	30,600	-2.2	-1.5	\$1,808,017	\$1,742,944	\$1,933,000	+3.7	-6.5
9 - Downeaster	40,622	44,511	49,800	-8.7	-18.4	\$696,095	\$759,839	\$841,000	-8.4	-17.2
12 - New Haven-Springfield	21,646	28,932	28,500	-25.2	-24.0	\$743,019	\$898,955	\$973,000	-17.3	-23.6
14 - Keystone	112,231	111,814	104,300	+0.4	+7.6	\$3,048,333	\$3,011,784	\$3,185,000	+1.2	-4.3
15 - Empire (NYP-ALB)	90,462	92,184	90,000	-1.9	+0.5	\$3,871,083	\$3,805,375	\$3,898,000	+1.7	-0.7
20 - Chicago-St. Louis (Lincoln Service)	45,702	46,765	55,200	-2.3	-17.2	\$1,172,546	\$1,112,597	\$1,493,000	+5.4	-21.5
21 - Hiawatha	63,291	67,052	68,000	-5.6	-6.9	\$1,353,096	\$1,424,542	\$1,481,000	-5.0	-8.6
22 - Wolverine	33,363	35,032	37,800	-4.8	-11.7	\$1,288,660	\$1,302,917	\$1,497,000	-1.1	-13.9
23 - Chicago-Carbondale (Illini/Saluki)	21,774	24,517	27,200	-11.2	-19.9	\$636,133	\$679,356	\$787,000	-6.4	-19.2
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	16,391	16,253	19,900	+0.8	-17.6	\$430,578	\$416,604	\$527,000	+3.4	-18.3
29 - Heartland Flyer	4,453	5,002	5,800	-11.0	-23.2	\$122,510	\$130,915	\$146,000	-6.4	-16.1
35 - Pacific Surfliner	229,740	216,427	219,800	+6.2	+4.5	\$5,770,580	\$5,316,135	\$5,762,000	+8.5	+0.1
36 - Cascades	61,574	65,766	67,100	-6.4	-8.2	\$2,623,075	\$2,429,863	\$2,634,000	+8.0	-0.4
37 - Capitol Corridor	125,086	119,034	110,800	+5.1	+12.9	\$2,343,398	\$2,250,004	\$2,135,000	+4.2	+9.8
39 - San Joaquin	87,912	90,475	99,600	-2.8	-11.7	\$2,799,293	\$2,859,737	\$3,329,000	-2.1	-15.9
40 - Adirondack	10,306	10,622	10,400	-3.0	-0.9	\$579,735	\$596,977	\$593,000	-2.9	-2.2
41 - Blue Water	13,891	13,275	15,900	+4.6	-12.6	\$438,219	\$445,586	\$523,000	-1.7	-16.2
46 - Washington-Lynchburg	12,840	14,366	13,400	-10.6	-4.2	\$797,972	\$861,551	\$871,000	-7.4	-8.4
47 - Washington-Newport News	26,358	26,081	27,000	+1.1	-2.4	\$1,640,608	\$1,527,735	\$1,588,000	+7.4	+3.3
50 - Washington-Norfolk	11,482	11,810	12,000	-2.8	-4.3	\$627,434	538,056	\$647,000	+16.6	-3.0
51 - Washington-Richmond	13,337	15,087	14,700	-11.6	-9.3	\$669,704	655,802	\$657,000	+2.1	+1.9
54 - Hoosier State	1,663	2,433	2,500	-31.6	-33.5	\$50,244	\$54,902	\$57,000	-8.5	-11.9
56 - Kansas City-St. Louis (MO River Runner)	13,443	14,421	15,700	-6.8	-14.4	\$392,446	\$411,660	\$472,000	-4.7	-16.9
57 - Pennsylvanian	16,786	16,948	18,300	-1.0	-8.3	\$813,993	\$788,890	\$923,000	+3.2	-11.8
65 - Pere Marquette	6,042	6,989	7,400	-13.5	-18.4	\$181,245	\$207,116	\$209,000	-12.5	-13.3
66 - Carolinian	21,707	22,210	23,300	-2.3	-6.8	\$1,320,684	\$1,329,931	\$1,522,000	-0.7	-13.2
67 - Piedmont	12,297	13,246	14,700	-7.2	-16.3	\$259,146	\$272,002	\$300,000	-4.7	-13.6
74-81, 85 - Buses	-	-	-	-	-	\$815,648	\$671,087	\$534,000	+21.5	+52.7
96 - Special Trains	3,347	2,590	1,800	+29.2	+85.9	\$363,520	\$192,651	\$392,000	+88.7	-7.3
<b>Subtotal</b>	<b>1,157,763</b>	<b>1,174,575</b>	<b>1,202,700</b>	<b>-1.4</b>	<b>-3.7</b>	<b>\$38,233,492</b>	<b>\$37,259,677</b>	<b>\$40,614,000</b>	<b>+2.6</b>	<b>-5.9</b>

**Long Distance**

16 - Silver Star	26,525	28,038	28,600	-5.4	-7.3	\$2,015,360	\$2,168,491	\$2,317,000	-7.1	-13.0
18 - Cardinal	8,388	8,467	9,000	-0.9	-6.8	\$621,117	\$613,259	\$605,000	+1.3	+2.7
19 - Silver Meteor	25,039	25,167	24,400	-0.5	+2.6	\$2,509,232	\$2,561,769	\$2,514,000	-2.1	-0.2
25 - Empire Builder	35,824	33,378	39,100	+7.3	-8.4	\$4,844,383	\$4,818,166	\$6,076,000	+0.5	-20.3
26 - Capitol Ltd.	16,693	19,488	20,200	-14.3	-17.4	\$1,442,735	\$1,673,020	\$1,738,000	-13.8	-17.0
27 - California Zephyr	31,959	30,878	29,100	+3.5	+9.8	\$4,488,852	\$4,753,864	\$4,337,000	-5.6	+3.5
28 - Southwest Chief	28,187	28,588	25,300	-1.4	+11.4	\$3,443,779	\$3,821,720	\$3,325,000	-9.9	+3.6
30 - City of New Orleans	20,073	19,924	18,800	+0.7	+6.8	\$1,417,186	\$1,449,742	\$1,401,000	-2.2	+1.2
32 - Texas Eagle	22,614	23,703	23,400	-4.6	-3.4	\$1,614,542	\$1,899,162	\$1,820,000	-15.0	-11.3
33 - Sunset Ltd.	7,032	7,180	6,700	-2.1	+5.0	\$786,142	\$838,211	\$790,000	-6.2	-0.5
34 - Coast Starlight	38,295	38,294	37,000	+0.0	+3.5	\$3,548,338	\$3,660,755	\$3,682,000	-3.1	-3.6
45 - Lake Shore Ltd.	29,105	27,036	30,500	+7.7	-4.6	\$2,310,667	\$2,418,995	\$2,463,000	-4.5	-6.2
48 - Palmetto	15,500	15,438	15,800	+0.4	-1.9	\$1,158,475	\$1,186,567	\$1,277,000	-2.4	-9.3
52 - Crescent	22,075	22,270	22,400	-0.9	-1.5	\$2,309,206	\$2,417,447	\$2,487,000	-4.5	-7.1
63 - Auto Train	17,143	17,721	17,900	-3.3	-4.2	\$4,791,629	\$4,780,860	\$4,794,000	+0.2	-0.0
<b>Subtotal</b>	<b>344,452</b>	<b>345,570</b>	<b>348,200</b>	<b>-0.3</b>	<b>-1.1</b>	<b>\$37,301,642</b>	<b>\$39,062,029</b>	<b>\$39,626,000</b>	<b>-4.5</b>	<b>-5.9</b>

<b>Amtrak Total</b>	<b>2,472,011</b>	<b>2,519,591</b>	<b>2,493,800</b>	<b>-1.9</b>	<b>-0.9</b>	<b>\$172,563,696</b>	<b>\$178,096,726</b>	<b>\$182,541,000</b>	<b>-3.1</b>	<b>-5.5</b>
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## October-September FY15

	Ridership					Ticket Revenue				
	FY15	FY14	Budget	% change vs.		FY15	FY14	Budget	% change vs.	
				FY14	Budget				FY14	Budget
<b>NEC Spine</b>										
1 - Acela	3,473,644	3,545,306	3,571,800	-2.0	-2.7	\$584,926,276	\$585,770,219	\$609,370,000	-0.1	-4.0
5 - Northeast Regional	8,215,523	8,083,237	8,136,700	+1.6	+1.0	\$611,727,933	\$603,529,930	\$628,172,000	+1.4	-2.6
99 - Special Trains	17,912	17,539	15,600	+2.1	+14.8	\$2,035,286	\$2,124,746	\$1,650,000	-4.2	+23.4
<b>Subtotal</b>	<b>11,707,079</b>	<b>11,646,082</b>	<b>11,724,100</b>	<b>+0.5</b>	<b>-0.1</b>	<b>\$1,198,689,495</b>	<b>\$1,191,424,895</b>	<b>\$1,239,192,000</b>	<b>+0.6</b>	<b>-3.3</b>

**State Supported**

3 - Ethan Allen	52,553	52,755	54,200	-0.4	-3.0	\$2,956,374	\$2,898,957	\$3,009,000	+2.0	-1.7
4 - Vermonter	92,699	89,640	101,200	+3.4	-8.4	\$5,823,031	\$5,531,708	\$6,787,000	+5.3	-14.2
7 - Albany-Niagara Falls-Toronto	403,985	410,344	421,300	-1.5	-4.1	\$24,307,719	\$24,712,104	\$26,003,000	-1.6	-6.5
9 - Downeaster	420,752	514,708	570,000	-18.3	-26.2	\$7,254,193	\$8,638,103	\$9,392,000	-16.0	-22.8
12 - New Haven-Springfield	351,307	370,896	374,400	-5.3	-6.2	\$11,596,593	\$12,238,623	\$12,654,000	-5.2	-8.4
14 - Keystone	1,359,615	1,326,450	1,342,300	+2.5	+1.3	\$38,253,088	\$37,804,213	\$39,717,000	+1.2	-3.7
15 - Empire (NYP-ALB)	1,152,536	1,119,959	1,144,900	+2.9	+0.7	\$48,671,743	\$47,472,663	\$49,220,000	+2.5	-1.1
20 - Chicago-St. Louis (Lincoln Service)	576,705	633,531	665,500	-9.0	-13.3	\$14,456,613	\$16,792,321	\$18,238,000	-13.9	-20.7
21 - Hiawatha	799,271	799,638	843,800	-0.0	-5.3	\$16,997,417	\$16,794,044	\$17,836,000	+1.2	-4.7
22 - Wolverine	465,627	477,157	514,000	-2.4	-9.4	\$18,960,778	\$18,900,614	\$21,009,000	+0.3	-9.7
23 - Chicago-Carbondale (Illini/Saluki)	292,187	315,963	345,400	-7.5	-15.4	\$8,387,264	\$9,272,724	\$10,148,000	-9.5	-17.4
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	208,961	214,951	235,600	-2.8	-11.3	\$5,287,029	\$5,521,055	\$6,083,000	-4.2	-13.1
29 - Heartland Flyer	69,006	77,861	85,800	-11.4	-19.6	\$1,796,811	\$1,965,642	\$2,148,000	-8.6	-16.3
35 - Pacific Surfliner	2,827,134	2,681,173	2,752,200	+5.4	+2.7	\$70,488,654	\$65,514,742	\$68,539,000	+7.6	+2.8
36 - Cascades	751,148	782,519	803,600	-4.0	-6.5	\$28,510,954	\$28,440,469	\$29,451,000	+0.2	-3.2
37 - Capitol Corridor	1,474,873	1,419,134	1,404,700	+3.9	+5.0	\$28,071,935	\$27,105,046	\$26,489,000	+3.6	+6.0
39 - San Joaquin	1,177,073	1,188,228	1,256,200	-0.9	-6.3	\$37,377,878	\$38,087,608	\$40,394,000	-1.9	-7.5
40 - Adirondack	132,345	133,764	133,000	-1.1	-0.5	\$7,453,664	\$7,538,465	\$7,544,000	-1.1	-1.2
41 - Blue Water	180,617	191,231	209,800	-5.6	-13.9	\$6,308,554	\$6,487,869	\$7,171,000	-2.8	-12.0
46 - Washington-Lynchburg	189,598	189,723	196,600	-0.1	-3.6	\$12,561,970	\$12,604,973	\$13,183,000	-0.3	-4.7
47 - Washington-Newport News	348,581	344,335	360,700	+1.2	-3.4	\$22,447,498	\$22,057,190	\$23,106,000	+1.8	-2.8
50 - Washington-Norfolk	153,857	152,135	158,100	+1.1	-2.7	\$8,434,574	7,748,910	\$7,983,000	+8.8	+5.7
51 - Washington-Richmond	186,268	190,833	195,900	-2.4	-4.9	\$9,836,686	9,594,953	\$9,841,000	+2.5	-0.0
54 - Hoosier State	29,703	33,930	34,700	-12.5	-14.4	\$711,481	\$802,581	\$840,000	-11.4	-15.3
56 - Kansas City-St. Louis (MO River Runner)	178,915	189,402	204,400	-5.5	-12.5	\$5,108,200	\$5,341,229	\$5,989,000	-4.4	-14.7
57 - Pennsylvanian	231,720	230,767	239,900	+0.4	-3.4	\$11,530,141	\$11,447,786	\$12,285,000	+0.7	-6.1
65 - Pere Marquette	95,807	100,961	111,100	-5.1	-13.8	\$3,040,677	\$3,101,530	\$3,319,000	-2.0	-8.4
66 - Carolinian	298,973	302,601	318,500	-1.2	-6.1	\$19,217,309	\$19,136,311	\$20,754,000	+0.4	-7.4
67 - Piedmont	161,487	170,413	177,600	-5.2	-9.1	\$3,304,601	\$3,402,929	\$3,559,000	-2.9	-7.1
74-81, 85 - Buses	-	-	-	-	-	\$8,012,745	\$7,686,264	\$7,321,000	+4.2	+9.4
96 - Special Trains	23,205	26,991	23,200	-14.0	+0.0	\$2,258,212	\$1,930,798	\$2,111,000	+17.0	+7.0
<b>Subtotal</b>	<b>14,686,508</b>	<b>14,731,993</b>	<b>15,278,600</b>	<b>-0.3</b>	<b>-3.9</b>	<b>\$489,424,386</b>	<b>\$486,572,424</b>	<b>\$512,123,000</b>	<b>+0.6</b>	<b>-4.4</b>

**Long Distance**

16 - Silver Star	383,347	405,695	415,300	-5.5	-7.7	\$33,108,142	\$34,557,675	\$36,408,000	-4.2	-9.1
18 - Cardinal	103,633	109,154	111,000	-5.1	-6.6	\$7,645,472	\$7,763,143	\$7,903,000	-1.5	-3.3
19 - Silver Meteor	346,097	348,581	358,400	-0.7	-3.4	\$38,455,934	\$38,499,563	\$40,306,000	-0.1	-4.6
25 - Empire Builder	438,376	450,932	457,900	-2.8	-4.3	\$50,541,140	\$54,545,844	\$59,036,000	-7.3	-14.4
26 - Capitol Ltd.	226,240	235,926	240,800	-4.1	-6.0	\$19,103,951	\$20,591,711	\$21,339,000	-7.2	-10.5
27 - California Zephyr	375,342	366,564	361,300	+2.4	+3.9	\$48,780,177	\$49,206,656	\$49,335,000	-0.9	-1.1
28 - Southwest Chief	367,267	352,162	343,600	+4.3	+6.9	\$44,904,314	\$44,631,296	\$44,514,000	+0.6	+0.9
30 - City of New Orleans	255,458	251,106	245,800	+1.7	+3.9	\$19,427,528	\$20,186,510	\$20,360,000	-3.8	-4.6
32 - Texas Eagle	317,282	313,338	324,700	+1.3	-2.3	\$24,403,496	\$24,833,403	\$25,963,000	-1.7	-6.0
33 - Sunset Ltd.	100,713	105,041	98,800	-4.1	+1.9	\$11,639,368	\$12,597,724	\$12,549,000	-7.6	-7.2
34 - Coast Starlight	455,845	459,450	461,700	-0.8	-1.3	\$41,113,114	\$42,150,907	\$43,413,000	-2.5	-5.3
45 - Lake Shore Ltd.	356,898	373,331	376,900	-4.4	-5.3	\$28,498,399	\$31,841,366	\$32,347,000	-10.5	-11.9
48 - Palmetto	208,645	203,168	217,900	+2.7	-4.2	\$16,860,699	\$17,083,752	\$18,736,000	-1.3	-10.0
52 - Crescent	281,777	294,306	297,500	-4.3	-5.3	\$31,333,652	\$33,336,475	\$34,216,000	-6.0	-8.4
63 - Auto Train	271,622	274,445	273,800	-1.0	-0.8	\$81,607,535	\$78,831,501	\$82,019,000	+3.5	-0.5
<b>Subtotal</b>	<b>4,488,542</b>	<b>4,543,199</b>	<b>4,585,400</b>	<b>-1.2</b>	<b>-2.1</b>	<b>\$497,422,921</b>	<b>\$510,657,526</b>	<b>\$528,444,000</b>	<b>-2.6</b>	<b>-5.9</b>

<b>Amtrak Total</b>	<b>30,882,129</b>	<b>30,921,274</b>	<b>31,588,100</b>	<b>-0.1</b>	<b>-2.2</b>	<b>\$2,185,536,803</b>	<b>\$2,188,654,846</b>	<b>\$2,279,759,000</b>	<b>-0.1</b>	<b>-4.1</b>
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## Amtrak Long Distance Ridership & Ticket Revenues, FY15 vs FY14 (Sleeper Class Only)

### September...

	Ridership			Ticket Revenue		
	FY15	FY14	% Chg.	FY15	FY14	% Chg.
16 - Silver Star	2,630	2,062	+27.5	\$522,956	\$502,944	+4.0
18 - Cardinal	983	989	-0.6	\$219,128	\$209,326	+4.7
19 - Silver Meteor	2,993	3,188	-6.1	\$792,251	\$834,748	-5.1
25 - Empire Builder	7,854	7,042	+11.5	\$2,813,989	\$2,787,179	+1.0
26 - Capitol Ltd.	3,647	4,002	-8.9	\$725,126	\$826,423	-12.3
27 - California Zephyr	7,264	6,875	+5.7	\$2,638,415	\$2,751,168	-4.1
28 - Southwest Chief	5,434	5,696	-4.6	\$1,758,800	\$2,013,127	-12.6
30 - City of New Orleans	2,831	3,013	-6.0	\$456,591	\$496,210	-8.0
32 - Texas Eagle	2,413	2,884	-16.3	\$601,641	\$710,454	-15.3
33 - Sunset Ltd.	1,427	1,381	+3.3	\$411,625	\$415,532	-0.9
34 - Coast Starlight	7,062	7,267	-2.8	\$1,753,683	\$1,842,937	-4.8
45 - Lake Shore Ltd.	3,712	3,656	+1.5	\$915,094	\$971,201	-5.8
52 - Crescent	2,367	2,184	+8.4	\$633,875	\$637,805	-0.6
63 - Auto Train	7,847	7,699	+1.9	\$1,945,895	\$1,950,369	-0.2
<b>Total</b>	<b>58,464</b>	<b>57,938</b>	<b>+0.9</b>	<b>\$16,189,070</b>	<b>\$16,949,424</b>	<b>-4.5</b>

### October-September...

	Ridership			Ticket Revenue		
	FY15	FY14	% Chg.	FY15	FY14	% Chg.
16 - Silver Star	32,703	30,852	+6.0	\$8,089,017	\$7,783,079	+3.9
18 - Cardinal	10,275	8,602	+19.4	\$2,264,274	\$1,921,896	+17.8
19 - Silver Meteor	43,434	42,922	+1.2	\$12,057,773	\$11,807,364	+2.1
25 - Empire Builder	76,188	76,850	-0.9	\$23,304,343	\$24,609,832	-5.3
26 - Capitol Ltd.	45,776	45,992	-0.5	\$8,746,322	\$9,134,208	-4.2
27 - California Zephyr	77,332	73,128	+5.7	\$25,781,566	\$25,137,815	+2.6
28 - Southwest Chief	63,815	61,358	+4.0	\$20,098,542	\$19,785,355	+1.6
30 - City of New Orleans	35,753	36,041	-0.8	\$6,080,260	\$6,200,900	-1.9
32 - Texas Eagle	36,835	36,372	+1.3	\$8,691,100	\$8,219,399	+5.7
33 - Sunset Ltd.	19,515	19,824	-1.6	\$5,622,492	\$5,743,184	-2.1
34 - Coast Starlight	77,424	76,626	+1.0	\$18,507,943	\$18,747,147	-1.3
45 - Lake Shore Ltd.	38,558	38,178	+1.0	\$9,521,447	\$9,942,877	-4.2
52 - Crescent	28,450	28,946	-1.7	\$7,981,856	\$8,119,036	-1.7
63 - Auto Train	119,068	113,530	+4.9	\$33,241,611	\$31,488,355	+5.6
<b>Total</b>	<b>705,126</b>	<b>689,221</b>	<b>+2.3</b>	<b>\$189,988,544</b>	<b>\$188,640,448</b>	<b>+0.7</b>

# **ACTUAL ANALYSIS TO BUDGET**

**NATIONAL RAILROAD PASSENGER CORPORATION**  
**Consolidated Income Statement - Fiscal Year 2015**  
**For the Month of SEP, 2015**  
**Operating Business View**

(\$ thousands)	For the Month					For the Year to Date				
	2015 SEP	2015 SEP	2014 SEP	Variance Fav / (Unfav)		2015 YTD	2015 YTD	2014 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
<b>REVENUES:</b>										
<i>Passenger Related:</i>										
Ticket Revenue	167,679	178,561	173,007	(10,883)	(5,329)	2,124,276	2,227,822	2,147,161	(103,547)	(22,885)
Food & Beverage	14,120	10,470	11,454	3,650	2,666	132,110	131,614	125,828	496	6,282
State Supported Train Revenue	14,890	21,667	16,683	(6,777)	(1,793)	222,850	260,002	235,176	(37,151)	(12,326)
Total Passenger Related Revenue	196,688	210,698	201,144	(14,010)	(4,456)	2,479,236	2,619,438	2,508,165	(140,202)	(28,929)
Commuter Revenue	9,978	10,222	6,812	(244)	3,167	122,671	125,984	119,032	(3,313)	3,639
<i>Other:</i>										
Reimbursable Revenue	22,741	18,934	41,876	3,808	(19,135)	264,938	230,494	277,887	34,444	(12,950)
Commercial Development	6,484	6,323	6,416	161	68	79,874	76,472	77,869	3,403	2,006
Other Transportation	12,494	12,339	7,871	155	4,623	147,178	147,743	144,997	(565)	2,182
Freight Access Fees & Other	4,654	4,629	6,386	25	(1,732)	58,882	52,982	60,105	5,900	(1,222)
Total Other Revenue	46,374	42,225	62,549	4,149	(16,175)	550,873	507,691	560,857	43,182	(9,984)
Total Operating Revenue	253,040	263,145	270,504	(10,105)	(17,464)	3,152,780	3,253,113	3,188,054	(100,333)	(35,274)
<b>EXPENSES:</b>										
<i>Salaries, Wages and Benefits:</i>										
Salaries	4,249	31,026	28,914	26,777	24,665	316,568	357,356	304,499	40,788	(12,069)
Wages & Overtime	93,361	92,868	92,820	(493)	(541)	1,138,607	1,113,943	1,109,202	(24,663)	(29,405)
Employee Benefits Expenses	35,653	53,202	60,869	17,549	25,216	648,254	698,628	660,798	50,374	12,543
Employee Related	4,023	3,604	4,232	(419)	209	34,189	34,304	31,267	115	(2,922)
Total Salaries, Wages and Benefits	137,286	180,701	186,835	43,415	49,549	2,137,618	2,204,232	2,105,766	66,614	(31,852)
Train Operations	25,115	21,490	10,365	(3,626)	(14,750)	251,855	252,114	223,880	259	(27,975)
Fuel, Power, & Utilities	20,277	30,786	29,582	10,509	9,305	283,320	374,927	362,971	91,607	79,652
Materials	13,315	15,573	21,451	2,258	8,136	185,218	185,945	203,232	727	18,014
Facility, Communication, & Office	22,722	15,656	23,719	(7,066)	997	197,941	182,809	190,629	(15,133)	(7,312)
Advertising & Sales	11,089	7,421	8,478	(3,668)	(2,611)	95,214	99,302	96,381	4,087	1,167
Casualty & Other Claims	5,165	5,000	5,005	(165)	(160)	83,450	60,050	58,653	(23,400)	(24,798)
Depreciation	88,605	63,291	105,568	(25,314)	16,962	796,404	748,935	764,677	(47,469)	(31,727)
Amort of Gain on Sale/Leaseback	(403)	(342)	(1,882)	61	(1,479)	(4,834)	(4,100)	(5,654)	734	(820)
Depreciation, net of amortization	88,202	62,950	103,686	(25,253)	15,483	791,570	744,835	759,023	(46,735)	(32,547)
Other Expenses	48,153	36,664	40,990	(11,489)	(7,163)	424,960	422,389	416,202	(2,571)	(8,757)
Indirect Costs Capitalized to P&E	(9,728)	(14,803)	678	(5,075)	10,406	(139,353)	(152,294)	(133,191)	(12,941)	6,162
Total Expense	361,596	361,436	430,788	(160)	69,192	4,311,793	4,374,308	4,283,546	62,515	(28,248)
Operating Income (Loss)	(108,556)	(98,291)	(160,284)	(10,265)	51,728	(1,159,014)	(1,121,196)	(1,095,492)	(37,818)	(63,522)
<b>Other (Income) and Expense</b>										
Other Income-Net	(139)	-	(3,793)	139	(3,653)	(1,751)	-	(24,295)	1,751	(22,544)
Interest Income	(105)	(2)	(170)	104	(65)	(2,121)	(18)	(2,045)	2,103	76
Interest Expense	6,664	5,732	16,417	(932)	9,753	65,554	61,007	60,989	(4,548)	(4,565)
Loss of Extinguishment of Debt	-	-	-	-	-	-	-	-	-	-
Other Expense - Net	6,419	5,730	12,454	(689)	6,035	61,681	60,989	34,649	(693)	(27,032)
Net Loss	(114,975)	(104,021)	(172,738)	(10,954)	57,762	(1,220,695)	(1,182,184)	(1,130,141)	(38,511)	(90,554)
Adj for Depreciation, OPEBs, PRJ & Interest	109,604	80,238	135,921	29,366	(26,317)	986,933	918,141	962,835	68,792	24,098
Adjusted Income or (Loss)	(5,371)	(23,784)	(36,817)	18,412	31,446	(233,762)	(264,043)	(167,306)	30,281	(66,456)
<b>RECONCILIATION TO CONSOLIDATED STATEMENT OF OPERATIONS:</b>										
Total Operating Revenue	253,040	263,145	270,504	(10,105)	(17,464)	3,152,780	3,253,113	3,188,054	(100,333)	(35,274)
Federal and State Capital Payments	10,282	3,733	(9,764)	6,549	20,046	53,184	44,792	47,532	8,392	5,652
Total Revenue	263,322	266,877	260,740	(3,556)	2,581	3,205,963	3,297,905	3,235,586	(91,941)	(29,623)
Total Expenses	361,596	361,436	430,788	(160)	69,192	4,311,793	4,374,308	4,283,546	62,515	(28,248)
Income or (Loss) from Operations	(98,274)	(94,559)	(170,048)	(3,716)	71,773	(1,105,830)	(1,076,404)	(1,047,960)	(29,426)	(57,870)
Interest, net	(6,419)	(5,730)	(12,454)	(689)	6,035	(61,681)	(60,989)	(34,649)	(693)	(27,032)
Net Income or (Loss)	(104,693)	(100,289)	(182,501)	(4,405)	77,808	(1,167,511)	(1,137,392)	(1,082,609)	(30,119)	(84,903)

Note: FY2014 and FY2013 amounts do not reflect the impact of restatement adjustments - see Note 2 to Amtrak's Audited Financial Statements for the year ended September 30, 2013.  
Numbers may not add due to rounding.

**NATIONAL RAILROAD PASSENGER CORPORATION**  
**Consolidated Income Statement - Fiscal Year 2015**  
**For the Month of SEP, 2015**  
**Operating excluding Project**

(\$ thousands)	For the Month					For the Year to Date				
	2015 SEP	2015 SEP	2014 SEP	Variance Fav / (Unfav)		2015 YTD	2015 YTD	2014 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
<b>REVENUES:</b>										
<i>Passenger Related:</i>										
Ticket Revenue	167,679	178,561	173,007	(10,883)	(5,329)	2,124,276	2,227,822	2,147,161	(103,547)	(22,885)
Food & Beverage	14,120	10,470	11,454	3,650	2,666	132,110	131,614	125,828	496	6,282
State Supported Train Revenue	14,890	21,667	16,683	(6,777)	(1,793)	222,850	260,002	235,176	(37,151)	(12,326)
Total Passenger Related Revenue	196,688	210,698	201,144	(14,010)	(4,456)	2,479,236	2,619,438	2,508,165	(140,202)	(28,929)
Commuter Revenue	9,978	10,222	6,812	(244)	3,167	122,671	125,984	119,032	(3,313)	3,639
<i>Other:</i>										
Reimbursable Revenue	19,851	18,934	28,458	917	(8,607)	247,779	230,494	259,703	17,285	(11,924)
Commercial Development	6,484	6,323	6,416	161	68	79,874	76,472	77,869	3,403	2,006
Other Transportation	12,494	12,339	7,871	155	4,623	147,178	147,743	144,997	(565)	2,182
Freight Access Fees & Other	4,654	4,629	6,386	25	(1,732)	58,882	52,982	60,105	5,900	(1,222)
Total Other Revenue	43,483	42,225	49,130	1,258	(5,647)	533,714	507,691	542,673	26,023	(8,959)
Total Operating Revenue	250,149	263,145	257,086	(12,995)	(6,936)	3,135,621	3,253,113	3,169,870	(117,492)	(34,249)
<b>EXPENSES:</b>										
<i>Salaries, Wages and Benefits:</i>										
Salaries	3,784	31,026	28,654	27,243	24,870	312,428	357,356	301,987	44,928	(10,441)
Wages & Overtime	91,884	92,796	92,721	913	838	1,128,677	1,113,077	1,104,180	(15,600)	(24,497)
Employee Benefits Expenses	35,779	53,165	61,075	17,386	25,296	642,892	698,187	657,714	55,296	14,823
Employee Related	3,817	3,603	4,176	(214)	359	32,841	34,292	30,776	1,451	(2,065)
Total Salaries, Wages and Benefits	135,263	180,591	186,627	45,328	51,363	2,116,838	2,202,913	2,094,658	86,075	(22,180)
Train Operations	25,115	21,490	10,256	(3,625)	(14,859)	251,739	252,114	223,762	375	(27,977)
Fuel, Power, & Utilities	20,277	30,786	29,582	10,509	9,305	283,318	374,927	362,971	91,609	79,653
Materials	11,812	14,005	22,297	2,193	10,485	163,457	167,131	182,909	3,675	19,452
Facility, Communication, & Office	22,152	15,656	21,861	(6,496)	(291)	193,454	182,809	184,272	(10,646)	(9,182)
Advertising & Sales	10,970	7,421	8,478	(3,549)	(2,491)	95,095	99,302	96,381	4,207	1,287
Casualty & Other Claims	5,165	5,000	5,005	(165)	(160)	83,445	60,050	58,653	(23,395)	(24,793)
Depreciation	88,605	63,291	105,568	(25,314)	16,962	796,404	748,935	764,677	(47,469)	(31,727)
Amort of Gain on Sale/Leaseback	(403)	(342)	(1,882)	61	(1,479)	(4,834)	(4,100)	(5,654)	734	(820)
Depreciation, net of amortization	88,202	62,950	103,686	(25,253)	15,483	791,570	744,835	759,023	(46,735)	(32,547)
Other Expenses	32,066	36,651	20,455	4,585	(11,610)	364,487	422,214	355,098	57,727	(9,389)
Indirect Costs Capitalized to P&E	(11,113)	(15,125)	124	(4,012)	11,237	(159,391)	(156,161)	(147,584)	3,231	11,807
Total Expense	339,908	359,423	408,370	19,515	68,462	4,184,012	4,350,134	4,170,143	166,122	(13,869)
Operating Income (Loss)	(89,759)	(96,278)	(151,284)	6,519	61,526	(1,048,391)	(1,097,021)	(1,000,274)	48,630	(48,118)
<b>Other (Income) and Expense</b>										
Other Income-Net	(139)	-	(3,793)	139	(3,653)	(1,751)	-	(24,295)	1,751	(22,544)
Interest Income	(105)	(2)	(170)	104	(65)	(2,121)	(18)	(2,045)	2,103	76
Interest Expense	6,664	5,732	16,417	(932)	9,753	65,554	61,007	60,989	(4,548)	(4,565)
Loss of Extinguishment of Debt	-	-	-	-	-	-	-	-	-	-
Other Expense - Net	6,419	5,730	12,454	(689)	6,035	61,681	60,989	34,649	(693)	(27,032)
<b>Net Loss</b>	<b>(96,178)</b>	<b>(102,008)</b>	<b>(163,738)</b>	<b>5,830</b>	<b>67,560</b>	<b>(1,110,073)</b>	<b>(1,158,010)</b>	<b>(1,034,923)</b>	<b>47,937</b>	<b>(75,150)</b>
Adj for Depreciation, OPEBs, PRJ & Interest	90,806	78,224	126,921	12,582	(36,115)	876,311	893,967	867,617	(17,656)	8,694
<b>Adjusted Income or (Loss)</b>	<b>(5,371)</b>	<b>(23,784)</b>	<b>(36,817)</b>	<b>18,412</b>	<b>31,446</b>	<b>(233,762)</b>	<b>(264,043)</b>	<b>(167,306)</b>	<b>30,281</b>	<b>(66,456)</b>

Note: FY2014 and FY2013 amounts do not reflect the impact of restatement adjustments - see Note 2 to Amtrak's Audited Financial Statements for the year ended September 30, 2013.  
Numbers may not add due to rounding.

**NATIONAL RAILROAD PASSENGER CORPORATION**  
**Consolidated Income Statement - Fiscal Year 2015**  
**For the Month of SEP, 2015**  
**Core**

(\$ thousands)	For the Month					For the Year to Date				
	2015 SEP	2015 SEP	2014 SEP	Variance Fav / (Unfav)		2015 YTD	2015 YTD	2014 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
<b>REVENUES:</b>										
<i>Passenger Related:</i>										
Ticket Revenue	167,679	178,561	173,007	(10,883)	(5,329)	2,124,276	2,227,822	2,147,126	(103,547)	(22,851)
Food & Beverage	14,117	10,470	11,454	3,648	2,664	132,108	131,614	125,828	494	6,280
State Supported Train Revenue	14,890	21,667	16,683	(6,777)	(1,793)	222,850	260,002	235,176	(37,151)	(12,326)
Total Passenger Related Revenue	196,686	210,698	201,144	(14,012)	(4,458)	2,479,234	2,619,438	2,508,130	(140,204)	(28,897)
Commuter Revenue	-	-	-	-	-	-	-	-	-	-
<i>Other:</i>										
Reimbursable Revenue	378	424	893	(46)	(515)	7,304	4,894	12,288	2,410	(4,984)
Commercial Development	24	-	16	24	8	249	-	100	249	149
Other Transportation	12,397	12,270	8,266	127	4,131	146,921	147,172	144,315	(251)	2,606
Freight Access Fees & Other	5,022	4,270	8,671	751	(3,649)	53,352	46,963	58,663	6,389	(5,312)
Total Other Revenue	17,821	16,965	17,847	856	(26)	207,826	199,028	215,367	8,797	(7,541)
Total Operating Revenue	214,506	227,663	218,991	(13,156)	(4,484)	2,687,059	2,818,466	2,723,497	(131,407)	(36,438)
<b>EXPENSES:</b>										
<i>Salaries, Wages and Benefits:</i>										
Salaries	2,683	30,030	27,629	27,347	24,945	300,291	345,613	290,034	45,323	(10,257)
Wages & Overtime	84,010	84,920	84,442	911	433	1,033,276	1,019,289	1,013,362	(13,987)	(19,914)
Employee Benefits Expenses	31,727	49,412	57,289	17,686	25,562	596,462	653,012	592,819	56,550	(3,643)
Employee Related	3,598	3,557	3,909	(41)	311	30,738	33,664	28,930	2,925	(1,808)
Total Salaries, Wages and Benefits	122,018	167,920	173,268	45,902	51,251	1,960,767	2,051,578	1,925,145	90,811	(35,622)
Train Operations	24,694	21,400	10,072	(3,294)	(14,622)	249,351	250,894	222,511	1,543	(26,839)
Fuel, Power, & Utilities	19,762	29,591	28,369	9,829	8,607	274,675	359,927	348,710	85,252	74,035
Materials	8,623	12,372	18,089	3,749	9,466	137,583	146,838	153,077	9,255	15,494
Facility, Communication, & Office	18,257	14,899	18,695	(3,358)	438	168,884	170,549	163,500	1,665	(5,383)
Advertising & Sales	10,970	7,410	8,477	(3,560)	(2,493)	95,019	99,184	96,315	4,165	1,296
Casualty & Other Claims	5,165	5,000	4,950	(165)	(215)	83,445	60,050	58,651	(23,395)	(24,794)
Depreciation	88,272	62,996	105,568	(25,276)	17,296	795,497	745,392	761,987	(50,105)	(33,511)
Amort of Gain on Sale/Leaseback	(403)	(342)	(1,882)	61	(1,479)	(4,834)	(4,100)	(5,654)	734	(820)
Depreciation, net of amortization	87,869	62,654	103,686	(25,215)	15,817	790,663	741,292	756,333	(49,370)	(34,330)
Other Expenses	25,796	29,680	10,166	3,884	(15,631)	285,233	346,186	281,799	60,953	(3,435)
Indirect Costs Capitalized to P&E	(18,518)	(21,483)	(7,923)	(2,966)	10,595	(246,811)	(229,549)	(233,735)	17,262	13,076
Total Expense	304,636	329,443	367,849	24,806	63,213	3,798,808	3,996,950	3,772,306	198,142	(26,502)
Operating Income (Loss)	(90,130)	(101,780)	(148,859)	11,650	58,729	(1,111,749)	(1,178,484)	(1,048,809)	66,735	(62,940)
<b>Other (Income) and Expense</b>										
Other Income-Net	(139)	-	(3,793)	139	(3,653)	(1,671)	-	(6,272)	1,671	(4,601)
Interest Income	(26)	-	(8)	26	19	(180)	-	(1,209)	180	(1,029)
Interest Expense	5,935	5,732	15,490	(203)	9,555	55,707	61,007	56,198	5,299	490
Loss of Extinguishment of Debt	-	-	-	-	-	-	-	-	-	-
Other Expense - Net	5,769	5,732	11,689	(38)	5,920	53,856	61,007	48,716	7,151	(5,140)
<b>Net Loss</b>	<b>(95,899)</b>	<b>(107,512)</b>	<b>(160,548)</b>	<b>11,612</b>	<b>64,648</b>	<b>(1,165,605)</b>	<b>(1,239,491)</b>	<b>(1,097,525)</b>	<b>73,886</b>	<b>(68,080)</b>
Adj for Depreciation, OPEBs, PRJ & Interest	89,823	77,931	126,156	11,892	(36,334)	867,577	890,442	878,992	(22,865)	(11,415)
<b>Adjusted Income or (Loss)</b>	<b>(6,077)</b>	<b>(29,581)</b>	<b>(34,392)</b>	<b>23,504</b>	<b>28,315</b>	<b>(298,028)</b>	<b>(349,049)</b>	<b>(218,533)</b>	<b>51,021</b>	<b>(79,494)</b>

Note: FY2014 and FY2013 amounts do not reflect the impact of restatement adjustments - see Note 2 to Amtrak's Audited Financial Statements for the year ended September 30, 2013.  
Numbers may not add due to rounding.

**NATIONAL RAILROAD PASSENGER CORPORATION**  
**Consolidated Income Statement - Fiscal Year 2015**  
**For the Month of SEP, 2015**  
**Projects**

(\$ thousands)	For the Month					For the Year to Date				
	2015 SEP	2015 SEP	2014 SEP	Variance Fav / (Unfav)		2015 YTD	2015 YTD	2014 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
<b>REVENUES:</b>										
<i>Passenger Related:</i>										
Ticket Revenue	-	-	-	-	-	-	-	-	-	-
Food & Beverage	-	-	-	-	-	-	-	-	-	-
State Supported Train Revenue	-	-	-	-	-	-	-	-	-	-
Total Passenger Related Revenue	-	-	-	-	-	-	-	-	-	-
Commuter Revenue	-	-	-	-	-	-	-	-	-	-
<i>Other:</i>										
Reimbursable Revenue	2,890	-	13,418	2,890	(10,528)	17,159	-	18,185	17,159	(1,026)
Commercial Development	-	-	-	-	-	-	-	-	-	-
Other Transportation	-	-	-	-	-	-	-	-	-	-
Freight Access Fees & Other	-	-	-	-	-	-	-	-	-	-
Total Other Revenue	2,890	-	13,418	2,890	(10,528)	17,159	-	18,185	17,159	(1,026)
Total Operating Revenue	2,890	-	13,418	2,890	(10,528)	17,159	-	18,185	17,159	(1,026)
<b>EXPENSES:</b>										
<i>Salaries, Wages and Benefits:</i>										
Salaries	465	-	260	(465)	(205)	4,140	-	2,512	(4,140)	(1,628)
Wages & Overtime	1,478	72	99	(1,406)	(1,379)	9,930	866	5,022	(9,063)	(4,908)
Employee Benefits Expenses	(126)	37	(206)	163	(80)	5,363	441	3,083	(4,922)	(2,280)
Employee Related	206	1	55	(205)	(151)	1,348	12	491	(1,336)	(857)
Total Salaries, Wages and Benefits	2,023	110	208	(1,913)	(1,815)	20,780	1,319	11,108	(19,461)	(9,672)
Train Operations	1	-	109	(1)	108	116	-	118	(116)	2
Fuel, Power, & Utilities	(0)	-	-	0	0	1	-	-	(1)	(1)
Materials	1,503	1,568	(846)	65	(2,349)	21,761	18,813	20,322	(2,948)	(1,439)
Facility, Communication, & Office	570	-	1,858	(570)	1,288	4,487	-	6,357	(4,487)	1,870
Advertising & Sales	120	-	-	(120)	(120)	120	-	-	(120)	(120)
Casualty & Other Claims	-	-	-	-	-	5	-	-	(5)	(5)
Depreciation	-	-	-	-	-	-	-	-	-	-
Amort of Gain on Sale/Leaseback	-	-	-	-	-	-	-	-	-	-
Depreciation, net of amortization	-	-	-	-	-	-	-	-	-	-
Other Expenses	16,087	13	20,535	(16,074)	4,448	60,472	175	61,104	(60,298)	632
Indirect Costs Capitalized to P&E	1,385	322	554	(1,063)	(831)	20,039	3,867	14,393	(16,171)	(5,646)
Total Expense	21,688	2,013	22,418	(19,675)	730	127,781	24,174	113,403	(103,607)	(14,379)
Operating Income (Loss)	(18,798)	(2,013)	(9,000)	(16,785)	(9,798)	(110,622)	(24,174)	(95,218)	(86,448)	(15,404)
<b>Other (Income) and Expense</b>										
Other Income-Net	-	-	-	-	-	-	-	-	-	-
Interest Income	-	-	-	-	-	-	-	-	-	-
Interest Expense	-	-	-	-	-	-	-	-	-	-
Loss of Extinguishment of Debt	-	-	-	-	-	-	-	-	-	-
Other Expense - Net	-	-	-	-	-	-	-	-	-	-
<b>Net Loss</b>	<b>(18,798)</b>	<b>(2,013)</b>	<b>(9,000)</b>	<b>(16,785)</b>	<b>(9,798)</b>	<b>(110,622)</b>	<b>(24,174)</b>	<b>(95,218)</b>	<b>(86,448)</b>	<b>(15,404)</b>
Adj for Depreciation, OPEBs, PRJ & Interest	18,798	2,013	9,000	16,785	9,798	110,622	24,174	95,218	86,448	15,404
<b>Adjusted Income or (Loss)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>

Note: FY2014 and FY2013 amounts do not reflect the impact of restatement adjustments - see Note 2 to Amtrak's Audited Financial Statements for the year ended September 30, 2013.  
Numbers may not add due to rounding.

**NATIONAL RAILROAD PASSENGER CORPORATION**  
**Consolidated Income Statement - Fiscal Year 2015**  
**For the Month of SEP, 2015**  
**Ancillary**

(\$ thousands)	For the Month					For the Year to Date				
	2015 SEP	2015 SEP	2014 SEP	Variance Fav / (Unfav)		2015 YTD	2015 YTD	2014 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
<b>REVENUES:</b>										
<i>Passenger Related:</i>										
Ticket Revenue	-	-	-	-	-	-	-	34	-	(34)
Food & Beverage	2	-	-	2	2	2	-	-	2	2
State Supported Train Revenue	-	-	-	-	-	-	-	-	-	-
Total Passenger Related Revenue	2	-	-	2	2	2	-	34	2	(32)
Commuter Revenue	9,978	10,222	6,812	(244)	3,167	122,671	125,984	119,032	(3,313)	3,639
<i>Other:</i>										
Reimbursable Revenue	19,473	18,510	27,565	963	(8,092)	240,475	225,600	247,415	14,875	(6,940)
Commercial Development	6,460	6,323	6,399	137	60	79,626	76,472	77,768	3,154	1,857
Other Transportation	97	69	(396)	28	493	257	571	681	(314)	(424)
Freight Access Fees & Other	(367)	359	(2,285)	(726)	1,918	5,531	6,020	1,441	(489)	4,089
Total Other Revenue	25,663	25,260	31,284	402	(5,621)	325,888	308,662	327,306	17,226	(1,418)
Total Operating Revenue	35,643	35,482	38,095	161	(2,452)	448,561	434,647	446,373	13,915	2,189
<b>EXPENSES:</b>										
<i>Salaries, Wages and Benefits:</i>										
Salaries	1,101	996	1,025	(105)	(76)	12,138	11,743	11,954	(395)	(184)
Wages & Overtime	7,874	7,876	8,279	2	405	95,401	93,788	90,818	(1,613)	(4,583)
Employee Benefits Expenses	4,052	3,753	3,786	(299)	(266)	46,430	45,175	64,895	(1,254)	18,465
Employee Related	219	46	268	(173)	49	2,103	628	1,846	(1,474)	(257)
Total Salaries, Wages and Benefits	13,246	12,671	13,358	(575)	112	156,071	151,334	169,513	(4,736)	13,442
Train Operations	421	90	184	(331)	(237)	2,388	1,220	1,251	(1,168)	(1,137)
Fuel, Power, & Utilities	514	1,194	1,212	680	698	8,643	15,000	14,261	6,356	5,618
Materials	3,189	1,633	4,208	(1,555)	1,019	25,874	20,293	29,832	(5,581)	3,958
Facility, Communication, & Office	3,894	756	3,166	(3,138)	(729)	24,571	12,260	20,772	(12,311)	(3,799)
Advertising & Sales	-	11	2	11	2	76	118	67	42	(9)
Casualty & Other Claims	-	-	55	-	55	1	-	2	(1)	1
Depreciation	333	295	-	(38)	(333)	907	3,543	2,690	2,636	1,783
Amort of Gain on Sale/Leaseback	-	-	-	-	-	-	-	-	-	-
Depreciation, net of amortization	333	295	-	(38)	(333)	907	3,543	2,690	2,636	1,783
Other Expenses	6,269	6,971	10,289	701	4,020	79,254	76,028	73,299	(3,226)	(5,955)
Indirect Costs Capitalized to P&E	7,404	6,358	8,047	(1,047)	642	87,420	73,388	86,151	(14,032)	(1,269)
Total Expense	35,272	29,980	40,521	(5,292)	5,249	385,204	353,184	397,837	(32,020)	12,633
Operating Income (Loss)	371	5,502	(2,426)	(5,131)	2,797	63,358	81,463	48,536	(18,105)	14,822
<b>Other (Income) and Expense</b>										
Other Income-Net	-	-	-	-	-	(80)	-	(18,023)	80	(17,943)
Interest Income	(79)	(2)	(162)	77	(83)	(1,941)	(18)	(836)	1,923	1,105
Interest Expense	729	-	927	(729)	198	9,847	-	4,792	(9,847)	(5,055)
Loss of Extinguishment of Debt	-	-	-	-	-	-	-	-	-	-
Other Expense - Net	650	(2)	765	(651)	115	7,825	(18)	(14,067)	(7,843)	(21,892)
<b>Net Loss</b>	<b>(278)</b>	<b>5,504</b>	<b>(3,190)</b>	<b>(5,782)</b>	<b>2,912</b>	<b>55,532</b>	<b>81,481</b>	<b>62,602</b>	<b>(25,949)</b>	<b>(7,070)</b>
Adj for Depreciation, OPEBs, PRJ & Interest	984	294	765	690	219	8,734	3,525	(11,375)	5,209	20,109
<b>Adjusted Income or (Loss)</b>	<b>705</b>	<b>5,797</b>	<b>(2,425)</b>	<b>(5,092)</b>	<b>3,131</b>	<b>64,266</b>	<b>85,006</b>	<b>51,227</b>	<b>(20,740)</b>	<b>13,038</b>

Note: FY2014 and FY2013 amounts do not reflect the impact of restatement adjustments - see Note 2 to Amtrak's Audited Financial Statements for the year ended September 30, 2013.  
Numbers may not add due to rounding.

**National Railroad Passenger Corporation (Amtrak)**  
**Capital Program Expenditures Excluding Debt Service**  
**September 2015 YTD**  
(\$ thousands)

Department & Program	YTD Actual	YTD Authorized Funding <sup>1</sup>	Variance
<b>Engineering</b>			
Structures – Movable Bridge-Movable Span	4,310	8,655	4,345
Structures – Bridge Ties	3,964	3,700	(264)
Structures – Undergrade–Fixed Bridge	8,767	16,434	7,667
Structures - Culvert	1,249	2,100	851
Structures - Fence	5,319	4,435	(884)
Structures – Interlocking Structures	184	450	266
Structures - Tunnel	12,073	24,125	12,052
Structures – Retaining Wall	1,112	2,000	888
Structures - Major Bridge Special Projects	681	893	212
Structures – M/E Facility	7,130	17,830	10,700
Structures – M/W Base	2,278	15,200	12,922
Levittown Pa Support Septa Station Const	31,166	54,564	23,398
Structures – Trans Department Facility	760	1,975	1,215
Structures – Sunnyside Yard New Mechanical Facilit	31	-	(31)
Communications & Signals- Abs Locations	38,163	68,532	30,368
Communications & Signals- Adv Civil Spd Enforc Sys	20,616	34,060	13,444
Communications & Signal – Interlocking-C&S	9,932	14,775	4,843
Communications & Signals - Cetc	7,152	9,060	1,908
Electric Traction - Catenary	4,862	7,743	2,880
Electric Traction - Catenary Pole	2,499	5,310	2,811
Electric Traction - Transmission	(1,669)	750	2,419
Electric Traction - Frequency Converters	1,588	11,291	9,703
Electric Traction - Signal Power	899	1,900	1,001
Electric Traction - Substations	8,133	10,685	2,552
Safety And Security	878	625	(253)
Track - Ballast	30,661	28,090	(2,571)
Track - Drainage	276	-	(276)
Track – Fasteners	117	400	283
Track - Rail	23,377	25,140	1,763
Track – Wood/Concrete Crosstie/Timber	48,575	42,275	(6,300)
Track – Total Track Renewal/Construction	83,625	102,975	19,351
Track – Track Laying System	20,560	21,575	1,015
Track - Turnouts	12,090	18,670	6,580
Track – Crossings-Road	1,381	3,100	1,719
Track - Geometry	19,692	19,600	(92)
Deputy Chief Engineer Construction - Applications	4,168	8,550	4,382
Swift Interlocking- Interlocking Renewal	25,708	26,601	893
Track – Equipment-Roadway	18,058	29,610	11,552
Life Safety – 1St Avenue Construction	(137)	-	137
Life Safety – Nrt Ventilation Construction	(0)	-	0
Life Safety – Standpipe Installation	307	-	(307)
Life Safety – Misc Design & Construction Project	1,084	1,723	640
NYC High Speed Rail Improvements	-	2,611	2,611
NJHSRIP - Design	116,240	146,831	30,591
Sandy Recovery	13,397	19,850	6,453
Gateway Program	37,819	55,588	17,769
Other	28,526	62,513	33,987
<b>Engineering Total</b>	<b>657,602</b>	<b>932,795</b>	<b>275,193</b>
<b>Mechanical</b>			
Amfleet Programs	77,856	79,148	1,292
Locomotives	135,502	136,665	1,164
Acquisitions	78,695	122,349	43,654
Superliners	63,200	57,131	(6,069)
Facility Improvements	7,922	12,024	4,102
Horizon/Surfliner Programs	11,862	10,306	(1,556)
Viewliner Programs	7,244	7,523	279
Talgo Programs	(0)	-	0
Acela Programs	53,018	63,996	10,979
Heritage Programs	(1)	-	1
Mandatory Projects	259	1,100	841
General Safety & Reliability	12,098	17,419	5,321
Mechanical It Projects	712	700	(12)
Other	2,245	3,950	1,705
<b>Mechanical Total</b>	<b>450,611</b>	<b>512,312</b>	<b>61,701</b>
<b>Environmental</b>			
Environmental Risk Reduction	3,709	4,783	1,074
Environmental Remediation Program	4,935	4,430	(505)
Wilmington West Yard	50	150	100
Other	-	-	-
<b>Environmental Total</b>	<b>8,694</b>	<b>9,363</b>	<b>670</b>

**National Railroad Passenger Corporation (Amtrak)**  
**Capital Program Expenditures Excluding Debt Service**  
**September 2015 YTD**

(\$ thousands)

Department & Program	YTD Actual	YTD Authorized Funding <sup>1</sup>	Variance
<b>Emergency Management</b>			
Safety & Security Program	11,583	17,443	5,860
<b>Emergency Management</b>	<b>11,583</b>	<b>17,443</b>	<b>5,860</b>
<b>Transportation / Operations</b>			
System/Business Application Improvement	2,253	2,786	532
Station and Facility Improvements	10,231	25,892	15,661
Operations Foundation Program	24,128	47,318	23,190
Other	7,110	12,343	5,233
<b>Transportation Total</b>	<b>43,723</b>	<b>88,339</b>	<b>44,616</b>
<b>Finance &amp; Treasury</b>			
Technology/ System Upgrades & Facility Improvement	4,472	16,451	11,979
<b>Finance &amp; Treasury Total</b>	<b>4,472</b>	<b>16,451</b>	<b>11,979</b>
<b>Amtrak Technologies Total</b>			
Technology/ System Upgrades	38,508	50,739	12,231
<b>Amtrak Technologies Total</b>	<b>38,508</b>	<b>50,739</b>	<b>12,231</b>
<b>Procurement</b>			
Vehicle Replacement	395	943	548
Facility Purchases And Improvements	2,117	2,627	510
Other	-	-	-
<b>Procurement Total</b>	<b>2,511</b>	<b>3,569</b>	<b>1,058</b>
<b>Real Estate Total</b>			
30th St Station -Understreet Garage Reconstruction	3,598	4,728	1,129
Other	37,124	41,264	4,139
Station / Facility Development	40,723	45,991	5,269
<b>Real Estate Total</b>	<b>40,723</b>	<b>45,991</b>	<b>5,269</b>
<b>Strategic Fleet Rail Initiatives</b>			
Strategic Fleet Rail Initiatives	46	750	704
<b>Strategic Fleet Rail Total</b>	<b>46</b>	<b>750</b>	<b>704</b>
<b>NEC IID</b>			
Existing Partnership Agreements	12,154	505,975	493,821
<b>NEC IID Total</b>	<b>12,154</b>	<b>505,975</b>	<b>493,821</b>
<b>Marketing &amp; Sales</b>			
E-Ticketing	839	1,350	511
E-Commerce	15,092	15,450	359
On-Board	3,478	8,834	5,356
Customer Service	8,864	11,385	2,521
Pricing	1,419	2,211	793
Psny Exterior Canopy Entrance Dsn-Brand	219	-	(219)
Other	7,406	8,659	1,253
<b>Marketing &amp; Sales Total</b>	<b>37,317</b>	<b>47,889</b>	<b>10,573</b>
<b>Departmental Total</b>	<b>1,309,195</b>	<b>2,231,617</b>	<b>922,422</b>
<b>MANUAL ADJUSTMENTS</b>			
Engineering CUS Adjustment <sup>2</sup>	(15)	-	15
<b>Totals with All Adjustments</b>	<b>1,309,180</b>	<b>2,231,617</b>	<b>922,437</b>
<b>All Capital Projects (PRJ)</b>	<b>127,781</b>	<b>24,174</b>	<b>(103,607)</b>
<b>Totals Excluding PRJ</b>	<b>1,181,398</b>	<b>2,207,442</b>	<b>1,026,044</b>

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

2) Expenditures include the reimbursable portion of Chicago Union Station projects that are primarily funded by METRA.

3) Excludes early lease buyouts, Inspector General activity and non-capitalizable assessments.

**BOLD** Numbers are subtotals

CHIEF MECHANICAL OFFICER  
FY15 PRODUCTION REPORT  
September 2015

WBS	PROJECT NAME	FY15 Plan	Plan SEP	Actuals SEP	Plan YTD through SEP	Actuals YTD through SEP	Variance Actuals YTD to Plan YTD	%Complete Actuals YTD to Plan YTD	% YTD Actuals to FY15 Plan	Units Completed - September	September Comments
C.ME.100413	Amfleet I Coach Overhaul Level 1	19	2	1	19	19	0	100%	100%	82523	Project complete for FY15.
C.ME.201291	Amfleet I Coach Overhaul Level 2	80	8	10	80	76	(4)	95%	95%	82500, 82733, 82700, 81540, 82694, 82709, 82688, 82695, 82768, 82517	Project under plan by 4 cars in FY15 mostly due to unplanned work which delayed project. These 4 cars were started in FY15 and will be released in FY16.
C.ME.100414	Amfleet I Café/Club Overhaul Level 1	16	1	1	16	16	0	100%	100%	48172	Project completed for FY15.
C.ME.100784	Amfleet II Diner Overhaul - Level 2	7	0	1	7	7	0	100%	100%	28022	Project completed for FY15.
C.ME.100012	Cab Car Overhaul L 2	7	1	1	7	5	(2)	71%	71%	9644	Project under plan by 2 cars in FY15; 1 due to wreck status; and 1 due to car availability.
C.ME.201290	Car Wreck Program	3	0	0	3	4	1	133%	133%		Due to car availability, was able to release one additional car. Project complete for FY15.
C.ME.100011	Amfleet II Coach Overhaul Level 2	27	2	3	27	27	0	100%	100%	25088, 25035, 25102	Project complete for FY15.
	TOTAL BEAR	159	14	17	159	154	(5)	97%	97%		
C.ME.100040	Superliner II Sleeper Overhaul	7	0	0	7	9	2	129%	129%		Project completed
C.ME.100042	Superliner II Coach Overhaul	20	2	1	20	19	(1)	95%	95%	34510	Car arrived late and is WIP
C.ME.100043	Superliner II Diner Overhaul	3	0	0	3	5	2	167%	167%		Project completed
C.ME.100044	Superliner II Trans Sleeper Dorm Overhaul	12	1	2	12	12	0	100%	100%	39026, 39031	Project completed
C.ME.100384	Superliner I Sleeper Overhaul Level 2	5	0	0	5	5	0	100%	100%		Project completed
C.ME.100041	Superliner II Lounge Overhaul	3	0	0	3	7	4	233%	233%		Project completed
C.ME.100176	Superliner I Lounge Overhaul	10	1	0	10	11	1	110%	110%		Project completed
C.ME.100177	Superliner I Coach Overhaul Level 2	39	3	5	39	34	(5)	87%	87%	34034, 34004, 34953, 34020, 34039	Cars arrived late and several are WIP
C.ME.100640	Surfliner Coach Overhaul	4	0	1	4	3	(1)	75%	75%	6400	Car arrived late and is WIP
C.ME.100644	Surfliner Cab Car Overhaul	2	0	0	2	1	(1)	50%	50%		Car arrived late and is WIP
C.ME.100646	Surfliner Custom Coach Overhaul	1	0	0	1	1	0	100%	100%		Project completed
C.ME.100240	Superliner I Diner Overhaul	4	0	0	4	6	2	150%	150%		Project completed
C.ME.100239	Viewliner Sleeper - Overhaul	12	1	1	12	12	0	100%	100%	62014	Project completed
C.ME.100641	Horizon Coach Overhaul - Level 2	22	1	2	22	23	1	105%	105%	54535, 54555	Project completed
C.ME.100643	Horizon Café Overhaul	1	0	0	1	1	0	100%	100%		Project completed
C.ME.100386	Superliner Diner Lounge	8	1	2	8	6	(2)	75%	75%	37003, 37004	WIP
C.ME.100005	F59 Overhaul	6	0	0	6	5	(1)	83%	83%		WIP
C.ME.100006	P32-8 Overhaul	5	0	1	5	5	0	100%	100%	516	Project completed
C.ME.100013	NPCU Overhaul	3	1	0	3	2	(1)	67%	67%		WIP
C.ME.100647	Surfliner Café	2	0	0	2	2	0	100%	100%		Project completed
C.ME.201289	Loco Wreck Program	5	0	1	5	6	1	120%	120%	62	Project completed
C.ME.201290	Car Wreck Program	5	0	0	5	3	(2)	60%	60%		WIP
C.ME.201157	Positive Train Control	132	11	11	132	119	(13)	90%	90%	90229, 37, 512, 62, 835, 97, 102, 108, 103, 105, 34	Units not arriving as scheduled

**CHIEF MECHANICAL OFFICER  
FY15 PRODUCTION REPORT  
September 2015**

WBS	PROJECT NAME	FY15 Plan	Plan SEP	Actuals SEP	Plan YTD through SEP	Actuals YTD through SEP	Variance Actuals YTD to Plan YTD	%Complete Actuals YTD to Plan YTD	% YTD Actuals to FY15 Plan	Units Completed - September	September Comments
	TOTAL BEECH GROVE	311	22	27	311	297	(14)	95%	95%		
C.ME.100785	Acela Overhaul	7	1	0	7	7	0	100%	100%		
	TOTAL HIGH SPEED RAIL	7	1	0	7	7	0	100%	100%		
	TOTAL CMO	477	37	44	477	458	(19)	96%	96%		
	LCPM (events - not units):										
C.ME.100653	COT&S 5 Year Air (Chicago)	34	3	5	34	38	4	112%	112%	62, 146, 40, 47, 159	Exceeded goal for the FY- this event must be completed as units are due in order to remain federally compliant.
C.ME.100653	COT&S 8 Year Air (Chicago)	45	2	0	45	42	(3)	93%	93%		Finished FY behind- 2 units started in September will finish in October. Surge in unscheduled maintenance events consumed additional time.
C.ME.100653	4 Year Air Brake P40 (Chicago)	0	0	0	0	8	8	0%	0%		Units completed on an 'as required' basis only.
C.ME.100653	Radiator Hatch (Chicago)	31	2	4	31	30	(1)	97%	97%	193, 41, 91, 117	Finished FY behind-1 unit radiator hatch core reconditioning does not keep up with demand.
C.ME.100653	Air Compressor HP Valves (Chicago)	28	2	3	28	30	2	107%	107%	142, 133, 129	Exceeded goal for the FY- worked backlog units as materials became available.
C.ME.100653	Air Compressor (Chicago)	27	1	3	27	27	0	100%	100%	193, 91, 117	Finished FY at goal.
C.ME.100653	Air Dryer (Chicago)	53	5	3	53	47	(6)	89%	89%	193, 206, 204	Finished FY behind 6 units- air dryer production does not keep up with demand.
C.ME.100653	Engine Change (Chicago)	24	2	1	24	24	0	100%	100%	79	Finished FY at goal.
C.ME.100653	5 Year Truck (Chicago)	34	2	1	34	29	(5)	85%	85%	154	Finished FY behind 5 units- truck production does not keep up with demand.
C.ME.100653	HVAC (Chicago)	34	2	0	34	24	(10)	71%	71%		Finished FY behind 10 units- HVAC production does not keep up with demand/combined with HVAC failures over the road consuming stocks.

CHIEF MECHANICAL OFFICER  
FY15 PRODUCTION REPORT  
September 2015

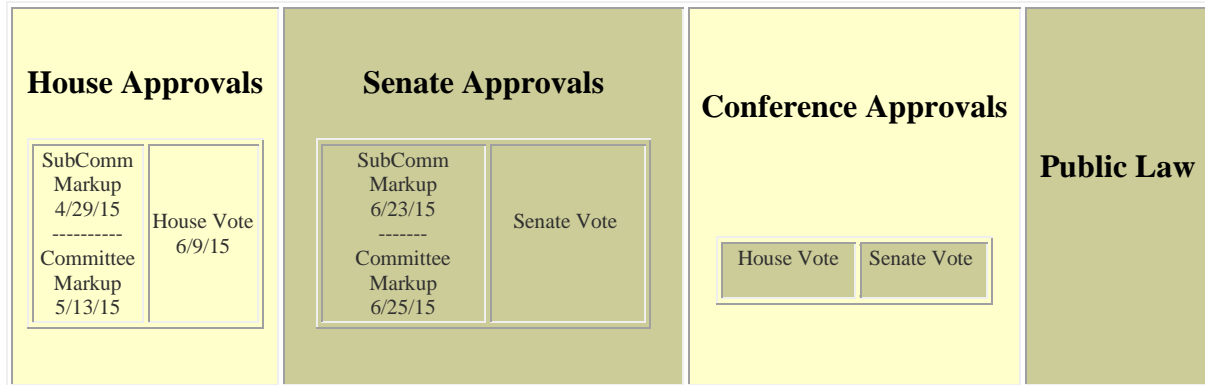
WBS	PROJECT NAME	FY15 Plan	Plan SEP	Actuals SEP	Plan YTD through SEP	Actuals YTD through SEP	Variance Actuals YTD to Plan YTD	%Complete Actuals YTD to Plan YTD	% YTD Actuals to FY15 Plan	Units Completed - September	September Comments
C.ME.100653	Injectors & HPFP (Chicago)	22	2	3	22	32	10	145%	145%	16, 142, 39	Exceeded goal for the FY- worked backlog units as materials became available.
C.ME.100653	Injectors (Chicago)	51	4	1	51	56	5	110%	110%	99	Exceeded goal for the FY- worked backlog units as materials became available.
C.ME.100653	Radiator Fans (Chicago)	34	3	4	34	33	(1)	97%	97%	40, 47, 159, 39	Finished FY behind 1 unit- this event will slip to next FY- locomotive remained shopped for other maintenance work.
C.ME.100653	Equipment Blowers (Chicago)	25	1	2	25	26	1	104%	104%	137, 129	Exceeded goal for the FY- worked backlog units as materials became available.
C.ME.100653	COT&S (Albany) - P42	5	1	1	5	6	1	120%	120%	103	
C.ME.100653	10 Year Truck (Albany) - P42	5	1	1	5	6	1	120%	120%	103	
C.ME.100653	Injectors (Albany) - P42	2	0	1	2	2	0	100%	100%	105	
C.ME.100653	Injectors & Pumps (Albany) - P42	6	0	1	6	6	0	100%	100%	105	
C.ME.100653	Radiator Fans (Albany) - P42	3	1	2	3	3	0	100%	100%	110, 105	
C.ME.100653	Radiator Hatch (Albany) - P42	0	0	0	0	1	1	0%	0%		
C.ME.100653	Equipment Blowers (Albany) - P42	3	0	0	3	3	0	100%	100%		
C.ME.100653	Air Compressor - P32	0	0	0	0	2	2	0%	0%		
C.ME.100653	Equipment Blowers (Albany) - P32	5	0	0	5	6	1	120%	120%		
C.ME.100653	COT&S (Albany) - P32	9	0	0	9	10	1	111%	111%		
C.ME.100653	10 Year Truck (Albany) - P32	6	0	0	6	5	(1)	83%	83%		
C.ME.100653	Injectors (Albany) - P32	5	0	0	5	7	2	140%	140%		
C.ME.100653	Compressor Blower (Albany) - P32	3	0	0	3	3	0	100%	100%		
C.ME.100653	Radiator Fans (Albany) - P32	5	0	0	5	4	(1)	80%	80%		
C.ME.100653	Radiator Hatch (Albany) - P32	0	0	0	0	1	1	0%	0%		
C.ME.100653	Engine (Albany) - P32	0	0	0	0	1	1	0%	0%		
C.ME.100653	HVAC (Albany) - P32	0	0	0	0	2	2	0%	0%		
	TOTAL LCPM	499	34	36	499	514	15	103%	103%		

**B**

# **LEGISLATIVE REPORT**

# Status of FY2016 Transportation Appropriations Bill

Current to September 30, 2015



## Background:

- The Obama Administration released its Fiscal 2016 appropriations proposals on February 2. As in some past years, the Administration proposes a restructuring of passenger rail programs within the DOT budget. There would be a National High Performance Rail System, totaling \$4.775 billion in Fiscal 2016, drawing from a proposed Transportation Trust Fund. Of that, \$2.450 billion would be for Current Passenger Rail Service, divided into categories that include Amtrak business lines: Northeast Corridor (\$550 million), State Corridors (\$225 million), Long Distance (\$850 million), National Assets/Debt/PTC (\$475 million), Stations ADA Compliance (\$350 million). Beyond Amtrak, \$2.325 billion would go to a Rail Service Investment Program for corridor improvements, PTC (commuter rail), and other improvements.
- Amtrak submitted its Fiscal 2016 appropriations request on February 17. The request is \$1.445 billion, which includes \$732 million for operations (\$93 million for State Corridors and \$639 million for Long Distance), \$544 million for capital (\$152 million for NEC, \$95 million for State Corridors, \$291 million for Long Distance, \$5 million for corporate needs), \$160 million for debt service, \$9 million for FRA capital oversight. The request envisions transferring \$367 million in NEC operating profit to NEC capital and \$77 million in corporate operating profit to corporate capital needs, instead of to general operations as in past years, so the net operating loss is forecast to be \$289 million.
- The Transportation, Housing and Urban Development Subcommittee of the House Appropriations Committee on April 29 approved a Fiscal 2016 appropriations bill. The bill includes \$1.139 billion for Amtrak, of which \$289 million is for operations and \$850 million for capital. The capital amount includes \$160 million for debt service, \$50 million for ADA projects, \$20 million for operating (if necessary). The bill also provides \$24 million for Amtrak Office of Inspector General.
- The House Appropriations Committee approved the Fiscal 2016 appropriations bill, H.R.257, that had been approved at the subcommittee level on April 29. There was no change to the Amtrak amounts. House Report 114-129 was issued.
- H.R.2577 was passed by the House on June 9, 216-210. The Amtrak amount had been changed by amendment on June 3 (Rep. Dent), adding \$9 million for inward-facing cameras in locomotives, bringing total to \$1.148 million.
- The Transportation, Housing and Urban Development Subcommittee of the Senate Appropriations Committee on June 23 approved its version of H.R.2577, Fiscal 2016 appropriations. The bill includes \$1.407 billion for Amtrak, of which \$289 million is for operations, \$1.102 billion for capital, and \$17 million for NEC programs (taken from prior year, unobligated funding). The bill also provides \$24 million for Amtrak Office of Inspector General. The bill was approved by the full Appropriations Committee on June 25 and Senate Report 114-75 was issued.
- H.R.719, the FY16 Continuing Appropriations Resolution, funded federal programs at the same level as FY15, less 0.2108% in across-the-board cuts. Amtrak is funded at an annualized rate of \$1.387 billion. The Continuing Resolution was enacted on September 30 as P.L.114-53 and runs through December 11.

Summary and Status of Legislation Impacting Amtrak - 114th Congress

Bill Number	Title/Sponsor	Co-Sponsors	Summary	Legislative Action to Date
H.Res.10	Transportation Security Rep. Sheila Jackson Lee (D-TX)	0	Resolves that the Transportation Security Administration should continue efforts to improve transportation security, including on rail systems, and continuing development of the National Explosives Detection Canine Team Program.	<u>1/6/2015</u> Referred to Committee on Homeland Security.
H.R. 198	Multimodal Opportunities Via Enhanced Freight Act of 2015 Rep. Albio Sires (D-NJ)	4	Changes federal law in terms of rail freight policy and creates a grant program that includes a "a planned and coordinated multimodal freight and passenger transportation network" centered on major airports.	<u>1/7/2015</u> Referred to Committee on Transportation and Infrastructure.
H.R.354	Blocking Grade Crossings Rep. Sean Duffy (R-WI)	2	Imposes a civil penalty against a railroad carrier when a shift change of train employees causes a blockage of vehicular traffic at a grade crossing, \$10,000 per hour.	<u>1/14/2015</u> Referred to Committee on Transportation and Infrastructure.
H.R.390	Moving Obstructed Trains In-between Openings Now (MOTION) Act Rep. James Sensenbrenner (R-WI)	5	Allows railroad employees to remain on duty to move trains that are obstructing highway grade crossings.	<u>1/14/2015</u> Referred to Committee on Transportation and Infrastructure.
S.268	Rebuild America Act of 2015 Sen. Bernard Sanders (I-VT)	1	Authorizes federal grants for a range of infrastructure and transportation programs, with a reduced state/local match (where one is now required). It authorizes \$15 billion a year (2015-2019) for (a) funding Amtrak under terms laid out in PRIIA, (b) capital grants to states or states/Amtrak (for congestion mitigation) to improve passenger rail, particularly high-speed rail, (c) fixed-guideway transit.	<u>1/27/2015</u> Referred to Committee on Banking, Housing, and Urban Affairs.
H.R.674	Pets on Trains Act of 2015 Rep. Jeff Denham (R-CA)	28	Requires Amtrak to propose a pet policy that allows passengers to transport domesticated cats and dogs on certain Amtrak trains.	<u>2/3/2015</u> Referred to Committee on Transportation and Infrastructure.
H.R.705	Rail Crossings Safety Improvement Act Rep. Sean Patrick Maloney (D-NY)	1	Reauthorizes appropriations for FY2016-19, \$100 million a year, for capital grants to states for rail line relocation and improvement projects.	<u>2/5/2015</u> Referred to Committee on Transportation and Infrastructure.
S.391	National Right-to-Work Act Sen. Rand Paul (R-KY)	16	Amends the National Labor Relations Act and the Railway Labor Act to repeal those provisions that permit employers, pursuant to a collective bargaining agreement that is a union security agreement, to require employees to join a union as a condition of employment.	<u>2/5/2015</u> Referred to Committee on Health, Education, Labor, and Pensions
H.R.749	Passenger Rail Reform and Investment Act of 2015 Rep. Bill Shuster (R-PA)	12	Reauthorizes Amtrak for four years. Funding levels are lower than in PRIIA of 2008 but somewhat above recent appropriations. Funding would be divided between "Northeast Corridor" and "National Network" accounts. Amtrak could move funds between accounts subject to a notification process. Authorizes \$300 million a year in state matching capital grants for passenger rail, half for the NEC. Creates an advisory committee for state corridors. Requires Amtrak to hire a consultant to study all Amtrak services. Requires FRA to conduct competitive pilot program on one or two Amtrak routes. Amtrak must eliminate Food and Beverage losses without reducing employee levels.	<u>2/5/2015</u> Referred to Committee on Transportation and Infrastructure <u>2/26/2015</u> Approved by Committee on Transportation and Infrastructure and House Report 114-30 released <u>3/4/2015</u> <b>Approved by House, as amended, 316-101</b>
H.R.946	Commuter Rail Passenger Safety Act Rep. Sean Patrick Maloney (D-NY)	1	Amends the Railroad Revitalization and Regulatory Reform Act of 1976 to make the installing of positive train control systems eligible for railroad rehabilitation and improvement direct loans and loan guarantees.	<u>2/13/2015</u> Referred to Committee on Transportation and Infrastructure.
S.532	Highway-Rail Grade Crossing Safety Act of 2015 Sen. Richard Blumenthal (D-CT)	3	Reauthorizes appropriations for FY2016-19, \$25 million a year, for capital grants to states for rail line relocation and improvement projects, \$50 million a year for Sec. 130 Railway-Highway Crossings Program, \$100 million a year for Chapter 225 Highway-Rail Grade Crossing Safety Grants Program.	<u>2/23/2015</u> Referred to Committee on Commerce, Science, and Transportation
H.R.1291	Highway-Rail Grade Crossing Safety Act of 2015 Rep. Elizabeth Esty (D-CT)	4	Reauthorizes appropriations for FY2016-19, \$100 million a year, for capital grants to states for rail line relocation and improvement projects, \$50 million a year for Sec. 130 Railway-Highway Crossings Program, \$100 million a year for Chapter 225 Highway-Rail Grade Crossing Safety Grants Program.	<u>3/4/2015</u> Referred to Committee on Transportation and Infrastructure.
S.650	Railroad Safety and Positive Train Control Extension Act Sen. Roy Blunt (R-MO)	12	Extends deadline for Positive Train Control implementation to 2020, extendable by US DOT in one-year increments to 2022.	<u>3/4/2015</u> Referred to Committee on Commerce, Science, and Transportation <u>3/25/2015</u> Reported favorably from Committee on Commerce, Science, and Transportation with amendment in nature of substitute
S.769	Track, Railroad, and Infrastructure Network Act Sen. Roy Blunt (R-MO)	3	Improvements to rail and transit lines or elements of them (except stations) shall not be considered a use of a historic site.	<u>3/18/2015</u> Referred to Committee on Commerce, Science, and Transportation
S.797	Railroad Infrastructure Financing Improvement Act Sen. Cory Booker (D-NJ)	3	Makes changes to the Railroad Rehabilitation and Improvement Financing Program (RRIF) to streamline process for loans or loan guarantees to passenger rail projects	<u>3/19/2015</u> Referred to Committee on Commerce, Science, and Transportation

Summary and Status of Legislation Impacting Amtrak - 114th Congress

S.1006	Positive Train Control Safety Act Sen. Dianne Feinstein (D-CA)	7	Allows US DOT to extend deadline, on case by case basis, for Positive Train Control implementation in one-year increments to 2018. Requires DOT to create a close-call reporting system.	<u>4/16/2015</u> Referred to Committee on Commerce, Science, and Transportation
S.1043	Invest in American Jobs Act of 2015 Sen. Jeff Merkley (D-OR)	3	Contains "Buy America" provisions requiring Amtrak and other programs using federal funding to use only steel, iron, or other manufactured goods produced in the United States.	<u>4/22/2015</u> Referred to Committee on Commerce, Science, and Transportation
H.R.2021	Prohibiting use of federal funds for Amtrak Rep. Matt Salmon (R-AZ)	0	Prohibits use of federal funds for Amtrak.	<u>4/23/2015</u> Referred to Committee on Transportation and Infrastructure.
S.1087	Pets on Trains Act Sen. Sheldon Whitehouse (D-RI)	2	Requires Amtrak to propose a pet policy that allows passengers to transport domesticated cats and dogs on certain Amtrak trains.	<u>4/27/2015</u> Referred to Committee on Commerce, Science, and Transportation
H.R.2577	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016 Rep. Mario Diaz-Balart (R-FL)	0	Making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2016, and for other purposes. Includes \$1.148 billion for Amtrak.	<u>4/29/2015</u> Approved by appropriations subcommittee. <u>5/13/2015</u> Approved by full committee; H.Rept. 114-129. <u>6/9/2015</u> <b>Approved by House, as amended, 216-210</b>
H.R.2410	GROW AMERICA Act Rep. Peter DeFazio (D-OR)	60	Authorizes federal surface transportation programs. Includes a Rail for America Act title that defines and authorizes a National High-Performance Rail System through 2021, with authorized funding of about \$2.3 billion a year for current services (Amtrak, Positive Train Control, ADA) and about \$2.4 billion a year for service improvement. Amtrak is required to provide annual, five-year business and capital assets plans. Multi-state authorities for corridor services are authorized.	<u>5/19/2015</u> Referred to several committees.
S.1360	Liability Limitations for Passenger Train Accidents Sen. Bill Nelson (D-FL)	4	Changes the current \$200 million cap, per incident, for passenger railroad accidents or incidents to \$500 million. Requires US DOT to change cap annually to reflect inflation.	<u>5/18/2015</u> Referred to Committee on Commerce, Science, and Transportation
H.R.2577 (Senate version)	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2016 Sen. Susan Collins (R-ME)	0	Making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2016, and for other purposes. Includes \$1.407 billion for Amtrak.	<u>6/23/2015</u> Approved by appropriations subcommittee. <u>6/25/2015</u> Approved by full committee; S.Rept.114-75.
S.1626	Railroad Reform, Enhancement, and Efficiency Act Sen. Roger Wicker (R-MS)	1	Reauthorizes Amtrak for four years. Funding levels are somewhat lower than in PRIA of 2008 but above recent appropriations. Funding would be divided between "Northeast Corridor", "State-supported", "long-distance", and "other national network" accounts. Amtrak may allocate federal grants among the four accounts, but certain other revenues must be placed into designated accounts. Authorizes capital grants and competitive operating grants for corridors. Creates an advisory committee for state corridors. Requires Amtrak to hire a consultant to study all Amtrak services. Requires FRA to conduct competitive pilot program on one or two Amtrak routes. Amtrak must eliminate Food and Beverage losses without reducing employee levels. Requires a pet carriage pilot program. Establishes geographical requirements for Amtrak Board members. Solicits performance-based proposals for corridors. Includes a rail safety title that requires passenger rail carriers to identify locations with high risk of overspeed derailment, authorizes safety grants. Raises insurance cap to \$295 million, retroactively.	<u>6/18/2015</u> Referred to Committee on Commerce, Science, and Transportation <u>6/25/2015</u> Approved by full committee.
S.1647	Developing a Reliable and Innovative Vision for the Economy Act of 2015 Sen. James Inhofe (R-OK)	3	Authorizes federal surface transportation programs.	<u>6/23/2015</u> Referred to Committee on Environment and Public Works <u>7/15/2015</u> Reported by Committee, with amendments, S.Rept.114-80.
S.1732	Comprehensive Transportation and Consumer Protection Act of 2015 Sen. John Thune (R-SD)	2	Authorizes federal surface transportation programs. Incorporates Amtrak authorization language contained in S.1626 (above).	<u>7/9/2015</u> Referred to Committee on Commerce, Science, and Transportation <u>7/15/2015</u> Reported by Committee (with amendment in nature of substitute)
H.R.22	Developing a Reliable and Innovative Vision for the Economy Act of 2015 Rep. Rodney Davis (R-IL)	118	Started as a House measure to exempt certain federal employees from the Patient Protection and Affordable Care Act. Amended in Senate to authorize federal surface transportation programs. Incorporates surface transportation language (S.1647 above) and Amtrak reauthorization (S.1626 above).	<u>1/6/2015</u> Introduced; approved by House 412-0. <u>2/12/2015</u> Reported by Senate Committee on Finance (S.Rept.114-3). <u>7/30/2015</u> Amended and renamed by Senate; approved by Senate 65-34.
H.R.719	Continuing Appropriations Act, 2016 Rep. John Katko (R-NY)	4	Started as a House measure involving criminal inspector positions at the Transportation Security Administration. Making appropriations for federal programs through December 11, 2015, and for other purposes. Includes \$1.387 billion for Amtrak, on an annualized basis (including across-the-board cut of 0.2108%).	<u>9/30/2015</u> H.R.719 amended in Senate to include Continuing Resolution (SA2689) and adopted, 77-11. <u>9/30/2015</u> House approved amended version of H.R.719, 277-151. <u>9/30/2015</u> <b>Enacted as P.L.114-53.</b>

**C**

**ROUTE PERFORMANCE  
REPORT**

# National Railroad Passenger Corporation (Amtrak)

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

### September 2015 YTD - Preliminary and Unaudited

Route Performance Results Exclude Depreciation and Interest.

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

Northeast Corridor Trains		Total Revenue	Total Costs excl. OPEB's, PRJ, APT Asset Allocation and IG Costs	Contribution / (Loss) excl. OPEB's, PRJ, APT Asset Allocation & IG	OPEB's, PRJ & IG	Contribution / (Loss) before APT Asset Allocation	APT Asset Allocation*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT01	Acela	\$599.2	\$302.8	\$296.4	\$8.5	\$288.0	n/a	\$288.0	43.8	27.6
RT05	Northeast Regional	\$633.1	\$444.9	\$188.1	\$13.0	\$175.1	n/a	\$175.1	13.6	6.9
RT99	NEC Special Trains	\$2.1	\$7.4	(\$5.3)	\$0.2	(\$5.5)	n/a	(\$5.5)	(197.4)	(91.2)
Total		\$1,234.3	\$755.1	\$479.2	\$21.6	\$457.6	n/a	\$457.6	23.5	12.8

State Supported and Other Short Distance Corridor Trains		Total Revenue	Total Costs excl. OPEB's, PRJ, APT Asset Allocation and IG Costs	Contribution / (Loss) excl. OPEB's, PRJ, APT Asset Allocation & IG	OPEB's, PRJ & IG	Contribution / (Loss) before APT Asset Allocation	APT Asset Allocation*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT03	Ethan Allen Express	\$5.7	\$7.1	(\$1.4)	\$0.1	(\$1.5)	n/a	(\$1.5)	(14.8)	(5.9)
RT04	Vermont	\$11.1	\$9.2	\$1.9	\$0.2	\$1.7	n/a	\$1.7	6.7	3.0
RT07	Maple Leaf	\$36.7	\$36.1	\$0.6	\$0.7	(\$0.1)	n/a	(\$0.1)	(0.1)	(0.0)
RT09	The Downeaster	\$12.2	\$15.2	(\$3.0)	\$0.4	(\$3.5)	n/a	(\$3.5)	(10.1)	(2.9)
RT12	New Haven - Springfield	\$20.4	\$24.7	(\$4.3)	\$1.3	(\$5.6)	n/a	(\$5.6)	(18.5)	(8.4)
RT14	Keystone Service	\$46.7	\$54.2	(\$7.5)	\$1.8	(\$9.3)	n/a	(\$9.3)	(7.8)	(3.1)
RT15	Empire Service	\$53.8	\$63.9	(\$10.2)	\$1.6	(\$11.8)	n/a	(\$11.8)	(8.5)	(3.0)
RT20	Chicago-St.Louis	\$34.1	\$37.3	(\$3.2)	\$0.9	(\$4.0)	n/a	(\$4.0)	(4.1)	(1.7)
RT21	Hiawathas	\$20.8	\$24.0	(\$3.2)	\$0.6	(\$3.8)	n/a	(\$3.8)	(5.9)	(2.2)
RT22	Wolverines	\$55.2	\$60.3	(\$5.2)	\$1.1	(\$6.3)	n/a	(\$6.3)	(6.4)	(3.2)
RT23	Illini	\$15.4	\$19.6	(\$4.2)	\$0.4	(\$4.7)	n/a	(\$4.7)	(8.9)	(4.0)
RT24	Illinois Zephyr	\$14.5	\$17.1	(\$2.6)	\$0.3	(\$2.9)	n/a	(\$2.9)	(8.4)	(3.2)
RT29	Heartland Flyer	\$6.6	\$7.4	(\$0.8)	\$0.2	(\$1.0)	n/a	(\$1.0)	(8.1)	(3.3)
RT35	Pacific Surfliner	\$106.0	\$124.2	(\$18.1)	\$1.3	(\$19.4)	n/a	(\$19.4)	(7.9)	(2.5)
RT36	Cascades	\$61.1	\$68.6	(\$7.6)	\$0.5	(\$8.1)	n/a	(\$8.1)	(6.8)	(3.6)
RT37	Capitol	\$60.0	\$74.1	(\$14.0)	\$1.2	(\$15.2)	n/a	(\$15.2)	(15.4)	(4.0)
RT39	San Joaquins	\$79.2	\$89.6	(\$10.5)	\$1.0	(\$11.5)	n/a	(\$11.5)	(7.0)	(2.6)
RT40	Adirondack	\$12.9	\$13.1	(\$0.2)	\$0.3	(\$0.4)	n/a	(\$0.4)	(1.0)	(0.8)
RT41	Blue Water	\$10.6	\$13.4	(\$2.8)	\$0.3	(\$3.2)	n/a	(\$3.2)	(8.7)	(3.8)
RT46	Washington-Lynchburg	\$11.9	\$8.6	\$3.3	\$0.3	\$3.0	n/a	\$3.0	7.0	4.8
RT47	Washington-Newport News	\$25.2	\$18.7	\$6.5	\$0.5	\$6.0	n/a	\$6.0	7.6	5.1
RT50	Washington - Norfolk	\$9.7	\$9.4	\$0.4	\$0.3	\$0.0	n/a	\$0.0	0.1	0.0
RT51	Washington - Richmond	\$10.1	\$9.1	\$1.0	\$0.3	\$0.7	n/a	\$0.7	2.5	1.1
RT54	Hoosier State	\$3.2	\$5.6	(\$2.4)	\$0.2	(\$2.7)	n/a	(\$2.7)	(58.3)	(23.1)
RT56	Kansas City-St.Louis	\$12.6	\$15.3	(\$2.7)	\$0.3	(\$2.9)	n/a	(\$2.9)	(8.9)	(3.7)
RT57	Pennsylvanian	\$13.7	\$16.7	(\$3.0)	\$0.7	(\$3.6)	n/a	(\$3.6)	(6.7)	(4.5)
RT65	Pere Marquette	\$6.2	\$8.0	(\$1.8)	\$0.2	(\$2.0)	n/a	(\$2.0)	(13.4)	(7.2)
RT66	Carollian	\$22.7	\$21.6	\$1.1	\$0.5	\$0.6	n/a	\$0.6	0.7	0.5
RT67	Piedmont	\$6.6	\$8.5	(\$1.9)	\$0.1	(\$2.0)	n/a	(\$2.0)	(11.4)	(5.1)
RT96	Non NEC Special Trains	\$2.9	\$3.3	(\$0.4)	\$0.1	(\$0.4)	n/a	(\$0.4)	(14.0)	(8.8)
Total		\$787.9	\$884.0	(\$96.1)	\$17.6	(\$113.8)	n/a	(\$113.8)	(5.9)	(2.4)

Long Distance Trains		Total Revenue	Total Costs excl. OPEB's, PRJ, APT Asset Allocation and IG Costs	Contribution / (Loss) excl. OPEB's, PRJ, APT Asset Allocation & IG	OPEB's, PRJ & IG	Contribution / (Loss) before APT Asset Allocation	APT Asset Allocation*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT16	Silver Star	\$36.8	\$76.7	(\$39.9)	\$1.6	(\$41.5)	n/a	(\$41.5)	(21.0)	(12.9)
RT18	Cardinal	\$8.4	\$23.7	(\$15.3)	\$0.4	(\$15.7)	n/a	(\$15.7)	(37.5)	(20.5)
RT19	Silver Meteor	\$41.2	\$73.1	(\$31.9)	\$1.4	(\$33.3)	n/a	(\$33.3)	(15.3)	(9.6)
RT25	Empire Builder	\$56.2	\$110.3	(\$54.1)	\$2.2	(\$56.3)	n/a	(\$56.3)	(17.8)	(9.0)
RT26	Capitol Limited	\$21.4	\$48.0	(\$26.7)	\$0.9	(\$27.5)	n/a	(\$27.5)	(26.2)	(17.1)
RT27	California Zephyr	\$55.3	\$115.6	(\$60.2)	\$2.2	(\$62.4)	n/a	(\$62.4)	(20.9)	(12.1)
RT28	Southwest Chief	\$49.8	\$100.9	(\$51.1)	\$1.8	(\$52.9)	n/a	(\$52.9)	(16.3)	(10.4)
RT30	City of New Orleans	\$21.9	\$45.8	(\$24.0)	\$0.7	(\$24.7)	n/a	(\$24.7)	(22.7)	(14.1)
RT32	Texas Eagle	\$27.7	\$58.7	(\$31.0)	\$0.9	(\$31.9)	n/a	(\$31.9)	(19.0)	(12.6)
RT33	Sunset Limited	\$13.4	\$46.5	(\$33.1)	\$0.8	(\$34.0)	n/a	(\$34.0)	(42.4)	(20.5)
RT34	Coast Starlight	\$46.5	\$90.9	(\$44.5)	\$1.4	(\$45.9)	n/a	(\$45.9)	(20.9)	(13.1)
RT45	Lake Shore Limited	\$32.5	\$67.5	(\$35.1)	\$1.5	(\$36.6)	n/a	(\$36.6)	(21.6)	(12.6)
RT48	Palmetto	\$18.0	\$29.3	(\$11.3)	\$0.8	(\$12.1)	n/a	(\$12.1)	(14.6)	(6.4)
RT52	Crescent	\$33.7	\$74.1	(\$40.4)	\$1.5	(\$41.9)	n/a	(\$41.9)	(27.7)	(14.4)
RT63	Auto Train	\$82.5	\$78.7	\$3.8	\$1.2	\$2.7	n/a	\$2.7	1.1	0.8
Total		\$545.3	\$1,040.0	(\$494.8)	\$19.3	(\$514.0)	n/a	(\$514.0)	(18.9)	(11.1)

Total National Train System	\$2,567.5	\$2,679.2	(\$111.7)	\$58.5	(\$170.2)	n/a	(\$170.2)	(2.6)	(1.3)
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\* 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	\$2,589.7	\$2,759.9	(\$170.2)
Ancillary Customers	\$421.1	\$411.2	\$9.9
Freight and Other Customers	\$141.9	\$349.1	(\$207.1)
Depreciation, net	\$0.0	\$791.6	(\$791.6)
Operating Results	\$3,152.8	\$4,311.8	(\$1,159.0)
Interest Expense, net	\$0.0	\$61.7	(\$61.7)
State Capital Payments	\$53.2	\$0.0	\$53.2
Net Results	\$3,206.0	\$4,373.5	(\$1,167.5)

#### Notes:

- This report is being produced using the Amtrak Performance Tracking system, which allocates costs to all customers, including freight and commuter railroads. This report reflects the information as it existed in the general ledger at the time it was produced. Future changes to the general ledger data may affect the placement of data within this report. Project (PRJ) related costs are excluded from this fully allocated report because they are paid for with Capital funding. An APT Asset Allocation 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)

### September 2014 YTD - Preliminary and Unaudited

Route Performance Results Exclude Depreciation and Interest.

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

Northeast Corridor Trains		Total Revenue	Total Costs excl. OPEB's, PRJ, APT Asset Allocation and IG Costs	Contribution / (Loss) excl. OPEB's, PRJ, APT Asset Allocation & IG	OPEB's, PRJ & IG	Contribution / (Loss) before APT Asset Allocation	APT Asset Allocation*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT01	Acela	\$602.9	\$290.5	\$312.4	\$6.4	\$306.0	n/a	\$306.0	45.6	29.3
RT05	Northeast Regional	\$624.3	\$440.6	\$183.8	\$9.0	\$174.8	n/a	\$174.8	13.9	7.3
RT99	NEC Special Trains	\$2.1	\$4.5	(\$2.5)	\$0.1	(\$2.5)	n/a	(\$2.5)	(80.6)	(27.2)
Total		\$1,229.3	\$735.6	\$493.7	\$15.5	\$478.2	n/a	\$478.2	24.8	13.8

State Supported and Other Short Distance Corridor Trains		Total Revenue	Total Costs excl. OPEB's, PRJ, APT Asset Allocation and IG Costs	Contribution / (Loss) excl. OPEB's, PRJ, APT Asset Allocation & IG	OPEB's, PRJ & IG	Contribution / (Loss) before APT Asset Allocation	APT Asset Allocation*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT03	Ethan Allen Express	\$5.1	\$5.5	(\$0.4)	\$0.1	(\$0.5)	n/a	(\$0.5)	(4.7)	(2.0)
RT04	Vermont	\$11.0	\$9.8	\$1.1	\$0.2	\$0.9	n/a	\$0.9	3.8	1.7
RT07	Maple Leaf	\$29.4	\$29.0	\$0.4	\$0.7	(\$0.3)	n/a	(\$0.3)	(0.2)	(0.1)
RT09	The Downeaster	\$13.8	\$15.5	(\$1.7)	\$0.3	(\$2.0)	n/a	(\$2.0)	(4.7)	(1.6)
RT12	New Haven - Springfield	\$20.3	\$24.9	(\$4.6)	\$0.5	(\$5.2)	n/a	(\$5.2)	(16.1)	(7.7)
RT14	Keystone Service	\$46.0	\$51.5	(\$5.6)	\$0.9	(\$6.5)	n/a	(\$6.5)	(5.5)	(2.3)
RT15	Empire Service	\$51.6	\$56.4	(\$4.8)	\$1.4	(\$6.2)	n/a	(\$6.2)	(4.6)	(1.7)
RT20	Chicago-St.Louis	\$34.5	\$36.5	(\$2.0)	\$0.8	(\$2.8)	n/a	(\$2.8)	(2.5)	(1.2)
RT21	Hiawathas	\$22.4	\$24.0	(\$1.7)	\$0.5	(\$2.2)	n/a	(\$2.2)	(3.4)	(1.3)
RT22	Wolverines	\$31.1	\$37.7	(\$6.6)	\$0.9	(\$7.5)	n/a	(\$7.5)	(7.5)	(3.6)
RT23	Illini	\$16.5	\$19.5	(\$3.0)	\$0.4	(\$3.4)	n/a	(\$3.4)	(6.0)	(2.6)
RT24	Illinois Zephyr	\$13.9	\$16.0	(\$2.1)	\$0.3	(\$2.4)	n/a	(\$2.4)	(6.9)	(2.6)
RT29	Heartland Flyer	\$7.3	\$9.1	(\$1.8)	\$0.2	(\$2.0)	n/a	(\$2.0)	(14.6)	(6.1)
RT35	Pacific Surfliner	\$101.7	\$121.9	(\$20.1)	\$2.2	(\$22.3)	n/a	(\$22.3)	(9.6)	(2.9)
RT36	Cascades	\$60.6	\$66.8	(\$6.2)	\$1.2	(\$7.5)	n/a	(\$7.5)	(6.1)	(3.5)
RT37	Capitol	\$59.1	\$68.7	(\$9.6)	\$1.3	(\$10.9)	n/a	(\$10.9)	(11.4)	(2.9)
RT39	San Joaquins	\$82.1	\$84.8	(\$2.7)	\$1.3	(\$4.1)	n/a	(\$4.1)	(2.5)	(1.0)
RT40	Adirondack	\$12.5	\$12.4	\$0.2	\$0.3	(\$0.1)	n/a	(\$0.1)	(0.3)	(0.2)
RT41	Blue Water	\$12.3	\$13.5	(\$1.3)	\$0.3	(\$1.6)	n/a	(\$1.6)	(4.0)	(1.9)
RT46	Washington-Lynchburg	\$12.0	\$8.0	\$4.0	\$0.2	\$3.8	n/a	\$3.8	9.0	6.3
RT47	Washington-Newport News	\$24.9	\$18.3	\$6.6	\$0.4	\$6.2	n/a	\$6.2	8.1	5.6
RT50	Washington - Norfolk	\$9.2	\$7.7	\$1.5	\$0.2	\$1.3	n/a	\$1.3	4.8	1.7
RT51	Washington - Richmond	\$10.3	\$12.0	(\$1.7)	\$0.3	(\$2.0)	n/a	(\$2.0)	(6.7)	(2.0)
RT54	Hoosier State	\$3.1	\$5.9	(\$2.8)	\$0.1	(\$2.9)	n/a	(\$2.9)	(55.2)	(26.6)
RT56	Kansas City-St.Louis	\$13.6	\$15.5	(\$1.9)	\$0.3	(\$2.2)	n/a	(\$2.2)	(6.3)	(2.8)
RT57	Pennsylvanian	\$13.1	\$16.5	(\$3.4)	\$0.3	(\$3.8)	n/a	(\$3.8)	(6.9)	(4.4)
RT65	Pere Marquette	\$5.5	\$7.3	(\$1.8)	\$0.2	(\$1.9)	n/a	(\$1.9)	(12.7)	(6.9)
RT66	Carollian	\$22.7	\$20.2	\$2.5	\$0.4	\$2.1	n/a	\$2.1	2.4	1.9
RT67	Piedmont	\$6.5	\$8.0	(\$1.4)	\$0.2	(\$1.6)	n/a	(\$1.6)	(8.6)	(3.8)
RT96	Non NEC Special Trains	\$2.7	\$2.6	\$0.1	\$0.0	\$0.0	n/a	\$0.0	1.0	0.7
Total		\$754.6	\$825.4	(\$70.8)	\$16.4	(\$87.2)	n/a	(\$87.2)	(4.4)	(1.9)

Long Distance Trains		Total Revenue	Total Costs excl. OPEB's, PRJ, APT Asset Allocation and IG Costs	Contribution / (Loss) excl. OPEB's, PRJ, APT Asset Allocation & IG	OPEB's, PRJ & IG	Contribution / (Loss) before APT Asset Allocation	APT Asset Allocation*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT16	Silver Star	\$41.1	\$79.8	(\$38.7)	\$1.7	(\$40.4)	n/a	(\$40.4)	(19.6)	(12.2)
RT18	Cardinal	\$8.6	\$23.6	(\$15.0)	\$0.5	(\$15.5)	n/a	(\$15.5)	(34.9)	(19.1)
RT19	Silver Meteor	\$44.2	\$72.8	(\$28.7)	\$1.6	(\$30.3)	n/a	(\$30.3)	(14.0)	(9.0)
RT25	Empire Builder	\$60.2	\$111.6	(\$51.4)	\$2.9	(\$54.3)	n/a	(\$54.3)	(16.7)	(7.8)
RT26	Capitol Limited	\$22.9	\$48.0	(\$25.1)	\$1.0	(\$26.1)	n/a	(\$26.1)	(23.3)	(15.7)
RT27	California Zephyr	\$55.5	\$116.2	(\$60.7)	\$2.7	(\$63.4)	n/a	(\$63.4)	(21.4)	(12.5)
RT28	Southwest Chief	\$49.1	\$109.1	(\$60.0)	\$2.3	(\$62.3)	n/a	(\$62.3)	(20.5)	(12.9)
RT30	City of New Orleans	\$22.2	\$46.6	(\$24.5)	\$0.9	(\$25.3)	n/a	(\$25.3)	(22.8)	(14.5)
RT32	Texas Eagle	\$27.3	\$57.9	(\$30.6)	\$1.3	(\$31.9)	n/a	(\$31.9)	(19.5)	(13.2)
RT33	Sunset Limited	\$14.2	\$50.1	(\$35.9)	\$1.0	(\$37.0)	n/a	(\$37.0)	(42.6)	(22.2)
RT34	Coast Starlight	\$47.5	\$99.3	(\$51.8)	\$2.1	(\$53.9)	n/a	(\$53.9)	(23.7)	(14.8)
RT45	Lake Shore Limited	\$34.3	\$64.9	(\$30.6)	\$1.5	(\$32.1)	n/a	(\$32.1)	(16.9)	(10.1)
RT48	Palmetto	\$18.3	\$28.2	(\$10.0)	\$0.6	(\$10.6)	n/a	(\$10.6)	(12.9)	(5.8)
RT52	Crescent	\$35.8	\$80.7	(\$44.9)	\$1.5	(\$46.4)	n/a	(\$46.4)	(29.1)	(15.8)
RT63	Auto Train	\$80.7	\$83.1	(\$2.4)	\$1.9	(\$4.3)	n/a	(\$4.3)	(1.8)	(1.3)
Total		\$561.8	\$1,072.1	(\$510.3)	\$23.4	(\$533.7)	n/a	(\$533.7)	(19.3)	(11.4)

Total National Train System	\$2,545.7	\$2,633.1	(\$87.4)	\$55.3	(\$142.7)	n/a	(\$142.7)	(2.1)	(1.1)
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\* 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	\$2,545.7	\$2,688.4	(\$142.7)
Ancillary Customers	\$437.1	\$487.8	(\$50.7)
Freight and Other Customers	\$195.2	\$380.2	(\$185.0)
Depreciation, net	\$0.0	\$739.3	(\$739.3)
Operating Results	\$3,178.1	\$4,295.8	(\$1,117.7)
Interest Expense, net	\$0.0	\$38.3	(\$38.3)
State Capital Payments	\$61.9	\$0.0	\$61.9
Net Results	\$3,240.0	\$4,334.0	(\$1,094.0)

#### Notes:

- This report is being produced using the Amtrak Performance Tracking system, which allocates costs to all customers, including freight and commuter railroads. This report reflects the information as it existed in the general ledger at the time it was produced. Future changes to the general ledger data may affect the placement of data within this report. Project (PRJ) related costs are excluded from this fully allocated report because they are paid for with Capital funding.

An APT Asset Allocation is under development and will be allocated to routes and included in this report when available.

FY14 amounts do not reflect the impact of restatement adjustments - see Note 2 to Amtrak's Audited Financial Statements for the year ended September 30, 2013. FY14 does not contain all audit adjustments.

# National Railroad Passenger Corporation (Amtrak)

## Financial Performance of Routes - Fully allocated overhead, excluding Depreciation and Interest

### September 2015 YTD - Preliminary and Unaudited vs. September 2014 YTD - Preliminary and Unaudited Variances

Route Performance Results Exclude Depreciation and Interest.

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

Northeast Corridor Trains		Total Revenue	Total Costs excl. OPEB's, PRJ, APT Asset Allocation and IG Costs	Contribution / (Loss) excl. OPEB's, PRJ, APT Asset Allocation & IG	OPEB's, PRJ & IG	Contribution / (Loss) before APT Asset Allocation	APT Asset Allocation*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT01	Acela	(\$3.7)	(\$12.3)	(\$16.0)	(\$2.1)	(\$18.0)	n/a	(\$18.0)	(1.8)	(1.7)
RT05	Northeast Regional	\$8.7	(\$4.4)	\$4.4	(\$4.0)	\$0.4	n/a	\$0.4	(0.3)	(0.4)
RT99	NEC Special Trains	\$0.0	(\$2.9)	(\$2.8)	(\$0.1)	(\$2.9)	n/a	(\$2.9)	(116.8)	(63.9)
Total		\$5.0	(\$19.5)	(\$14.5)	(\$6.2)	(\$20.6)	n/a	(\$20.6)	(1.3)	(1.1)

State Supported and Other Short Distance Corridor Trains		Total Revenue	Total Costs excl. OPEB's, PRJ, APT Asset Allocation and IG Costs	Contribution / (Loss) excl. OPEB's, PRJ, APT Asset Allocation & IG	OPEB's, PRJ & IG	Contribution / (Loss) before APT Asset Allocation	APT Asset Allocation*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT03	Ethan Allen Express	\$0.6	(\$1.7)	(\$1.0)	\$0.0	(\$1.0)	n/a	(\$1.0)	(10.1)	(3.9)
RT04	Vermont	\$0.2	\$0.6	\$0.8	(\$0.0)	\$0.7	n/a	\$0.7	2.9	1.3
RT07	Maple Leaf	\$7.2	(\$7.1)	\$0.2	(\$0.0)	\$0.1	n/a	\$0.1	0.1	0.1
RT09	The Downeaster	(\$1.6)	\$0.3	(\$1.3)	(\$0.1)	(\$1.4)	n/a	(\$1.4)	(5.4)	(1.3)
RT12	New Haven - Springfield	\$0.1	\$0.2	\$0.3	(\$0.8)	(\$0.4)	n/a	(\$0.4)	(2.4)	(0.6)
RT14	Keystone Service	\$0.7	(\$2.7)	(\$1.9)	(\$0.8)	(\$2.8)	n/a	(\$2.8)	(2.3)	(0.8)
RT15	Empire Service	\$2.2	(\$7.5)	(\$5.4)	(\$0.2)	(\$5.6)	n/a	(\$5.6)	(3.9)	(1.3)
RT20	Chicago-St.Louis	(\$0.4)	(\$0.8)	(\$1.2)	(\$0.1)	(\$1.2)	n/a	(\$1.2)	(1.6)	(0.6)
RT21	Hiawathas	(\$1.6)	\$0.1	(\$1.5)	(\$0.1)	(\$1.6)	n/a	(\$1.6)	(2.5)	(0.9)
RT22	Wolverines	\$24.1	(\$22.6)	\$1.5	(\$0.3)	\$1.2	n/a	\$1.2	1.1	0.5
RT23	Illini	(\$1.1)	(\$0.2)	(\$1.2)	(\$0.0)	(\$1.3)	n/a	(\$1.3)	(2.9)	(1.3)
RT24	Illinois Zephyr	\$0.6	(\$1.1)	(\$0.5)	\$0.0	(\$0.5)	n/a	(\$0.5)	(1.5)	(0.6)
RT29	Heartland Flyer	(\$0.7)	\$1.7	\$1.0	(\$0.0)	\$1.0	n/a	\$1.0	6.5	2.9
RT35	Pacific Surfliner	\$4.3	(\$2.3)	\$2.0	\$0.9	\$2.9	n/a	\$2.9	1.7	0.4
RT36	Cascades	\$0.5	(\$1.9)	(\$1.4)	\$0.7	(\$0.6)	n/a	(\$0.6)	(0.8)	(0.1)
RT37	Capitolis	\$0.9	(\$5.4)	(\$4.4)	\$0.1	(\$4.3)	n/a	(\$4.3)	(4.0)	(1.1)
RT39	San Joaquins	(\$2.9)	(\$4.8)	(\$7.7)	\$0.3	(\$7.4)	n/a	(\$7.4)	(4.5)	(1.6)
RT40	Adirondack	\$0.4	(\$0.7)	(\$0.3)	\$0.0	(\$0.3)	n/a	(\$0.3)	(0.8)	(0.6)
RT41	Blue Water	(\$1.7)	\$0.1	(\$1.6)	(\$0.0)	(\$1.6)	n/a	(\$1.6)	(4.7)	(1.9)
RT46	Washington-Lynchburg	(\$0.1)	(\$0.6)	(\$0.7)	(\$0.1)	(\$0.8)	n/a	(\$0.8)	(1.9)	(1.5)
RT47	Washington-Newport News	\$0.3	(\$0.4)	(\$0.1)	(\$0.1)	(\$0.2)	n/a	(\$0.2)	(0.5)	(0.5)
RT50	Washington - Norfolk	\$0.5	(\$1.7)	(\$1.1)	(\$0.1)	(\$1.3)	n/a	(\$1.3)	(4.7)	(1.7)
RT51	Washington - Richmond	(\$0.2)	\$2.9	\$2.7	(\$0.1)	\$2.7	n/a	\$2.7	9.2	3.1
RT54	Hoosier State	\$0.1	\$0.3	\$0.4	(\$0.2)	\$0.2	n/a	\$0.2	(3.1)	3.5
RT56	Kansas City-St.Louis	(\$1.0)	\$0.3	(\$0.7)	\$0.0	(\$0.7)	n/a	(\$0.7)	(2.5)	(1.0)
RT57	Pennsylvanian	\$0.6	(\$0.2)	\$0.4	(\$0.3)	\$0.1	n/a	\$0.1	0.2	(0.1)
RT65	Pere Marquette	\$0.7	(\$0.6)	\$0.0	(\$0.0)	(\$0.0)	n/a	(\$0.0)	(0.7)	(0.2)
RT66	Carolinian	\$0.0	(\$1.4)	(\$1.4)	(\$0.1)	(\$1.5)	n/a	(\$1.5)	(1.6)	(1.4)
RT67	Piedmont	\$0.1	(\$0.5)	(\$0.5)	\$0.1	(\$0.4)	n/a	(\$0.4)	(2.8)	(1.2)
RT96	Non NEC Special Trains	\$0.3	(\$0.7)	(\$0.5)	(\$0.0)	(\$0.5)	n/a	(\$0.5)	(15.0)	(9.5)
Total		\$33.3	(\$58.6)	(\$25.3)	(\$1.2)	(\$26.5)	n/a	(\$26.5)	(1.4)	(0.5)

Long Distance Trains		Total Revenue	Total Costs excl. OPEB's, PRJ, APT Asset Allocation and IG Costs	Contribution / (Loss) excl. OPEB's, PRJ, APT Asset Allocation & IG	OPEB's, PRJ & IG	Contribution / (Loss) before APT Asset Allocation	APT Asset Allocation*	Fully Allocated Contribution / (Loss)	Fully Allocated Contribution / (Loss) per Pass Mile (cents)	Fully Allocated Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name									
RT16	Silver Star	(\$4.3)	\$3.1	(\$1.2)	\$0.1	(\$1.1)	n/a	(\$1.1)	(1.4)	(0.7)
RT18	Cardinal	(\$0.2)	(\$0.2)	(\$0.4)	\$0.1	(\$0.3)	n/a	(\$0.3)	(2.5)	(1.3)
RT19	Silver Meteor	(\$2.9)	(\$0.3)	(\$3.2)	\$0.2	(\$3.0)	n/a	(\$3.0)	(1.3)	(0.6)
RT25	Empire Builder	(\$3.9)	\$1.2	(\$2.7)	\$0.7	(\$2.1)	n/a	(\$2.1)	(1.1)	(1.2)
RT26	Capitol Limited	(\$1.6)	(\$0.0)	(\$1.6)	\$0.1	(\$1.5)	n/a	(\$1.5)	(2.9)	(1.4)
RT27	California Zephyr	(\$0.2)	\$0.7	\$0.5	\$0.5	\$0.9	n/a	\$0.9	0.4	0.4
RT28	Southwest Chief	\$0.7	\$8.2	\$8.9	\$0.5	\$9.4	n/a	\$9.4	4.2	2.6
RT30	City of New Orleans	(\$0.3)	\$0.8	\$0.5	\$0.2	\$0.7	n/a	\$0.7	0.1	0.4
RT32	Texas Eagle	\$0.4	(\$0.8)	(\$0.4)	\$0.4	(\$0.0)	n/a	(\$0.0)	0.4	0.6
RT33	Sunset Limited	(\$0.8)	\$3.6	\$2.8	\$0.2	\$3.0	n/a	\$3.0	0.2	1.7
RT34	Coast Starlight	(\$1.0)	\$8.4	\$7.3	\$0.7	\$8.1	n/a	\$8.1	2.8	1.6
RT45	Lake Shore Limited	(\$1.9)	(\$2.6)	(\$4.5)	(\$0.0)	(\$4.5)	n/a	(\$4.5)	(4.7)	(2.5)
RT48	Palmetto	(\$0.3)	(\$1.0)	(\$1.3)	(\$0.2)	(\$1.5)	n/a	(\$1.5)	(1.7)	(0.7)
RT52	Crescent	(\$2.1)	\$6.6	\$4.5	(\$0.0)	\$4.5	n/a	\$4.5	1.4	1.4
RT63	Auto Train	\$1.8	\$4.4	\$6.2	\$0.7	\$6.9	n/a	\$6.9	3.0	2.1
Total		(\$16.6)	\$32.1	\$15.5	\$4.2	\$19.6	n/a	\$19.6	0.4	0.3

Total National Train System		\$21.8	(\$46.0)	(\$24.3)	(\$3.2)	(\$27.5)	n/a	(\$27.5)	(0.4)	(0.2)
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Notes:

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# **WORKFORCE STATISTICS**

National Railroad Passenger Corporation  
Headcount Summary  
September 2015

	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)
<b>Departments</b>												
President's Office	6	7	1	0	0	0	0	0	0	6	7	1
Office of Inspector General	88	97	9	0	0	0	0	0	0	88	97	9
General Counsel	153	168	15	0	0	0	0	0	0	153	168	15
Finance	267	281	14	0	0	0	0	2	2	267	283	16
Procurement	434	428	(6)	3	0	(3)	4	0	(4)	441	428	(13)
Amtrak Technologies	272	321	49	0	0	0	43	26	(17)	315	347	32
Government Affairs	37	42	5	0	0	0	0	0	0	37	42	5
NEC IID	49	45	(4)	21	24	3	0	1	1	70	70	0
Human Capital	218	235	17	0	0	0	0	0	0	218	235	17
Marketing & Sales	1,125	1,170	45	1	0	(1)	0	2	2	1,126	1,172	46
Police & Security	470	547	77	0	0	0	0	0	0	470	547	77
Emergency Management & Corporate Security	39	38	(1)	0	0	0	0	0	0	39	38	(1)
Corporate Research & Strategy	5	4	(1)	0	0	0	0	0	0	5	4	(1)
Strategic Fleet Rail Initiatives	4	3	(1)	0	0	0	0	0	0	4	3	(1)
Operating Departments												
Chief Operation Officer - Staff	6	4	(2)	0	0	0	0	0	0	6	4	(2)
Chief of Customer Service	60	59	(1)	0	0	0	0	0	0	60	59	(1)
Chief Operations Research Planning	20	18	(2)	0	0	0	0	0	0	20	18	(2)
Chief Safety Officer	79	78	(1)	0	0	0	0	0	0	79	78	(1)
Chief of Business Operations	62	33	(29)	0	0	0	0	7	7	62	40	(22)
Chief Transportation Officer	83	78	(5)	0	0	0	0	0	0	83	78	(5)
Chief of System Operations	167	168	1	0	0	0	0	0	0	167	168	1
General Manager NEC	4,674	4,913	239	323	307	(16)	38	0	(38)	5,035	5,220	185
General Manager State Services	1,168	1,176	8	58	52	(6)	0	0	0	1,226	1,228	2
General Manager Long Distance	4,871	5,126	255	183	181	(2)	4	21	17	5,058	5,327	269
Mechanical	1,051	938	(113)	4	0	(4)	243	425	182	1,298	1,363	65
Engineering	2,016	1,922	(94)	2	0	(2)	1,565	1,438	(127)	3,583	3,360	(223)
Engineering Reimbursable	0	0	0	508	592	84	0	0	0	508	592	84
Sub-Total Operating Departments	14,257	14,511	254	1,078	1,133	55	1,850	1,891	41	17,185	17,535	350
<b>Total Headcounts</b>	17,424	17,897	473	1,103	1,157	54	1,897	1,921	24	20,424	20,976	552

Note: Headcount is defined as a person who was active at the end of the month and had received a paycheck in the last pay period. NEC IID headcount includes Real Estate headcount.

**Headcount - Department Input Detail  
September 2015**

	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	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office of Inspector General	88	97	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
General Counsel	153	168	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Finance	267	281	14	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Procurement	434	428	(6)	1	0	(1)	2	0	(2)	0	0	0	3	0	(3)	4	0	(4)
Amtrak Technologies	272	321	49	0	0	0	0	0	0	0	0	0	0	0	0	43	26	(17)
Government Affairs	37	42	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NEC IID	49	45	(4)	0	0	0	0	1	1	21	23	2	21	24	3	0	1	1
Human Capital	218	235	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Marketing & Sales																		
On Board Systems SDCS	9	9	0	0	0	0	1	0	(1)	0	0	0	1	0	(1)	0	1	1
Pricing	26	25	(1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sales Distribution and Customer Service	1,035	1,079	44	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Chief Market Research & Analysis	6	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief Mktg & Sales Promotion	45	47	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VP Marketing & Product Mgmt	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief, Prod Plan & Bus Strategy	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Marketing	1,125	1,170	45	0	0	0	1	0	(1)	0	0	0	1	0	(1)	0	2	2
Police & Security	470	547	77	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Emergency Management & Corporate Security	39	38	(1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Corporate Research & Strategy	5	4	(1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strategic Fleet Rail Initiatives	4	3	(1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operating Departments																		
Chief Operation Officer - Staff	6	4	(2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief of Customer Service	60	59	(1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief Operations Research Planning	20	18	(2)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief Safety Officer	79	78	(1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief of Business Operations	62	33	(29)	0	0	0	0	0	0	0	0	0	0	0	0	0	7	7
Chief Transportation Officer	83	78	(5)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief of System Operations	167	168	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
General Manager NEC	4,674	4,913	239	255	241	(14)	68	66	(2)	0	0	0	323	307	(16)	38	0	(38)
General Manager State Services	1,168	1,176	8	57	52	(5)	1	0	(1)	0	0	0	58	52	(6)	0	0	0
General Manager Long Distance	4,871	5,126	255	182	181	(1)	1	0	(1)	0	0	0	183	181	(2)	4	21	17
Mechanical	1,051	938	(113)	0	0	0	4	0	(4)	0	0	0	4	0	(4)	243	425	182
Engineering																		
Engineering	2,016	1,922	(94)	1	0	(1)	0	0	0	1	0	(1)	2	0	(2)	1,565	1,438	(127)
Engineering - Reimbursable	0	0	0	0	0	0	508	592	84	0	0	0	508	592	84	0	0	0
Sub-Total Engineering	2,016	1,922	(94)	1	0	(1)	508	592	84	1	0	(1)	510	592	82	1,565	1,438	(127)
Sub-Total Operating Departments	14,257	14,511	254	495	474	(21)	582	659	77	1	0	(1)	1,078	1,133	55	1,850	1,891	41
<b>Total Headcounts</b>	<b>17,424</b>	<b>17,897</b>	<b>473</b>	<b>496</b>	<b>474</b>	<b>(22)</b>	<b>585</b>	<b>660</b>	<b>75</b>	<b>22</b>	<b>23</b>	<b>1</b>	<b>1,103</b>	<b>1,157</b>	<b>54</b>	<b>1,897</b>	<b>1,921</b>	<b>24</b>

**National Railroad Passenger Corporation (Amtrak)**  
**Employee Benefits Summary Analysis - September 2015**  
**(Including Employees Assigned to Capital)**

(\$ thousands - except calculations)

	Month	Variance to		YTD	Variance to	
	Actual	Budget	Last Year	Actual	Budget	Last Year
<i>Premium Based Benefits</i> <sup>1</sup>						
Non-Agreement	(52)	7,746	10,110	57,098	36,591	26,439
Agreement	21,159	8,763	9,642	307,872	37,677	11,696
Total Premium Based Benefits	21,107	16,509	19,752	364,970	74,268	38,134
<i>Federal Employers Liability Act (FELA)</i>						
Non-Agreement <sup>2</sup>	17	(1)	9	207	(14)	(16)
Agreement <sup>2</sup>	3,441	(242)	1,808	41,291	(2,851)	(3,279)
Total FELA Cost	3,458	(243)	1,817	41,498	(2,866)	(3,295)
<i>Average per Employee</i>						
Non-Agreement	(11)	2,404	3,357	18,780	10,912	9,568
Agreement	1,426	488	660	20,178	2,139	517
Weighted Avg per Employee	1,205	785	1,068	19,969	3,493	1,844
<i>Payroll Based Benefits</i> <sup>3</sup>	23,164	368	(851)	316,427	(30,122)	(27,856)
Percentage of Payroll	20%	(3%)	(4%)	20%	(2%)	(1%)
<i>Other Employee Benefits</i> <sup>4</sup>	(3,256)	(724)	1,833	26,991	(2,771)	(2,426)
Total Employee Benefits	44,473	15,910	22,552	749,886	38,510	4,557

<sup>1</sup> 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.

<sup>2</sup> Estimated split between Agreement and Non-agreement employees.

<sup>3</sup> Includes Railroad retirement, unemployment and sickness taxes, and benefit allocations.

<sup>4</sup> Includes Pension and fees, vacation accrual and miscellaneous employee services.

**E**

**PERFORMANCE INDICATORS**



## End Point On Time Performance Report

Service	Score 9/1/15 to 9/30/15	Score 9/1/14 to 9/30/14	Score Change	Score FY15 thru 9/30/15	Score FY14 thru 9/30/14	Score Change
<b>Amtrak System</b>	<b>76.2%</b>	<b>73.9%</b>	<b>2.2 Pts</b>	<b>71.2%</b>	<b>72.4%</b>	<b>-1.2 Pts</b>
<b>Northeast Corridor</b>	<b>78.9%</b>	<b>80.0%</b>	<b>-1.1 Pts</b>	<b>76.5%</b>	<b>77.3%</b>	<b>-0.8 Pts</b>
Acela Express	77.4%	76.3%	1.1 Pts	71.2%	74.9%	-3.7 Pts
Keystone	81.5%	94.0%	-12.5 Pts	85.1%	84.0%	1.1 Pts
Northeast Regional	78.5%	75.4%	3.2 Pts	75.2%	75.3%	0 Pts
Richmond / Newport News / Norfolk	67.5%	74.6%	-7.1 Pts	70.8%	72.7%	-1.9 Pts
Lynchburg	83.3%	88.3%	-5 Pts	76.8%	81.2%	-4.4 Pts
On Spine Northeast Regional	81.6%	74.9%	6.7 Pts	76.4%	75.6%	0.7 Pts
<b>State Supported</b>	<b>77.8%</b>	<b>74.8%</b>	<b>2.9 Pts</b>	<b>71.4%</b>	<b>73.8%</b>	<b>-2.4 Pts</b>
Capitol Corridor	94.0%	92.8%	1.2 Pts	93.0%	95.3%	-2.4 Pts
Carolinian	61.7%	55.0%	6.7 Pts	53.4%	60.2%	-6.8 Pts
Cascades	83.0%	73.8%	9.2 Pts	74.2%	75.7%	-1.5 Pts
Downeaster	70.6%	65.0%	5.6 Pts	32.4%	57.2%	-24.8 Pts
Empire	63.4%	77.4%	-13.9 Pts	65.5%	70.2%	-4.6 Pts
Adirondack	45.0%	80.0%	-35 Pts	54.3%	49.7%	4.5 Pts
Ethan Allen Express	75.0%	83.3%	-8.3 Pts	69.3%	72.5%	-3.2 Pts
Maple Leaf	51.7%	36.7%	15 Pts	50.0%	48.4%	1.6 Pts
New York - Albany	71.0%	85.3%	-14.4 Pts	75.6%	79.6%	-4 Pts
New York - Niagara Falls	48.3%	67.5%	-19.2 Pts	44.5%	59.7%	-15.2 Pts
Heartland Flyer	76.7%	53.3%	23.3 Pts	53.9%	48.8%	5.1 Pts
Hiawatha	93.2%	93.9%	-0.7 Pts	86.2%	87.7%	-1.4 Pts
Hoosier	86.2%	79.4%	6.8 Pts	66.7%	54.1%	12.6 Pts
Illinois	55.3%	58.8%	-3.5 Pts	58.5%	60.8%	-2.4 Pts
Carl Sandburg / Illinois Zephyr	96.7%	86.7%	10 Pts	90.3%	73.0%	17.2 Pts
Illini / Saluki	28.3%	62.5%	-34.2 Pts	27.2%	56.1%	-28.9 Pts
Lincoln Service	47.8%	42.9%	4.9 Pts	58.2%	57.1%	1.1 Pts
Michigan	60.4%	33.3%	27.1 Pts	42.1%	34.7%	7.3 Pts
Blue Water	63.3%	41.7%	21.7 Pts	51.5%	39.8%	11.7 Pts
Pere Marquette	75.0%	21.7%	53.3 Pts	40.9%	35.1%	5.8 Pts
Wolverine	54.8%	34.4%	20.4 Pts	39.4%	33.0%	6.4 Pts
Missouri	92.4%	75.0%	17.4 Pts	85.0%	81.9%	3.1 Pts
Pacific Surfliner	84.0%	74.3%	9.7 Pts	77.9%	77.0%	0.9 Pts
Pennsylvanian	83.3%	79.7%	3.7 Pts	85.2%	89.7%	-4.5 Pts
Piedmont	58.6%	61.7%	-3 Pts	60.1%	66.9%	-6.8 Pts
San Joaquin	85.6%	81.7%	3.9 Pts	73.5%	75.4%	-1.9 Pts
Vermont	86.7%	90.0%	-3.3 Pts	82.7%	79.3%	3.4 Pts
<b>Long Distance</b>	<b>59.6%</b>	<b>50.2%</b>	<b>9.3 Pts</b>	<b>53.7%</b>	<b>50.4%</b>	<b>3.3 Pts</b>
Auto Train	68.3%	90.0%	-21.7 Pts	72.1%	74.2%	-2.2 Pts
California Zephyr	73.3%	11.5%	61.9 Pts	51.4%	33.8%	17.6 Pts
Capitol Ltd	28.8%	3.3%	25.5 Pts	34.4%	32.1%	2.3 Pts
Cardinal	57.7%	52.0%	5.7 Pts	50.5%	40.9%	9.6 Pts
City of New Orleans	85.0%	83.3%	1.7 Pts	76.6%	74.5%	2.1 Pts
Coast Starlight	77.0%	66.7%	10.4 Pts	78.7%	76.2%	2.5 Pts
Crescent	70.0%	56.7%	13.3 Pts	51.6%	55.9%	-4.3 Pts
Empire Builder	65.8%	50.0%	15.8 Pts	48.9%	26.6%	22.3 Pts
Lake Shore Ltd	40.0%	21.4%	18.6 Pts	40.1%	36.7%	3.5 Pts
Palmetto	73.3%	76.7%	-3.3 Pts	69.1%	66.6%	2.5 Pts
Silver Meteor	61.7%	65.0%	-3.3 Pts	57.8%	52.9%	4.8 Pts
Silver Star	46.7%	66.7%	-20 Pts	48.1%	54.2%	-6.2 Pts
Southwest Chief	61.7%	55.0%	6.7 Pts	47.9%	61.6%	-13.7 Pts
Sunset Ltd	65.4%	64.0%	1.4 Pts	58.8%	62.0%	-3.2 Pts
Texas Eagle	33.3%	28.3%	5 Pts	36.7%	46.8%	-10.1 Pts



# Information Management

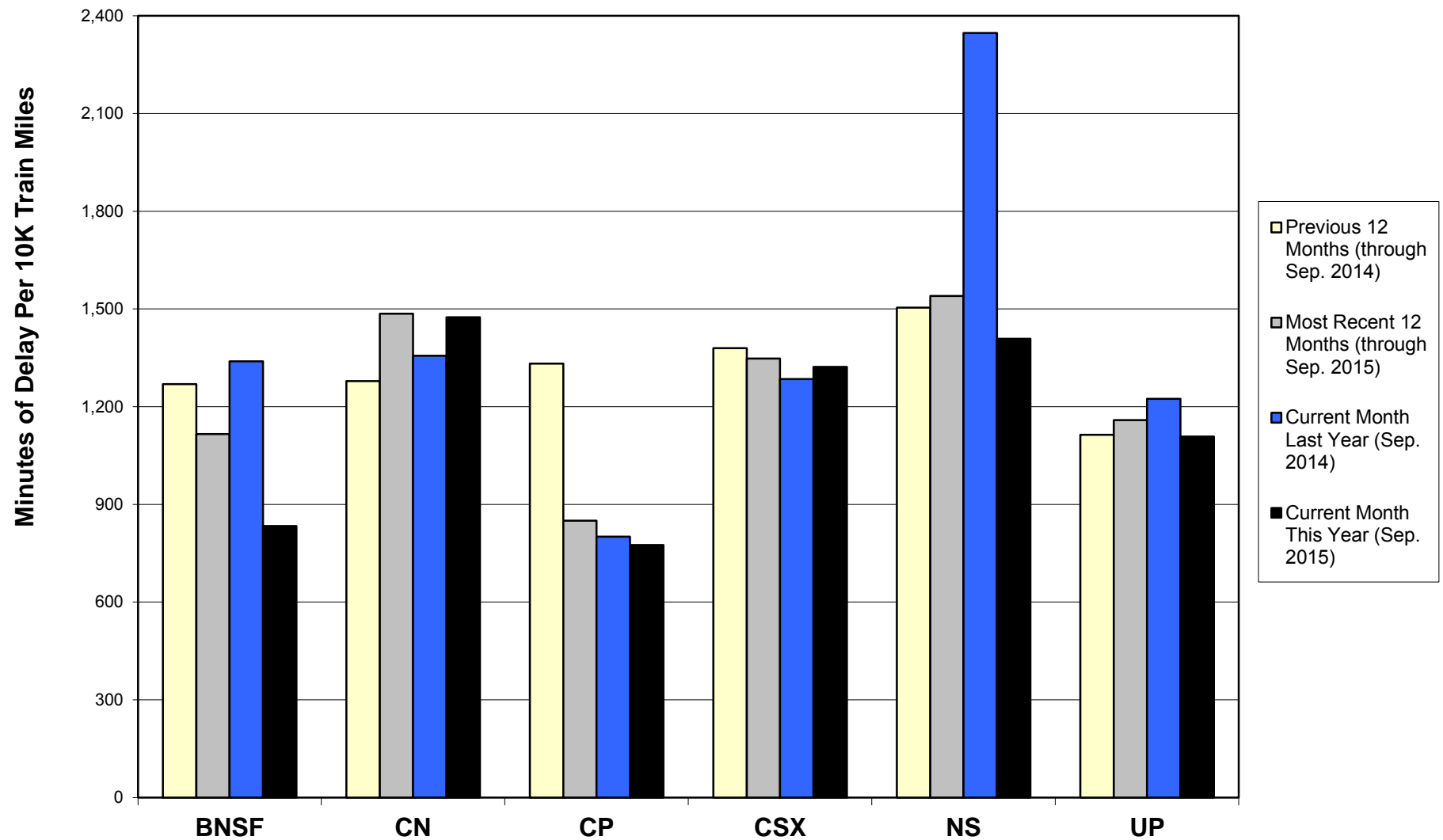
## All Stations On Time Performance Report

Service	Score 9/1/15 to 9/30/15	Score 9/1/14 to 9/30/14	Score Change	Score FY15 thru 9/30/15	Score FY14 thru 9/30/14	Score Change
<b>Amtrak System</b>	<b>75.8%</b>	<b>72.2%</b>	<b>3.6 Pts</b>	<b>72.0%</b>	<b>71.7%</b>	<b>0.3 Pts</b>
<b>Northeast Corridor</b>	<b>84.1%</b>	<b>84.7%</b>	<b>-0.5 Pts</b>	<b>82.5%</b>	<b>83.1%</b>	<b>-0.6 Pts</b>
Acela Express	80.8%	83.5%	-2.7 Pts	78.2%	80.6%	-2.5 Pts
Keystone	90.9%	97.8%	-6.9 Pts	93.7%	93.6%	0.1 Pts
Northeast Regional	82.7%	80.0%	2.7 Pts	79.7%	80.0%	-0.3 Pts
Richmond / Newport News / Norfolk	73.2%	72.7%	0.5 Pts	72.3%	73.0%	-0.6 Pts
Lynchburg	87.9%	80.6%	7.2 Pts	77.8%	76.0%	1.8 Pts
On Spine Northeast Regional	87.3%	83.7%	3.6 Pts	83.7%	84.1%	-0.4 Pts
<b>State Supported</b>	<b>82.1%</b>	<b>78.6%</b>	<b>3.5 Pts</b>	<b>77.8%</b>	<b>78.6%</b>	<b>-0.8 Pts</b>
Capitol Corridor	95.6%	94.5%	1.2 Pts	95.0%	96.4%	-1.4 Pts
Carolinian	51.8%	58.9%	-7.2 Pts	55.2%	60.9%	-5.8 Pts
Cascades	79.7%	63.8%	15.9 Pts	71.9%	71.5%	0.4 Pts
Downeaster	89.2%	87.0%	2.1 Pts	65.6%	80.8%	-15.2 Pts
Empire	65.0%	72.4%	-7.4 Pts	65.1%	68.8%	-3.7 Pts
Adirondack	51.4%	71.1%	-19.8 Pts	56.1%	54.0%	2.1 Pts
Ethan Allen Express	77.4%	85.2%	-7.8 Pts	74.9%	79.3%	-4.4 Pts
Maple Leaf	48.5%	44.1%	4.4 Pts	45.0%	47.7%	-2.8 Pts
New York - Albany	86.3%	93.7%	-7.3 Pts	88.8%	90.8%	-2.1 Pts
New York - Niagara Falls	50.3%	56.9%	-6.6 Pts	47.0%	57.2%	-10.2 Pts
Heartland Flyer	81.8%	70.0%	11.8 Pts	70.0%	71.6%	-1.6 Pts
Hiawatha	97.5%	96.7%	0.8 Pts	93.0%	94.2%	-1.2 Pts
Hoosier	88.8%	78.4%	10.3 Pts	72.4%	62.7%	9.8 Pts
Illinois	60.6%	58.5%	2.1 Pts	61.8%	60.4%	1.4 Pts
Carl Sandburg / Illinois Zephyr	96.8%	87.2%	9.6 Pts	89.5%	73.1%	16.5 Pts
Illini / Saluki	35.6%	47.7%	-12.2 Pts	34.0%	48.8%	-14.9 Pts
Lincoln Service	56.3%	49.5%	6.8 Pts	63.3%	60.5%	2.8 Pts
Michigan	66.0%	54.6%	11.4 Pts	58.0%	52.3%	5.6 Pts
Blue Water	79.4%	54.9%	24.5 Pts	67.9%	55.5%	12.3 Pts
Pere Marquette	87.3%	63.0%	24.3 Pts	74.3%	66.0%	8.3 Pts
Wolverine	59.8%	53.6%	6.2 Pts	53.3%	49.7%	3.6 Pts
Missouri	91.0%	77.1%	13.9 Pts	84.5%	82.7%	1.8 Pts
Pacific Surfliner	91.8%	84.6%	7.2 Pts	88.1%	87.1%	1 Pts
Pennsylvanian	81.5%	77.8%	3.8 Pts	81.1%	84.3%	-3.2 Pts
Piedmont	84.9%	83.8%	1.1 Pts	83.8%	86.8%	-3 Pts
San Joaquin	86.2%	82.1%	4.1 Pts	76.6%	77.4%	-0.8 Pts
Vermont	87.0%	78.4%	8.6 Pts	79.5%	71.6%	7.9 Pts
<b>Long Distance</b>	<b>49.1%</b>	<b>39.6%</b>	<b>9.5 Pts</b>	<b>43.2%</b>	<b>39.4%</b>	<b>3.9 Pts</b>
Auto Train	76.7%	90.0%	-13.3 Pts	77.2%	76.3%	0.9 Pts
California Zephyr	54.3%	22.1%	32.2 Pts	42.8%	33.6%	9.2 Pts
Capitol Ltd	30.7%	20.5%	10.2 Pts	34.7%	35.9%	-1.2 Pts
Cardinal	48.0%	42.9%	5.1 Pts	42.2%	40.5%	1.7 Pts
City of New Orleans	63.4%	53.2%	10.2 Pts	53.5%	52.6%	0.9 Pts
Coast Starlight	61.1%	50.0%	11.1 Pts	57.9%	55.7%	2.2 Pts
Crescent	55.0%	56.3%	-1.3 Pts	51.2%	55.9%	-4.8 Pts
Empire Builder	46.9%	29.8%	17.1 Pts	35.7%	20.2%	15.5 Pts
Lake Shore Ltd	37.5%	18.6%	18.9 Pts	34.5%	25.5%	8.9 Pts
Palmetto	70.5%	71.3%	-0.8 Pts	65.7%	64.8%	0.9 Pts
Silver Meteor	47.5%	50.9%	-3.4 Pts	50.4%	45.0%	5.4 Pts
Silver Star	54.3%	60.4%	-6.1 Pts	47.9%	48.7%	-0.8 Pts
Southwest Chief	45.3%	32.6%	12.7 Pts	34.6%	44.8%	-10.2 Pts
Sunset Ltd	57.9%	56.0%	1.9 Pts	46.1%	49.6%	-3.4 Pts
Texas Eagle	20.1%	28.3%	-8.2 Pts	27.3%	33.3%	-6 Pts

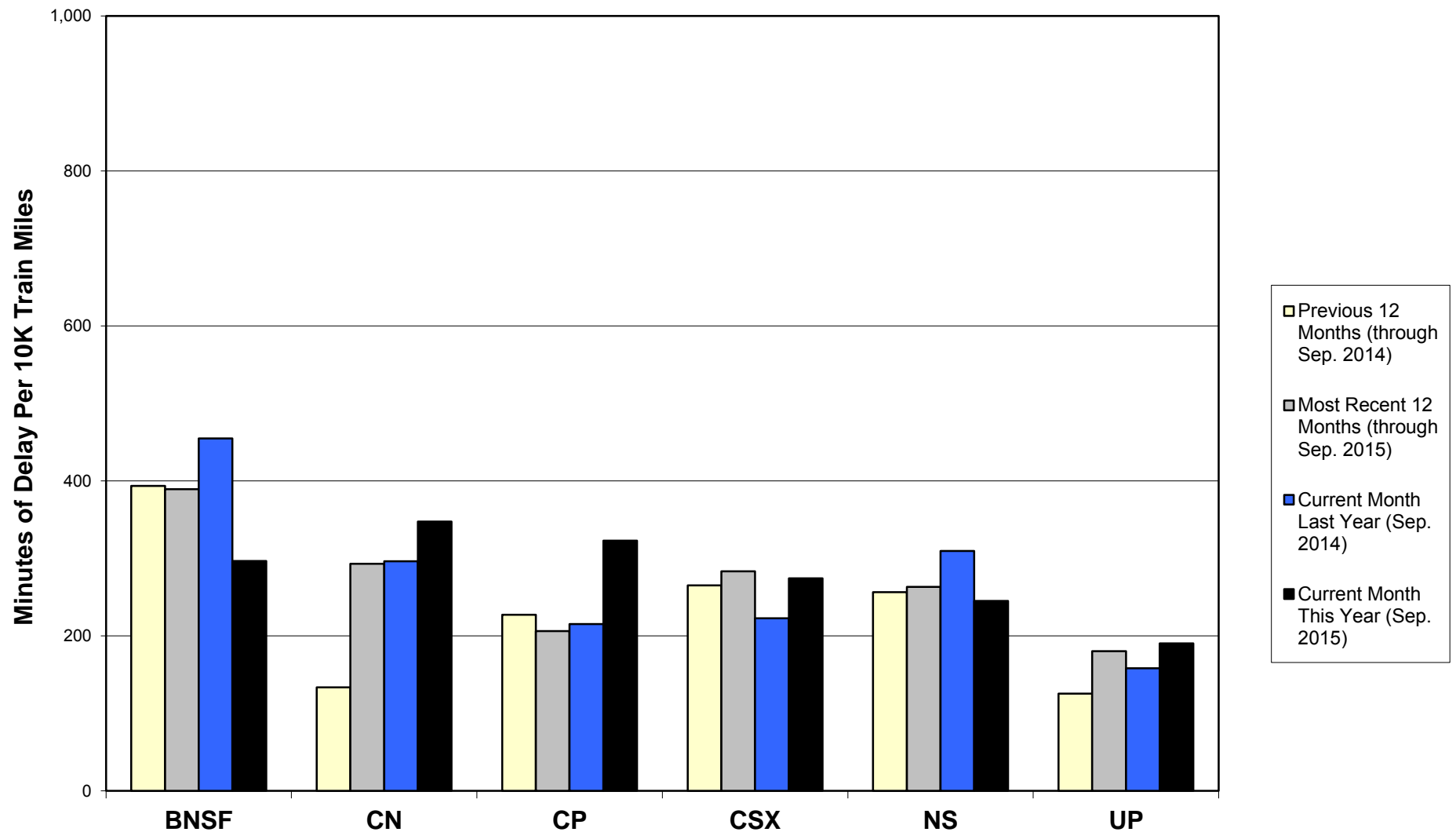
**National Railroad Passenger Corporation**  
 Delay Minutes Performance Report - Summary  
 for the Month of September 2015

			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	19,287 42,760 62,047	4.2%	4,333	994	935	119	2,285	12,528	68	2,841	590	9,029	2,426
Acela		9.4%	12,213	3,065	1,961	625	6,562	24,499	2,675	4,800	2,811	14,213	6,048
Northeast Regionals													
Subtotal Northeast Corridor	62,047	13.6%	16,546	4,059	2,896	744	8,847	37,027	2,743	7,641	3,401	23,242	8,474
Other Corridor Routes													
Vermont	4,080	0.9%	1,058	158	69	183	648	2,397	32	1,232	128	1,005	625
Downeaster	4,803	1.1%	403	98	21	9	275	3,633	229	1,216	823	1,365	767
Clocker/Keystone	6,235	1.4%	2,019	436	749	53	781	3,602	0	2	418	3,182	614
Empire	35,397	7.8%	6,741	1,569	146	1,467	3,559	25,175	4,472	5,857	2,961	11,885	3,481
Hiawatha	4,235	0.9%	1,341	100	14	44	1,183	2,515	394	36	35	2,050	379
Illinois Services	25,574	5.6%	3,731	918	377	569	1,867	20,185	5,233	2,585	4,254	8,113	1,658
Michigan Services	17,994	3.9%	2,587	334	396	494	1,363	13,638	3,213	4,519	2,080	3,826	1,769
Missouri Services	3,941	0.9%	525	197	108	15	205	2,363	1,592	206	189	376	1,053
Heartland Flyer	1,908	0.4%	566	146	0	35	385	1,213	237	907	0	69	129
Pacific Surfliner	24,380	5.3%	6,431	2,337	640	842	2,612	13,318	955	753	5,534	6,076	4,631
Cascades	12,779	2.8%	2,127	404	93	235	1,395	8,728	2,167	2,255	1,997	2,309	1,924
Capitols	13,448	2.9%	4,369	766	352	265	2,986	4,474	578	757	1,509	1,630	4,605
San Joaquins	16,162	3.5%	3,789	810	140	588	2,251	9,074	2,710	1,464	3,559	1,341	3,299
Hoosier State	984	0.2%	431	1	254	150	26	362	137	73	0	152	191
Carolinian	7,095	1.6%	1,889	596	103	399	791	4,419	1,066	714	996	1,643	787
Pennsylvanian	2,447	0.5%	731	221	99	58	353	1,516	587	248	83	598	200
Piedmont	2,797	0.6%	856	316	49	45	446	1,788	480	468	265	575	153
Subtotal Other Corridor	184,259	40.3%	39,594	9,407	3,610	5,451	21,126	118,400	24,082	23,292	24,831	46,195	26,265
Long Distance													
Silver Star	15,506	3.4%	2,948	501	451	835	1,161	10,097	3,660	1,460	1,937	3,040	2,461
Cardinal	4,775	1.0%	1,821	191	348	309	973	2,233	711	487	326	709	721
Silver Meteor	12,213	2.7%	2,856	570	397	268	1,621	7,533	2,215	1,415	1,354	2,549	1,824
Empire Builder	23,278	5.1%	5,274	1,108	479	543	3,144	13,939	6,078	5,257	953	1,651	4,065
Capitol Ltd.	11,614	2.5%	1,942	447	228	379	888	8,890	4,681	1,528	590	2,091	782
California Zephyr	21,058	4.6%	4,877	1,073	618	1,052	2,134	10,975	3,299	3,531	1,276	2,869	5,206
Southwest Chief	16,926	3.7%	4,118	1,606	761	564	1,187	9,943	1,955	3,781	1,108	3,099	2,865
City of New Orleans	9,729	2.1%	1,978	613	440	197	728	6,084	2,223	1,572	953	1,336	1,667
Texas Eagle	21,594	4.7%	3,725	1,379	274	585	1,487	17,155	6,165	5,145	1,415	4,430	714
Sunset Ltd.	11,569	2.5%	2,561	614	505	241	1,201	6,854	2,955	1,454	253	2,192	2,154
Coast Starlight	17,553	3.8%	4,861	1,297	486	535	2,543	9,100	2,163	1,559	3,295	2,083	3,592
Lake Shore Ltd.	18,952	4.1%	5,571	868	911	549	3,243	12,028	4,241	2,198	1,173	4,416	1,353
Palmetto	5,875	1.3%	934	187	147	163	437	4,070	1,421	590	815	1,244	871
Crescent	11,126	2.4%	1,967	610	164	193	1,000	7,552	3,610	990	1,022	1,930	1,607
Auto Train	8,634	1.9%	1,235	25	417	175	618	7,016	2,336	1,897	1,269	1,514	383
Subtotal Long Distance	210,402	46.1%	46,668	11,089	6,626	6,588	22,365	133,469	47,713	32,864	17,739	35,153	30,265
Total Minutes of Delay	456,708	100.0%	102,808	24,555	13,132	12,783	52,338	288,896	74,538	63,797	45,971	104,590	65,004
Percentage of Total			22.5%	5.4%	2.9%	2.8%	11.5%	63.3%	16.3%	14.0%	10.1%	22.9%	14.2%

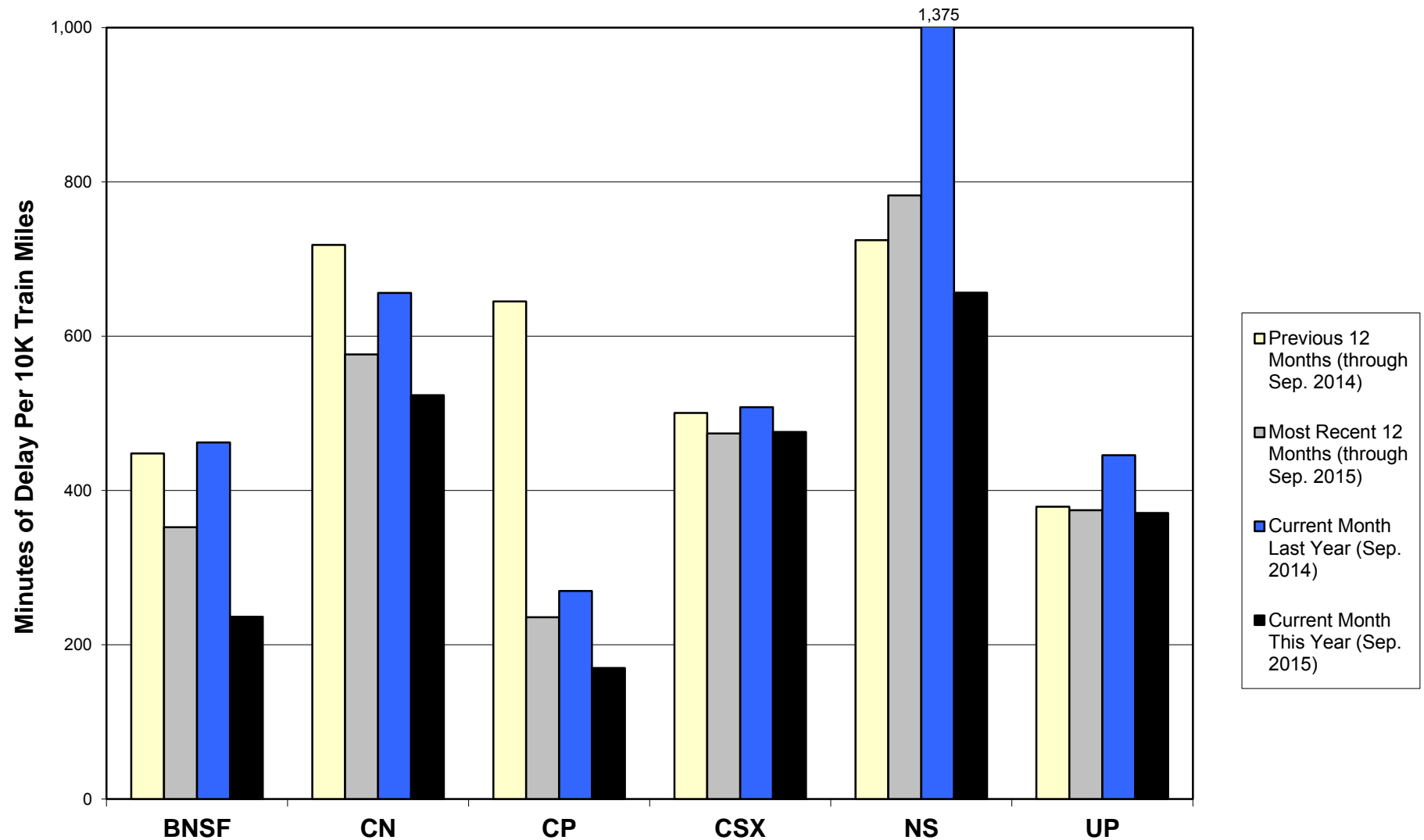
# Total Host-Responsible Delays by Host Railroad



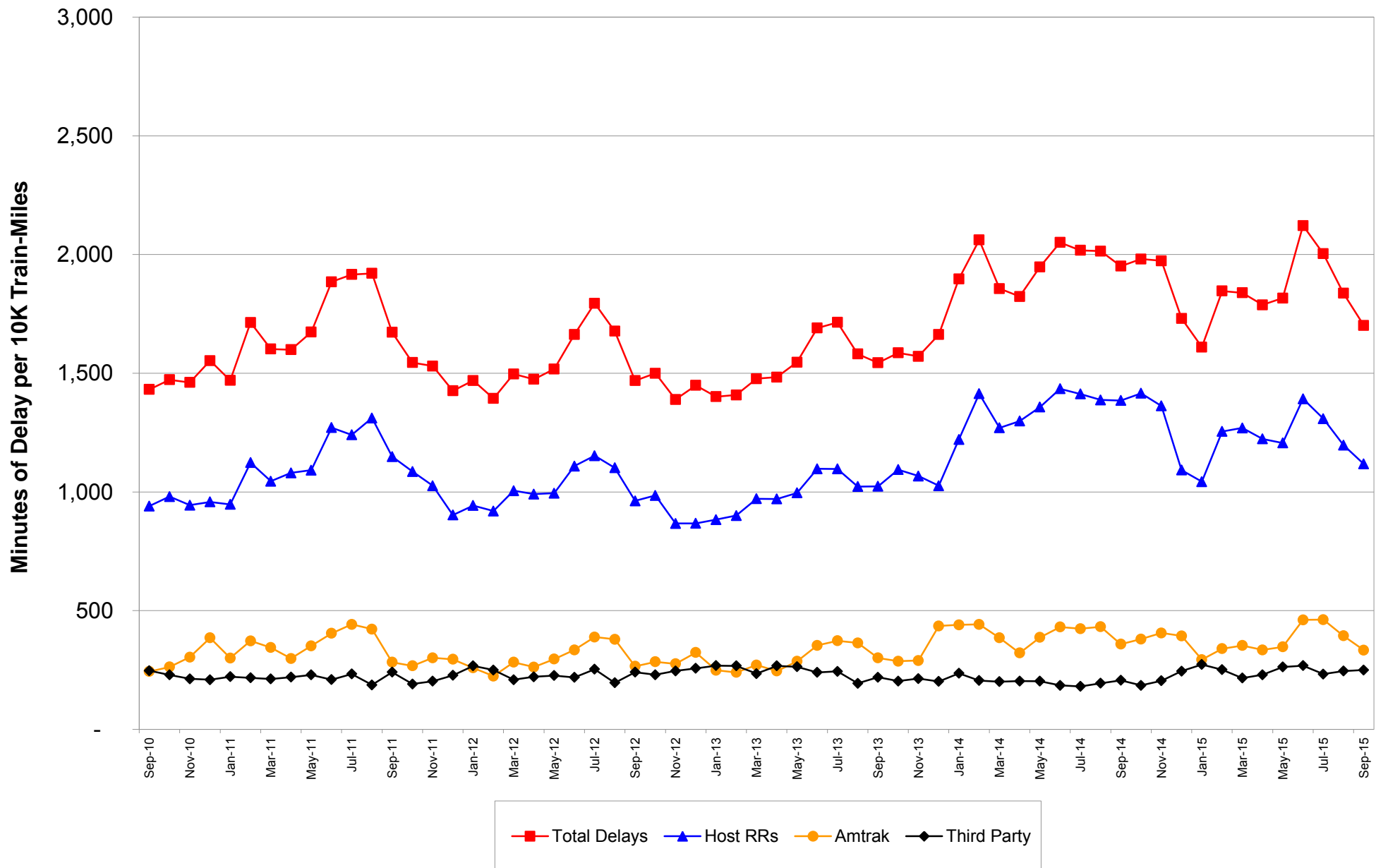
# Slow Order Delays by Host Railroad



# Freight Train Interference Delays by Host Railroad

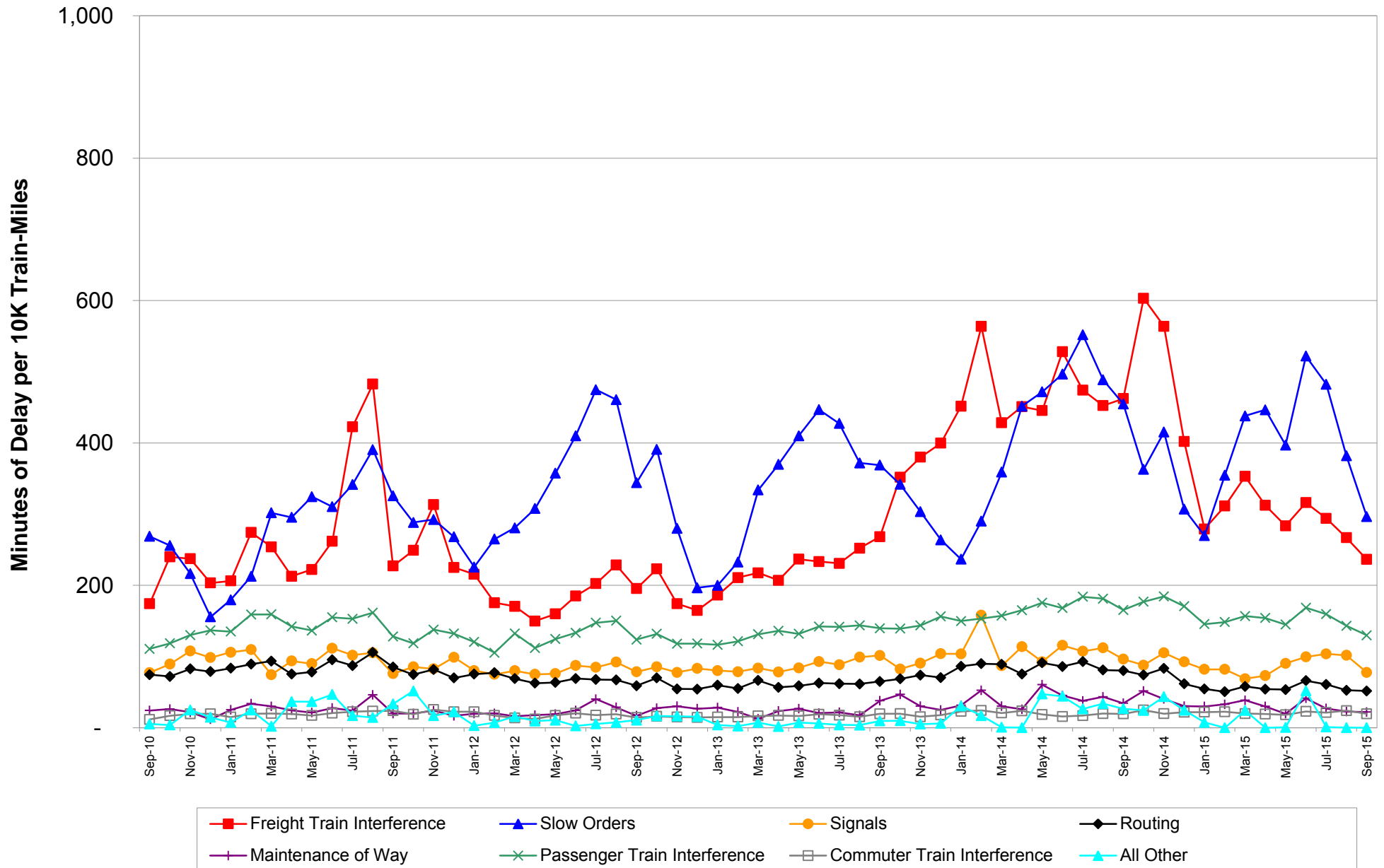


# Total Delay Trend by Responsible Party - Major Hosts (BNSF, CN, CP, CSX, NS, UP) September 2010 through September 2015



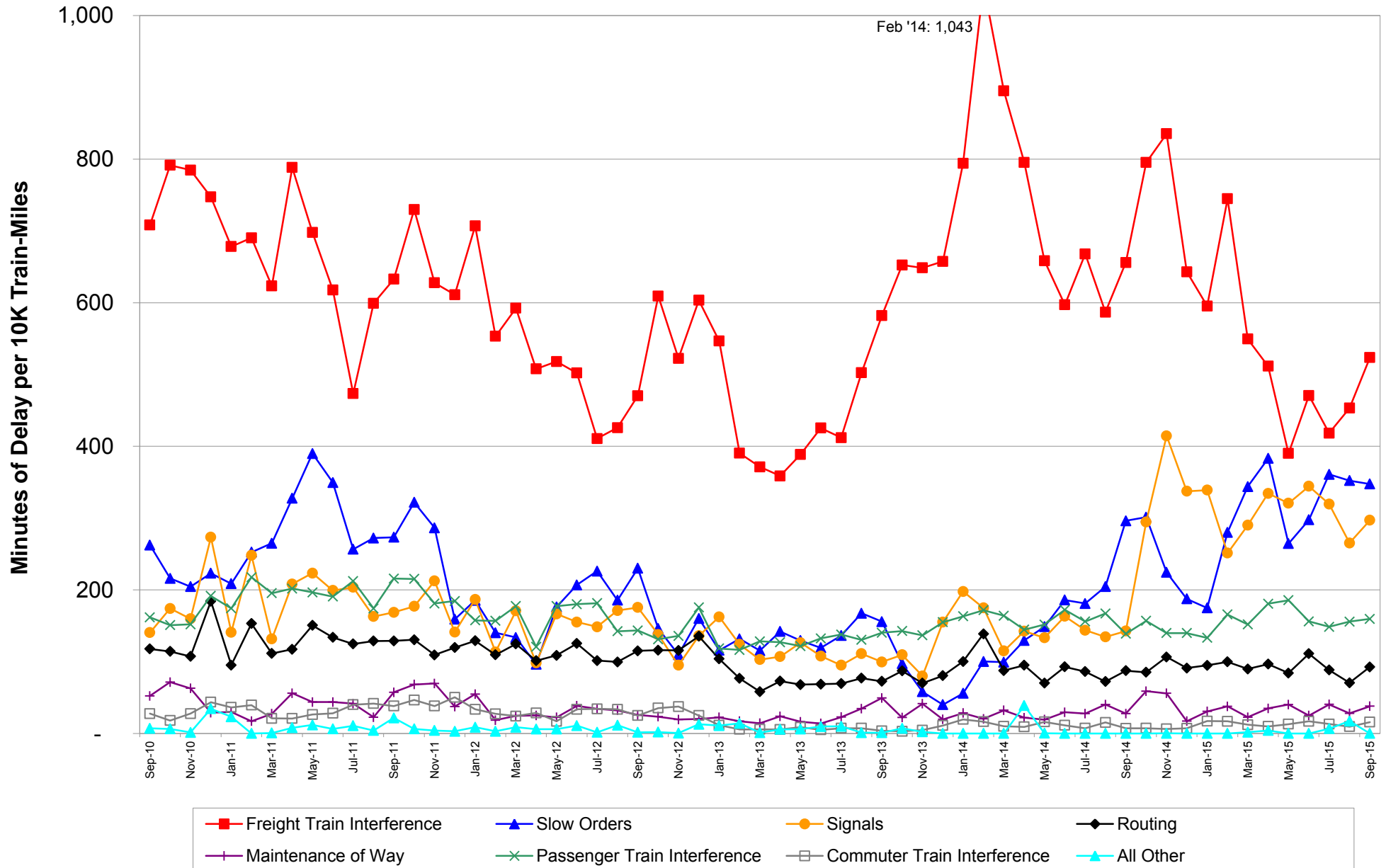
# BNSF Responsible Delay Trend by Type of Delay

## September 2010 through September 2015



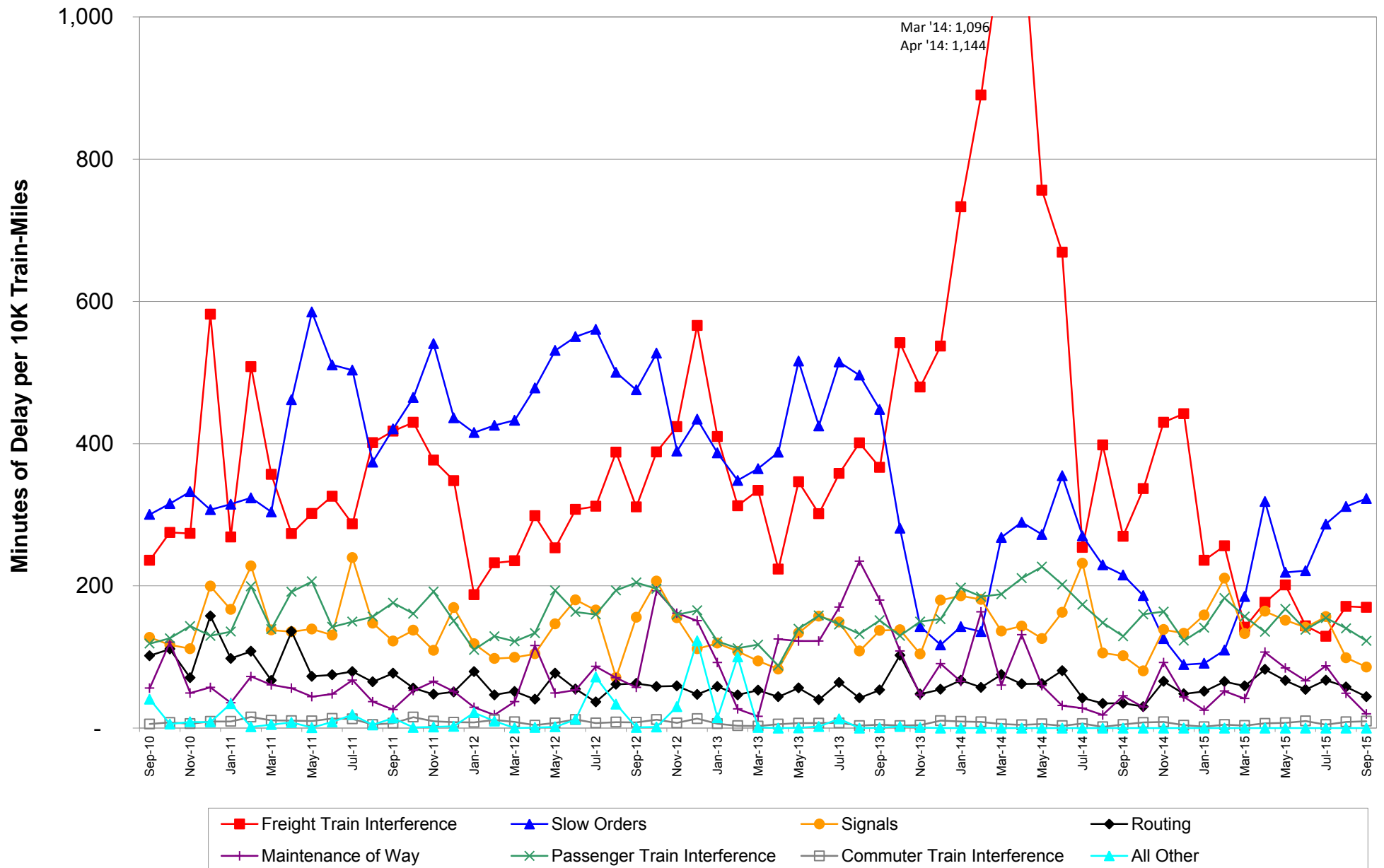
# CN Responsible Delay Trend by Type of Delay

## September 2010 through September 2015



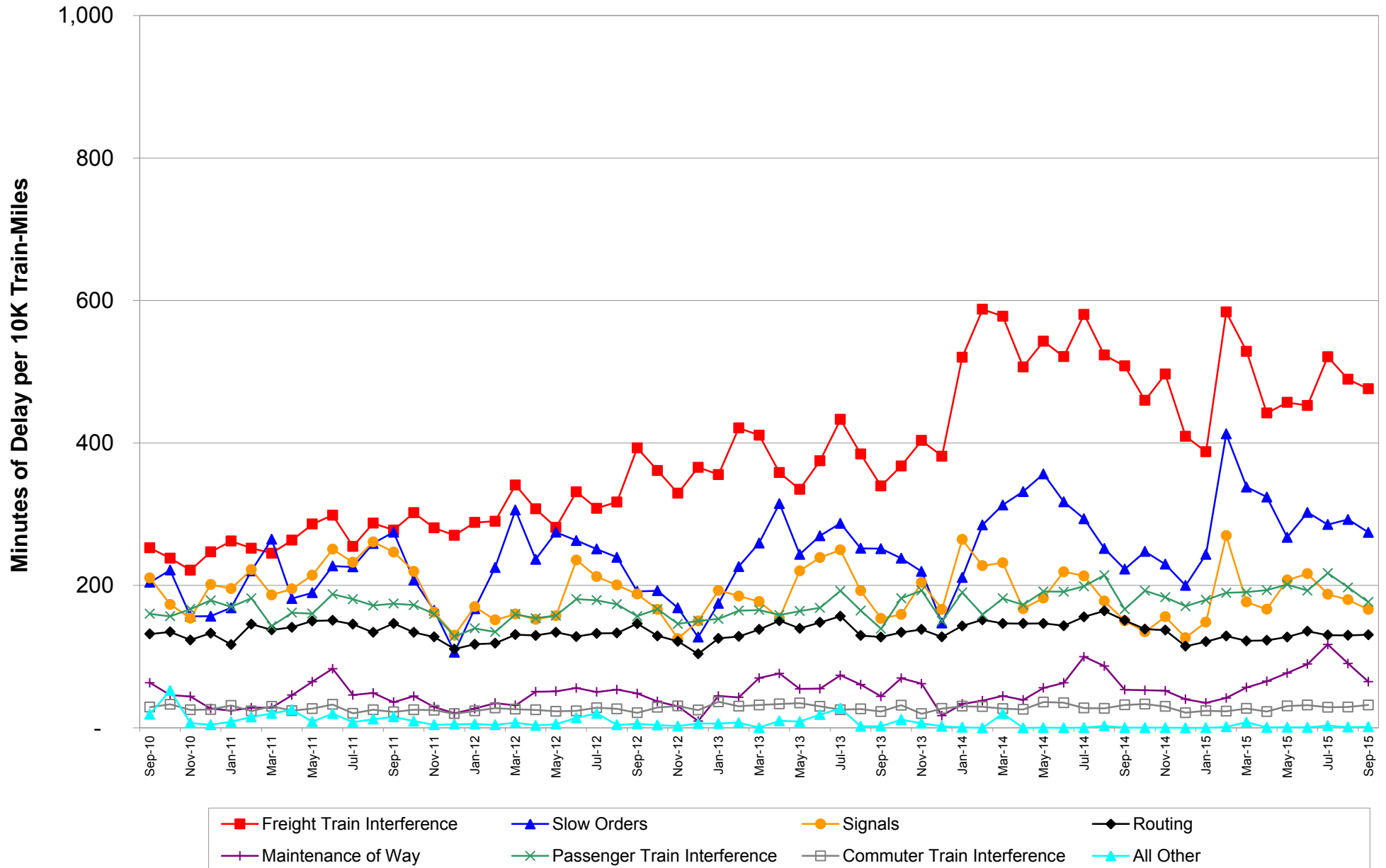
# CP Responsible Delay Trend by Type of Delay

## September 2010 through September 2015



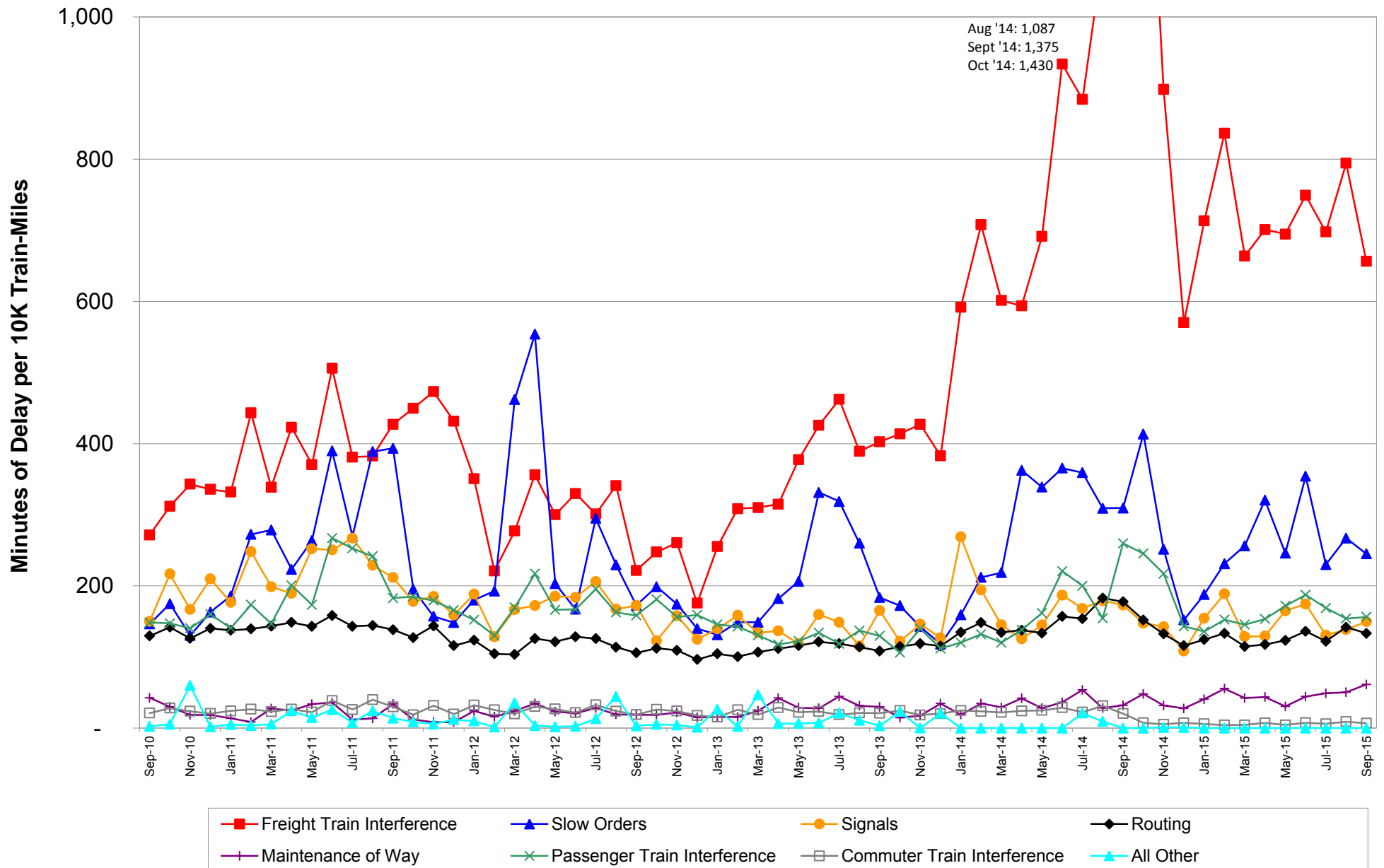
# CSX Responsible Delay Trend by Type of Delay

## September 2010 through September 2015



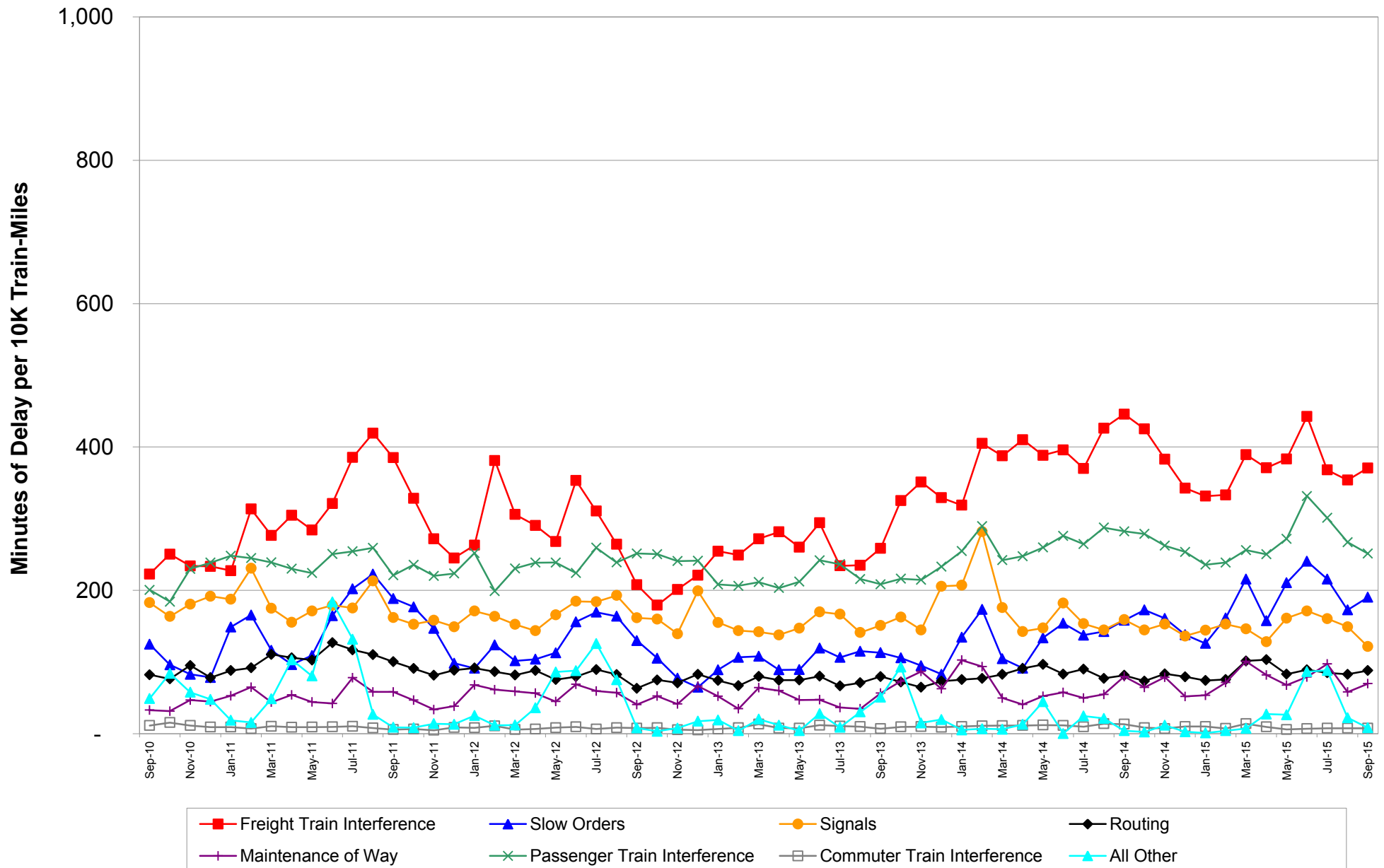
# NS Responsible Delay Trend by Type of Delay

## September 2010 through September 2015



# UP Responsible Delay Trend by Type of Delay

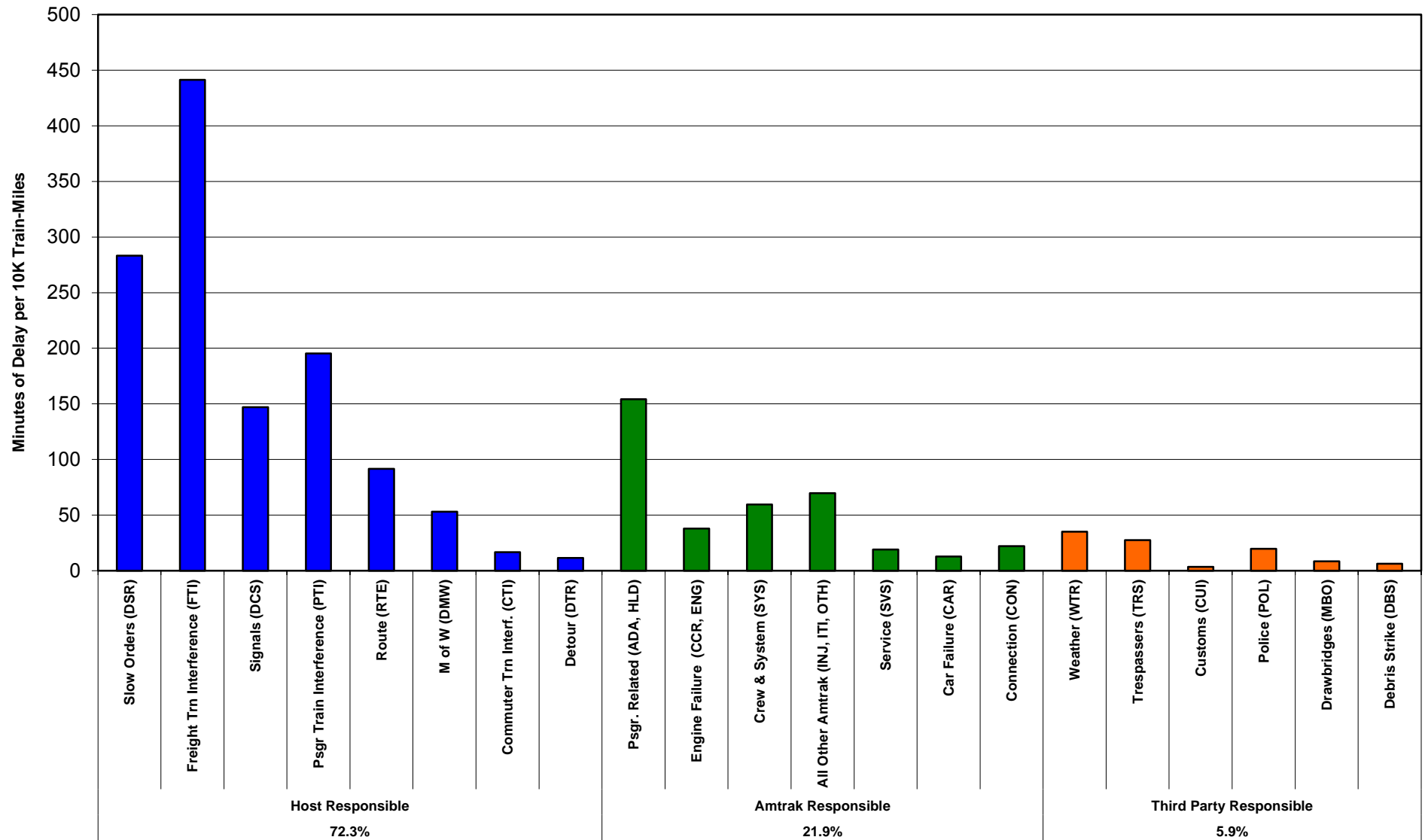
## September 2010 through September 2015



# Delays to Amtrak Trains by Delay Type and Responsible Party

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

Most Recent Twelve Months - October 2014 through September 2015



**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			
		September 2015	Jul. 2015 - Sep. 2015	Jul. 2015 - Sep. 2015		Jul. 2015 - Sep. 2015			
PRIIA Section 207 Standard		900	900						
Amtrak	Adirondack	738	1,017	PTI	281	DCS	256	100	
	Blue Water	542	992	DSR	429	PTI	370	99	
	Ethan Allen Express	1,291	1,508	PTI	831	DCS	279	100	
	Maple Leaf	894	1,056	PTI	466	DCS	191	109	
	New York - Albany**	889	859	RTE	221	DCS	212	81	
	New York - Niagara Falls	1,033	1,119	PTI	365	DCS	259	109	
	Wolverine	551	1,141	DSR	453	PTI	425	99	
BBrRR	Cardinal	1,091	1,205	PTI	506	FTI	290	132	
BNSF	California Zephyr	918	1,314	DSR	795	FTI	212	1,027	
	Carl Sandburg / Illinois Zephyr	499	638	DSR	258	FTI	112	257	
	Cascades	1,127	1,192	DSR	345	FTI	281	343	
	Coast Starlight	813	861	DSR	304	PTI	184	186	
	Empire Builder	912	1,080	DSR	512	FTI	404	2,147	
	Heartland Flyer	990	1,488	DSR	1,079	FTI	313	236	
	Pacific Surfliner	940	1,365	DCS	364	FTI	257	22	
	San Joaquin	777	892	PTI	353	FTI	297	284	
	Southwest Chief	646	738	DSR	241	FTI	177	2,206	
	Sunset Limited	1,376	879	DSR	581	DCS	149	190	
	Texas Eagle	905	1,248	DSR	816	FTI	266	116	
	CFRC	Auto Train	2,752	2,430	DSR	1,132	DCS	948	16
		Silver Meteor	1,289	1,753	PTI	574	DCS	442	61
Silver Star		1,054	980	DCS	366	DSR	201	61	
CN	Adirondack	5,847	5,059	DSR	2,584	FTI	1,635	49	
	Blue Water	673	716	FTI	482	DSR	91	159	
	City of New Orleans	1,016	915	FTI	328	DSR	298	930	
	Illini / Saluki	1,622	1,644	DCS	710	FTI	413	304	
	Lincoln Service	2,038	2,220	FTI	867	DSR	537	35	
	Texas Eagle	3,152	2,719	FTI	1,023	DSR	523	35	
	Wolverine	2,754	2,407	DSR	1,034	FTI	694	27	
CP	Adirondack	1,450	1,666	DSR	647	PTI	482	178	
	Empire Builder	763	728	DSR	306	FTI	202	384	
	Ethan Allen Express	1,855	2,155	DSR	1,148	PTI	314	60	
	Hiawatha	278	323	FTI	105	DCS	71	53	
CSX	Auto Train	1,255	1,380	FTI	480	DSR	336	898	
	Capitol Limited	1,369	1,104	FTI	458	DSR	253	296	
	Cardinal	771	1,069	FTI	450	DSR	269	703	
	Carolinian	1,775	2,111	FTI	728	PTI	463	295	
	Hoosier State	510	1,130	FTI	546	DCS	287	175	
	Lake Shore Ltd	1,347	1,494	FTI	660	DSR	282	633	
	Maple Leaf	2,023	2,214	FTI	874	RTE	442	298	
	New York - Niagara Falls	1,536	1,779	FTI	651	RTE	409	296	
	Palmetto	976	1,168	FTI	422	PTI	245	659	
	Pere Marquette	202	292	DCS	103	FTI	96	135	
	Richmond/Newport News/Norfolk	2,206	2,103	DSR	601	FTI	503	189	
	Silver Meteor	912	950	FTI	352	DSR	182	1,091	
	Silver Star	1,272	1,229	FTI	430	PTI	255	1,148	
	Fla DOT	Silver Meteor	1,266	1,146	CTI	568	DCS	207	68
Silver Star		1,012	1,035	CTI	574	DCS	213	68	
MassDOT	Vermont	3,013	2,770	DSR	2,049	DCS	625	50	
MBTA	Downeaster	1,324	1,745	CTI	932	DSR	358	38	
Metra	Empire Builder	2,082	1,891	CTI	1,560	DCS	122	29	
	Hiawatha	1,461	1,503	DSR	1,079	FTI	313	29	
MIDOT	Blue Water	144	356	PTI	193	DCS	99	22	
	Wolverine	1,815	1,954	DSR	1,317	DCS	371	134	
MNRR	Acela Express	2,055	2,214	DSR	1,116	CTI	778	56	
	Adirondack	1,622	1,610	CTI	742	DSR	334	64	
	All Other NE Regional	1,496	1,606	DSR	680	CTI	644	56	
	Ethan Allen Express	1,549	1,997	CTI	677	DMW	569	64	
	Lake Shore Ltd	2,352	2,425	CTI	1,008	DMW	450	64	
	Lynchburg	1,421	1,372	DSR	835	CTI	362	56	
	Maple Leaf	976	1,128	CTI	433	DSR	396	64	
	New York - Albany**	1,329	1,470	CTI	626	DSR	354	64	
	New York - Niagara Falls	1,804	2,324	CTI	738	DMW	577	64	
	Richmond/Newport News/Norfolk	1,385	1,384	DSR	101	RTE	83	56	
	Vermont	1,610	1,793	CTI	883	DSR	484	56	
NECR	Vermont	368	490	DSR	415	DBS	99	192	
NMDOT	Southwest Chief	2,506	2,807	DSR	1,526	CTI	879	80	
NS	Blue Water	4,075	4,665	FTI	1,876	DSR	965	39	
	Capitol Limited	2,253	2,181	FTI	1,125	DSR	384	481	
	Cardinal	600	685	PTI	215	CTI	157	79	
	Carolinian	707	725	PTI	181	DSR	174	202	
	Crescent	1,018	1,152	FTI	635	DSR	192	1,141	
	Lake Shore Ltd	2,084	2,042	FTI	1,254	DSR	297	339	
	Lynchburg	248	281	FTI	113	DCS	49	166	
	Pennsylvanian	874	775	FTI	369	RTE	203	249	
	Pere Marquette	4,203	4,286	FTI	1,664	PTI	907	39	
	Piedmont	902	935	FTI	325	DSR	181	173	
	Richmond/Newport News/Norfolk	214	205	DSR	101	RTE	83	81	
	Silver Star	854	1,166	PTI	603	DCS	204	28	
	Wolverine	4,387	4,590	FTI	2,063	DCS	809	39	
	PanAm	Downeaster	736	1,393	DSR	885	PTI	249	77
SCRRA	Coast Starlight	2,175	2,144	PTI	1,074	CTI	841	48	
	Pacific Surfliner	1,098	1,159	PTI	493	CTI	384	95	
SDNRR	Pacific Surfliner	1,163	1,167	PTI	483	CTI	454	60	
UP	California Zephyr	627	835	FTI	291	PTI	145	1,381	
	Capitol Corridor	474	510	PTI	175	DCS	86	171	
	Cascades	1,055	1,043	FTI	468	PTI	298	125	
	Coast Starlight	1,089	1,115	PTI	399	FTI	304	1,162	
	Lincoln Service	1,801	1,833	PTI	695	FTI	454	231	
	Missouri River Runner	682	708	FTI	379	DSR	106	271	
	Pacific Surfliner	772	817	PTI	582	DSR	61	174	
	San Joaquin	1,057	1,354	PTI	374	DSR	294	88	
	Sunset Limited	1,303	1,317	FTI	578	DSR	232	1,784	
	Texas Eagle	2,337	2,456	FTI	847	DSR	646	1,104	
	VTR	Ethan Allen Express	0	0	-	-	-	-	24

The numbers included in this document are preliminary and are for informational purposes only. Final data regarding compliance with PRIIA Section 207 standards, including any Major Maintenance and Construction Allowances, 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	Jul. 2015 - Sep. 2015					
		September 2015	Jul. 2015 - Sep. 2015	#1	#2				
PRIIA Section 207 Standard		900	900						
Acela Express									
Acela Express	MNRR	2,055	2,214	DSR	1,116	CTI	778	56	
All Other NEC Corridor Routes									
Northeast Regional									
Richmond/Newport News/Norfolk	CSX	2,206	2,103	DSR	601	FTI	503	189	
	MNRR	1,385	1,384	CTI	544	DSR	520	56	
	NS	214	205	DSR	101	RTE	83	81	
	Lynchburg	MNRR	1,421	1,372	DSR	835	CTI	362	56
		NS	248	281	FTI	113	DCS	49	166
	All Other Northeast Regional	MNRR	1,496	1,606	DSR	680	CTI	644	56
Non-NEC Corridor Routes									
Capitol Corridor	UP	474	510	PTI	175	DCS	86	171	
Carolinian	CSX	1,775	2,111	FTI	728	PTI	463	295	
	NS	707	725	PTI	181	DSR	174	202	
Cascades	BNSF	1,127	1,192	DSR	345	FTI	281	343	
	UP	1,055	1,043	FTI	468	PTI	298	125	
Downeaster	MBTA	1,324	1,745	CTI	932	DSR	358	38	
	PanAm	736	1,393	DSR	885	PTI	249	77	
Empire Corridor									
Adirondack	CN	5,847	5,059	DSR	2,584	FTI	1,635	49	
	CP	1,450	1,666	DSR	647	PTI	482	178	
	Amtrak	738	1,017	PTI	281	DCS	256	100	
	MNRR	1,622	1,610	CTI	742	DSR	334	64	
Ethan Allen Express	CP	1,855	2,155	DSR	1,148	PTI	314	60	
	Amtrak	1,291	1,508	PTI	831	DCS	279	100	
	MNRR	1,549	1,997	CTI	677	DMW	569	64	
	VTR	0	0	-	-	-	-	24	
Maple Leaf	CSX	2,023	2,214	FTI	874	RTE	442	298	
	Amtrak	894	1,056	PTI	466	DCS	191	109	
	MNRR	976	1,128	CTI	433	DSR	396	64	
New York - Albany**	Amtrak	889	859	RTE	221	DCS	212	81	
	MNRR	1,329	1,470	CTI	626	DSR	354	64	
New York - Niagara Falls	CSX	1,536	1,779	FTI	651	RTE	409	296	
	Amtrak	1,033	1,119	PTI	365	DCS	259	109	
	MNRR	1,804	2,324	CTI	738	DMW	577	64	
Heartland Flyer	BNSF	990	1,488	DSR	1,079	FTI	313	236	
Hiawatha	CP	278	323	FTI	105	DCS	71	53	
	Metra	1,461	1,503	CTI	883	DMW	225	29	
Hoosier State	CSX	510	1,130	FTI	546	DCS	287	175	
Illinois									
Carl Sandburg / Illinois Zephyr	BNSF	499	638	DSR	258	FTI	112	257	
	CN	1,622	1,644	DCS	710	FTI	413	304	
	Lincoln Service	CN	2,038	2,220	FTI	867	DSR	537	35
		UP	1,801	1,833	PTI	695	FTI	454	231
Michigan									
Blue Water	Amtrak	542	992	DSR	429	PTI	370	99	
	CN	673	716	FTI	482	DSR	91	159	
	MIDOT	144	356	PTI	193	DCS	99	22	
	NS	4,075	4,665	FTI	1,876	DSR	965	39	
Pere Marquette	CSX	202	292	DCS	103	FTI	96	135	
	NS	4,203	4,286	FTI	1,664	PTI	907	39	
Wolverine	Amtrak	551	1,141	DSR	453	PTI	425	99	
	CN	2,754	2,407	DSR	1,037	FTI	694	27	
	MIDOT	1,815	1,954	DSR	1,317	DCS	371	134	
	NS	4,387	4,590	FTI	2,063	DCS	809	39	
Missouri River Runner	UP	682	708	FTI	379	DSR	106	271	
Pacific Surfliner	BNSF	940	1,365	DCS	364	FTI	257	22	
	SCRRA	1,098	1,159	PTI	493	CTI	384	95	
	SDNRR	1,163	1,167	PTI	483	CTI	454	60	
	UP	772	817	PTI	582	DSR	61	174	
Pennsylvanian	NS	874	775	FTI	369	RTE	203	249	
Piedmont	NS	902	935	FTI	325	DSR	181	173	
San Joaquin	BNSF	777	892	PTI	353	FTI	297	284	
	UP	1,057	1,354	PTI	374	DSR	294	88	
Vermont	MNRR	1,610	1,793	CTI	883	DSR	484	56	
	MassDOT	3,013	2,770	DSR	2,049	DCS	625	50	
NECR		368	490	DSR	415	DBS	99	192	
Long-Distance Routes									
Auto Train	CSX	1,255	1,380	FTI	480	DSR	336	898	
California Zephyr	CFRC	2,752	2,430	DSR	1,132	DCS	948	16	
	BNSF	918	1,314	DSR	795	FTI	212	1,027	
Capitol Limited	UP	627	835	FTI	291	PTI	145	1,381	
	CSX	1,369	1,104	FTI	458	DSR	253	296	
Cardinal	NS	2,253	2,181	FTI	1,125	DSR	384	481	
	BBrRR	1,091	1,205	PTI	506	FTI	290	132	
CSX	771	1,069	PTI	450	DSR	269	703		
	NS	600	685	PTI	215	CTI	157	79	
City of New Orleans	CN	1,016	915	FTI	328	DSR	298	930	
Coast Starlight	BNSF	813	861	DSR	304	PTI	184	186	
	SCRRA	2,175	2,144	PTI	1,074	CTI	841	48	
UP	1,089	1,115	PTI	399	FTI	304	1,162		
	NS	1,018	1,152	FTI	635	DSR	192	1,141	
Empire Builder	BNSF	912	1,080	DSR	512	FTI	404	2,147	
	CP	763	728	DSR	306	FTI	202	384	
Lake Shore Ltd	Metra	2,082	1,891	CTI	1,560	DCS	122	29	
	CSX	1,347	1,494	FTI	660	DSR	282	741	
MNR	2,352	2,425	CTI	1,008	DMW	450	64		
	NS	2,084	2,042	FTI	1,254	DSR	297	339	
Palmetto	CSX	976	1,168	FTI	422	PTI	245	659	
Silver Meteor	CSX	912	950	FTI	352	DSR	182	1,091	
	CFRC	1,289	1,753	PTI	574	DCS	442	61	
Fle DOT	1,266	1,146	CTI	568	DCS	207	68		
	CSX	1,272	1,229	FTI	430	PTI	255	1,148	
Silver Star	CFRC	1,054	980	DCS	366	DSR	201	61	
	Fle DOT	1,012	1,035	CTI	574	DCS	213	68	
NS	854	1,166	PTI	603	DCS	204	28		
	BNSF	646	738	DSR	241	FTI	177	2,206	
Sunset Limited	NMDOT	2,506	2,807	DSR	1,526	CTI	879	80	
	BNSF	1,376	879	DSR	581	DCS	149	190	
UP	1,303	1,317	FTI	578	DSR	232	1,784		
	BNSF	905	1,248	DSR	816	FTI	266	116	
Texas Eagle	CN	3,152	2,719	FTI	1,023	DSR	523	35	
	UP	2,337	2,456	FTI	847	DSR	646	1,104	

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\*\* 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.

**ON-TIME PERFORMANCE**  
(Red numbers indicate not meeting standard)

	Endpoint OTP		All-Stations OTP		Change in Effective Speed
	Current Month	Quarter to Date	Current Month	Quarter to Date	Last Twelve Months Ending Sep. 2015 vs. FY08
	September 2015	Jul. 2015 - Sep. 2015	September 2015	Jul. 2015 - Sep. 2015	

**Acela Express**

<b>PRIIA Section 207 Standard</b>	<b>90.0%</b>	<b>90.0%</b>	<b>90.0%</b>	<b>90.0%</b>	<b>&gt;=0</b>
Acela Express	77.4%	74.8%	80.9%	80.0%	-2.5

**All Other NEC Corridor Routes**

<b>PRIIA Section 207 Standard</b>	<b>85.0%</b>	<b>85.0%</b>	<b>85.0%</b>	<b>85.0%</b>	<b>&gt;=0</b>
Keystone	81.5%	82.7%	91.0%	92.4%	-1.2
Northeast Regional	78.5%	76.9%	82.7%	81.0%	-0.6
Richmond/Newport News/Norfolk	67.5%	67.4%	73.3%	70.9%	-0.4
Lynchburg	83.3%	83.7%	87.9%	86.4%	NA
All Other Northeast Regional	81.6%	79.2%	87.3%	85.8%	-0.5

**Non-NEC Corridor Routes**

<b>PRIIA Section 207 Standard</b>	<b>80.0%</b>	<b>80.0%</b>	<b>80.0%</b>	<b>80.0%</b>	<b>&gt;=0</b>
Capitol Corridor	94.0%	93.6%	95.6%	95.3%	2.0
Carolinian	61.7%	44.0%	51.8%	49.1%	0.2
Cascades	83.0%	76.4%	79.7%	73.4%	-1.1
Downeaster	70.6%	51.7%	89.5%	79.0%	-6.1
Empire Corridor	63.4%	55.5%	64.9%	59.1%	0.3
Adirondack	45.0%	27.2%	51.2%	40.8%	1.1
Ethan Allen Express	75.0%	54.3%	77.4%	67.6%	2.2
Maple Leaf	51.7%	43.5%	48.3%	42.6%	-0.5
New York - Albany**	71.0%	68.6%	86.3%	85.1%	-0.4
New York - Niagara Falls	48.3%	34.0%	50.3%	42.7%	-0.6
Heartland Flyer	76.7%	55.7%	81.8%	70.7%	2.5
Hiawatha	93.2%	92.2%	97.5%	96.7%	-1.1
Hoosier State	86.2%	67.7%	88.8%	73.7%	2.2
Illinois	55.3%	53.3%	60.6%	59.3%	0.8
Carl Sandburg / Illinois Zephyr	96.7%	90.2%	96.8%	91.4%	1.6
Illini / Saluki	28.3%	30.2%	35.6%	35.4%	-1.2
Lincoln Service	47.8%	46.0%	56.3%	56.2%	1.3
Michigan	60.4%	48.0%	66.0%	59.0%	2.7
Blue Water	63.3%	49.5%	79.4%	67.2%	5.8
Pere Marquette	75.0%	61.4%	87.3%	81.7%	1.6
Wolverine	54.8%	43.3%	59.8%	54.1%	1.9
Missouri River Runner	92.4%	86.4%	90.3%	86.3%	7.5
Pacific Surfliner	84.0%	78.2%	91.8%	88.4%	-0.2
Pennsylvanian	83.3%	82.6%	81.6%	81.8%	0.6
Piedmont	58.6%	55.8%	84.8%	83.7%	0.7
San Joaquin	85.6%	79.7%	86.2%	81.5%	-0.7
Vermont	86.7%	85.3%	87.0%	84.1%	2.9

**Long-Distance Routes**

<b>PRIIA Section 207 Standard</b>	<b>80.0%</b>	<b>80.0%</b>	<b>80.0%</b>	<b>80.0%</b>	<b>&gt;=0</b>
Auto Train	68.3%	66.3%	76.7%	73.4%	-0.6
California Zephyr	73.3%	42.3%	54.3%	37.2%	2.5
Capitol Limited	28.8%	35.0%	30.7%	31.3%	-0.3
Cardinal	57.7%	48.1%	47.9%	43.5%	1.1
City of New Orleans	85.0%	88.6%	63.4%	64.2%	0.8
Coast Starlight	77.0%	68.6%	61.1%	48.2%	1.0
Crescent	70.0%	49.5%	55.0%	48.5%	-0.4
Empire Builder	65.8%	45.4%	47.2%	32.0%	-1.7
Lake Shore Ltd	40.0%	32.8%	39.2%	33.9%	-1.0
Palmetto	73.3%	58.2%	70.5%	63.5%	0.7
Silver Meteor	61.7%	49.5%	47.6%	43.3%	-0.2
Silver Star	46.7%	38.6%	54.5%	46.5%	0.1
Southwest Chief	61.7%	46.7%	45.3%	37.1%	-1.1
Sunset Limited	65.4%	67.1%	56.9%	51.3%	2.6
Texas Eagle	33.3%	27.7%	20.1%	20.3%	1.2

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

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 I  
Change in Effective Speed is calculated as Last Twelve Months Effective Speed (ending September ) minus FY08 Effective Speed

## Amtrak OFF-NEC Delay Code Definitions

### Host Railroad Responsible Delays\*

<u>Code</u>	<u>Code Description</u>	<u>Explanation</u>
FTI	Freight Train Interference	Delays from freight trains
PTI	Passenger Train Interference	Delays for meeting or following All Other passenger trains
CTI	Commuter Train Interference	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
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\*

<u>Code</u>	<u>Code Description</u>	<u>Explanation</u>
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	Miscellaneous Delays	Lost-on-run, heavy trains, unable to make normal speed, etc.

### Third-Party Delays\*

<u>Code</u>	<u>Code Description</u>	<u>Explanation</u>
NOD	Unused Recovery Time	Wait for departure time
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
DBS	Debris	Debris strikes
WTR	Weather-Related	All severe-weather delays, landslides or washouts, earthquake-related delays, heat or cold orders

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