

Monthly
Performance Report
For
September 2016

** All Financial Data is Preliminary and Unaudited **



November 1, 2016

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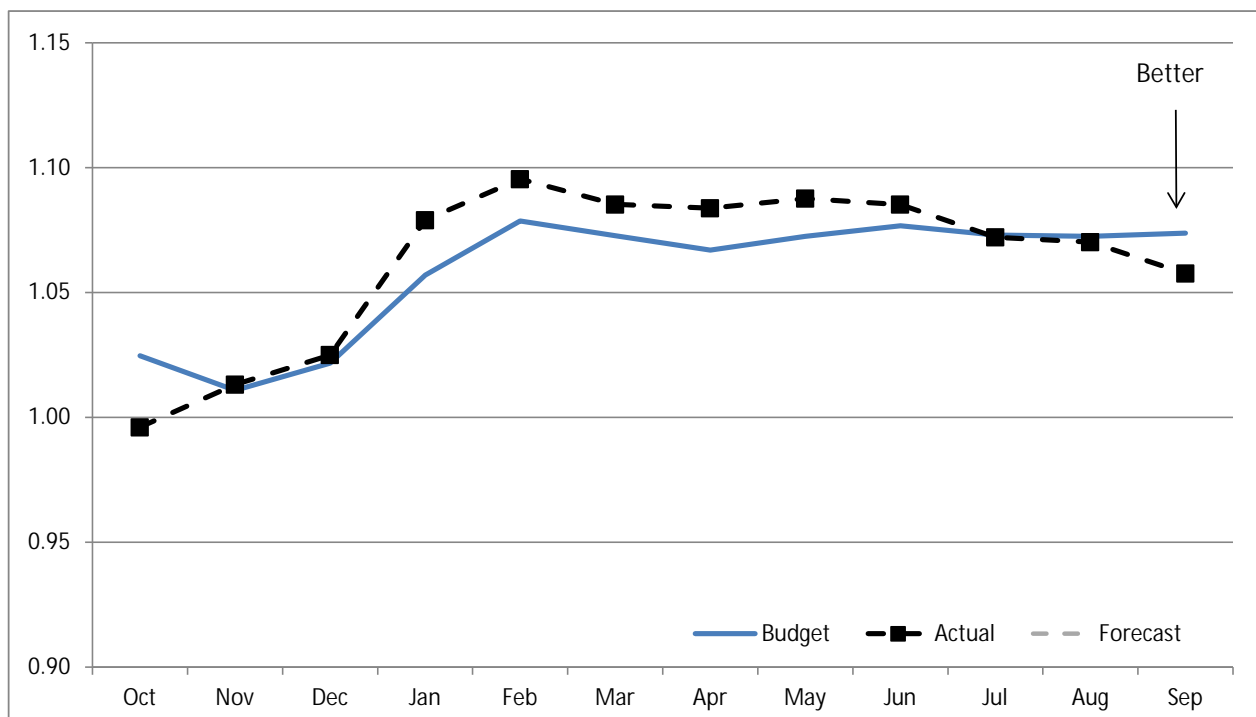
FINANCIAL RESULTS

Performance Summary for the Year to Date Period Ending September 2016

Executive Summary:

The year to date results are favorable due to lower train fuel, salaries and wages, benefits, materials, and other expenses. This is partially offset by lower passenger related revenue and reimbursable revenue. The change in Operating Ratio (Strategy Management Objective F1) reflects the favorable expenses. Capital spending is under budget due to the timing of Engineering and Mechanical projects.

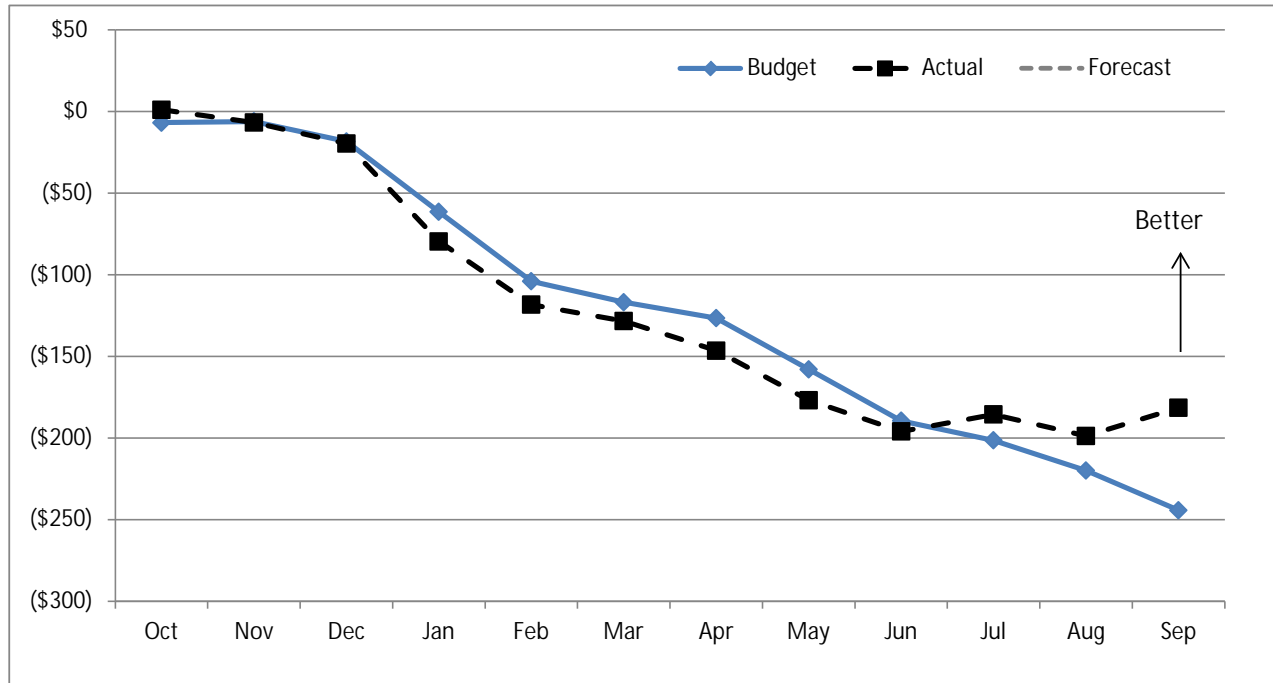
Operating Ratio ⁽¹⁾ - Cumulative Basis (Cash Expense / Cash Revenue)



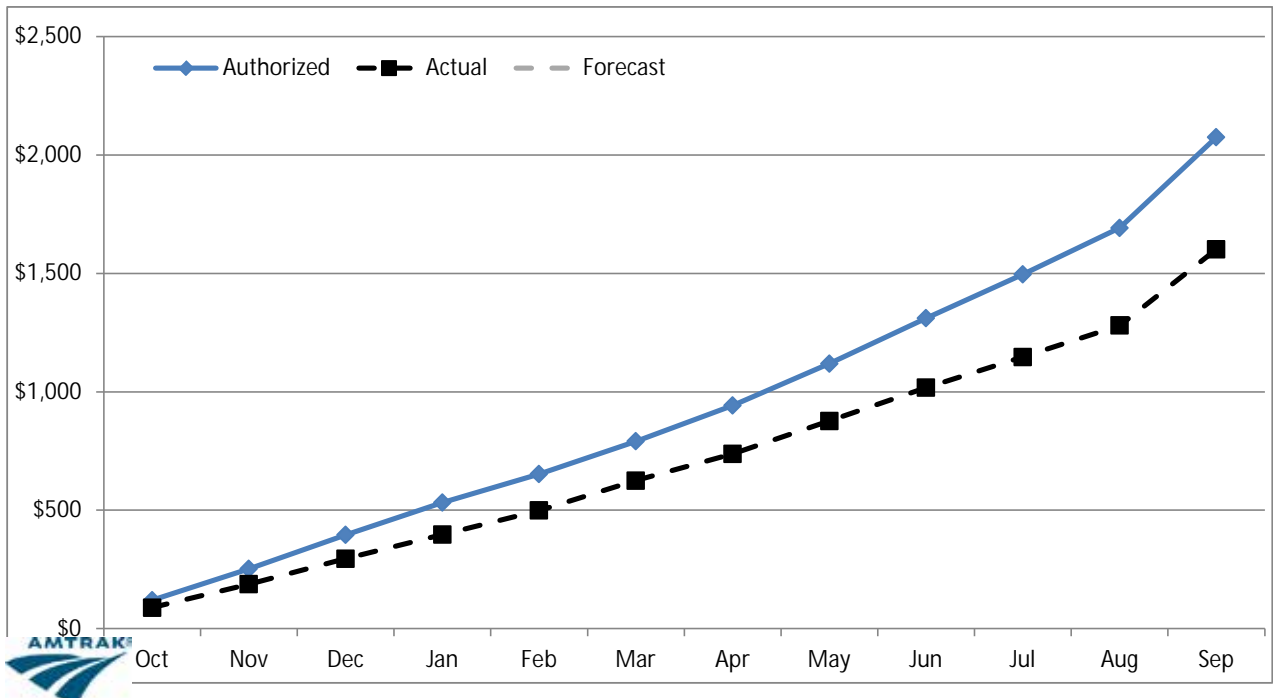
⁽¹⁾ Operating Ratio is defined as Total Operating Expense adjusted for Depreciation, Project related costs covered by Capital funding (PRJ), non-cash portion of OPEBs and the Inspector General's office - covered by a separate grant, divided by Total Operating Revenue less State Capital amortization.

Performance Summary for the Year to Date Period Ending September 2016

Adjusted Loss ⁽¹⁾ (Cash Revenue - Cash Expenses)



Capital Spend



⁽¹⁾ 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 2016

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)
Revenue:						
Ticket Revenue - Adjusted	\$180.0	(\$1.2)	\$12.9	\$2,136.1	(\$98.8)	\$12.3
Food & Beverage	12.2	1.6	(2.0)	132.3	0.4	0.2
State Supported Train Revenue	26.6	5.1	11.7	227.5	(30.3)	4.6
Total Passenger Related Revenue	218.8	5.6	22.6	2,495.9	(128.8)	17.2
Other Revenue	117.9	52.2	45.8	738.5	15.8	6.2
Total Revenue	336.8	57.7	68.4	3,234.4	(112.9)	23.4
Expense:						
Salaries, Wages & Benefits	168.2	6.9	(32.0)	2,057.2	63.4	79.3
Train Operations	43.3	(18.0)	(18.2)	299.2	(9.9)	(47.3)
Fuel, Power, & Utilities	14.1	14.8	6.2	230.4	77.0	53.0
Materials	6.7	6.4	4.0	163.4	5.4	19.2
Facility, Communication, & Office	17.8	(1.3)	5.3	174.8	11.4	23.6
Advertising & Sales	9.4	(1.4)	1.7	105.2	8.8	(10.0)
Casualty & Other Claims	5.2	(0.1)	6.9	67.1	(6.2)	23.2
Depreciation, net	110.1	(40.0)	(65.7)	821.6	(1.8)	(73.9)
Other Expenses	57.1	(13.3)	52.0	473.9	(1.2)	12.1
Indirect Costs Capitalized to P&E	(1.8)	(14.6)	(7.9)	(150.2)	(28.6)	10.9
Total Expenses	430.0	(60.7)	(47.6)	4,242.5	118.3	90.1
Net Loss from Operations	93.3	(2.9)	20.7	1,008.1	5.4	113.4
Non-Operating Exp / (Inc)	5.7	2.0	50.1	58.0	(3.2)	53.1
Net Loss / (Income)	\$99.0	(\$0.9)	\$70.9	\$1,066.1	\$2.3	\$166.6
Proforma Non-Cash Adjustments⁽¹⁾:						
Less: Change in OPEB's and PRJ	(7.4)	10.8	(8.3)	(42.1)	81.4	(66.9)
Less: Depreciation	(110.5)	40.0	65.7	(826.5)	1.8	73.9
Less: Inspector General	(2.2)	0.3	(0.5)	(19.9)	(0.5)	(3.7)
Less: Non-Operating Exp/(Inc)	(5.7)	(2.0)	(50.1)	(58.0)	3.2	(53.1)
Add: State Capital Payment Amortization	9.5	(6.5)	1.3	61.9	(25.3)	(8.1)
Adjusted Loss / (Income)	(17.4)	41.7	79.0	181.5	62.9	108.5

Note: FY2015 amounts are preliminary and unaudited.

⁽¹⁾ 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 2016

Capital Spend (\$ millions)	Total YTD FY16	Authorized YTD FY16	Under/(Over) Authorized	% Variance
Engineering	\$846.0	\$1,031.3	\$185.3	18.0%
- ADA	25.9	55.5	29.6	53.3%
Mechanical	322.9	443.1	120.1	27.1%
All Else *	406.6	544.4	137.8	25.3%
Total	\$1,601.5	\$2,074.3	\$472.8	22.8%

* 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 Engineering and Mechanical projects.



METRICS

Key Performance Indicators

For the Month Ended September 30, 2016

	<u>Actual</u>	<u>Budget/Goal</u>	<u>Prior Year</u>	<u>Budget Fav / (Unfav) ⁽¹⁾</u>	<u>Prior Year Fav / (Unfav) ⁽¹⁾</u>
<u>KPIs</u>					
RASM - Revenue per Seat Mile (a)	\$0.229	\$0.207	\$0.209	\$0.023	\$0.021
CASM - Expenses per Seat Mile (b)	\$0.232	\$0.218	\$0.279	(\$0.014)	\$0.047
(NTS) Cost Recovery Ratio (c)	99%	95%	75%	4%	24%
Ridership (000's)	2,580	2,640	2,472	(60)	108
Passenger Miles per total core employee (000's)	31	31	30	(0.1)	1.1
On-Time Performance (Endpoint)	78.9%	80.0%	73.9%	(1.1%)	5.0%
Customer Satisfaction Index (d)	82	78	82	4	0
<u>Other Indicators</u>					
Seat Miles (000's)	1,048,719	1,093,910	1,065,063	(45,191)	(16,344)
Passenger Miles (000's)	521,514	554,589	512,356	(33,074)	9,158
Train Miles (000's)	3,104	3,164	3,147	(61)	(43)
Average Load Factor	49.7%	50.7%	48.1%	(1.0%)	1.6%
Core diesel gallons per train mile	2.1	2.3	2.2	(0.2)	(0.0)
Seat Miles per total core employee (000's)	62	61	62	1.0	0.2
Unadjusted Ticket Revenue (\$000's)	\$183,791	\$185,766	\$172,571	(\$1,975)	\$11,220
Average Ticket Yield	\$0.3524	\$0.3350	\$0.3368	\$0.0175	\$0.0156
Average Ticket Price	\$71.25	\$70.37	\$69.81	\$0.88	\$1.44
Core Revenue per Train Mile (f)	\$87.00	\$73.85	\$67.90	\$13.15	\$19.11
Core Expenses per Train Mile (g)	\$84.98	\$84.52	\$88.82	\$0.46	\$3.84
Adjusted Operating Ratio (h)	1.06	1.07	1.09	0.02	0.03
Average cost per gallon of diesel (i)	\$1.61	\$2.99	\$1.66	\$1.39	\$0.05
<u>F&B Metrics ⁽²⁾</u>					
Total F&B Revenue (000's) (j)	\$15,639	\$12,561	\$17,906	\$3,077	(\$2,267)
Total F&B Expenses (000's)	\$22,927	\$26,150	\$26,504	\$3,222	\$3,577
F&B Contribution/(Loss) (000's)	(\$7,289)	(\$13,589)	(\$8,598)	\$6,300	\$1,310
F&B Cost Recovery Ratio	68.2%	48.0%	67.6%	20.2%	0.7%
F&B Revenue per 100 Passenger Miles	\$3.10	\$2.35	\$3.65	\$0.74	(\$0.55)
F&B Cost per 100 Passenger Miles	\$4.54	\$4.90	\$5.40	\$0.36	\$0.86

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, 2016

	<u>Actual / Average *</u>	<u>Budget/Goal</u>	<u>Prior Year / Average *</u>	<u>Budget Fav / (Unfav) ⁽¹⁾</u>	<u>Prior Year Fav / (Unfav) ⁽¹⁾</u>
<u>KPIs</u>					
RASM - Revenue per Seat Mile (a)	\$0.208	\$0.214	\$0.200	(\$0.006)	\$0.008
CASM - Expenses per Seat Mile (b)	\$0.212	\$0.223	\$0.213	\$0.011	\$0.001
(NTS) Cost Recovery Ratio (c)	98%	96%	94%	2%	4%
Ridership (000's)	31,275	31,798	30,882	(523)	393
Passenger Miles per total core employee (000's) *	31	31	31	(0.3)	(0.3)
On-Time Performance (Endpoint)	79.1%	80.0%	72.4%	(0.9%)	6.7%
Customer Satisfaction Index (d)	81	78	77	3	4

<u>Other Indicators</u>					
Seat Miles (000's)	12,817,355	12,929,172	12,878,501	(111,817)	(61,147)
Passenger Miles (000's)	6,525,804	6,755,144	6,600,991	(229,340)	(75,187)
Train Miles (000's)	37,817	38,544	37,930	(727)	(113)
Average Load Factor	50.9%	52.2%	51.3%	(1.3%)	(0.3%)
Core diesel gallons per train mile *	2.2	2.3	2.3	(0.1)	(0.1)
Seat Miles per total core employee (000's) *	61	60	61	1.0	0.0
Unadjusted Ticket Revenue (\$000's)	\$2,192,211	\$2,289,569	\$2,185,544	(\$97,358)	\$6,667
Average Ticket Yield	\$0.3359	\$0.3389	\$0.3311	(\$0.0030)	\$0.0048
Average Ticket Price	\$70.09	\$72.00	\$70.77	(\$1.91)	(\$0.68)
Core Revenue per Train Mile (f)	\$71.99	\$74.33	\$70.99	(\$2.33)	\$1.00
Core Expenses per Train Mile (g)	\$79.04	\$83.40	\$80.98	(\$4.36)	\$1.94
Adjusted Operating Ratio (h)	1.06	1.07	1.09	0.02	0.03
Average cost per gallon of diesel (i)	\$1.50	\$2.31	\$2.13	\$0.81	\$0.63

<u>F&B Metrics ⁽²⁾</u>					
Total F&B Revenue (000's) (j)	\$172,954	\$155,147	\$177,373	\$17,807	(\$4,419)
Total F&B Expenses (000's)	\$295,308	\$299,010	\$316,270	\$3,702	\$20,962
F&B Contribution/(Loss) (000's)	(\$122,354)	(\$143,863)	(\$138,897)	\$21,509	\$16,543
F&B Cost Recovery Ratio	58.6%	51.9%	56.1%	6.7%	2.5%
F&B Revenue per 100 Passenger Miles	\$2.73	\$2.39	\$2.80	\$0.34	(\$0.07)
F&B Cost per 100 Passenger Miles	\$4.66	\$4.60	\$4.99	(\$0.06)	\$0.33

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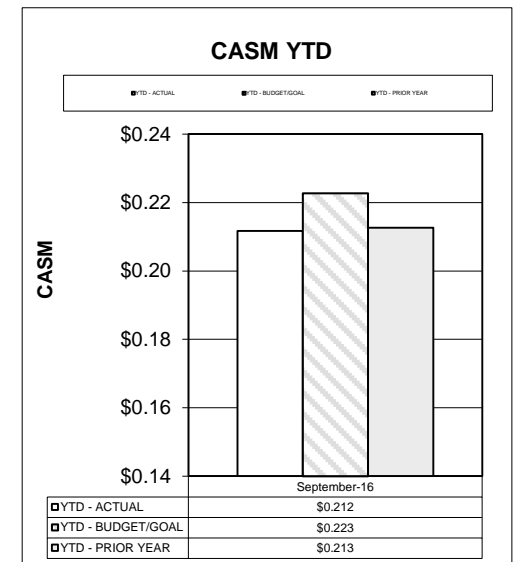
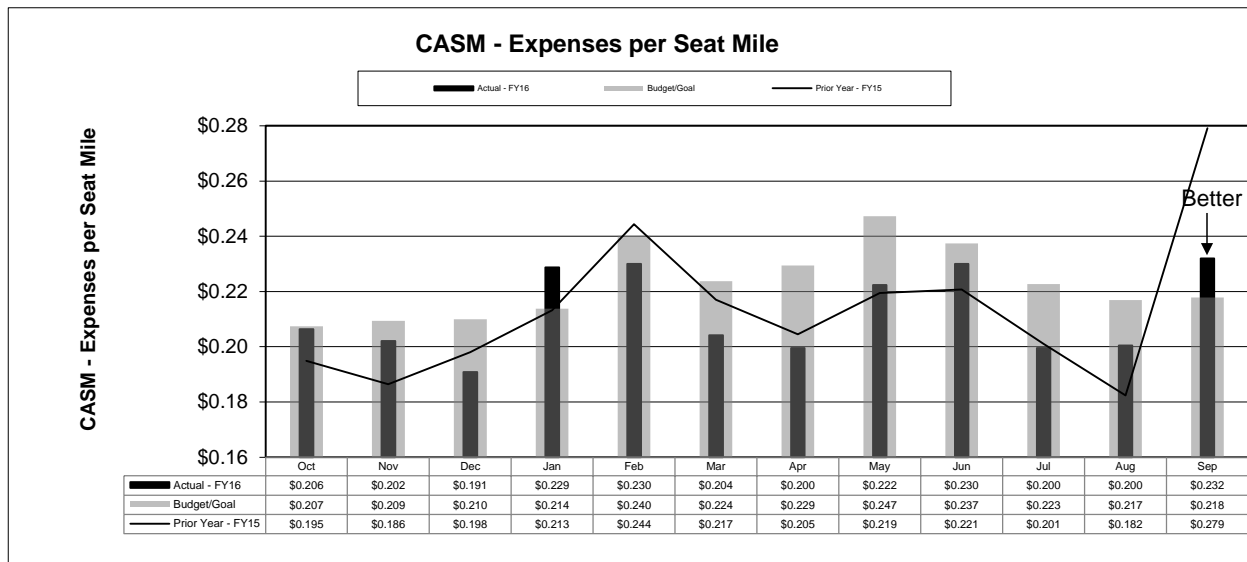
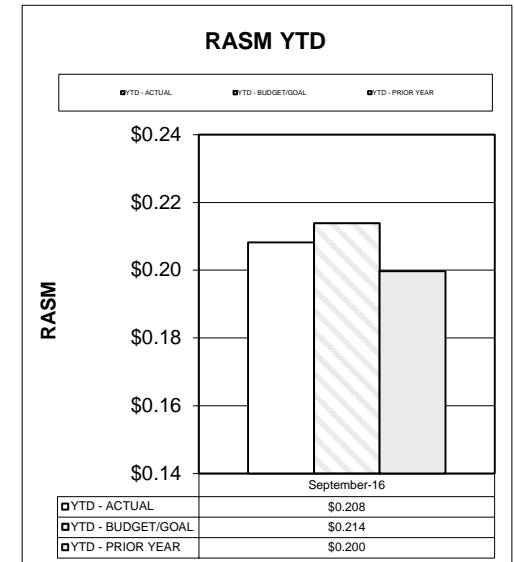
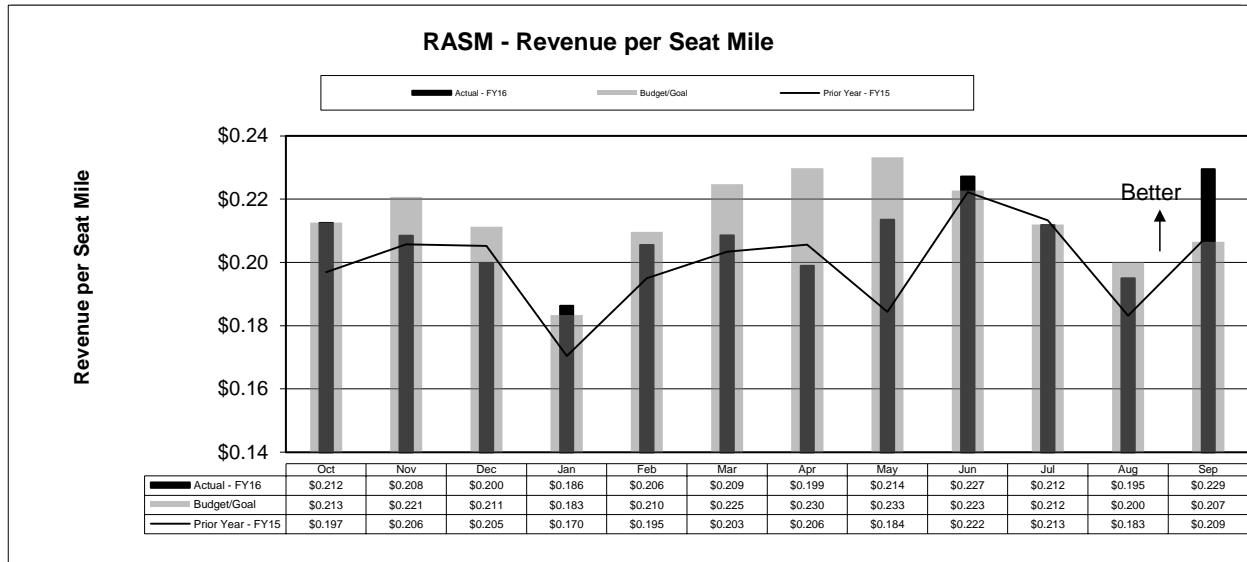
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* Note: These metrics are reported as the YTD average.

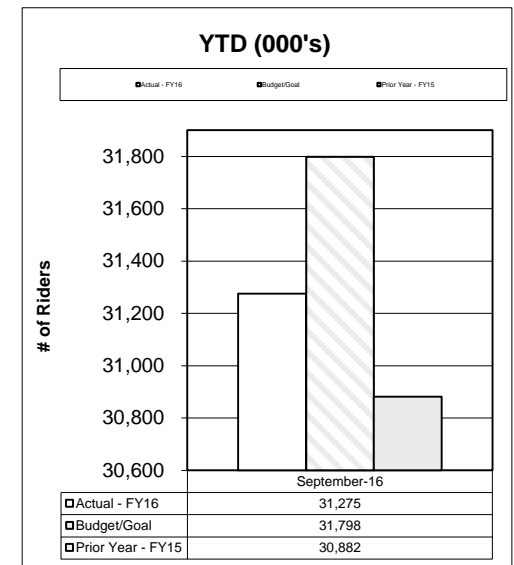
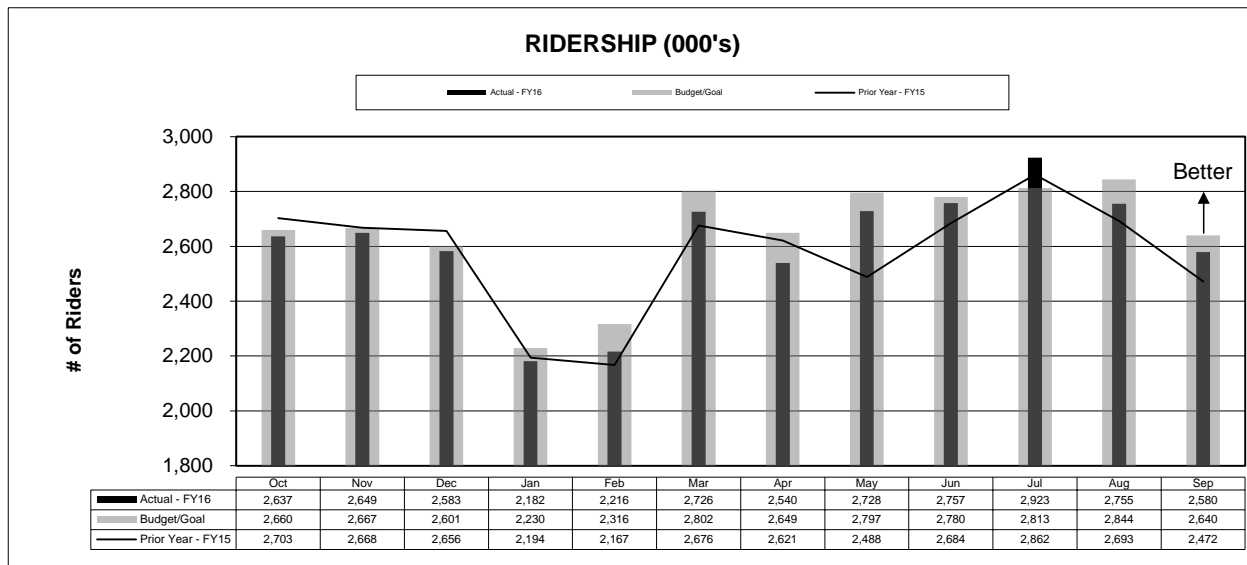
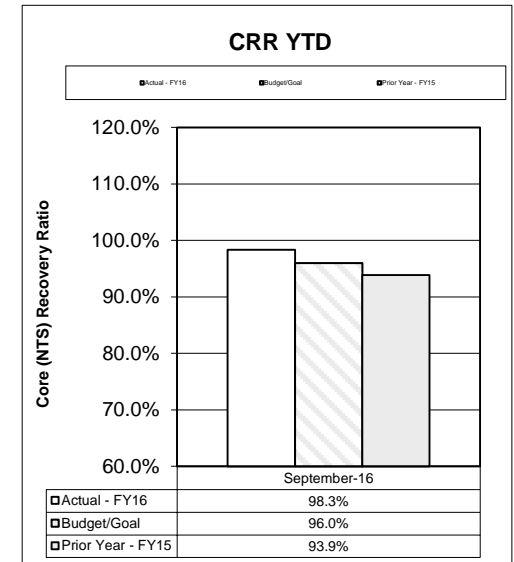
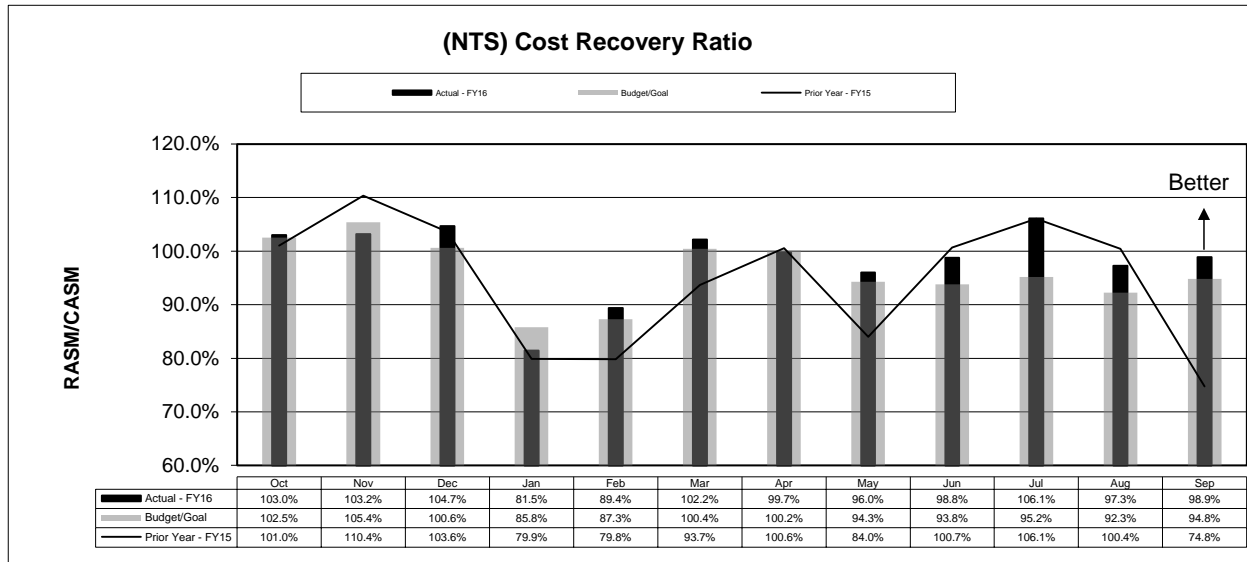
SUMMARY METRICS

Results as of September, 2016



SUMMARY METRICS

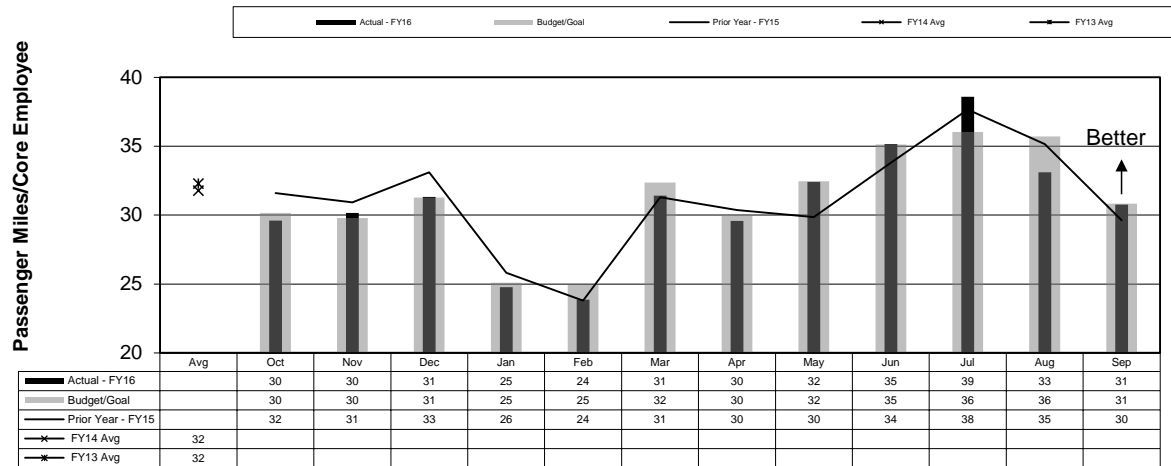
Results as of September, 2016



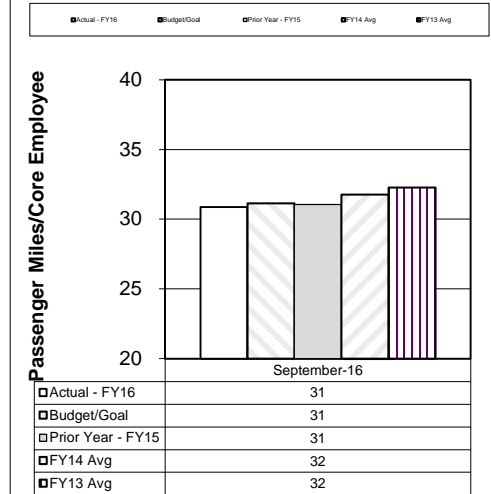
SUMMARY METRICS

Results as of September, 2016

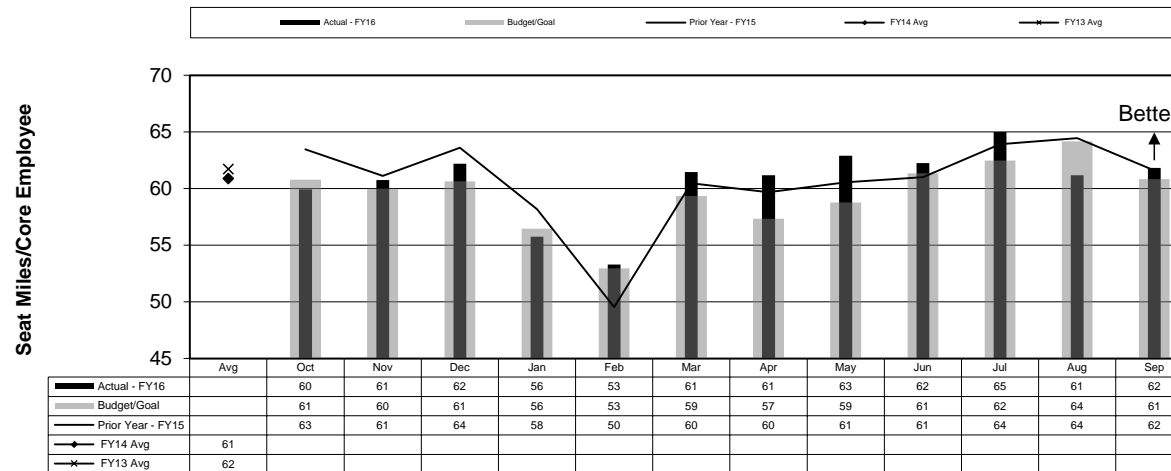
Passenger Miles per Core Employee (000's)



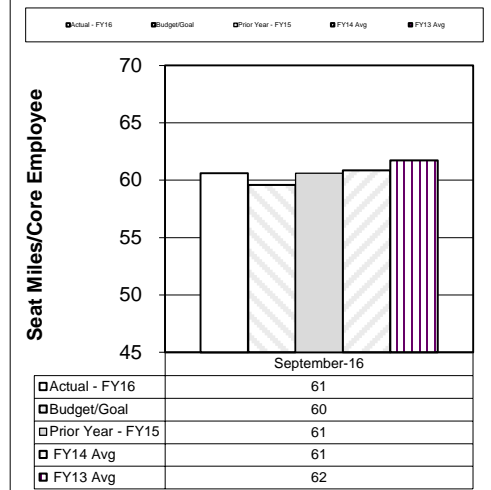
YTD Average (000's)



Seat Miles per Core Employee (000's)

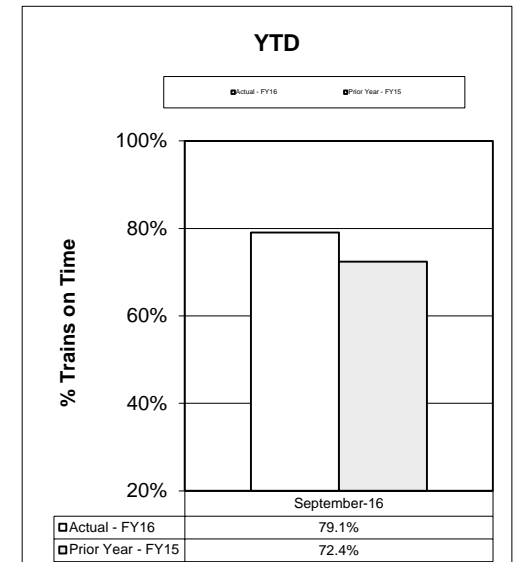
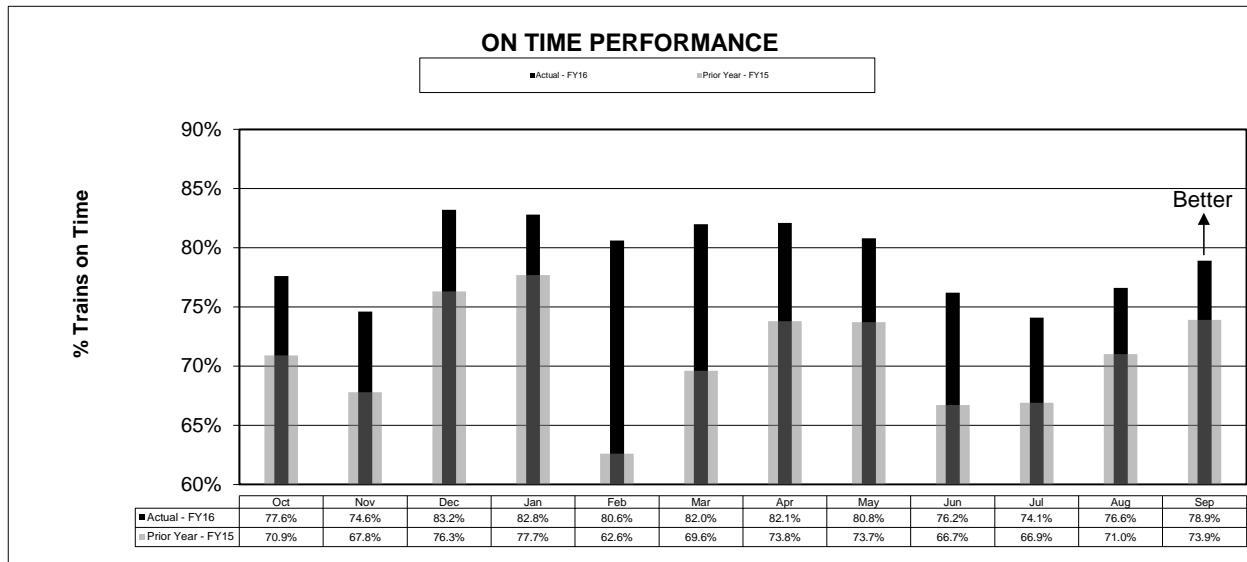
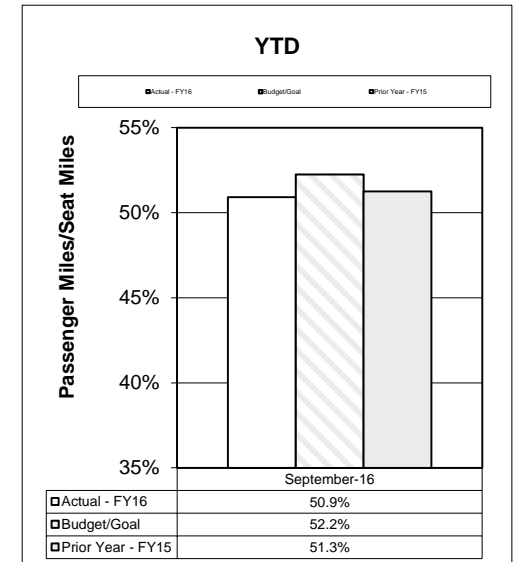
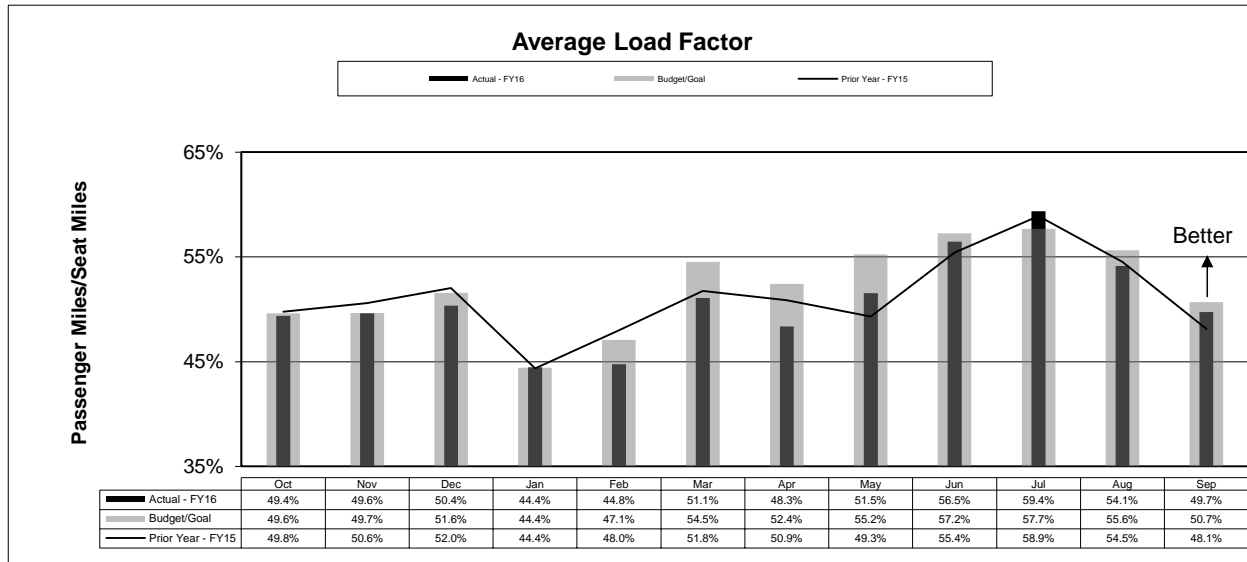


YTD Average (000's)



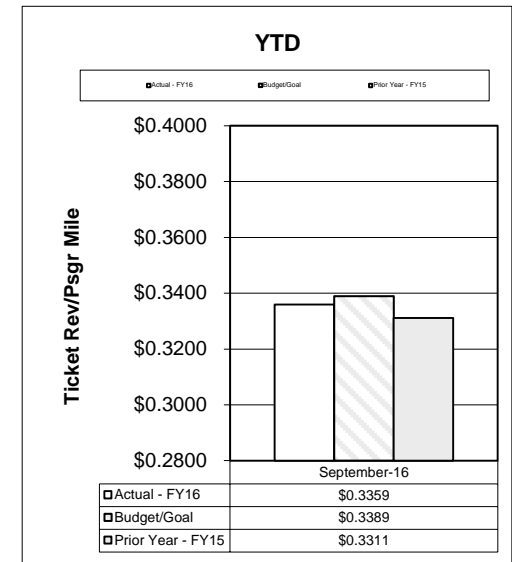
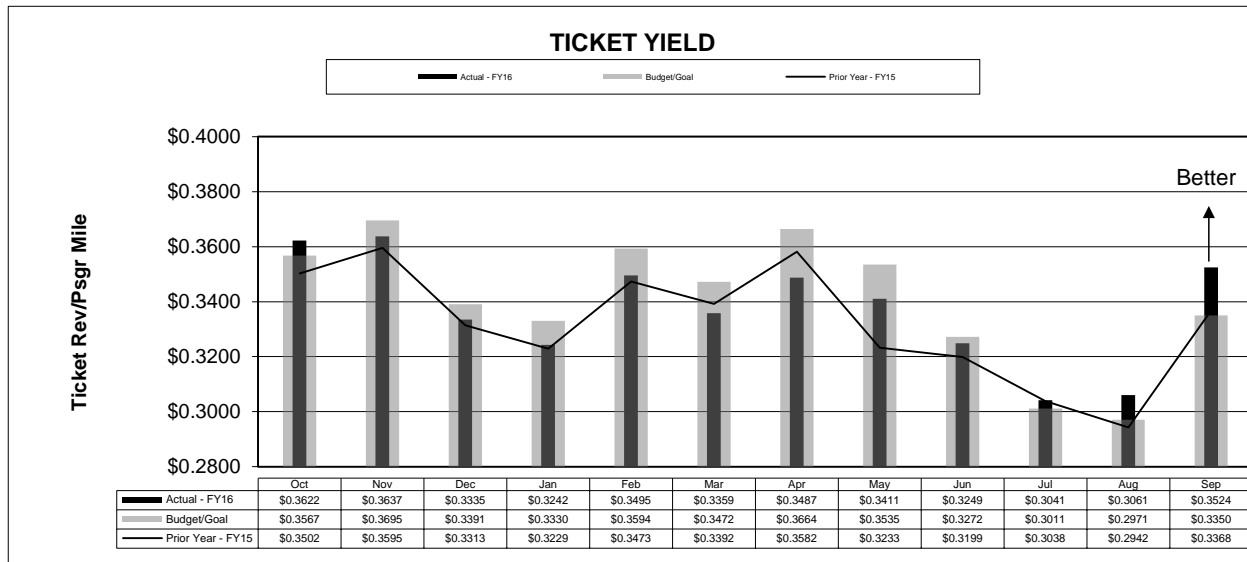
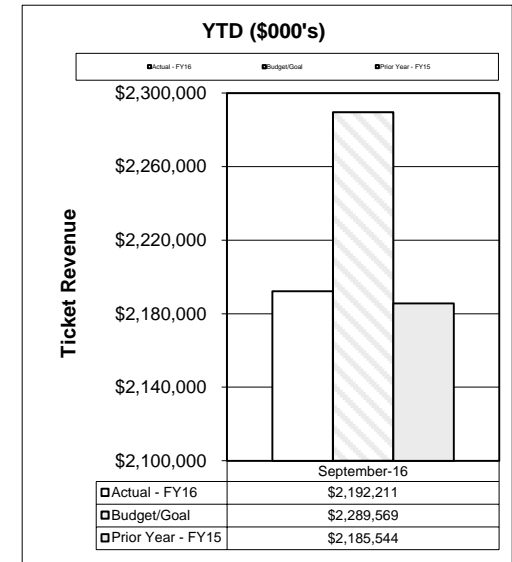
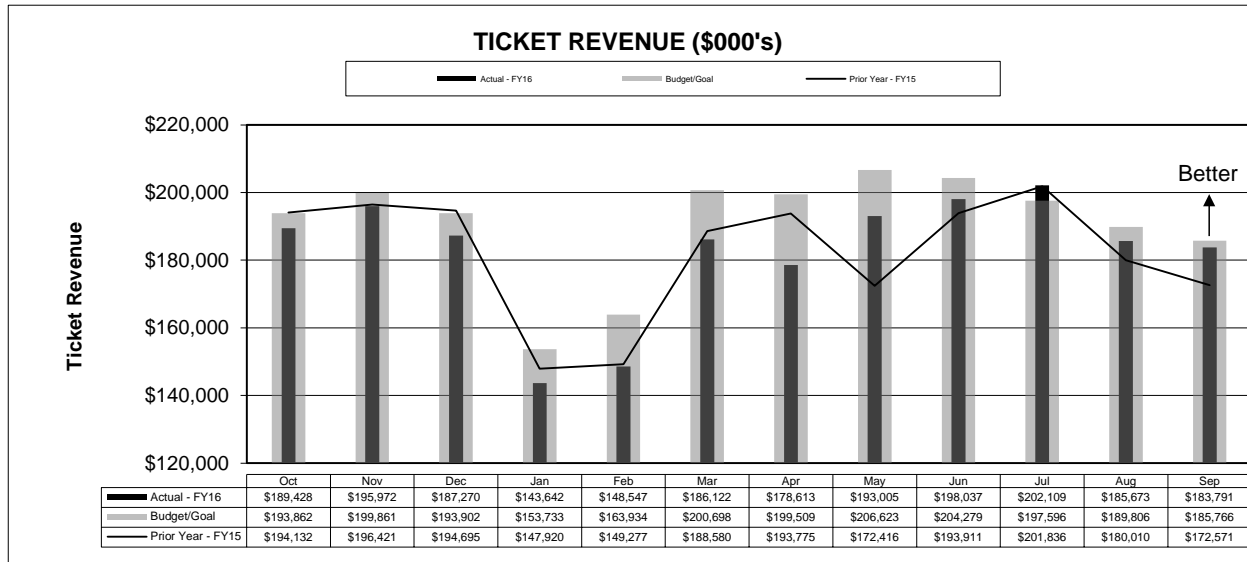
SUMMARY METRICS

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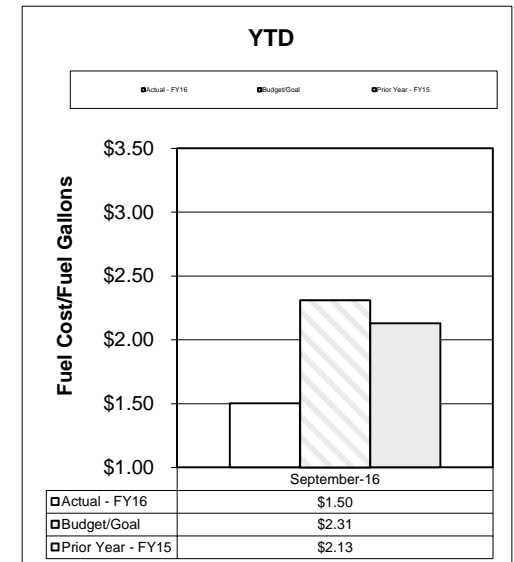
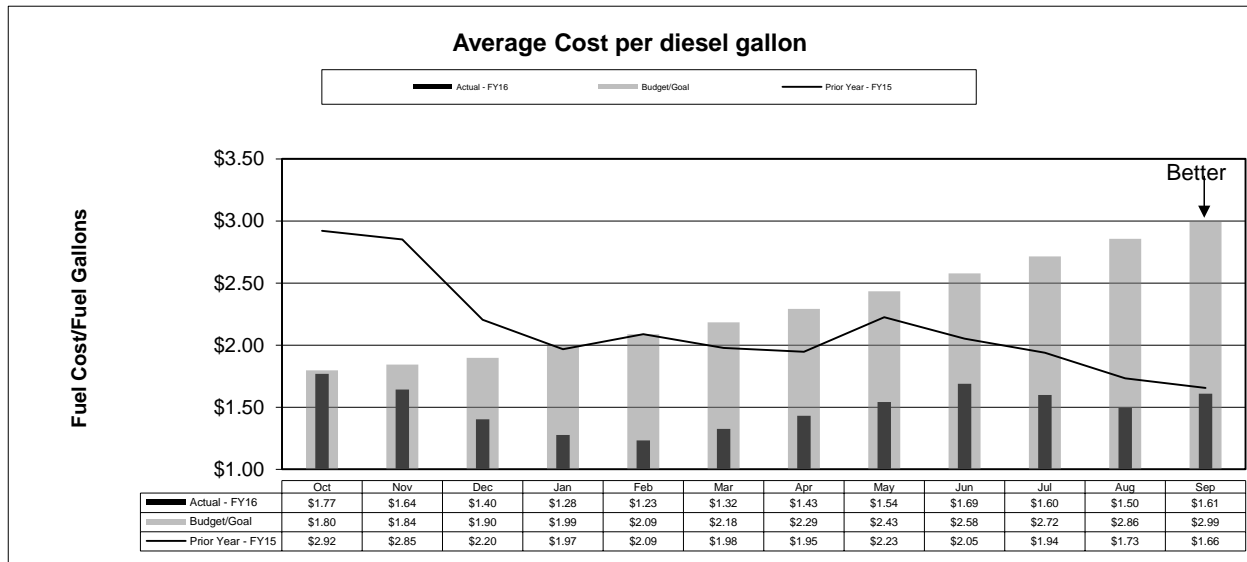
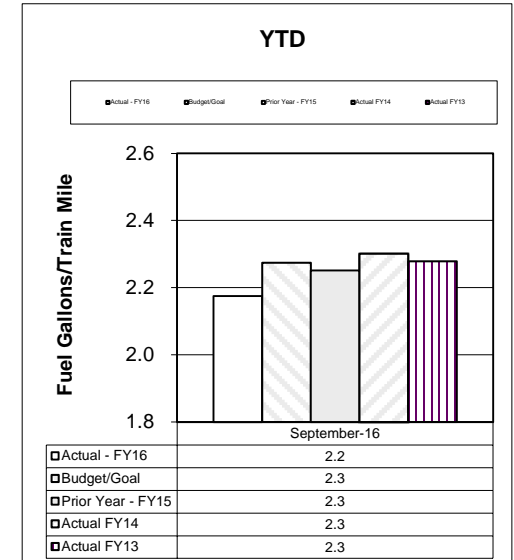
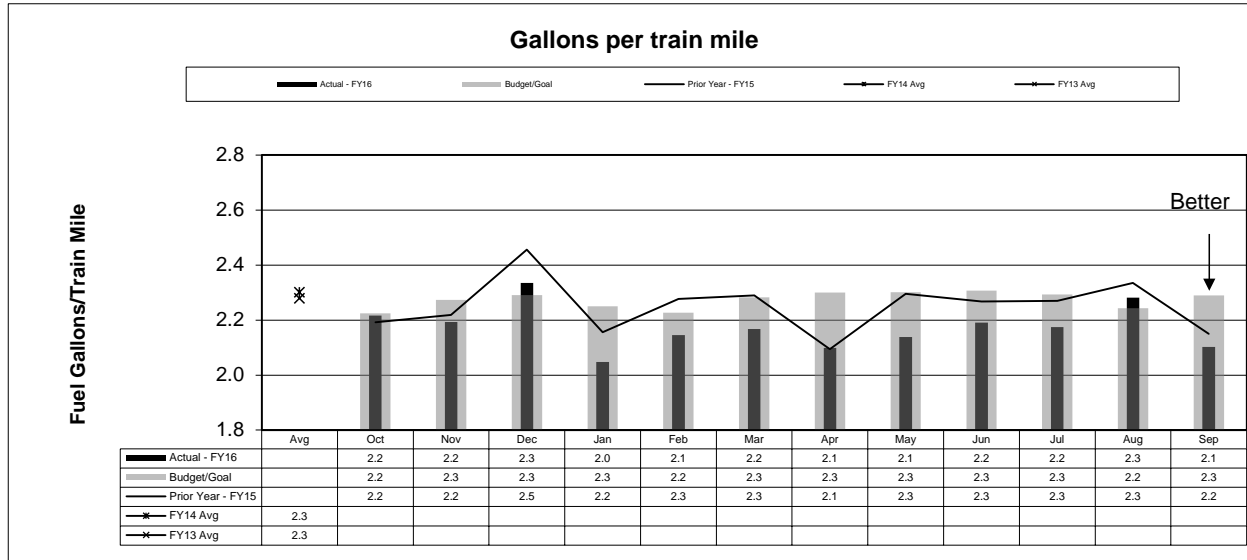
SUMMARY METRICS

Results as of September, 2016



SUMMARY METRICS

Results as of September, 2016



RIDERSHIP AND REVENUE

Ticket Revenue and Ridership Summary – September 2016

Total Amtrak

- September ridership of 2.58 million trips was 2% unfavorable to budget but 4% favorable to the prior year
- Gross Ticket Revenue of \$183.8M was 1% unfavorable to budget but 7% favorable to the prior year

Northeast Corridor Routes

- Northeast Corridor ridership (Acela and Northeast Regional combined) was 1% below budget but 4% above last year
- September NEC ticket revenues were 2% above budget and 9% above last year
- Acela ridership was 2% below budget but 6% above last year
- Acela first class ridership was 6% above last year; business class was 7% above last year
- Acela ticket revenues were 2% above budget and 12% above last year
- Northeast Regional ridership was less than 1% below budget but 4% above last year
- Northeast Regional ticket revenues were 2% above budget and 7% above last year
- Northeast Regional business class ridership was 10% above last year; coach ridership was 4% above last year
- Northeast Regional ridership associated with multi-ride passes was 2% below last September

State Supported Routes

- State Supported ridership was 3% below budget but 4% above last year
- State Supported ticket revenues were 3% below budget but 3% above last year
- There were losses on New Haven-Springfield, Albany-Niagara Falls-Toronto, Wolverines, Lincoln Service, Carolinian, and Piedmont routes due to track work in September
- Demand on the Pacific Surfliner and Capitol Corridor continues to be strong
- Keystone ridership, up 16% versus last September, benefitted from the SEPTA equipment issues
- Strong reported demand versus last year on the Downeaster is due to last year's track work and operation of the Amtrak Dome car on the route for the first time

Long Distance Routes

- Long Distance ridership in September was 5% below budget but 5% above last year
- Long Distance ticket revenues were 7% below budget but 2% above last year
- Long distance sleeper demand was less than 1% above last September. Sleeper ticket revenues were 2% above last year
- September Long Distance coach/business ridership was 6% above last year, and ticket revenues were 4% above last year

- There were losses in September on the Auto Train, Silver Service, and Palmetto due to Tropical Storm Hermine
- The Palmetto and Lake Shore Limited had losses due to track work

September

	Ridership					Ticket Revenue				
	FY16	FY15	Budget	% change vs.		FY16	FY15	Budget	% change vs.	
				FY15	Budget				FY15	Budget
NEC Spine										
1 - Acela	305,907	287,434	311,083	+6.4	-1.7	\$52,915,273	\$47,370,023	\$52,050,300	+11.7	+1.7
5 - Northeast Regional	706,567	678,633	709,014	+4.1	-0.3	\$53,126,366	\$49,441,587	\$51,938,350	+7.5	+2.3
99 - Special Trains	202	3,729	200	-94.6	+1.0	\$72,481	\$216,952	\$128,000	-66.6	-43.4
Subtotal	1,012,676	969,796	1,020,297	+4.4	-0.7	\$106,114,120	\$97,028,562	\$104,116,650	+9.4	+1.9

State Supported

3 - Ethan Allen	3,913	3,637	4,273	+7.6	-8.4	\$222,051	\$203,712	\$226,904	+9.0	-2.1
4 - Vermonter	6,811	6,229	6,830	+9.3	-0.3	\$421,842	\$372,768	\$420,191	+13.2	+0.4
7 - Albany-Niagara Falls-Toronto	27,700	30,151	31,540	-8.1	-12.2	\$1,682,428	\$1,808,017	\$1,926,117	-6.9	-12.7
9 - Downeaster	45,315	40,622	46,393	+11.6	-2.3	\$752,830	\$696,095	\$769,300	+8.2	-2.1
12 - New Haven-Springfield	20,132	21,646	30,483	-7.0	-34.0	\$712,544	\$743,019	\$1,012,822	-4.1	-29.6
14 - Keystone	130,432	112,231	117,088	+16.2	+11.4	\$3,423,149	\$3,048,333	\$3,254,091	+12.3	+5.2
15 - Empire (NYP-ALB)	92,998	90,462	93,905	+2.8	-1.0	\$3,957,080	\$3,871,083	\$3,951,678	+2.2	+0.1
20 - Chicago-St. Louis (Lincoln Service)	45,646	45,702	59,655	-0.1	-23.5	\$1,157,908	\$1,172,546	\$1,508,661	-1.2	-23.2
21 - Hiawatha	66,258	63,291	67,625	+4.7	-2.0	\$1,478,893	\$1,353,096	\$1,436,337	+9.3	+3.0
22 - Wolverine	26,520	33,363	39,805	-20.5	-33.4	\$1,114,403	\$1,288,660	\$1,448,250	-13.5	-23.1
23 - Chicago-Carbondale (Illini/Saluki)	20,549	21,774	22,208	-5.6	-7.5	\$592,150	\$636,133	\$632,387	-6.9	-6.4
24 - Chicago-Quincy (IL Zephyr/Carl Sandbu	15,834	16,391	17,303	-3.4	-8.5	\$421,578	\$430,578	\$430,746	-2.1	-2.1
29 - Heartland Flyer	4,241	4,453	4,973	-4.8	-14.7	\$110,954	\$122,510	\$127,159	-9.4	-12.7
35 - Pacific Surfliner	240,251	229,740	232,722	+4.6	+3.2	\$6,192,101	\$5,770,580	\$6,010,885	+7.3	+3.0
36 - Cascades	73,496	61,574	65,329	+19.4	+12.5	\$2,808,061	\$2,623,075	\$2,710,126	+7.1	+3.6
37 - Capitol Corridor	131,922	125,086	123,219	+5.5	+7.1	\$2,519,682	\$2,343,398	\$2,294,313	+7.5	+9.8
39 - San Joaquin	88,891	87,912	95,097	+1.1	-6.5	\$2,818,684	\$2,799,293	\$3,172,558	+0.7	-11.2
40 - Adirondack	10,219	10,306	12,006	-0.8	-14.9	\$586,039	\$579,735	\$665,586	+1.1	-12.0
41 - Blue Water	14,278	13,891	15,558	+2.8	-8.2	\$470,941	\$438,219	\$457,594	+7.5	+2.9
46 - Washington-Lynchburg	13,421	12,840	12,972	+4.5	+3.5	\$845,823	\$797,972	\$774,981	+6.0	+9.1
47 - Washington-Newport News	24,982	26,358	29,793	-5.2	-16.1	\$1,567,185	\$1,640,608	\$1,681,497	-4.5	-6.8
50 - Washington-Norfolk	11,229	11,482	12,657	-2.2	-11.3	\$628,516	\$627,434	\$692,462	+0.2	-9.2
51 - Washington-Richmond	13,695	13,337	14,310	+2.7	-4.3	\$671,786	\$669,704	\$676,428	+0.3	-0.7
54 - Hoosier State	2,428	1,663	2,257	+46.0	+7.6	\$82,324	\$50,244	\$56,728	+63.8	+45.1
56 - Kansas City-St. Louis (MO River Runner	13,411	13,443	15,440	-0.2	-13.1	\$427,398	\$392,446	\$440,896	+8.9	-3.1
57 - Pennsylvanian	17,624	16,786	18,453	+5.0	-4.5	\$869,545	\$813,993	\$846,807	+6.8	+2.7
65 - Pere Marquette	6,842	6,042	6,930	+13.2	-1.3	\$210,241	\$181,245	\$186,107	+16.0	+13.0
66 - Carolinian	19,992	21,707	24,701	-7.9	-19.1	\$1,230,867	\$1,320,684	\$1,460,276	-6.8	-15.7
67 - Piedmont	12,873	12,297	14,745	+4.7	-12.7	\$277,919	\$259,146	\$296,462	+7.2	-6.3
74-81, 85 - Buses	-	-	-	-	-	\$807,931	\$815,648	\$565,600	-0.9	+42.8
96 - Special Trains	3,239	3,347	1,800	-3.2	+79.9	\$426,733	\$363,520	\$392,000	+17.4	+8.9
Subtotal	1,205,142	1,157,763	1,240,071	+4.1	-2.8	\$39,489,587	\$38,233,492	\$40,525,950	+3.3	-2.6

Long Distance

16 - Silver Star	24,896	26,525	32,501	-6.1	-23.4	\$1,800,225	\$2,015,360	\$2,818,582	-10.7	-36.1
18 - Cardinal	8,628	8,388	8,709	+2.9	-0.9	\$663,441	\$621,117	\$701,824	+6.8	-5.5
19 - Silver Meteor	23,010	25,039	28,639	-8.1	-19.7	\$2,303,912	\$2,509,232	\$2,848,366	-8.2	-19.1
25 - Empire Builder	37,532	35,824	39,759	+4.8	-5.6	\$5,022,946	\$4,844,383	\$5,193,447	+3.7	-3.3
26 - Capitol Ltd.	19,134	16,693	18,693	+14.6	+2.4	\$1,619,324	\$1,442,735	\$1,646,432	+12.2	-1.6
27 - California Zephyr	34,241	31,959	32,450	+7.1	+5.5	\$4,735,068	\$4,488,852	\$4,387,181	+5.5	+7.9
28 - Southwest Chief	29,285	28,187	29,481	+3.9	-0.7	\$3,761,587	\$3,443,779	\$3,344,028	+9.2	+12.5
30 - City of New Orleans	20,500	20,073	21,246	+2.1	-3.5	\$1,509,678	\$1,417,186	\$1,576,833	+6.5	-4.3
32 - Texas Eagle	24,443	22,614	24,472	+8.1	-0.1	\$1,627,611	\$1,614,542	\$1,888,251	+0.8	-13.8
33 - Sunset Ltd.	6,700	7,032	6,745	-4.7	-0.7	\$743,371	\$786,142	\$729,473	-5.4	+1.9
34 - Coast Starlight	37,420	38,295	39,289	-2.3	-4.8	\$3,505,301	\$3,548,338	\$3,728,256	-1.2	-6.0
45 - Lake Shore Ltd.	31,273	29,105	34,876	+7.4	-10.3	\$2,352,640	\$2,310,667	\$2,833,826	+1.8	-17.0
48 - Palmetto	30,509	15,500	16,735	+96.8	+82.3	\$2,143,936	\$1,158,475	\$1,285,102	+85.1	+66.8
52 - Crescent	20,390	22,075	24,645	-7.6	-17.3	\$2,243,411	\$2,309,206	\$2,656,436	-2.8	-15.5
63 - Auto Train	13,873	17,143	21,256	-19.1	-34.7	\$4,154,921	\$4,791,629	\$5,485,062	-13.3	-24.3
Subtotal	361,834	344,452	379,496	+5.0	-4.7	\$38,187,372	\$37,301,642	\$41,123,100	+2.4	-7.1

Amtrak Total	2,579,652	2,472,011	2,639,864	+4.4	-2.3	\$183,791,079	\$172,563,696	\$185,765,700	+6.5	-1.1
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October-September FY16

	Ridership					Ticket Revenue				
	FY16	FY15	Budget	% change vs.		FY16	FY15	Budget	% change vs.	
				FY15	Budget				FY15	Budget
NEC Spine										
1 - Acela	3,489,311	3,473,644	3,582,700	+0.5	-2.6	\$593,720,009	\$584,926,276	\$618,582,353	+1.5	-4.0
5 - Northeast Regional	8,409,662	8,215,523	8,443,855	+2.4	-0.4	\$613,982,902	\$611,727,933	\$639,419,697	+0.4	-4.0
99 - Special Trains	10,874	17,912	14,383	-39.3	-24.4	\$1,512,043	\$2,035,286	\$1,946,335	-25.7	-22.3
Subtotal	11,909,847	11,707,079	12,040,937	+1.7	-1.1	\$1,209,214,953	\$1,198,689,495	\$1,259,948,384	+0.9	-4.0

State Supported

3 - Ethan Allen	50,717	52,553	53,159	-3.5	-4.6	\$2,873,155	\$2,956,374	\$2,976,516	-2.8	-3.5
4 - Vermonter	89,318	92,699	101,151	-3.6	-11.7	\$5,718,268	\$5,823,031	\$6,332,854	-1.8	-9.7
7 - Albany-Niagara Falls-Toronto	358,131	403,985	408,936	-11.4	-12.4	\$22,143,803	\$24,307,719	\$24,845,970	-8.9	-10.9
9 - Downeaster	500,081	420,752	521,253	+18.9	-4.1	\$8,596,732	\$7,254,193	\$8,807,999	+18.5	-2.4
12 - New Haven-Springfield	270,353	351,307	343,300	-23.0	-21.2	\$9,504,113	\$11,596,593	\$11,933,596	-18.0	-20.4
14 - Keystone	1,467,216	1,359,615	1,445,861	+7.9	+1.5	\$41,123,787	\$38,253,088	\$41,719,045	+7.5	-1.4
15 - Empire (NYP-ALB)	1,152,154	1,152,536	1,177,180	-0.0	-2.1	\$49,361,545	\$48,671,743	\$50,129,388	+1.4	-1.5
20 - Chicago-St. Louis (Lincoln Service)	548,955	576,705	633,425	-4.8	-13.3	\$14,266,964	\$14,456,613	\$16,417,929	-1.3	-13.1
21 - Hiawatha	807,720	799,271	816,113	+1.1	-1.0	\$17,676,988	\$16,997,417	\$17,512,458	+4.0	+0.9
22 - Wolverine	411,625	465,627	492,216	-11.6	-16.4	\$17,753,550	\$18,960,778	\$20,337,618	-6.4	-12.7
23 - Chicago-Carbondale (Illini/Saluki)	262,325	292,187	298,477	-10.2	-12.1	\$7,629,351	\$8,387,264	\$8,640,119	-9.0	-11.7
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	202,407	208,961	211,760	-3.1	-4.4	\$5,235,616	\$5,287,029	\$5,388,896	-1.0	-2.8
29 - Heartland Flyer	66,105	69,006	73,935	-4.2	-10.6	\$1,828,486	\$1,796,811	\$1,985,410	+1.8	-7.9
35 - Pacific Surfliner	2,924,117	2,827,134	2,873,547	+3.4	+1.8	\$73,020,267	\$70,488,654	\$71,815,159	+3.6	+1.7
36 - Cascades	792,481	751,148	783,612	+5.5	+1.1	\$29,721,947	\$28,510,954	\$29,911,955	+4.2	-0.6
37 - Capitol Corridor	1,560,814	1,474,873	1,481,761	+5.8	+5.3	\$29,583,573	\$28,071,935	\$28,171,550	+5.4	+5.0
39 - San Joaquin	1,122,301	1,177,073	1,197,691	-4.7	-6.3	\$35,585,570	\$37,377,878	\$38,278,843	-4.8	-7.0
40 - Adirondack	124,482	132,345	135,085	-5.9	-7.8	\$7,032,172	\$7,453,664	\$7,587,815	-5.7	-7.3
41 - Blue Water	183,069	180,617	185,365	+1.4	-1.2	\$6,372,362	\$6,308,554	\$6,574,279	+1.0	-3.1
46 - Washington-Lynchburg	184,868	189,598	185,930	-2.5	-0.6	\$12,033,083	\$12,561,970	\$12,535,029	-4.2	-4.0
47 - Washington-Newport News	329,551	348,581	357,478	-5.5	-7.8	\$21,556,313	\$22,447,498	\$23,199,387	-4.0	-7.1
50 - Washington-Norfolk	146,605	153,857	169,034	-4.7	-13.3	\$8,594,582	\$8,434,574	\$9,157,452	+1.9	-6.1
51 - Washington-Richmond	177,305	186,268	188,918	-4.8	-6.1	\$9,256,426	\$9,836,686	\$10,405,660	-5.9	-11.0
54 - Hoosier State	29,488	29,703	30,468	-0.7	-3.2	\$968,296	\$711,481	\$725,965	+36.1	+33.4
56 - Kansas City-St. Louis (MO River Runner)	170,751	178,915	184,197	-4.6	-7.3	\$5,138,089	\$5,108,200	\$5,262,750	+0.6	-2.4
57 - Pennsylvanian	223,114	231,720	234,073	-3.7	-4.7	\$11,555,451	\$11,530,141	\$11,870,155	+0.2	-2.7
65 - Pere Marquette	89,508	95,807	96,641	-6.6	-7.4	\$2,906,782	\$3,040,677	\$3,102,539	-4.4	-6.3
66 - Carolinian	285,801	298,973	303,765	-4.4	-5.9	\$18,120,733	\$19,217,309	\$19,695,701	-5.7	-8.0
67 - Piedmont	152,175	161,487	165,757	-5.8	-8.2	\$3,213,742	\$3,304,601	\$3,407,368	-2.7	-5.7
74-81, 85 - Buses	-	-	-	-	-	\$9,073,554	\$8,012,745	\$7,686,197	+13.2	+18.0
96 - Special Trains	25,807	23,205	21,658	+11.2	+19.2	\$3,288,304	\$2,258,212	\$2,286,692	+45.6	+43.8
Subtotal	14,709,344	14,686,508	15,171,744	+0.2	-3.0	\$490,733,603	\$489,424,386	\$508,702,295	+0.3	-3.5

Long Distance

16 - Silver Star	364,271	383,347	389,898	-5.0	-6.6	\$29,261,496	\$33,108,142	\$34,433,964	-11.6	-15.0
18 - Cardinal	104,831	103,633	102,076	+1.2	+2.7	\$7,658,608	\$7,645,472	\$7,808,079	+0.2	-1.9
19 - Silver Meteor	339,407	346,097	361,315	-1.9	-6.1	\$36,652,426	\$38,455,934	\$41,696,068	-4.7	-12.1
25 - Empire Builder	454,625	438,376	442,704	+3.7	+2.7	\$51,798,583	\$50,541,140	\$51,736,654	+2.5	+0.1
26 - Capitol Ltd.	228,444	226,240	229,132	+1.0	-0.3	\$18,973,626	\$19,103,951	\$19,586,898	-0.7	-3.1
27 - California Zephyr	417,322	375,342	379,307	+11.2	+10.0	\$51,950,998	\$48,780,177	\$50,022,157	+6.5	+3.9
28 - Southwest Chief	364,748	367,267	365,763	-0.7	-0.3	\$43,184,176	\$44,904,314	\$45,141,013	-3.8	-4.3
30 - City of New Orleans	248,960	255,458	255,585	-2.5	-2.6	\$18,706,915	\$19,427,528	\$19,635,925	-3.7	-4.7
32 - Texas Eagle	306,321	317,282	335,422	-3.5	-8.7	\$22,323,171	\$24,403,496	\$26,663,155	-8.5	-16.3
33 - Sunset Ltd.	98,079	100,713	100,959	-2.6	-2.9	\$10,769,179	\$11,639,368	\$11,848,249	-7.5	-9.1
34 - Coast Starlight	453,131	455,845	470,503	-0.6	-3.7	\$40,534,262	\$41,113,114	\$43,262,831	-1.4	-6.3
45 - Lake Shore Ltd.	387,853	356,898	365,074	+8.7	+6.2	\$28,563,624	\$28,498,399	\$31,844,123	+0.2	-10.3
48 - Palmetto	380,815	208,645	210,774	+82.5	+80.7	\$27,208,372	\$16,860,699	\$17,181,977	+61.4	+58.4
52 - Crescent	268,344	281,777	290,502	-4.8	-7.6	\$29,505,818	\$31,333,652	\$33,256,632	-5.8	-11.3
63 - Auto Train	238,448	271,622	285,812	-12.2	-16.6	\$75,169,554	\$81,607,535	\$86,800,269	-7.9	-13.4
Subtotal	4,655,599	4,488,542	4,584,826	+3.7	+1.5	\$492,260,807	\$497,422,921	\$520,917,994	-1.0	-5.5

Amtrak Total	31,274,790	30,882,129	31,797,508	+1.3	-1.6	\$2,192,209,363	\$2,185,536,803	\$2,289,568,672	+0.3	-4.3
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Amtrak Long Distance Ridership & Ticket Revenues, FY16 vs FY15 (Sleeper Class Only)

September...

	Ridership			Ticket Revenue		
	FY16	FY15	% Chg.	FY16	FY15	% Chg.
16 - Silver Star	2,206	2,630	-16.1	\$425,416	\$522,956	-18.7
18 - Cardinal	1,102	983	+12.1	\$239,728	\$219,128	+9.4
19 - Silver Meteor	2,903	2,993	-3.0	\$771,762	\$792,251	-2.6
25 - Empire Builder	7,943	7,854	+1.1	\$2,950,848	\$2,813,989	+4.9
26 - Capitol Ltd.	4,105	3,647	+12.6	\$847,410	\$725,126	+16.9
27 - California Zephyr	7,527	7,264	+3.6	\$2,791,568	\$2,638,415	+5.8
28 - Southwest Chief	6,140	5,434	+13.0	\$2,000,851	\$1,758,800	+13.8
30 - City of New Orleans	3,054	2,831	+7.9	\$508,380	\$456,591	+11.3
32 - Texas Eagle	2,365	2,413	-2.0	\$589,805	\$601,641	-2.0
33 - Sunset Ltd.	1,474	1,427	+3.3	\$397,483	\$411,625	-3.4
34 - Coast Starlight	7,239	7,062	+2.5	\$1,752,556	\$1,753,683	-0.1
45 - Lake Shore Ltd.	3,750	3,712	+1.0	\$932,779	\$915,094	+1.9
52 - Crescent	2,466	2,367	+4.2	\$632,916	\$633,875	-0.2
63 - Auto Train	6,429	7,847	-18.1	\$1,670,863	\$1,945,895	-14.1
Total	58,703	58,464	+0.4	\$16,512,366	\$16,189,070	+2.0

October-September...

	Ridership			Ticket Revenue		
	FY16	FY15	% Chg.	FY16	FY15	% Chg.
16 - Silver Star	35,151	32,703	+7.5	\$7,124,882	\$8,089,017	-11.9
18 - Cardinal	9,611	10,275	-6.5	\$2,103,868	\$2,264,274	-7.1
19 - Silver Meteor	41,847	43,434	-3.7	\$11,678,729	\$12,057,773	-3.1
25 - Empire Builder	79,713	76,188	+4.6	\$24,345,250	\$23,304,343	+4.5
26 - Capitol Ltd.	45,172	45,776	-1.3	\$8,762,169	\$8,746,322	+0.2
27 - California Zephyr	85,837	77,332	+11.0	\$27,584,830	\$25,781,566	+7.0
28 - Southwest Chief	62,979	63,815	-1.3	\$19,428,589	\$20,098,542	-3.3
30 - City of New Orleans	34,032	35,753	-4.8	\$5,724,535	\$6,080,260	-5.9
32 - Texas Eagle	32,344	36,835	-12.2	\$7,818,653	\$8,691,100	-10.0
33 - Sunset Ltd.	18,953	19,515	-2.9	\$5,075,974	\$5,622,492	-9.7
34 - Coast Starlight	77,280	77,424	-0.2	\$17,954,872	\$18,507,943	-3.0
45 - Lake Shore Ltd.	39,562	38,558	+2.6	\$9,477,214	\$9,521,447	-0.5
52 - Crescent	28,640	28,450	+0.7	\$7,749,124	\$7,981,856	-2.9
63 - Auto Train	107,508	119,068	-9.7	\$30,875,587	\$33,241,611	-7.1
Total	698,629	705,126	-0.9	\$185,704,276	\$189,988,544	-2.3

ACTUAL ANALYSIS TO BUDGET

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2016
For the Month of SEP, 2016
Operating Business View

(\$ thousands)	For the Month					For the Year to Date				
	2016 SEP	2016 SEP	2015 SEP	Variance Fav / (Unfav)		2016 YTD	2016 YTD	2015 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	180,041	181,238	167,183	(1,197)	12,858	2,136,124	2,234,954	2,123,780	(98,830)	12,345
Food & Beverage	12,155	10,531	14,120	1,624	(1,965)	132,320	131,938	132,110	382	209
State Supported Train Revenue	26,615	21,481	14,890	5,134	11,725	227,470	257,777	222,850	(30,307)	4,620
Total Passenger Related Revenue	218,811	213,251	196,192	5,560	22,619	2,495,914	2,624,668	2,478,740	(128,755)	17,174
Commuter Revenue	9,357	10,674	9,978	(1,317)	(621)	120,766	128,078	122,671	(7,313)	(1,905)
<i>Other:</i>										
Reimbursable Revenue	40,760	24,954	27,739	15,806	13,021	239,100	240,230	269,936	(1,130)	(30,835)
Commercial Development	7,546	7,054	6,484	492	1,062	84,203	82,069	79,874	2,134	4,329
Other Transportation	44,987	15,110	11,932	29,877	33,055	169,666	181,165	146,617	(11,500)	23,049
Freight Access Fees & Other	5,777	4,929	5,202	849	575	62,888	54,506	59,430	8,382	3,458
Total Other Revenue	99,070	52,046	51,358	47,024	47,712	555,857	557,970	555,857	(2,113)	0
Total Operating Revenue	327,238	275,971	257,528	51,267	69,710	3,172,537	3,310,717	3,157,268	(138,181)	15,268
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	28,105	28,481	3,784	376	(24,321)	332,984	336,656	316,104	3,672	(16,880)
Wages & Overtime	91,678	95,421	93,361	3,742	1,683	1,126,412	1,137,725	1,138,606	11,313	12,194
Employee Benefits Expenses	45,713	47,396	35,064	1,683	(10,649)	568,879	611,226	647,666	42,347	78,787
Employee Related	2,688	3,746	4,023	1,058	1,335	28,955	35,005	34,189	6,050	5,234
Total Salaries, Wages and Benefits	168,185	175,044	136,232	6,859	(31,953)	2,057,229	2,120,612	2,136,564	63,382	79,335
Train Operations	43,293	25,248	25,115	(18,045)	(18,178)	299,194	289,305	251,855	(9,890)	(47,339)
Fuel, Power, & Utilities	14,066	28,904	20,277	14,838	6,211	230,369	307,370	283,320	77,001	52,951
Materials	6,718	13,135	10,698	6,417	3,980	163,373	168,749	182,600	5,377	19,228
Facility, Communication, & Office	17,781	16,468	23,103	(1,314)	5,322	174,767	186,170	198,323	11,404	23,556
Advertising & Sales	9,404	8,043	11,089	(1,361)	1,685	105,201	114,025	95,214	8,824	(9,986)
Casualty & Other Claims	5,193	5,080	12,051	(114)	6,858	67,147	60,939	90,336	(6,208)	23,190
Depreciation	110,542	70,535	44,832	(40,007)	(65,710)	826,483	824,672	752,631	(1,811)	(73,852)
Amort of Gain on Sale/Leaseback	(403)	(403)	(403)	(0)	-	(4,834)	(4,836)	(4,834)	(2)	-
Depreciation, net of amortization	110,140	70,132	44,429	(40,007)	(65,710)	821,648	819,836	747,796	(1,812)	(73,852)
Other Expenses	57,094	43,745	109,143	(13,349)	52,049	473,859	472,700	485,950	(1,159)	12,092
Indirect Costs Capitalized to P&E	(1,830)	(16,432)	(9,728)	(14,603)	(7,898)	(150,245)	(178,827)	(139,353)	(28,582)	10,892
Total Expense	430,045	369,365	382,410	(60,679)	(47,635)	4,242,542	4,360,878	4,332,607	118,337	90,065
Operating Income (Loss)	(102,807)	(93,394)	(124,882)	(9,412)	22,075	(1,070,005)	(1,050,161)	(1,175,339)	(19,844)	105,334
Other (Income) and Expense										
Other Income-Net	(139)	-	48,856	139	48,996	(3,615)	-	47,244	3,615	50,859
Interest Income	(471)	(2)	(243)	470	229	(4,376)	(18)	(2,259)	4,358	2,116
Interest Expense	6,312	7,737	7,226	1,426	914	65,943	54,811	66,116	(11,132)	173
Loss of Extinguishment of Debt	-	-	-	-	-	-	-	-	-	-
Other Expense - Net	5,701	7,736	55,839	2,035	50,138	57,952	54,793	111,101	(3,159)	53,149
Net Loss	(108,508)	(101,130)	(180,721)	(7,377)	72,213	(1,127,957)	(1,104,954)	(1,286,440)	(23,003)	158,483
Adj for Depreciation, OPEBs, PRJ, & Interest	125,886	76,798	119,089	49,089	6,797	946,482	860,605	996,418	85,877	(49,937)
Adjusted Income or (Loss)	17,379	(24,333)	(61,631)	41,711	79,010	(181,476)	(244,349)	(290,022)	62,874	108,546
RECONCILIATION TO CONSOLIDATED STATEMENT OF OPERATIONS:										
Total Operating Revenue	327,238	275,971	257,528	51,267	69,710	3,172,537	3,310,717	3,157,268	(138,181)	15,268
Federal and State Capital Payments	9,513	3,050	10,853	6,463	(1,340)	61,862	36,600	53,754	25,262	8,108
Total Revenue	336,751	279,021	268,381	57,730	68,370	3,234,399	3,347,317	3,211,022	(112,918)	23,377
Total Expenses	430,045	369,365	382,410	(60,679)	(47,635)	4,242,542	4,360,878	4,332,607	118,337	90,065
Income or (Loss) from Operations	(93,294)	(90,344)	(114,029)	(2,949)	20,735	(1,008,143)	(1,013,561)	(1,121,585)	5,418	113,442
Interest, net	(5,701)	(7,736)	(55,839)	2,035	50,138	(57,952)	(54,793)	(111,101)	(3,159)	53,149
Net Income or (Loss)	(98,995)	(98,080)	(169,868)	(915)	70,873	(1,066,095)	(1,068,354)	(1,232,686)	2,259	166,591

Note: FY2015 amounts are preliminary and unaudited.
Numbers may not add due to rounding.

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2016
For the Month of SEP, 2016
Operating excluding Project

(\$ thousands)	For the Month					For the Year to Date				
	2016 SEP	2016 SEP	2015 SEP	Variance Fav / (Unfav)		2016 YTD	2016 YTD	2015 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	180,041	181,238	167,183	(1,197)	12,858	2,136,124	2,234,954	2,123,780	(98,830)	12,345
Food & Beverage	12,155	10,531	14,120	1,624	(1,965)	132,320	131,938	132,110	382	209
State Supported Train Revenue	26,615	21,481	14,890	5,134	11,725	227,470	257,777	222,850	(30,307)	4,620
Total Passenger Related Revenue	218,811	213,251	196,192	5,560	22,619	2,495,914	2,624,668	2,478,740	(128,755)	17,174
Commuter Revenue	9,357	10,674	9,978	(1,317)	(621)	120,766	128,078	122,671	(7,313)	(1,905)
<i>Other:</i>										
Reimbursable Revenue	27,482	24,954	24,849	2,529	2,634	218,382	240,230	252,777	(21,849)	(34,395)
Commercial Development	7,546	7,054	6,484	492	1,062	84,203	82,069	79,874	2,134	4,329
Other Transportation	44,987	15,110	11,932	29,877	33,055	169,666	181,165	146,617	(11,500)	23,049
Freight Access Fees & Other	5,777	4,929	5,202	849	575	62,888	54,506	59,430	8,382	3,458
Total Other Revenue	85,792	52,046	48,467	33,746	37,325	535,138	557,970	538,698	(22,832)	(3,560)
Total Operating Revenue	313,960	275,971	254,638	37,990	59,323	3,151,818	3,310,717	3,140,109	(158,900)	11,708
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	27,110	28,481	3,319	1,371	(23,791)	323,718	336,656	311,964	12,938	(11,754)
Wages & Overtime	90,052	95,125	91,883	5,073	1,831	1,115,217	1,133,994	1,128,676	18,777	13,459
Employee Benefits Expenses	44,900	47,246	35,190	2,346	(9,710)	562,705	609,693	642,303	46,988	79,598
Employee Related	2,557	3,746	3,817	1,189	1,260	27,913	35,005	32,841	7,092	4,928
Total Salaries, Wages and Benefits	164,619	174,598	134,210	9,979	(30,409)	2,029,553	2,115,348	2,115,784	85,795	86,231
Train Operations	43,293	25,248	25,115	(18,045)	(18,178)	299,176	289,305	251,739	(9,871)	(47,437)
Fuel, Power, & Utilities	14,066	28,904	20,277	14,838	6,211	230,365	307,370	283,318	77,005	52,954
Materials	2,971	12,866	9,194	9,895	6,224	137,261	165,986	160,839	28,725	23,579
Facility, Communication, & Office	17,145	16,468	22,533	(678)	5,388	167,550	186,170	193,836	18,620	26,286
Advertising & Sales	9,338	8,043	10,970	(1,295)	1,632	104,235	114,025	95,095	9,789	(9,140)
Casualty & Other Claims	5,193	5,080	12,051	(114)	6,858	67,147	60,939	90,332	(6,208)	23,185
Depreciation	110,542	70,535	44,832	(40,007)	(65,710)	826,483	824,672	752,631	(1,811)	(73,852)
Amort of Gain on Sale/Leaseback	(403)	(403)	(403)	(0)	-	(4,834)	(4,836)	(4,834)	(2)	-
Depreciation, net of amortization	110,140	70,132	44,429	(40,007)	(65,710)	821,648	819,836	747,796	(1,812)	(73,852)
Other Expenses	38,497	41,284	89,954	2,787	51,457	398,990	442,587	422,376	43,598	23,386
Indirect Costs Capitalized to P&E	(3,612)	(16,465)	(11,113)	(12,854)	(7,502)	(173,455)	(179,222)	(159,391)	(5,766)	14,064
Total Expense	401,649	366,157	357,619	(35,492)	(44,030)	4,082,469	4,322,344	4,201,723	239,874	119,254
Operating Income (Loss)	(87,689)	(90,186)	(102,982)	2,497	15,293	(930,652)	(1,011,626)	(1,061,614)	80,975	130,962
Other (Income) and Expense										
Other Income-Net	(139)	-	48,856	139	48,996	(3,615)	-	47,244	3,615	50,859
Interest Income	(471)	(2)	(243)	470	229	(4,376)	(18)	(2,259)	4,358	2,116
Interest Expense	6,312	7,737	7,226	1,426	914	65,943	54,811	66,116	(11,132)	173
Loss of Extinguishment of Debt	-	-	-	-	-	-	-	-	-	-
Other Expense - Net	5,701	7,736	55,839	2,035	50,138	57,952	54,793	111,101	(3,159)	53,149
Net Loss	(93,390)	(97,922)	(158,821)	4,532	65,431	(988,604)	(1,066,420)	(1,172,716)	77,815	184,111
Adj for Depreciation, OPEBs, PRJ,& Interest	110,768	73,589	97,189	37,179	13,579	807,129	822,070	882,694	(14,942)	(75,565)
Adjusted Income or (Loss)	17,379	(24,333)	(61,631)	41,711	79,010	(181,476)	(244,349)	(290,022)	62,874	108,546

Note: FY2015 amounts are preliminary and unaudited.
Numbers may not add due to rounding.

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2016
For the Month of SEP, 2016
Core

(\$ thousands)	For the Month					For the Year to Date				
	2016 SEP	2016 SEP	2015 SEP	Variance Fav / (Unfav)		2016 YTD	2016 YTD	2015 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	179,971	181,238	167,183	(1,267)	12,789	2,136,054	2,234,954	2,123,780	(98,900)	12,274
Food & Beverage	12,155	10,531	14,117	1,624	(1,962)	132,320	131,938	132,108	382	212
State Supported Train Revenue	26,615	21,481	14,890	5,134	11,725	227,470	257,777	222,850	(30,307)	4,620
Total Passenger Related Revenue	218,741	213,251	196,190	5,491	22,552	2,495,843	2,624,668	2,478,738	(128,825)	17,106
Commuter Revenue	-	-	-	-	-	-	-	-	-	-
<i>Other:</i>										
Reimbursable Revenue	450	882	595	(432)	(145)	3,469	10,584	14,145	(7,116)	(10,676)
Commercial Development	26	-	24	26	2	296	-	249	296	47
Other Transportation	44,964	15,110	11,835	29,854	33,128	169,458	181,165	146,360	(11,707)	23,098
Freight Access Fees & Other	5,838	4,430	5,022	1,408	816	53,538	48,502	53,352	5,036	187
Total Other Revenue	51,278	20,423	17,476	30,856	33,802	226,761	240,252	214,105	(13,491)	12,656
Total Operating Revenue	270,020	233,673	213,666	36,346	56,354	2,722,604	2,864,920	2,692,843	(142,316)	29,762
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	26,016	27,388	2,229	1,371	(23,787)	311,117	323,853	299,839	12,737	(11,278)
Wages & Overtime	82,200	86,605	84,009	4,404	1,809	1,022,669	1,038,839	1,033,278	16,170	10,609
Employee Benefits Expenses	41,378	43,447	31,144	2,068	(10,234)	521,200	567,124	595,882	45,925	74,682
Employee Related	2,393	3,508	3,604	1,115	1,211	26,226	33,119	30,751	6,892	4,525
Total Salaries, Wages and Benefits	151,988	160,947	120,987	8,959	(31,001)	1,881,211	1,962,935	1,959,750	81,724	78,538
Train Operations	43,100	25,060	24,694	(18,039)	(18,406)	296,851	286,928	249,351	(9,923)	(47,500)
Fuel, Power, & Utilities	13,477	27,890	19,762	14,413	6,285	223,530	295,851	274,675	72,321	51,145
Materials	863	9,299	5,845	8,436	4,983	110,362	134,605	134,805	24,243	24,443
Facility, Communication, & Office	15,283	13,618	18,653	(1,665)	3,370	154,874	161,962	169,591	7,089	14,717
Advertising & Sales	9,338	8,041	10,970	(1,297)	1,632	104,220	114,011	95,019	9,791	(9,201)
Casualty & Other Claims	5,193	5,080	12,051	(114)	6,858	67,147	60,939	90,331	(6,208)	23,184
Depreciation	110,542	70,249	44,499	(40,294)	(66,044)	822,543	821,230	751,724	(1,313)	(70,819)
Amort of Gain on Sale/Leaseback	(403)	(403)	(403)	(0)	-	(4,834)	(4,836)	(4,834)	(2)	-
Depreciation, net of amortization	110,140	69,846	44,096	(40,294)	(66,044)	817,708	816,394	746,889	(1,314)	(70,819)
Other Expenses	28,914	34,786	79,241	5,872	50,328	333,983	380,552	345,052	46,569	11,069
Indirect Costs Capitalized to P&E	(10,288)	(23,518)	(18,518)	(13,230)	(8,230)	(253,687)	(256,199)	(246,810)	(2,512)	6,877
Total Expense	368,007	331,049	317,782	(36,958)	(50,226)	3,736,200	3,957,978	3,818,654	221,779	82,454
Operating Income (Loss)	(97,988)	(97,376)	(104,116)	(612)	6,128	(1,013,595)	(1,093,058)	(1,125,811)	79,463	112,216
Other (Income) and Expense										
Other Income-Net	(139)	-	48,856	139	48,996	(1,671)	-	47,324	1,671	48,996
Interest Income	(284)	(2)	(26)	282	257	(2,190)	(18)	(180)	2,172	2,010
Interest Expense	5,800	7,737	6,497	1,937	697	58,596	54,811	56,269	(3,784)	(2,326)
Loss of Extinguishment of Debt	-	-	-	-	-	-	-	-	-	-
Other Expense - Net	5,377	7,736	55,327	2,359	49,950	54,734	54,793	103,414	59	48,680
Net Loss	(103,365)	(105,112)	(159,443)	1,747	56,078	(1,068,329)	(1,147,852)	(1,229,225)	79,522	160,896
Adj for Depreciation, OPEBs, PRJ, & Interest	110,444	73,302	96,343	37,142	14,101	804,322	818,629	874,098	(14,306)	(69,775)
Adjusted Income or (Loss)	7,080	(31,809)	(63,099)	38,889	70,179	(264,007)	(329,223)	(355,127)	65,216	91,120

Note: FY2015 amounts are preliminary and unaudited.
Numbers may not add due to rounding.

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2016
For the Month of SEP, 2016
Projects

(\$ thousands)	For the Month					For the Year to Date				
	2016 SEP	2016 SEP	2015 SEP	Variance Fav / (Unfav)		2016 YTD	2016 YTD	2015 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	-	-	-	-	-	-	-	-	-	-
Food & Beverage	-	-	-	-	-	-	-	-	-	-
State Supported Train Revenue	-	-	-	-	-	-	-	-	-	-
Total Passenger Related Revenue	-	-	-	-	-	-	-	-	-	-
Commuter Revenue	-	-	-	-	-	-	-	-	-	-
<i>Other:</i>										
Reimbursable Revenue	13,278	-	2,890	13,278	10,387	20,719	-	17,159	20,719	3,560
Commercial Development	-	-	-	-	-	-	-	-	-	-
Other Transportation	-	-	-	-	-	-	-	-	-	-
Freight Access Fees & Other	-	-	-	-	-	-	-	-	-	-
Total Other Revenue	13,278	-	2,890	13,278	10,387	20,719	-	17,159	20,719	3,560
Total Operating Revenue	13,278	-	2,890	13,278	10,387	20,719	-	17,159	20,719	3,560
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	995	-	465	(995)	(530)	9,266	-	4,139	(9,266)	(5,127)
Wages & Overtime	1,626	295	1,478	(1,331)	(148)	11,194	3,731	9,930	(7,464)	(1,264)
Employee Benefits Expenses	813	150	(126)	(663)	(940)	6,173	1,533	5,363	(4,641)	(811)
Employee Related	131	-	206	(131)	74	1,042	-	1,348	(1,042)	306
Total Salaries, Wages and Benefits	3,566	446	2,023	(3,121)	(1,544)	27,676	5,263	20,780	(22,413)	(6,896)
Train Operations	-	-	1	-	1	18	-	116	(18)	98
Fuel, Power, & Utilities	(0)	-	-	0	0	4	-	1	(4)	(3)
Materials	3,747	269	1,503	(3,478)	(2,244)	26,112	2,764	21,761	(23,348)	(4,351)
Facility, Communication, & Office	636	-	570	(636)	(66)	7,217	-	4,487	(7,217)	(2,730)
Advertising & Sales	67	-	120	(67)	53	966	-	120	(966)	(846)
Casualty & Other Claims	-	-	-	-	-	-	-	5	-	5
Depreciation	-	-	-	-	-	-	-	-	-	-
Amort of Gain on Sale/Leaseback	-	-	-	-	-	-	-	-	-	-
Depreciation, net of amortization	-	-	-	-	-	-	-	-	-	-
Other Expenses	18,597	2,461	19,189	(16,137)	592	74,869	30,113	63,575	(44,757)	(11,294)
Indirect Costs Capitalized to P&E	1,782	33	1,385	(1,749)	(397)	23,210	395	20,039	(22,816)	(3,172)
Total Expense	28,395	3,208	24,790	(25,187)	(3,605)	160,072	38,534	130,884	(121,538)	(29,189)
Operating Income (Loss)	(15,118)	(3,208)	(21,900)	(11,909)	6,782	(139,353)	(38,534)	(113,725)	(100,819)	(25,629)
Other (Income) and Expense										
Other Income-Net	-	-	-	-	-	-	-	-	-	-
Interest Income	-	-	-	-	-	-	-	-	-	-
Interest Expense	-	-	-	-	-	-	-	-	-	-
Loss of Extinguishment of Debt	-	-	-	-	-	-	-	-	-	-
Other Expense - Net	-	-	-	-	-	-	-	-	-	-
Net Loss	(15,118)	(3,208)	(21,900)	(11,909)	6,782	(139,353)	(38,534)	(113,725)	(100,819)	(25,629)
Adj for Depreciation, OPEBs, PRJ & Interest	15,118	3,208	21,900	11,909	(6,782)	139,353	38,534	113,725	100,819	25,629
Adjusted Income or (Loss)	-	-	-	-	-	-	-	-	-	-

Note: FY2015 amounts are preliminary and unaudited.
Numbers may not add due to rounding.

NATIONAL RAILROAD PASSENGER CORPORATION
Consolidated Income Statement - Fiscal Year 2016
For the Month of SEP, 2016
Ancillary

(\$ thousands)	For the Month					For the Year to Date				
	2016 SEP	2016 SEP	2015 SEP	Variance Fav / (Unfav)		2016 YTD	2016 YTD	2015 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
REVENUES:										
<i>Passenger Related:</i>										
Ticket Revenue	69	-	-	69	69	70	-	-	70	70
Food & Beverage	-	-	2	-	(2)	-	-	2	-	(2)
State Supported Train Revenue	-	-	-	-	-	-	-	-	-	-
Total Passenger Related Revenue	69	-	2	69	67	70	-	2	70	68
Commuter Revenue	9,357	10,674	9,978	(1,317)	(621)	120,766	128,078	122,671	(7,313)	(1,905)
<i>Other:</i>										
Reimbursable Revenue	27,032	24,072	24,254	2,961	2,779	214,913	229,646	238,632	(14,733)	(23,719)
Commercial Development	7,520	7,054	6,460	466	1,060	83,907	82,069	79,626	1,838	4,282
Other Transportation	23	-	97	23	(74)	208	-	257	208	(49)
Freight Access Fees & Other	(61)	498	181	(559)	(242)	9,349	6,004	6,079	3,345	3,271
Total Other Revenue	34,514	31,623	30,991	2,891	3,523	308,377	317,719	324,593	(9,341)	(16,216)
Total Operating Revenue	43,941	42,297	40,972	1,644	2,969	429,213	445,797	447,267	(16,584)	(18,053)
EXPENSES:										
<i>Salaries, Wages and Benefits:</i>										
Salaries	1,094	1,093	1,090	(1)	(4)	12,601	12,803	12,125	202	(476)
Wages & Overtime	7,852	8,521	7,874	669	22	92,548	95,156	95,398	2,607	2,850
Employee Benefits Expenses	3,521	3,799	4,046	278	525	41,506	42,568	46,421	1,063	4,916
Employee Related	164	238	213	74	49	1,687	1,886	2,089	199	403
Total Salaries, Wages and Benefits	12,631	13,651	13,223	1,020	592	148,342	152,413	156,034	4,071	7,692
Train Operations	193	187	421	(6)	228	2,325	2,377	2,388	52	63
Fuel, Power, & Utilities	589	1,014	514	425	(75)	6,835	11,519	8,643	4,685	1,808
Materials	2,108	3,567	3,349	1,459	1,241	26,899	31,381	26,034	4,482	(865)
Facility, Communication, & Office	1,862	2,850	3,880	987	2,018	12,676	24,208	24,245	11,532	11,569
Advertising & Sales	-	2	-	2	-	15	14	76	(1)	61
Casualty & Other Claims	-	-	-	-	-	-	-	1	-	1
Depreciation	-	287	333	287	333	3,940	3,442	907	(498)	(3,033)
Amort of Gain on Sale/Leaseback	-	-	-	-	-	-	-	-	-	-
Depreciation, net of amortization	-	287	333	287	333	3,940	3,442	907	(498)	(3,033)
Other Expenses	9,583	6,498	10,713	(3,085)	1,130	65,007	62,035	77,323	(2,971)	12,317
Indirect Costs Capitalized to P&E	6,676	7,053	7,404	376	728	80,232	76,977	87,418	(3,255)	7,186
Total Expense	33,642	35,107	39,838	1,465	6,196	346,270	364,365	383,069	18,096	36,800
Operating Income (Loss)	10,299	7,190	1,134	3,109	9,165	82,944	81,432	64,197	1,512	18,746
Other (Income) and Expense										
Other Income-Net	-	-	-	-	-	(1,944)	-	(80)	1,944	1,864
Interest Income	(188)	-	(216)	188	(29)	(2,185)	-	(2,079)	2,185	106
Interest Expense	512	-	729	(512)	217	7,348	-	9,847	(7,348)	2,499
Loss of Extinguishment of Debt	-	-	-	-	-	-	-	-	-	-
Other Expense - Net	324	-	512	(324)	188	3,219	-	7,688	(3,219)	4,469
Net Loss	9,975	7,190	622	2,785	9,353	79,725	81,432	56,509	(1,707)	23,216
Adj for Depreciation, OPEBs, PRJ & Interest	324	287	846	37	(522)	2,806	3,442	8,596	(636)	(5,790)
Adjusted Income or (Loss)	10,299	7,477	1,468	2,822	8,831	82,531	84,874	65,105	(2,342)	17,426

Note: FY2015 amounts are preliminary and unaudited.
Numbers may not add due to rounding.

National Railroad Passenger Corporation (Amtrak)
Capital Program Expenditures Excluding Debt Service
September 2016 YTD

(\$ thousands)

Department & Program	YTD Actual	YTD Authorized Funding ¹	Variance
Engineering			
Structures – Movable Bridge-Movable Span	5,379	9,150	3,771
Structures – Bridge Ties	1,233	1,550	317
Structures – Undergrade–Fixed Bridge	8,729	15,993	7,264
Structures - Culvert	926	1,530	604
Structures - Fence	9,540	6,700	(2,840)
Structures – Interlocking Structures	850	1,250	400
Structures - Tunnel	23,975	23,046	(929)
Structures – Retaining Wall	2,803	4,750	1,947
Structures - Major Bridge Special Projects	54	400	346
Structures – M/E Facility	24,739	31,396	6,657
Structures – M/W Base	4,820	7,452	2,632
Levittown Pa Support Septa Station Const	76,269	109,346	33,077
Structures – Trans Department Facility	1,273	1,580	307
Structures – Sunnyside Yard New Mechanical Facilit	-	-	-
Communications & Signals- Abs Locations	3,110	7,516	4,406
Communications & Signals- Adv Civil Spd Enforc Sys	10,780	43,973	33,193
Communications & Signal – Interlocking-C&S	10,765	15,693	4,928
Communications & Signals - Cetc	3,810	9,432	5,621
Electric Traction - Catenary	8,739	12,143	3,404
Electric Traction - Catenary Pole	2,698	4,563	1,864
Electric Traction - Transmission	181	2,236	2,055
Electric Traction - Frequency Converters	10,024	16,859	6,835
Electric Traction - Signal Power	1,095	1,381	286
Electric Traction - Substations	9,614	12,444	2,830
Safety And Security	205	972	767
Track - Ballast	35,824	37,000	1,176
Track - Drainage	335	1,375	1,040
Track – Fasteners	252	500	248
Track - Rail	26,517	23,852	(2,665)
Track – Wood/Concrete Crosstie/Timber	54,304	58,046	3,742
Track – Total Track Renewal/Construction	173,744	165,035	(8,708)
Track – Track Laying System	42,256	39,200	(3,056)
Track - Turnouts	21,023	24,525	3,502
Track – Crossings-Road	466	1,540	1,074
Track - Geometry	24,744	21,535	(3,209)
Deputy Chief Engineer Construction - Applications	2,913	3,875	962
Swift Interlocking- Interlocking Renewal	21,295	26,304	5,009
Track – Equipment-Roadway	31,603	60,607	29,004
Life Safety – 1St Avenue Construction	109	-	(109)
Life Safety – Nrt Ventilation Construction	-	-	-
Life Safety – Standpipe Installation	(145)	-	145
Life Safety – Misc Design & Construction Project	888	6,050	5,162
NYC High Speed Rail Improvements	-	-	-
NJHSRIP - Design	114,824	113,168	(1,655)
Sandy Recovery	8,825	13,154	4,329
Gateway Program	58,900	81,569	22,669
Other	31,639	68,097	36,458
Engineering Total	871,926	1,086,787	214,861
Mechanical			
Amfleet Programs	81,992	87,445	5,454
Locomotives	87,084	117,111	30,027
Acquisitions	19,669	72,612	52,943
Superliners	63,848	69,393	5,545
Facility Improvements	5,722	7,202	1,480
Horizon/Surfliner Programs	14,424	14,852	428
Viewliner Programs	7,506	9,213	1,707
Talgo Programs	-	-	-
Acela Programs	28,225	36,684	8,459
Heritage Programs	1	-	(1)
Mandatory Projects	1,808	3,028	1,220
General Safety & Reliability	8,323	16,411	8,088
Mechanical It Projects	848	1,000	152
Other	3,478	8,104	4,627
Mechanical Total	322,928	443,056	120,129
Environmental			
Environmental Risk Reduction	3,897	5,342	1,445
Environmental Remediation Program	11,335	10,191	(1,144)
Wilmington West Yard	7	20	13
Other	-	-	-
Environmental Total	15,239	15,553	315

National Railroad Passenger Corporation (Amtrak)
Capital Program Expenditures Excluding Debt Service
September 2016 YTD

(\$ thousands)

Department & Program	YTD Actual	YTD Authorized Funding ¹	Variance
Emergency Management			
Safety & Security Program	11,973	12,475	502
Emergency Management	11,973	12,475	502
Transportation / Operations			
System/Business Application Improvement	813	1,832	1,020
Station and Facility Improvements	31,644	62,451	30,808
Operations Foundation Program	45,106	64,800	19,693
Other	960	1,432	472
Transportation Total	78,523	130,516	51,993
Finance & Treasury			
Technology/ System Upgrades & Facility Improvement	13,360	21,237	7,876
Finance & Treasury Total	13,360	21,237	7,876
Amtrak Technologies Total			
Technology/ System Upgrades	42,097	49,354	7,257
Amtrak Technologies Total	42,097	49,354	7,257
Procurement			
Vehicle Replacement	272	548	276
Facility Purchases And Improvements	2,372	3,914	1,542
Other	-	149	149
Procurement Total	2,644	4,611	1,968
Real Estate Total			
Station / Facility Development	1,136	9,091	7,955
Real Estate Total	1,136	9,091	7,955
Strategic Fleet Rail Initiatives			
Strategic Fleet Rail Initiatives	158,133	163,702	5,570
Strategic Fleet Rail Total	158,133	163,702	5,570
NEC IID			
Existing Partnership Agreements	25,110	53,288	28,177
NEC IID Total	25,110	53,288	28,177
Marketing & Sales			
E-Ticketing	427	452	25
E-Commerce	27,705	27,960	254
On-Board	9,890	24,824	14,934
Customer Service	14,798	23,474	8,676
Pricing	720	772	52
Psny Exterior Canopy Entrance Dsn-Brand	984	367	(617)
Other	2,758	4,751	1,993
Marketing & Sales Total	57,281	82,599	25,318
Departmental Total	1,601,479	2,074,269	472,790
MANUAL ADJUSTMENTS			
Engineering CUS Adjustment ²	(66)	(900)	(834)
Totals with All Adjustments	1,601,413	2,073,369	471,956
All Capital Projects (PRJ)	160,071	43,224	(116,847)
Totals Excluding PRJ	1,441,342	2,030,146	588,804

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
FY16 PRODUCTION REPORT
September 2016

WBS	PROJECT NAME	FY16 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 FY16 Plan	Units Completed - September	September Comments
C.ME.100413	Amfleet I Coach Overhaul Level 1	46	5	7	46	46	0	100%	100%	81551/82814, 82513, 82515, 82512, 82546, 82509, 82516	Met plan. (Includes completion of 4 Business Class to Coach Conversions).
C.ME.201291	Amfleet I Coach Overhaul Level 2	54	4	1	54	58	4	107%	107%	82753	Released 4 additional cars carried over from FY15.
C.ME.100414	Amfleet I Café/Club Overhaul Level 1	23	2	5	23	23	0	100%	100%	43374, 43368, 48168, 43372, 48158	Met plan.
C.ME.100784	Amfleet II Diner Overhaul - Level 2	6	1	0	6	6	0	100%	100%		Met plan.
C.ME.100012	Cab Car Overhaul L 2	3	0	1	3	3	0	100%	100%	9634	Met plan.
C.ME.201290	Car Wreck Program	3	1	1	3	6	3	200%	200%	25069	Released 3 additional unplanned wrecks (Vermont Rock Slide)
C.ME.100011	Amfleet II Coach Overhaul Level 2	33	1	3	33	33	0	100%	100%	25071, 25120, 25079	Met plan.
	TOTAL BEAR	168	14	18	168	175	7	104%	104%		
C.ME.100040	Superliner II Sleeper Overhaul	14	1	2	14	14	0	100%	100%	32109, 32504	project completed
C.ME.100042	Superliner II Coach Overhaul	13	0	1	13	14	1	108%	108%	34121	project completed
C.ME.100043	Superliner II Diner Overhaul	7	1	1	7	5	(2)	71%	71%	38057	1 WIP
C.ME.100044	Superliner II Trans Sleeper Dorm Overhaul	11	0	1	11	12	1	109%	109%	39024	project completed
C.ME.100384	Superliner I Sleeper Overhaul Level 2	12	1	0	12	12	0	100%	100%		project completed
C.ME.100041	Superliner II Lounge Overhaul	2	0	0	2	1	(1)	50%	50%		2 WIP
C.ME.100176	Superliner I Lounge Overhaul	6	1	1	6	5	(1)	83%	83%	33104	2 WIP
C.ME.100177	Superliner I Coach Overhaul Level 2	35	2	3	35	39	4	111%	111%	31016, 34010, 31021	project completed
C.ME.100640	Surfliner Coach Overhaul	5	0	1	5	6	1	120%	120%	6402	project completed
C.ME.100644	Surfliner Cab Car Overhaul	2	0	0	2	2	0	100%	100%		project completed
C.ME.100646	Surfliner Custom Coach Overhaul	2	0	0	2	2	0	100%	100%		project completed
C.ME.100240	Superliner I Diner Overhaul	3	1	1	3	2	(1)	67%	67%	38007	1 WIP
C.ME.100239	Viewliner Sleeper - Overhaul	13	1	1	13	11	(2)	85%	85%	62019	2 WIP
C.ME.100016	Viewliner Diner Overhaul	1	0	0	1	1	0	100%	100%		project completed
C.ME.100641	Horizon Coach Overhaul - Level 2	22	2	2	22	22	0	100%	100%	54552, 54565	project completed
C.ME.100643	Horizon Café Overhaul	3	0	0	3	3	0	100%	100%		project completed
C.ME.100386	Superliner Diner Lounge	7	0	1	7	9	2	129%	129%	37014	project completed
C.ME.100017	Heritage High Level Lounge (Parlor Car)	0	0	1	0	1	1	0%	0%	39973	project completed
C.ME.100005	F59 Overhaul	3	0	0	3	4	1	133%	133%		project completed
C.ME.100006	P32-8 Overhaul	6	1	2	6	6	0	100%	100%	515, 510	project completed
C.ME.100013	NPCU Overhaul	2	0	0	2	2	0	100%	100%		project completed
C.ME.100647	Surfliner Café	3	0	0	3	3	0	100%	100%		project completed

CHIEF MECHANICAL OFFICER
FY16 PRODUCTION REPORT
September 2016

WBS	PROJECT NAME	FY16 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 FY16 Plan	Units Completed - September	September Comments
C.ME.201289	Loco Wreck Program	5	1	1	5	3	(2)	60%	60%	172	1 WIP
C.ME.201290	Car Wreck Program	5	0	0	5	3	(2)	60%	60%		1 WIP
C.ME.201157	Positive Train Control	30	0	0	30	27	(3)	90%	90%		waiting on units to arrive
	TOTAL BEECH GROVE	212	12	19	212	209	(3)	99%	99%		
C.ME.100013	NPCU Overhaul	3	1	0	3	1	(2)	33%	33%		90213 Scheduled to be released to Beech grove Oct 31 2016. Unit late release vs. schedule due to trickle down from extreme late release of 90214
C.ME.100028	Diesel Switchers Overhaul	0	0	0	0	0	0	0%	0%		720 in process in Wilmington. Prepping for paint awaitng return of rotating equipment
C.ME.201289	Loco Wreck Program	0	0	0	0	1	1	0%	0%		629 wreck released 3/2016. Awaiting details on 601/627.
	TOTAL WILMINGTON	3	1	0	3	1	(1)	33%	33%		
C.ME.100785	Acela Overhaul	4	0	1	4	5	1	125%	125%	TS06	Program complete September 2016
	TOTAL HIGH SPEED RAIL	4	0	1	4	5	1	125%	125%		
	TOTAL CMO	387	27	38	387	390	4	101%	101%		
	LCPM (events - not units):							0%	0%		
C.ME.100653	LCPM Paint - P40/P42 (BEE)	8	0	0	8	4	(4)	50%	50%		
C.ME.100653	LCPM Paint - P32DM (BEE)	4	0	0	4	3	(1)	75%	75%		
C.ME.100653	ACS-64 Pantograph	0			0	3	3	0%	0%		
C.ME.100653	COT&S 5 Year Air (Chicago)	38	4	2	38	38	0	100%	100%	188, 193	On target
C.ME.100653	COT&S 8 Year Air (Chicago)	30	1	1	30	36	6	120%	120%	36	Ahead of goal- due to additional units expiring throughout the FY.
C.ME.100653	4 Year Air Brake P40 (Chicago)	0	0	0	0	0	0	0%	0%		N/A- no units due this FY.

CHIEF MECHANICAL OFFICER
FY16 PRODUCTION REPORT
September 2016

WBS	PROJECT NAME	FY16 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 FY16 Plan	Units Completed - September	September Comments
C.ME.100653	Radiator Hatch (Chicago)	22	1	0	22	22	0	100%	100%		On Target.
C.ME.100653	Air Compressor HP Valves (Chicago)	28	1	1	28	28	0	100%	100%	146	On Target.
C.ME.100653	Air Compressor (Chicago)	19	1	0	19	20	1	105%	105%		Ahead of goal.
C.ME.100653	Air Dryer (Chicago)	52	4	1	52	58	6	112%	112%	16	Ahead of goal
C.ME.100653	Engine Change (Chicago)	28	1	2	28	29	1	104%	104%	78, 6	Ahead of goal- requested one additional unit after initial forecast.
C.ME.100653	Alternator Change (Chicago) ***	46	4	4	46	42	(4)	91%	91%	78, 6	2 alternator sets behind initial request, units 36 and 59 were engine change only.
C.ME.100653	5 Year Truck (Chicago)	41	4	5	41	41	0	100%	100%	60, 189, 40, 84, 32	On Target.
C.ME.100653	HVAC (Chicago)	36	2	4	36	37	1	103%	103%	58, 40, 172, 161	Ahead of goal
C.ME.100653	Injectors & HPFP (Chicago)	29	4	0	29	30	1	103%	103%		Ahead of goal.
C.ME.100653	Injectors (Chicago)	47	3	4	47	48	1	102%	102%	193, 12, 137, 135	Ahead of goal.

CHIEF MECHANICAL OFFICER
FY16 PRODUCTION REPORT
September 2016

WBS	PROJECT NAME	FY16 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 FY16 Plan	Units Completed - September	September Comments
C.ME.100653	Radiator Fans (Chicago)	26	0	0	26	27	1	104%	104%		Ahead of goal.
C.ME.100653	Equipment Blowers (Chicago)	25	3	1	25	27	2	108%	108%	6	Ahead of goal.
C.ME.100653	COT&S (Albany) - P42	0	0	0	0	2	2	0%	0%		
C.ME.100653	Injectors & Pumps (Albany) - P42	3	0	1	3	4	1	133%	133%	103	
C.ME.100653	Radiator Fans (Albany) - P42	0	0	0	0	2	2	0%	0%		
C.ME.100653	Equipment Blowers (Albany) - P42	4	1	0	4	3	(1)	75%	75%		Only 3 on the schedule submitted by RSR
C.ME.100653	Compressor Heads (Albany) - P42	4	0	1	4	4	0	100%	100%	103	
C.ME.100653	Trucks (Albany) - P42	0	0	1	0	3	3	0%	0%	110	
C.ME.100653	Engine (Albany) - P42	0	0	0	0	1	1	0%	0%		
C.ME.100653	Air Dryer (Albany) - P42	0	0	0	0	1	1	0%	0%		
C.ME.100653	Equipment Blowers (Albany) - P32	5	0	0	5	5	0	100%	100%		
C.ME.100653	COT&S (Albany) - P32	7	1	0	7	8	1	114%	114%		
C.ME.100653	10 Year Truck (Albany) - P32	1	0	0	1	3	2	300%	300%		
C.ME.100653	Injectors (Albany) - P32	9	1	1	9	9	0	100%	100%	703	
C.ME.100653	Compressor Blower (Albany) - P32	0	0	0	0	2	2	0%	0%		
C.ME.100653	Radiator Fans (Albany) - P32	6	0	0	6	4	(2)	67%	67%		Only 3 on the schedule submitted by RSR
C.ME.100653	Radiator Hatch (Albany) - P32	1	0	0	1	1	0	100%	100%		
C.ME.100653	Engine (Albany) - P32	0	0	0	0	0	0	0%	0%		
C.ME.100653	HVAC (Albany) - P32	1	0	0	1	3	2	300%	300%		
C.ME.100653	Water Pumps F59 (LAX)	4	1	1	4	1	(3)	25%	25%	461	
C.ME.100653	Eng Starter F59 (LAX)	4	0	0	4	1	(3)	25%	25%		
C.ME.100653	EFI Injectors F59 (LAX)	4	0	2	4	2	(2)	50%	50%	463, 461	
C.ME.100653	HEP Genset OH F59 (LAX)	5	0	1	5	2	(3)	40%	40%	461	
C.ME.100653	Water Pumps F59 (SEA)	1	0	0	1	1	0	100%	100%		
C.ME.100653	Eng Starter F59 (SEA)	1	0	0	1	1	0	100%	100%		
C.ME.100653	EFI Injectors F59 (SEA)	1	0	0	1	0	(1)	0%	0%		
C.ME.100653	Compressor Heads (SEA)	0	0	1	0	2	2	0%	0%	469	
C.ME.100653	HEP Genset OH F59 (SEA)	0	0	0	0	1	1	0%	0%		
	TOTAL LCPM	540	37	34	540	559	19	104%	104%		

B

LEGISLATIVE REPORT

Status of FY2017 Transportation Appropriations Bill

Current to September 30, 2016



Background:

- The Obama Administration released its Fiscal 2017 appropriations proposals on February 9. Following the new structure in the FAST Act (P.L. 114-94), the request is for \$1.9 billion for current rail services (Amtrak: NEC \$700 million, National Network \$1.2 billion). Another \$400 million is requested for FAST Act federal-state partnership grants and \$3.7 billion for infrastructure and safety grants.
- Amtrak submitted its Fiscal 2017 appropriations request on February 12. The request is \$1.834 billion, which includes \$649.9 million for operations (\$95.3 million for State Corridors and \$554.6 million for Long Distance); \$920.4 million for capital (\$284.1 million for NEC, \$130.2 million for State Corridors, \$277.3 million for Long Distance, \$13.8 million for Infrastructure and Investment Development, \$199.0 million for Debt Service, \$16.1 million for other commissions and oversight); and \$263.7 million for Federal Discretionary Grant Programs authorized by the FAST Act (P.L.114-94). The FAST Act also requires that Amtrak move away from accounting under the previous business-line structure (with operating and capital for each) to a new structure based on Northeast Corridor and National Network. Although the data did not yet exist (as of February 12) to structure the Fiscal 2017 request in that fashion, the request makes a preliminary estimate of the \$1.834 billion request by allocating \$612.9 million to the NEC, \$1.205 billion to National Network, and \$16.1 for other commissions and oversight. Separately, Amtrak requested \$757.0 million for Gateway Expenses, including a commuter/FTA share (\$605.6 million), a FAST Act grant/FRA share (\$121.1 million), and an Amtrak share (\$30.3 million).
- The Transportation, Housing and Urban Development Subcommittee of the Senate Appropriations Committee on April 19 approved S.2844, the Fiscal 2017 appropriations bill for transportation and housing programs, on a voice vote. The bill includes \$1.420 billion for Amtrak, to be divided along the new grant structure authorized by the FAST Act. Accordingly, the bill includes \$345 million for the Northeast Corridor (of which no more than \$5 million is for the Northeast Corridor Commission established by PRIIA) and \$1.075 billion for the National Network (of which no more than \$2 million is for the State-Supported Route Committee established by the FAST Act). Additionally, the bill has \$50 million for safety-related activities under the Consolidated Rail Infrastructure and Safety Improvements grant program, \$20 million for the Federal-State Partnership for State of Good Repair program, and \$15 million for Restoration and Enhancement Grants, all of which may be used for passenger rail improvements. The Amtrak Office of Inspector General would get \$23.3 million. Federal Transit Formula Grants would allow for \$199 million in grants to intercity and commuter railroads for Positive Train Control. The full Appropriations Committee approved the bill on April 21, 30-0.

- The provisions of S.2844 (Fiscal 2017 appropriations) were folded into a larger bill, H.R.2577, and passed by the full Senate on May 19, 89-8. The funding amounts for Amtrak remained the same as in S.2844 (above). This bill (H.R.2577) was sent back to the House, which on May 26 stripped out the transportation (and Amtrak) funding sections.
- The Transportation, Housing and Urban Development Subcommittee of the House Appropriations Committee on May 18 approved H.R.5394, the Fiscal 2017 appropriations bill for transportation and housing programs, on a voice vote. The bill includes \$1.420 billion for Amtrak, to be divided along the new grant structure authorized by the FAST Act. Accordingly, the bill includes \$420 million for the Northeast Corridor (of which no more than \$5 million is for the Northeast Corridor Commission established by PRIIA) and \$1.000 billion for the National Network (of which no more than \$2 million is for the State-Supported Route Committee established by the FAST Act). Additionally, the bill has \$25 million for safety-related activities under the Consolidated Rail Infrastructure and Safety Improvements grant program, \$25 million for the Federal-State Partnership for State of Good Repair program, which may be used for passenger rail improvements. The Amtrak Office of Inspector General would get \$23.3 million. The full Appropriations Committee approved the bill on May 24, on a voice vote.
- A Continuing Resolution for Fiscal 2017, H.R.5325, was passed by both the House (342-85) and the Senate (72-26) on September 28, funding programs at previous-year levels, including Amtrak, through December 9. In Amtrak's case, the pro-rated appropriation, based on an annual total of \$1.390 billion, is divided between \$235 million for the Northeast Corridor and \$1.155 billion for the National Network. This accommodates the FAST Act grant structure (see above) that likely will be reflected in the final Fiscal 2017 appropriations bill and avoids the need for Amtrak to change accounting structure part-way through the fiscal year. The Continuing Resolution was enacted as P.L.114-223 on September 29.

Summary and Status of Legislation Impacting Amtrak - 114th Congress

Bill Number	Title/Sponsor	Co-	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.	1/6/2015 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.	1/7/2015 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.	1/14/2015 Referred to Committee on Transportation and Infrastructure.
H.R.390	Moving Obstructed Trains In-between Openings Now (MOTION) Act Rep. James Sensenbrenner (R-WI)	6	Allows railroad employees to remain on duty to move trains that are obstructing highway grade crossings.	1/14/2015 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.	1/27/2015 Referred to Committee on Banking, Housing, and Urban Affairs.
H.R.674	Pets on Trains Act of 2015 Rep. Jeff Denham (R-CA)	33	Requires Amtrak to propose a pet policy that allows passengers to transport domesticated cats and dogs on certain Amtrak trains.	2/3/2015 Referred to Committee on Transportation and Infrastructure. Superseded by H.R.22
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.	2/5/2015 Referred to Committee on Transportation and Infrastructure.
S.391	National Right-to-Work Act Sen. Rand Paul (R-KY)	29	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 join a union as a condition of employment.	2/5/2015 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.	2/5/2015 Referred to Committee on Transportation and Infrastructure 2/26/2015 Approved by Committee on Transportation and Infrastructure and House Report 114-30 released 3/4/2015 Approved by House, as amended, 316-101 Superseded by H.R.22
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.	2/13/2015 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.	2/23/2015 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.	3/4/2015 Referred to Committee on Transportation and Infrastructure.
S.650	Railroad Safety and Positive Train Control Extension Act (R-MO) Sen. Roy Blunt	12	Extends deadline for Positive Train Control implementation to 2020, extendable by US DOT in one-year increments to 2022.	3/4/2015 Referred to Committee on Commerce, Science, and Transportation 3/25/2015 Reported favorably from Committee on Commerce, Science, and Transportation with amendment in nature of substitute 10/29/2015 Superseded by enactment of P.L.114-73. 9/22/2015 Reported favorably from Committee on Commerce, Science, and Transportation with amendment in nature of substitute, with no report
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.	3/19/2015 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	3/19/2015 Referred to Committee on Commerce, Science, and Transportation
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.	4/16/2015 Referred to Committee on Commerce, Science, and Transportation 10/29/2015 Superseded by enactment of P.L.114-73.
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.	4/22/2015 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.	4/23/2015 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.	4/27/2015 Referred to Committee on Commerce, Science, and Transportation Superseded by H.R.22
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.	4/29/2015 Approved by appropriations subcommittee. 5/13/2015 Approved by full committee: H.Rept.114-129. 6/30/2015 Approved by House, as amended, 216-210 Superseded by H.R.2029 Revived as FY17 approps (see below)
H.R.2410	GROW AMERICA Act Rep. Peter DeFazio (D-OR)	62	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.	5/19/2015 Referred to several committees. 12/4/2015 Superseded by enactment of P.L.114-94.
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.	5/18/2015 Referred to Committee on Commerce, Science, and Transportation 12/4/2015 Superseded by enactment of P.L.114-94.

Summary and Status of Legislation Impacting Amtrak - 114th Congress

Bill Number	Title/Seonsor	Co-	Summary	Legislative Action to Date
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 \$1,390 billion for Amtrak.	6/23/2015 Approved by appropriations subcommittee. 6/25/2015 Approved by full committee; S.Rept. 114-75. Superseded by H.R.2029
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 PRIIA 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.	6/18/2015 Referred to Committee on Commerce, Science, and Transportation 6/25/2015 Approved by full committee. Superseded by H.R.22
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.	6/23/2015 Referred to Committee on Environment and Public Works 7/15/2015 Reported by Committee, with amendments, S.Rept.114-80. Superseded by H.R.22
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).	7/9/2015 Referred to Committee on Commerce, Science, and Transportation 7/15/2015 Reported by Committee (with amendment in nature of substitute) Superseded by H.R. 22
H.R.22	Fixing America's Surface Transportation (FAST) Act 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). This is the first time Amtrak authorization has been part of a surface transportation law. Major features involving Amtrak include new Northeast Corridor and National Network accounts (instead of Operating and Capital); a new, annual 5-year asset plan; removing the company president as a voting member of the board; a retroactive increase in liability caps.	1/6/2015 Introduced; approved by House 412-0. 2/12/2015 Reported by Senate Committee on Finance (S.Rept.114-3). 7/28/2015 Amended and renamed by Senate; approved by Senate 65-34. 11/5/2015 Approved by House, with House amendments, 371-64. 12/1/2015 Conference report Rep. 114-357 filed. 12/3/2015 Conference report agreed to by House, 359-65. 12/3/2015 Conference report agreed to by Senate, 83-16. 12/4/2015 Enacted as P.L.114-94.
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%).	9/30/2015 H.R.719 amended in Senate to include Continuing Resolution (S.A2689) and adopted, 77-11. 9/30/2015 House approved amended version of H.R.719, 277-151. 9/30/2015 Enacted as P.L.114-53.
S.2129	Omnibus Appropriations Act, 2016 Sen. Thad Cochran (R-MS)	3	Makes appropriations for 2016 for several departments, including Transportation. Includes the same Amtrak funding levels (total \$1,390 billion) as in the earlier Senate version of H.R.2577.	10/5/2015 Introduced in the Senate. Superseded by H.R.2029
H.R.3839	Surface Transportation Extension Act of 2015 Rep. Bill Shuster (R-PA)	2	Extends authorization of surface transportation programs to November 20, 2015. Extends deadline for installation of Positive Train Control systems on certain railroads to December 31, 2018.	10/23/2015 Referred to Committee on Transportation and Infrastructure and to other committees. 10/27/2015 Motion approved to suspend rules and approve bill, voice vote in House. 10/28/2015 Approved in Senate on voice vote. 10/29/2015 Enacted as P.L.114-73.
H.R.4050	Passenger Train Derailment Prevention Act Rep. Sean Patrick Maloney (D-NY)	0	Requires that railroad companies or agencies with passenger train service on their tracks identify curves where transit speed is 20 mph or more less than adjacent running speed and install automatic braking systems. Exemptions may be granted by DOT if PTC has been installed.	11/17/2015 Referred to Committee on Transportation and Infrastructure and to other committees. Superseded by H.R.22
H.R.2029	Consolidated Appropriations Act, 2016 Rep. Charles W. Dent (R-PA)	0	Started as Military Construction and Veterans Affairs and Related Agencies Appropriations Act. Makes appropriations for 2016 for several departments, including Transportation. Includes the same Amtrak funding levels (total \$1,390 billion) as in earlier Senate versions. In addition, the Secretary of Transportation is permitted to use \$19.2 million in unobligated funds for Northeast Corridor infrastructure.	4/25/2015 Initial introduction in House. 12/17/2015 Adoption of House amendment as Consolidated Appropriations Act, 318-109 12/18/2015 Adoption of remaining House amendment, 313-113 12/18/2015 Adoption of amended bill by Senate, 65-33 12/18/2015 Enacted as P.L.114-113.
S.2844	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2017 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, 2017, and for other purposes. Includes \$1,420 billion for Amtrak.	4/19/2016 Approved by appropriations subcommittee. 4/21/2016 Approved by full committee; S.Rept.114-243. Possibly superseded by H.R.2577
H.R.2577 (FY17 version)	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2017 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, 2017, and for other purposes. Includes \$1,420 billion for Amtrak.	Revised as FY17 approps 5/19/16 Adoption of amended bill by Senate, 89-8 5/26/16 House amends bill to include appropriations for some other programs in FY17, but not transportation (or Amtrak).
H.R.5394	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2017 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, 2017, and for other purposes. Includes \$1,420 billion for Amtrak.	5/19/2016 Approved by appropriations subcommittee. 5/24/2016 Approved by full committee, H.Rept. 114-606.
S.3265	Commuter rail engineer licensing Sen. Robert Menendez (D-NJ)	0	Requires that engineers with "driving while under the influence" convictions not be certified or licensed to operate commuter trains.	7/14/2016 Referred to Committee on Commerce, Science, and Transportation
H.R.5794	Securing America's Facilities, Equipment and Rail: Taking Responsibility for American National Security in Transit Act Rep. Daniel Lipinski (D-IL)	4	Requires the Department of Homeland Security to issue a report that assigns rail carriers to high-risk tiers and that establishes a rail security training program.	7/14/2016 Referred to Committee on Homeland Security
S.3379	Surface Transportation and Maritime Security Act Sen. John Thune (R-SD)	4	Among other things, requires a federal study of standards and practices for security on rail systems (including Amtrak), allows Amtrak to request use of Transportation Security Administration's passenger vetting program.	9/21/2016 Referred to Committee on Commerce, Science, and Transportation
H.R.5325	Continuing Appropriations and Military Construction, Veterans Affairs, and Related Agencies Appropriation Act, 2017, and Zika Response and Preparedness Act Rep. Tom Graves (R-GA)	0	Making appropriations for federal programs through December 9, 2016, and for other purposes. Includes \$1,390 billion for Amtrak, on an annualized basis, but separating the Amtrak total into the new FAST Act accounting categories, Northeast Corridor (\$235 million) and National Network (\$1,155 billion).	9/28/16 Approved by Senate, 72-26. 9/28/16 Approved by House, 342-85. 9/29/16 Enacted as P.L.114-223.

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**ROUTE PERFORMANCE
REPORT**

National Railroad Passenger Corporation (Amtrak)

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

September 2016 YTD

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	\$611.1	\$312.3	\$298.9	\$5.9	\$292.9	n/a	\$292.9	44.6	27.3
RT05	Northeast Regional	\$640.0	\$444.4	\$195.6	\$8.5	\$187.1	n/a	\$187.1	14.2	7.5
RT99	NEC Special Trains	\$1.7	\$2.9	(\$1.2)	\$0.1	(\$1.2)	n/a	(\$1.2)	(63.7)	(29.4)
Total		\$1,252.8	\$759.6	\$493.3	\$14.5	\$478.7	n/a	\$478.7	24.2	13.4

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	\$6.4	\$6.0	\$0.4	\$0.0	\$0.4	n/a	\$0.4	4.0	1.6
RT04	Vermont	\$11.4	\$9.8	\$1.5	\$0.1	\$1.4	n/a	\$1.4	6.2	2.8
RT07	Maple Leaf	\$53.5	\$50.7	\$2.8	\$0.4	\$2.4	n/a	\$2.4	2.3	1.1
RT09	The Downeaster	\$13.0	\$15.6	(\$2.6)	\$0.5	(\$3.1)	n/a	(\$3.1)	(7.6)	(2.3)
RT12	New Haven - Springfield	\$30.4	\$33.4	(\$3.0)	\$0.0	(\$3.1)	n/a	(\$3.1)	(13.7)	(6.3)
RT14	Keystone Service	\$52.3	\$50.9	\$1.4	\$1.1	\$0.3	n/a	\$0.3	0.2	0.1
RT15	Empire Service	\$68.6	\$75.1	(\$6.5)	\$1.3	(\$7.8)	n/a	(\$7.8)	(5.6)	(2.0)
RT20	Chicago-St.Louis	\$27.3	\$33.0	(\$5.7)	\$0.4	(\$6.1)	n/a	(\$6.1)	(6.3)	(2.6)
RT21	Hiawathas	\$22.1	\$24.4	(\$2.3)	\$0.2	(\$2.6)	n/a	(\$2.6)	(4.0)	(1.5)
RT22	Wolverines	\$83.4	\$83.9	(\$0.5)	\$0.4	(\$0.9)	n/a	(\$0.9)	(1.0)	(0.5)
RT23	Illini	\$16.4	\$19.6	(\$3.2)	\$0.6	(\$3.8)	n/a	(\$3.8)	(8.1)	(3.6)
RT24	Illinois Zephyr	\$15.9	\$17.0	(\$1.1)	\$0.1	(\$1.2)	n/a	(\$1.2)	(3.7)	(1.4)
RT29	Heartland Flyer	\$7.1	\$7.3	(\$0.2)	\$0.0	(\$0.2)	n/a	(\$0.2)	(1.7)	(0.8)
RT35	Pacific Surfliner	\$101.6	\$117.7	(\$16.1)	(\$0.8)	(\$15.3)	n/a	(\$15.3)	(6.1)	(2.0)
RT36	Cascades	\$63.5	\$69.5	(\$6.0)	\$0.1	(\$6.1)	n/a	(\$6.1)	(5.0)	(2.7)
RT37	Capitol	\$59.4	\$71.4	(\$12.0)	(\$0.3)	(\$11.7)	n/a	(\$11.7)	(11.2)	(3.1)
RT39	San Joaquins	\$78.7	\$93.2	(\$14.5)	(\$0.6)	(\$13.9)	n/a	(\$13.9)	(8.9)	(2.9)
RT40	Adirondack	\$13.1	\$13.3	(\$0.2)	\$0.2	(\$0.4)	n/a	(\$0.4)	(1.1)	(0.8)
RT41	Blue Water	\$12.4	\$15.1	(\$2.7)	\$0.2	(\$2.9)	n/a	(\$2.9)	(8.2)	(3.5)
RT46	Washington-Lynchburg	\$12.0	\$8.3	\$3.7	\$0.2	\$3.5	n/a	\$3.5	8.5	5.7
RT47	Washington-Newport News	\$25.2	\$17.7	\$7.5	\$0.4	\$7.1	n/a	\$7.1	9.5	6.0
RT50	Washington - Norfolk	\$9.6	\$8.7	\$0.9	\$0.2	\$0.8	n/a	\$0.8	2.7	1.1
RT51	Washington - Richmond	\$10.4	\$8.9	\$1.5	\$0.2	\$1.3	n/a	\$1.3	4.7	1.9
RT54	Hoosier State	\$3.7	\$3.5	\$0.2	(\$0.0)	\$0.2	n/a	\$0.2	4.0	1.3
RT56	Kansas City-St.Louis	\$13.8	\$14.1	(\$0.3)	\$0.1	(\$0.4)	n/a	(\$0.4)	(1.3)	(0.6)
RT57	Pennsylvanian	\$13.7	\$16.1	(\$2.4)	\$0.4	(\$2.7)	n/a	(\$2.7)	(5.2)	(3.5)
RT65	Pere Marquette	\$6.8	\$7.6	(\$0.8)	\$0.1	(\$1.0)	n/a	(\$1.0)	(7.3)	(3.7)
RT66	Carolinian	\$22.2	\$18.6	\$3.6	\$0.3	\$3.3	n/a	\$3.3	3.9	2.7
RT67	Piedmont	\$6.6	\$7.2	(\$0.6)	(\$0.0)	(\$0.6)	n/a	(\$0.6)	(3.4)	(1.6)
RT96	Non NEC Special Trains	\$3.2	\$3.3	(\$0.1)	\$0.0	(\$0.1)	n/a	(\$0.1)	(2.1)	(1.3)
Total		\$863.5	\$920.9	(\$57.4)	\$5.8	(\$63.3)	n/a	(\$63.3)	(3.3)	(1.4)

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	\$33.1	\$63.1	(\$30.0)	\$0.9	(\$30.9)	n/a	(\$30.9)	(17.0)	(10.2)
RT18	Cardinal	\$8.6	\$24.5	(\$15.9)	\$0.5	(\$16.4)	n/a	(\$16.4)	(39.6)	(20.0)
RT19	Silver Meteor	\$39.9	\$70.6	(\$30.7)	\$1.2	(\$31.9)	n/a	(\$31.9)	(15.2)	(9.4)
RT25	Empire Builder	\$57.6	\$115.2	(\$57.6)	\$0.6	(\$58.2)	n/a	(\$58.2)	(17.8)	(9.2)
RT26	Capitol Limited	\$21.4	\$47.4	(\$26.0)	\$0.3	(\$26.3)	n/a	(\$26.3)	(25.4)	(16.3)
RT27	California Zephyr	\$59.1	\$115.3	(\$56.1)	\$0.9	(\$57.1)	n/a	(\$57.1)	(18.1)	(10.6)
RT28	Southwest Chief	\$48.2	\$103.0	(\$54.8)	\$0.8	(\$55.6)	n/a	(\$55.6)	(17.8)	(10.8)
RT30	City of New Orleans	\$20.1	\$42.4	(\$22.4)	\$0.6	(\$23.0)	n/a	(\$23.0)	(21.5)	(13.3)
RT32	Texas Eagle	\$25.4	\$57.7	(\$32.2)	\$0.3	(\$32.5)	n/a	(\$32.5)	(21.2)	(12.8)
RT33	Sunset Limited	\$12.5	\$46.0	(\$33.5)	\$0.7	(\$34.2)	n/a	(\$34.2)	(44.0)	(20.7)
RT34	Coast Starlight	\$46.1	\$92.1	(\$46.0)	\$0.5	(\$46.5)	n/a	(\$46.5)	(21.9)	(12.3)
RT45	Lake Shore Limited	\$42.7	\$74.7	(\$32.0)	\$1.2	(\$33.2)	n/a	(\$33.2)	(20.3)	(12.3)
RT48	Palmetto	\$28.8	\$32.4	(\$3.6)	\$0.7	(\$4.3)	n/a	(\$4.3)	(4.4)	(2.1)
RT52	Crescent	\$32.1	\$70.7	(\$38.6)	\$1.8	(\$40.5)	n/a	(\$40.5)	(29.2)	(13.9)
RT63	Auto Train	\$76.1	\$78.1	(\$2.0)	(\$0.2)	(\$1.8)	n/a	(\$1.8)	(0.9)	(0.5)
Total		\$551.9	\$1,033.3	(\$481.4)	\$11.0	(\$492.4)	n/a	(\$492.4)	(18.6)	(10.6)

Total National Train System	\$2,668.2	\$2,713.7	(\$45.6)	\$31.4	(\$77.0)	n/a	(\$77.0)	(1.2)	(0.6)
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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	\$2,685.4	\$2,762.4	(\$77.0)
Ancillary Customers	\$291.1	\$300.1	(\$9.0)
Freight and Other Customers	\$196.0	\$358.4	(\$162.4)
Depreciation, net	\$0.0	\$821.6	(\$821.6)
Operating Results	\$3,172.5	\$4,242.5	(\$1,070.0)
Interest Expense, net	\$0.0	\$58.0	(\$58.0)
State Capital Payments	\$61.9	\$0.0	\$61.9
Net Results	\$3,234.4	\$4,300.5	(\$1,066.1)

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 2015 YTD

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	\$598.6	\$304.9	\$293.7	\$8.9	\$284.8	n/a	\$284.8	43.4	27.3
RT05	Northeast Regional	\$632.4	\$458.5	\$173.9	\$13.5	\$160.4	n/a	\$160.4	12.4	6.3
RT99	NEC Special Trains	\$2.1	\$7.4	(\$5.3)	\$0.2	(\$5.5)	n/a	(\$5.5)	(197.3)	(91.1)
Total		\$1,233.1	\$770.7	\$462.4	\$22.6	\$439.8	n/a	\$439.8	22.6	12.3

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)	(14.9)	(5.9)
RT04	Vermont	\$11.1	\$9.3	\$1.9	\$0.3	\$1.6	n/a	\$1.6	6.7	3.0
RT07	Maple Leaf	\$39.0	\$41.3	(\$2.3)	\$0.8	(\$3.1)	n/a	(\$3.1)	(2.6)	(1.3)
RT09	The Downeaster	\$12.2	\$15.2	(\$3.0)	\$0.5	(\$3.5)	n/a	(\$3.5)	(10.2)	(3.0)
RT12	New Haven - Springfield	\$20.4	\$25.0	(\$4.6)	\$1.4	(\$6.0)	n/a	(\$6.0)	(19.8)	(8.9)
RT14	Keystone Service	\$46.7	\$54.2	(\$7.6)	\$1.8	(\$9.4)	n/a	(\$9.4)	(7.8)	(3.1)
RT15	Empire Service	\$55.9	\$67.7	(\$11.8)	\$1.7	(\$13.6)	n/a	(\$13.6)	(9.7)	(3.5)
RT20	Chicago-St.Louis	\$34.1	\$37.4	(\$3.3)	\$0.9	(\$4.2)	n/a	(\$4.2)	(4.2)	(1.8)
RT21	Hiawathas	\$20.8	\$24.1	(\$3.3)	\$0.7	(\$4.0)	n/a	(\$4.0)	(6.2)	(2.3)
RT22	Wolverines	\$55.2	\$87.3	(\$32.2)	\$1.2	(\$33.4)	n/a	(\$33.4)	(34.2)	(16.9)
RT23	Illini	\$15.4	\$19.7	(\$4.3)	\$0.5	(\$4.8)	n/a	(\$4.8)	(9.1)	(4.0)
RT24	Illinois Zephyr	\$14.5	\$17.1	(\$2.7)	\$0.3	(\$3.0)	n/a	(\$3.0)	(8.6)	(3.3)
RT29	Heartland Flyer	\$6.6	\$7.5	(\$0.8)	\$0.2	(\$1.0)	n/a	(\$1.0)	(8.3)	(3.3)
RT35	Pacific Surfliner	\$106.0	\$124.6	(\$18.5)	\$1.4	(\$19.9)	n/a	(\$19.9)	(8.1)	(2.6)
RT36	Cascades	\$61.0	\$68.6	(\$7.6)	\$0.6	(\$8.2)	n/a	(\$8.2)	(6.9)	(3.6)
RT37	Capitol	\$60.0	\$74.2	(\$14.1)	\$1.2	(\$15.4)	n/a	(\$15.4)	(15.5)	(4.0)
RT39	San Joaquins	\$79.1	\$89.9	(\$10.7)	\$1.1	(\$11.8)	n/a	(\$11.8)	(7.2)	(2.6)
RT40	Adirondack	\$12.9	\$13.1	(\$0.2)	\$0.3	(\$0.5)	n/a	(\$0.5)	(1.2)	(0.9)
RT41	Blue Water	\$10.6	\$14.3	(\$3.8)	\$0.3	(\$4.1)	n/a	(\$4.1)	(11.2)	(4.9)
RT46	Washington-Lynchburg	\$11.9	\$8.7	\$3.2	\$0.3	\$3.0	n/a	\$3.0	6.9	4.7
RT47	Washington-Newport News	\$25.2	\$18.8	\$6.4	\$0.5	\$5.9	n/a	\$5.9	7.5	5.0
RT50	Washington - Norfolk	\$9.9	\$9.4	\$0.5	\$0.3	\$0.2	n/a	\$0.2	0.7	0.2
RT51	Washington - Richmond	\$9.9	\$9.1	\$0.8	\$0.3	\$0.5	n/a	\$0.5	1.7	0.8
RT54	Hoosier State	\$3.2	\$5.5	(\$2.4)	\$0.3	(\$2.6)	n/a	(\$2.6)	(57.6)	(22.8)
RT56	Kansas City-St.Louis	\$12.6	\$15.3	(\$2.7)	\$0.3	(\$3.0)	n/a	(\$3.0)	(9.0)	(3.8)
RT57	Pennsylvanian	\$13.7	\$16.8	(\$3.1)	\$0.7	(\$3.8)	n/a	(\$3.8)	(6.9)	(4.6)
RT65	Pere Marquette	\$6.2	\$8.0	(\$1.8)	\$0.2	(\$2.0)	n/a	(\$2.0)	(13.6)	(7.3)
RT66	Carollian	\$22.7	\$21.7	\$1.0	\$0.5	\$0.5	n/a	\$0.5	0.6	0.4
RT67	Piedmont	\$6.9	\$8.5	(\$1.9)	\$0.1	(\$2.0)	n/a	(\$2.0)	(11.6)	(5.2)
RT96	Non NEC Special Trains	\$2.9	\$3.3	(\$0.4)	\$0.1	(\$0.4)	n/a	(\$0.4)	(14.0)	(8.8)
Total		\$792.1	\$922.8	(\$130.7)	\$18.6	(\$149.3)	n/a	(\$149.3)	(7.7)	(3.2)

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	\$77.0	(\$40.2)	\$1.6	(\$41.8)	n/a	(\$41.8)	(21.2)	(13.0)
RT18	Cardinal	\$8.4	\$23.9	(\$15.4)	\$0.5	(\$15.9)	n/a	(\$15.9)	(37.8)	(20.7)
RT19	Silver Meteor	\$41.2	\$73.5	(\$32.2)	\$1.5	(\$33.7)	n/a	(\$33.7)	(15.5)	(9.7)
RT25	Empire Builder	\$56.3	\$110.8	(\$54.5)	\$2.4	(\$56.9)	n/a	(\$56.9)	(17.9)	(9.0)
RT26	Capitol Limited	\$21.4	\$48.1	(\$26.8)	\$0.9	(\$27.7)	n/a	(\$27.7)	(26.4)	(17.2)
RT27	California Zephyr	\$55.3	\$115.7	(\$60.4)	\$2.3	(\$62.7)	n/a	(\$62.7)	(21.0)	(12.1)
RT28	Southwest Chief	\$49.8	\$100.9	(\$51.0)	\$1.9	(\$52.9)	n/a	(\$52.9)	(16.3)	(10.4)
RT30	City of New Orleans	\$21.9	\$46.0	(\$24.1)	\$0.7	(\$24.9)	n/a	(\$24.9)	(22.9)	(14.2)
RT32	Texas Eagle	\$27.7	\$58.9	(\$31.2)	\$1.0	(\$32.2)	n/a	(\$32.2)	(19.1)	(12.7)
RT33	Sunset Limited	\$13.4	\$46.3	(\$32.9)	\$0.9	(\$33.8)	n/a	(\$33.8)	(42.2)	(20.4)
RT34	Coast Starlight	\$46.5	\$90.8	(\$44.4)	\$1.5	(\$45.9)	n/a	(\$45.9)	(20.9)	(13.1)
RT45	Lake Shore Limited	\$33.7	\$70.5	(\$36.8)	\$1.6	(\$38.4)	n/a	(\$38.4)	(22.7)	(13.2)
RT48	Palmetto	\$17.9	\$29.5	(\$11.5)	\$0.8	(\$12.4)	n/a	(\$12.4)	(15.0)	(6.6)
RT52	Crescent	\$33.6	\$74.5	(\$40.9)	\$1.6	(\$42.4)	n/a	(\$42.4)	(28.1)	(14.6)
RT63	Auto Train	\$82.5	\$79.1	\$3.4	\$1.2	\$2.1	n/a	\$2.1	0.9	0.6
Total		\$546.5	\$1,045.5	(\$499.0)	\$20.3	(\$519.3)	n/a	(\$519.3)	(19.1)	(11.2)

Total National Train System	\$2,571.7	\$2,739.0	(\$167.3)	\$61.5	(\$228.8)	n/a	(\$228.8)	(3.5)	(1.8)
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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	\$2,594.0	\$2,822.8	(\$228.8)
Ancillary Customers	\$393.2	\$376.3	\$16.9
Freight and Other Customers	\$170.1	\$385.7	(\$215.6)
Depreciation, net	\$0.0	\$747.8	(\$747.8)
Operating Results	\$3,157.3	\$4,332.6	(\$1,175.3)
Interest Expense, net	\$0.0	\$111.1	(\$111.1)
State Capital Payments	\$53.8	\$0.0	\$53.8
Net Results	\$3,211.0	\$4,443.7	(\$1,232.7)

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

September 2016 YTD vs. September 2015 YTD 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	\$12.5	(\$7.4)	\$5.1	\$2.9	\$8.1	n/a	\$8.1	1.2	(0.1)
RT05	Northeast Regional	\$7.6	\$14.1	\$21.6	\$5.0	\$26.6	n/a	\$26.6	1.7	1.2
RT99	NEC Special Trains	(\$0.4)	\$4.5	\$4.1	\$0.1	\$4.2	n/a	\$4.2	133.5	61.7
Total		\$19.7	\$11.2	\$30.9	\$8.1	\$39.0	n/a	\$39.0	1.6	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	\$0.7	\$1.2	\$1.8	\$0.0	\$1.9	n/a	\$1.9	18.9	7.5
RT04	Vermont	\$0.2	(\$0.6)	(\$0.4)	\$0.2	(\$0.2)	n/a	(\$0.2)	(0.5)	(0.2)
RT07	Maple Leaf	\$14.5	(\$9.4)	\$5.1	\$0.4	\$5.5	n/a	\$5.5	4.8	2.4
RT09	The Downeaster	\$0.8	(\$0.4)	\$0.4	(\$0.0)	\$0.4	n/a	\$0.4	2.7	0.6
RT12	New Haven - Springfield	\$10.0	(\$8.4)	\$1.5	\$1.4	\$2.9	n/a	\$2.9	6.1	2.6
RT14	Keystone Service	\$5.6	\$3.4	\$9.0	\$0.7	\$9.7	n/a	\$9.7	8.1	3.2
RT15	Empire Service	\$12.7	(\$7.4)	\$5.4	\$0.4	\$5.8	n/a	\$5.8	4.1	1.4
RT20	Chicago-St.Louis	(\$6.8)	\$4.4	(\$2.4)	\$0.5	(\$1.9)	n/a	(\$1.9)	(2.0)	(0.8)
RT21	Hiawathas	\$1.3	(\$0.4)	\$0.9	\$0.4	\$1.4	n/a	\$1.4	2.2	0.8
RT22	Wolverines	\$28.2	\$3.5	\$31.7	\$0.8	\$32.5	n/a	\$32.5	33.2	16.4
RT23	Illini	\$1.1	\$0.1	\$1.1	(\$0.1)	\$1.0	n/a	\$1.0	1.0	0.4
RT24	Illinois Zephyr	\$1.4	\$0.2	\$1.5	\$0.2	\$1.8	n/a	\$1.8	4.9	1.9
RT29	Heartland Flyer	\$0.5	\$0.2	\$0.7	\$0.1	\$0.8	n/a	\$0.8	6.6	2.6
RT35	Pacific Surfliner	(\$4.4)	\$6.9	\$2.4	\$2.2	\$4.6	n/a	\$4.6	2.0	0.6
RT36	Cascades	\$2.5	(\$0.9)	\$1.6	\$0.4	\$2.0	n/a	\$2.0	1.9	0.9
RT37	Capitol	(\$0.6)	\$2.8	\$2.1	\$1.6	\$3.7	n/a	\$3.7	4.3	0.9
RT39	San Joaquins	(\$0.5)	(\$3.3)	(\$3.8)	\$1.7	(\$2.1)	n/a	(\$2.1)	(1.7)	(0.3)
RT40	Adirondack	\$0.1	(\$0.2)	(\$0.0)	\$0.1	\$0.0	n/a	\$0.0	0.0	0.1
RT41	Blue Water	\$1.8	(\$0.7)	\$1.0	\$0.1	\$1.2	n/a	\$1.2	3.1	1.4
RT46	Washington-Lynchburg	\$0.1	\$0.4	\$0.5	\$0.1	\$0.6	n/a	\$0.6	1.6	1.0
RT47	Washington-Newport News	(\$0.1)	\$1.1	\$1.1	\$0.2	\$1.2	n/a	\$1.2	2.1	1.0
RT50	Washington - Norfolk	(\$0.3)	\$0.8	\$0.4	\$0.1	\$0.6	n/a	\$0.6	2.0	0.8
RT51	Washington - Richmond	\$0.5	\$0.2	\$0.6	\$0.1	\$0.8	n/a	\$0.8	3.0	1.1
RT54	Hoosier State	\$0.5	\$2.0	\$2.6	\$0.3	\$2.8	n/a	\$2.8	61.6	24.1
RT56	Kansas City-St.Louis	\$1.2	\$1.2	\$2.4	\$0.2	\$2.6	n/a	\$2.6	7.7	3.2
RT57	Pennsylvanian	\$0.0	\$0.7	\$0.7	\$0.3	\$1.0	n/a	\$1.0	1.7	1.2
RT65	Pere Marquette	\$0.6	\$0.4	\$1.0	\$0.1	\$1.0	n/a	\$1.0	6.4	3.6
RT66	Carolinian	(\$0.5)	\$3.1	\$2.6	\$0.2	\$2.7	n/a	\$2.7	3.4	2.3
RT67	Piedmont	\$0.0	\$1.4	\$1.4	\$0.1	\$1.5	n/a	\$1.5	8.2	3.6
RT96	Non NEC Special Trains	\$0.3	\$0.0	\$0.3	\$0.0	\$0.3	n/a	\$0.3	11.9	7.4
Total		\$71.4	\$1.8	\$73.2	\$12.8	\$86.0	n/a	\$86.0	4.4	1.8

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	(\$3.7)	\$13.9	\$10.2	\$0.7	\$10.9	n/a	\$10.9	4.1	2.8
RT18	Cardinal	\$0.2	(\$0.6)	(\$0.4)	(\$0.1)	(\$0.5)	n/a	(\$0.5)	(1.7)	0.7
RT19	Silver Meteor	(\$1.4)	\$2.8	\$1.5	\$0.3	\$1.8	n/a	\$1.8	0.3	0.3
RT25	Empire Builder	\$1.4	(\$4.4)	(\$3.1)	\$1.7	(\$1.3)	n/a	(\$1.3)	0.1	(0.2)
RT26	Capitol Limited	\$0.1	\$0.7	\$0.8	\$0.6	\$1.4	n/a	\$1.4	1.0	0.9
RT27	California Zephyr	\$3.8	\$0.5	\$4.3	\$1.4	\$5.6	n/a	\$5.6	2.9	1.5
RT28	Southwest Chief	(\$1.6)	(\$2.2)	(\$3.8)	\$1.1	(\$2.7)	n/a	(\$2.7)	(1.4)	(0.4)
RT30	City of New Orleans	(\$1.8)	\$3.6	\$1.7	\$0.1	\$1.9	n/a	\$1.9	1.4	0.9
RT32	Texas Eagle	(\$2.3)	\$1.2	(\$1.0)	\$0.6	(\$0.4)	n/a	(\$0.4)	(2.1)	(0.1)
RT33	Sunset Limited	(\$0.9)	\$0.3	(\$0.6)	\$0.1	(\$0.4)	n/a	(\$0.4)	(1.8)	(0.2)
RT34	Coast Starlight	(\$0.3)	(\$1.3)	(\$1.6)	\$1.0	(\$0.6)	n/a	(\$0.6)	(1.0)	0.8
RT45	Lake Shore Limited	\$9.0	(\$4.2)	\$4.8	\$0.4	\$5.1	n/a	\$5.1	2.4	0.9
RT48	Palmetto	\$10.9	(\$2.9)	\$8.0	\$0.1	\$8.1	n/a	\$8.1	10.6	4.5
RT52	Crescent	(\$1.6)	\$3.8	\$2.2	(\$0.3)	\$2.0	n/a	\$2.0	(1.1)	0.7
RT63	Auto Train	(\$6.4)	\$1.0	(\$5.3)	\$1.4	(\$3.9)	n/a	(\$3.9)	(1.8)	(1.2)
Total		\$5.4	\$12.3	\$17.6	\$9.3	\$26.9	n/a	\$26.9	0.5	0.6

Total National Train System		\$96.4	\$25.3	\$121.7	\$30.1	\$151.9	n/a	\$151.9	2.3	1.2
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D

WORKFORCE STATISTICS

National Railroad Passenger Corporation
Headcount Summary
September 2016

	Core			Non-Core			Capital			Totals		
	Actual	Budget	Variance Fav (UnFav)	Actual	Budget	Variance Fav (UnFav)	Actual	Budget	Variance Fav (UnFav)	Actual	Budget	Variance Fav (UnFav)
Departments												
President's Office	7	7	0	0	0	0	0	0	0	7	7	0
NEC Advisory Commission	8	12	4	0	0	0	0	0	0	8	12	4
Office of Inspector General	98	95	(3)	0	0	0	0	0	0	98	95	(3)
General Counsel	143	168	25	0	0	0	0	0	0	143	168	25
Finance	258	272	14	0	0	0	0	2	2	258	274	16
Procurement	429	412	(17)	3	11	8	4	4	0	436	427	(9)
Amtrak Technologies	260	337	77	0	0	0	48	0	(48)	308	337	29
Government Affairs & Corporate Communication	40	44	4	0	0	0	0	0	0	40	44	4
NEC IID	52	48	(4)	26	26	0	0	13	13	78	87	9
Human Capital	208	225	17	0	0	0	0	0	0	208	225	17
Marketing & Sales	1,055	1,203	148	0	0	0	0	2	2	1,055	1,205	150
Police & Security	469	521	52	0	0	0	0	0	0	469	521	52
Emergency Management & Corporate Security	36	38	2	0	0	0	0	0	0	36	38	2
Corporate Research & Strategy	3	5	2	0	0	0	0	0	0	3	5	2
Strategic Fleet Rail Initiatives	6	1	(5)	0	0	0	0	8	8	6	9	3
Operating Departments												
Chief Operation Officer - Staff	11	8	(3)	0	0	0	0	0	0	11	8	(3)
Chief of Customer Service	54	59	5	0	0	0	0	0	0	54	59	5
Chief Operations Research Planning	19	19	0	0	0	0	0	0	0	19	19	0
Chief Safety Officer	66	83	17	0	0	0	1	0	(1)	67	83	16
Chief of Business Operations	53	35	(18)	0	0	0	10	12	2	63	47	(16)
Chief Transportation Officer	79	84	5	0	0	0	0	0	0	79	84	5
Chief of System Operations	161	164	3	0	0	0	0	0	0	161	164	3
General Manager NEC	4,584	4,929	345	334	381	47	44	7	(37)	4,962	5,317	355
General Manager State Services	1,122	1,147	25	58	113	55	0	0	0	1,180	1,260	80
General Manager Long Distance	4,753	5,074	321	210	176	(34)	0	21	21	4,963	5,270	307
Mechanical	961	838	(123)	6	0	(6)	254	467	213	1,221	1,305	84
Engineering	2,258	2,156	(102)	2	0	(2)	1,522	1,430	(92)	3,782	3,585	(197)
Engineering Reimbursable	0	0	0	468	536	68	0	0	0	468	536	68
Sub-Total Operating Departments	14,121	14,595	474	1,078	1,206	128	1,831	1,937	106	17,030	17,738	708
Total Headcounts	17,193	17,983	790	1,107	1,243	136	1,883	1,966	83	20,183	21,192	1,009

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 2016**

	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	7	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NEC Advisory Commission	8	12	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office of Inspector General	98	95	(3)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
General Counsel	143	168	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Finance	258	272	14	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Procurement	429	412	(17)	1	0	(1)	2	11	9	0	0	0	3	11	8	4	4	0
Amtrak Technologies	260	337	77	0	0	0	0	0	0	0	0	0	0	0	0	48	0	(48)
Government Affairs & Corporate Communication	40	44	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NEC IID	52	48	(4)	0	0	0	0	0	0	26	26	0	26	26	0	0	13	13
Human Capital	208	225	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Marketing & Sales																		
On Board Systems SDCS	10	9	(1)	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Pricing	23	25	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sales Distribution and Customer Service	968	1,112	144	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	44	47	3	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	1,055	1,203	148	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2
Police & Security	469	521	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Emergency Management & Corporate Security	36	38	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Corporate Research & Strategy	3	5	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Strategic Fleet Rail Initiatives	6	1	(5)	0	0	0	0	0	0	0	0	0	0	0	0	0	8	8
Operating Departments																		
Chief Operation Officer - Staff	11	8	(3)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief of Customer Service	54	59	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief Operations Research Planning	19	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief Safety Officer	66	83	17	0	0	0	0	0	0	0	0	0	0	0	0	1	0	(1)
Chief of Business Operations	53	35	(18)	0	0	0	0	0	0	0	0	0	0	0	0	10	12	2
Chief Transportation Officer	79	84	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief of System Operations	161	164	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
General Manager NEC	4,584	4,929	345	263	267	4	70	114	44	1	0	(1)	334	381	47	44	7	(37)
General Manager State Services	1,122	1,147	25	58	53	(5)	0	60	60	0	0	0	58	113	55	0	0	0
General Manager Long Distance	4,753	5,074	321	204	173	(31)	6	3	(3)	0	0	0	210	176	(34)	0	21	21
Mechanical	961	838	(123)	0	0	0	6	0	(6)	0	0	0	6	0	(6)	254	467	213
Engineering																		
Engineering	2,258	2,156	(102)	0	0	0	0	0	0	2	0	(2)	2	0	(2)	1,522	1,430	(92)
Engineering - Reimbursable	0	0	0	0	0	0	468	536	68	0	0	0	468	536	68	0	0	0
Sub-Total Engineering	2,258	2,156	(102)	0	0	0	468	536	68	2	0	(2)	470	536	66	1,522	1,430	(92)
Sub-Total Operating Departments	14,121	14,595	474	525	493	(32)	550	713	163	3	0	(3)	1,078	1,206	128	1,831	1,937	106
Total Headcounts	17,193	17,983	790	526	493	(33)	552	724	172	29	26	(3)	1,107	1,243	136	1,883	1,966	83

National Railroad Passenger Corporation (Amtrak)
Employee Benefits Summary Analysis - September 2016
(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> ¹						
Non-Agreement	102	1,383	457	7,577	11,705	50,038
Agreement	28,468	(1,704)	(8,493)	296,305	10,685	10,477
Total Premium Based Benefits	28,570	(321)	(8,036)	303,882	22,390	60,515
<i>Federal Employers Liability Act (FELA)</i>						
Non-Agreement ²	19	(2)	68	220	(19)	57
Agreement ²	3,788	(455)	13,522	43,867	(3,868)	11,292
Total FELA Cost	3,807	(457)	13,590	44,088	(3,888)	11,349
Average per Employee						
Non-Agreement	39	420	167	2,490	3,501	16,483
Agreement	1,892	(164)	269	19,598	330	1,319
Weighted Avg per Employee	1,606	(80)	254	16,983	752	3,642
<i>Payroll Based Benefits</i> ³	25,319	(403)	(2,188)	321,471	(5,057)	(5,076)
Percentage of Payroll	19%	(1%)	2%	20%	(0%)	0%
<i>Other Employee Benefits</i> ⁴	(2,147)	1,307	(1,093)	13,819	17,643	13,188
Total Employee Benefits	55,550	125	2,273	683,260	31,089	79,976

¹ Includes health, dental and life insurance, miscellaneous employee insurance, service fees and OPEB's. OPEB's represent the accrued expense for the future liability of health care for pensioned employees.

² Estimated split between Agreement and Non-agreement employees.

³ Includes Railroad retirement, unemployment and sickness taxes, and benefit allocations.

⁴ Includes Pension and fees, vacation accrual and miscellaneous employee services.

E

PERFORMANCE INDICATORS

End Point On Time Performance Report

Service	Score 9/1/16 to 9/30/16	Score 9/1/15 to 9/30/15	Score Change	Score FY16 thru 9/30/16	Score FY15 thru 9/30/15	Score Change
Amtrak System	78.9%	76.1%	2.7 Pts	79.1%	71.2%	8 Pts
Northeast Corridor	79.8%	78.0%	1.8 Pts	80.3%	73.8%	6.5 Pts
Acela Express	78.9%	77.4%	1.4 Pts	79.8%	71.2%	8.5 Pts
Northeast Regional	80.5%	78.4%	2 Pts	80.6%	75.2%	5.3 Pts
Richmond / Newport News / Norfolk	77.7%	67.4%	10.3 Pts	73.6%	70.8%	2.9 Pts
Lynchburg	81.7%	83.3%	-1.7 Pts	83.0%	76.8%	6.2 Pts
On Spine Northeast Regional	81.3%	81.5%	-0.2 Pts	82.7%	76.4%	6.3 Pts
State Supported	80.8%	78.2%	2.5 Pts	81.4%	73.1%	8.3 Pts
Capitol Corridor	92.4%	94.0%	-1.6 Pts	94.1%	93.0%	1.1 Pts
Carolinian	53.3%	61.7%	-8.3 Pts	48.6%	53.4%	-4.7 Pts
Cascades	84.1%	83.0%	1.2 Pts	78.7%	74.2%	4.6 Pts
Downeaster	50.7%	70.6%	-19.9 Pts	76.5%	32.4%	44.1 Pts
Empire	74.9%	63.4%	11.5 Pts	78.0%	65.5%	12.5 Pts
Adirondack	38.3%	45.0%	-6.7 Pts	55.6%	54.3%	1.3 Pts
Ethan Allen Express	68.3%	75.0%	-6.7 Pts	80.7%	69.3%	11.5 Pts
Maple Leaf	71.7%	51.7%	20 Pts	72.5%	50.0%	22.5 Pts
New York - Albany	85.1%	71.0%	14.2 Pts	84.2%	75.6%	8.6 Pts
New York - Niagara Falls	65.0%	48.3%	16.7 Pts	70.4%	44.5%	25.9 Pts
Heartland Flyer	72.4%	76.7%	-4.3 Pts	71.7%	53.9%	17.8 Pts
Hiawatha	93.0%	93.2%	-0.2 Pts	94.3%	86.2%	8.1 Pts
Hoosier	82.4%	86.2%	-3.9 Pts	82.9%	66.7%	16.3 Pts
Illinois	69.1%	55.3%	13.8 Pts	67.6%	58.5%	9.1 Pts
Carl Sandburg / Illinois Zephyr	97.5%	96.7%	0.8 Pts	93.9%	90.3%	3.7 Pts
Illini / Saluki	33.3%	28.3%	5 Pts	35.8%	27.1%	8.7 Pts
Lincoln Service	72.8%	47.8%	25 Pts	70.5%	58.3%	12.2 Pts
Keystone	88.4%	81.1%	7.3 Pts	87.5%	85.1%	2.4 Pts
Michigan	78.1%	60.4%	17.7 Pts	71.6%	42.1%	29.6 Pts
Blue Water	86.7%	63.3%	23.3 Pts	78.5%	51.5%	27 Pts
Pere Marquette	83.3%	75.0%	8.3 Pts	82.3%	40.9%	41.4 Pts
Wolverine	71.8%	54.8%	17 Pts	65.4%	39.4%	26 Pts
Missouri	90.8%	92.4%	-1.6 Pts	85.8%	85.0%	0.8 Pts
Pacific Surfliner	79.7%	84.0%	-4.3 Pts	78.0%	77.9%	0.1 Pts
Pennsylvanian	93.3%	83.3%	10 Pts	90.3%	85.2%	5.1 Pts
Piedmont	56.0%	58.6%	-2.6 Pts	54.4%	60.1%	-5.8 Pts
San Joaquins	85.5%	85.6%	-0.1 Pts	84.0%	73.5%	10.5 Pts
Vermont	78.3%	86.7%	-8.3 Pts	78.5%	82.7%	-4.2 Pts
Long Distance	65.4%	59.6%	5.7 Pts	63.1%	53.7%	9.4 Pts
Auto Train	61.1%	68.3%	-7.2 Pts	57.7%	72.1%	-14.3 Pts
California Zephyr	80.0%	73.3%	6.7 Pts	68.3%	51.4%	16.9 Pts
Capitol Ltd	61.7%	30.0%	31.7 Pts	68.8%	34.5%	34.3 Pts
Cardinal	38.5%	57.7%	-19.2 Pts	53.5%	50.5%	3 Pts
City Of New Orleans	68.3%	85.0%	-16.7 Pts	83.6%	76.6%	7 Pts
Coast Starlight	71.7%	77.4%	-5.8 Pts	74.6%	78.7%	-4.1 Pts
Crescent	66.7%	70.0%	-3.3 Pts	51.4%	51.6%	-0.2 Pts
Empire Builder	80.0%	65.8%	14.2 Pts	82.5%	48.9%	33.6 Pts
Lake Shore Ltd	65.8%	40.0%	25.8 Pts	58.1%	40.1%	17.9 Pts
Palmetto	51.7%	73.3%	-21.7 Pts	49.2%	69.1%	-19.9 Pts
Silver Meteor	53.6%	61.7%	-8.1 Pts	48.3%	57.8%	-9.4 Pts
Silver Star	50.0%	46.7%	3.3 Pts	42.5%	48.1%	-5.5 Pts
Southwest Chief	68.3%	61.7%	6.7 Pts	69.0%	47.9%	21 Pts
Sunset Ltd	92.3%	65.4%	26.9 Pts	72.3%	58.8%	13.5 Pts
Texas Eagle	53.3%	33.3%	20 Pts	50.8%	36.7%	14.1 Pts

Information Management

All Stations On Time Performance Report

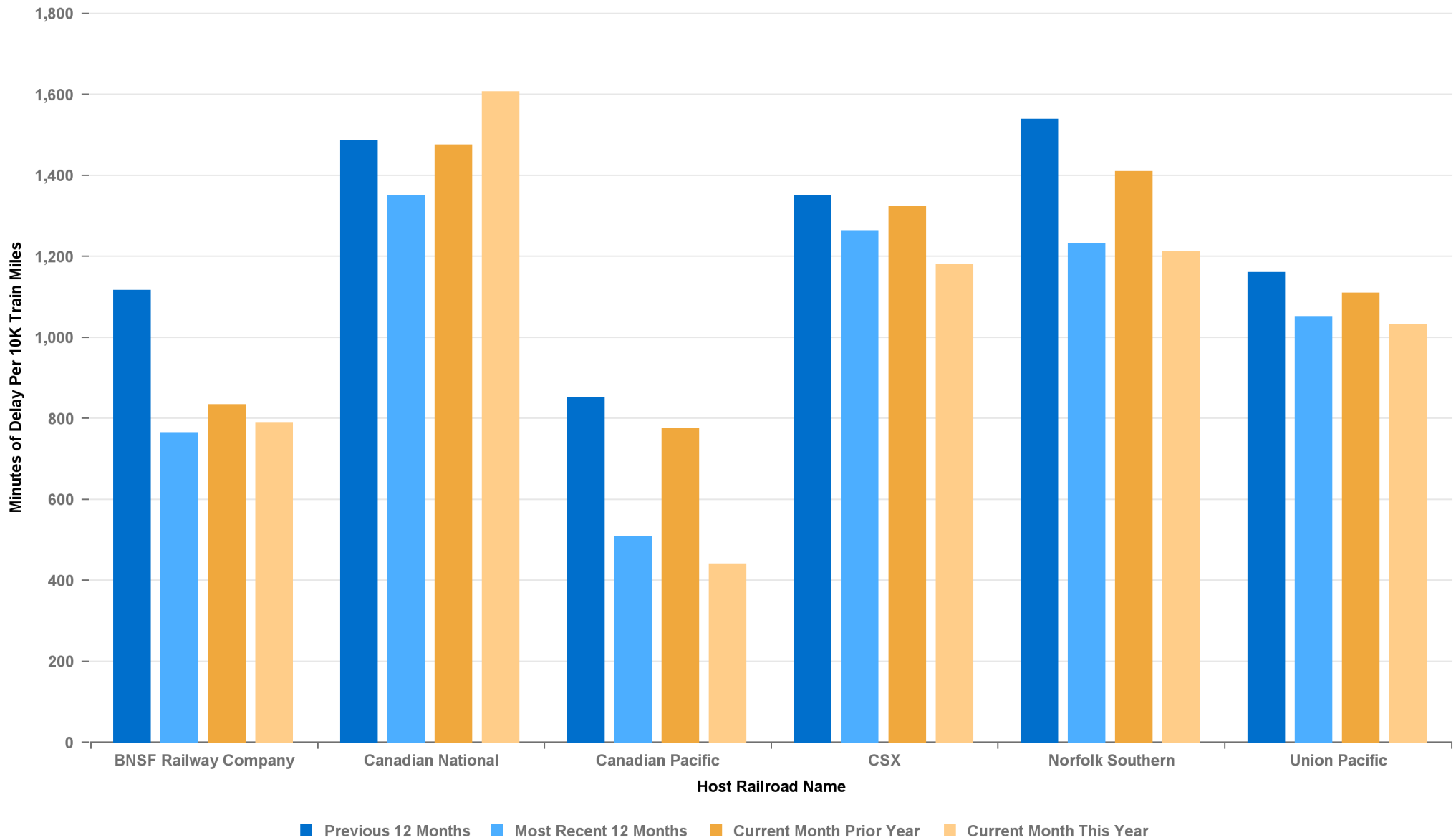
Service	Score 9/1/16 to 9/30/16	Score 9/1/15 to 9/30/15	Score Change	Score FY16 thru 9/30/16	Score FY15 thru 9/30/15	Score Change
Amtrak System	78.6%	76.6%	2.1 Pts	78.5%	73.1%	5.4 Pts
Northeast Corridor	83.9%	82.2%	1.7 Pts	83.5%	79.4%	4.1 Pts
Acela Express	83.4%	80.9%	2.5 Pts	83.1%	78.3%	4.8 Pts
Northeast Regional	84.1%	82.7%	1.4 Pts	83.7%	79.8%	3.9 Pts
Richmond / Newport News / Norfolk	78.0%	73.2%	4.8 Pts	77.7%	72.4%	5.3 Pts
Lynchburg	83.2%	87.9%	-4.7 Pts	83.7%	77.8%	5.8 Pts
On Spine Northeast Regional	87.8%	87.4%	0.5 Pts	87.1%	83.8%	3.3 Pts
State Supported	84.3%	83.3%	1 Pts	84.3%	79.9%	4.4 Pts
Capitol Corridor	94.4%	95.6%	-1.2 Pts	95.7%	95.0%	0.7 Pts
Carolinian	56.9%	51.8%	5.1 Pts	50.2%	55.2%	-5 Pts
Cascades	80.3%	79.7%	0.6 Pts	76.4%	71.9%	4.4 Pts
Downeaster	84.0%	89.5%	-5.4 Pts	90.0%	65.5%	24.6 Pts
Empire	69.3%	65.0%	4.4 Pts	73.4%	65.1%	8.3 Pts
Adirondack	48.4%	51.4%	-3 Pts	58.7%	56.1%	2.6 Pts
Ethan Allen Express	80.3%	77.4%	2.9 Pts	84.9%	75.2%	9.8 Pts
Maple Leaf	46.1%	48.3%	-2.2 Pts	54.6%	45.0%	9.7 Pts
New York - Albany	94.2%	86.3%	7.9 Pts	93.0%	88.8%	4.2 Pts
New York - Niagara Falls	59.0%	50.3%	8.6 Pts	62.5%	47.0%	15.5 Pts
Heartland Flyer	80.2%	81.8%	-1.6 Pts	82.8%	70.0%	12.9 Pts
Hiawatha	97.5%	97.5%	0 Pts	97.4%	93.0%	4.4 Pts
Hoosier	83.3%	89.3%	-6 Pts	82.3%	72.4%	9.9 Pts
Illinois	69.9%	60.6%	9.3 Pts	68.2%	61.8%	6.4 Pts
Carl Sandburg / Illinois Zephyr	95.6%	96.8%	-1.2 Pts	92.8%	89.5%	3.3 Pts
Illini / Saluki	36.3%	35.6%	0.7 Pts	38.2%	33.9%	4.3 Pts
Lincoln Service	75.7%	56.3%	19.4 Pts	72.5%	63.3%	9.2 Pts
Keystone	94.7%	91.0%	3.7 Pts	94.7%	93.8%	0.9 Pts
Michigan	78.7%	66.0%	12.7 Pts	75.2%	58.0%	17.2 Pts
Blue Water	87.8%	79.4%	8.4 Pts	85.4%	67.9%	17.5 Pts
Pere Marquette	94.3%	87.3%	7 Pts	91.4%	74.3%	17.1 Pts
Wolverine	72.6%	59.8%	12.8 Pts	69.9%	53.3%	16.6 Pts
Missouri	90.7%	91.0%	-0.4 Pts	86.8%	84.5%	2.2 Pts
Pacific Surfliner	87.9%	91.8%	-3.9 Pts	87.6%	88.1%	-0.5 Pts
Pennsylvanian	85.8%	81.6%	4.2 Pts	85.1%	81.3%	3.9 Pts
Piedmont	81.2%	84.9%	-3.6 Pts	79.7%	83.7%	-4 Pts
San Joaquins	85.6%	86.2%	-0.6 Pts	84.7%	76.6%	8.1 Pts
Vermont	69.4%	87.0%	-17.6 Pts	70.6%	79.6%	-9 Pts
Long Distance	55.3%	49.7%	5.5 Pts	55.1%	44.7%	10.4 Pts
Auto Train	71.3%	76.7%	-5.4 Pts	68.0%	77.2%	-9.2 Pts
California Zephyr	59.8%	54.3%	5.4 Pts	56.1%	42.8%	13.3 Pts
Capitol Ltd	53.3%	31.0%	22.3 Pts	58.7%	34.7%	24 Pts
Cardinal	39.3%	47.9%	-8.7 Pts	50.3%	42.2%	8.2 Pts
City Of New Orleans	46.8%	63.4%	-16.6 Pts	62.6%	53.5%	9.1 Pts
Coast Starlight	59.6%	61.2%	-1.6 Pts	60.4%	57.9%	2.5 Pts
Crescent	57.9%	55.0%	2.9 Pts	52.4%	51.3%	1.1 Pts
Empire Builder	63.6%	49.1%	14.5 Pts	71.6%	37.7%	34 Pts
Lake Shore Ltd	53.6%	38.6%	15 Pts	53.1%	37.6%	15.4 Pts
Palmetto	67.7%	70.5%	-2.8 Pts	62.1%	65.7%	-3.7 Pts
Silver Meteor	50.7%	47.6%	3.1 Pts	45.5%	50.5%	-4.9 Pts
Silver Star	53.0%	54.5%	-1.4 Pts	43.3%	48.0%	-4.7 Pts
Southwest Chief	47.0%	45.3%	1.7 Pts	55.9%	34.6%	21.3 Pts
Sunset Ltd	63.1%	57.9%	5.2 Pts	51.5%	46.1%	5.4 Pts
Texas Eagle	49.1%	20.1%	29 Pts	41.4%	27.3%	14.1 Pts

National Railroad Passenger Corporation

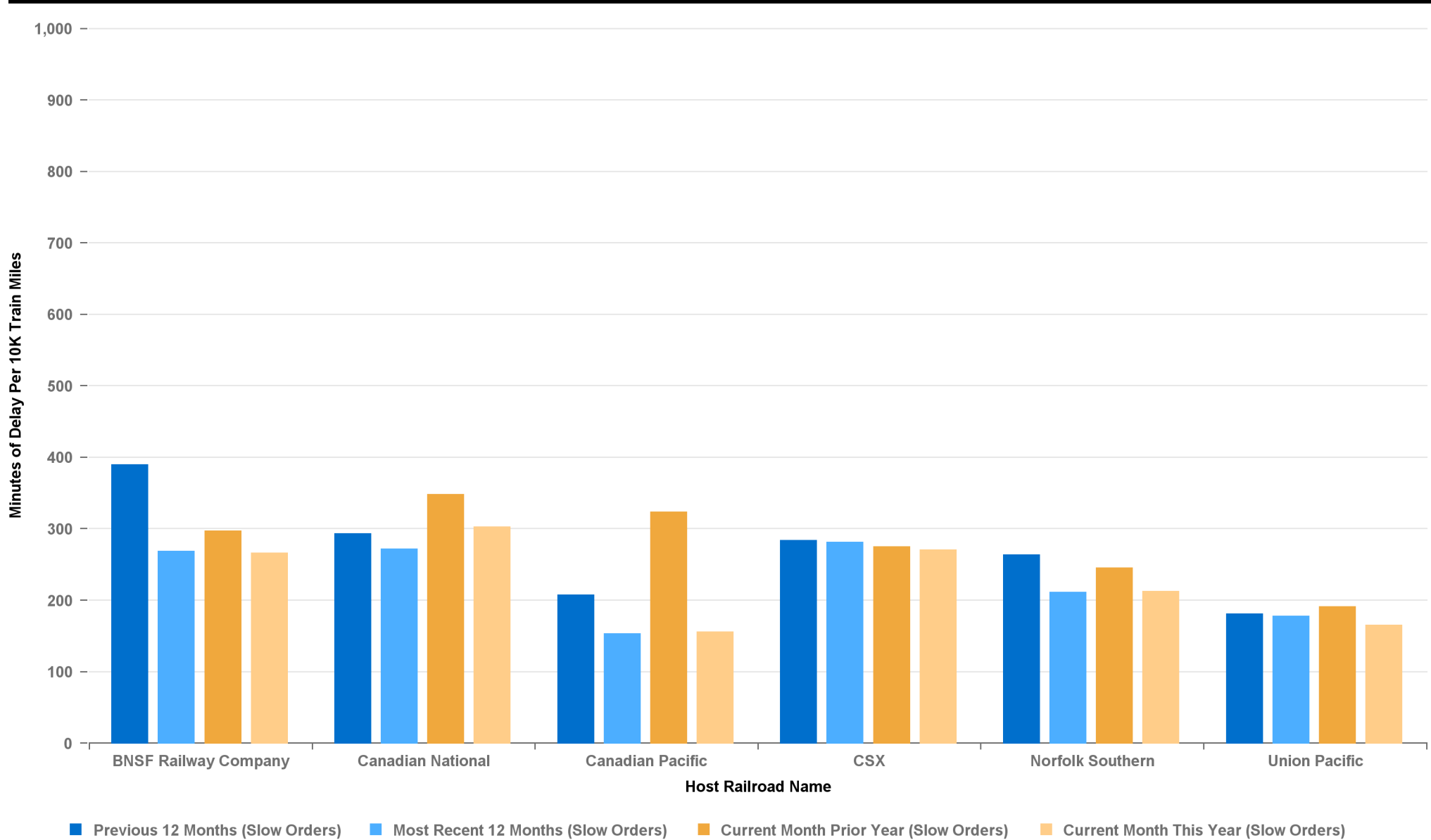
Delay Minutes Performance Report - Summary
for the month of September 2016

			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	18,375 7,910 26,285	4.3%	4,258	780	1,123	79	2,276	11,540	0	2,801	479	8,260	2,577
Acela		1.8%	2,060	0	458	406	1,196	4,957	1,436	1,265	1,112	1,144	893
Northeast Regionals													
Subtotal Northeast Corridor		6.1%	6,318	780	1,581	485	3,472	16,497	1,436	4,066	1,591	9,404	3,470
Other Corridor Routes													
Vermont	4,694	1.1%	1,455	143	76	111	1,125	2,929	0	1,735	139	1,055	310
Downeaster	30,501	7.1%	6,871	1,547	1,398	1,610	2,316	20,498	2,859	4,328	2,892	10,419	3,132
Clocker/Keystone	15,184	3.5%	4,102	1,158	190	478	2,276	9,683	3,406	1,443	1,181	3,653	1,399
Empire	19,796	4.6%	4,857	1,109	507	326	2,915	9,699	4,232	3,449	842	1,176	5,240
Hiawatha	1,221	0.3%	263	10	42	124	87	701	170	199	10	322	257
Illinois Services	4,214	1.0%	620	228	142	22	228	3,383	0	247	227	2,909	211
Michigan Services	3,564	0.8%	534	218	19	58	239	2,033	874	463	250	446	997
Missouri Services	39,476	9.2%	10,041	2,114	1,381	510	6,036	23,076	1,451	4,744	2,623	14,258	6,359
Heartland Flyer	3,585	0.8%	1,013	66	21	63	863	2,237	139	12	16	2,070	335
Pacific Surfliner	27,475	6.4%	6,577	2,051	463	1,403	2,660	14,814	811	2,576	4,933	6,494	6,084
Cascades	11,158	2.6%	1,673	724	68	196	685	8,474	3,499	2,017	786	2,172	1,011
Capitols	5,846	1.4%	1,900	305	160	608	827	3,450	1,011	1,162	328	949	496
San Joaquins	18,258	4.3%	3,200	745	159	484	1,812	12,017	3,312	2,118	4,872	1,715	3,041
Hoosier State	21,606	5.0%	2,839	668	434	450	1,287	16,507	4,294	1,879	3,639	6,695	2,260
Carolinian	12,906	3.0%	2,289	531	526	196	1,036	7,935	1,854	1,827	1,801	2,453	2,682
Pennsylvanian	1,963	0.5%	530	113	53	22	342	1,361	471	262	55	573	72
Piedmont	3,612	0.8%	670	132	114	36	388	2,395	915	501	292	687	547
Subtotal Other Corridor	225,059	52.4%	49,434	11,862	5,753	6,697	25,122	141,192	29,298	28,962	24,886	58,046	34,433
Long Distance													
Silver Star	12,805	3.0%	2,770	422	166	776	1,406	8,363	1,480	2,363	1,610	2,910	1,672
Cardinal	6,449	1.5%	1,281	295	23	229	734	4,397	972	848	702	1,875	771
Silver Meteor	12,916	3.0%	3,939	490	324	683	2,442	6,973	1,712	1,794	1,470	1,997	2,004
Empire Builder	2,019	0.5%	498	164	87	48	199	1,146	146	832	0	168	375
Capitol Ltd.	9,399	2.2%	1,139	521	43	228	347	7,161	3,609	998	435	2,119	1,099
California Zephyr	10,980	2.6%	2,862	948	284	269	1,361	4,828	378	734	1,719	1,997	3,290
Southwest Chief	16,975	4.0%	4,028	1,650	644	543	1,191	10,184	2,159	3,791	1,140	3,094	2,763
City of New Orleans	19,197	4.5%	5,864	1,113	405	1,072	3,274	9,806	3,049	1,145	3,439	2,173	3,527
Texas Eagle	20,257	4.7%	3,705	1,310	519	409	1,467	12,536	4,674	2,713	1,100	4,049	4,016
Sunset Ltd.	10,619	2.5%	1,910	450	72	138	1,250	6,368	2,927	1,378	265	1,798	2,341
Coast Starlight	11,924	2.8%	2,525	754	330	389	1,052	7,239	3,325	1,819	885	1,210	2,160
Lake Shore Ltd.	11,662	2.7%	2,641	285	479	281	1,596	7,045	1,745	2,152	1,019	2,129	1,976
Palmetto	6,287	1.5%	990	232	159	106	493	4,433	783	705	894	2,051	864
Crescent	5,253	1.2%	453	166	9	3	275	4,764	523	1,465	889	1,887	36
Auto Train	21,294	5.0%	3,705	1,083	365	532	1,725	13,414	3,446	4,720	1,830	3,418	4,175
Subtotal Long Distance	178,036	41.5%	38,310	9,883	3,909	5,706	18,812	108,657	30,928	27,457	17,397	32,875	31,069
Total Minutes of Delay	429,380	100.0%	94,062	22,525	11,243	12,888	47,406	266,346	61,662	60,485	43,874	100,325	68,972
Percentage of Total			21.9%	5.2%	2.6%	3.0%	11.0%	62.0%	14.4%	14.1%	10.2%	23.4%	16.1%

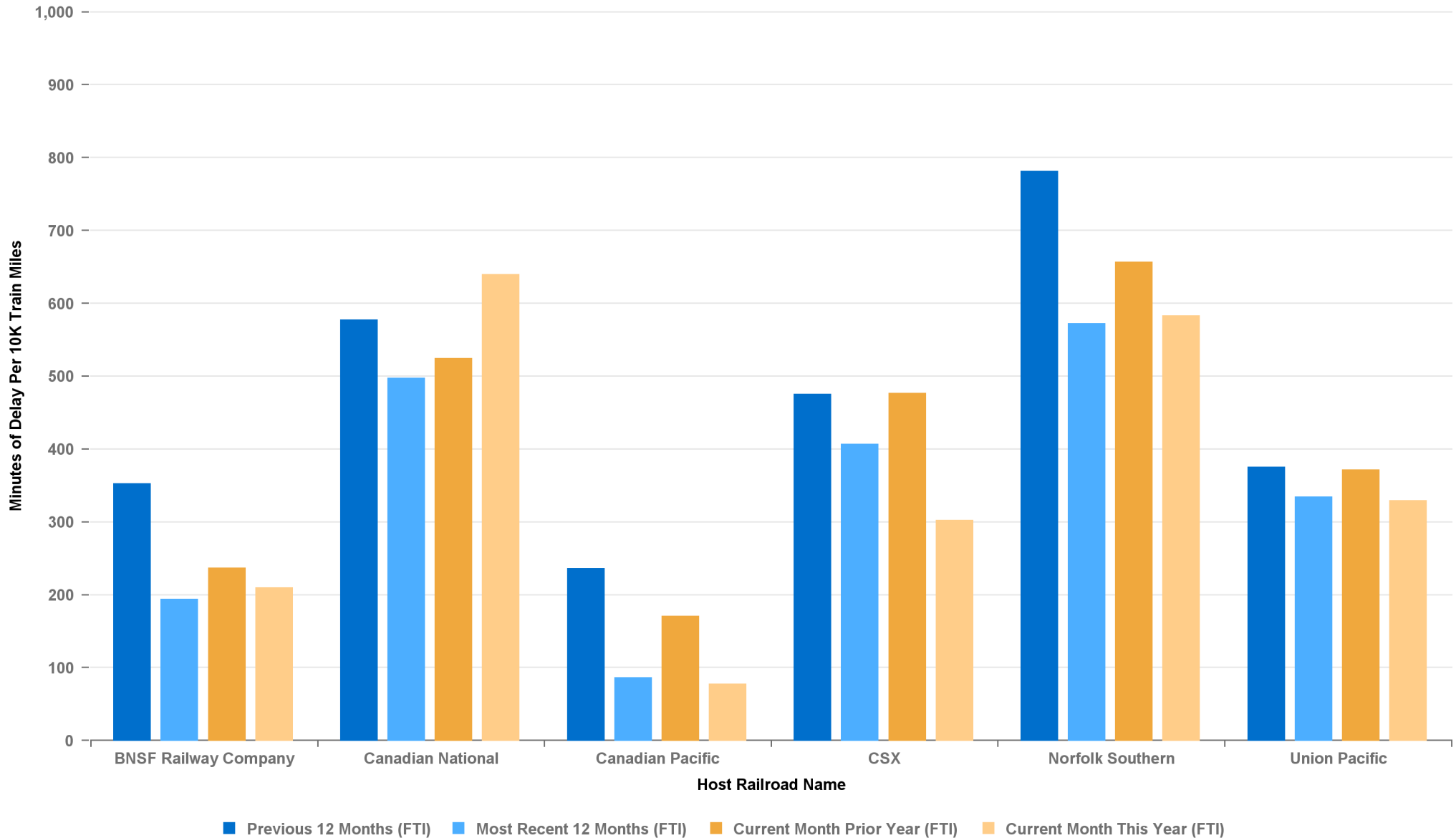
Total Host Responsible Delays by Host Railroad for September 2016



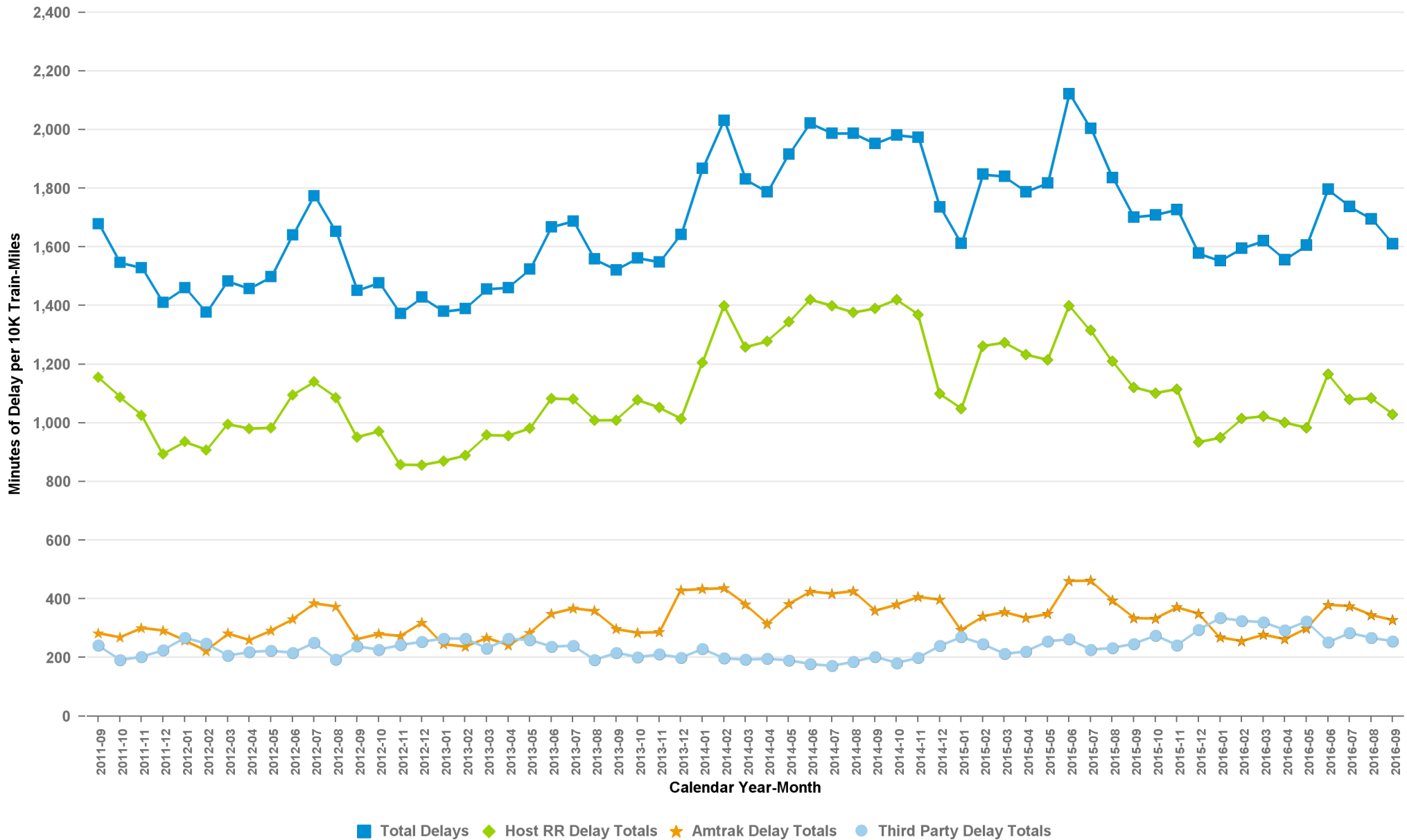
Slow Order Delays by Host Railroad for September 2016



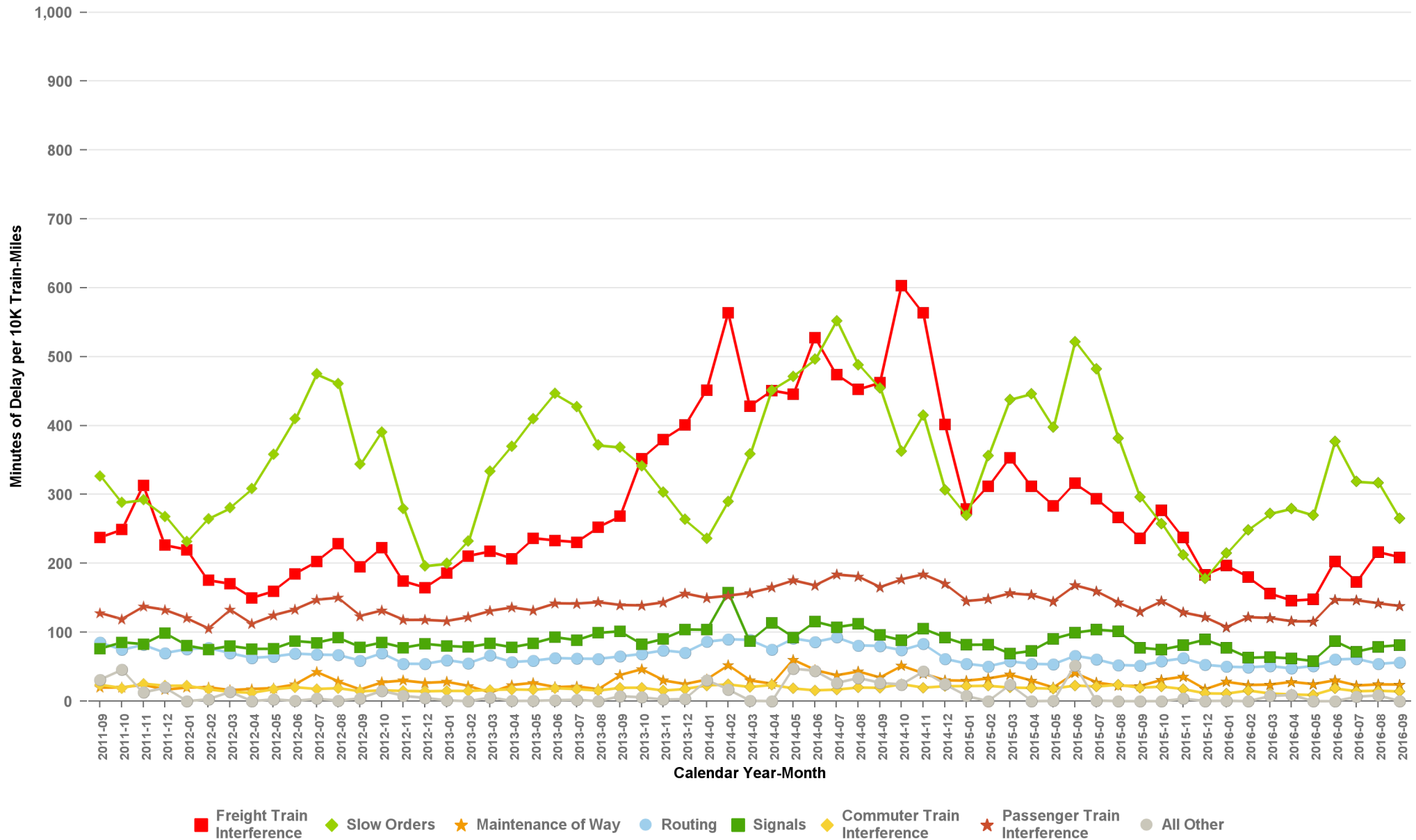
Freight Train Interference Delays by Host Railroad for September 2016



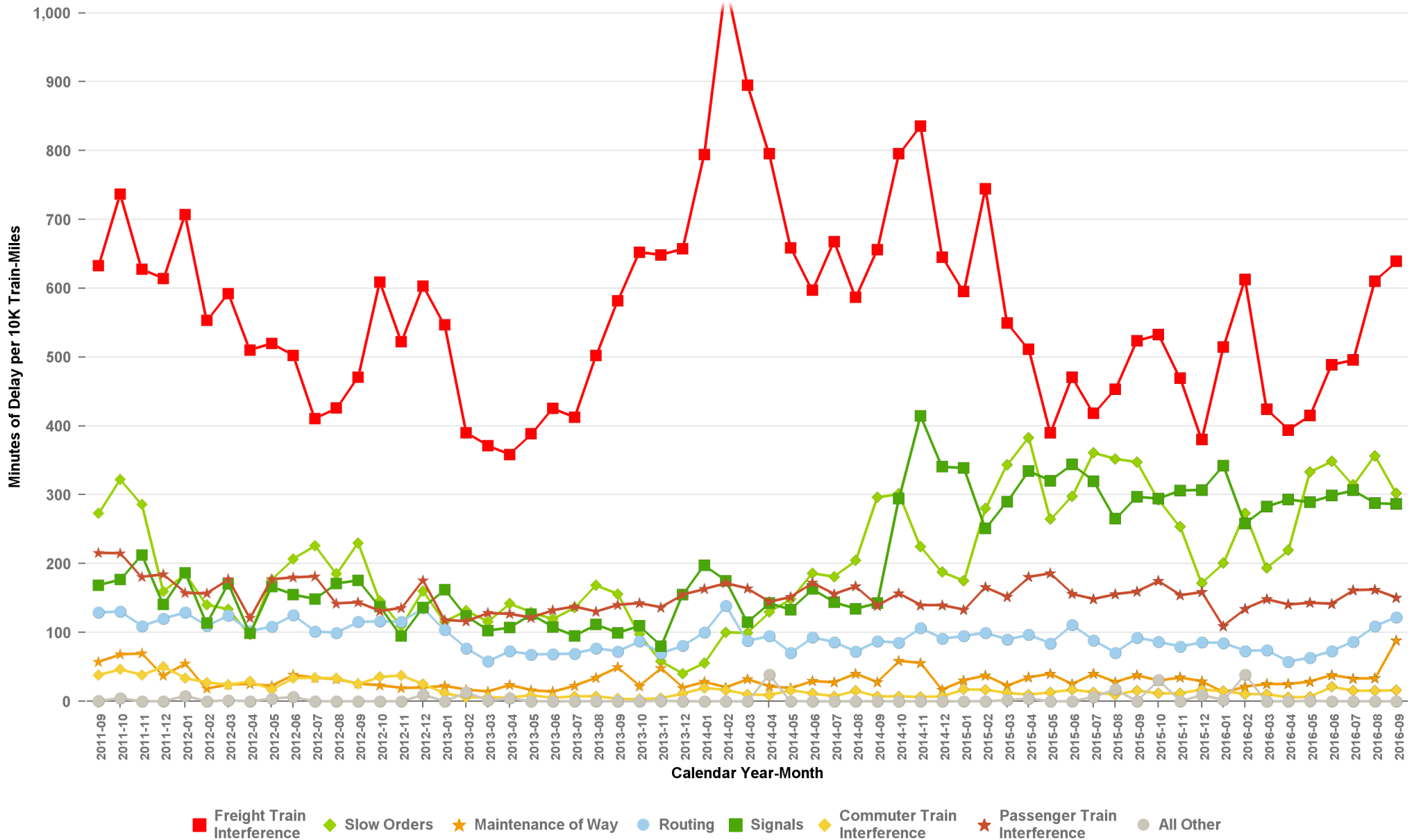
Total Delay Trend by Responsible Party - Major Hosts for September 2011 through September 2016



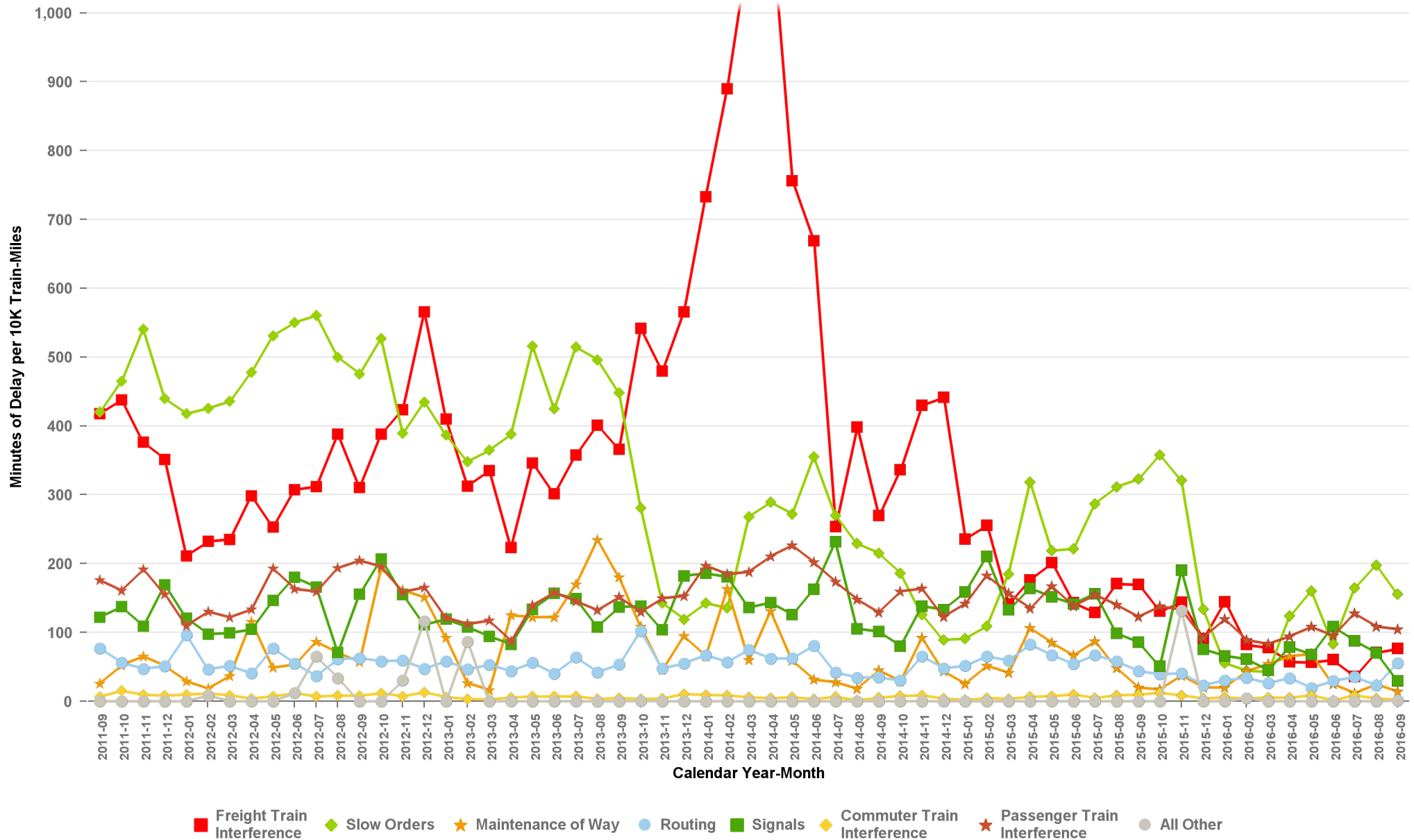
BNSF Responsible Delay Trend by Type of Delay for September 2011 through September 2016



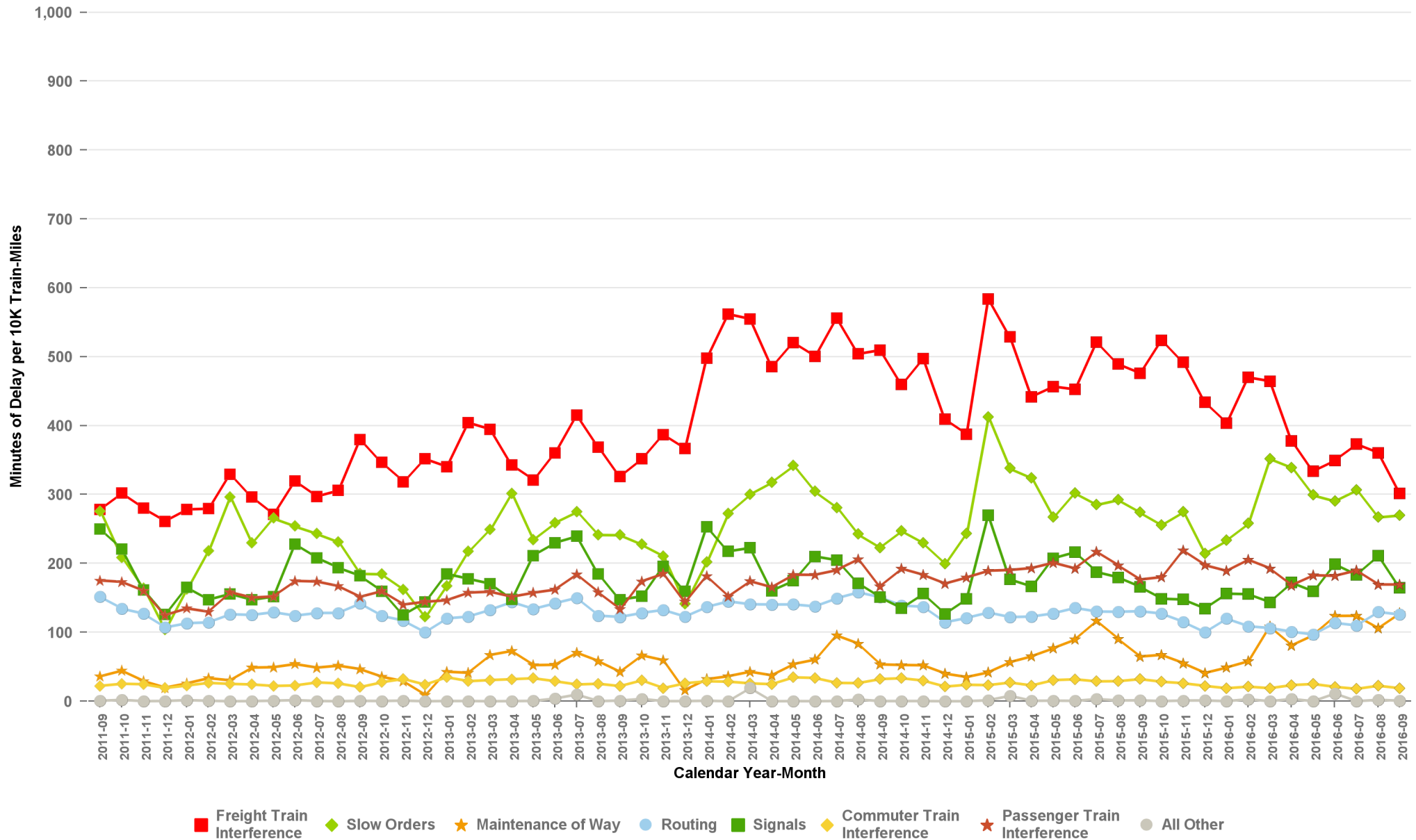
CN Responsible Delay Trend by Type of Delay for September 2011 through September 2016



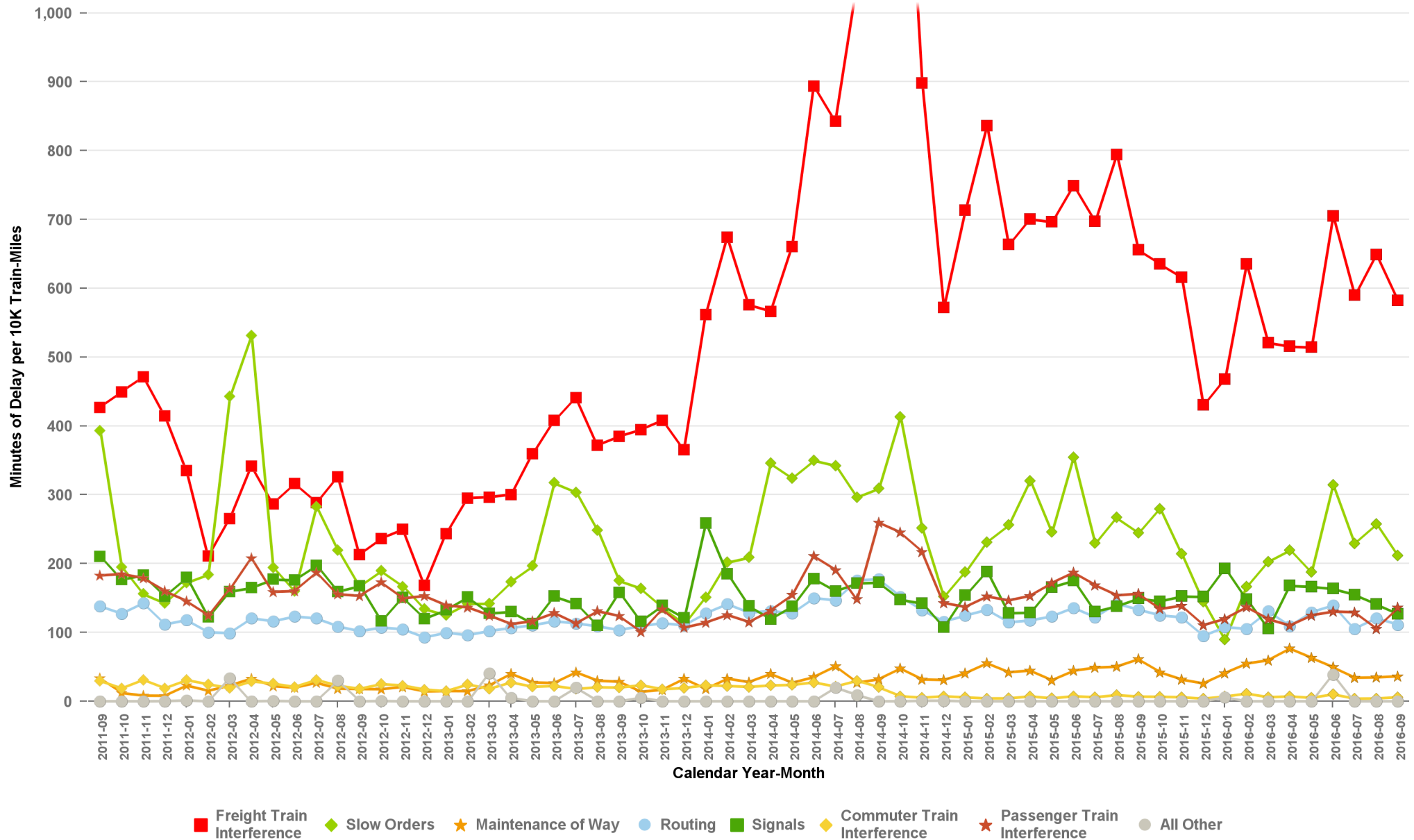
CP Responsible Delay Trend by Type of Delay for September 2011 through September 2016



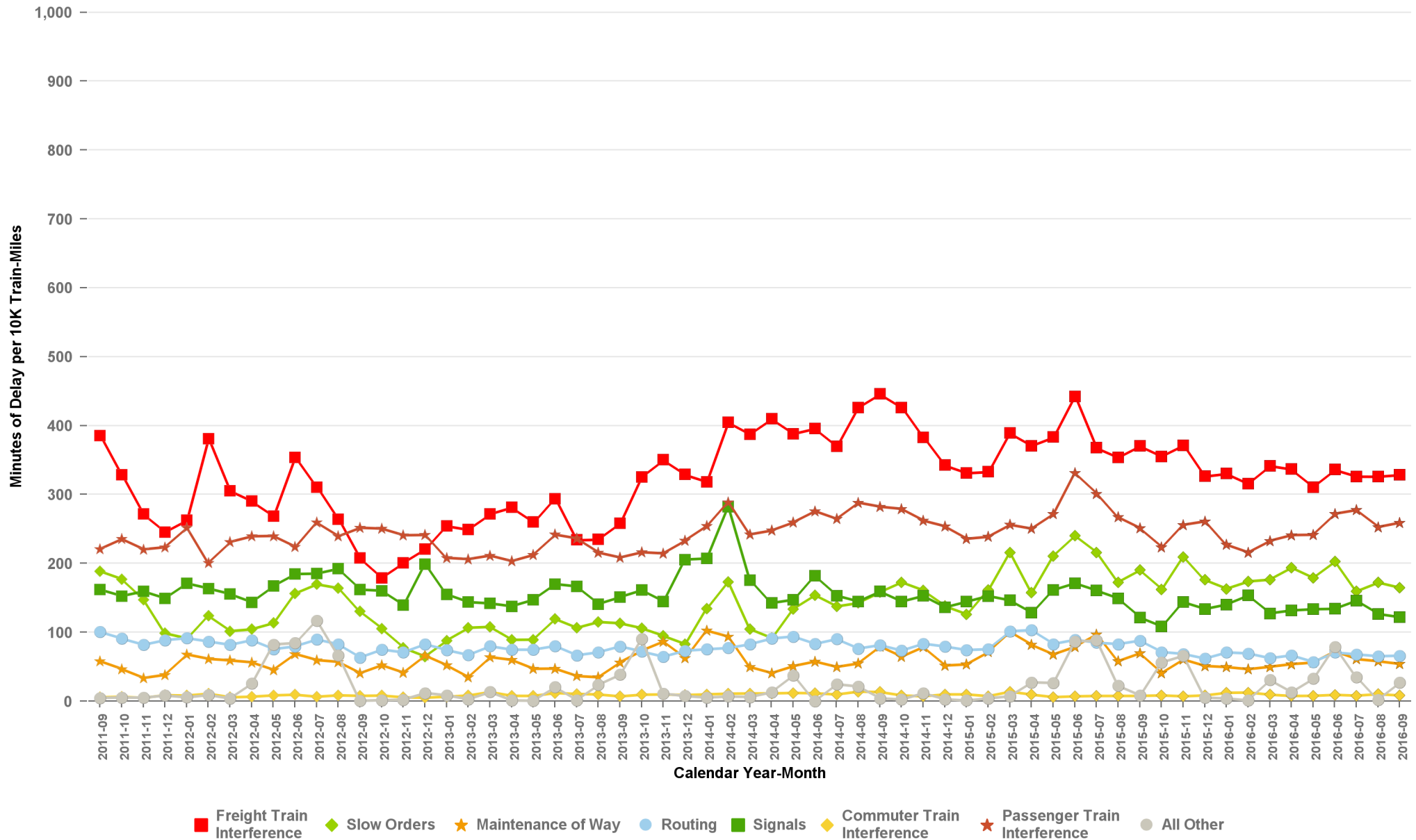
CSX Responsible Delay Trend by Type of Delay for September 2011 through September 2016



NS Responsible Delay Trend by Type of Delay for September 2011 through September 2016

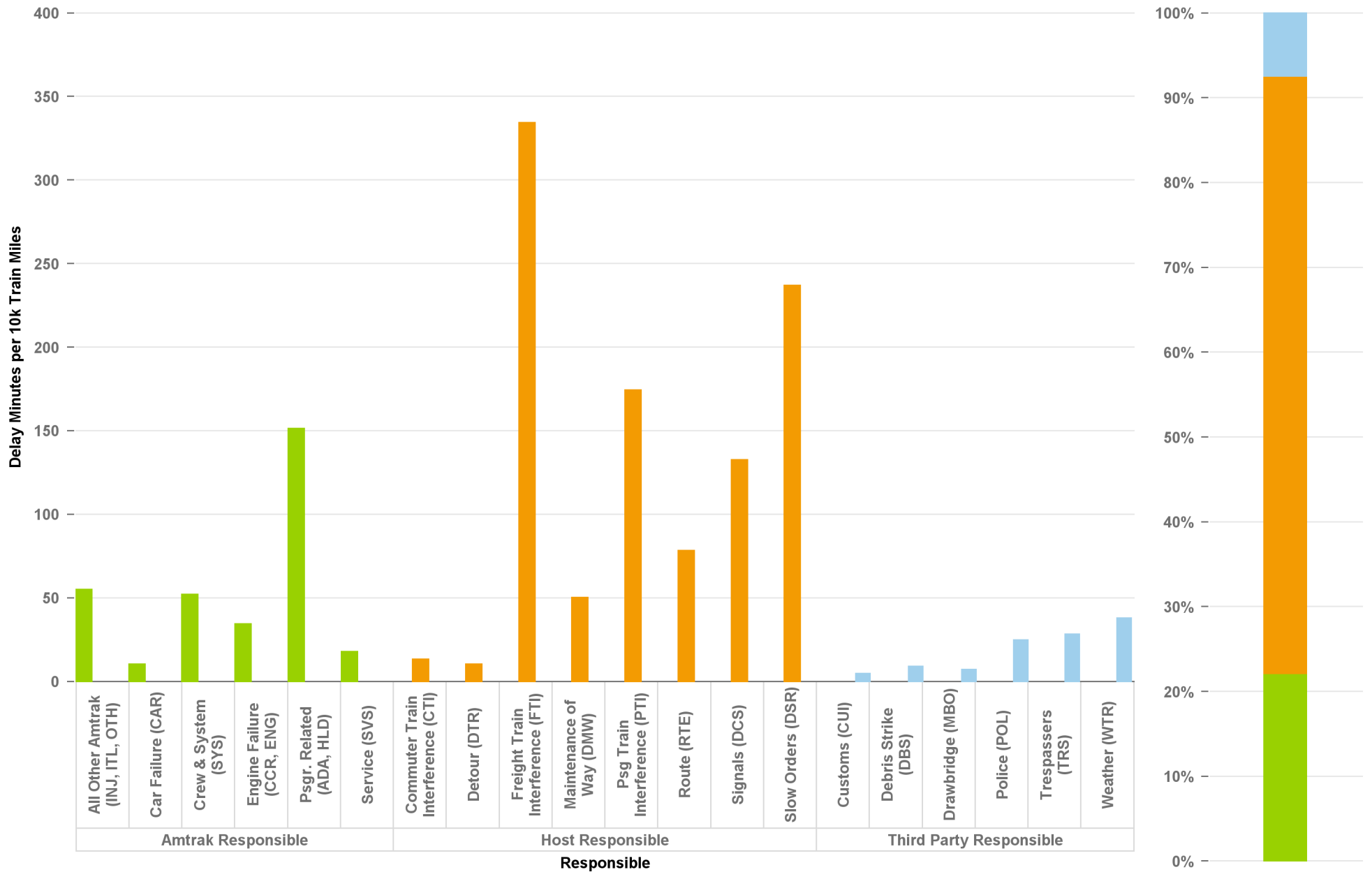


UP Responsible Delay Trend by Type of Delay for September 2011 through September 2016





Delays to Amtrak Trains by Delay Type and Responsible Party
(Major Hosts Only - BNSF, CN, CP, CSX, NS, UP)
Most Recent Twelve Months from September 2016



Minutes of Delay by Host for September 2016

Host	Service		Total Host Responsible Delays				Largest Two Delay Categories - Quarter to Date				Route Miles
			Current Month		Quarter to Date		#1		#2		
PRIIA Section 207 Standard			900		900						
Amtrak	Empire	Adirondack	1288	*	1263	*	DSR	557	PTI	281	100
		Ethan Allen Express	1928	*	1827	*	PTI	746	DSR	571	100
		Maple Leaf	1279	*	1374	*	DSR	560	PTI	412	109
		New York - Albany	314		412		PTI	160	DCS	84	81
		New York - Niagara Falls	1211	*	1371	*	DSR	550	PTI	392	109
	Michigan	Blue Water	306		361		DCS	148	DSR	132	99
		Wolverine	507		560		DSR	218	DCS	142	99
BBrRR	Cardinal	Cardinal	1513	*	1690	*	PTI	709	DSR	428	132
BNSF	California Zephyr	California Zephyr	844		954	*	DSR	501	FTI	177	1027
	Cascades	Cascades	1034	*	1063	*	DSR	306	PTI	208	343
	Coast Starlight	Coast Starlight	679		643		RTE	158	DSR	141	186
	Empire Builder	Empire Builder	686		727		FTI	317	DSR	289	2147
	Heartland Flyer	Heartland Flyer	974	*	1317	*	DSR	994	FTI	147	236
	Illinois	Carl Sandburg / Illinois Zephyr	530		594		DSR	248	RTE	119	257
	Pacific Surfliner	Pacific Surfliner	1177	*	1045	*	DSR	272	DCS	232	22
	San Joaquins	San Joaquins	896		871		PTI	364	FTI	227	284
	Southwest Chief	Southwest Chief	663		685		DSR	260	FTI	131	2206
	Sunset Ltd	Sunset Ltd	616		915	*	DSR	613	DCS	173	190
	Texas Eagle	Texas Eagle	932	*	839		DSR	567	FTI	145	116
CN	City Of New Orleans	City Of New Orleans	1504	*	1277	*	FTI	532	DSR	342	930
	Empire	Adirondack	4013	*	4039	*	FTI	1716	DSR	1493	49
	Illinois	Illini / Saluki	1740	*	1781	*	DCS	685	FTI	534	304
		Lincoln Service	1400	*	1297	*	FTI	555	DCS	305	35
	Michigan	Blue Water	862		934	*	FTI	577	DSR	224	159
		Wolverine	2174	*	2777	*	DSR	1333	FTI	917	27
	Texas Eagle	Texas Eagle	1605	*	1669	*	FTI	685	DCS	250	35
CP	Empire	Adirondack	1175	*	1077	*	PTI	485	DSR	402	178
		Ethan Allen Express	1063	*	927	*	DSR	375	PTI	264	60
	Empire Builder	Empire Builder	315		433		DSR	197	FTI	90	384
	Hiawatha	Hiawatha	110		140		DCS	52	FTI	34	53
CSX	Auto Train	Auto Train	1000	*	1178	*	FTI	376	DSR	302	898
	Capitol Ltd	Capitol Ltd	1072	*	955	*	FTI	358	DSR	238	307
	Cardinal	Cardinal	1185	*	1054	*	DSR	332	FTI	319	703
	Carolinian	Carolinian	1968	*	1924	*	FTI	437	DSR	409	295
	Empire	Maple Leaf	1544	*	2061	*	FTI	664	DMW	378	298
		New York - Niagara Falls	1217	*	1480	*	FTI	403	RTE	320	296
	Hoosier	Hoosier	929	*	919	*	FTI	355	DSR	264	175
	Lake Shore Ltd	Lake Shore Ltd	1053	*	1159	*	FTI	398	DSR	188	741
	Michigan	Pere Marquette	168		271		DSR	99	FTI	72	135
	Northeast Regional	Richmond / Newport News / Norfolk	1702	*	1791	*	DSR	433	FTI	360	189
	Palmetto	Palmetto	1306	*	1214	*	FTI	300	DSR	257	659

Minutes of Delay by Host for September 2016

Host	Service		Total Host Responsible Delays				Largest Two Delay Categories - Quarter to Date				Route Miles
			Current Month		Quarter to Date		#1		#2		
PRIIA Section 207 Standard			900		900						
	Silver Meteor	Silver Meteor	850		910	*	FTI	290	DSR	239	1152
	Silver Star	Silver Star	1089	*	1091	*	DSR	281	FTI	265	1209
Fla DOT	Silver Meteor	Silver Meteor	1396	*	1337	*	DSR	415	CTI	412	68
	Silver Star	Silver Star	1526	*	1689	*	CTI	647	DSR	483	68
FR	Auto Train	Auto Train	1346	*	3011	*	DCS	1779	FTI	468	16
	Silver Meteor	Silver Meteor	1856	*	2124	*	DSR	666	PTI	547	61
	Silver Star	Silver Star	1135	*	1191	*	DSR	604	DCS	345	61
MADOT	Vermont	Vermont	2141	*	2067	*	DSR	1775	DCS	204	50
MBTA	Downeaster	Downeaster	2150	*	1744	*	CTI	863	PTI	323	38
Metra	Empire Builder	Empire Builder	726		890		CTI	687	DCS	89	29
	Hiawatha	Hiawatha	1490	*	1541	*	CTI	1016	DCS	206	29
MIDOT	Michigan	Blue Water	61		106		DCS	49	DSR	30	22
		Wolverine	1291	*	1649	*	DSR	1022	PTI	389	134
MNRR	Acela Express	Acela Express	2278	*	2568	*	DSR	1180	CTI	888	56
	Empire	Adirondack	1049	*	1277	*	CTI	624	RTE	255	64
		Ethan Allen Express	1279	*	1020	*	CTI	587	RTE	170	64
		Maple Leaf	1020	*	1067	*	CTI	612	RTE	230	64
		New York - Albany	1134	*	1124	*	CTI	707	RTE	161	64
		New York - Niagara Falls	1559	*	1505	*	CTI	662	RTE	397	64
	Lake Shore Ltd	Lake Shore Ltd	1206	*	1545	*	CTI	912	RTE	187	64
	Northeast Regional	Richmond / Newport News / Norfolk	1898	*	2087	*	DSR	872	CTI	602	56
		Lynchburg	2169	*	2654	*	CTI	1284	DSR	552	56
		All Other Northeast Regional	1686	*	2064	*	CTI	1013	DSR	699	56
	Vermont	Vermont	2381	*	2944	*	CTI	1293	DSR	750	56
NECR	Vermont	Vermont	878		1023	*	DSR	967	DCS	34	238
NMDOT	Southwest Chief	Southwest Chief	2780	*	2800	*	DSR	1723	CTI	726	80
NS	Capitol Ltd	Capitol Ltd	1806	*	1706	*	FTI	917	RTE	359	481
	Cardinal	Cardinal	1421	*	1467	*	DSR	530	FTI	342	79
	Carolinian	Carolinian	820		903	*	DSR	348	FTI	200	202
	Crescent	Crescent	992	*	1084	*	FTI	548	DSR	253	1141
	Lake Shore Ltd	Lake Shore Ltd	1707	*	1764	*	FTI	1155	PTI	194	339
	Michigan	Blue Water	2665	*	2540	*	FTI	971	DCS	738	39
		Pere Marquette	2031	*	1797	*	FTI	858	PTI	339	39
		Wolverine	2163	*	2157	*	FTI	885	DCS	682	39
	Northeast Regional	Richmond / Newport News / Norfolk	104		161		RTE	85	FTI	33	81
		Lynchburg	660		903	*	DSR	342	FTI	283	166
	Pennsylvanian	Pennsylvanian	742		682		FTI	304	DSR	157	249
	Piedmont	Piedmont	1191	*	1343	*	FTI	497	DSR	345	173
	Silver Star	Silver Star	1008	*	719		PTI	381	DCS	143	28

Minutes of Delay by Host for September 2016

Host	Service		Total Host Responsible Delays				Largest Two Delay Categories - Quarter to Date				Route Miles
			Current Month		Quarter to Date		#1		#2		
PRIIA Section 207 Standard			900		900						
PanAm	Downeaster	Downeaster	990	*	850		DSR	398	PTI	238	77
SCRRA	Coast Starlight	Coast Starlight	2143	*	2113	*	PTI	1008	CTI	843	48
	Pacific Surfliner	Pacific Surfliner	939	*	1001	*	PTI	446	CTI	333	95
SDNRR	Pacific Surfliner	Pacific Surfliner	1622	*	1535	*	CTI	477	DSR	460	60
TRE	Texas Eagle	Texas Eagle	755		1194	*	CTI	852	DCS	91	33
UP	California Zephyr	California Zephyr	925	*	830		FTI	268	DSR	176	1381
	Capitol Corridor	Capitol Corridor	510		499		PTI	177	DCS	80	171
	Cascades	Cascades	932	*	1145	*	PTI	479	FTI	351	125
	Coast Starlight	Coast Starlight	1211	*	1258	*	PTI	404	FTI	388	1162
	Illinois	Lincoln Service	1173	*	1187	*	PTI	477	FTI	340	231
	Missouri	Missouri	597		701		FTI	315	DSR	144	271
	Pacific Surfliner	Pacific Surfliner	919	*	987	*	PTI	591	DCS	135	174
	San Joaquins	San Joaquins	1085	*	1179	*	PTI	459	DSR	209	88
	Sunset Ltd	Sunset Ltd	1283	*	1403	*	FTI	592	DSR	243	1784
	Texas Eagle	Texas Eagle	1694	*	1621	*	FTI	661	DSR	351	1073
VTR	Empire	Ethan Allen Express	77		103		DSR	64	DCS	25	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 for September 2016

Service	Host	Total Host Responsible Delay		Largest Two Delay Categories - Quarter to Date				Route Miles
		MTD	QTD	#1	#2			
PRIIA Section 207 Standard		900	900					

Acela Express

Acela Express	Acela Express	MNRR	2278	*	2568	*	DSR	1180	CTI	888	56
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All Other NEC Corridor Routes

Northeast Regional	Richmond / Newport News / Norfolk	CSX	1702	*	1791	*	DSR	433	FTI	360	189
		MNRR	1898	*	2087	*	DSR	872	CTI	602	56
		NS	104		161		RTE	85	FTI	33	81
	Lynchburg	MNRR	2169	*	2654	*	CTI	1284	DSR	552	56
		NS	660		903	*	DSR	342	FTI	283	166
	All Other Northeast Regional	MNRR	1686	*	2064	*	CTI	1013	DSR	699	56

Non-NEC Corridor Routes

Capitol Corridor	Capitol Corridor	UP	510		499		PTI	177	DCS	80	171
Carolinian	Carolinian	CSX	1968	*	1924	*	FTI	437	DSR	409	295
		NS	820		903	*	DSR	348	FTI	200	202
Cascades	Cascades	BNSF	1034	*	1063	*	DSR	306	PTI	208	343
		UP	932	*	1145	*	PTI	479	FTI	351	125
Downeaster	Downeaster	MBTA	2150	*	1744	*	CTI	863	PTI	323	38
		PanAm	990	*	850		DSR	398	PTI	238	77
Empire	Adirondack	Amtrak	1288	*	1263	*	DSR	557	PTI	281	100
		CN	4013	*	4039	*	FTI	1716	DSR	1493	49
		CP	1175	*	1077	*	PTI	485	DSR	402	178
		MNRR	1049	*	1277	*	CTI	624	RTE	255	64
	Ethan Allen Express	Amtrak	1928	*	1827	*	PTI	746	DSR	571	100
		CP	1063	*	927	*	DSR	375	PTI	264	60
		MNRR	1279	*	1020	*	CTI	587	RTE	170	64
		VTR	77		103		DSR	64	DCS	25	24
	Maple Leaf	Amtrak	1279	*	1374	*	DSR	560	PTI	412	109
		CSX	1544	*	2061	*	FTI	664	DMW	378	298
		MNRR	1020	*	1067	*	CTI	612	RTE	230	64
	New York - Albany	Amtrak	314		412		PTI	160	DCS	84	81
		MNRR	1134	*	1124	*	CTI	707	RTE	161	64
	New York - Niagara Falls	Amtrak	1211	*	1371	*	DSR	550	PTI	392	109
		CSX	1217	*	1480	*	FTI	403	RTE	320	296
		MNRR	1559	*	1505	*	CTI	662	RTE	397	64
Heartland Flyer	Heartland Flyer	BNSF	974	*	1317	*	DSR	994	FTI	147	236
Hiawatha	Hiawatha	CP	110		140		DCS	52	FTI	34	53
		Metra	1490	*	1541	*	CTI	1016	DCS	206	29
Hoosier	Hoosier	CSX	929	*	919	*	FTI	355	DSR	264	175
Illinois	Carl Sandburg / Illinois Zephyr	BNSF	530		594		DSR	248	RTE	119	257
	Illini / Saluki	CN	1740	*	1781	*	DCS	685	FTI	534	304
	Lincoln Service	CN	1400	*	1297	*	FTI	555	DCS	305	35
		UP	1173	*	1187	*	PTI	477	FTI	340	231

Minutes of Delay by Service for September 2016

Service		Host	Total Host Responsible Delay			Largest Two Delay Categories - Quarter to Date				Route Miles	
			MTD		QTD		#1		#2		
PRIIA Section 207 Standard			900		900						
Michigan	Blue Water	Amtrak	306		361		DCS	148	DSR	132	99
		CN	862		934	*	FTI	577	DSR	224	159
		MIDOT	61		106		DCS	49	DSR	30	22
		NS	2665	*	2540	*	FTI	971	DCS	738	39
	Pere Marquette	CSX	168		271		DSR	99	FTI	72	135
		NS	2031	*	1797	*	FTI	858	PTI	339	39
	Wolverine	Amtrak	507		560		DSR	218	DCS	142	99
		CN	2174	*	2777	*	DSR	1333	FTI	917	27
		MIDOT	1291	*	1649	*	DSR	1022	PTI	389	134
		NS	2163	*	2157	*	FTI	885	DCS	682	39
Missouri	Missouri	UP	597		701		FTI	315	DSR	144	271
Pacific Surfliner	Pacific Surfliner	BNSF	1177	*	1045	*	DSR	272	DCS	232	22
		SCRRA	939	*	1001	*	PTI	446	CTI	333	95
		SDNRR	1622	*	1535	*	CTI	477	DSR	460	60
		UP	919	*	987	*	PTI	591	DCS	135	174
Pennsylvanian	Pennsylvanian	NS	742		682		FTI	304	DSR	157	249
Piedmont	Piedmont	NS	1191	*	1343	*	FTI	497	DSR	345	173
San Joaquins	San Joaquins	BNSF	896		871		PTI	364	FTI	227	284
		UP	1085	*	1179	*	PTI	459	DSR	209	88
Vermont	Vermont	MADOT	2141	*	2067	*	DSR	1775	DCS	204	50
		MNRR	2381	*	2944	*	CTI	1293	DSR	750	56
		NECR	878		1023	*	DSR	967	DCS	34	238

Long-Distance Routes

Auto Train	Auto Train	CSX	1000	*	1178	*	FTI	376	DSR	302	898
		FR	1346	*	3011	*	DCS	1779	FTI	468	16
California Zephyr	California Zephyr	BNSF	844		954	*	DSR	501	FTI	177	1027
		UP	925	*	830		FTI	268	DSR	176	1381
Capitol Ltd	Capitol Ltd	CSX	1072	*	955	*	FTI	358	DSR	238	307
		NS	1806	*	1706	*	FTI	917	RTE	359	481
Cardinal	Cardinal	BBrRR	1513	*	1690	*	PTI	709	DSR	428	132
		CSX	1185	*	1054	*	DSR	332	FTI	319	703
		NS	1421	*	1467	*	DSR	530	FTI	342	79
City Of New Orleans	City Of New Orleans	CN	1504	*	1277	*	FTI	532	DSR	342	930
Coast Starlight	Coast Starlight	BNSF	679		643		RTE	158	DSR	141	186
		SCRRA	2143	*	2113	*	PTI	1008	CTI	843	48
		UP	1211	*	1258	*	PTI	404	FTI	388	1162
Crescent	Crescent	NS	992	*	1084	*	FTI	548	DSR	253	1141
Empire Builder	Empire Builder	BNSF	686		727		FTI	317	DSR	289	2147
		CP	315		433		DSR	197	FTI	90	384
		Metra	726		890		CTI	687	DCS	89	29
Lake Shore Ltd	Lake Shore Ltd	CSX	1053	*	1159	*	FTI	398	DSR	188	741
		MNRR	1206	*	1545	*	CTI	912	RTE	187	64
		NS	1707	*	1764	*	FTI	1155	PTI	194	339
Palmetto	Palmetto	CSX	1306	*	1214	*	FTI	300	DSR	257	659

Minutes of Delay by Service for September 2016

Service		Host	Total Host Responsible Delay			Largest Two Delay Categories - Quarter to Date				Route Miles	
			MTD		QTD		#1		#2		
PRIIA Section 207 Standard			900		900						
Silver Meteor	Silver Meteor	CSX	850		910	*	FTI	290	DSR	239	1152
		Fla DOT	1396	*	1337	*	DSR	415	CTI	412	68
		FR	1856	*	2124	*	DSR	666	PTI	547	61
Silver Star	Silver Star	CSX	1089	*	1091	*	DSR	281	FTI	265	1209
		Fla DOT	1526	*	1689	*	CTI	647	DSR	483	68
		FR	1135	*	1191	*	DSR	604	DCS	345	61
		NS	1008	*	719		PTI	381	DCS	143	28
Southwest Chief	Southwest Chief	BNSF	663		685		DSR	260	FTI	131	2206
		NMDOT	2780	*	2800	*	DSR	1723	CTI	726	80
Sunset Ltd	Sunset Ltd	BNSF	616		915	*	DSR	613	DCS	173	190
		UP	1283	*	1403	*	FTI	592	DSR	243	1784
Texas Eagle	Texas Eagle	BNSF	932	*	839		DSR	567	FTI	145	116
		CN	1605	*	1669	*	FTI	685	DCS	250	35
		TRE	755		1194	*	CTI	852	DCS	91	33
		UP	1694	*	1621	*	FTI	661	DSR	351	1073

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.

Host Railroad Report - All Stations and End Point OTP

Service	All Stations OTP		End Point OTP	
	Current Month	Quarter to Date	Current Month	Quarter to Date
Acela Express				
PRIIA Section 207 Standard	90.0%	90.0%	90.0%	90.0%
Acela Express	83.4%	80.5%	78.9%	75.7%
All Other NEC Corridor Routes				
PRIIA Section 207 Standard	85.0%	85.0%	85.0%	85.0%
Keystone	94.7%	94.4%	88.4%	88.4%
Northeast Regional	84.1%	80.6%	80.5%	76.1%
All Other Northeast Regional	87.8%	84.6%	81.3%	79.1%
Lynchburg	83.2%	77.0%	81.7%	71.7%
Richmond / Newport News / Norfolk	78.0%	74.6%	77.7%	67.7%
Non-NEC Corridor Routes				
PRIIA Section 207 Standard	80.0%	80.0%	80.0%	80.0%
Capitol Corridor	94.4%	95.5%	92.4%	93.6%
Carolinian	56.9%	47.0%	53.3%	38.0%
Cascades	80.3%	76.7%	84.1%	81.5%
Downeaster	84.0%	84.9%	50.7%	60.4%
Empire	69.3%	67.0%	74.9%	72.1%
Adirondack	48.4%	41.4%	38.3%	24.5%
Ethan Allen Express	80.3%	81.9%	68.3%	75.0%
Maple Leaf	46.1%	46.0%	71.7%	59.8%
New York - Albany	94.2%	92.0%	85.1%	83.0%
New York - Niagara Falls	59.0%	55.8%	65.0%	65.2%
Heartland Flyer	80.2%	72.8%	72.4%	56.6%
Hiawatha	97.5%	98.0%	93.0%	94.5%
Hoosier	83.3%	82.6%	82.4%	79.2%
Illinois	69.9%	69.0%	69.1%	68.9%
Carl Sandburg / Illinois Zephyr	95.6%	92.2%	97.5%	93.5%
Illini / Saluki	36.3%	35.6%	33.3%	31.8%
Lincoln Service	75.7%	75.6%	72.8%	75.3%
Michigan	78.7%	76.0%	78.1%	75.0%
Blue Water	87.8%	85.6%	86.7%	83.2%
Pere Marquette	94.3%	92.7%	83.3%	81.5%
Wolverine	72.6%	69.6%	71.8%	68.2%



Host Railroad Report - All Stations and End Point OTP

Service	All Stations OTP		End Point OTP	
	Current Month	Quarter to Date	Current Month	Quarter to Date
Missouri	90.7%	85.7%	90.8%	86.1%
Pacific Surfliner	87.9%	86.9%	79.7%	77.7%
Pennsylvanian	85.8%	85.9%	93.3%	92.4%
Piedmont	81.2%	78.3%	56.0%	54.5%
San Joaquins	85.6%	84.2%	85.5%	83.0%
Vermont	69.4%	56.6%	78.3%	63.0%
Long-Distance Routes				
PRIIA Section 207 Standard	80.0%	80.0%	80.0%	80.0%
Auto Train	71.3%	71.9%	61.1%	63.5%
California Zephyr	59.8%	50.2%	80.0%	63.0%
Capitol Ltd	53.3%	45.0%	61.7%	57.6%
Cardinal	39.3%	36.9%	38.5%	39.2%
City Of New Orleans	46.8%	49.6%	68.3%	74.5%
Coast Starlight	59.6%	52.3%	71.7%	65.2%
Crescent	57.9%	47.2%	66.7%	48.9%
Empire Builder	63.6%	61.2%	80.0%	79.3%
Lake Shore Ltd	53.6%	41.9%	65.8%	45.7%
Palmetto	67.7%	64.0%	51.7%	45.1%
Silver Meteor	50.7%	42.5%	53.6%	48.3%
Silver Star	53.0%	42.9%	50.0%	37.2%
Southwest Chief	47.0%	41.0%	68.3%	51.1%
Sunset Ltd	63.1%	52.4%	92.3%	75.0%
Texas Eagle	49.1%	44.7%	53.3%	59.8%

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

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

Amtrak OFF-NEC Delay Code Definitions

Host Railroad Responsible Delays*

<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.