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Titles of documents:

1. National Railroad Passenger Corporation (Amtrak)
Progress Report Preliminary and Unaudited Results -
Submitted November 13, 2009
2. National Railroad Passenger Corporation (Amtrak)
Progress Report - Submitted November 17, 2008
3. National Railroad Passenger Corporation (Amtrak)
Progress Report - Submitted November 15, 2007
4. National Railroad Passenger Corporation (Amtrak)
Progress Report - Submitted November 15, 2006
5. National Railroad Passenger Corporation (Amtrak)
Progress Report - Submitted November 14, 2005

Source of document: Amtrak FOIA Office
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December 2, 2010

Re: Freedom of Information Act Request #10-FOI-00022

We are further responding to your November 8, 2009 request for information made under the Freedom of Information Act (FOIA), which was received by Amtrak's FOIA Office on November 16, 2009.

Your request seeks a copy of each report produced for Congress by Amtrak during the past five (5) years, which are not posted on the Amtrak public internet.

In your December 22, 2009 e-mail you requested that Amtrak limit its search to the two offices listed below:

1. Office of Government Affairs
2. Office of Assistant Corporate Secretary

The FOIA Office was informed by Amtrak's Office of Assistant Corporate Secretary that they did not have any records responsive to the request.

The records described below are sent from the Office of Government Affairs to the Appropriations Committee who has oversight of Amtrak:

1. National Railroad Passenger Corporation (Amtrak) Progress Report – Preliminary and Unaudited Results – Submitted November 13, 2009
2. National Railroad Passenger Corporation (Amtrak) Progress Report – Submitted November 17, 2008
3. National Railroad Passenger Corporation (Amtrak) Progress Report – Submitted November 17, 2007
4. National Railroad Passenger Corporation (Amtrak) Progress Report – Submitted November 17, 2006
5. National Railroad Passenger Corporation (Amtrak) Progress Report – Submitted November 17, 2005

As requested, the above-referenced reports are attached in PDF Format.

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If you have any questions regarding your request, please feel free to contact me at 202/906-3741 or via e-mail at Hawkins@amtrak.com.

Sincerely,

A handwritten signature in black ink, appearing to read "Sharron H. Hawkins".

Sharron H. Hawkins
FOIA Officer

Attachments

IM-80198

National Railroad Passenger Corporation (Amtrak)

Progress Report – Preliminary and Unaudited Results

Submitted November 13, 2009

As required under Public Law 110-329 and Amtrak's grant agreement for fiscal year 2009, Amtrak is submitting to the Secretary of Transportation, the House and Senate Committees and the Federal Railroad Administration the following report. The report references the budget incorporated in the GRANT AGREEMENTS FOR FY 2009 OPERATING EXPENSES DTFRDV-09-G-00001, AND FOR FY 2009 CAPITAL AND DEBT EXPENSES DTFRDV-09-G-00002.

OPERATING

Financial Results are year-to-date through September 2009 and are preliminary and unaudited - all \$'s in millions.

Amtrak's loss for the year-to-date period was (\$1,247.4), which was unfavorable to budget by (\$100.9) and unfavorable to the prior year by (\$114.7) – see Attachment 1.

Revenues of \$2,348.6 were (\$228.2) unfavorable to budget and (\$104.2) unfavorable to prior year. The budget variance was primarily due to reduced ridership on the Northeast Corridor. Acela and Northeast Regional services were unfavorable due to lower than budgeted demand due to the recession, unemployment and lower consumer gasoline prices. Acela ridership was unfavorable by 14%, or 506,000 riders while net ticket revenues were unfavorable by 19%, or (\$95.9). Northeast Regional trains were also unfavorable versus the budget. Ridership was down by 750,000 riders, or 10%, and ticket revenue was down (\$75.5), or 15%. State supported and other corridor trains were unfavorable to budget as well. Ridership was down 1,363,000 riders, or 10%, and net ticket revenue was unfavorable (\$46.9), or 12%. Long Distance trains were unfavorable to budget, down (\$28.9), or 7% while ridership was down 144,000 riders, or 3%. Improved on-time performance on Long Distance trains has partially offset the reductions from the recession and lower gas prices experienced on other routes. Other Revenues were favorable to budget primarily due to favorable reimbursable work, commuter revenues and settlements with NJT for past propulsion power charges.

The unfavorable revenue variance to prior year was primarily due to reduced ridership on the Northeast Corridor as well. Acela and Northeast Regional trains were both down compared to prior year for the reasons noted above. Acela net ticket revenues were 15%, or (\$58.7) less than the prior year while the Northeast Regional was also unfavorable, down (\$49.6), or 11%. Both services lost ridership, Acela was down 11%, or 379,000 riders while the Northeast Regional lost 8%, or 569,000 riders. State supported and other corridor trains were unfavorable by (\$22.3), or 7% while ridership was down 626,000 riders, or 5%. Long Distance routes were only slightly unfavorable, down (\$5.4), while ridership was up 28,000, a 1% improvement, primarily due to better on-time performance. Other Revenue partially offset the reduction in net ticket revenue. Other Revenue was favorable to prior year primarily due to increases in reimbursable and commuter revenues and settlements with NJT for past propulsion power charges.

National Railroad Passenger Corporation (Amtrak)

Progress Report – Preliminary and Unaudited Results

Submitted November 13, 2009

Expenses of \$3,487.2 were favorable to the budget by \$149.1 but unfavorable to prior year by (\$77.6). Versus budget:

- Fuel, power and utilities were \$189.6 favorable due primarily to decreased unit costs for diesel train fuel.
- Salaries, wages and benefits were favorable, \$67.7, primarily due to favorable health insurance and other post retirement employee benefit liability costs and a reclassification of labor costs to Materials for component repair.
- Casualty and other claims were \$29.8 favorable due to an adjustment to reduce the accrued liability of outstanding claims.
- Advertising and sales expenses were \$5.0 favorable due to lower credit card and travel agent commissions from lower revenues.
- Depreciation, net was unfavorable by (\$77.0) due to an adjustment to reduce the remaining life of concrete railroad ties and group depreciation.
- Other expenses were (\$26.6) unfavorable due to consulting costs associated with planned computer system upgrades.
- Material expenses were (\$21.9) unfavorable due to the reclassification of labor costs from Wages for component repair.
- Train operations were (\$12.3) unfavorable due to higher schedule adherence payments to host railroads due to better on-time performance.
- All remaining expenses were (\$5.2) unfavorable primarily due to higher reimbursable facility costs and unfavorable capital transfer credits.

Versus prior year:

- Depreciation, net was unfavorable by (\$63.7) due to an adjustment to reduce the remaining life of concrete railroad ties and group depreciation.
- Salaries, wages and benefits were unfavorable by \$(62.4) due to higher salaries, wages and benefits associated with wage increases and increased benefit costs.
- Train Operations were (\$19.0) unfavorable due primarily to higher schedule adherence payments to host railroads due to better on-time performance.
- Facility, communication and office expenses were unfavorable by (\$17.3) due to higher reimbursable maintenance, security related project costs and data communications expense.
- Materials were unfavorable by (\$11.2) due to increases for high speed rail and locomotive repairs and maintenance of way costs.
- Fuel, power and utilities were \$98.9 favorable due primarily to decreased unit costs for diesel train fuel.
- All remaining expenses were (\$2.9) unfavorable due to fewer capital transfer credits and higher levels of advertising activity partially offset by decreased liability for casualty claims.

Cash, cash equivalents and restricted cash were \$309.0, compared to a balance of \$339.8 a year earlier. Ending cash balances were unfavorable due to increased refurbishment of property and equipment partially offset by increased capital appropriations.

National Railroad Passenger Corporation (Amtrak) Progress Report – Preliminary and Unaudited Results

Submitted November 13, 2009

Business Line results – on a Net (Loss) basis

The following section has been revised to reflect fully allocated results to routes and other customers. The Infrastructure and Unallocated System business lines have been eliminated.

National Train System (NTS or Core Business):		
Northeast Corridor	(\$3.1)	
State & Other Corridors	(217.3)	
Long Distance	<u>(559.4)</u>	
Subtotal National Train System		(\$779.8)
Ancillary Business:		
Commuter	\$36.1	
Reimbursable	3.2	
Commercial	<u>66.0</u>	
Subtotal Ancillary Businesses		\$105.3
Access Fees, Project Costs and other		<u>111.3</u>
Subtotal – Operating Income / (Loss)		(\$563.2)
Depreciation		(575.4)
Net Interest Expense		<u>(108.8)</u>
Net Income / (Loss)		<u>(\$1,247.4)</u>

National Train System (Core Business) results – on an Operating (Loss) basis

On an operating loss basis, the National Train Service (Core business) had a loss of (\$779.8), which was \$9.2 favorable to budget and (\$130.1) unfavorable to prior year. Versus the budget, lower revenues, primarily Acela and Northeast Regional services were offset by lower fuel, favorable salaries, wages and health insurance costs and an adjustment to accrued outstanding casualty claim liabilities. Versus the prior year, the unfavorable results were due to lower revenues, as noted above, spot concrete tie replacement costs and consulting costs associated with planned computer system upgrades, partially offset by lower fuel costs.

FRA Route Report results

The FRA defined requirement for supporting trains was favorable by \$98.3 for the year end period as compared to the budget (see Attachment 2), primarily due to lower diesel fuel and benefit costs. No routes had a reportable variance for the year end period.

National Railroad Passenger Corporation (Amtrak)

Progress Report – Preliminary and Unaudited Results

Submitted November 13, 2009

CAPITAL AND DEBT SERVICE

Results through September 30, 2009

General Capital and Debt Spending

Through September 30, 2009, Amtrak has received \$937.6 in Federal capital and debt service funding and expended \$923.6. The variance between capital and debt funding and the respective spending is due to lower general capital spending. General capital spending is favorable to authorized due to the timing of several mechanical and technology programs. Total spending for debt service was on budget.

Total general capital spending (all funding sources) for the year to date period was \$762.1, which was \$92.1 less than the authorized amount. Spending is under the authorized amount due to the delay of several joint projects with State and local partners and to the delay of work on facilities, mechanical and technology programs.

ARRA Capital Spending

Total ARRA funded capital spending for the year to date period was \$28.6, which was \$90.9 less than authorized. Amtrak continues to ramp up on ARRA programs. The overall forecast for ARRA programs through FY11 has all funds expended for the authorized projects.

Summary Financial Results
Month and Year-to-Date September 2009
Preliminary and Unaudited Results
(\$ millions)

Revenue:

Ticket Revenue - Adjusted
Food and Beverage
State Supported Train Revenue
Subtotal Passenger Related Revenue

Other Revenue
Total Revenue

Expense:

Salaries
Wages & Overtime
Benefits & Employee Related
Subtotal Salaries, Wages & Benefits

Train Operations
Fuel, Power, & Utilities
Materials
Facility, Communication, & Office
Advertising and Sales
Casualty and Other Claims Total
Depreciation
Amort of Gain On Sale/Leaseback
Depreciation, net
Other Expenses
Indirect Costs Capitalized To P&E
Total Expenses

Net Loss from Operations

Interest Expense, net

Net Loss

Non-Cash Adjustments:

Less: Change in OPEB's and PRJ Costs
Less: Depreciation
Add: State Capital Payment Revenue
Net Loss before Depreciation, OPEB's and
State Capital Amortization

Month		
September 2009 Actual	Variance to Prior Year Fav(Unfav)	Variance to Budget Fav(Unfav)
\$ 120.7	\$ (15.7)	\$ (23.2)
8.9	1.4	1.2
14.9	2.9	0.1
144.5	(11.4)	(21.9)
43.4	(0.3)	2.5
187.9	(11.7)	(19.4)
20.2	(1.2)	0.3
58.1	(14.9)	19.6
51.4	(5.5)	(2.5)
129.7	(21.6)	17.4
23.6	(6.1)	(3.9)
20.2	14.4	22.3
24.2	20.5	(8.1)
14.8	1.0	(0.6)
13.2	(3.3)	(4.2)
(26.0)	16.8	32.8
70.8	(13.4)	(23.1)
(1.0)	(0.4)	(0.3)
69.8	(13.8)	(23.4)
35.9	25.6	(12.8)
(9.0)	4.6	(1.7)
296.4	38.1	17.8
108.5	26.4	(1.6)
9.7	84.6	(2.5)
118.2	111.0	(4.1)

YTD		
September 2009 Actual	Variance to Prior Year Fav(Unfav)	Variance to Budget Fav(Unfav)
\$ 1,563.5	\$ (134.3)	\$ (252.9)
92.6	(0.5)	(5.8)
158.5	(6.0)	(19.0)
1,814.6	(140.8)	(277.7)
534.0	36.6	49.5
2,348.6	(104.2)	(228.2)
236.6	(16.3)	6.4
895.6	(23.6)	29.7
555.4	(22.5)	31.6
1,687.6	(62.4)	67.7
239.4	(19.0)	(12.3)
271.1	98.9	189.6
212.9	(11.2)	(21.9)
169.2	(17.3)	(1.5)
105.0	(7.0)	5.0
51.0	11.9	29.8
575.4	(61.1)	(74.5)
(13.1)	(2.6)	(2.5)
562.3	(63.7)	(77.0)
293.8	0.4	(26.6)
(105.1)	(8.2)	(3.7)
3,487.2	(77.6)	149.1
1,138.6	(181.8)	(79.1)
108.8	67.1	(21.7)
1,247.4	(114.7)	(100.8)

(122.2)	48.7	8.8
(575.4)	61.1	74.5
27.2	0.1	2.6
468.2	(73.9)	6.8

Attachment V-b

FRA Operating Grant: Preliminary and Unaudited

Performance Summary of FRA Defined Train Contribution / (Cost)¹

		2009 September			September YTD		
Northeast Corridor Trains		Actual	FRA Approved Budget	Variance Fav/(Unfav)	Actual	FRA Approved Budget	Variance Fav/(Unfav)
Route Number	Train Name						
RT01/RT02	Acela/Metroliner	21,425,663	30,439,527	(9,013,864)	290,154,566	359,528,118	(69,373,553)
RT05	Regional	19,183,030	25,524,546	(6,341,516)	273,347,192	331,029,469	(57,682,277)
RT99	NEC Special Trains	6,139	60,916	(54,777)	469,656	334,261	135,395
RT91	NEC Unknown (Crew Labor)	(11,434)	(35,069)	23,635	(147,885)	(417,442)	269,557
Total		40,603,398	55,989,921	(15,386,522)	563,823,529	690,474,407	(126,650,878)
Total FRA Defined Train Cost (Excluding Contributing Routes)		-	-	-	-	-	-

State Supported Trains		Actual	FRA Approved Budget	Variance Fav/(Unfav)	Actual	FRA Approved Budget	Variance Fav/(Unfav)
Route Number	Train Name						
RT03	Ethan Allen Express	\$ 50,287	\$ 8,915	\$ 41,373	\$ 1,058,461	\$ 675,917	\$ 382,544
RT04	Vermont	(108,199)	(57,954)	(50,245)	590,827	653,768	(62,941)
RT07	Maple Leaf	20,940	120,579	(99,640)	3,392,789	4,335,657	(942,868)
RT09	The Downeaster	(15,687)	239,405	(255,092)	3,273,279	2,906,331	366,949
RT12	New Haven - Springfield	(56,028)	(232,821)	176,793	242,075	(806,954)	1,049,029
RT14	Keystone Service	1,045,202	1,049,592	(4,390)	15,983,341	12,863,517	3,119,824
RT15	Empire Service	418,953	(63,455)	482,408	8,488,767	3,861,372	4,627,396
RT20	Chicago-St.Louis	(373,691)	1,039,240	(1,412,930)	6,015,298	13,089,504	(7,074,206)
RT21	Hiawathas	1,633,589	624,612	1,008,977	9,810,260	9,538,441	271,819
RT22	Wolverines	(298,173)	(808,106)	509,933	(1,171,595)	(5,302,406)	4,130,811
RT23	Illini	115,350	364,833	(249,483)	2,956,728	4,446,526	(1,489,798)
RT24	Illinois Zephyr	(428,397)	66,216	(494,614)	(121,255)	966,690	(1,087,945)
RT29	Heartland Flyer	(92,574)	16,001	(108,575)	605,667	927,914	(322,247)
RT35	Pacific Surfliner	1,476,536	1,439,777	36,760	21,540,351	22,421,480	(881,129)
RT36	Cascades	1,206,149	455,105	751,044	10,558,446	8,898,092	1,660,354
RT37	Capitols	(438,867)	(355,465)	(83,402)	9,444,958	(2,793,878)	12,238,836
RT39	San Joaquins	135,240	(116,336)	251,576	7,789,444	7,019,102	770,342
RT40	Adirondack	(315,733)	315,672	(61,405)	2,702,143	4,190,991	(1,488,848)
RT41	Blue Water	1,042,191	23,234	1,018,957	2,860,933	1,664,100	1,196,834
RT47	New York-Newport News	643,657	723,008	(79,351)	11,551,693	12,389,747	(838,054)
RT54	Hoosier State	(134,007)	(142,580)	8,573	(1,499,997)	(1,564,941)	64,943
RT56	Kansas City-St.Louis	1,814,289	(191,427)	2,005,716	4,934,896	(1,809,076)	6,743,972
RT57	Pennsylvanian	51,868	(192,679)	244,547	1,376,027	(1,145,724)	2,521,751
RT65	Pere Marquette	504,239	176,370	327,869	1,754,986	2,870,304	(1,115,319)
RT66	Carollian	720,079	509,450	210,629	7,187,199	7,804,611	(617,412)
RT67	Piedmont	443,064	81,650	361,415	958,950	989,094	(30,144)
RT 74-81	Bus Routes	-	-	-	-	-	-
RT92	Central Unknown (Crew Labor)	(5,522)	(26,447)	20,925	(174,537)	(481,841)	307,305
RT93	Western Unknown (Crew Labor)	(1,783)	(6,843)	5,060	(234,566)	(84,592)	(149,974)
RT96	Non NEC Special Trains	272,500	(127,198)	399,699	1,878,052	(423,449)	2,301,501
Total		9,325,475	4,932,349	4,393,126	133,753,620	108,100,297	25,653,323
Total FRA Defined Train Cost (Excluding Contributing Routes)		(867,882)	(2,083,566)	1,215,684	(3,201,950)	(14,412,861)	11,210,911

Long Distance Trains		Actual	FRA Approved Budget	Variance Fav/(Unfav)	Actual	FRA Approved Budget	Variance Fav/(Unfav)
Route Number	Train Name						
RT16/19/48	Silver Service	\$ (2,781,379)	\$ (4,676,012)	\$ 1,894,634	\$ (17,096,278)	\$ (31,319,409)	\$ 14,223,132
RT18	Cardinal	(567,615)	(959,680)	392,066	(6,055,662)	(10,558,225)	4,502,562
RT25	Empire Builder	(389,871)	(1,774,158)	1,384,286	(9,086,904)	(20,622,669)	11,535,765
RT26	Capitol Limited	(668,336)	(1,022,180)	353,844	(5,226,935)	(10,986,719)	5,759,784
RT27	California Zephyr	(3,009,489)	(3,235,161)	225,672	(22,511,107)	(39,617,841)	17,106,734
RT28	Southwest Chief	(1,652,726)	(2,408,020)	755,294	(17,520,383)	(21,869,905)	4,349,522
RT30	City of New Orleans	(535,831)	(1,315,052)	779,221	(5,049,945)	(11,107,193)	6,057,248
RT32	Texas Eagle	(1,296,055)	(2,154,337)	858,282	(10,719,808)	(18,105,892)	7,386,085
RT33	Sunset Limited	(1,529,602)	(2,271,437)	741,836	(16,452,149)	(22,553,504)	6,101,355
RT34	Coast Starlight	(1,208,663)	(1,506,382)	297,719	(16,435,736)	(13,889,574)	(2,546,162)
RT45	Lake Shore Limited	(775,134)	(1,333,332)	558,199	(8,469,633)	(14,650,172)	6,180,539
RT52	Crescent	(1,327,771)	(1,946,889)	619,118	(10,898,759)	(17,730,621)	6,831,863
RT63	Auto Train	(1,168,086)	(1,701,528)	533,442	10,245,276	4,047,981	6,197,296
Total		(16,910,556)	(26,304,167)	9,393,611	(135,278,022)	(228,963,745)	93,685,722
Total FRA Defined Train Cost (Excluding Contributing Routes)		(15,566,181)	(24,275,353)	8,709,172	(146,113,648)	(233,238,018)	87,124,370

Grand Total		\$ 33,018,317	\$ 34,618,102	\$ (1,599,785)	\$ 562,299,127	\$ 569,610,959	\$ (7,311,832)
Total FRA Defined Train Cost (Excluding Contributing Routes)		(16,434,063)	(26,358,919)	9,924,856	(149,315,598)	(247,650,880)	98,335,281

1. FRA Defined Train Contribution(Cost) represents train revenue less FRA allowable expenses. FRA allowable expenses include train costs, primarily train crews, food & beverage, fuel, railroad costs and commissions and certain shared costs, primarily equipment maintenance and reservations. Actual RPS results may change from previously reported amounts due to updated allocations.

National Railroad Passenger Corporation (Amtrak)

Progress Report

Submitted November 17, 2008

As required under Public Law 110-161 and Amtrak's grant agreement for fiscal year 2008, Amtrak is submitting to the Secretary of Transportation, the House and Senate Committees and the Federal Railroad Administration the following report. The report references the budget incorporated in the GRANT AGREEMENTS FOR FY 2008 OPERATING EXPENSES DTFRDV-08-G-00001, AND FOR FY 2008 CAPITAL AND DEBT EXPENSES DTFRDV-08-G-00003.

OPERATING

Preliminary and Unaudited Financial Results through September 2008 - all \$'s in millions

Amtrak's unaudited loss for the year-to-date period was (\$1,023.6), which was better than budget by \$62.7 and better than last year by \$97.4 – see Attachment 1.

Revenues were \$162.2 favorable to budget and \$301.7 favorable to last year. The budget variance was due to favorable passenger related revenues, primarily for Acela and Northeast Regional services, although short distance corridor routes were also favorable. Acela ridership was up 4%, or 115,000 riders while ticket revenues were up 9%, or \$37.8 due to improved on-time performance, higher customer satisfaction, higher automobile gas prices and diversion from air carriers because of poor air service quality in the northeast. However, Acela performance in June was negatively affected by service disruptions due to the replacement of the Thames River bridge. Northeast Regional trains were also favorable to budget, up 655,000 riders, 10%, and \$50.0 in revenue, 12%. State supported and other corridor trains also had increased ridership, up 10%, or 1,190,000 riders and \$34.8 in revenue.

The favorable revenue variance to last year was also primarily due to increased ticket sales on the Acela and Northeast Regional trains. Acela ticket revenues were 16%, or \$64.2 better than last year due to increased ridership, up 207,000, or 7%, for the same reasons noted above. Northeast Regional ticket revenues were \$56.9, or 13% higher while ridership increased 10%, or 653,000 riders. State supported and other corridor trains had strong performance as well with an increase of 14% in ridership and 18% in revenues, 1,655,000 riders and \$55.0 in revenue. Long distance trains also had increased ridership and revenue. Ridership was up 9%, or 351,000 riders while ticket revenues increased by 10%, or \$38.7.

Expenses were unfavorable to the budget, (\$105.2) as well as unfavorable to last year, (\$208.8).

Versus budget:

- Fuel, power and utilities were (\$72.4) unfavorable due primarily to increased unit costs for diesel train fuel and to a lesser degree, higher utilities expenses.
- Depreciation, net is unfavorable by (\$39.0) due to an adjustment to reduce the life of concrete railroad ties and certain leased equipment.
- Other expenses were unfavorable by (\$22.1) primarily due to an accrual for an estimated liability for a penalty payment.

National Railroad Passenger Corporation (Amtrak)

Progress Report

Submitted November 17, 2008

- Material expenses were (\$9.3) unfavorable due to higher outsourced expenses for the high speed trainsets and friction brake repairs.
- Salaries, wages and benefits were favorable, \$20.9, primarily due to favorable health insurance and other post retirement employee benefits liability costs plus vacant management positions partially offset by union wage settlements.
- Facility, communications and office expenses were \$8.3 favorable due to the timing of 3rd party security fees related to projects that have been delayed.
- Casualty and other claims were \$6.7 favorable due to an insurance settlement for prior years FELA claims and lower claims liability.
- All remaining expenses were (\$1.7) unfavorable primarily due to volume related increased commissary costs.

Versus prior year:

- Fuel, power and utilities were unfavorable by (\$85.8) due to increased unit costs for train fuel and, to a lesser degree, purchased power.
- Casualty and claims is unfavorable by (\$53.5) primarily due to an adjustment last year to decrease the estimated outstanding claims liability.
- Depreciation, net is unfavorable by (\$35.0) due to an adjustment to reduce the life of concrete railroad ties and certain leased equipment.
- Other expenses were (\$28.6) unfavorable due to increased legal and professional fees and an accrual for an estimated liability for a penalty payment.
- Advertising and sales were (\$14.9) unfavorable due to an expanded advertising program and increased credit card commissions due to higher revenues.
- Train operations were unfavorable by (\$9.5) as a result of increased commissary costs associated with higher ridership as well as higher host railroad costs due to expanded corridor services in the later part of FY07.
- Salaries, wages and benefits were favorable by \$16.1, lower benefit expenses and wages due to last year's union wages settlements were partially offset by unfavorable salaries.
- All remaining expenses were \$2.4 favorable primarily due to lower material costs for maintenance of equipment.

Preliminary and Unaudited Strategic Business Line results – on a Net (Loss) basis (see Attachment 2 for details)

National Train System (NTS):

Northeast Corridor -	\$366.8	
State & Corridor -	(116.6)	
Long Distance -	(485.3)	
Subtotal NTS		(\$235.2)
Infrastructure Management		(42.7)
Ancillary Business:		
Commuter -	23.2	
Reimbursable -	5.5	

National Railroad Passenger Corporation (Amtrak)

Progress Report

Submitted November 17, 2008

Commercial -	<u>65.0</u>	
Subtotal Ancillary Businesses		93.7
Unallocated System		(839.4)
Net (Loss)		<u>(\$1,023.6)</u>

Cash, cash equivalents, restricted cash and short-term investments were \$380.5, compared to a balance of \$244.3 a year earlier. Ending cash balances were favorable due to the timing of appropriations funding and capital spending.

Preliminary National Train System

On a Net Loss basis, the National Train Service had a net loss of (\$235.2), which was \$86.3 favorable to budget and \$68.2 favorable to last year. Versus the budget, higher revenues, primarily Acela and Northeast Regional services, and favorable health insurance costs were partially offset by increased costs for train fuel, materials and other expenses. Versus last year, again, higher revenues, primarily Acela and Northeast Regional services, were offset by increased wages due to labor settlements, costs for train fuel, increased advertising and a casualty claims adjustment last year.

Preliminary FRA Route Report

The FRA defined requirement for supporting trains was unfavorable by (\$15.6) for the year to date period as compared to the budget (see Attachment 3), primarily due to rising diesel fuel and labor costs. Five routes, the Wolverines, Empire Builder, California Zephyr, Southwest Chief and Sunset Limited had reportable variances for the September year to date period as they reflected a requirement for additional support due to unfavorable variances to budget of either 25% or \$1 million. Contribution from other routes and lines of business are expected to cover the additional support required for these routes, therefore no budget reset is requested at this time.

CAPITAL AND DEBT SERVICE

Preliminary Results through September 30, 2008

Through September 30, 2008, Amtrak received \$807.9 in Federal capital and debt service funding and expended \$861.6. Total spending for debt service was on budget.

Total capital spending (all funding sources) for the year-to-date period was \$715.2, which was \$75.9 less than the authorized budget. Spending is under the authorized budget due to the timing of work on track and station projects and the timing of several joint projects with State and local partners.

Summary Financial Results
Month and Year-to-Date September 2008
Preliminary and Unaudited
(\$ millions)

Revenue:

Ticket Revenue - Adjusted
Food and Beverage
State Supported Train Revenue
Subtotal Passenger Related Revenue

Other Revenue

Total Revenue

Expense:

Salaries
Wages & Overtime
Benefits & Employee Related
Subtotal Salaries, Wages & Benefits

Train Operations
Fuel, Power, & Utilities
Materials
Facility, Communication, & Office
Advertising and Sales
Casualty and Other Claims
Depreciation
Amort of Gain On Sale/Leaseback
Depreciation, net
Other Expenses
Indirect Costs Capitalized To P&E

Total Expenses

Net Loss from Operations

Interest Expense, net

Net (Loss)

Non-Cash Adjustments:

Less: Change in OPEB's and PRJ Costs
Less: Depreciation
Add: State Capital Payment Revenue
Net Loss before Depreciation, OPEB's and
State Capital Amortization

Month		
September 2008 Actual	Variance to Prior Year Fav(Unfav)	Variance to Budget Fav(Unfav)
\$ 137.9	\$ 15.0	\$ 8.9
7.5	0.3	0.4
12.0	(0.4)	(2.1)
157.4	14.8	7.2
43.7	29.5	5.4
201.1	44.3	12.6
19.0	(3.0)	1.0
53.3	154.9	16.3
56.4	5.7	(7.5)
128.6	157.6	9.8
16.5	4.2	2.4
34.6	(9.7)	(9.7)
15.7	10.6	(1.6)
15.9	1.1	(2.2)
9.9	(1.9)	(3.1)
7.2	(52.3)	(0.0)
47.9	10.9	(7.0)
(1.4)	(0.3)	(0.3)
46.5	10.6	(7.3)
42.8	(0.3)	(19.7)
(4.5)	(6.7)	(4.8)
313.2	113.1	(36.2)
112.1	157.4	(23.6)
7.8	(1.5)	0.1
119.9	155.9	(23.5)

YTD		
September 2008 Actual	Variance to Prior Year Fav(Unfav)	Variance to Budget Fav(Unfav)
\$ 1,699.3	\$ 207.1	\$ 131.4
93.1	8.4	1.8
164.5	10.5	(6.4)
1,956.9	226.0	126.8
497.4	75.7	35.4
2,454.3	301.7	162.2
220.3	(17.4)	12.2
882.0	23.8	(25.0)
543.3	9.8	33.6
1,645.7	16.1	20.9
219.4	(9.5)	(2.7)
370.0	(85.8)	(72.4)
172.7	6.4	(9.3)
152.0	(10.9)	8.3
98.1	(14.9)	(5.2)
79.2	(53.5)	6.7
504.9	(31.7)	(34.0)
(15.8)	(3.3)	(5.0)
489.1	(35.0)	(39.0)
275.7	(28.6)	(22.1)
(113.4)	6.8	9.7
3,388.5	(208.8)	(105.2)
934.2	92.8	57.0
89.4	4.5	5.7
1,023.6	97.4	62.7

(75.5)	5.9	(12.1)
(504.9)	31.8	34.0
27.3	(25.3)	15.0
381.1	105.2	93.9

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Draft Management Report
September 2008 - Year to Date - Preliminary and Unaudited
(\$ millions)

REVENUE:

Passenger Related:

Ticket Revenue - Adjusted

Food and Beverage

State Supported Train Revenue

Total Passenger Related Revenue

Other Transportation Revenue:

Cost Sharing & Access Fee Revenue

Propulsion Revenue

Miscellaneous Revenue

Total Other Transportation Revenue

Commuter

Reimbursable

Commercial Development

Total Operating Revenue

State Capital Payments

Total Revenues

EXPENSE:

Salaries, Wages and Benefits:

Salaries

Wages & Overtime

Employee Benefits and Employee Related

Subtotal Salaries, Wages and Benefits

Train Operations, including Access Fees

Fuel, Propulsion Power, & Utilities

Materials

Facility, Communication, & Office

Advertising and Sales

Casualty and Other Claims Total

Depreciation, net of amortization

Other Expenses

Indirect Costs Capitalized To P&E

Total Operating Expense

Net (Loss) from Operations

Interest Expense, net

Net (Loss)

NEC Operations	State Corridor Operations	Long Distance Operations	National Train System	Infrastructure Management	Ancillary Businesses	Unallocated System	Eliminations and "GAP"	Total Operations
942.9	364.8	391.7	1,699.3	-	-	-	-	1,699.3
25.1	18.0	50.0	93.1	(0.0)	-	-	-	93.1
-	164.5	-	164.5	-	-	-	-	164.5
968.0	547.3	441.6	1,956.9	-	-	-	-	1,956.9
31.2	4.6	7.0	42.8	95.1	-	-	(35.7)	102.2
-	-	-	-	100.0	-	-	(65.5)	34.5
10.1	5.0	5.9	21.0	-	-	14.1	-	35.1
41.4	9.6	12.9	63.8	195.1	-	14.1	(101.2)	171.8
-	-	-	-	-	129.5	-	-	129.5
-	-	-	-	-	94.4	-	-	94.4
-	-	-	-	-	74.3	-	-	74.3
1,009.4	556.9	454.5	2,020.8	195.1	298.2	14.1	(101.2)	2,427.0
-	-	-	-	27.3	-	-	-	27.3
1,009.4	556.9	454.5	2,020.8	222.4	298.2	14.1	(101.2)	2,454.3
43.6	37.4	49.1	130.1	20.9	10.7	58.6	-	220.3
200.5	209.4	299.4	709.3	93.9	68.4	10.5	-	882.0
113.6	118.2	169.5	401.4	61.7	36.8	43.4	-	543.3
357.7	365.1	518.0	1,240.8	176.5	115.9	112.5	-	1,645.7
53.9	90.8	109.9	254.6	0.0	0.4	0.0	(35.7)	219.4
82.4	87.4	144.6	314.4	107.6	9.4	4.2	(65.5)	370.0
43.8	36.6	56.2	136.6	12.6	20.6	2.9	-	172.7
24.9	27.8	27.8	80.5	12.2	11.5	47.8	-	152.0
42.7	22.5	30.5	95.7	-	0.0	2.3	-	98.1
18.9	24.2	31.4	74.5	3.1	1.3	0.3	-	79.2
-	-	-	-	-	-	489.1	-	489.1
38.9	36.0	49.8	124.6	25.6	20.5	105.0	-	275.7
(20.6)	(16.7)	(28.4)	(65.7)	(72.5)	24.9	-	-	(113.4)
642.6	673.5	939.8	2,255.9	265.1	204.5	764.1	(101.2)	3,388.5
366.8	(116.6)	(485.3)	(235.2)	(42.7)	93.7	(750.0)	-	(934.2)
-	-	-	-	-	-	89.4	-	89.4
366.8	(116.6)	(485.3)	(235.2)	(42.7)	93.7	(839.4)	-	(1,023.6)

Attachment V-b - Preliminary

Attachment 3

FRA Operating Grant:

Performance Summary of FRA Defined Train Contribution / (Cost)¹

Northeast Corridor Trains		2008 September			September YTD		
		Actual	FRA Approved Budget	Variance Fav/(Unfav)	Actual	FRA Approved Budget	Variance Fav/(Unfav)
RT01	Acela	30,617,012	29,019,233	1,597,779	339,904,792	298,680,885	41,223,906
RT05	Regional	29,885,738	21,170,205	8,715,532	328,500,495	267,597,679	60,902,816
RT99	NEC Special Trains	46,347	305,597	(259,250)	448,793	3,691,599	(3,242,806)
RT91	NEC Unknown (Crew Labor)	(119,851)	(329,670)	209,819	(1,366,802)	(4,658,770)	3,291,968
Total		60,429,245	50,165,366	10,263,880	667,487,278	565,311,394	102,175,884
Total FRA Defined Train Cost (Excluding Contributing Routes)		-	-	-	-	-	-

State Supported Trains		2008 September			September YTD		
		Actual	FRA Approved Budget	Variance Fav/(Unfav)	Actual	FRA Approved Budget	Variance Fav/(Unfav)
RT03	Ethan Allen Express	\$ 49,880	\$ 62,513	\$ (12,633)	\$ 1,150,507	\$ 1,184,141	\$ (33,634)
RT04	Vermont	11,976	77,794	(65,817)	507,211	2,012,987	(1,505,776)
RT07	Maple Leaf	299,595	8,012	291,582	4,385,303	1,129,757	3,255,547
RT09	The Downeaster	27,675	292,738	(265,064)	2,402,738	3,804,287	(1,401,549)
RT12	New Haven - Springfield	47,448	(74,110)	121,558	562,315	(869,388)	1,431,704
RT14	Keystone Service	1,253,521	666,983	586,538	13,974,707	10,528,380	3,446,327
RT15	Empire Service	829,220	533,428	295,792	9,741,446	7,183,035	2,558,411
RT20	Chicago-St.Louis	1,246,587	228,897	1,017,689	12,673,095	4,089,253	8,583,842
RT21	Hiawathas	982,867	816,538	166,329	11,076,503	9,612,565	1,463,937
RT22	Wolverines	(157,347)	(90,297)	(67,050)	(2,094,616)	432,070	(2,526,686)
RT23	Illini	279,251	697,400	(418,148)	4,502,462	9,013,010	(4,510,548)
RT24	Illinois Zephyr	168,870	493,019	(324,149)	1,498,045	5,451,153	(3,953,108)
RT29	Heartland Flyer	131,324	107,718	23,606	1,469,549	1,645,319	(175,770)
RT35	Pacific Surfliner	1,116,610	1,839,544	(722,933)	21,978,869	26,683,802	(4,704,933)
RT36	Cascades	933,882	911,084	22,798	8,453,668	13,363,516	(4,909,848)
RT37	Capitol	512,372	781,871	(269,499)	4,371,903	9,939,673	(5,567,770)
RT39	San Joaquins	891,064	595,009	296,055	7,473,055	9,411,682	(1,938,628)
RT40	Adirondack	213,036	357,487	(144,451)	2,970,408	4,295,917	(1,325,508)
RT41	Blue Water	181,925	89,210	92,715	1,830,652	1,654,039	176,612
RT47	New York-Newport News	999,135	158,214	840,922	11,795,499	8,117,124	3,678,375
RT54	Hoosier State	(117,641)	(114,254)	(3,386)	(1,561,389)	(1,383,610)	(177,779)
RT56	Kansas City-St.Louis	33,233	159,655	(126,423)	141,410	2,858,479	(2,717,069)
RT57	Pennsylvanian	108,998	(139,858)	248,856	1,364,937	1,977	1,362,960
RT65	Pere Marquette	174,634	172,350	2,284	1,557,547	2,498,911	(941,364)
RT66	Carolinian	870,733	271,984	598,749	9,515,571	6,567,338	2,948,233
RT67	Piedmont	84,671	87,242	(2,571)	986,332	1,100,926	(114,594)
RT 74-81	Bus Routes	-	436,442	(436,442)	-	4,734,072	(4,734,072)
RT92	Central Unknown (Crew Labor)	(42,417)	(61,940)	19,523	(878,291)	(749,789)	(128,503)
RT93	Western Unknown (Crew Labor)	(95,852)	(45,407)	(50,445)	(843,491)	(557,974)	(285,517)
RT96	Non NEC Special Trains	294,331	216,768	77,563	2,340,746	2,205,627	135,119
Total		11,329,582	9,536,035	1,793,547	133,346,691	145,958,278	(12,611,587)
Total FRA Defined Train Cost (Excluding Contributing Routes)		(413,256)	(295,711)	(117,545)	(5,377,787)	(3,560,760)	(1,817,027)

Long Distance Trains		2008 September			September YTD		
		Actual	FRA Approved Budget	Variance Fav/(Unfav)	Actual	FRA Approved Budget	Variance Fav/(Unfav)
RT16/19/48	Silver Service	\$ (1,938,254)	\$ (3,873,076)	\$ 1,934,822	\$ (22,234,856)	\$ (28,442,807)	\$ 6,207,951
RT16	Silver Star	(1,259,555)	(1,918,627)	659,072	(14,122,549)	(15,948,523)	1,825,974
RT19	Silver Meteor	(831,751)	(1,705,040)	873,289	(9,277,884)	(12,418,659)	3,140,775
RT48	Palmetto	153,052	(249,410)	402,461	1,165,576	(75,625)	1,241,202
RT18	Cardinal	(486,563)	(616,696)	130,133	(6,473,693)	(6,811,059)	337,366
RT25	Empire Builder	(1,254,043)	(209,202)	(1,044,841)	(11,722,976)	(7,162,944)	(4,560,031)
RT26	Capitol Limited	(515,003)	(879,187)	364,183	(7,796,299)	(9,708,003)	1,911,704
RT27	California Zephyr	(2,463,546)	(1,672,921)	(790,626)	(34,139,830)	(23,930,325)	(10,209,504)
RT28	Southwest Chief	(1,379,364)	(1,343,565)	(35,799)	(18,337,072)	(13,862,038)	(4,475,033)
RT30	City of New Orleans	(875,103)	(849,359)	(25,744)	(7,851,469)	(7,745,513)	(105,956)
RT32	Texas Eagle	(1,396,110)	(1,528,311)	132,201	(14,784,307)	(14,892,359)	108,052
RT33	Sunset Limited	(1,579,612)	(1,444,781)	(134,831)	(19,343,018)	(17,781,968)	(1,561,050)
RT34	Coast Starlight	(2,049,842)	(1,539,251)	(510,591)	(18,340,908)	(18,601,023)	260,115
RT45	Lake Shore Limited	(839,232)	(760,492)	(78,740)	(11,146,389)	(10,476,163)	(670,226)
RT52	Crescent	(890,266)	(1,269,005)	378,739	(12,567,287)	(12,720,621)	153,334
RT63	Auto Train	1,338,694	(798,659)	2,137,353	10,111,696	8,025,457	2,086,239
Total		(14,328,244)	(16,784,505)	2,456,262	(174,626,406)	(164,109,366)	(10,517,041)
Total FRA Defined Train Cost (Excluding Contributing Routes)		(15,819,989)	(15,985,846)	165,857	(185,903,679)	(172,134,823)	(13,768,856)

Grand Total		\$ 57,430,584	\$ 42,916,895	\$ 14,513,688	\$ 626,207,563	\$ 547,160,306	\$ 79,047,256
Total FRA Defined Train Cost (Excluding Contributing Routes)		(16,233,245)	(16,281,557)	48,312	(191,281,466)	(175,695,583)	(15,585,883)

1. FRA Defined Train Contribution(Cost) represents train revenue less FRA allowable expenses. FRA allowable expenses include train costs, primarily train crews, food & beverage, fuel, railroad costs and commissions and certain shared costs, primarily equipment maintenance and reservations. Actual RPS results may change from previously reported amounts due to updated allocations.

National Railroad Passenger Corporation (Amtrak)

Progress Report

Submitted November 15, 2007

As required under Public Law 110-5 and Amtrak's grant agreement for fiscal year 2007, Amtrak is submitting to the Secretary of Transportation, the House and Senate Committees and the Federal Railroad Administration the following report. The report references the budget incorporated in the GRANT AGREEMENTS FOR FY 2007 OPERATING EXPENSES DTFRDV-07-G-00001, AND FOR FY 2007 CAPITAL EXPENSES DTFRDV-07-G-00002.

OPERATING

Financial Results through September 2007 are Preliminary and Pre-Audit, all \$'s in millions

Amtrak's pre-audited loss for the year to date period was (\$1,051.5), which was better than budget by \$181.0 and \$16.5 better than last year – see Attachment 1.

On an EBITDO basis (Earnings / Loss before Interest, Taxes, Depreciation and OPEBs), the loss of (\$429.3) was better than budget by \$55.7 and \$23.1 better than last year. Also note that Amtrak no longer includes Federal Operating Support as a revenue line item. The EBITDO figures given above and on Attachments 1 & 2 reflect that change.

Revenues were \$71.4 favorable to budget and \$141.9 favorable to last year. The budget variance was due to favorable passenger related revenues, \$53.3, primarily for the Acela service. Acela ridership was up 13%, or 368,000 riders and ticket revenues were up 16%, or \$56.7 due to improved on-time performance, higher customer satisfaction, higher automobile gas prices and diversion from air carriers because of poor air service quality in the northeast. Long distance trains were also favorable to budget with ridership up 5%, or 190,000 riders and ticket revenues up 2%, or \$6.4. State and other corridor trains were unfavorable to budget by (\$15.4) due to 1%, or 131,000, fewer riders because of poor on-time performance.

The favorable revenue variance to last year was also due to increased passenger related revenues, \$141.9, partially offset by reduced reimbursable and access revenues. Acela ticket revenues were 23%, or \$75.4 better than last year due to increased ridership, up 523,000, or 20%, for reasons noted above and lower sales in FY06 attributable to the reintroduction of the full Acela service at the end of FY05. Corridor trains had strong performance as well with an increase of 7% in ridership and 9% in revenues, 849,000 riders and \$26.0. The state supported portion of train revenues also increased, up \$14.6 due to increased services in Illinois, California and Pennsylvania. Long distance trains also had increased ridership and revenue. Ridership was up 2%, or 88,000 riders and ticket revenues were higher by 5%, or \$17.9.

Expenses, excluding depreciation, OPEBs and PRJ costs, were unfavorable to the budget, by (\$15.7) and unfavorable to last year, (\$118.8).

Versus budget:

- Salaries, wages and benefits were favorable by \$22.1, due to lower than budgeted headcount and lower benefit costs partially offset by accrued labor settlements.

National Railroad Passenger Corporation (Amtrak)

Progress Report

Submitted November 15, 2007

- Fuel, power and utilities were \$6.5 favorable due to lower volume and unit costs for train fuel and lower utility expenses.
- Facility, communications and office expenses were \$6.0 favorable due to lower building maintenance service costs and lower data communications fees.
- Materials were (\$18.8) unfavorable primarily due to increased cost of locomotive repair as well as increased reserves for obsolete inventory.
- All remaining expenses were (\$15.8) unfavorable, due to a smaller capital transfer credit, a lower non-cash adjustment and higher commissary costs due to increased ridership.

Versus last year:

- Salaries, wages and benefits were unfavorable by (\$73.2) due to accrued labor settlements partially offset by favorable benefits.
- Materials were unfavorable by (\$17.2) as a result of locomotive repairs and an increase in reserves for obsolete inventory.
- Train operations were unfavorable by (\$6.1) due to volume related commissary costs, higher motor coach connecting costs, higher crew layover costs and miscellaneous transportation expenses.
- Other expenses were (\$9.5) unfavorable due to increased professional fees and outsourced services costs.
- All remaining expenses were (\$12.8) unfavorable due to a volume related increase in credit card commissions, increased sales promotions and higher claims costs.

Strategic Business Line results (on an EBITDO basis – see Attachment 2 for details)

National Train System (NTS):

Northeast Corridor -	\$272.1	
State & Corridor -	(113.6)	
Long Distance -	<u>(421.0)</u>	
Subtotal NTS		(\$262.5)
Infrastructure Management		(39.0)
Ancillary Business:		
Commuter -	29.4	
Reimbursable -	7.9	
Commercial -	<u>55.9</u>	
Subtotal Ancillary Businesses		93.2
Unallocated System		<u>(220.9)</u>
EBITDO		<u>(\$429.3)</u>

National Railroad Passenger Corporation (Amtrak)

Progress Report

Submitted November 15, 2007

Cash, cash equivalents and short-term investments were \$244.3, compared to a balance of \$215.1 a year earlier. Ending cash balances were favorable due to the timing of appropriations funding and favorable operating results.

National Train System

On an EBITDO basis compared to budget, the National Train System was favorable by \$32.1. Higher revenues, primarily Acela services, were partially offset by increased materials due to increased costs of locomotive repair as well as increased reserves for obsolete inventory, increased professional fees and outsourced services costs.

FRA Route Report

The FRA defined requirement for supporting trains was favorable by \$46.4 as compared to the budget (see Attachment 3). One route, the Wolverines, had a reportable variance for the year as it reflected a requirement for additional support due to unfavorable variances to budget of 25%. Contribution from other routes and lines of business covered the additional support required for this route, therefore no budget reset is requested at this time.

CAPITAL

Results through September 30, 2007

Through September 30, 2007, Amtrak received \$495.0 in capital funding and expended \$495.0.

DEBT SERVICE

Results through September 30, 2007

Through September 30, 2007, Amtrak received \$277.2 for authorized debt service payments and expended \$277.2.

Summary Financial Results
Month and Year-to-Date September 2007
Preliminary and Unaudited
(\$ millions)

Revenue:

Ticket Revenue - Adjusted
Food and Beverage
State Supported Train Revenue
Subtotal Passenger Related Revenue

Other Revenue
Total Operating Revenue

Expense:

Salaries
Wages & Overtime
Benefits & Employee Related
Subtotal Salaries, Wages & Benefits

Train Operations
Fuel, Power, & Utilities
Materials
Facility, Communication, & Office
Advertising and Sales
Casualty and Other Claims Total
Amort of Gain On Sale/Leaseback
Other Expenses
Unidentified Budget Savings
Adjustment for OPEB's and PRJ costs
Indirect Costs Capitalized To P&E
Total Expenses

**Earnings before Interest, Taxes,
Depreciation and OPEB's**

Adjustments to Reconcile to External Reporting

Less: Depreciation
Less: Net Interest Expense
Less: Change in OPEB's and PRJ Costs
Add: State Capital Payment Revenue
Amtrak Income (Loss)

Month		
September 2007 Actual	Variance to Prior Year Fav(Unfav)	Variance to Budget Fav(Unfav)
\$ 121.7	\$ 9.1	\$ 4.4
7.2	0.3	0.4
12.4	3.7	(1.0)
141.3	13.2	3.9
49.8	(7.1)	15.5
191.1	6.1	19.3
16.0	(0.5)	2.2
144.7	(84.6)	(77.5)
60.0	(21.9)	(30.7)
220.6	(107.0)	(106.0)
20.0	5.3	(2.3)
25.0	(1.8)	(1.8)
8.7	12.4	4.4
15.0	3.3	(2.1)
8.0	(0.5)	(1.3)
5.2	15.0	(1.5)
(1.7)	(0.1)	(0.0)
23.4	1.7	(1.4)
-	-	(3.1)
(5.4)	(1.4)	(2.3)
(10.7)	(6.4)	2.0
308.1	(79.6)	(115.3)
(117.0)	(73.5)	(95.9)

(42.3)	(72.3)	15.0
(8.2)	(2.8)	0.4
(5.4)	1.4	2.3
(33.6)	(36.3)	(36.6)
(206.4)	(183.5)	(114.8)

YTD		
September 2007 Actual	Variance to Prior Year Fav(Unfav)	Variance to Budget Fav(Unfav)
\$ 1,491.0	\$ 144.7	\$ 53.3
84.7	4.8	1.1
154.0	14.6	(8.0)
1,729.7	164.2	46.4
421.7	(22.3)	25.0
2,151.4	141.9	71.4
202.9	(22.2)	12.1
842.2	(71.9)	(32.0)
586.0	20.9	42.0
1,631.1	(73.2)	22.1
209.3	(6.1)	(5.9)
284.3	(8.6)	6.5
161.4	(17.2)	(18.8)
139.1	(2.8)	6.0
83.2	(7.8)	(1.0)
41.1	18.1	3.3
(19.0)	(1.8)	(1.7)
228.0	(9.5)	13.6
-	-	(18.6)
(71.7)	(4.7)	(15.9)
(106.0)	(5.2)	(5.3)
2,580.7	(118.8)	(15.7)
(429.3)	23.1	55.7

(456.6)	10.5	135.3
(95.8)	9.2	8.4
(71.7)	4.7	15.9
2.0	(31.0)	(34.2)
(1,051.5)	16.5	181.0

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Management Report
September 2007 - Year to Date - Preliminary and Unaudited
(\$ millions)

REVENUE:

Passenger Related:

Ticket Revenue - Adjusted

Food and Beverage

State Supported Train Revenue

Total Passenger Related Revenue

Other Transportation Revenue:

Cost Sharing & Access Fee Revenue

Propulsion Revenue

Miscellaneous Revenue

Total Other Transportation Revenue

Commuter

Reimbursable

Commercial Development

Total Operating Revenue

EXPENSE:

Salaries, Wages and Benefits:

Salaries

Wages & Overtime

Employee Benefits and Employee Related

Subtotal Salaries, Wages and Benefits

Train Operations, including Access Fees

Fuel, Propulsion Power, & Utilities

Materials

Facility, Communication, & Office

Advertising and Sales

Casualty and Other Claims Total

Amort of Gain On Sale/Leaseback

Other Expenses

Adjustment for OPEB's and PRJ costs

Indirect Costs Capitalized To P&E

Total Operating Expense

Earnings before Interest, Taxes,

Depreciation and OPEB's

NEC Operations	State Corridor Operations	Long Distance Operations	National Train System	Infrastructure Management	Ancillary Businesses	Unallocated System	Eliminations and "GAP"	Total Operations
824.7	310.9	355.4	1,491.0	-	-	-	-	1,491.0
20.6	16.5	47.6	84.7	-	-	-	-	84.7
-	154.0	-	154.0	-	-	-	-	154.0
845.3	481.4	403.0	1,729.7	-	-	-	-	1,729.7
30.5	6.5	8.7	45.7	92.4	-	-	(35.7)	102.4
-	-	-	-	104.3	-	-	(62.6)	41.7
9.4	3.8	4.8	17.9	-	-	2.3	-	20.2
39.8	10.2	13.5	63.6	196.6	-	2.3	(98.3)	164.3
-	-	-	-	-	117.4	-	-	117.4
-	-	-	-	-	75.5	-	-	75.5
-	-	-	-	-	64.6	-	-	64.6
885.2	491.6	416.5	1,793.3	196.6	257.5	2.3	(98.3)	2,151.4
40.2	31.8	42.7	114.6	19.8	9.5	59.0	-	202.9
209.2	200.7	288.1	698.0	81.7	55.7	6.7	-	842.2
119.6	137.0	180.3	436.9	66.1	35.5	47.5	-	586.0
369.0	369.4	511.0	1,249.5	167.6	100.7	113.2	-	1,631.1
50.5	84.1	110.2	244.8	0.0	0.2	-	(35.7)	209.3
76.9	62.2	99.5	238.6	100.8	5.6	1.8	(62.6)	284.3
42.7	32.5	53.7	128.8	10.9	19.3	2.4	-	161.4
23.4	24.8	25.5	73.8	11.6	10.2	43.5	-	139.1
40.1	19.5	22.7	82.4	-	0.5	0.3	-	83.2
11.9	12.5	16.6	41.1	-	-	0.0	-	41.1
-	-	-	-	-	-	(19.0)	-	(19.0)
31.5	28.7	39.9	100.0	21.0	11.9	95.2	-	228.0
(13.8)	(13.8)	(19.7)	(47.2)	(6.6)	(3.7)	(14.1)	-	(71.7)
(19.1)	(14.8)	(22.0)	(55.9)	(69.8)	19.6	-	-	(106.0)
613.1	605.2	837.5	2,055.8	235.7	164.3	223.2	(98.3)	2,580.7
272.1	(113.6)	(421.0)	(262.5)	(39.0)	93.2	(220.9)	-	(429.3)

Adj to Reconcile to External Reporting

Federal Support for Operations ¹

Depreciation

Interest Expense, net

Change in OPEB's Liability and PRJ costs

State Capital Payments

Net Profit / (Loss)

-
(456.6)
(95.9)
(71.7)
2.0
(1,051.5)

¹ \$485 budgeted in FY07.

Attachment V-b

FRA Operating Grant: Preliminary and Unaudited

Performance Summary of FRA Defined Train Contribution / (Cost)¹

Attachment 3

		2007 September			September YTD			Full Year Projection		
Northeast Corridor Trains		Actual	FRA Approved Budget	Variance Fav/(Unfav)	Actual	FRA Approved Budget	Variance Fav/(Unfav)	Current Forecast	FRA Approved Budget	Variance Fav/(Unfav)
Route Number	Train Name									
RT01/RT02	Acela/Metroliner	26,353,456	22,614,374	3,739,082	284,371,546	237,762,613	46,608,933	284,371,546	237,762,613	46,608,933
RT05	Regional	26,699,587	20,128,916	6,570,671	273,303,654	257,708,018	15,595,635	273,303,654	257,708,018	15,595,635
RT99	NEC Special Trains	83,500	(46,968)	132,468	465,250	118,252	346,999	465,250	118,252	346,999
RT91	NEC Unknown (Crew Labor)	(105,562)	(16,502)	(89,060)	(689,721)	(209,331)	(480,390)	(689,721)	(209,331)	(480,390)
Total		53,030,981	42,677,820	10,353,161	557,450,729	495,379,552	62,071,177	557,450,729	495,379,552	62,071,177
Total FRA Defined Train Cost (Excluding Contributing Routes)		-	-	-	-	-	-	-	-	-

State Supported Trains		Actual	FRA Approved Budget	Variance Fav/(Unfav)	Actual	FRA Approved Budget	Variance Fav/(Unfav)	Current Forecast	FRA Approved Budget	Variance Fav/(Unfav)
Route Number	Train Name									
RT03	Ethan Allen Express	\$ 23,228	\$ 49,109	\$ (25,881)	\$ 727,724	\$ 831,551	\$ (103,827)	\$ 727,724	\$ 831,551	\$ (103,827)
RT04	Vermont	166,345	156,207	10,138	1,901,177	2,605,004	(703,827)	1,901,177	2,605,004	(703,827)
RT07	Maple Leaf	160,230	59,282	100,948	2,369,224	(701,299)	2,369,224	2,369,224	(701,299)	2,369,224
RT09	The Downeaster	338,814	193,715	145,099	2,671,489	2,810,395	(138,906)	2,671,489	2,810,395	(138,906)
RT12	New Haven - Springfield	5,440	(621,304)	626,744	(70,484)	(4,434,939)	4,364,456	(70,484)	(4,434,939)	4,364,456
RT14	Keystone Service	1,529,781	1,244,877	284,904	11,110,247	14,160,791	(3,050,544)	11,110,247	14,160,791	(3,050,544)
RT15	Empire Service	272,554	659,495	(386,941)	8,179,969	7,487,009	692,961	8,179,969	7,487,009	692,961
RT20	Chicago-St.Louis	2,710,052	641,038	2,069,014	9,814,797	8,990,884	823,913	9,814,797	8,990,884	823,913
RT21	Hiawathas	1,707,850	947,445	760,405	10,824,186	11,760,964	(936,778)	10,824,186	11,760,964	(936,778)
RT22	Wolverines	(86,822)	(54,788)	(12,035)	(626,639)	265,997	(892,636)	265,997	(892,636)	265,997
RT23	Illini	1,739,397	873,103	866,294	7,008,393	10,276,989	(3,268,596)	7,008,393	10,276,989	(3,268,596)
RT24	Illinois Zephyr	1,811,118	601,988	1,209,130	5,048,743	7,825,973	(2,777,230)	5,048,743	7,825,973	(2,777,230)
RT29	Heartland Flyer	187,209	57,177	130,031	1,766,868	1,081,285	685,583	1,766,868	1,081,285	685,583
RT35	Pacific Surfliner	160,508	1,709,874	(1,549,366)	17,091,115	20,874,426	(3,783,311)	17,091,115	20,874,426	(3,783,311)
RT36	Cascades	(2,758,659)	581,060	(3,337,719)	5,721,529	10,365,141	(4,643,612)	5,721,529	10,365,141	(4,643,612)
RT37	Capitolis	652,418	777,477	(125,059)	5,884,346	8,502,230	(2,617,884)	5,884,346	8,502,230	(2,617,884)
RT39	San Joaquins	(729,886)	586,412	(1,316,298)	4,449,802	10,021,820	(5,572,018)	4,449,802	10,021,820	(5,572,018)
RT40	Adirondack	(3,601)	355,377	(358,978)	2,797,844	3,981,388	(1,183,544)	2,797,844	3,981,388	(1,183,544)
RT41	Blue Water	202,835	128,081	76,754	1,573,426	2,135,823	(562,397)	1,573,426	2,135,823	(562,397)
RT47	New York-Newport News	887,837	398,079	489,758	10,365,104	7,229,803	3,135,302	10,365,104	7,229,803	3,135,302
RT54	Hoosier State	(72,034)	(119,150)	47,116	(1,261,904)	(1,331,045)	69,141	(1,261,904)	(1,331,045)	69,141
RT56	Kansas City-St.Louis	21,040	178,564	(157,524)	641,255	2,109,380	(1,468,125)	641,255	2,109,380	(1,468,125)
RT57	Pennsylvanian	48,176	87,673	(39,497)	472,916	2,071,596	(1,598,680)	472,916	2,071,596	(1,598,680)
RT65	Pere Marquette	240,366	236,628	3,737	2,853,828	3,201,813	(347,986)	2,853,828	3,201,813	(347,986)
RT66	Carolinian	551,124	345,986	205,138	7,651,876	7,199,910	451,965	7,651,876	7,199,910	451,965
RT67	Piedmont	76,715	149,442	(72,727)	1,104,273	1,864,692	(760,419)	1,104,273	1,864,692	(760,419)
RT 74-81	Bus Routes	-	324,108	(324,108)	-	2,731,784	(2,731,784)	-	2,731,784	(2,731,784)
RT92	Central Unknown (Crew Labor)	(100,853)	(47,409)	(53,444)	(933,557)	(588,174)	(345,382)	(933,557)	(588,174)	(345,382)
RT93	Western Unknown (Crew Labor)	(62,334)	(3,850)	(58,484)	(530,111)	(46,698)	(483,413)	(530,111)	(46,698)	(483,413)
RT96	Non NEC Special Trains	127,964	430,680	(302,716)	2,124,811	3,148,869	(1,024,057)	2,124,811	3,148,869	(1,024,057)
Total		9,828,831	10,928,177	(1,099,346)	120,732,249	150,205,183	(29,472,934)	120,732,249	150,205,183	(29,472,934)
Total FRA Defined Train Cost (Excluding Contributing Routes)		(296,603)	(791,712)	495,110	(3,422,694)	(6,400,857)	2,978,163	(3,422,694)	(6,400,857)	2,978,163

Long Distance Trains		Actual	FRA Approved Budget	Variance Fav/(Unfav)	Actual	FRA Approved Budget	Variance Fav/(Unfav)	Current Forecast	FRA Approved Budget	Variance Fav/(Unfav)
Route Number	Train Name									
RT16A	Silver Service	\$ (2,056,783)	\$ (3,762,401)	\$ 1,695,618	\$ (21,249,841)	\$ (28,817,472)	\$ 7,567,632	\$ (21,249,841)	\$ (28,817,472)	\$ 7,567,632
RT16	Silver Star	(1,197,713)	(2,224,492)	1,026,779	(12,603,065)	(16,673,569)	4,070,504	(12,603,065)	(16,673,569)	4,070,504
RT19	Silver Meteor	(770,751)	(1,399,680)	628,909	(7,894,817)	(10,826,825)	2,931,808	(7,894,817)	(10,826,825)	2,931,808
RT48	Palmetto	(88,318)	(128,248)	39,930	(751,759)	(1,317,278)	565,519	(751,759)	(1,317,278)	565,519
RT18	Cardinal	(479,873)	(559,823)	79,950	(5,906,666)	(5,907,913)	1,247	(5,906,666)	(5,907,913)	1,247
RT25	Empire Builder	(117,926)	(866,772)	548,846	(8,335,231)	(12,304,878)	3,969,646	(8,335,231)	(12,304,878)	3,969,646
RT26	Capitol Limited	(263,036)	(535,667)	272,631	(6,018,882)	(6,196,802)	177,920	(6,018,882)	(6,196,802)	177,920
RT27	California Zephyr	(2,037,096)	(2,408,657)	371,560	(25,717,623)	(27,909,864)	2,192,240	(25,717,623)	(27,909,864)	2,192,240
RT28	Southwest Chief	(1,027,334)	(2,438,983)	1,411,649	(17,193,098)	(28,138,318)	10,945,220	(17,193,098)	(28,138,318)	10,945,220
RT30	City of New Orleans	(628,693)	(888,585)	259,893	(6,827,959)	(9,636,512)	2,808,553	(6,827,959)	(9,636,512)	2,808,553
RT32	Texas Eagle	(1,187,505)	(1,777,214)	589,709	(12,269,205)	(18,235,886)	5,966,681	(12,269,205)	(18,235,886)	5,966,681
RT33	Sunset Limited	(1,554,605)	(1,771,946)	217,341	(18,176,538)	(20,515,038)	2,338,500	(18,176,538)	(20,515,038)	2,338,500
RT34	Coast Starlight	(1,135,979)	(1,990,784)	854,784	(17,781,336)	(23,325,742)	5,544,406	(17,781,336)	(23,325,742)	5,544,406
RT45	Lake Shore Limited	(527,491)	(559,831)	32,341	(9,473,570)	(8,654,323)	(819,248)	(9,473,570)	(8,654,323)	(819,248)
RT52	Crescent	(848,710)	(1,446,013)	597,303	(11,675,224)	(14,446,058)	2,770,834	(11,675,224)	(14,446,058)	2,770,834
RT63	Auto Train	(374,816)	(918,405)	543,590	8,718,137	3,952,126	4,766,011	8,718,137	3,952,126	4,766,011
Total		(12,239,848)	(19,715,062)	7,475,214	(151,906,835)	(200,136,679)	48,229,843	(151,906,835)	(200,136,679)	48,229,843
Total FRA Defined Train Cost (Excluding Contributing Routes)		(11,865,032)	(18,796,856)	6,931,824	(160,624,972)	(204,088,805)	43,463,833	(160,624,972)	(204,088,805)	43,463,833

Grand Total		\$ 50,619,964	\$ 33,888,936	\$ 16,731,028	\$ 526,276,142	\$ 445,448,056	\$ 80,828,086	\$ 526,276,142	\$ 445,448,056	\$ 80,828,086
Total FRA Defined Train Cost (Excluding Contributing Routes)		(12,161,634)	(19,588,369)	7,426,734	(164,047,666)	(210,489,662)	46,441,995	(164,047,666)	(210,489,662)	46,441,995

1. FRA Defined Train Contribution(Cost) represents train revenue less FRA allowable expenses. FRA allowable expenses include train costs, primarily train crews, food & beverage, fuel, railroad costs and commissions and certain shared costs, primarily equipment maintenance and reservations. Actual RPS results may change from previously reported amounts due to updated allocations.

National Railroad Passenger Corporation (Amtrak)

Progress Report

Submitted November 15, 2006

As required under Public Law 109-115 and Amtrak's grant agreements for fiscal year 2006, Amtrak is submitting to the Secretary of Transportation, the House and Senate Committees and the Federal Railroad Administration the following report. The report references the budget incorporated in the GRANT AGREEMENT FOR FY 2006 OPERATING EXPENSES DTFRDV-06-G-00004, AND FOR FY 2006 CAPITAL EXPENSES DTFRDV-06-G-00005.

OPERATING

Unaudited Financial Results through September 30, 2006 - all \$'s in millions

Amtrak's loss for the year was (\$1,126.9), which was better than budget by \$101.8 and \$65.5 better than last year – see Attachment 1. On an EBITDO basis (Earnings before Interest, Taxes, Depreciation and OPEBs), earnings were better than our \$490 adjusted budget by \$51.8 but were (\$67.8) worse than last year, reflecting lower Federal Operating Support compared to FY05. Excluding Federal Operating Support, EBITDO results were \$56.8 favorable to plan and \$17.1 favorable to last year.

Revenues, other than Federal Operating Support, were \$105.7 favorable to budget and \$159.3 favorable to last year. The budget variance was due to both favorable non-ticket revenues and passenger related revenues. Non-ticket revenues were higher by \$68.9, including revenues from ancillary businesses, cost sharing revenues from transit agencies and miscellaneous one-time revenues including an Acela trainset settlement for last year's brake problem. Passenger related revenues were favorable to budget, \$36.8. Corridor trains (primarily Regional and to a lesser extent, Pacific Surfliner and San Joaquins) had strong performance. Acela/Metroliner trains were significantly unfavorable to budget due to fewer frequencies and higher fares but ridership, which was down early in the year, finished 2% over budget due to improved reliability and prudent yield management strategies. Long distance trains were unfavorable to budget, primarily due to the Sunset Limited truncated service.

The favorable variance to last year was entirely due to passenger related revenues, \$129.7. Again, corridor trains (Regional, Pacific Surfliner, San Joaquin and Carolinian) had strong performance. Acela/Metroliner trains were significantly favorable to last year due to the shut down of Acela service in April 2005. Regional and Metroliner trains were added in that period to maintain the Acela schedule. Acela service was fully restored by September 2005. All long distance trains, except the Sunset Limited showed strong revenue growth. Non-ticket revenues were higher by \$29.6, due to miscellaneous one-time revenues.

Expenses, excluding depreciation, OPEBs and PRJ costs, were unfavorable to both the budget, (\$48.9) and last year, (\$142.2).

Versus Budget:

- Salaries, wages and benefits continue to have the largest favorable variance, \$78.6, due to lower than planned headcount and associated benefit costs.

National Railroad Passenger Corporation (Amtrak)

Progress Report

Submitted November 15, 2006

- Fuel and power were (\$21.9) unfavorable due to higher utilities, train fuel and purchased power costs.
- Materials were (\$14.2) unfavorable due to higher contract maintenance costs associated with an Acela trainset settlement.
- All other expenses were (\$91.4) unfavorable. Unidentified budget savings of \$101.3 were necessary to balance the budget with the final Federal support of operations amount; those savings were partially realized in other account categories such as wages and benefits. Favorable variances were also realized in professional fees, reimbursable road maintenance services and claims costs.

Versus last year:

- Salaries, wages and benefits were unfavorable by (\$47.5) due to increased post retirement benefit, health insurance and FELA costs, partially offset by lower wages due to fewer employees.
- Fuel, power and utilities were unfavorable by (\$47.3) due to significantly higher train fuel and purchased power costs and increased utility rates. Fuel conservation policies have reduced gallons consumed by approximately 5%.
- Materials were unfavorable by (\$14.9) as a result of higher contract maintenance costs associated with an Acela trainset settlement.
- All other expenses were (\$32.5) unfavorable due to higher claims costs, professional fees, purchased insurance and miscellaneous facility, data communications and software maintenance costs.

Preliminary Strategic Business Line results (on an EBITDO basis compared to budget – see Attachment 2 for details) As stated, the \$490 adjusted Budget required \$101.3 of gap closing initiatives; as shown, the business lines have provided \$153.1.

National Train System (NTS):

Northeast Corridor -	\$47.5	
State & Other -	20.9	
Long Distance -	<u>41.8</u>	
Subtotal NTS		\$110.2
Infrastructure Management		18.9
Ancillary Business:		
Commuter -	5.9	
Reimbursable -	7.7	
Commercial -	<u>8.1</u>	
Subtotal Ancillary Businesses		21.7
Unallocated System		<u>2.3</u>
Subtotal		153.1
Unidentified Gap Closing budget initiatives		<u>(101.3)</u>
EBITDO		<u>\$51.8</u>

National Railroad Passenger Corporation (Amtrak)

Progress Report

Submitted November 15, 2006

The available operating cash balance was \$215.1, compared to a balance of \$138.4 a year earlier. Cash balances were higher due to lower capital spending and favorable operating variances.

National Train System

On an EBITDO basis compared to budget the National Train System was favorable by \$110.2. Northeast Corridor operations were \$47.5 favorable to budget while State Corridors contributed \$20.9 and Long Distance routes contributed \$41.8. Higher revenues and lower wage and salary expenses across all three business lines were the primary drivers for the favorable variance to budget.

FRA Route Report

The FRA defined requirement for supporting trains was favorable by \$38.4 for the year as compared to the budget (see Attachment 3). The Coast Starlight, Lake Shore Limited and the Hoosier State had reportable variances for the year as they reflected a requirement for additional support due to unfavorable variances to budget of either 25% or \$1 million. Contribution from other routes and lines of business are expected to cover the additional support required for these routes, therefore no budget reset is requested at this time.

CAPITAL

Results through September 30, 2006

Through September 30, 2006, Amtrak has received \$495.0 for authorized capital expenditures through the fourth quarter and expended \$487.0.

DEBT SERVICE

Results through September 30, 2006

Through September 30, 2006, Amtrak has received \$277.2 for authorized debt service payments through the fourth quarter and expended \$286.8.

National Railroad Passenger Corporation (Amtrak)

Progress Report

Submitted November 14, 2005

As required under Public Laws 108-199 and 108-447, and Amtrak's grant agreements for fiscal years 2004 and 2005, Amtrak is submitting to the Secretary of Transportation, the House and Senate Committees and the Federal Railroad Administration the following report.

OPERATING

Unaudited Financial Results through September 30, 2005

Amtrak's adjusted loss (before depreciation and OPEBs) for the twelve months was (\$606.2M) which was better than budget by \$106.9M (Attachment V-a).

Core revenue per train mile was \$43.96 – unfavorable to budget by (\$0.54) or 1%

Core expense per train mile was \$76.91 – favorable to budget by \$2.45 or 3%

Core revenue shortfalls accounted for (\$41.8M) of the unfavorable variance to budget.

The principal reason for the revenue shortfall against budget was the Acela service cancellation in April, which exacerbated the already soft demand due to increased competition from low airfares and poor on-time performance. On April 15th, as a result of cracks discovered in the brake systems of the Acela trainsets, the Acela routes were cancelled. Limited Acela service was reintroduced in early July and full, 14 trainset service resumed at the end of September. The Acela shortfall of (\$126.3M) was partially mitigated by increased revenues on the Metroliner and Regional services, \$43.2M and \$32.3M respectively, as equipment was redeployed to support Acela ridership.

Long-distance revenues were also below budget (\$19.6M) with ridership and ticket revenues down 6%. In addition to on-time performance issues and airline competition, January and February results were negatively impacted by weather related service interruptions. However, long-distance revenues and ridership are improving. Since the end of April, they have both been favorable compared to the same period last year. In late August, hurricane Katrina directly impacted three routes – the Crescent, Sunset Limited and the City of New Orleans. For the month of September, the Crescent experienced a 21% decline in ridership, the City of New Orleans a 22% decline and the Sunset Limited a 63% decline.

Other short-distance corridor trains were favorable to budget. The Keystone, Capitols and Pacific Surfliner in particular had strong ridership growth even though the Pacific Surfliner was negatively impacted in January and February by weather related service interruptions. But since these services are at low fares, they reduce average ticket prices.

Other revenue shortfalls were more than offset by several one-time gains: an environmental insurance settlement, \$7.0M; a payment from Union Station Redevelopment Corporation, \$5.0M; New Jersey Transit purchased power settlement, \$3.3M and better retail fees.

National Railroad Passenger Corporation (Amtrak)

Progress Report

Submitted November 14, 2005

Core expenses (excluding depreciation and OPEBs) were favorable to budget by \$128.7M.

Salaries, wages and benefits were substantially favorable to budget, \$120.3M. Total active employees at period end were 19,177 versus an approved headcount of 20,933: since year-end 2004, there have been 2,115 terminations and/or furloughs and 1,247 new hires.

Fuel and power were unfavorable to budget (\$30.5M) reflecting higher energy costs.

Other Businesses were favorable to budget by \$29.1M reflecting improved margins and a favorable one-time contract dispute settlement.

Inventory (net of reserves) was \$162.6M at month-end, up \$35.2M or 28% from the same period last year reflecting the increase in inventories to support capital projects and maintenance of equipment. Inventory turns for September were 1.55 vs. 1.68 last September.

Invested Cash was \$121.4M, compared to a balance of \$237.2M a year earlier.

Routes

The FRA defined requirement for supporting trains was unfavorable by \$9.5M for the year as compared to the budget (Attachment V-b).

The following routes had reportable variances since through September they reflect a requirement for additional support of over \$1M, or 25%, or exceed the budgeted support for the full year: Silver Service, California Zephyr, City of New Orleans, Texas Eagle and Sunset Limited. No budget reset is requested for these routes since contributions from other lines of business and actions to be identified were able to cover the additional support required.

CAPITAL

Unaudited Results through September 30, 2005

Amtrak received \$492M for capital expenditures authorized through September 30, 2005 and has expended all \$492M.

Attachment V-a
FRA Operating Grant:
Summary Performance Report
(\$000's)

	2005 September			September YTD			2005 FY		
	Actual	Budget	Variance	Actual	Budget	Variance	Forecast	Budget	Variance
Revenues									
Ticket Revenue	\$ 102,755	\$ 100,515	\$ 2,240	\$ 1,213,537	\$ 1,277,385	\$ (63,848)	\$ 1,213,537	\$ 1,277,385	\$ (63,848)
Food and Beverage	6,571	6,603	(32)	78,930	84,555	(5,625)	78,930	84,555	(5,625)
State Supported Train Revenue	11,345	12,048	(702)	140,870	141,404	(533)	140,870	141,404	(533)
Total Passenger Revenue	120,671	119,166	1,505	1,433,337	1,503,343	(70,006)	1,433,337	1,503,343	(70,006)
Mail and Express	-	(0)	-	(0)	168	(168)	(0)	168	(168)
Commuter	9,792	9,619	173	119,354	122,259	(2,905)	119,354	122,259	(2,905)
Other :									
Reimbursable	6,964	5,810	1,154	78,066	79,160	(1,094)	78,066	79,160	(1,094)
Commercial Development	4,758	4,158	601	66,199	51,134	15,065	66,199	51,134	15,065
Other Transportation	9,008	8,845	163	110,700	104,756	5,944	110,700	104,756	5,944
Freight Access Fees and Other	4,531	1,802	2,729	47,307	24,843	22,464	47,307	24,843	22,464
Total Other Revenue	25,261	20,615	4,646	302,272	259,893	42,380	302,272	259,893	42,380
Total Operating Revenue	155,724	149,400	6,325	1,854,963	1,885,663	(30,700)	1,854,963	1,885,663	(30,700)
Expenses									
Salaries	14,218	15,045	827	167,648	178,491	10,844	167,648	178,491	10,844
Wages & Overtime	62,934	80,128	17,193	788,801	867,362	78,561	788,801	867,362	78,561
Employee Benefits	30,614	46,691	16,077	498,931	544,219	45,288	498,931	544,219	45,288
Employee Related	2,350	2,222	(128)	21,712	23,597	1,885	21,712	23,597	1,885
Total Salaries, Wages & Benefits	110,116	144,086	33,970	1,477,091	1,613,669	136,578	1,477,091	1,613,669	136,578
Train Operations	17,285	17,460	174	194,836	201,725	6,890	194,836	201,725	6,890
Fuel, Power, & Utilities	21,357	15,526	(5,831)	227,470	195,628	(31,842)	227,470	195,628	(31,842)
Materials	7,093	11,651	4,558	141,345	145,989	4,644	141,345	145,989	4,644
Facility, Communication, & Office	13,313	11,118	(2,195)	131,369	133,365	1,995	131,369	133,365	1,995
Advertising and Sales	6,691	7,600	908	71,093	75,700	4,607	71,093	75,700	4,607
Casualty and Other Claims Total	(41,404)	9,547	50,951	60,250	114,566	54,316	60,250	114,566	54,316
Depreciation	52,579	46,244	(6,335)	578,731	594,928	16,197	578,731	594,928	16,197
Amort of Gain On Sale/Leaseback	1,770	(1,845)	(3,616)	(18,529)	(22,145)	(3,616)	(18,529)	(22,145)	(3,616)
Net Depreciation	54,349	44,399	(9,950)	560,202	572,783	12,581	560,202	572,783	12,581
Other Expenses	16,753	12,722	(4,031)	197,112	153,574	(43,538)	197,112	153,574	(43,538)
Indirect Costs Capitalized To P&E	(9,531)	(7,162)	2,368	(98,805)	(98,256)	550	(98,805)	(98,256)	550
Total Operating Expenses	196,023	266,945	70,922	2,961,964	3,108,744	146,780	2,961,964	3,108,744	146,780
Project Expenses Eligible for Capital Funds	882	882	-	11,744	11,744	-	11,744	11,744	-
Operating Profit/(Loss)	\$ (40,298)	\$ (117,546)	\$ 77,247	\$ (1,107,000)	\$ (1,223,081)	\$ 116,081	\$ (1,107,000)	\$ (1,223,081)	\$ 116,081
Interest Income	8,269	6,374	(1,895)	81,803	75,418	(6,385)	81,803	75,418	(6,385)
Interest Expense	(16,544)	(16,999)	455	(206,783)	(206,743)	(40)	(206,783)	(206,743)	(40)
Amtrak Profit/(Loss) from Continuing Operations	\$ (48,573)	\$ (128,171)	\$ 79,598	\$ (1,231,980)	\$ (1,354,406)	\$ 122,426	\$ (1,231,980)	\$ (1,354,406)	\$ 122,426
Discontinued Operations	-	-	-	3,078	-	(3,078)	3,078	-	(3,078)
Amtrak Net Profit/(Loss)	\$ (48,573)	\$ (128,171)	\$ 79,598	\$ (1,235,058)	\$ (1,354,406)	\$ 119,348	\$ (1,235,058)	\$ (1,354,406)	\$ 119,348
Adjustment for Depreciation and OPEB's	56,811	50,111	6,699	628,843	641,336	(12,493)	628,843	641,336	(12,493)
Amtrak Adjusted Profit/(Loss)	\$ 8,238	\$ (78,059)	\$ 86,297	\$ (606,215)	\$ (713,070)	\$ 106,855	\$ (606,215)	\$ (713,070)	\$ 106,855
Project Expenses Eligible for Capital Funds	882	882	-	11,744	11,744	-	11,744	11,744	-
Net Operating Cash Available/ (Needs)	\$ 9,120	\$ (77,177)	\$ 86,297	\$ (594,470)	\$ (701,326)	\$ 106,855	\$ (594,470)	\$ (701,326)	\$ 106,855
Planned (Increase) / Decrease in Working Capital	5,827	5,827	-	5,827	5,827	-	5,827	5,827	-
Actual (Increase) / Decrease in Working Capital	(86,307)	-	(86,307)	(106,353)	-	(106,353)	(106,353)	-	(106,353)
Cash Basis Interest Adjustment	(594)	(603)	10	(13,788)	(13,285)	(502)	(13,788)	(13,285)	(502)
Net Federal Operating Cash Requirement *	\$ (71,954)	\$ (71,954)	\$ -	\$ (708,784)	\$ (708,784)	\$ -	\$ (708,784)	\$ (708,784)	\$ (0)
FRA Defined Train Cost on NEC Trains	-	-	-	-	-	-	-	-	-
FRA Defined Train Cost on State Supported Trains	-	-	-	-	-	-	-	-	-
FRA Defined Train Cost on Other Short Dist.Trains	(189)	(680)	491	(5,478)	(12,617)	7,139	(5,478)	(12,617)	7,139
FRA Defined Train Cost on Long-Distance Trains	(17,741)	(19,785)	2,045	(207,761)	(191,077)	(16,684)	(207,761)	(191,077)	(16,684)
General Operating Funding	(54,024)	(51,488)	(2,536)	(495,545)	(505,090)	9,545	(495,545)	(505,090)	9,545
Reconciliation to Consolidated Statement of Operations									
Total Operating Revenue	\$ 155,724	\$ 149,400	\$ (6,325)	\$ 1,854,963	\$ 1,885,663	\$ 30,700	\$ 1,854,963	\$ 1,885,663	\$ 30,700
Federal & State Capital Payments	4,414	2,100	(2,313)	28,692	25,201	(3,491)	28,692	25,201	(3,491)
Total revenue	160,138	151,500	(8,638)	1,883,655	1,910,864	27,209	1,883,655	1,910,864	27,209
Expenses	196,023	266,945	70,922	2,961,964	3,108,744	146,780	2,961,964	3,108,744	146,780
Operating Profit/(loss)	(35,885)	(115,445)	(79,561)	(1,078,308)	(1,197,880)	(119,571)	(1,078,308)	(1,197,880)	(119,571)
Interest expense, net	8,275	10,625	2,351	124,980	131,326	6,345	124,980	131,326	6,345
Amtrak Profit/(Loss) from Continuing Operations	\$ (44,160)	\$ (126,071)	\$ (81,911)	\$ (1,203,288)	\$ (1,329,205)	\$ (125,917)	\$ (1,203,288)	\$ (1,329,205)	\$ (125,917)
Discontinued Operations	-	-	-	3,078	-	(3,078)	3,078	-	(3,078)
Amtrak Net Profit/(Loss)	\$ (44,160)	\$ (126,071)	\$ (81,911)	\$ (1,206,366)	\$ (1,329,205)	\$ (122,839)	\$ (1,206,366)	\$ (1,329,205)	\$ (122,839)
Total Cash Expenses (Operating and Interest less Adj for Depr./OPEB's)	\$ 155,756	\$ 233,833	\$ 78,077	\$ 2,542,981	\$ 2,674,151	\$ 131,170	\$ 2,542,981	\$ 2,674,151	\$ 131,170
Funded by Revenue (Operating Revenue plus Interest Income)	163,994	155,774	(8,220)	1,936,766	1,961,081	24,314	1,936,766	1,961,081	24,314
Funded by Planned (Increase) / Decrease of Working Capital	5,827	5,827	-	5,827	5,827	-	5,827	5,827	-
Funded by Actual (Increase) / Decrease of Working Capital	(86,307)	-	(86,307)	(106,353)	-	(106,353)	(106,353)	-	(106,353)
Funded by Capital Grant (Project Operating Expenses)	882	882	-	11,744	11,744	-	11,744	11,744	-
Cash Basis Interest Adjustment	(594)	(603)	(10)	(13,788)	(13,285)	502	(13,788)	(13,285)	502
Funded by Operating Grant	\$ 71,954	\$ 71,954	\$ -	\$ 708,784	\$ 708,784	\$ -	\$ 708,784	\$ 708,784	\$ (0)

* FY05 Board Approved Budget
Values may not equal published financials due to rounding.

Attachment V-b

FRA Operating Grant:

Performance Summary of FRA Defined Train Contribution / (Cost)¹

		2005 September			September YTD			Full Year Projection		
Route Number	Train Name	Actual	FRA Approved Budget	Variance Fav/(Unfav)	Actual	FRA Approved Budget	Variance Fav/(Unfav)	Current Forecast	FRA Approved Budget	Variance Fav/(Unfav)
RT01	Acela Express	\$ 15,905,295	\$ 20,980,522	\$ (5,085,227)	\$ 143,321,520	\$ 244,897,046	\$ (101,575,526)	\$ 143,321,520	\$ 244,897,046	\$ (101,575,526)
RT02	Metroliner	1,391,570	1,330,492	61,078	50,388,996	20,250,403	30,138,592	50,388,996	20,250,403	30,138,592
RT05A	Regional/Federal	20,194,527	12,110,641	8,083,886	208,902,122	167,561,103	41,341,019	208,902,122	167,561,103	41,341,019
RT13	Clocker Service	594,785	851,515	(256,729)	8,669,229	10,376,378	(1,707,149)	8,669,229	10,376,378	(1,707,149)
Total		38,086,178	35,283,170	2,803,008	411,281,866	443,084,931	(31,803,065)	411,281,866	443,084,931	(31,803,065)
Total FRA Defined Train Cost (Excluding Contributing Routes)		-	-	-	-	-	-	-	-	-

State Supported Trains		2005 September			September YTD			Full Year Projection		
Route Number	Train Name	Actual	FRA Approved Budget	Variance Fav/(Unfav)	Actual	FRA Approved Budget	Variance Fav/(Unfav)	Current Forecast	FRA Approved Budget	Variance Fav/(Unfav)
RT03	Ethan Allen Express	\$ 35,842	\$ (39,746)	\$ 75,588	\$ 690,359	\$ 43,503	\$ 646,856	\$ 690,359	\$ 43,503	\$ 646,856
RT04	Vermont	687,741	341,327	346,414	7,591,507	5,990,455	1,601,052	7,591,507	5,990,455	1,601,052
RT09	The Downeaster	244,139	104,591	139,548	2,463,869	2,004,982	458,887	2,463,869	2,004,982	458,887
RT14	Keystone Service	1,078,678	417,143	661,535	10,650,618	6,403,824	4,246,795	10,650,618	6,403,824	4,246,795
RT20	Chicago-St.Louis	108,745	68,845	39,900	981,306	1,179,993	(198,686)	981,306	1,179,993	(198,686)
RT21	Hiawathas	618,448	228,367	390,082	7,078,247	2,977,539	4,100,708	7,078,247	2,977,539	4,100,708
RT23	Illini	227,134	130,047	97,087	2,689,812	1,417,234	1,272,577	2,689,812	1,417,234	1,272,577
RT24	Illinois Zephyr	246,806	91,280	155,526	2,826,716	1,360,194	1,466,522	2,826,716	1,360,194	1,466,522
RT29	Heartland Flyer	74,945	93,214	(18,269)	1,304,431	1,479,847	(175,416)	1,304,431	1,479,847	(175,416)
RT35	Pacific Surfliner	662,385	1,566,817	(904,431)	14,507,912	21,888,029	(7,380,117)	14,507,912	21,888,029	(7,380,117)
RT36	Cascades	1,001,478	884,621	116,857	8,672,949	11,519,179	(2,846,229)	8,672,949	11,519,179	(2,846,229)
RT37	Capitolis	516,424	604,958	(88,534)	8,136,317	9,031,822	(895,505)	8,136,317	9,031,822	(895,505)
RT39	San Joaquins	488,880	315,721	173,159	7,932,022	7,178,647	753,375	7,932,022	7,178,647	753,375
RT40	Adirondack	9,308	258,317	(249,009)	1,855,594	2,962,157	(1,106,563)	1,855,594	2,962,157	(1,106,563)
RT41	Blue Water	125,725	182,703	(56,978)	1,886,935	2,692,647	(705,712)	1,886,935	2,692,647	(705,712)
RT66	Kansas City-St.Louis	114,493	273,231	(158,738)	2,134,746	3,654,695	(1,519,948)	2,134,746	3,654,695	(1,519,948)
RT65	Pere Marquette	255,347	223,669	31,679	2,952,835	3,140,099	(187,264)	2,952,835	3,140,099	(187,264)
RT66	Carollian	201,475	271,942	(70,467)	3,720,330	5,331,202	(1,610,872)	3,720,330	5,331,202	(1,610,872)
RT67	Piedmont	119,001	92,862	26,139	1,089,156	1,248,893	(159,736)	1,089,156	1,248,893	(159,736)
Total		6,816,994	6,109,908	707,086	89,465,663	91,610,940	(2,145,277)	89,465,663	91,610,940	(2,145,277)
Total FRA Defined Train Cost (Excluding Contributing Routes)		-	-	-	-	-	-	-	-	-

Other Short Distance Trains		2005 September			September YTD			Full Year Projection		
Route Number	Train Name	Actual	FRA Approved Budget	Variance Fav/(Unfav)	Actual	FRA Approved Budget	Variance Fav/(Unfav)	Current Forecast	FRA Approved Budget	Variance Fav/(Unfav)
RT15A	Empire/Maple Leaf	\$ 496,535	\$ 115,230	\$ 381,305	\$ 6,875,304	\$ 4,326,971	\$ 2,548,333	\$ 6,875,304	\$ 4,326,971	\$ 2,548,333
RT22	Wolverines	(306,940)	(333,566)	26,626	(2,131,180)	(2,708,921)	575,761	(2,131,180)	(2,708,921)	575,761
RT54	Hoosier State	(113,001)	(95,452)	(17,549)	(1,134,935)	(1,008,474)	(126,461)	(1,134,935)	(1,008,474)	(126,461)
RT57A	Three Rivers/ Pennsylvanian	275,903	5,772	270,130	(1,020,215)	(5,815,089)	4,794,875	(1,020,215)	(5,815,089)	4,794,875
RT91A	Unallocated Labor	(44,848)	(256,775)	211,927	(1,191,679)	(3,086,299)	1,894,620	(1,191,679)	(3,086,299)	1,894,620
RT 74-81	Bus Routes	-	2,762,325	(2,762,325)	-	6,491,870	(6,491,870)	-	6,491,870	(6,491,870)
RT99A	Special Trains	577,119	622,331	(45,213)	3,252,393	3,099,748	152,645	3,252,393	3,099,748	152,645
Total		884,768	2,819,863	(1,935,095)	4,649,707	1,301,805	3,347,902	4,649,707	1,301,805	3,347,902
Total FRA Defined Train Cost (Excluding Contributing Routes)		(188,886)	(680,023)	491,137	(5,477,989)	(12,616,783)	7,138,794	(5,477,989)	(12,616,783)	7,138,794

Long Distance Trains		2005 September			September YTD			Full Year Projection		
Route Number	Train Name	Actual	FRA Approved Budget	Variance Fav/(Unfav)	Actual	FRA Approved Budget	Variance Fav/(Unfav)	Current Forecast	FRA Approved Budget	Variance Fav/(Unfav)
RT16A	Silver Service	\$ (3,987,880)	\$ (3,741,812)	\$ (246,068)	\$ (36,522,505)	\$ (23,433,311)	\$ (13,089,194)	\$ (36,522,505)	\$ (23,433,311)	\$ (13,089,194)
RT18	Cardinal	(575,336)	(560,866)	(14,470)	(6,549,095)	(5,916,547)	(632,549)	(6,549,095)	(5,916,547)	(632,549)
RT25	Empire Builder	(474,104)	(1,613,228)	1,139,125	(15,595,977)	(17,534,356)	1,938,379	(15,595,977)	(17,534,356)	1,938,379
RT26	Capitol Limited	(657,689)	(777,230)	119,541	(8,310,949)	(8,351,556)	40,606	(8,310,949)	(8,351,556)	40,606
RT27	California Zephyr	(2,234,324)	(1,929,788)	(304,536)	(28,325,607)	(21,533,912)	(4,791,695)	(28,325,607)	(21,533,912)	(4,791,695)
RT28	Southwest Chief	(2,207,548)	(2,846,591)	639,043	(27,066,796)	(29,909,656)	2,842,860	(27,066,796)	(29,909,656)	2,842,860
RT30	City of New Orleans	(1,035,632)	(939,509)	(96,123)	(9,919,688)	(8,341,895)	(1,577,792)	(9,919,688)	(8,341,895)	(1,577,792)
RT32	Texas Eagle	(1,674,206)	(1,390,634)	(283,571)	(15,915,138)	(12,630,685)	(3,284,452)	(15,915,138)	(12,630,685)	(3,284,452)
RT33	Sunset Limited	(1,452,876)	(1,833,924)	381,048	(20,139,190)	(16,329,608)	(3,809,582)	(20,139,190)	(16,329,608)	(3,809,582)
RT34	Coast Starlight	(1,605,524)	(1,748,050)	142,525	(17,348,656)	(18,810,655)	1,462,000	(17,348,656)	(18,810,655)	1,462,000
RT45	Lake Shore Limited	(750,189)	(980,778)	230,589	(10,427,914)	(11,570,156)	1,142,242	(10,427,914)	(11,570,156)	1,142,242
RT52	Crescent	(1,085,552)	(1,623,027)	537,475	(13,639,744)	(16,715,107)	3,075,363	(13,639,744)	(16,715,107)	3,075,363
RT63	Auto Train	(608,451)	(1,076,561)	468,109	3,989,239	4,936,566	(947,327)	3,989,239	4,936,566	(947,327)
Total		(18,349,311)	(20,861,978)	2,512,668	(203,772,020)	(186,140,878)	(17,631,142)	(203,772,020)	(186,140,878)	(17,631,142)
Total FRA Defined Train Cost (Excluding Contributing Routes)		(17,740,860)	(19,785,418)	2,044,558	(207,761,259)	(191,077,444)	(16,683,815)	(207,761,259)	(191,077,444)	(16,683,815)

Grand Total		\$ 27,438,630	\$ 23,350,963	\$ 4,087,668	\$ 301,625,217	\$ 349,856,798	\$ (48,231,581)	\$ 301,625,217	\$ 349,856,798	\$ (48,231,581)
Total FRA Defined Train Cost (Excluding Contributing Routes)		(17,929,746)	(20,465,441)	2,535,695	(213,239,248)	(203,694,227)	(9,545,021)	(213,239,248)	(203,694,227)	(9,545,021)

1. FRA Defined Train Contribution(Cost) represents train revenue less FRA allowable expenses. FRA allowable expenses include train costs, primarily train crews, food & beverage, fuel, railroad costs and commissions and certain shared costs, primarily equipment maintenance and reservations. Actual RPS results may change from previously reported amounts due to updated allocations.