

Monthly
Performance Report

for

September 2008

Results are Preliminary and Unaudited



December 8, 2008

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A

FINANCIAL RESULTS

Unaudited Operating Results for the Month of

September 2008

(\$ millions)

	September FY08	Fav/(Unfav) to Budget	Comments
Revenues:			
Adjusted Ticket Revenue	\$137.9	\$8.9	Northeast Regional up \$3.3, Other Corridors and Long Distance both up. Volume related based on increased ridership. Lower California due to cap limits partially offset by signed Illinois contract catch-up.
Food & Beverage	7.5	0.4	
State Support	12.0	(2.1)	
Total Passenger Related	157.4	7.2	Higher ancillary revenues, primarily FRA evacuation services.
Other Revenue	43.7	5.4	
Total Revenues	\$201.1	\$12.6	
Expenses:			
Salaries, Wages & Benefits	\$128.6	\$9.8	Lower health benefits due to favorable claims and lower RRTA taxes. Adjustment for commissary costs due to inventory reconciliation.
Train Operations	16.5	2.4	
Fuel, Power and Utilities	34.6	(9.7)	High diesel fuel costs and, to a lesser degree, purchased power and utilities. Increase in inventory reserves partially offset by insurance proceeds from 3rd party claims. Office rent and supplies, building maintenance and janitorial services - yearend catch-up. Timing of advertising expenses (year-end activity is on budget) and credit card commissions.
Materials	15.7	(1.6)	
Facility & Communications	15.9	(2.2)	Primarily an adjustment to reduce the remaining life of concrete ties.
Advertising and Sales	9.9	(3.1)	
Casualty and Other Claims	7.2	0.0	Higher outside legal expenses. Increased software license agreements and outsourced services. Due to an adjustment to road vehicle rental costs. Primarily due to estimated penalty costs related to prior period per diem payments. Due to year end adjustment of capital costs.
Depreciation, net	46.5	(7.3)	
Other Expenses			
Professional Fees	8.9	(2.4)	
Data Processing Services	15.0	(8.5)	
Maintenance of Way Services	3.5	0.8	
Remaining Other Expenses	15.4	(9.6)	
Indirect Cost Capitalized to P&E	(4.5)	(4.8)	
Total Expenses	\$313.2	(\$36.2)	
Net Loss from Operations	\$112.1	(\$23.6)	
Interest Expense, net	7.8	0.1	
Net Loss	\$119.9	(\$23.5)	

Unaudited Operating Results for the Year Ending

September FY08

(\$ millions)

	Year-End FY08	Fav/(Unfav) to Budget	Comments	
Revenues:				
Adjusted Ticket Revenue	\$1,699.3	\$131.4	Northeast Regionals up \$49.3, Acela up \$35.2 and Corridor & LD up \$46.9. Increased ridership partially offset by Coast Starlight outage and Midwest flooding. Lower California and Washington due to cap limits.	
Food & Beverage	93.1	1.8		
State Support	164.5	(6.4)		
Total Passenger Related	1,956.9	126.8	Higher Ancillary revenues and sale of P40's partially offset by adjusted state capital amort.	
Other Revenue	497.4	35.4		
Total Revenues	\$2,454.3	\$162.2		
Expenses:				
Salaries, Wages & Benefits	\$1,645.7	\$20.9	Favorable salaries and lower health insurance costs partially offset by labor settlement. Volume related commissary costs and connecting motorcoach fees due to service disruptions. High diesel fuel costs and, to a lesser degree, purchased power and utilities. Due to Acela trainset maintenance, friction brake repairs and higher inventory reserves. Budgeted 3rd party fees for security related capital project, did not occur. Volume related credit card commissions and sales promotions. Reflects insurance settlement of past FELA claims and lower passenger claims insurance. Primarily related to revised estimates for asset life of leased equipment and concrete ties. Primarily estimate for IRS tax penalty, higher professional fees and Reimb. MofW services. Due to mix of capital transfer costs vs. budget and PEB related capital transfer credit.	
Train Operations	219.4	(2.7)		
Fuel, Power and Utilities	370.0	(72.4)		
Materials	172.7	(9.3)		
Facility & Communications	152.0	8.3		
Advertising and Sales	98.1	(5.2)		
Casualty and Other Claims	79.2	6.7		
Depreciation, net	489.1	(39.0)		
Other	275.7	(22.2)		
Indirect Cost Capitalized to P&E	(113.4)	9.7		
Total Expenses	\$3,388.5	(\$105.2)		
Net Loss from Operations	\$934.2	\$57.0		Interest income on higher cash balances and reduced expense due to lease buyout.
Interest Expense, net	89.4	5.7		
Net Loss	\$1,023.6	\$62.7		
Operating Support				
Forecast Requirement	\$381.1			
Federal Operating Support	\$475.0			
Variance - Fav / (Unfav)	\$93.9			



Unaudited Capital Spending for the Month of

September 2008

Capital Spend (\$ millions)	Month FY08	Under/(Over) Authorized
Engineering	\$58.3	(\$3.8)
Mechanical	17.7	(2.1)
All Else	22.3	(3.4)
Total	\$98.3	(\$9.3)

Comments

Timing of spend on track work, substations and freight railroad improvements.

Timing of spend on Horizon, Amfleet, Locomotive and Facility programs.

Timing of spend on Technology, Environmental, Procurement & Transportation programs.

(Departments noted above, while unfavorable this month, are favorable to authorized on a YTD basis)

Unaudited Capital Spending for the Year Ending

September 2008

Capital Spend (\$ millions)	Year to Date FY08	Under/(Over) Authorized
Engineering	\$423.1	\$43.2
Mechanical	188.8	8.0
All Else	93.3	35.4
Total	\$705.2	\$86.6

Comments

Reduced Life Safety projects (State & Local funding) partially offset by increased track work.
 Reduced spending on Superliner & Locomotive programs partially offset by Amfleet program.
 Lower spend on Technology, Marketing and Police & Security improvements.

Capital Spend (\$ millions) by Fund Source	Year to Date FY08	Under/(Over) Authorized
General Capital	\$568.5	(\$3.7)
State and Local	92.8	38.5
Other Fed & Misc	43.9	51.8
Total	\$705.2	\$86.6

Slightly over authorized amount, awaiting final reprogramming.
 Lower spending by LIRR, Maryland DOT and NJT for Life Safety and Station projects.
 Timing of Efficiency grant, MTA (East Side Access) and DHS spending.

METRICS

Summary Metrics

For the Month Ended September 30, 2008

	<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>TRAIN</u>					
Ridership (000's)	2,305	2,093	2,101	212	204
Passenger Miles (000's)	498,231	458,682	448,263	39,549	49,968
Train Miles (000's)	3,051	3,091	3,066	(40)	(15)
Seat Miles (000's)	965,627	954,865	945,521	10,762	20,106
Average Load Factor	51.6%	48.0%	47.4%	3.6%	4.2%
On-Time Performance (Endpoint)	74.7%	85.0%	73.2%	-10.3%	1.5%
Delay Minutes (000's) (a)	435	n/a	444	n/a	9
Gallons per train mile	2.4	2.4	2.2	0.0	0.2
Average cost per gallon of diesel	\$3.39	\$2.32	\$2.48	\$1.07	\$0.92
Core Productivity Measures					
Passenger Miles per total core employee	31	28	28	2	2
Seat Miles per total core employee	59	59	60	1	(0)
Equipment - % of Units out of Service (b):					
Locomotive Fleet	17.9%	n/a	18.2%	n/a	0.3%
Passenger Fleet	13.6%	n/a	17.1%	n/a	3.5%

<u>FINANCIAL</u>					
Ticket Revenue (\$000's)	\$ 142,751	\$ 131,018	\$ 124,443	\$ 11,733	\$ 18,308
Ticket Yield	\$ 0.2865	\$ 0.2856	\$ 0.2776	\$ 0.0009	\$ 0.0089
Average Ticket Price	\$ 61.92	\$ 62.59	\$ 59.23	\$ (0.67)	\$ 2.69
Operating Ratio	1.53	1.50	2.24	(0.03)	0.71
Cost Recovery Ratio	0.66	0.67	0.45	(0.01)	0.21
NTS Revenue per Train Mile	\$ 52.77	\$ 50.06	\$ 48.11	\$ 2.71	\$ 4.66
NTS Expenses per Train Mile	\$ 60.00	\$ 59.45	\$ 83.93	\$ (0.55)	\$ 23.93

<u>CUSTOMER</u>					
Customer Satisfaction Index (c)	79	80	75	(1)	4
Customer Injuries	87	n/a	135	n/a	48

<u>EMPLOYEE</u>					
Employee Reportable Injury Ratio	1.6	2.2	1.6	0.6	-
Short-Term Disability					
Management Employees	32	n/a	21	n/a	(11)
Long-Term Disability					
Management Employees	14	n/a	8	n/a	(6)
Number of Inactive Agreement employees receiving Benefits (d)					
	902	n/a	795	n/a	(107)
Hires	230	n/a	162	n/a	(68)
Terminations	99	n/a	153	n/a	54

Notes:

- (a) FY 08 goal has not been established
- (b) FY 08 goal has not been established
- (c) CSI score has a 1 month lag.
- (d) Includes on the job injuries
- (1) Variances may not foot due to rounding.

Summary Metrics

Fiscal YTD September 30, 2008

	<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>TRAIN</u>					
Ridership (000's)	28,716	26,496	25,847	2,220	2,869
Passenger Miles (000's)	6,159,687	5,806,059	5,653,581	353,628	506,106
Train Miles (000's)	37,657	37,645	37,336	12	320
Seat Miles (000's)	11,787,495	11,692,999	11,567,539	94,496	219,956
Average Load Factor	52.3%	49.7%	48.9%	2.6%	3.4%
On-Time Performance (Endpoint)	71.2%	85.0%	68.6%	-13.8%	2.6%
Delay Minutes (000's) (a)	5,610	n/a	6,081	n/a	9
Gallons per train mile	2.3	2.4	2.3	0.0	0.0
Average cost per gallon of diesel	\$3.24	\$2.29	\$2.13	\$0.95	\$1.11
Core Productivity Measures					
Passenger Miles per total core employee	32	30	29	2	3
Seat Miles per total core employee	61	60	60	0	1
Equipment - % of Units out of Service (b):					
Locomotive Fleet *	17.6%	n/a	16.7%	n/a	-0.9%
Passenger Fleet *	13.7%	n/a	15.0%	n/a	1.3%

<u>FINANCIAL</u>					
Ticket Revenue (\$000's)	\$ 1,734,150	\$ 1,597,925	\$ 1,519,130	\$ 136,225	\$ 215,021
Ticket Yield	\$ 0.2815	\$ 0.2752	\$ 0.2687	\$ 0.0063	\$ 0.0128
Average Ticket Price	\$ 60.39	\$ 60.31	\$ 58.77	\$ 0.08	\$ 1.62
Operating Ratio	1.39	1.46	1.48	0.07	0.09
Cost Recovery Ratio	0.72	0.69	0.68	0.03	0.04
NTS Revenue per Train Mile	\$ 53.66	\$ 50.08	\$ 48.03	\$ 3.59	\$ 5.63
NTS Expenses per Train Mile	\$ 59.75	\$ 58.62	\$ 56.03	\$ (1.13)	\$ (3.72)

<u>CUSTOMER</u>					
Customer Satisfaction Index (c)	80	80	78	0	2
Customer Injuries	1,650	n/a	1,809	n/a	159

<u>EMPLOYEE</u>					
Employee Reportable Injury Ratio	2.8	2.2	2.4	(0.6)	(0.4)
Short-Term Disability *					
Management Employees *	24	n/a	23	n/a	(0)
Long-Term Disability *					
Management Employees *	13	n/a	6	n/a	(7)
Number of Inactive Agreement employees receiving Benefits (d)					
	838	n/a	692	n/a	(146)
Hires	1,918	n/a	1,611	n/a	(307)
Terminations	1,252	n/a	1,946	n/a	694

Notes:

(a) FY 08 goal has not been established

(b) FY 08 goal has not been established

(c) CSI score has a 1 month lag.

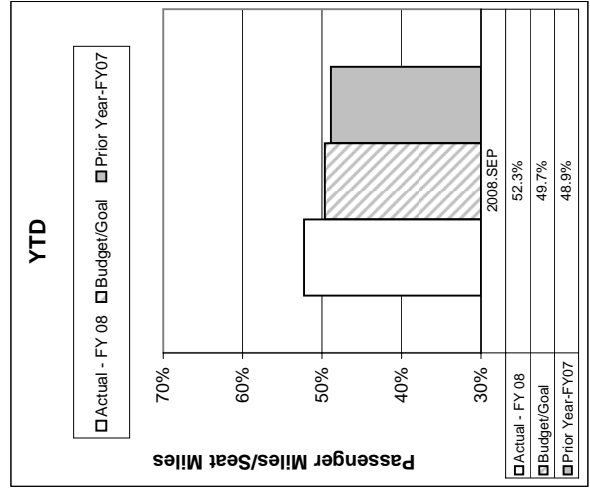
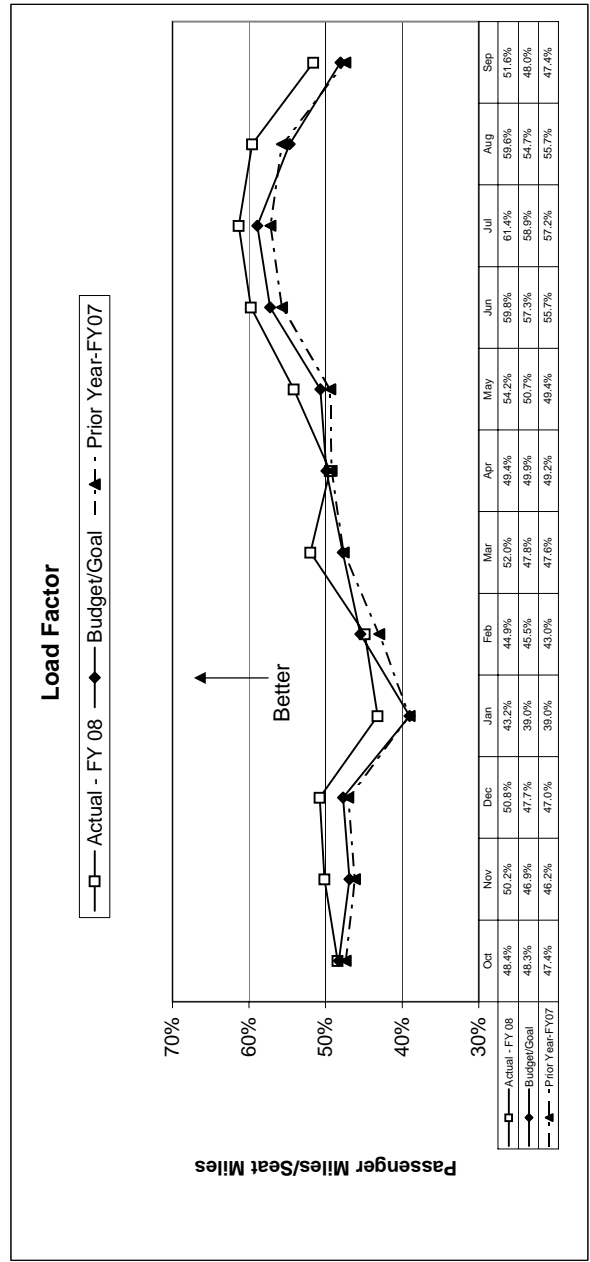
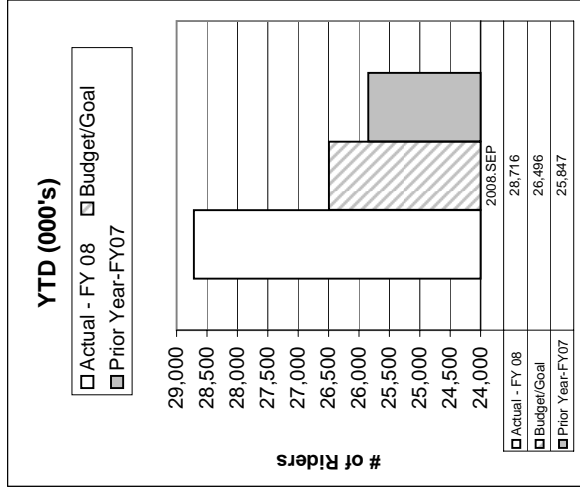
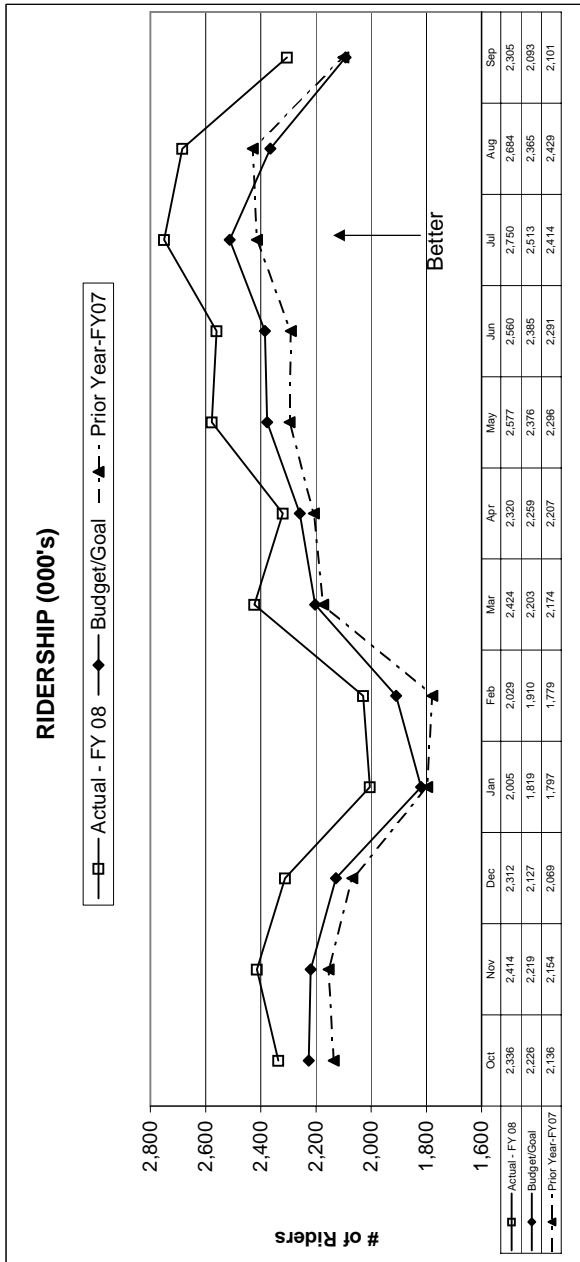
(d) Includes on the job injuries

(1) Variances may not foot due to rounding.

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

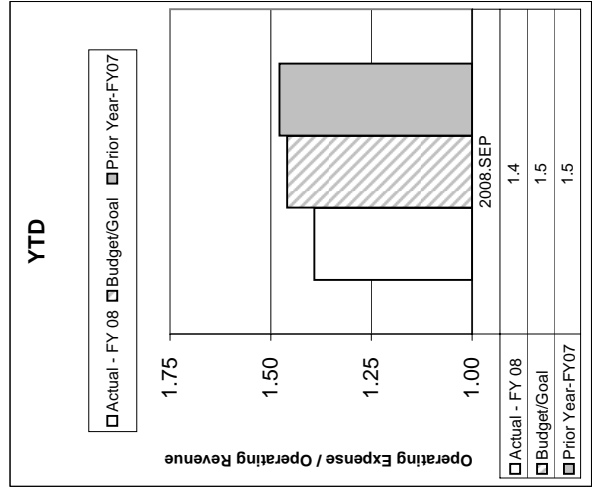
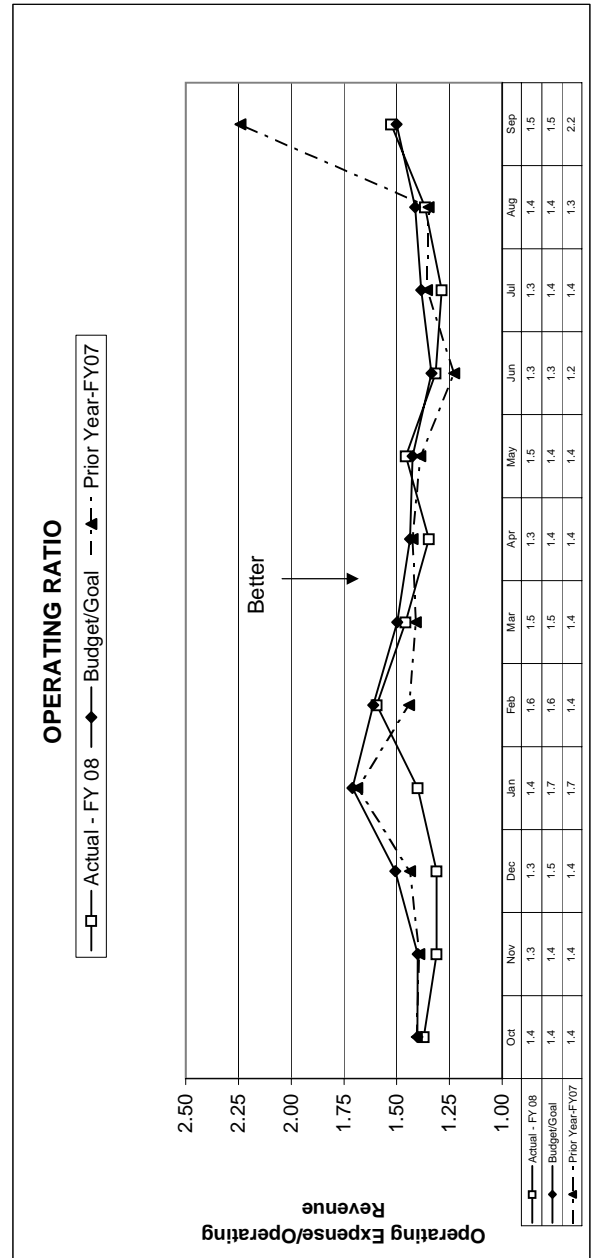
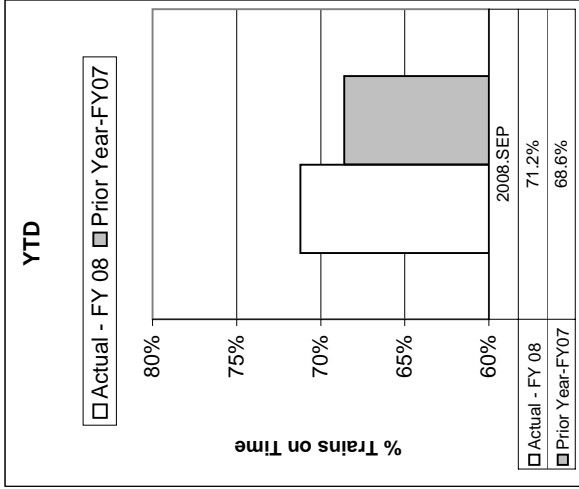
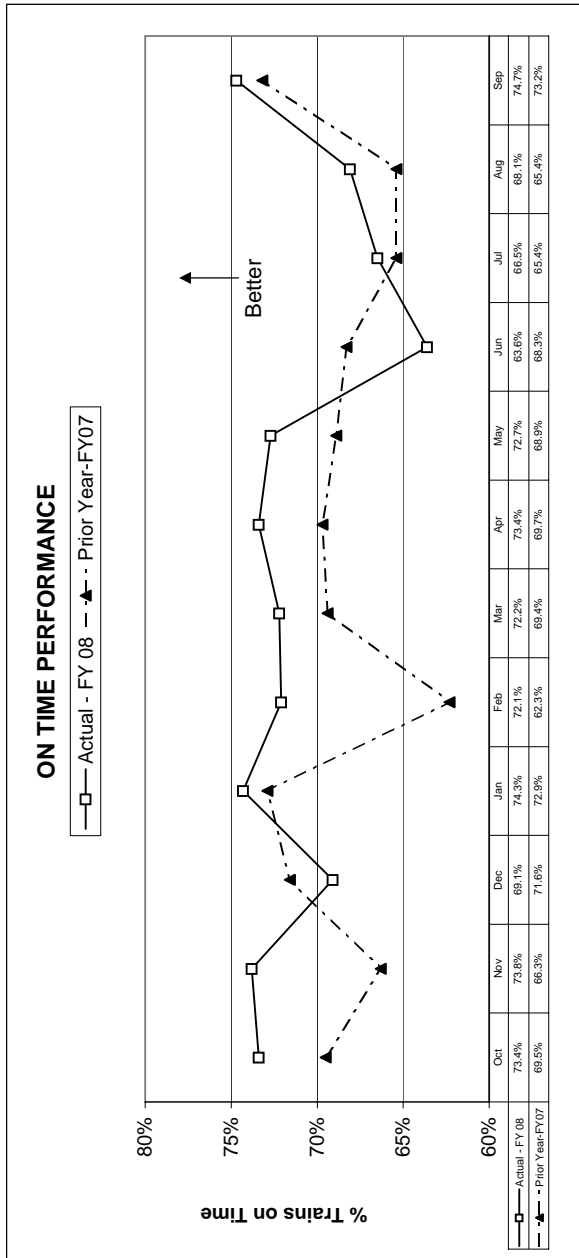
SUMMARY METRICS

as of September, 2008



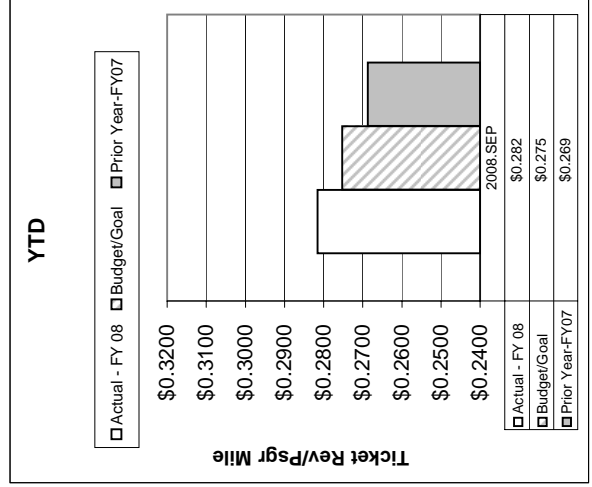
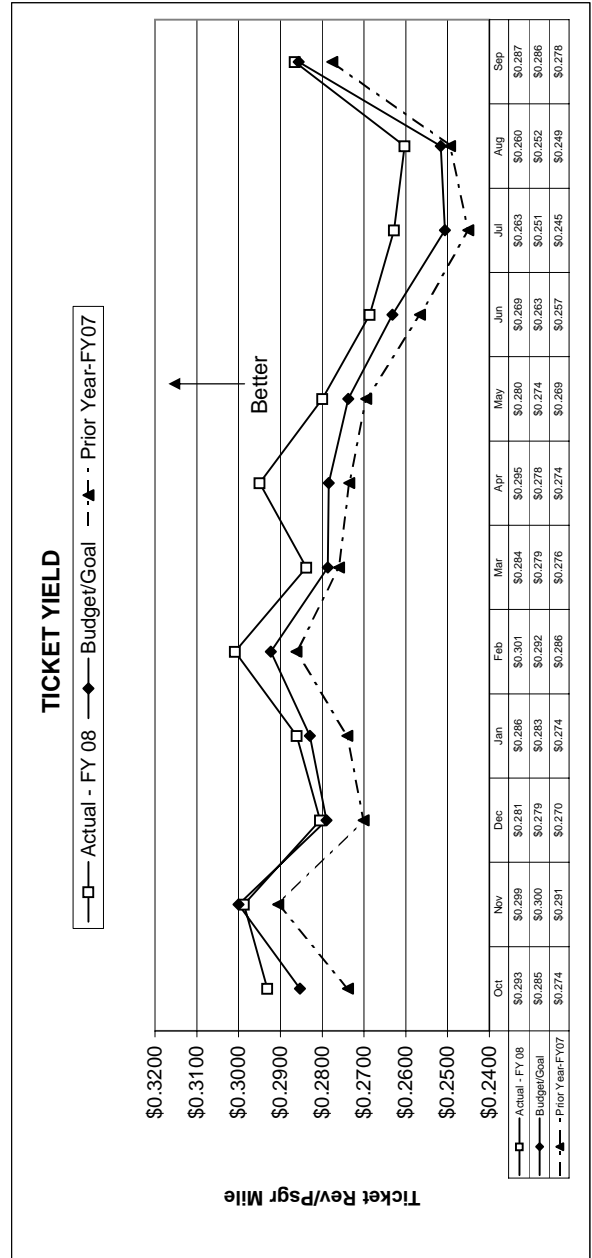
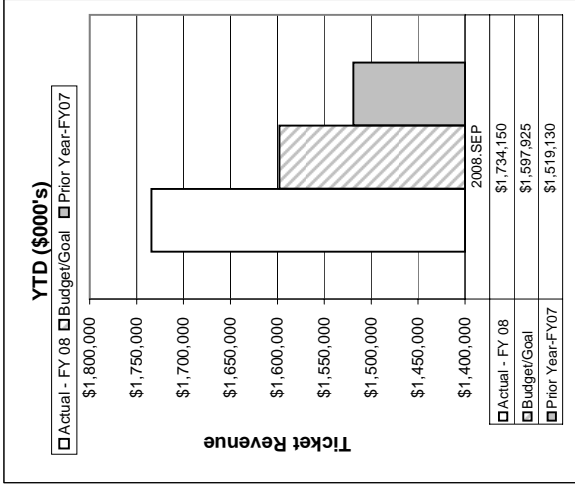
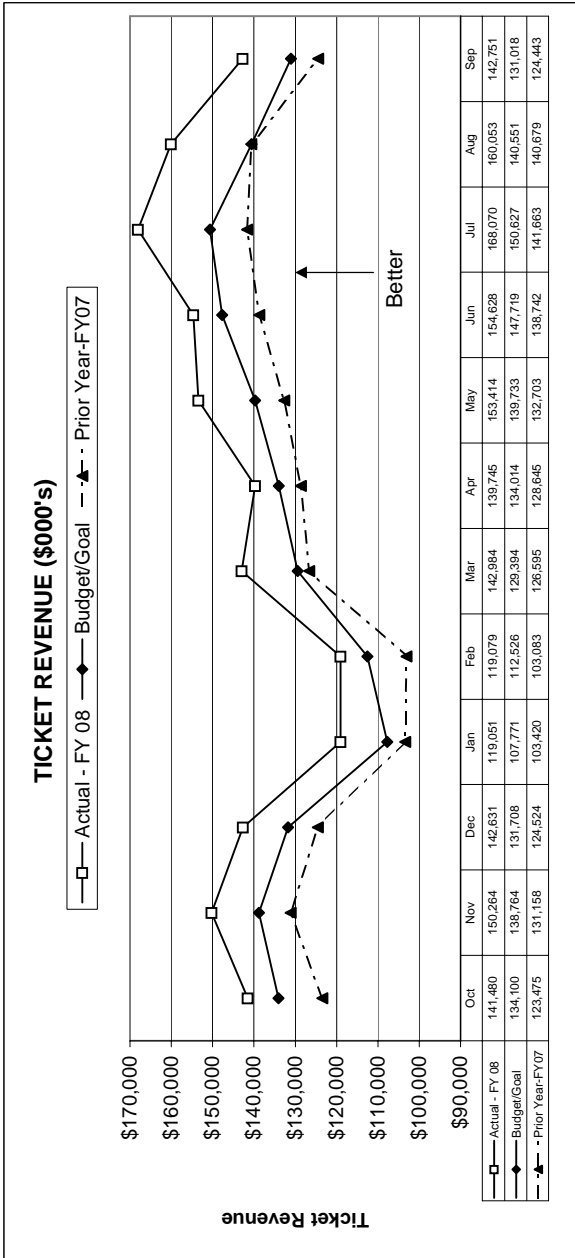
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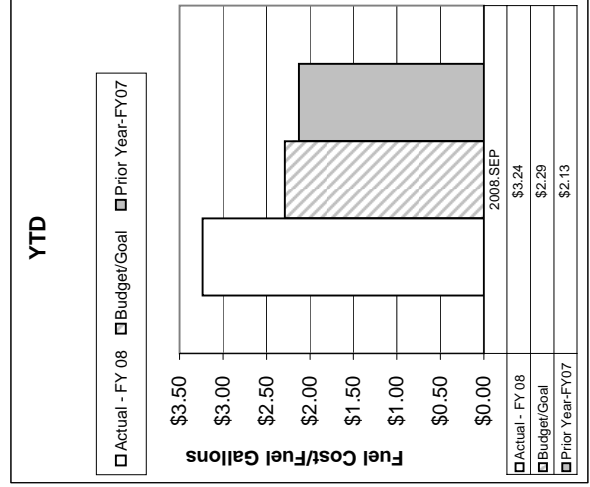
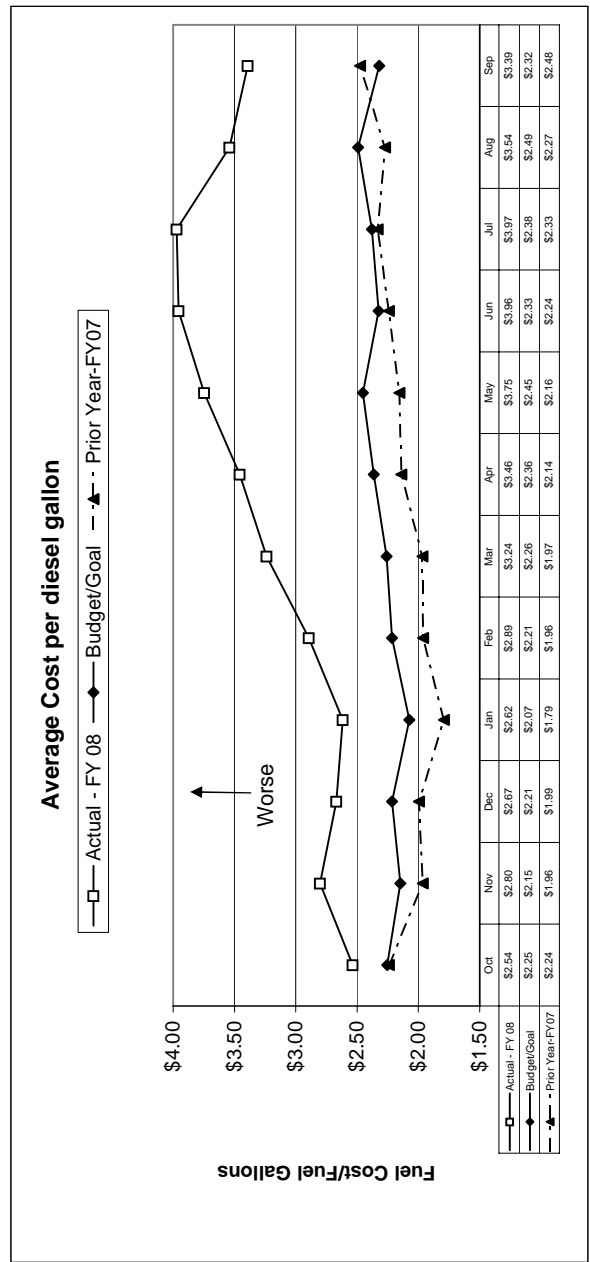
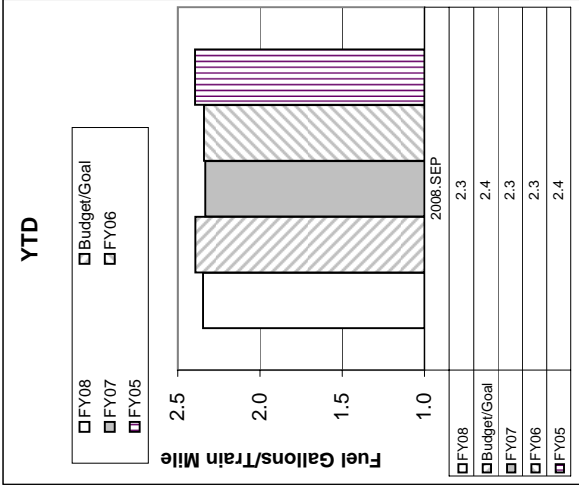
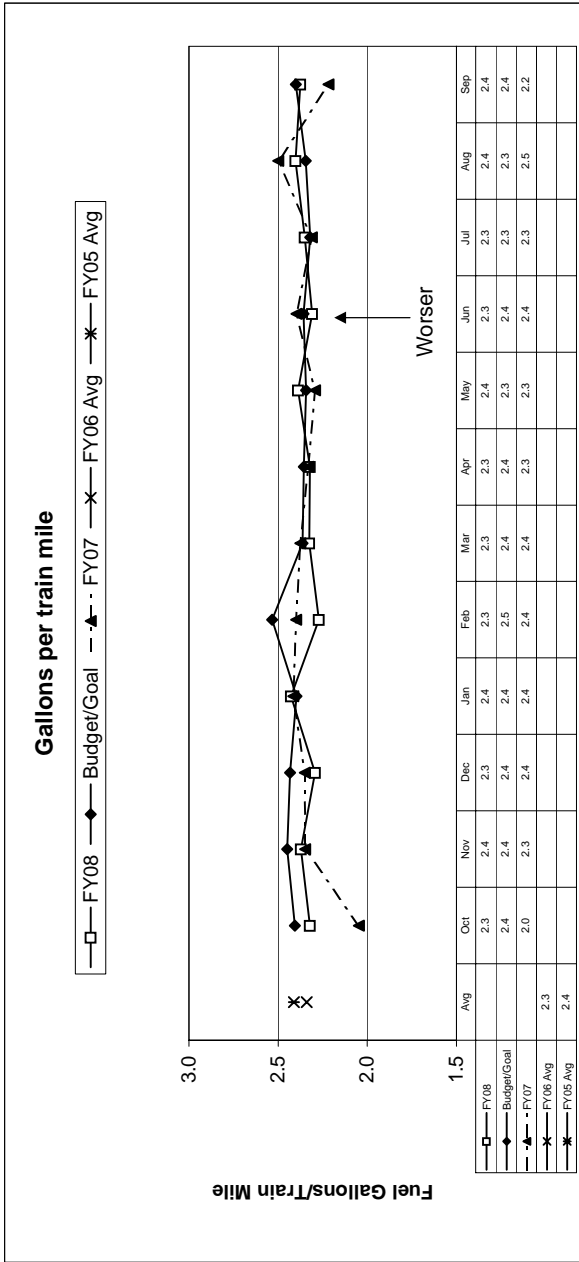
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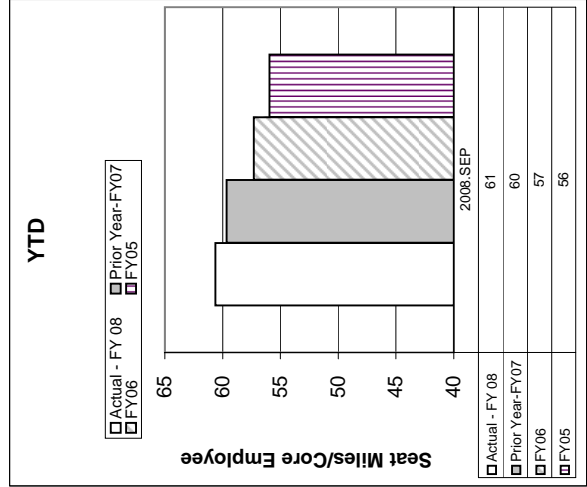
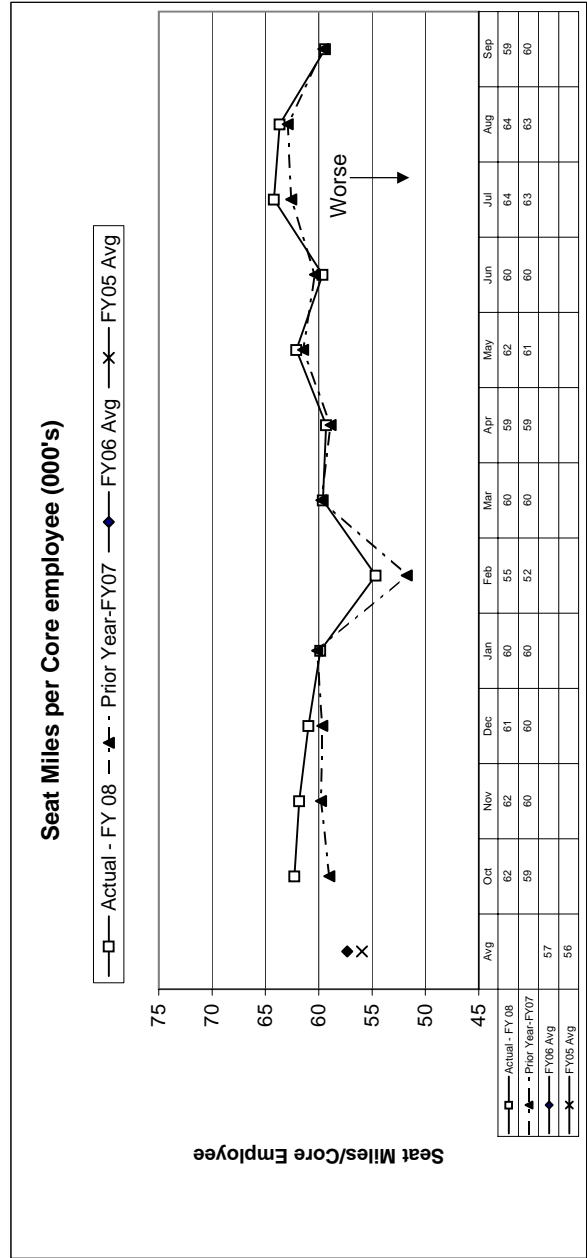
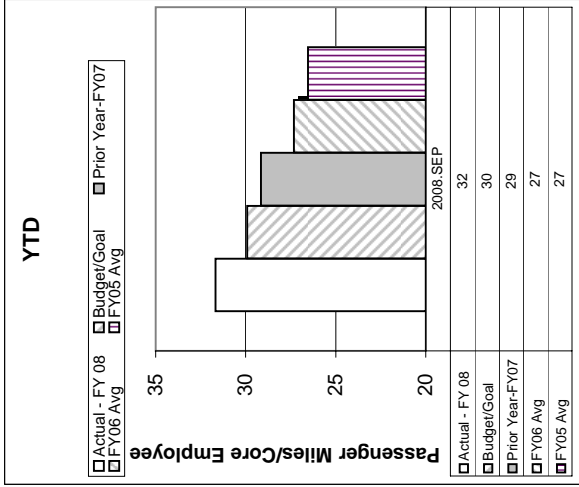
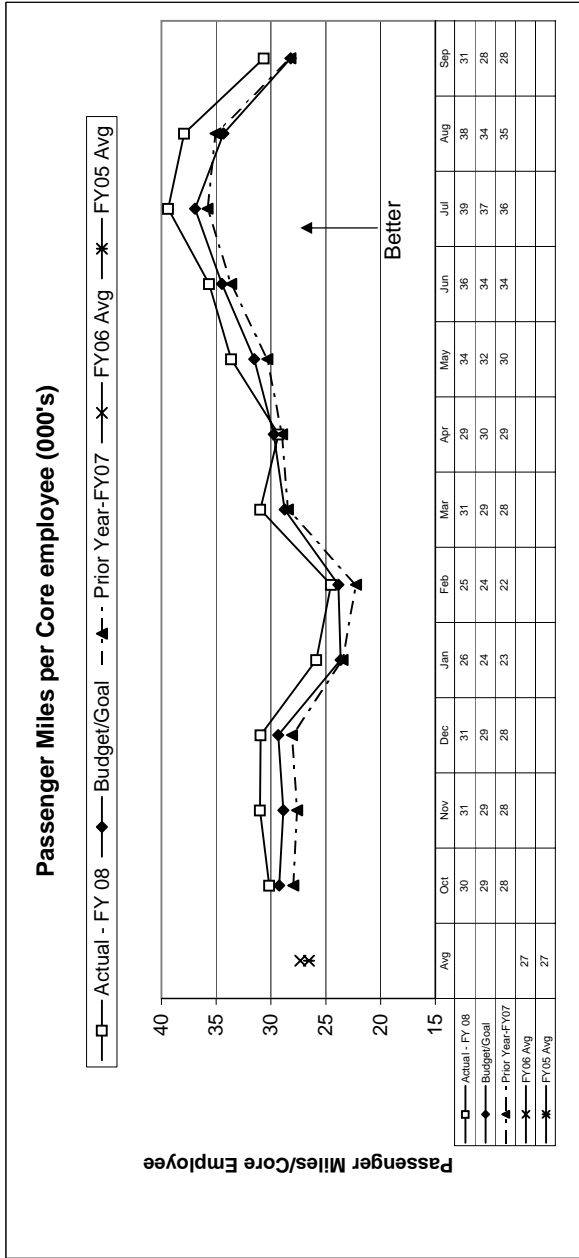
SUMMARY METRICS

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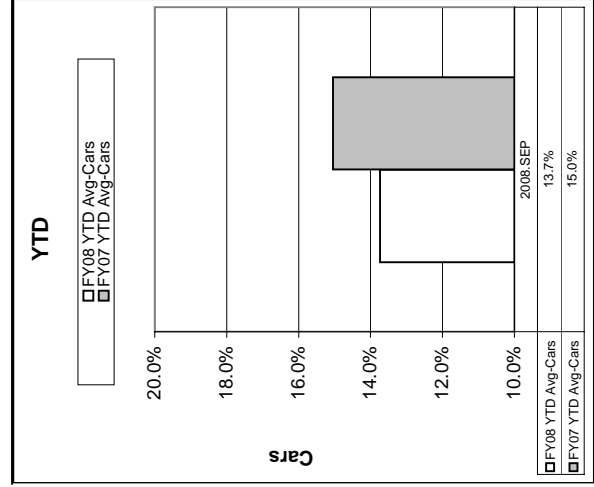
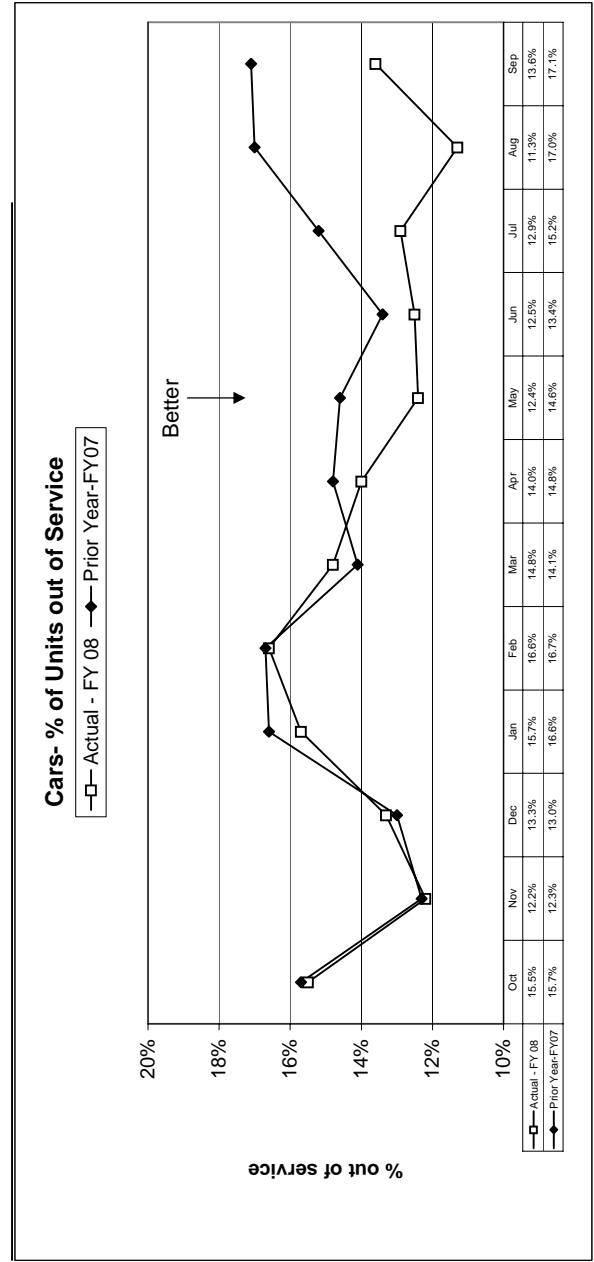
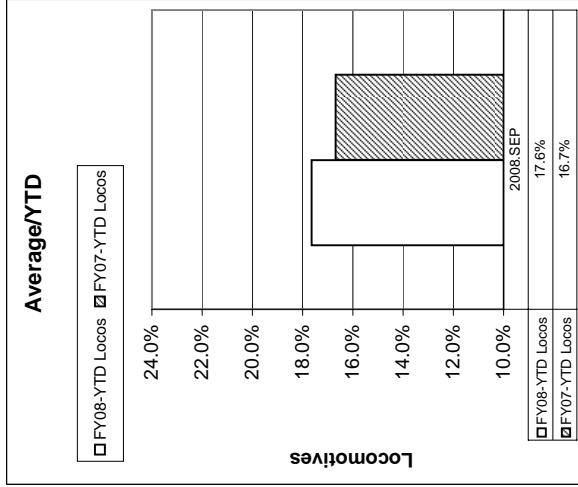
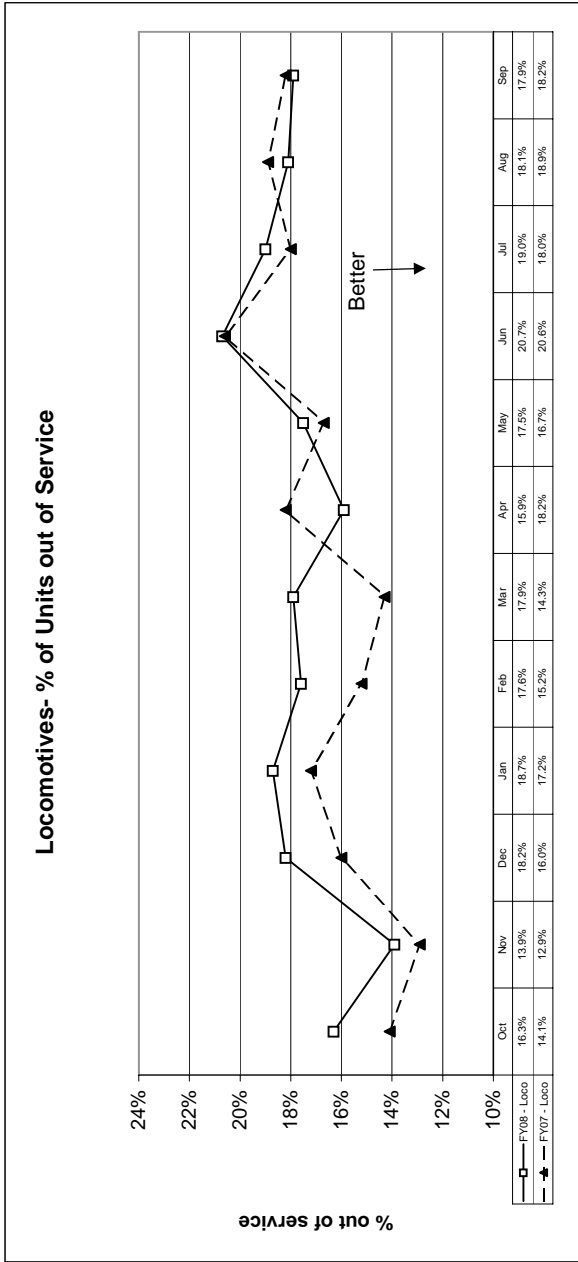
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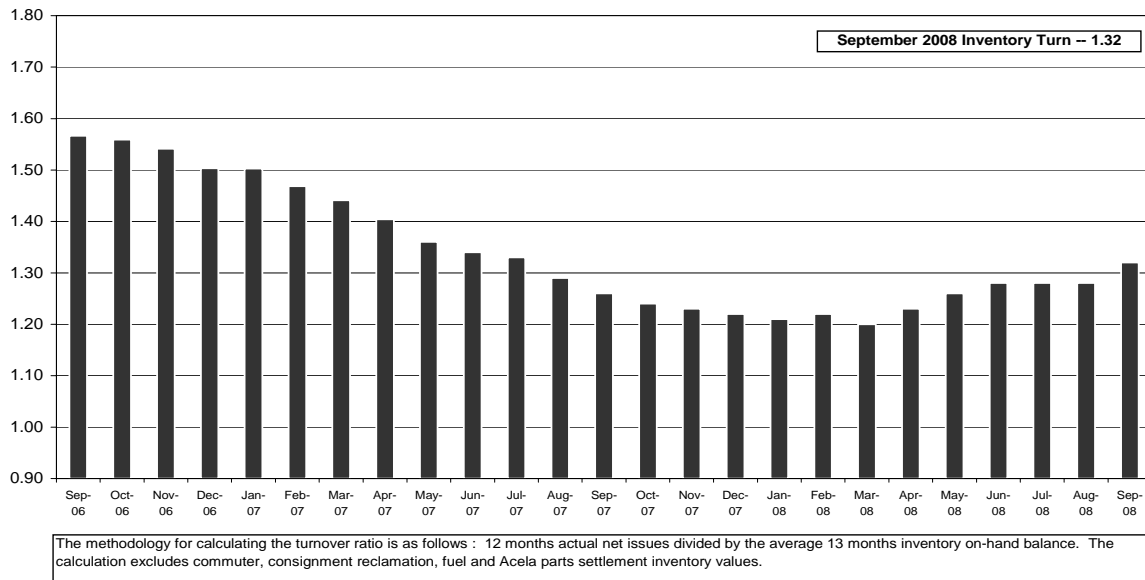


SUMMARY METRICS

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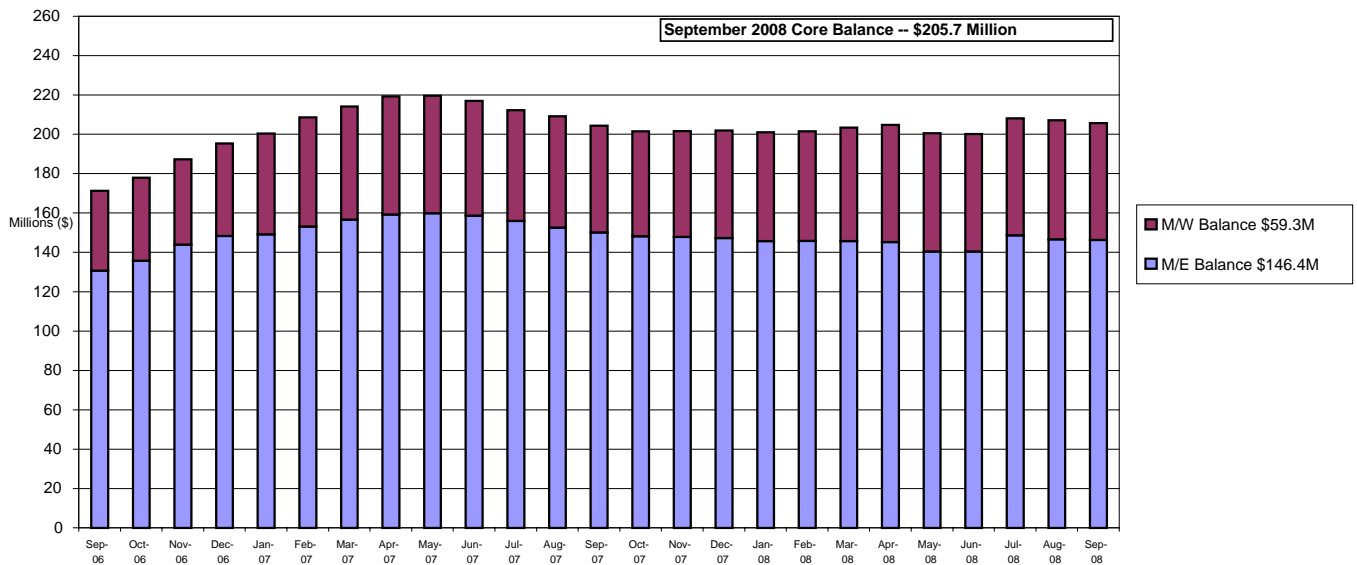


Amtrak Inventory Turnover Ratio
September 2006 -- September 2008



The September Inventory Turnover ratio is 1.32.

Amtrak Core Inventory Balance
September 2006 - September 2008



**RIDERSHIP
AND
REVENUE**

Ridership and Ticket Revenue Report – September 2008

September 08 Amtrak ridership of 2.31 million trips was +10% vs last year and Budget. Ticket revenues of \$142.8 million were +15% vs last year and +9% vs Budget. Strong demand levels were registered across most routes, triggered in large part by the continued benefits from high gasoline costs and poor air services. However, growing unemployment and the financial market crisis will soon impact demand, particularly on NEC trains. Note that the FY08 Budget was finalized last summer before September 07 actuals -- which were strong -- became available. As such, some September 08 FY08 ridership and ticket revenue Budgets are slightly understated...

September FY08

Service	Ticket Revenue (\$ millions)					Ridership (millions)				
	FY08	FY07	Budget	% change vs.		FY08	FY07	Budget	% change vs.	
				FY07	Budget				FY07	Budget
Amtrak Total	\$142.8	\$124.4	\$131.0	+14.7	+9.0	2.31	2.10	2.09	+9.7	+10.1
NEC Spine	\$79.4	\$71.5	\$74.7	+11.1	+6.3	0.89	0.85	0.85	+4.3	+4.5
Acela	\$40.6	\$35.8	\$39.8	+13.6	+2.1	0.29	0.27	0.30	+7.4	-3.2
Northeast Regional	\$38.6	\$35.6	\$34.7	+8.5	+11.2	0.59	0.57	0.54	+2.7	+8.9
Other Short Distance	\$28.9	\$24.5	\$25.4	+17.6	+13.7	1.09	0.96	0.95	+13.3	+13.8
Long Distance	\$34.5	\$28.4	\$31.0	+21.3	+11.4	0.33	0.29	0.29	+13.9	+14.2

The September 08 combined impacts of tropical storms Gustav, Ike, and Hannah resulted in ridership reductions of -20,000 trips, accounting for ticket revenue losses of about -\$1.5 million. These losses were generally incurred on long distance trains and Chicago hub trains.

Through August 08, Amtrak overall customer satisfaction of 80% was +2 points vs FY07 and equal to FY08 goal. Customer satisfaction with Acela remains an issue due to on-time performance, equipment cleanliness, and crowded conditions. The Acela CSI score of 81% is -3 points vs FY07 and -5 points vs FY08 goal. However, Acela's September 08 on-time performance was 93%: if this performance level continues, Acela customer satisfaction scores will increase accordingly in the coming months.

Northeast Corridor: September 08 Acela ridership was +7% vs FY07, but -3% vs Budget. Acela ticket revenues were +14% vs FY07 and +2% vs Budget. Note that 2 additional business days in September 08 (vs September 07) helped overstate real year-over-year Acela market performance. Acela peak leg load factors in September 08 increased +2 points vs September 07. Revenue per seat mile was up +6%. Acela on-time performance levels combined with trip times, crowded trains, and aging equipment had been affecting Acela customer satisfaction levels. However, Acela on-time performance for September 08 was a strong 93%. High unemployment and a deteriorating economy punctuated by a financial market in crisis will truncate the northeast business travel market. Quarterly ridership and ticket revenue growth trends for Acela have dropped significantly over the course of FY08. Continued reductions in corporate business travel will further increase the competitiveness between Acela and the airlines. Achieving FY09 Acela ridership and ticket revenue targets will be a significant challenge. Acela reliability and trip times require continued improvements in order to cap significant Acela ridership losses, particularly between New York and Washington...

Acela % Change

	Ridership		Ticket Revenues	
	FY07	Budget	FY07	Budget
1 st quarter FY08	+13%	+9%	+25%	+14%
2 nd quarter FY08	+9%	+8%	+16%	+11%
3 rd quarter FY08	+3%	0%	+12%	+6%
4 th quarter FY08	+2%	-2%	+11%	+5%
	↓		↓	
South of NY	-3%		+6%	
North/thru NY	+12%		+22%	

September 08 Northeast Regional ridership was +3% vs last year and +9% vs Budget. Ticket revenues were +9% vs FY07 and +11% vs Budget. Peak leg load factors in September 08 dropped -4 points. Revenue per seat mile was up 3% vs last year on the strength of several fare increases. Quarterly Northeast Regional growth trends have softened, but FY09 ridership and ticket revenue targets remain within reach as long as gas prices don't fall too sharply. Strong service/value and acceptable fares continue to favorably impact market performance...

	Northeast Regional % Change			
	Ridership		Ticket Revenues	
	FY07	Budget	FY07	Budget
1 st quarter FY08	+13%	+12%	+15%	+11%
2 nd quarter FY08	+12%	+11%	+14%	+12%
3 rd quarter FY08	+8%	+7%	+12%	+9%
4 th quarter FY08	+5%	+9%	+13%	+14%
	↓		↓	
South of NY	+5%		+11%	
North/thru NY	+5%		+17%	

Other corridor trains: Relatively high gasoline prices (vs FY07) combined with poor airline services continued to contribute to significant September 08 Amtrak ridership and ticket revenue increases -- across the board -- for all state supported and other short distance corridors: September 08 ridership for other corridors was +13% vs last year and +14% vs Budget. Ticket revenues were +18% vs last year and +14% vs Budget. The following routes were particularly strong in 4th quarter FY08...

	% change vs FY07
Piedmont	+39%
Hiawatha	+35%
Heartland Flyer	+32%
Downeaster	+30%
Capitol Corridor	+26%
San Joaquins	+25%

On whole, September 08 peak leg and average load factors grew 2 to 3 points compared to September 07. Revenue per seat mile increased +16% vs last year.

Long distance: Despite tropical storms Gustav, Ike, and Hannah, Long Distance train ridership was +14% vs September 07 and Budget. Long Distance ticket revenues were +21% vs last year and +11% vs Budget. Coach and sleeper demand were +16% and +4%, respectively, vs last year. In its 4th month of full and relaunched train services, Coast Starlight ridership and ticket revenues posted double-digit percent increases vs both last year and Budget. The following routes were particularly strong in 4th quarter FY08...

	% change vs FY07
Texas Eagle	+33%
Coast Starlight	+23%
Sunset Ltd.	+19%
Silver Star	+14%
Empire Builder	+13%

On whole, September 08 long distance peak leg load factors grew +7 points in coach and +1 point in bedrooms and roomettes. Revenue per seat mile increased +27% in coach, +14% in bedrooms, and +21% in roomettes.

FY08: Ridership of 28.7 million trips was +11% vs FY07 and +8% vs Budget. Ticket revenues of \$1,734 million were +14% vs FY07 and +9% vs Budget. FY08 ticket revenues vs Budget were +10% for the NEC, +10% for other short distance trains, and nearly +4% for long distance trains.

FY08

Service	Ticket Revenue (\$ millions)					Ridership (millions)				
	FY08	FY07	Budget	% change vs.		FY08	FY07	Budget	% change vs.	
				FY07	Budget				FY07	Budget
Amtrak Total	\$1,734.1	\$1,519.1	\$1,597.9	+14.2	+8.5	28.72	25.85	26.50	+11.1	+8.4
NEC Spine	\$950.6	\$829.3	\$863.4	+14.6	+10.1	10.90	10.04	10.13	+8.6	+7.6
Acela	\$467.8	\$403.6	\$430.0	+15.9	+8.8	3.40	3.19	3.28	+6.5	+3.5
Northeast Regional	\$481.6	\$424.7	\$431.7	+13.4	+11.6	7.49	6.84	6.83	+9.5	+9.6
Other Short Distance	\$368.8	\$313.9	\$334.1	+17.5	+10.4	13.65	11.99	12.46	+13.8	+9.5
Long Distance	\$414.7	\$376.0	\$400.4	+10.3	+3.6	4.17	3.82	3.91	+9.2	+6.7

Looking forward to FY09, Acela ridership and ticket revenue targets are threatened due to high and growing unemployment, the financial market crisis, and generally weak consumer and business confidence. However, FY09 ridership and ticket revenue targets for Northeast Regional, long distance trains, and other short distance routes will remain achievable as long as 1) gas prices do not fall precipitously; 2) non-business travel does not contract too severely as a result of the troubled economy and high unemployment; and 3) Amtrak service levels remain at customer-accepted standards, particularly on-time performance.

September FY08

NEC Spine	Ridership					Ticket Revenue				
	FY08	FY07	Budget	% change vs.		FY08	FY07	Budget	% change vs.	
				FY07	Budget				FY07	Budget
1 - Acela	294,061	273,760	303,852	+7.4	-3.2	\$40,649,122	\$35,777,631	\$39,832,502	+13.6	+2.1
5 - Northeast Regional	590,756	574,961	542,581	+2.7	+8.9	\$38,613,914	\$35,587,571	\$34,711,539	+8.5	+11.2
99 - Special Trains	760	660	700	+15.2	+8.6	\$155,200	\$131,900	\$140,000	+17.7	+10.9
Subtotal	885,577	849,381	847,133	+4.3	+4.5	\$79,418,236	\$71,497,102	\$74,684,040	+11.1	+6.3

State Supported and Other Short Distance Corridors

3 - Ethan Allen	3,289	3,002	3,159	+9.6	+4.1	\$160,116	\$152,453	\$162,235	+5.0	-1.3
4 - Vermonter	5,185	4,582	4,593	+13.2	+12.9	\$284,922	\$231,128	\$232,942	+23.3	+22.3
7 - Albany-Niagara Falls-Toronto	27,608	22,409	23,858	+23.2	+15.7	\$1,635,250	\$1,364,731	\$1,361,250	+19.8	+20.1
9 - Downeaster	43,955	36,417	32,121	+20.7	+36.8	\$592,862	\$505,844	\$454,523	+17.2	+30.4
12 - New Haven-Springfield	26,968	24,656	26,371	+9.4	+2.3	\$760,971	\$638,948	\$772,605	+19.1	-1.5
14 - Keystone	102,150	83,267	85,977	+22.7	+18.8	\$2,049,914	\$1,750,682	\$1,711,387	+17.1	+19.8
15 - Empire (NYP-ALB)	79,902	74,477	84,617	+7.3	-5.6	\$3,180,606	\$3,030,627	\$3,406,083	+4.9	-6.6
20 - Chicago-St. Louis (Lincoln Service)	36,849	35,771	33,136	+3.0	+11.2	\$815,343	\$777,329	\$670,608	+4.9	+21.6
21 - Hiawatha	63,987	48,193	50,879	+32.8	+25.8	\$1,172,468	\$838,909	\$913,033	+39.8	+28.4
22 - Wolverine	33,364	34,008	37,605	-1.9	-11.3	\$1,111,688	\$1,062,203	\$1,225,474	+4.7	-9.3
23 - Chicago-Carbondale (Illini/Saluki)	22,569	19,972	19,303	+13.0	+16.9	\$653,431	\$569,394	\$499,553	+14.8	+30.8
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	17,145	14,515	16,538	+18.1	+3.7	\$403,676	\$360,937	\$408,529	+11.8	-1.2
29 - Heartland Flyer	4,943	4,711	4,004	+4.9	+23.5	\$109,720	\$84,932	\$78,280	+29.2	+40.2
35 - Pacific Surfliner	215,497	211,926	212,766	+1.7	+1.3	\$3,681,986	\$3,699,601	\$3,790,884	-0.5	-2.9
36 - Cascades	65,257	51,563	50,605	+26.6	+29.0	\$1,863,487	\$1,309,081	\$1,485,733	+42.4	+25.4
37 - Capitol Corridor	144,797	116,088	110,691	+24.7	+30.8	\$1,953,836	\$1,527,753	\$1,546,575	+27.9	+26.3
39 - San Joaquins	75,844	65,812	58,163	+15.2	+30.4	\$2,401,298	\$1,592,456	\$2,017,299	+50.8	+19.0
40 - Adirondack	8,941	8,026	9,628	+11.4	-7.1	\$464,233	\$395,414	\$446,201	+17.4	+4.0
41 - Blue Water	10,316	9,208	10,165	+12.0	+1.5	\$301,245	\$236,223	\$261,982	+27.5	+15.0
47 - Washington-Newport News	32,892	30,357	26,945	+8.4	+22.1	\$1,806,181	\$1,586,305	\$1,275,556	+13.9	+41.6
54 - Hoosier State	2,634	2,316	2,046	+13.7	+28.7	\$54,829	\$43,814	\$44,097	+25.1	+24.3
56 - Kansas City-St. Louis	11,215	9,306	7,552	+20.5	+48.5	\$254,519	\$194,847	\$149,256	+30.6	+70.5
57 - Pennsylvanian	16,364	14,912	13,438	+9.7	+21.8	\$618,257	\$523,649	\$453,687	+18.1	+36.3
65 - Pere Marquette	7,960	8,042	8,347	-1.0	-4.6	\$214,702	\$187,008	\$200,704	+14.8	+7.0
66 - Carolinian	17,448	19,050	16,800	-8.4	+3.9	\$895,078	\$957,329	\$858,617	-6.5	+4.2
67 - Piedmont	5,642	4,361	3,274	+29.4	+72.3	\$93,090	\$72,121	\$64,387	+29.1	+44.6
74-81 - Buses	-	-	-	-	-	\$837,243	\$361,358	\$436,442	+131.7	+91.8
96 - Special Trains	3,500	1,880	1,600	+86.2	+118.8	\$482,178	\$474,038	\$450,000	+1.7	+7.2
Subtotal	1,086,221	958,827	954,181	+13.3	+13.8	\$28,853,131	\$24,529,113	\$25,377,922	+17.6	+13.7

Long Distance

16 - Silver Star	28,083	22,846	20,844	+22.9	+34.7	\$1,839,852	\$1,572,060	\$1,680,034	+17.0	+9.5
18 - Cardinal	8,647	7,804	6,967	+10.8	+24.1	\$529,770	\$425,406	\$438,719	+24.5	+20.8
19 - Silver Meteor	23,757	21,007	18,733	+13.1	+26.8	\$2,176,210	\$1,746,679	\$1,731,516	+24.6	+25.7
25 - Empire Builder	51,178	41,596	41,601	+23.0	+23.0	\$6,091,550	\$4,871,639	\$5,178,291	+25.0	+17.6
26 - Capitol Ltd.	19,127	16,641	14,975	+14.9	+27.7	\$1,664,065	\$1,285,701	\$1,238,520	+29.4	+34.4
27 - California Zephyr	32,014	27,623	28,442	+15.9	+12.6	\$4,284,927	\$3,225,996	\$3,750,599	+32.8	+14.2
28 - Southwest Chief	28,548	24,519	27,729	+16.4	+3.0	\$3,799,494	\$3,133,199	\$3,374,476	+21.3	+12.6
30 - City of New Orleans	10,715	13,629	12,899	-21.4	-16.9	\$768,086	\$916,386	\$986,003	-16.2	-22.1
32 - Texas Eagle	17,805	14,103	16,332	+26.2	+9.0	\$1,409,043	\$1,106,166	\$1,224,452	+27.4	+15.1
33 - Sunset Ltd.	4,711	4,064	5,279	+15.9	-10.8	\$482,401	\$434,615	\$696,948	+11.0	-30.8
34 - Coast Starlight	35,778	28,911	28,997	+23.8	+23.4	\$3,299,045	\$2,580,998	\$2,846,943	+27.8	+15.9
45 - Lake Shore Ltd.	29,437	26,783	24,712	+9.9	+19.1	\$2,224,351	\$1,883,273	\$1,976,674	+18.1	+12.5
48 - Palmetto	9,091	11,131	11,568	-18.3	-21.4	\$654,015	\$720,694	\$802,144	-9.3	-18.5
52 - Crescent	21,241	20,061	18,925	+5.9	+12.2	\$2,052,066	\$1,777,769	\$1,923,956	+15.4	+6.7
63 - Auto Train	13,391	12,076	13,937	+10.9	-3.9	\$3,204,726	\$2,736,545	\$3,107,127	+17.1	+3.1
Subtotal	333,523	292,794	291,940	+13.9	+14.2	\$34,479,599	\$28,417,127	\$30,956,401	+21.3	+11.4

Amtrak Total	2,305,321	2,101,002	2,093,254	+9.7	+10.1	\$142,750,966	\$124,443,342	\$131,018,363	+14.7	+9.0
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FY08

NEC Spine	Ridership					Ticket Revenue				
	FY08	FY07	Budget	% change vs.		FY08	FY07	Budget	% change vs.	
				FY07	Budget				FY07	Budget
1 - Acela	3,398,759	3,191,321	3,283,442	+6.5	+3.5	\$467,782,708	\$403,571,410	\$429,977,096	+15.9	+8.8
5 - Northeast Regional	7,489,426	6,836,646	6,834,878	+9.5	+9.6	\$481,606,621	\$424,721,134	\$431,655,514	+13.4	+11.6
99 - Special Trains	9,667	7,045	9,340	+37.2	+3.5	\$1,249,590	\$1,011,903	\$1,815,000	+23.5	-31.2
Subtotal	10,897,852	10,035,012	10,127,660	+8.6	+7.6	\$950,638,920	\$829,304,447	\$863,447,610	+14.6	+10.1

State Supported and Other Short Distance Corridors

3 - Ethan Allen	46,881	43,942	45,948	+6.7	+2.0	\$2,407,851	\$2,190,959	\$2,352,200	+9.9	+2.4
4 - Vermonter	72,655	63,299	66,277	+14.8	+9.6	\$3,942,778	\$3,357,124	\$3,650,481	+17.4	+8.0
7 - Albany-Niagara Falls-Toronto	354,492	288,365	298,238	+22.9	+18.9	\$21,759,315	\$16,854,750	\$17,520,665	+29.1	+24.2
9 - Downeaster	474,492	361,634	414,441	+31.2	+14.5	\$6,560,768	\$4,800,036	\$5,838,614	+36.7	+12.4
12 - New Haven-Springfield	349,928	320,852	328,583	+9.1	+6.5	\$10,063,889	\$8,840,099	\$9,501,804	+13.8	+5.9
14 - Keystone	1,183,821	988,454	1,041,408	+19.8	+13.7	\$24,747,102	\$20,582,838	\$22,189,037	+20.2	+11.5
15 - Empire (NYP-ALB)	994,293	957,583	1,013,924	+3.8	-1.9	\$41,114,816	\$38,592,354	\$41,749,734	+6.5	-1.5
20 - Chicago-St. Louis (Lincoln Service)	476,427	408,807	427,711	+16.5	+11.4	\$11,288,034	\$8,822,785	\$9,488,613	+27.9	+19.0
21 - Hiawatha	749,659	595,336	625,581	+25.9	+19.8	\$13,138,765	\$10,230,272	\$10,807,024	+28.4	+21.6
22 - Wolverine	472,393	449,107	476,269	+5.2	-0.8	\$16,243,510	\$14,934,656	\$16,237,136	+8.8	+0.0
23 - Chicago-Carbondale (Illini/Saluki)	271,082	228,695	243,211	+18.5	+11.5	\$7,732,413	\$6,187,835	\$6,715,875	+25.0	+15.1
24 - Chicago-Quincy (IL Zephyr/Carl Sandburg)	202,814	169,258	186,628	+19.8	+8.7	\$4,979,726	\$3,937,263	\$4,530,016	+26.5	+9.9
29 - Heartland Flyer	80,892	68,246	69,211	+18.5	+16.9	\$1,682,088	\$1,260,579	\$1,310,722	+33.4	+28.3
35 - Pacific Surfliner	2,898,859	2,707,188	2,798,380	+7.1	+3.6	\$51,010,624	\$46,788,081	\$49,556,765	+9.0	+2.9
36 - Cascades	760,323	674,153	680,501	+12.8	+11.7	\$20,999,003	\$18,165,351	\$18,761,864	+15.6	+11.9
37 - Capitol Corridor	1,693,580	1,450,069	1,471,685	+16.8	+15.1	\$22,306,774	\$18,059,715	\$19,195,506	+23.5	+16.2
39 - San Joaquins	949,611	804,785	816,417	+18.0	+16.3	\$29,847,468	\$24,544,160	\$26,533,880	+21.6	+12.5
40 - Adirondack	112,047	101,097	108,351	+10.8	+3.4	\$5,581,639	\$5,065,860	\$5,458,742	+10.2	+2.3
41 - Blue Water	136,538	127,642	136,061	+7.0	+0.4	\$4,158,742	\$3,557,216	\$3,767,921	+16.9	+10.4
47 - Washington-Newport News	459,236	401,510	404,049	+14.4	+13.7	\$26,276,227	\$20,914,840	\$21,373,397	+25.6	+22.9
54 - Hoosier State	31,774	26,347	26,616	+20.6	+19.4	\$681,685	\$529,270	\$553,649	+28.8	+23.1
56 - Kansas City-St. Louis	151,690	116,517	124,622	+30.2	+21.7	\$3,311,182	\$2,508,912	\$2,757,917	+32.0	+20.1
57 - Pennsylvanian	200,999	180,140	181,632	+11.6	+10.7	\$7,914,009	\$6,620,783	\$6,798,515	+19.5	+16.4
65 - Pere Marquette	111,716	104,819	111,973	+6.6	-0.2	\$2,975,391	\$2,666,416	\$2,865,142	+11.6	+3.8
66 - Carolinian	295,427	256,212	259,929	+15.3	+13.7	\$16,026,148	\$13,512,362	\$13,726,170	+18.6	+16.8
67 - Piedmont	65,941	50,551	50,581	+30.4	+30.4	\$1,079,184	\$831,383	\$855,196	+29.8	+26.2
74-81 - Buses	-	-	-	-	-	\$5,796,194	\$4,878,943	\$4,734,072	+18.8	+22.4
96 - Special Trains	50,626	48,644	50,400	+4.1	+0.4	\$5,201,520	\$4,622,911	\$5,235,000	+12.5	-0.6
Subtotal	13,648,196	11,993,252	12,458,627	+13.8	+9.5	\$368,826,847	\$313,857,753	\$334,065,656	+17.5	+10.4

Long Distance

16 - Silver Star	367,139	329,132	327,143	+11.5	+12.2	\$27,699,306	\$25,715,553	\$26,916,495	+7.7	+2.9
18 - Cardinal	109,195	96,896	96,444	+12.7	+13.2	\$6,490,845	\$5,453,083	\$5,693,023	+19.0	+14.0
19 - Silver Meteor	319,773	291,735	290,871	+9.6	+9.9	\$30,568,604	\$27,379,452	\$28,699,984	+11.6	+6.5
25 - Empire Builder	554,266	504,977	521,972	+9.8	+6.2	\$59,461,168	\$53,177,760	\$56,375,437	+11.8	+5.5
26 - Capitol Ltd.	216,350	193,748	194,877	+11.7	+11.0	\$17,431,949	\$14,877,428	\$15,433,688	+17.2	+12.9
27 - California Zephyr	352,563	329,840	351,702	+6.9	+0.2	\$39,001,032	\$35,719,619	\$40,009,923	+9.2	-2.5
28 - Southwest Chief	331,143	316,668	327,976	+4.6	+1.0	\$41,079,865	\$37,935,113	\$40,646,351	+8.3	+1.1
30 - City of New Orleans	197,394	180,473	182,826	+9.4	+8.0	\$14,875,928	\$13,311,213	\$14,091,945	+11.8	+5.6
32 - Texas Eagle	251,518	218,321	225,810	+15.2	+11.4	\$19,514,531	\$16,424,146	\$17,199,150	+18.8	+13.5
33 - Sunset Ltd.	71,719	63,336	65,752	+13.2	+9.1	\$8,052,515	\$6,955,881	\$7,605,786	+15.8	+5.9
34 - Coast Starlight	353,657	343,542	362,328	+2.9	-2.4	\$28,117,404	\$29,171,278	\$32,201,080	-3.6	-12.7
45 - Lake Shore Ltd.	345,632	312,643	311,248	+10.6	+11.0	\$24,238,394	\$21,421,657	\$22,407,259	+13.1	+8.2
48 - Palmetto	173,949	156,998	159,420	+10.8	+9.1	\$12,901,668	\$11,280,047	\$11,901,455	+14.4	+8.4
52 - Crescent	291,222	263,136	266,523	+10.7	+9.3	\$27,095,838	\$24,262,171	\$25,590,692	+11.7	+5.9
63 - Auto Train	234,839	217,822	224,759	+7.8	+4.5	\$58,154,402	\$52,883,481	\$55,639,681	+10.0	+4.5
Subtotal	4,170,359	3,819,267	3,909,651	+9.2	+6.7	\$414,683,450	\$375,967,883	\$400,411,949	+10.3	+3.6

Amtrak Total	28,716,407	25,847,531	26,495,938	+11.1	+8.4	\$1,734,149,216	\$1,519,130,083	\$1,597,925,215	+14.2	+8.5
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**Amtrak Long Distance Ridership & Ticket Revenues, FY08 vs FY07
(Sleeper Class Only)**

September . . .

	Ridership			Ticket Revenue		
	FY08	FY07	% Chg.	FY08	FY07	% Chg.
16 - Silver Star	1,607	2,006	-19.9	\$372,844	\$437,363	-14.8
18 - Cardinal	585	565	+3.5	\$128,458	\$113,306	+13.4
19 - Silver Meteor	2,517	2,046	+23.0	\$662,671	\$508,032	+30.4
25 - Empire Builder	8,353	8,030	+4.0	\$2,737,437	\$2,619,736	+4.5
26 - Capitol Ltd.	3,798	3,491	+8.8	\$766,387	\$659,473	+16.2
27 - California Zephyr	6,243	5,481	+13.9	\$2,241,000	\$1,696,645	+32.1
28 - Southwest Chief	4,924	4,927	-0.1	\$1,874,359	\$1,683,600	+11.3
30 - City of New Orleans	1,623	1,944	-16.5	\$222,296	\$246,502	-9.8
32 - Texas Eagle	2,089	1,931	+8.2	\$528,856	\$461,833	+14.5
33 - Sunset Ltd.	911	874	+4.2	\$220,975	\$213,375	+3.6
34 - Coast Starlight	6,542	5,472	+19.6	\$1,587,696	\$1,299,064	+22.2
45 - Lake Shore Ltd.	3,186	3,439	-7.4	\$819,869	\$786,921	+4.2
52 - Crescent	1,815	2,225	-18.4	\$469,675	\$460,728	+1.9
63 - Auto Train	5,660	5,340	+6.0	\$1,234,435	\$1,080,691	+14.2
Total	49,853	47,771	+4.4	\$13,866,958	\$12,267,269	+13.0

FY08 . . .

	Ridership			Ticket Revenue		
	FY08	FY07	% Chg.	FY08	FY07	% Chg.
16 - Silver Star	30,548	32,655	-6.5	\$7,199,806	\$7,643,291	-5.8
18 - Cardinal	6,856	6,277	+9.2	\$1,383,261	\$1,202,464	+15.0
19 - Silver Meteor	34,829	32,890	+5.9	\$9,356,084	\$8,371,090	+11.8
25 - Empire Builder	87,832	80,571	+9.0	\$23,750,966	\$22,986,630	+3.3
26 - Capitol Ltd.	44,252	38,181	+15.9	\$8,171,234	\$7,088,742	+15.3
27 - California Zephyr	62,737	59,558	+5.3	\$18,541,549	\$17,289,244	+7.2
28 - Southwest Chief	57,397	55,210	+4.0	\$18,961,461	\$17,556,356	+8.0
30 - City of New Orleans	28,893	26,119	+10.6	\$4,076,122	\$3,681,057	+10.7
32 - Texas Eagle	30,521	28,426	+7.4	\$6,829,221	\$6,181,985	+10.5
33 - Sunset Ltd.	14,692	13,833	+6.2	\$3,816,271	\$3,393,229	+12.5
34 - Coast Starlight	56,109	61,494	-8.8	\$12,244,040	\$13,317,965	-8.1
45 - Lake Shore Ltd.	35,242	33,545	+5.1	\$8,327,379	\$7,709,337	+8.0
52 - Crescent	31,715	27,299	+16.2	\$6,570,369	\$6,017,486	+9.2
63 - Auto Train	100,620	94,965	+6.0	\$22,694,656	\$20,664,333	+9.8
Total	622,243	591,023	+5.3	\$151,922,419	\$143,103,210	+6.2

**ACTUAL ANALYSIS
TO
BUDGET**

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

	NEC Operations	State Corridor Operations	Long Distance Operations	National Train System	Infrastructure Management	Ancillary Businesses	Unallocated System	Eliminations and "GAP"	Total Operations
REVENUE:									
<i>Passenger Related:</i>									
Ticket Revenue - Adjusted	77.5	28.2	32.1	137.9	-	-	-	-	137.9
Food and Beverage	1.9	1.2	4.4	7.5	-	-	-	-	7.5
State Supported Train Revenue	-	12.0	-	12.0	-	-	-	-	12.0
<i>Total Passenger Related Revenue</i>	79.4	41.4	36.5	157.4	-	-	-	-	157.4
<i>Other Transportation Revenue:</i>									
Cost Sharing & Access Fee Revenue	2.6	0.2	0.4	3.2	8.1	-	-	(3.0)	8.2
Propulsion Revenue	-	-	-	-	9.0	-	-	(6.1)	2.9
Miscellaneous Revenue	0.1	0.1	0.3	0.5	-	-	1.8	-	2.3
<i>Total Other Transportation Revenue</i>	2.7	0.3	0.6	3.6	17.1	-	1.8	(9.1)	13.4
Commuter	-	-	-	-	-	12.0	-	-	12.0
Reimbursable	-	-	-	-	-	9.3	-	-	9.3
Commercial Development	-	-	-	-	-	6.8	-	-	6.8
Total Operating Revenue	82.1	41.7	37.2	161.0	17.1	28.0	1.8	(9.1)	198.7
State Capital Payments	-	-	-	-	2.4	-	-	-	2.4
Total Revenues	82.1	41.7	37.2	161.0	19.5	28.0	1.8		201.1

EXPENSE:									
<i>Salaries, Wages and Benefits:</i>									
Salaries	3.7	3.4	4.4	11.5	1.7	0.9	4.9	-	19.0
Wages & Overtime	9.8	10.8	16.8	37.4	7.7	6.5	1.6	-	53.3
Employee Benefits and Employee Related	12.0	11.9	18.1	42.0	6.0	4.1	4.3	-	56.4
<i>Subtotal Salaries, Wages and Benefits</i>	25.5	26.2	39.2	90.9	15.4	11.5	10.7	-	128.6
Train Operations, including Access Fees	3.8	7.8	7.7	19.4	0.0	0.0	0.0	(3.0)	16.5
Fuel, Propulsion Power, & Utilities	9.0	6.9	12.5	28.4	10.1	0.9	1.3	(6.1)	34.6
Materials	3.9	2.4	4.4	10.7	0.9	2.0	2.0	-	15.7
Facility, Communication, & Office	2.6	2.9	2.8	8.3	1.5	1.3	4.7	-	15.9
Advertising and Sales	3.5	0.8	2.2	6.5	-	0.0	3.4	-	9.9
Casualty and Other Claims Total	1.8	2.1	2.8	6.7	0.2	0.1	0.2	-	7.2
Depreciation, net of amortization	-	-	-	-	-	-	46.5	-	46.5
Other Expenses	6.2	5.6	8.8	20.6	3.8	1.4	17.0	-	42.8
Indirect Costs Capitalized To P&E	(0.5)	(0.7)	(0.8)	(2.0)	(3.5)	1.0	-	-	(4.5)
Total Operating Expense	55.9	54.1	79.6	189.7	28.4	18.4	85.9	(9.1)	313.2
Net (Loss) from Operations	26.2	(12.4)	(42.4)	(28.7)	(8.9)	9.6	(84.1)		(112.1)
Interest Expense, net	-	-	-	-	-	-	7.8	-	7.8
Net (Loss)	26.2	(12.4)	(42.4)	(28.7)	(8.9)	9.6	(91.9)		(119.9)

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

	NEC Operations	State Corridor Operations	Long Distance Operations	National Train System	Infrastructure Management	Ancillary Businesses	Unallocated System	Eliminations and "GAP"	Total Operations
REVENUE:									
<i>Passenger Related:</i>									
Ticket Revenue - Adjusted	942.9	364.8	391.7	1,699.3	-	-	-	-	1,699.3
Food and Beverage	25.1	18.0	50.0	93.1	(0.0)	-	-	-	93.1
State Supported Train Revenue	-	164.5	-	164.5	-	-	-	-	164.5
Total Passenger Related Revenue	968.0	547.3	441.6	1,956.9	-	-	-	-	1,956.9
<i>Other Transportation Revenue:</i>									
Cost Sharing & Access Fee Revenue	31.2	4.6	7.0	42.8	95.1	-	-	(35.7)	102.2
Propulsion Revenue	-	-	-	-	100.0	-	-	(65.5)	34.5
Miscellaneous Revenue	10.1	5.0	5.9	21.0	-	-	14.1	-	35.1
Total Other Transportation Revenue	41.4	9.6	12.9	63.8	195.1	-	14.1	(101.2)	171.8
Commuter	-	-	-	-	-	129.5	-	-	129.5
Reimbursable	-	-	-	-	-	94.4	-	-	94.4
Commercial Development	-	-	-	-	-	74.3	-	-	74.3
Total Operating Revenue	1,009.4	556.9	454.5	2,020.8	195.1	298.2	14.1	(101.2)	2,427.0
State Capital Payments	-	-	-	-	27.3	-	-	-	27.3
Total Revenues	1,009.4	556.9	454.5	2,020.8	222.4	298.2	14.1	(101.2)	2,454.3

EXPENSE:									
<i>Salaries, Wages and Benefits:</i>									
Salaries	43.6	38.2	49.3	131.1	20.9	10.7	57.6	-	220.3
Wages & Overtime	200.4	209.9	299.3	709.6	93.9	68.4	10.2	-	882.0
Employee Benefits and Employee Related	113.4	118.9	169.8	402.2	61.7	36.8	42.6	-	543.3
Subtotal Salaries, Wages and Benefits	357.4	367.0	518.5	1,242.9	176.5	115.9	110.4	-	1,645.7
Train Operations, including Access Fees	54.1	91.7	108.8	254.6	0.0	0.4	0.0	(35.7)	219.4
Fuel, Propulsion Power, & Utilities	82.7	87.1	144.6	314.4	107.6	9.4	4.2	(65.5)	370.0
Materials	43.6	36.7	56.3	136.7	12.6	20.6	2.8	-	172.7
Facility, Communication, & Office	24.9	28.1	27.7	80.7	12.2	11.5	47.6	-	152.0
Advertising and Sales	42.0	21.6	30.6	94.3	-	0.0	3.8	-	98.1
Casualty and Other Claims Total	18.9	24.2	31.4	74.5	3.1	1.3	0.3	-	79.2
Depreciation, net of amortization	-	-	-	-	-	-	489.1	-	489.1
Other Expenses	38.8	36.4	49.9	125.1	25.6	20.5	104.5	-	275.7
Indirect Costs Capitalized To P&E	(20.2)	(16.7)	(28.8)	(65.7)	(72.5)	24.9	-	-	(113.4)
Total Operating Expense	642.3	676.1	938.9	2,257.4	265.1	204.5	762.7	(101.2)	3,388.5
Net (Loss) from Operations	367.1	(119.2)	(484.5)	(236.6)	(42.7)	93.7	(748.6)	-	(934.2)
Interest Expense, net	-	-	-	-	-	-	89.4	-	89.4
Net (Loss)	367.1	(119.2)	(484.5)	(236.6)	(42.7)	93.7	(838.0)	-	(1,023.6)

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2008 - Month and Year to Date
Northeast Corridor Operations
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue - Adjusted	77.5	3.1	6.4	942.9	82.9	118.1
Food and Beverage	1.9	(0.0)	0.3	25.1	2.8	4.6
State Supported Train Revenue	-	-	-	-	-	-
<i>Total Passenger Related Revenue</i>	79.4	3.0	6.7	968.0	85.7	122.7
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	2.6	0.2	0.1	31.2	1.8	0.7
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	0.1	(0.2)	(1.4)	10.1	4.9	0.8
<i>Total Other Transportation Revenue</i>	2.7	(0.1)	(1.3)	41.4	6.7	1.5
Commuter	-	-	-	-	-	-
Reimbursable	-	-	-	-	-	-
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	82.1	2.9	5.4	1,009.4	92.4	124.2
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	3.7	0.4	(0.6)	43.6	3.6	(3.5)
Wages & Overtime	9.8	7.2	40.5	200.4	10.4	9.0
Employee Benefits and Employee Related	12.0	(1.1)	1.4	113.4	15.5	0.8
<i>Subtotal Salaries, Wages and Benefits</i>	25.5	6.5	41.3	357.4	29.6	6.3
Train Operations, including Access Fees	3.8	1.0	1.5	54.1	3.1	(3.4)
Fuel, Propulsion Power, & Utilities	9.0	(2.4)	(2.3)	82.7	(5.2)	(5.5)
Materials	3.9	(0.6)	(2.2)	43.6	(1.3)	(0.7)
Facility, Communication, & Office	2.6	(0.6)	0.9	24.9	(0.5)	(0.4)
Advertising and Sales	3.5	0.1	1.1	42.0	8.9	(2.0)
Casualty and Other Claims Total	1.8	0.1	(7.3)	18.9	3.5	(10.2)
Depreciation	-	-	8.6	-	-	-
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	6.2	(3.4)	3.7	38.8	(5.6)	0.1
<i>Unidentified Budget Savings</i>	-	-	-	-	-	-
Indirect Costs Capitalized To P&E	(0.5)	(0.9)	(1.2)	(20.2)	2.3	1.5
Total Operating Expense	55.9	(0.2)	44.1	642.3	34.7	(14.5)
Net Income (Loss) from Operations	26.2	2.7	49.5	367.1	127.2	109.7

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2008 - Month and Year to Date
State and Other Corridor Operations
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue - Adjusted	28.2	2.9	3.9	364.8	32.1	53.9
Food and Beverage	1.2	(0.0)	(0.2)	18.0	1.5	1.5
State Supported Train Revenue	12.0	(2.3)	(0.4)	164.5	(6.3)	10.5
<i>Total Passenger Related Revenue</i>	41.4	0.6	3.2	547.3	27.4	65.9
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	0.2	(0.4)	(0.3)	4.6	(2.0)	(1.9)
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	0.1	(0.1)	(0.3)	5.0	3.0	1.2
<i>Total Other Transportation Revenue</i>	0.3	(0.4)	(0.7)	9.6	1.0	(0.6)
Commuter	-	-	-	-	-	-
Reimbursable	-	-	-	-	-	-
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	41.7	0.2	2.5	556.9	28.4	65.3
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	3.4	(0.4)	(0.9)	38.2	(4.0)	(6.4)
Wages & Overtime	10.8	4.4	26.5	209.9	(20.3)	(9.2)
Employee Benefits and Employee Related	11.9	(2.1)	(0.8)	118.9	(3.5)	4.7
<i>Subtotal Salaries, Wages and Benefits</i>	26.2	1.8	24.8	367.0	(27.9)	(10.9)
Train Operations, including Access Fees	7.8	(1.2)	(0.2)	91.7	(16.1)	(7.4)
Fuel, Propulsion Power, & Utilities	6.9	(1.5)	(1.5)	87.1	(21.4)	(25.0)
Materials	2.4	0.3	(3.3)	36.7	(5.2)	(5.7)
Facility, Communication, & Office	2.9	(1.0)	(0.1)	28.1	(3.7)	(2.9)
Advertising and Sales	0.8	1.3	0.6	21.6	6.4	(2.0)
Casualty and Other Claims Total	2.1	(0.1)	(8.0)	24.2	0.2	(8.8)
Depreciation	-	-	-	-	-	-
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	5.6	(2.4)	2.7	36.4	2.0	(1.8)
<i>Unidentified Budget Savings</i>	-	-	-	-	-	-
Indirect Costs Capitalized To P&E	(0.7)	(0.6)	(0.7)	(16.7)	(0.1)	1.8
Total Operating Expense	54.1	(3.4)	14.3	676.1	(65.7)	(62.8)
Net Income (Loss) from Operations	(12.4)	(3.2)	16.8	(119.2)	(37.3)	2.5

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2008 - Month and Year to Date
Long Distance Operations
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue - Adjusted	32.1	3.0	6.0	391.7	16.4	36.2
Food and Beverage	4.4	0.5	0.2	50.0	(2.5)	2.4
State Supported Train Revenue	-	-	-	-	-	-
<i>Total Passenger Related Revenue</i>	36.5	3.5	6.2	441.6	13.9	38.6
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	0.4	(0.4)	(0.4)	7.0	(1.8)	(1.7)
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	0.3	0.0	(0.2)	5.9	2.7	1.1
<i>Total Other Transportation Revenue</i>	0.6	(0.3)	(0.6)	12.9	0.9	(0.6)
Commuter	-	-	-	-	-	-
Reimbursable	-	-	-	-	-	-
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	37.2	3.1	5.6	454.5	14.8	38.0
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	4.4	0.1	(0.9)	49.3	2.5	(6.6)
Wages & Overtime	16.8	8.6	29.2	299.3	12.6	(11.1)
Employee Benefits and Employee Related	18.1	(2.4)	0.5	169.8	15.2	(5.7)
<i>Subtotal Salaries, Wages and Benefits</i>	39.2	6.3	28.8	518.5	30.2	(23.4)
Train Operations, including Access Fees	7.7	3.3	2.9	108.8	18.7	1.6
Fuel, Propulsion Power, & Utilities	12.5	(3.6)	(3.9)	144.6	(38.5)	(45.3)
Materials	4.4	0.1	0.1	56.3	(4.8)	(1.4)
Facility, Communication, & Office	2.8	(0.4)	0.8	27.7	0.7	(1.5)
Advertising and Sales	2.2	(1.1)	(0.2)	30.6	(16.8)	(7.9)
Casualty and Other Claims Total	2.8	0.0	(10.2)	31.4	1.8	(9.6)
Depreciation	-	-	-	-	-	-
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	8.8	(5.8)	2.0	49.9	(15.5)	(2.2)
<i>Unidentified Budget Savings</i>	-	-	-	-	-	-
Indirect Costs Capitalized To P&E	(0.8)	(1.0)	(2.0)	(28.8)	4.4	6.4
Total Operating Expense	79.6	(2.3)	18.2	938.9	(19.8)	(83.5)
Net Income (Loss) from Operations	(42.4)	0.8	23.8	(484.5)	(5.0)	(45.5)

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2008 - Month and Year to Date
National Train System Operations
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue - Adjusted	137.9	8.9	16.2	1,699.3	131.4	208.3
Food and Beverage	7.5	0.4	0.3	93.1	1.8	8.4
State Supported Train Revenue	12.0	(2.3)	(0.4)	164.5	(6.3)	10.5
<i>Total Passenger Related Revenue</i>	157.4	7.1	16.0	1,956.9	127.0	227.2
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	3.2	(0.6)	(0.6)	42.8	(2.0)	(2.9)
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	0.5	(0.3)	(2.0)	21.0	10.6	3.1
<i>Total Other Transportation Revenue</i>	3.6	(0.8)	(2.6)	63.8	8.6	0.3
Commuter	-	-	-	-	-	-
Reimbursable	-	-	-	-	-	-
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	161.0	6.3	13.5	2,020.8	135.6	227.5
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	11.5	(0.0)	(2.4)	131.1	2.1	(16.5)
Wages & Overtime	37.4	20.2	96.3	709.6	2.7	(11.3)
Employee Benefits and Employee Related	42.0	(5.6)	1.1	402.2	27.1	(0.2)
<i>Subtotal Salaries, Wages and Benefits</i>	90.9	14.6	94.9	1,242.9	31.9	(28.0)
Train Operations, including Access Fees	19.4	3.1	4.2	254.6	5.7	(9.3)
Fuel, Propulsion Power, & Utilities	28.4	(7.5)	(7.7)	314.4	(65.1)	(75.9)
Materials	10.7	(0.3)	(5.3)	136.7	(11.3)	(7.8)
Facility, Communication, & Office	8.3	(1.9)	1.5	80.7	(3.5)	(4.9)
Advertising and Sales	6.5	0.3	1.4	94.3	(1.5)	(11.9)
Casualty and Other Claims Total	6.7	(0.1)	(25.6)	74.5	5.5	(28.6)
Depreciation	-	-	-	-	-	-
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	20.6	(11.6)	8.3	125.1	(19.0)	(3.9)
<i>Unidentified Budget Savings</i>	-	-	-	-	-	-
Indirect Costs Capitalized To P&E	(2.0)	(2.6)	(3.8)	(65.7)	6.5	9.6
Total Operating Expense	189.7	(5.9)	68.0	2,257.4	(50.7)	(160.8)
Net Income (Loss) from Operations	(28.7)	0.3	81.5	(236.6)	84.9	66.7

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

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue - Adjusted	-	-	-	-	-	-
Food and Beverage	-	-	-	(0.0)	(0.0)	(0.0)
State Supported Train Revenue	-	-	-	-	-	-
<i>Total Passenger Related Revenue</i>	-	-	-	-	-	-
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	8.1	(1.0)	0.3	95.1	(13.5)	2.7
Propulsion Revenue	9.0	1.0	(11.7)	100.0	2.9	(4.3)
Miscellaneous Revenue	-	-	-	-	-	-
<i>Total Other Transportation Revenue</i>	17.1	0.0	(11.4)	195.1	(10.6)	(1.6)
Commuter	-	-	-	-	-	-
Reimbursable	-	-	-	-	-	-
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	17.1	0.0	(11.4)	195.1	(10.6)	(1.6)
State Capital Payments	2.4	(1.1)	2.4	27.3	(15.0)	27.3
Total Revenues	19.5	(1.1)	(8.9)	222.4	(25.7)	25.7
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	1.7	0.1	(0.3)	20.9	(0.0)	(1.1)
Wages & Overtime	7.7	(1.1)	(1.8)	93.9	(14.1)	(12.1)
Employee Benefits and Employee Related	6.0	(0.9)	(1.6)	61.7	(0.8)	0.2
<i>Subtotal Salaries, Wages and Benefits</i>	15.4	(1.9)	(3.6)	176.5	(14.9)	(13.0)
Train Operations, including Access Fees	0.0	0.0	0.0	0.0	(0.0)	0.0
Fuel, Propulsion Power, & Utilities	10.1	(1.6)	(0.9)	107.6	(3.5)	(6.7)
Materials	0.9	0.0	0.0	12.6	(1.3)	(1.7)
Facility, Communication, & Office	1.5	(0.2)	0.0	12.2	(0.3)	(0.6)
Advertising and Sales	-	-	-	-	-	-
Casualty and Other Claims Total	0.2	0.1	(0.2)	3.1	0.6	1.0
Depreciation	-	-	-	-	-	-
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	3.8	0.2	(1.7)	25.6	1.3	(4.6)
<i>Unidentified Budget Savings</i>	-	-	-	-	-	-
Indirect Costs Capitalized To P&E	(3.5)	(3.1)	(3.3)	(72.5)	5.7	2.8
Total Operating Expense	28.4	(6.4)	(9.6)	265.1	(12.4)	(22.9)
Net Income (Loss) from Operations	(8.9)	(7.4)	(18.5)	(42.7)	(38.0)	2.9

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2008 - Month and Year to Date
Ancillary Businesses
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue - Adjusted	-	-	-	-	-	-
Food and Beverage	-	-	-	-	-	-
State Supported Train Revenue	-	-	-	-	-	-
<i>Total Passenger Related Revenue</i>	-	-	-	-	-	-
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	-	-	-	-	-	-
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	-	-	-	-	-	-
<i>Total Other Transportation Revenue</i>	-	-	-	-	-	-
Commuter	12.0	1.9	1.1	129.5	9.5	12.1
Reimbursable	9.3	2.0	2.3	94.4	12.6	19.0
Commercial Development	6.8	2.0	1.0	74.3	15.1	9.7
Total Operating Revenue	28.0	5.9	4.4	298.2	37.1	40.7
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	0.9	0.1	(0.1)	10.7	1.1	(1.2)
Wages & Overtime	6.5	(1.6)	(1.7)	68.4	(9.3)	(12.6)
Employee Benefits and Employee Related	4.1	(1.0)	(1.2)	36.8	(0.0)	(3.0)
<i>Subtotal Salaries, Wages and Benefits</i>	<i>11.5</i>	<i>(2.4)</i>	<i>(3.0)</i>	<i>115.9</i>	<i>(8.3)</i>	<i>(16.9)</i>
Train Operations, including Access Fees	0.0	(0.0)	(0.0)	0.4	(0.1)	(0.2)
Fuel, Propulsion Power, & Utilities	0.9	(0.4)	(0.4)	9.4	(2.3)	(3.7)
Materials	2.0	(0.0)	0.2	20.6	2.0	(1.3)
Facility, Communication, & Office	1.3	(0.4)	(0.2)	11.5	(1.8)	(1.3)
Advertising and Sales	0.0	(0.0)	0.0	0.0	0.0	0.5
Casualty and Other Claims Total	0.1	0.1	(0.1)	1.3	0.5	0.4
Depreciation	-	-	-	-	-	-
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	1.4	(0.2)	(0.2)	20.5	(7.7)	(8.6)
<i>Unidentified Budget Savings</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Indirect Costs Capitalized To P&E	1.0	0.8	0.6	24.9	(2.6)	(5.2)
Total Operating Expense	18.4	(2.6)	(3.1)	204.5	(20.3)	(36.4)
Net Income (Loss) from Operations	9.6	3.3	1.3	93.7	16.9	4.3

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2008 - Month and Year to Date
Ancillary Business - Commuter Operations
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue - Adjusted	-	-	-	-	-	-
Food and Beverage	-	-	-	-	-	-
State Supported Train Revenue	-	-	-	-	-	-
<i>Total Passenger Related Revenue</i>	-	-	-	-	-	-
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	-	-	-	-	-	-
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	-	-	-	-	-	-
<i>Total Other Transportation Revenue</i>	-	-	-	-	-	-
Commuter	12.0	1.9	1.1	129.5	9.5	12.1
Reimbursable	-	-	-	-	-	-
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	12.0	1.9	1.1	129.5	9.5	12.1
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	0.6	0.1	(0.1)	6.5	1.0	(0.8)
Wages & Overtime	4.0	(0.9)	(0.9)	42.8	(5.5)	(7.2)
Employee Benefits and Employee Related	2.3	(0.3)	(0.4)	23.2	0.9	(1.3)
<i>Subtotal Salaries, Wages and Benefits</i>	6.8	(1.1)	(1.4)	72.4	(3.6)	(9.3)
Train Operations, including Access Fees	0.0	(0.0)	(0.0)	0.3	0.0	(0.1)
Fuel, Propulsion Power, & Utilities	0.9	(0.4)	(0.4)	8.7	(2.2)	(3.6)
Materials	1.6	(0.4)	(0.3)	14.1	(1.2)	(2.1)
Facility, Communication, & Office	0.5	(0.1)	(0.1)	5.1	(0.9)	(0.6)
Advertising and Sales	-	-	-	-	0.0	0.0
Casualty and Other Claims Total	0.1	0.1	(0.1)	1.3	0.5	0.4
Depreciation	-	-	-	-	-	-
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	0.3	(0.0)	0.0	3.6	(0.7)	(0.4)
<i>Unidentified Budget Savings</i>	-	-	-	-	-	-
Indirect Costs Capitalized To P&E	0.1	(0.0)	(0.0)	0.8	(0.1)	(0.1)
Total Operating Expense	10.3	(2.0)	(2.2)	106.3	(8.1)	(15.9)
Net Income (Loss) from Operations	1.7	(0.2)	(1.1)	23.2	1.4	(3.8)

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2008 - Month and Year to Date
Ancillary Business - Reimbursable Operations
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue - Adjusted	-	-	-	-	-	-
Food and Beverage	-	-	-	-	-	-
State Supported Train Revenue	-	-	-	-	-	-
<i>Total Passenger Related Revenue</i>	-	-	-	-	-	-
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	-	-	-	-	-	-
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	-	-	-	-	-	-
<i>Total Other Transportation Revenue</i>	-	-	-	-	-	-
Commuter	-	-	-	-	-	-
Reimbursable	9.2	2.0	2.3	94.4	12.6	19.0
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	9.2	2.0	2.3	94.4	12.6	19.0
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	0.2	0.0	(0.0)	2.3	(0.2)	(0.3)
Wages & Overtime	2.5	(0.7)	(0.9)	24.9	(3.8)	(5.5)
Employee Benefits and Employee Related	1.4	(0.5)	(0.6)	12.0	(1.1)	(1.6)
<i>Subtotal Salaries, Wages and Benefits</i>	<i>4.2</i>	<i>(1.2)</i>	<i>(1.5)</i>	<i>39.3</i>	<i>(5.0)</i>	<i>(7.4)</i>
Train Operations, including Access Fees	0.0	(0.0)	(0.0)	0.0	(0.0)	(0.0)
Fuel, Propulsion Power, & Utilities	0.0	(0.0)	0.0	0.2	(0.2)	(0.1)
Materials	0.4	0.4	0.5	6.5	3.1	0.8
Facility, Communication, & Office	0.5	(0.2)	(0.0)	3.2	(0.8)	(0.5)
Advertising and Sales	-	-	-	-	-	0.5
Casualty and Other Claims Total	0.0	(0.0)	(0.0)	0.0	(0.0)	0.0
Depreciation	-	-	-	-	-	-
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	1.0	(0.2)	(0.3)	15.5	(7.2)	(8.2)
<i>Unidentified Budget Savings</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Indirect Costs Capitalized To P&E	2.5	(0.7)	(0.9)	25.4	(3.9)	(6.6)
Total Operating Expense	8.6	(1.9)	(2.4)	90.1	(14.0)	(21.4)
Net Income (Loss) from Operations	0.7	0.1	(0.0)	4.3	(1.5)	(2.4)

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2008 - Month and Year to Date
Ancillary Business - Commercial Operations
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue - Adjusted	-	-	-	-	-	-
Food and Beverage	-	-	-	-	-	-
State Supported Train Revenue	-	-	-	-	-	-
<i>Total Passenger Related Revenue</i>	-	-	-	-	-	-
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	-	-	-	-	-	-
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	-	-	-	-	-	-
<i>Total Other Transportation Revenue</i>	-	-	-	-	-	-
Commuter	-	-	-	-	-	-
Reimbursable	-	-	-	-	-	-
Commercial Development	6.2	1.4	0.4	74.3	15.1	9.7
Total Operating Revenue	6.2	1.4	0.4	74.3	15.1	9.7
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	0.2	0.0	(0.0)	1.9	0.3	(0.2)
Wages & Overtime	0.1	0.0	0.1	0.7	(0.0)	0.1
Employee Benefits and Employee Related	0.1	0.0	0.0	1.4	0.3	0.1
<i>Subtotal Salaries, Wages and Benefits</i>	<i>0.3</i>	<i>0.1</i>	<i>0.1</i>	<i>4.0</i>	<i>0.6</i>	<i>0.0</i>
Train Operations, including Access Fees	-	-	-	-	-	-
Fuel, Propulsion Power, & Utilities	0.1	0.0	(0.0)	0.5	(0.0)	(0.1)
Materials	-	-	-	0.0	0.0	0.0
Facility, Communication, & Office	0.3	(0.1)	(0.1)	3.2	(0.1)	(0.3)
Advertising and Sales	0.0	(0.0)	0.0	0.0	0.0	(0.0)
Casualty and Other Claims Total	0.0	0.0	(0.0)	0.0	0.0	0.0
Depreciation	-	-	-	-	-	-
Amort of Gain On Sale/Leaseback	-	-	-	-	-	-
Other Expenses	0.1	0.0	0.1	1.3	0.2	(0.0)
<i>Unidentified Budget Savings</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>	<i>-</i>
Indirect Costs Capitalized To P&E	0.0	0.0	0.1	0.2	(0.1)	(0.0)
Total Operating Expense	0.9	0.0	0.1	9.3	0.6	(0.4)
Net Income (Loss) from Operations	5.3	1.5	0.6	65.0	15.7	9.3

National Railroad Passenger Corporation (Amtrak)
Strategic Business Line Operating Performance - Variance Report
September 2008 - Month and Year to Date
Unallocated System
(\$ millions)

	Month			YTD		
	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)	Actual	Var to Bud Fav / (Unfav)	Var to Lst Yr Fav / (Unfav)
REVENUE:						
<i>Passenger Related:</i>						
Ticket Revenue - Adjusted	-	-	-	-	-	-
Food and Beverage	-	-	-	-	-	-
State Supported Train Revenue	-	-	-	-	-	-
<i>Total Passenger Related Revenue</i>	-	-	-	-	-	-
<i>Other Transportation Revenue:</i>						
Cost Sharing & Access Fee Revenue	-	-	-	-	-	-
Propulsion Revenue	-	-	-	-	-	-
Miscellaneous Revenue	1.8	1.7	1.6	14.1	8.8	11.7
<i>Total Other Transportation Revenue</i>	1.8	1.7	1.6	14.1	8.8	11.7
Commuter	-	-	-	-	-	-
Reimbursable	-	-	-	-	-	-
Commercial Development	-	-	-	-	-	-
Total Operating Revenue	1.8	1.7	1.6	14.1	8.8	11.7
EXPENSE:						
<i>Salaries, Wages and Benefits:</i>						
Salaries	4.9	0.7	(0.2)	57.6	8.7	1.4
Wages & Overtime	1.6	(1.1)	(1.2)	10.2	(4.0)	(3.5)
Employee Benefits and Employee Related	4.3	(0.1)	(0.5)	42.6	7.5	5.0
<i>Subtotal Salaries, Wages and Benefits</i>	10.7	(0.5)	(1.9)	110.4	12.2	2.9
Train Operations, including Access Fees	0.0	(0.0)	(0.0)	0.0	0.3	(0.0)
Fuel, Propulsion Power, & Utilities	1.3	(1.3)	(1.4)	4.2	(4.0)	(2.4)
Materials	2.0	(1.3)	(1.8)	2.8	1.0	(0.4)
Facility, Communication, & Office	4.7	0.4	(0.2)	47.6	13.8	(4.0)
Advertising and Sales	3.4	(3.3)	(3.3)	3.8	(3.4)	(3.5)
Casualty and Other Claims Total	0.2	(0.1)	(0.2)	0.3	0.1	0.1
Depreciation	48.0	(7.0)	(5.7)	504.9	(34.0)	(48.3)
Amort of Gain On Sale/Leaseback	(1.4)	(0.3)	(0.3)	(15.8)	(5.0)	(3.3)
Other Expenses	17.0	(8.9)	(5.0)	104.5	(1.1)	(9.3)
<i>Unidentified Budget Savings</i>	-	-	-	-	-	-
Indirect Costs Capitalized To P&E	-	-	-	-	-	-
Total Operating Expense	85.9	(22.5)	(19.8)	762.7	(20.3)	(68.2)
Net Income (Loss) from Operations	(84.1)	(20.8)	(18.2)	(748.6)	(11.5)	(56.5)

NATIONAL RAILROAD PASSENGER CORPORATION
Expenses by Department - Summary - Fiscal Year 2008
For the Month of September, 2008 - Preliminary and Unaudited
Operating Business Lines

(\$ thousands)	For the Month					For the Year to Date				
	2008 Sep	2008 Sep	2007 Sep	Variance Fav / (Unfav)		2008 YTD	2008 YTD	2007 YTD	Variance Fav / (Unfav)	
	Actual	Budget	Actual	Budget	Prior Year	Actual	Budget	Actual	Budget	Prior Year
Labor Expenses										
President Office	87	83	136	(4)	50	915	994	865	79	(50)
Office of Inspector General	1,062	1,129	1,002	67	(60)	12,177	13,609	12,744	1,432	567
General Counsel	1,278	1,393	1,143	116	(135)	15,792	16,769	15,693	976	(100)
Finance	2,168	2,361	2,051	193	(117)	26,969	28,972	27,285	2,003	316
Energy Management	60	40	26	(20)	(34)	499	484	428	(15)	(71)
Corporate Common	(21,943)	4,888	166,925	26,830	188,868	(10,915)	76,636	137,744	87,551	148,658
Procurement	3,217	3,011	2,919	(207)	(298)	38,154	36,981	38,055	(1,172)	(98)
Amtrak Technologies	2,956	3,381	2,223	425	(732)	33,108	39,370	32,178	6,262	(930)
Government Affairs	328	381	307	53	(21)	4,148	4,537	3,857	389	(291)
Labor Relations	311	355	301	44	(10)	3,993	4,345	3,998	352	5
Human Resources	1,467	1,619	1,427	152	(40)	18,607	19,459	18,454	852	(153)
Marketing & Product Management	7,100	6,454	6,341	(646)	(759)	86,566	84,718	85,328	(1,847)	(1,237)
Contract Administration	784	976	578	191	(206)	9,155	11,595	6,948	2,440	(2,207)
Planning & Analysis	0	236	259	236	259	1,415	2,848	3,569	1,433	-1,54
Office of Security Strategy & Spec Ops	740	1,162	226	422	(514)	5,812	9,360	2,024	3,549	(3,788)
Risk Management	3,362	3,821	3,244	460	(118)	39,657	41,762	31,904	2,105	(7,753)
Operating Departments										
Sr. Vice President, Operations	91	94	75	3	(16)	1,059	1,129	973	70	(85)
Environmental and Safety	440	373	377	(67)	(63)	4,893	5,078	5,071	185	178
Deputy RCM	0	0	0	0	0	0	0	0	(0)	(0)
Transportation	69,926	61,995	56,981	(7,930)	(12,945)	780,902	739,726	717,109	(41,176)	(63,794)
Mechanical	29,279	25,735	23,029	(3,544)	(6,250)	328,635	308,672	299,822	(19,963)	(28,813)
Engineering	14,681	13,190	11,611	(1,491)	(3,070)	172,852	156,883	160,228	(15,970)	(12,624)
Engineering Reimbursable	3,187	2,220	2,052	(967)	(1,135)	31,561	24,772	25,667	(6,789)	(5,893)
Sub-Total Operating Departments	117,604	103,608	94,124	(13,996)	(23,479)	1,319,902	1,236,260	1,208,871	(83,642)	(111,031)
Total Labor Expenses	120,581	134,899	283,234	14,318	162,653	1,605,955	1,628,702	1,629,945	22,747	23,990
Non-Labor Expenses										
President Office	8	11	56	3	49	188	131	288	(57)	100
Office of Inspector General	343	432	822	89	479	3,348	3,801	4,416	453	1,068
General Counsel	5,947	3,099	5,461	(2,848)	(486)	41,332	37,345	36,621	(3,988)	(4,711)
Finance	7,664	6,854	6,125	(810)	(1,539)	85,267	85,895	78,331	629	(6,936)
Energy Management	9,921	7,976	9,108	(1,945)	(813)	104,888	98,346	98,491	(6,543)	(6,398)
Corporate Common	61,777	44,933	33,301	(16,844)	(28,476)	575,407	520,632	484,301	(54,775)	(91,105)
Procurement	1,387	791	1,508	(596)	121	10,135	9,483	8,890	(652)	(1,245)
Amtrak Technologies	16,680	9,372	9,623	(7,309)	(7,058)	116,546	114,597	101,974	(1,949)	(14,572)
Government Affairs	106	94	99	(13)	(7)	814	946	679	132	(134)
Labor Relations	112	56	54	(56)	(58)	523	532	519	9	(4)
Human Resources	1,190	733	1,115	(457)	(75)	6,530	6,662	6,758	132	228
Marketing & Product Management	13,599	13,749	17,440	150	3,842	175,874	176,244	166,383	370	(9,491)
Contract Administration	1,262	736	893	(526)	(369)	7,453	8,572	5,821	1,119	(1,632)
Planning & Analysis	24	196	148	173	125	517	2,499	1,167	1,983	650
Office of Security Strategy & Spec Ops	1,493	2,019	81	526	(1,412)	10,584	21,450	693	10,866	(9,891)
Risk Management	636	374	670	(262)	34	4,594	4,306	7,093	(288)	2,500
Operating Departments										
Sr. Vice President, Operations	7	13	28	6	21	3,147	136	2,524	(3,011)	(623)
Environmental and Safety	586	251	458	(335)	(128)	2,854	3,323	2,531	469	(323)
Deputy RCM	632	742	367	110	(265)	6,495	6,540	1,218	44	(5,277)
Transportation	46,262	37,233	35,321	(9,030)	(10,941)	487,863	425,810	406,189	(62,053)	(81,674)
Mechanical	12,035	10,806	20,468	(1,230)	8,432	123,312	121,805	140,135	(1,507)	16,823
Engineering	(635)	572	(1,113)	1,207	(478)	(15,038)	(6,203)	(15,374)	8,335	(336)
Engineering Reimbursable	1,647	1,111	1,077	(536)	(571)	19,863	11,680	10,013	(8,183)	(9,850)
Sub-Total Operating Departments	60,535	50,727	56,605	(9,808)	(3,930)	628,496	563,090	547,236	(65,406)	(81,260)
Total Non-Labor Expenses	182,683	142,151	143,109	(40,532)	(39,574)	1,772,495	1,654,530	1,549,662	(117,966)	(222,833)
Total Expenses										
President Office	94	93	193	(1)	99	1,103	1,125	1,153	22	50
Office of Inspector General	1,405	1,562	1,825	157	420	15,525	17,410	17,160	1,885	1,635
General Counsel	7,225	4,492	6,604	(2,733)	(620)	57,125	54,113	52,314	(3,011)	(4,811)
Finance	9,832	9,214	8,176	(617)	(1,656)	112,236	114,868	105,616	2,632	(6,200)
Energy Management	9,981	8,016	9,133	(1,965)	(848)	105,388	98,830	98,919	(6,558)	(6,469)
Corporate Common	39,834	49,821	200,226	9,987	160,392	564,492	597,268	622,045	32,775	57,553
Procurement	4,604	3,802	4,427	(802)	(177)	48,288	46,464	46,945	(1,824)	(1,343)
Amtrak Technologies	19,636	12,753	11,846	(6,883)	(7,790)	149,654	153,967	134,152	4,313	(15,502)
Government Affairs	434	475	406	41	(28)	4,962	5,483	4,536	521	(425)
Labor Relations	423	412	355	(12)	(69)	4,516	4,877	4,517	361	1
Human Resources	2,657	2,353	2,542	(305)	(115)	25,137	26,121	25,213	984	76
Marketing & Product Management	20,699	20,203	23,781	(496)	3,082	262,440	260,962	251,711	(1,477)	(10,728)
Contract Administration	2,047	1,712	1,471	(335)	(575)	16,608	20,167	12,769	3,559	(3,839)
Planning & Analysis	24	433	408	409	384	1,931	5,347	4,736	3,416	2,804
Office of Security Strategy & Spec Ops	2,233	3,181	308	948	(1,926)	16,396	30,811	2,718	14,415	(13,678)
Risk Management	3,998	4,196	3,913	198	(84)	44,251	46,068	38,997	1,817	(5,254)
Operating Departments										
Sr. Vice President, Operations	98	108	102	10	4	4,205	1,265	3,497	(2,941)	(708)
Environmental and Safety	1,026	624	834	(402)	(192)	7,746	8,401	7,601	654	(145)
Deputy RCM	632	742	367	110	(265)	6,495	6,540	1,218	44	(5,277)
Transportation	116,188	99,228	92,302	(16,960)	(23,886)	1,268,766	1,165,536	1,123,298	(103,229)	(145,468)
Mechanical	41,315	36,541	43,497	(4,774)	2,182	451,948	430,477	439,957	(21,470)	(11,990)
Engineering	14,046	13,762	10,498	(284)	(3,548)	157,814	150,680	144,855	(7,135)	(12,960)
Engineering Reimbursable	4,834	3,332	3,129	(1,502)	(1,705)	51,424	36,452	35,681	(14,972)	(15,743)
Sub-Total Operating Departments	178,139	154,335	150,729	(23,803)	(27,409)	1,948,399	1,799,350	1,756,107	(149,048)	(192,292)
Total Expenses	303,264	277,050	426,343	(26,214)	123,079	3,378,451	3,283,232	3,179,608	(95,219)	(198,843)
Topside Adjustment	10,000	0	0	(10,000)	(10,000)	10,000	0	0	(10,000)	(10,000)
Total Expenses with Topside Adjustment	313,264	277,050	426,343	(36,214)	113,079	3,388,451	3,283,232	3,179,608	(105,219)	(208,843)

Note: Numbers may not add due to rounding.

NATIONAL RAILROAD PASSENGER CORPORATION

Operating Expense by Department

For the Period Ending - September 2008 - Preliminary and Unaudited

Operating Business Lines

(\$ thousands)	Month					Year to Date				
	2008 Sep	2008 Sep	2007 Sep	Variance Fav / (Unfav)		2008 YTD	2007 YTD	Variance Fav / (Unfav)		Prior Year
	Actual	Budget	Actual	Budget	Prior Year	Actual	Actual	Budget	Prior Year	Prior Year
President's Office	94	93	193	(1)	99	1,103	1,125	1,153	22	50
Office Inspector Gen	1,405	1,562	1,825	157	420	15,525	17,410	17,160	1,885	1,635
General Counsel	7,225	4,492	6,604	(2,733)	(620)	57,125	54,113	52,314	(3,011)	(4,811)
Information Technology Dept	19,636	12,753	11,846	(6,883)	(7,790)	149,654	153,967	134,152	4,313	(15,502)
<i>Finance</i>										
CFO (Excl. AT)	9,832	9,214	8,176	(617)	(1,656)	112,236	114,868	105,616	2,632	(6,620)
Energy Management	9,981	8,016	9,133	(1,965)	(848)	105,388	98,830	98,919	(6,558)	(6,469)
Corporate Common - including subsidiaries	39,834	49,821	200,226	9,987	160,392	564,492	597,268	622,045	32,775	57,553
Sub-Total Finance	59,647	67,051	217,535	7,404	157,888	782,116	810,965	826,580	28,849	44,464
Chief Logistics Officer	4,604	3,802	4,427	(802)	(177)	48,288	46,464	46,945	(1,824)	(1,343)
VP Gov't Affairs	434	475	406	41	(28)	4,962	5,483	4,536	521	(425)
Labor Relations	423	412	355	(12)	(69)	4,516	4,877	4,517	361	1
Human Resources	2,657	2,353	2,542	(305)	(115)	25,137	26,121	25,213	984	76
<i>Marketing & Product Management</i>										
VP Customer Services	562	549	483	(13)	(79)	6,341	7,658	6,377	1,318	36
Marketing And Sales	10	1	157	(9)	147	387	239	1,415	(147)	1,028
Chief Market Research & Analysis	215	239	212	24	(2)	3,862	3,949	5,843	88	1,981
Sales Dist & Cust Svc	7,101	6,755	6,054	(346)	(1,048)	83,019	82,919	78,653	99	(4,366)
Chief Marketing Officer	7,760	5,251	6,670	(2,509)	(1,090)	74,638	74,700	65,444	63	(9,193)
Customer Svc Field Opns	334	350	292	17	(42)	4,124	4,215	3,076	91	(1,048)
Chief Svc. Deliv. & Ops Supp	4,682	7,027	9,879	2,345	5,197	89,688	86,897	90,522	(2,791)	834
Charter & Group Services	34	30	33	(4)	(1)	382	384	382	2	(0)
Sub-Total Marketing & Product Management	20,699	20,203	23,781	(496)	3,082	262,440	260,962	251,711	(1,477)	(10,728)
Strategic Partnerships	1,281	967	679	(314)	(601)	8,722	11,567	5,043	2,845	(3,679)
Corp Real Estate	766	745	792	(21)	26	7,886	8,600	7,726	714	(160)
Planning & Analysis	24	433	408	409	384	1,931	5,347	4,736	3,416	2,804
Ofc Of Sec Strat & Spec Ops	2,233	3,181	308	948	(1,926)	16,396	30,811	2,718	14,415	(13,678)
Police	3,998	4,196	3,913	198	(84)	44,251	46,068	38,997	1,817	(5,254)
<i>Operating Departments</i>										
Chief Oper Officer-Staff	98	108	102	10	4	4,205	1,265	3,497	(2,941)	(708)
Environmental Health & Safety	1,026	624	834	(402)	(192)	7,746	8,401	7,601	654	(145)
Deputy RCM	632	742	367	110	(265)	6,495	6,540	1,218	44	(5,277)
<i>Transportation</i>										
VP Transportation Staff incl Mail&Exp	447	18	1,070	(430)	623	5,419	1,332	8,004	(4,087)	2,584
Payments To Host Railroad	8,600	7,793	7,004	(807)	(1,596)	98,193	93,521	92,401	(4,672)	(5,792)
<i>New England Division</i>										
Transportation-NED	5,971	4,700	4,601	(1,271)	(1,370)	63,622	58,195	56,384	(5,427)	(7,237)
Commuter Operations Conn DOT	962	629	568	(334)	(395)	9,893	7,668	6,932	(2,226)	(2,961)
Sub-Total New England Division	6,933	5,329	5,169	(1,604)	(1,764)	73,515	65,862	63,317	(7,653)	(10,198)
Transportation New York Div	13,700	11,259	10,922	(2,441)	(2,778)	140,997	131,265	126,271	(9,732)	(14,736)
NEC Service Operations	5,298	4,850	4,156	(448)	(1,142)	60,096	57,233	53,107	(2,863)	(6,989)
<i>Mid-Atlantic Division</i>										
Mid-Atlantic Division	13,834	11,650	9,638	(2,184)	(4,196)	145,604	134,134	126,280	(11,470)	(19,324)
Commuter Operations Virginia Rail Exp	1,042	1,049	956	7	(86)	12,193	12,210	11,352	17	(841)
MARC Service	1,344	970	942	(375)	(403)	13,856	12,028	11,811	(1,828)	(2,045)
Sub-Total Mid-Atlantic Division	16,221	13,669	11,535	(2,552)	(4,685)	171,653	158,373	149,443	(13,280)	(22,210)

NATIONAL RAILROAD PASSENGER CORPORATION

Operating Expense by Department

For the Period Ending - September 2008 - Preliminary and Unaudited

Operating Business Lines

(\$ thousands)	Month					Year to Date			
	2008 Sep Actual	2008 Sep Budget	2007 Sep Actual	Variance Fav / (Unfav)		2008 YTD Budget	2007 YTD Actual	Variance Fav / (Unfav)	
				Budget	Prior Year			Budget	Prior Year
Southern Division	11,154	10,301	9,488	(852)	(1,666)	131,784	116,701	(9,646)	(15,083)
Central Division	16,839	13,928	12,863	(2,911)	(3,976)	188,484	158,819	(24,426)	(29,665)
Southwest Division	11,379	10,170	9,423	(1,210)	(1,956)	125,993	114,736	(7,539)	(11,257)
Coaster/Commuter Svc	0	0	0	0	0	0	1	0	1
Sub-Total Southwest Div	11,379	10,170	9,423	(1,210)	(1,956)	125,993	114,737	(7,539)	(11,256)
<i>Pacific Division</i>									
Pacific Division	13,121	11,037	10,555	(2,085)	(2,567)	148,492	129,159	(16,058)	(19,332)
General Mgr Peninsula	5,149	4,649	3,951	(500)	(1,198)	56,278	49,882	(475)	(6,396)
Sub-Total Pacific Division	18,270	15,686	14,506	(2,584)	(3,764)	204,770	179,041	(16,533)	(25,728)
Chief Systems Operations	6,423	5,497	5,383	(925)	(1,040)	58,127	53,204	(2,648)	(4,923)
Chief Transp Officer	924	729	783	(195)	(140)	9,735	8,253	(150)	(1,482)
Sub-Total Transportation	116,188	99,228	92,302	(16,960)	(23,886)	1,268,766	1,123,298	(103,229)	(145,468)
<i>Mechanical</i>									
CMO Staff	623	624	859	1	236	6,319	4,867	(1,451)	1,632
Deputy Chief Mech Off	62	1,213	1,177	1,151	1,115	12,840	14,415	1,575	1,419
Sr Dir Roll Sbk Eng	1,019	1,057	1,153	38	133	10,783	11,230	446	(226)
Master Mech Mid All Div	5,490	5,213	4,414	(277)	(1,075)	63,478	63,550	72	2,412
Mech Mech-Central Div	7,215	5,354	2,532	(1,860)	(4,683)	71,582	64,162	(7,420)	(11,505)
West Coast Mast Mech	6,135	5,660	3,781	(475)	(2,354)	64,375	64,805	430	(4,788)
Sound Transit	918	612	445	(305)	(473)	7,878	7,267	(611)	(2,727)
New York/New Eng M Of E	6,498	5,899	4,912	(599)	(1,586)	74,912	71,538	(3,374)	(3,940)
Supt-South	3,637	3,054	2,684	(583)	(953)	39,988	37,062	(2,926)	(1,390)
Beech Grove Shop	1,475	884	17,186	(590)	15,711	8,080	7,926	(154)	15,932
Bear Maint Of Equip	(640)	(188)	(271)	452	369	(4,776)	(3,363)	1,413	1,660
Wilmington Shops	3,401	1,995	(754)	(1,407)	(4,155)	28,459	24,667	(3,792)	(1,397)
High Speed Rail Mechanical	5,481	5,161	5,378	(320)	(103)	68,025	62,351	(5,673)	(9,067)
Sub-Total Mechanical	41,315	36,541	43,497	(4,774)	2,182	451,944	439,958	(21,466)	(11,986)
<i>Engineering</i>									
Chief Engineer	14,046	13,762	10,498	(284)	(3,548)	157,814	150,680	(7,135)	(12,960)
Engineering Reimbursable	4,834	3,332	3,129	(1,502)	(1,705)	51,424	36,452	(14,972)	(15,743)
Sub-Total Engineering	18,880	17,094	13,626	(1,786)	(5,253)	209,238	187,132	(22,106)	(28,703)
Sub-Total Operating Departments	178,139	154,335	150,729	(23,803)	(27,409)	1,948,395	1,756,107	(149,044)	(192,287)
Amtrak Summary	303,264	277,050	426,343	(26,214)	123,079	3,378,451	3,179,608	(95,219)	(198,843)
Topside Adjustments	10,000	0	0	(10,000)	(10,000)	10,000	0	(10,000)	(10,000)
Total with Topside Adjustments	313,264	277,050	426,343	(36,214)	113,079	3,388,451	3,283,232	(105,219)	(208,843)

Note: Numbers may not add due to rounding.

**National Railroad Passenger Corporation
Capital Program Expenditures* Excluding Debt Service**

September 2008 YTD

(\$ thousands)

Department & Program	YTD Actual	YTD Authorized	Variance	FY08 Remaining Spend Plan	Spend Plan + YTD Actual	FY08 Authorized	Variance
Engineering							
Structures - Culvert	2,279	2,738	459	-	2,279	2,738	459
Structures - Environmental	-	-	-	-	-	-	-
Structures - Fence	212	435	223	-	212	435	223
Structures - Interlocking Structures	434	707	273	-	434	707	273
Structures - M/E Facility	5,912	5,972	60	-	5,912	5,972	60
Structures - M/W Base	921	922	1	-	921	922	1
Structures - Station	17,572	28,645	11,074	-	17,572	28,645	11,074
Structures - Major Bridge Special Projects	31,708	26,064	(5,644)	-	31,708	26,064	(5,644)
Structures - Trans Department Facility	483	1,280	797	-	483	1,280	797
Structures - Tunnel	2,347	480	(1,867)	-	2,347	480	(1,867)
Structures - Retaining Wall	1,189	2,634	1,445	-	1,189	2,634	1,445
Deputy Chief Engineer Construction - Applications	6,855	7,020	165	-	6,855	7,020	165
Deputy Chief Engineer Construction - Environmental	92	202	110	-	92	202	110
Deputy Chief Engineer - Leasehold Improvements	21,637	23,128	1,491	-	21,637	23,128	1,491
Communications & Signals- Abs Locations	5,916	5,232	(684)	-	5,916	5,232	(684)
Communications & Signals- Adv Civil Spd Enforc Sys	713	647	(66)	-	713	647	(66)
Communications & Signals - Movable Bridges C&S	12	-	(12)	-	12	-	(12)
Communications & Signals - Cable Copper	-	-	-	-	-	-	-
Communications & Signals - Cable Fiber	267	350	83	-	267	350	83
Communications & Signals - Cetc	5,009	8,641	3,632	-	5,009	8,641	3,632
Communications & Signal - Interlocking-C&S	8,520	7,061	(1,458)	-	8,520	7,061	(1,458)
Communications & Signals - Radio	621	655	34	-	621	655	34
Communications & Signals - Crossings	130	299	169	-	130	299	169
Electric Traction - Catenary	30,994	31,001	6	-	30,994	31,001	6
Electric Traction - Frequency Converters	10,926	12,211	1,286	-	10,926	12,211	1,286
Electric Traction - Catenary Pole	1,779	2,300	521	-	1,779	2,300	521
Electric Traction - Signal Power	2,581	2,791	210	-	2,581	2,791	210
Electric Traction - Substations	13,255	16,066	2,812	-	13,255	16,066	2,812
Electric Traction - Systems	-	-	-	-	-	-	-
Electric Traction - Transmission	1,629	3,184	1,556	-	1,629	3,184	1,556
Track - Applications	79	150	71	-	79	150	71
Track - Movable Bridge - Movable Span	-	-	-	-	-	-	-
NEC Tunnel Safety	1,280	617	(663)	-	1,280	617	(663)
Track - Ballast	3,074	4,807	1,733	-	3,074	4,807	1,733
Track - Drainage	2,487	2,608	121	-	2,487	2,608	121
Track - Equipment-Roadway	14,089	12,311	(1,778)	-	14,089	12,311	(1,778)
Track - Fasteners	273	1,259	986	-	273	1,259	986
Track - Interlocking Renewal	33,251	33,442	191	-	33,251	33,442	191
Track - Rail	15,814	17,017	1,203	-	15,814	17,017	1,203
Track - Roadbed	-	-	-	-	-	-	-
Track - Special Projects	-	-	-	-	-	-	-
Track - Wood/Concrete Crosstie/Timber	45,552	32,177	(13,375)	-	45,552	32,177	(13,375)
Track - Total Track Renewal/Construction	1,370	1,246	(124)	-	1,370	1,246	(124)
Track - Track Laying System	37,648	37,812	165	-	37,648	37,812	165
Track - Turnouts	7,239	6,819	(420)	-	7,239	6,819	(420)
Track - Geometry	12,831	12,557	(275)	-	12,831	12,557	(275)
Track - Crossings-Road	57	597	540	-	57	597	540
Life Safety - 1St Avenue Construction	15,575	30,022	14,447	-	15,575	30,022	14,447
Life Safety - Lic Ventilation Construction	27,783	34,374	6,591	-	27,783	34,374	6,591
Life Safety - Misc Design & Construction Project	2,343	5,069	2,726	-	2,343	5,069	2,726
Life Safety - Nrt Ventilation Construction	37	(0)	(37)	-	37	(0)	(37)
Life Safety - Standpipe Installation	225	1,803	1,578	-	225	1,803	1,578
Structures - Movable Bridge-Movable Span	8,723	10,262	1,539	-	8,723	10,262	1,539
Structures - Undergrade-Fixed Bridge	13,199	13,786	587	-	13,199	13,786	587
Structures - Special Project 1	(1)	-	1	-	(1)	-	1
Structures - Special Project 2	8,573	5,027	(3,546)	-	8,573	5,027	(3,546)
Structures - Sunnyside Yard New Mechanical Facilit	2,557	8,041	5,485	-	2,557	8,041	5,485
Structures - Bridge Ties	810	910	100	-	810	910	100
Wilmington Warehouse	-	-	-	-	-	-	-
Audit Adjustment	-	-	-	-	-	-	-
Other	270	3,000	2,730	-	270	3,000	2,730
Engineering Total	429,127	466,377	37,250	-	429,127	466,377	37,250
Mechanical							
Amfleet Programs	72,127	71,000	(1,126)	-	72,127	71,000	(1,126)
Locomotives	34,841	35,942	1,101	-	34,841	35,942	1,101
Superliners	32,370	34,409	2,039	-	32,370	34,409	2,039
Wrecks	277	400	123	-	277	400	123
Facility Improvements	5,256	6,080	824	-	5,256	6,080	824
#Nodata	-	-	-	-	-	-	-
Horizon/Surfliner Programs	13,147	13,568	421	-	13,147	13,568	421
Non Passenger Equipment	6,307	6,604	296	-	6,307	6,604	296
Viewliner Programs	5,347	5,376	29	-	5,347	5,376	29
Talgo Programs	3,727	3,600	(127)	-	3,727	3,600	(127)
Acela Programs	4,738	4,817	79	-	4,738	4,817	79
Other	13,333	15,003	1,670	-	13,333	15,003	1,670
Mechanical Total	191,471	196,799	5,328	-	191,471	196,799	5,328
Environmental							
Environmental Pollution Prevention	4,815	4,603	(212)	-	4,815	4,603	(212)
Environmental Remediation Program	3,531	3,560	29	-	3,531	3,560	29
Environmental Remediation Program	3,531	3,560	29	-	3,531	3,560	29
Future Remediation	-	-	-	-	-	-	-
Other	-	-	-	-	-	-	-
Environmental Total	8,715	8,863	148	-	8,715	8,863	148

**National Railroad Passenger Corporation
Capital Program Expenditures* Excluding Debt Service**

September 2008 YTD

(\$ thousands)

Department & Program	YTD Actual	YTD Authorized	Variance	FY08 Remaining Spend Plan	Spend Plan + YTD Actual	FY08 Authorized	Variance
Police and Security							
Safety & Security Program	12,928	21,485	8,558	-	12,928	21,485	8,558
Safety & Security Total	12,928	21,485	8,558	-	12,928	21,485	8,558
Human Resources							
Pension Administration System	255	295	40	-	255	295	40
Human Resources Total	255	295	40	-	255	295	40
Transportation / Operations							
Station / Facility / Support Vehicles	5,873	6,040	167	-	5,873	6,040	167
Technology/ System Upgrade	524	617	93	-	524	617	93
Transportation Total	6,398	6,657	259	-	6,398	6,657	259
Operations Planning							
Technology/ System Upgrade	0	-	(0)	-	0	-	(0)
Operations Planning Total	0	-	(0)	-	0	-	(0)
Finance & Treasury							
Technology/ System Upgrades/Credit Card Terminals	1,183	1,759	576	-	1,183	1,759	576
Finance & Treasury Total	1,183	1,759	576	-	1,183	1,759	576
Amtrak Technologies Total							
Technology/ System Upgrade	39,720	52,898	13,177	-	39,720	52,898	13,177
Amtrak Technologies Total	39,720	52,898	13,177	-	39,720	52,898	13,177
Procurement							
Procurement Equipment Purchase/Replacement	1,780	1,671	(109)	-	1,780	1,671	(109)
Procurement Facility Improvement Program	25	25	-	-	25	25	-
Procurement Technology Program	926	1,019	93	-	926	1,019	93
Procurement Total	2,730	2,715	(15)	-	2,730	2,715	(15)
Real Estate Total							
Station / Facility Development	6,047	7,138	1,091	-	6,047	7,138	1,091
Real Estate Total	6,047	7,138	1,091	-	6,047	7,138	1,091
Contract Administration							
Existing Partnership Agreements	1,086	1,777	691	-	1,086	1,777	691
Contract Administration Total	1,086	1,777	691	-	1,086	1,777	691
Marketing & Sales							
Technology / System Upgrade	-	-	-	-	-	-	-
Infrastructure	332	98	(234)	-	332	98	(234)
Other	15,222	24,935	9,713	-	15,222	24,935	9,713
Marketing & Sales Total	15,554	25,033	9,479	-	15,554	25,033	9,479
Departmental Total	715,213	791,795	76,581	-	715,213	791,795	76,581
Topside Adjustment	(10,000)	-	10,000	-	(10,000)	-	10,000
Departmental Total after Topside Adjustment	705,213	791,795	86,581	-	705,213	791,795	86,581
By Funding Source							
Federal Grants	582,867	589,853	6,986	-	582,867	589,853	6,986
FRA	2,648	5,817	3,169	-	2,648	5,817	3,169
No Funding Source Rule	-	-	-	-	-	-	-
Internal	4,815	6,847	2,032	-	4,815	6,847	2,032
State, Local and Private	94,063	131,274	37,211	-	94,063	131,274	37,211
Homeland Security	8,259	15,469	7,210	-	8,259	15,469	7,210
Managerial Cost Accounting System	3,008	8,950	5,942	-	3,008	8,950	5,942
Efficiency Incentive Grant	11,836	19,299	7,463	-	11,836	19,299	7,463
100% MTA_ESA	2,557	8,041	5,485	-	2,557	8,041	5,485
100% California	841	2,125	1,284	-	841	2,125	1,284
Funding Source Other	4,320	4,119	(201)	-	4,320	4,119	(201)
Total by Funding Source (without Topside Adj)	715,213	791,795	76,581	-	715,213	791,795	76,581

BOLD Numbers are subtotals

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

**CHIEF MECHANICAL OFFICER
PRODUCTION REPORT**

PROJECT #	PROJECT NAME	FY08 Plan	Plan SEP	Actuals SEP	Plan YTD through SEP	Actuals YTD through SEP	Variance Actuals YTD to Plan YTD	% Variance Actuals YTD to Plan YTD	% YTD Actuals to FY08 Plan	Units Completed - September	September Comments
20047439	Amfleet I Coach Overhaul Level 2	34	2	2	34	35	1	3%	103%	8206682737, 8206882738	Exceeded production due to efficiencies and to offset the loss in the L-3 O/H Production.
20057408	Amfleet I Coach Overhaul Level 3	23	2	3	23	22	(1)	-4%	96%	2103082739, 2115082740, 21063082741	Equipment condition, unplanned repairs and several staffing changes stalled production throughout the year.
20057409	Cab Car Overhaul Level 3	1	0	0	1	1	0	0%	100%		
20057423	Amfleet II Coach Overhaul Level 3	36	3	2	36	33	(3)	-8%	92%	25119, 25079	Equipment condition, unplanned repairs and several staffing changes stalled production throughout the year.
20057424	Amfleet II Lounge Conversion	6	1	0	6	5	(1)	-17%	83%		Unplanned repairs due to equipment condition stalled production. The Cab Car workforce was held 3 months beyond the planned release date causing a shortage of manpower to fill out the e Lounge O/H Line.
20082564	Amfleet I Coach Overhaul Level 1	37	4	8	37	42	5	14%	114%	82543, 82025, 82508, 82544, 82507, 82545, 82510, 82509	Exceeded production due to efficiencies and to offset the loss in the L-3 O/H Production.
20082565	Amfleet I Café/Club Overhaul Level 1	32	3	3	32	31	(1)	-3%	97%	43378, 48177, 48195	Workforce was reassigned to work the L-1 Coach O/H Line due to equipment availability.
CAPI TAL	TOTAL BEAR	169	15	18	169	169	0	0%	100%		
20037414	Heritage Parlor Car Overhaul	5	0	0	5	5	0	0%	100%		
20037428	Baggage Car Overhaul	36	4	8	36	36	0	0%	100%	1703, 1231, 1211, 1730, 1230, 1163, 1255, 1241	
20037433	P-32ED Locomotive Overhaul	2	0	0	2	2	0	0%	100%		
20037434	Superliner II Sleeper Overhaul	5	0	0	5	5	0	0%	100%		
20037436	Superliner II Coach Overhaul	12	1	0	12	12	0	0%	100%		
20037437	Superliner II Diner Overhaul	4	0	0	4	4	0	0%	100%		
20037438	Superliner II Trans Sleeper Dorm Overhaul	9	0	0	9	9	0	0%	100%		
20047432	Overhaul Of I/C P-42 Locomotives	30	0	1	30	26	(4)	-13%	87%	35	Program cancelled by Corporate.
20047433	P-32DM Locomotive Overhauls	0	0	0	0	0	0	0%	0%		
20047447	Horizon Coach Overhaul Level 3	17	1	0	17	17	0	0%	100%		
20057400	Superliner - Overhaul	14	2	1	14	14	0	0%	100%	6304	
20057418	Superliner I Lounge Overhaul	1	0	1	1	3	2	200%	300%	33100	Production Efficiency.
20057422	Superliner I Coach Overhaul	30	3	3	30	31	1	3%	103%	34099, 34018, 34082	Production Efficiency.

**CHIEF MECHANICAL OFFICER
PRODUCTION REPORT**

PROJECT #	PROJECT NAME	FY08 Plan	Plan SEP	Actuals SEP	Plan YTD through SEP	Actuals YTD through SEP	Variance YTD Actuals YTD to Plan YTD	% Variance Actuals YTD to Plan YTD	% YTD Actuals to FY08 Plan	Units Completed - September	September Comments
20067411	Viewliner Sleeper - Overhaul	13	2	2	13	13	0	0%	100%	62001,62002	
20067420	Heritage Diner Overhaul	8	1	1	8	7	(1)	-13%	88%	8504	Could not get units into Overhaul on time.
20077402	Superliner I Diner/Lounge Conversion	14	0	1	14	13	(1)	-7%	93%	37000	Program cancelled by Corporate.
20077411	Superliner I Lounge/Diner Conversion	1	1	0	1	0	(1)	-100%	0%		Program cancelled by Corporate.
20079871	Superliner I Sleeper Overhaul	6	0	0	6	6	0	0%	100%		
20082530	Superliner II Lounge/Diner Conversion	0	0	0	0	0	0	0%	0%		
20079897	Superliner Coach Overhaul - California	0	0	0	0	2	2	0%	0%		
20097407	Horizon Food Service Overhaul Level 2	1	1	1	1	1	0	0%	100%	58108	
CAPITAL	TOTAL BEECH GROVE	208	16	19	208	206	(2)	-1%	99%		
20047419	AEM-7DC Overhaul	7	1	0	7	7	0	0%	100%		
20047421	Wilmington Wreck Repair	1	0	0	1	1	0	0%	100%		
20057407	Wilmington HHP-8 Overhauls	1	0	0	1	1	0	0%	100%		
20067402	AEM-7 AC Overhauls	12	0	0	12	13	1	8%	108%		Unit 948 carryover from FY 07.
CAPITAL	TOTAL WILMINGTON	21	1	0	21	22	1	5%	105%		
CAPITAL	TOTAL CMO	398	32	37	398	397	(1)	0%	100%		
<i>FY08 Reset Budget includes \$784,000 carry over dollars from FY07.</i>											
20033116	Work Management System	\$ 1,450,000	\$ 182,792	\$ 598,320	\$ 1,450,000	\$ 1,164,987	\$ 285,013	20%	80%		
20047401	Car Mandatory Programs	\$ 600,000	\$ 49,942	\$ 185,143	\$ 600,000	\$ 733,044	\$ (133,044)	-22%	122%		
20047402	Locomotive Mandatory Programs	\$ 1,675,690	\$ 46,775	\$ 1,36,984	\$ 1,675,690	\$ 1,243,580	\$ 432,110	26%	74%		
20067401	Talgo Mods	\$ 4,000,000	\$ 600,000	\$ 1,059,370	\$ 4,000,000	\$ 3,726,646	\$ 273,354	7%	93%		
20072516	Freeze Protection	\$ 400,000	\$ -	\$ -	\$ 400,000	\$ 411,856	\$ (11,856)	-3%	103%		
20074400	Mech Point of Use Kiosk	\$ 175,000	\$ -	\$ -	\$ 175,000	\$ 138,444	\$ 36,556	21%	79%		
20074406	Locomotive-Video Cameras	\$ 650,000	\$ 450,000	\$ 618,720	\$ 650,000	\$ 618,720	\$ 31,280	5%	95%		
20082523	Cracked Wheel Detector	\$ 700,000	\$ 50,000	\$ 1,835,858	\$ 700,000	\$ 2,128,686	\$ (1,428,686)	-204%	304%		
20082524	Auto Carrier Mods	\$ 1,100,000	\$ 10,000	\$ 3,197	\$ 1,100,000	\$ 705,487	\$ 394,513	36%	64%		
20067405	Locomotive Health Monitoring & Analysis System	\$ 2,000,000	\$ 300,000	\$ 145,784	\$ 2,000,000	\$ 1,357,280	\$ 642,720	32%	68%		
20097402	Design Level Replacement	\$ 500,001	\$ 52,087	\$ 27,657	\$ 500,001	\$ 367,574	\$ 132,427	26%	74%		
TOTAL ENGINEERING & OTHER NON-PRODUCTION PROJECTS		\$ 16,968,159	\$ 2,272,662	\$ 4,663,753	\$ 16,968,159	\$ 17,334,715	\$ (366,556)	-2%	102%		
20047413	SI Running Repair - NY	\$ 275,000	\$ -	\$ 13,433	\$ 275,000	\$ 346,057	\$ (71,057)	-26%	126%		
20047414	SI Running Repair-South	\$ 505,000	\$ -	\$ 383,890	\$ 505,000	\$ 906,849	\$ (401,849)	-80%	180%		
20047415	SI Running Repair-WAS	\$ 625,000	\$ 100,000	\$ 78,400	\$ 625,000	\$ 841,409	\$ (216,409)	-35%	135%		
20047416	SI Running Repair-Central	\$ 1,575,000	\$ -	\$ 459,711	\$ 1,575,000	\$ 1,447,275	\$ 127,725	8%	92%		
20047417	SI Running Repair-West	\$ 400,000	\$ -	\$ 86,993	\$ 400,000	\$ 413,294	\$ (13,294)	-3%	103%		
20047422	Wilmington Facility Improvements	\$ 500,000	\$ -	\$ -	\$ 500,000	\$ 219,712	\$ 280,288	56%	44%		
20047436	Beech Grove Shops Facility Improvement	\$ 450,000	\$ 316,184	\$ 138,069	\$ 450,000	\$ 444,158	\$ 5,842	1%	99%		
20047444	Bear Facility Improvements	\$ 250,000	\$ -	\$ 1,339	\$ 249,999	\$ 272,256	\$ (22,257)	-9%	109%		
20057411	SI Running Repair-Boston	\$ -	\$ -	\$ -	\$ -	\$ (28)	\$ 28	0%	0%		
20077401	High Speed Facility	\$ 1,500,000	\$ 212,007	\$ 300,384	\$ 1,500,000	\$ 365,242	\$ 1,134,758	76%	24%		
TOTAL FACILITIES		\$ 6,080,000	\$ 628,191	\$ 1,462,219	\$ 6,079,999	\$ 5,256,224	\$ 823,775	14%	86%		
Miscellaneous*	(Project owned by Police Dept.; worked performed in BEE)										
20079896	IG Sleepers	3	0	0	3	3	0	0%	100%		

Engineering Department	
FY08 Major Production Summary thru Sept 08	
	FY08
Operation	Actual
<u>System Total</u>	
Surfacing (pass miles)	832.0
Wood Ties (each)	63,101
TLM -Ties (each)	95,337
Holland Welder-(TLM+RCO+rail gang) (each)	589
Field Welding -Division & Production (each)	2279
Undercutting (track miles)	0.85
Turnouts - SES (each)	20
Turnouts - DIVS (each)	20
Turnouts - Sys Prod (each)	6
Rail - (TLM+HBG+Sys+CENTRAL Rail Gangs) (track miles)	6.7
Curve Patch Rail Divs (Track Miles)	3.17
Rail Train-Pick Up (track miles)	0.0
Rail Train- Unload (track miles)	13.1
Slot Machine (miles) - NED+MAD+HBG	0.0
Slot Machine - Ties; HRB line & NYD Concrete (each)	0.0
Badger Ditcher (Pass miles)	24.5
Shoulder Cleaner (track miles)	143.2
Rail Grinding (pass miles)	1128.3
Switch Grinding (pass miles)	177.0
Switch Grinding (each)	250
Bridge Decks Retimbered (each)	3
Bridge Ties (each)	269
Bridge Converted to Ballast Deck (each)	6
Bridge Converted to Ballast Deck (track feet)	272
Electric Catenary Hardware Renewed (miles)	41.7
ET Transformers (each)	9
ET Breakers (each)	10
Signal Cable Replaced (miles)	15.0
Concrete System Tie Gang NYD & MAD & SES (each)	5,139
Vac Train 3165 NY Tunnels (miles)	0.85
NY Tunnels Install New Track Panels (miles)	1.22

**Cash Flow: Actual/Forecast
Available Operating Cash (GAAP)
Preliminary Fiscal Year 2008
(\$ millions)**

	Oct	Nov	Dec	Actual	Jan	Feb	Mar	Apr	May	June	July	Aug	Preliminary Sept	Full Year
Cash Flows From Operating Activities:														
Total Revenue	\$190.5	\$202.2	\$201.4	\$192.0	\$184.0	\$198.6	\$202.8	\$214.5	\$216.5	\$215.7	\$235.1	\$215.7	\$201.1	\$2,454.3
Total Expense	(258.1)	(262.1)	(260.9)	(265.8)	(289.7)	(286.3)	(270.3)	(309.3)	(281.8)	(291.4)	(299.4)	(291.4)	(313.3)	(3,388.5)
Depreciation/PEBS/State Capital/PRJs	40.3	41.8	43.3	40.8	42.3	51.6	41.2	43.2	43.2	58.0	50.1	58.0	57.1	553.0
Budget result	(27.3)	(18.1)	(16.3)	(33.0)	(63.4)	(36.1)	(26.2)	(51.6)	(22.1)	(17.8)	(14.3)	(17.8)	(55.0)	(381.1)
Changes in Assets and Liabilities														
Accounts Receivable	1.3	15.6	17.9	(19.4)	2.2	24.8	(0.6)	(17.2)	13.4	8.3	(5.0)	8.3	(8.9)	32.4
Materials and Supplies	3.7	0.8	0.8	(0.1)	2.3	(2.1)	(2.8)	2.6	2.2	2.1	1.0	2.1	8.1	18.4
Other Current Assets	6.6	1.7	(7.7)	(13.5)	7.3	(0.9)	6.1	1.7	1.2	2.3	5.2	2.3	2.3	12.4
Other Assets, Deposits, & Deferred Charges:	(22.4)	(3.0)	6.8	16.0	3.4	(5.1)	26.1	(2.7)	(19.3)	8.8	(9.9)	8.8	(11.7)	(12.9)
Accounts Payable	10.7	(11.3)	(3.4)	(4.4)	(8.0)	9.2	16.5	11.5	(29.0)	0.8	26.1	0.8	49.9	68.8
Accrued Interest Payable	(0.6)	10.9	(14.0)	(22.9)	10.1	3.4	3.6	10.4	(2.7)	9.7	(20.1)	9.7	5.9	(6.2)
Other Accrued Expenses	25.0	(22.5)	4.2	0.7	5.3	0.3	5.0	(77.9)	(8.2)	(12.4)	1.2	(12.4)	(14.2)	(93.5)
Deferred Ticket Revenue	12.0	(5.9)	(21.8)	12.3	12.3	8.2	12.5	9.5	6.6	(14.7)	(6.8)	(14.7)	4.0	28.1
Deferred Gain on Sale/Leasebacks	(1.3)	(1.3)	(4.3)	(1.3)	(1.3)	(5.1)	(1.3)	(1.3)	(1.3)	(1.3)	(1.3)	(1.3)	(1.3)	(22.5)
Casualty and Other Reserves	(6.8)	5.6	1.6	2.1	21.5	10.4	(2.0)	22.4	4.5	(23.9)	8.2	(23.9)	(9.5)	34.3
Net change in assets and liabilities	28.3	(9.4)	(19.8)	(30.4)	55.1	43.2	63.1	(41.1)	(32.6)	(20.3)	(1.5)	(20.3)	24.6	59.0
Cash Flows From Investing Activities														
Capital Expenditure	(46.8)	(48.1)	(38.7)	(52.5)	(52.2)	(46.7)	(68.8)	(58.6)	(56.0)	(65.8)	(72.8)	(65.8)	(86.4)	(705.3)
3rd Party Contributions and Other	7.3	5.2	16.4	11.4	7.8	0.0	7.2	12.8	1.1	0.9	3.5	0.9	15.1	88.7
Net capital expenditures	(39.5)	(42.9)	(22.2)	(41.1)	(44.4)	(46.7)	(61.6)	(45.8)	(54.9)	(65.0)	(69.3)	(65.0)	(71.3)	(616.7)
Cash Flows From Debt Service														
Principal Payments	(9.5)	(6.1)	(13.8)	(32.9)	(9.1)	(17.8)	(13.4)	(0.1)	(36.3)	(0.3)	(20.0)	(0.3)	(4.6)	(163.9)
Interest Net	(7.9)	(8.2)	(7.8)	(7.7)	(4.8)	(8.1)	(7.4)	(7.4)	(7.5)	(7.3)	(7.5)	(7.3)	(7.8)	(89.4)
Net debt service	(17.4)	(14.3)	(21.6)	(40.6)	(13.9)	(25.9)	(20.8)	(7.5)	(43.8)	(7.6)	(27.5)	(7.6)	(12.4)	(253.3)
Cash Flow from Operations	(55.9)	(84.7)	(80.0)	(145.1)	(66.6)	(65.6)	(45.5)	(145.9)	(153.4)	(110.6)	(112.7)	(110.6)	(126.1)	(1,192.1)
Cash Flows From Financing Activities														
FY08 Continuing Resolution & Appropriator	0.0	62.9	195.7	0.0	172.5	254.1	311.8	0.0	0.0	0.0	286.0	0.0	0.0	1,283.0
Financing Transactions	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Corporate Adjustments	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Net cash provided by financing activity	0.0	62.9	195.7	0.0	172.5	254.1	311.8	0.0	0.0	0.0	286.0	0.0	0.0	1,283.0
Net Change in Cash and Cash Equiva	(55.9)	(21.8)	(115.7)	(145.1)	105.9	188.5	266.3	(145.9)	(153.4)	(110.6)	173.3	(110.6)	(126.1)	90.9
Cash on hand - beginning of month	276.1	220.2	198.4	314.1	169.0	274.9	463.4	729.7	583.8	603.7	430.4	603.7	493.1	493.1
Cash on hand - end of month	220.2	198.4	314.1	169.0	274.9	463.4	729.7	583.8	430.4	493.1	603.7	493.1	367.0	367.0
Outstanding Checks: Float	(26.7)	(39.8)	(88.8)	(30.6)	(25.0)	(22.8)	(39.4)	(51.3)	(30.4)	(41.5)	(30.2)	(41.5)	(63.7)	(63.7)
Available Operating Cash	\$193.5	\$158.6	\$225.3	\$138.4	\$249.9	\$440.6	\$690.3	\$532.5	\$400.0	\$451.6	\$573.5	\$451.6	\$303.3	\$303.3

**ACTUAL ANALYSIS
TO
PRIOR YEAR**

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

(In Thousands of Dollars)

Preliminary Subject to Audit	Twelve Months Ended		fav / (unfav)		
	September 30				
	2008	2007			
Revenues:					
Passenger related	\$ 1,956,948	\$ 1,730,926	226,022	13.1%	/a
Commuter	129,545	117,424	12,121	10.3%	/b
Other	340,504	302,254	38,250	12.7%	/c
State capital payments	27,309	2,011	25,298	1258.0%	/d
Total revenues	2,454,306	2,152,615	301,691	14.0%	
Expenses:					
Salaries, wages, and benefits	1,642,693	1,661,838	19,145	1.2%	/e
Train operations	219,352	209,881	(9,471)	-4.5%	/f
Fuel, power, and utilities	370,032	284,184	(85,848)	-30.2%	/g
Materials	172,669	179,044	6,375	3.6%	/h
Facility, communication, and office related	152,022	141,154	(10,868)	-7.7%	/i
Advertising and sales	98,056	83,160	(14,896)	-17.9%	/j
Casualty and other claims	79,219	25,708	(53,511)	-208.1%	/k
Depreciation - net of amortization	489,103	454,085	(35,018)	-7.7%	/l
Other	275,690	247,091	(28,599)	-11.6%	/m
Indirect cost capitalized to property and equipment	(120,385)	(106,537)	13,848	13.0%	/n
Total expenses	3,378,451	3,179,608	(198,843)	-6.3%	
Net loss from continuing operations before					
other (income) and expense	924,145	1,026,993	102,848	10.0%	
Other (Income) and Expense:					
Interest income	(90,593)	(99,349)	(8,756)	-8.8%	
Interest expense	180,002	193,265	13,263	6.9%	
Other expense - net	89,409	93,916	4,507	4.8%	/o
Net loss	\$ 1,013,554	\$ 1,120,909	107,355	9.6%	

Note: Excludes \$10M top-side adjustment - see management report, page A - 1.2

September 2008 YTD Consolidated Statement of Operations - Variance Explanations

Revenues:

- /a Passenger related revenues were favorable to prior year by \$226.0M due primarily to increased net ticket revenue of \$207.1M. Northeast Corridor trains were substantially favorable to last year, up 15%. State/Corridor and Long Distance trains were also favorable, up 17% and 10% respectively. Food and beverage revenues were up due to increased ridership. State supported train revenues increased due to rising fuel and labor costs. On a per seat mile basis, system wide net ticket yield increased by 1.5¢, to 14.4¢; on a per passenger mile basis, it increased by 1.2¢, to 27.6¢.
- /b Commuter revenue was favorable by \$12.1M, due to increased revenues from MARC, ConnDOT, Caltran and Sound Transit.
- /c Other revenue was favorable by \$38.3M primarily due to higher reimbursable revenues for maintenance of way related to New Jersey Transit and FRA Evacuation Services. Miscellaneous revenue was higher due to the one-time sale of P-40 locomotives to ConnDOT. Commercial development revenues were also favorable.
- /d State capital payments were favorable by \$25.3M due to an adjustment to extend the useful life of asset improvements funded by state capital.

Expenses:

- /e Salaries, wages and benefits were favorable by \$19.1M primarily due to lower wage and benefit expenses due to the retroactive union wages settlements accrued last year, partially offset by unfavorable salaries.
- /f Train operations were unfavorable by \$9.5M primarily due to higher host railroad fees due to expanded corridor services plus volume related commissary costs.
- /g Fuel, power, and utilities were unfavorable by \$85.8M primarily due to increased costs for diesel fuel and, to a lesser extent, purchased power.
- /h Materials were favorable by \$6.4M primarily due to the timing of work in process component overhauls.
- /i Facility, communication and office related were unfavorable by \$10.9M due to increased security training related to capital projects, equipment rental plus janitorial and station rent expenses.
- /j Advertising and sales were unfavorable by \$14.9M due to an increase in advertising programs and a volume related increase in credit card commissions.
- /k Casualty and other claims were unfavorable by \$53.5M, based on an actuarial analysis of outstanding claims.

September 2008 YTD Consolidated Statement of Operations - Variance Explanations
(Continued)

- /l Depreciation, net of amortization was unfavorable by \$35.0M, primarily due to adjustments made to decrease asset life for certain rolling stock modifications and concrete ties.
- /m Other expenses were unfavorable by \$28.6M due to increased legal and professional fees, passenger inconvenience vouchers, road maintenance expenses and an estimated IRS penalty fee.
- /n Indirect cost capitalized to property and equipment was favorable by \$13.8M due to the mix of Capital related expenses and the portion of the labor settlements related to Capital Overhead.
- /o Net interest expense decreased \$4.5M as the result of reduced interest expense due to lower debt balances.

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

(In Thousands of Dollars)

	Twelve Months Ended	
	September 30	
	2008	2007
Cash Flows From Operating Activities:		
Net loss	\$ (1,013,554)	\$ (1,120,909)
Adjustments to reconcile net loss to net cash used in operating activities:		
Depreciation net of amortization	489,103	454,085
Gain on disposal of property.....	(6,985)	(212)
Other	16,918	15,770
Changes in assets and liabilities:		
Restricted cash	381	(7,312)
Accounts receivable	33,438	(51,753)
Materials and supplies	(4,252)	(36,728)
Other current assets	16,162	(1,146)
Other assets, deposits, and deferred charges	3,296	(38,391)
Accounts payable, deferred ticket revenue, and other current liabilities.....	(11,672)	54,365
Deferred state capital payments	(27,310)	(2,010)
Other liabilities and deferred credits	77,991	199,301
Net cash used in operating activities	<u>(426,484)</u>	<u>(534,940)</u>
Cash Flows From Investing Activities:		
Purchases and refurbishments of property and equipment	(686,533)	(657,547)
Proceeds from disposals of property and equipment	8,572	6,314
Purchase of short-term investments.....	-	(1,511,013)
Proceeds from dispositions of short-term investments.....	-	1,675,063
Net cash used in investing activities	<u>(677,961)</u>	<u>(487,183)</u>
Cash Flows From Financing Activities:		
Proceeds from federal paid-in capital	1,282,975	1,257,300
Proceeds from federal and state capital payments	109,786	124,912
Repayments of debt and capital lease obligations	(170,184)	(182,990)
Increase (decrease) in cash overdraft.....	28,390	8,862
Net cash provided by financing activities	<u>1,250,967</u>	<u>1,208,084</u>
Net increase (decrease) in cash and cash equivalents	146,522	185,961
Cash and cash equivalents-beginning of period	223,949	37,988
Cash and cash equivalents-end of period	<u>\$ 370,471</u>	<u>\$ 223,949</u>
Supplemental Disclosure of Noncash Investing and Financing Activities:		
Property acquired with escrowed deposit	\$ -	\$ -
Other non-cash increases (decreases) in property, includes accruals of		
amounts due for purchases	\$ 8,571	6,616
Debt and capital lease reduction through use of escrow deposits	\$ 4,272	5,332
Capital lease reduction offset to assets.....	\$ (3,794)	-

Note: Excludes \$10M top-side adjustment.

National Railroad Passenger Corporation and Subsidiaries (Amtrak)

Consolidated Balance Sheets

(In Thousands of Dollars, Except Share Data)

ASSETS	September 30		\$ Change	% Change	
	2008	2007			
Current Assets:					
Cash and cash equivalents	\$ 370,471	\$ 223,949	146,522	65.4%	/a
Restricted Cash.....	10,012	10,393	(381)	(3.7%)	/a
Short-term investments.....	-	9,950	(9,950)	(100.0%)	/a
Accounts receivable, net of allowances of \$6,794 and \$7,397 at September 30, 2008 and 2007, respectively	107,332	141,645	(34,313)	(24.2%)	/b
Materials and supplies - net.....	163,106	174,897	(11,791)	(6.7%)	/c
Other current assets	26,476	44,026	(17,550)	(39.9%)	/d
Total current assets	677,397	604,860	72,537	12.0%	
Property and Equipment:					
Locomotives	1,365,541	1,405,200	(39,659)	(2.8%)	
Passenger cars and other rolling stock	2,646,037	2,650,963	(4,926)	(0.2%)	
Right-of-way and other properties	8,727,325	8,363,818	363,507	4.3%	
Leasehold improvements	305,565	310,503	(4,938)	(1.6%)	
Property and equipment, gross	13,044,468	12,730,484	313,984	2.5%	
Less - Accumulated depreciation and amortization	(4,584,475)	(4,424,569)	(159,906)	3.6%	
Total property and equipment, net	8,459,993	8,305,915	154,078	1.9%	/e
Other Assets, Deposits, and Deferred Charges:					
Escrowed proceeds on sale-leasebacks	918,548	874,744	43,804	5.0%	/f
Deferred charges, deposits, and other	333,857	379,942	(46,085)	(12.1%)	/g
Total other assets, deposits, and deferred charges	1,252,405	1,254,686	(2,281)	(0.2%)	
Total assets	\$ 10,389,795	\$ 10,165,461	224,334	2.2%	
LIABILITIES and CAPITALIZATION					
Current Liabilities:					
Accounts payable	\$ 268,187	\$ 207,776	60,411	29.1%	/h
Accrued expenses and other current liabilities	465,714	537,054	(71,340)	(13.3%)	/i
Deferred ticket revenue	110,232	82,167	28,065	34.2%	/j
Current maturities of long-term debt and capital lease obligations	130,101	132,852	(2,751)	(2.1%)	/k
Total current liabilities	974,234	959,849	14,385	1.5%	
Long-Term Debt and Capital Lease Obligations:					
Capital lease obligations	2,725,484	2,851,761	(126,277)	(4.4%)	/l
Mortgages	214,215	227,510	(13,295)	(5.8%)	/m
Equipment and other debt	56,730	92,657	(35,927)	(38.8%)	/n
Total long-term debt and capital lease obligations	2,996,429	3,171,928	(175,499)	(5.5%)	
Other Liabilities and Deferred Credits:					
Deferred federal and state capital payments	752,279	701,357	50,922	7.3%	/o
Casualty reserves	208,727	212,469	(3,742)	(1.8%)	/p
Deferred gain on sale-leasebacks	263,413	305,462	(42,049)	(13.8%)	/q
Postretirement employee benefits obligation	662,401	620,152	42,249	6.8%	/r
Environmental reserve	58,862	63,500	(4,638)	(7.3%)	/s
Other	222,119	177,996	44,123	24.8%	/t
Total other liabilities and deferred credits	2,167,801	2,080,936	86,865	4.2%	
Total liabilities	6,138,464	6,212,713	(74,249)	(1.2%)	
Commitments and Contingencies					
Capitalization:					
Preferred stock - \$100 par, 109,396,994 shares authorized, issued and outstanding at September 30, 2008 and 2007	10,939,699	10,939,699	-	0.0%	
Common stock - \$10 par, 10,000,000 shares authorized, 9,385,694 issued and outstanding at September 30, 2008 and 2007	93,857	93,857	-	0.0%	
Debt and other paid-in capital	17,415,041	16,100,513	1,314,528	8.2%	/u
Accumulated deficit & comprehensive income (loss).....	(24,197,266)	(22,962,131)	(1,235,135)	5.4%	/v
Accumulated comprehensive income (loss).....	-	(219,190)	219,190	(100.0%)	/v
Total capitalization	4,251,331	3,952,748	298,583	7.6%	
Total liabilities and capitalization	\$ 10,389,795	\$ 10,165,461	224,334	2.2%	

Note: Excludes top-side adjustments.

Unaudited Consolidated Financial Statements are Subject to Change

September 2008 Balance Sheet Variance Explanations:

- /a Cash, cash equivalents, restricted cash and short-term investments increased \$136.2M – reflects timing of FY07 and FY08 appropriations net of cash used for operations, capital investments and debt service during the period.
- /b Accounts Receivable, net decreased \$34.3M – due to a reduction in capital reimbursable receivables on the NEC and receivables from commuter contracts.
- /c Materials and supplies, net decreased \$11.8M – due to material usage and an increase in inventory reserves.
- /d Other current assets decreased \$17.6M – primarily due to a reduction in miscellaneous prepaid accounts and non-trade receivables.
- /e Property and equipment, net of accumulated depreciation and amortization increased \$154.1M – reflects improvements to property and right of way partially offset by the accumulated depreciation on assets and the disposition of out of service equipment.
- /f Escrowed proceeds on sale-leasebacks increased \$43.8M – reflects increases in defeased deposits related to the replacement of certain guarantors of the sale-leaseback of Amfleet/Superliner passenger cars.
- /g Deferred charges, deposits and other decreased \$46.1M – due to a reduction in P42 locomotive deposits, the timing of Penn Station mortgage payments and reduced environmental deferred charges.
- /h Accounts payable increased \$60.4M – reflects an increase in general accounts payable.
- /i Accrued expenses and other current liabilities decreased \$71.3M – reflects the elimination of the retroactive wage accrual due to the booking of actual retroactive wage expenses.
- /j Deferred ticket revenue increased \$28.1M - reflects an increase in advance ticket sales.
- /k Current maturities of long-term debt and lease obligations decreased \$2.8M – reflects a decrease in capital lease obligations.
- /l Capital lease obligations decreased \$126.3M – reflects principal payments on leased locomotives and rolling stock.
- /m Mortgages decreased \$13.3M – reflects principal payments on the Penn Station mortgage.
- /n Equipment and other debt decreased \$35.9M – primarily reflects the prepayment of the FRA loan.
- /o Deferred state capital payments increased \$50.9M – due to increased contributions from Pennsylvania (Penn DOT), New York (LIRR), and New Jersey (NJT), less amortization and an adjustment to lengthen the useful life of capitalized assets associated with state contributions.

September 2008 Balance Sheet Variance Explanations: (continued)

- /p Casualty reserves decreased \$3.7M – reflects the most recent actuarial analysis and calculation of future reserve levels for employee, passenger and other claims.
- /q Deferred gain on sale-leasebacks decreased \$42.0M – reflects amortization of deferred gain on sale and leaseback transactions for Amfleet and Superliner passenger cars.
- /r Postretirement employee benefits obligation increased \$42.2M – reflects the most recent actuarial analysis reflecting the aging of the workforce and projected increases in future healthcare rates - includes the recent labor settlement.
- /s Environmental reserve decreased \$4.6M – reflects a decrease in the estimated liability for environmental clean-up projects.
- /t Other liabilities increased \$44.1M – primarily due to the accrued liability of the labor settlement.
- /u Debt and other paid-in capital increased \$1,314.5M – reflects appropriations received over the last 12 months.
- /v Accumulated deficit and comprehensive income (loss) increased \$1,015.9M – reflects net losses incurred over the last 12 months and other unrealized comprehensive losses relating to the current market value of short-term investments.

B

LEGISLATIVE REPORT

Status of FY2009 Transportation Appropriations Bill

Updated October 20, 2008

House Approvals	Senate Approvals	Conference Approvals	Public Law										
<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">SubComm Markup 6/20/08</td> <td style="width: 50%; padding: 2px;">House Vote</td> </tr> <tr> <td style="padding: 2px;">----- Committee Markup</td> <td style="padding: 2px;"></td> </tr> </table>	SubComm Markup 6/20/08	House Vote	----- Committee Markup		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">SubComm Markup 7/08/08</td> <td style="width: 50%; padding: 2px;">Senate Vote</td> </tr> <tr> <td style="padding: 2px;">----- Committee Markup 7/10/08</td> <td style="padding: 2px;"></td> </tr> </table>	SubComm Markup 7/08/08	Senate Vote	----- Committee Markup 7/10/08		<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; padding: 2px;">House Vote</td> <td style="width: 50%; padding: 2px;">Senate Vote</td> </tr> </table>	House Vote	Senate Vote	
SubComm Markup 6/20/08	House Vote												
----- Committee Markup													
SubComm Markup 7/08/08	Senate Vote												
----- Committee Markup 7/10/08													
House Vote	Senate Vote												

Background:

- Administration introduced FY09 budget with \$800 in funding for Amtrak on February 4, 2008, with \$525 million for capital investment and \$275 million in “efficiency grants.” Another \$100 million would go to the state capital matching grant program.
- Amtrak Board submits FY09 Grant and Legislative Request on February 20, 2008, requesting \$1.671 billion for the national system. It includes \$801 million for capital, \$525 million for operating, and \$345 million for debt service. Separately, Amtrak communicates a need of \$114 million to satisfy a recommendation by a Presidential Emergency Board to provide back pay to workers which the Board said should be provided by Congress.
- President Alex Kummant testified at a House Transportation Appropriations Subcommittee hearing on FY09 Amtrak funding, February 26, 2008. The other witness was Federal Railroad Administrator Joseph Boardman.
- The House passed an FY09 budget resolution (H.Con.Res.312) on March 13, 2008, with no specific amount for Amtrak indicated within the Transportation total. The Senate resolution (S.Con.Res.70) passed on March 14, 2008, which allows \$1.8 billion for Amtrak. A House-Senate conference report issued on May 20, 2008, preserves the Senate Amtrak amount.
- Amtrak Chairman Donna McLean and President Alex Kummant testified at a Senate Transportation Appropriations Subcommittee hearing on FY09 Amtrak funding, April 3, 2008. The other witnesses were Federal Railroad Administrator Joseph Boardman, Department of Transportation Assistant Inspector General David Tornquist, Transportation Communications International Union International Vice President Joel M. Parker.
- The House Transportation Appropriations Subcommittee on June 20, 2008, approved an FY09 appropriations bill for transportation and other programs with \$1.439 billion for Amtrak. This includes \$850 million for capital grants and debt service, \$475 million for operations, and \$114 million for back pay in connection with recently ratified labor contracts. Another \$60 million would go to the state capital matching grant program.
- The Senate Transportation Appropriations Subcommittee on July 8, 2008, approved an FY09 appropriations bill, S.3261, for transportation and other programs with \$1.550 billion for Amtrak. This includes \$1.000 billion for capital grants and debt service and \$550 million for operations. Another \$100 million would go to the state capital matching grant program.
- The Senate Appropriations Committee on July 10, 2008, approved S.3261, the FY09 appropriations bill, with \$1.550 billion for Amtrak, as approved at the subcommittee level on July 8.
- H.R. 2638, the Homeland Security Appropriations Act and Continuing Appropriations Resolution, was signed into law on September 30, 2008, as P.L. 110-329. The bill funds Transportation programs, including Amtrak, at Fiscal 2008 levels through March 6, 2009. Amtrak received \$1.325 billion in Fiscal 2008 (P.L.110-161).

Summary and Status of Legislation Impacting Amtrak - 110th Congress

Bill Number	Title/Sponsor	Co-Sponsors	Summary	Legislative Action to Date
S.4	Improving America's Security by Implementing Unfinished Recommendations of the 9/11 Commission Act of 2007 Sen. Harry Reid (D-NV)	17	To make the United States more secure by implementing unfinished recommendations of the 9/11 Commission to fight the war on terror more effectively, to improve homeland security, and for other purposes. Authorizes \$650 million (total) in FY 08-11 for Amtrak systemwide security upgrades (subject to appropriation); \$200 million for Amtrak tunnel life-safety upgrades.	<u>2/22/2007</u> Reported by the Committee on Homeland Security and Governmental Affairs. <u>2/28/2007</u> Text of S.184 (see below) included in S.4 it went to the Senate floor. <u>3/13/2007</u> Amendment 394 adopted, allowing contracts between Amtrak and the State of Maryland to be governed by District of Columbia law. <u>3/13/2007</u> S.4 (including S.184 provisions) approved by Senate, 60-38. <u>7/9/2007</u> Senate incorporated S.4 into H.R.1 as an amendment. <u>7/26/2007</u> Senate agreed to reconciled H.R.1, 85-8. <u>7/27/2007</u> House agreed to reconciled H.R.1, 371-40. <u>8/3/2007</u> Signed into law as PL 110-53.
S.83	Rail Security Act of 2007 Sen. John McCain (R-AZ)	4	To provide increased rail transportation security. Includes a TSA risk assessment, authorizes funding for NEC tunnels, requires study of foreign programs.	<u>1/4/2007</u> Referred to the Committee on Commerce, Science, and Transportation.
S.184	Surface Transportation and Rail Security Act of 2007 Sen. Daniel Inouye (D-HI)	22	To provide improved rail and surface transportation security - Title I of bill, Improved Rail Security, requires a TSA risk assessment, authorizes funding for NEC tunnels, authorized grants to Amtrak and other railroad for security purposes. Contains rail security provisions previously passed by the Senate in the 109th Congress.	<u>2/15/2007</u> Reported by the Committee on Commerce, Science, and Transportation. <u>2/28/2007</u> Text of S.184 included in S.4, the Improving America's Security by Implementing Unfinished Recommendations of the 9/11 Commission Act of 2007, as S.4 went to the Senate floor. <u>3/13/2007</u> S.4 (including S.184 provisions) approved by Senate, 60-38. <u>7/9/2007</u> Senate incorporated S.4 into H.R.1 as an amendment (see S.4 above).
S.294	Passenger Rail Investment and Improvement Act of 2007 Sen. Frank Lautenberg (D-NJ)	41	To reauthorize Amtrak, and for other purposes. Authorizes \$11.4 billion over 6 years for Amtrak and state grant programs. Contains reform provisions, new board of directors, performance measures, route methodology, on-time performance improvements. House counterpart is H.R.6003 (see below).	<u>1/16/2007</u> Referred to the Committee on Commerce, Science, and Transportation. <u>2/27/2007</u> Hearing held before the Committee on Commerce, Science, and Transportation. <u>4/25/2007</u> Reported by the Committee on Commerce, Science, and Transportation. <u>5/22/2007</u> Committee issued report 110-67. <u>10/30/2007</u> Passed by Senate as amended, 70-22. <u>10/16/2008</u> Conferenced into H.R.2095 and enacted as P.L. 110-432.
H.R.534	Rail Transit Security and Safety Act of 2007 Rep. Stephen Lynch (D-MA)	0	To provide for the security and safety of rail and rail transit systems. Includes a risk assessment, study of foreign programs, NEC tunnel funding authorization.	<u>1/17/2007</u> Referred to the Committee on Commerce, Science, and Transportation.
H.R.535	Rail Worker Emergency Training Act of 2007 Rep. Stephen Lynch (D-MA)	4	To provide for a rail worker emergency training program..	<u>1/17/2007</u> Referred to the Committee on Homeland Security and the Committee on Transportation and Infrastructure.
H.R.589	Get Real Incentives to Drive Plug-In Act of 2007 Rep. Jay Inslee (D-WA)	28	To promote the use and development of plug-in hybrid electric vehicles. Includes Amtrak in list of executive agencies that must such vehicles at least 10% of new purchases for their motor fleet.	<u>1/19/2007</u> Referred to the Committee on Science and Technology; Committee on Ways and Means; Committee on Oversight and Government Reform

Summary and Status of Legislation Impacting Amtrak - 110th Congress

S.368	COPS Improvement Act of 2007 Sen. Joseph Biden (D-DE)	44	To amend the Omnibus Crime Control and Safe Streets Act of 1968 to enhance the COPS ON THE BEAT grant program, and for other purposes. Also would apply to Amtrak Police officers.	<u>1/23/2007</u> Referred to the Committee on the Judiciary. <u>3/15/2007</u> Reported by the Committee on the Judiciary. <u>5/24/2007</u> Committee issued report 110-73.
S.376	Law Enforcement Officers Safety Act of 2007 Sen. Patrick Leahy (D-VT)	9	To amend title 18, USC, to improve the provisions relating to the carrying of concealed weapons by law enforcement officers, and for other purposes. Also would apply to Amtrak Police officers.	<u>1/24/2007</u> Referred to the Committee on the Judiciary. <u>5/17/2007</u> Reported by the Committee on the Judiciary. <u>9/5/2007</u> Committee issued report 110-150.
H.R.1033	Ari's Law Rep. Anthony Weiner (D-NY)	0	To direct the Secretary of Transportation to establish a grant program to improve railroad safety by providing funds for the construction and maintenance of fencing and other protective structures along railroad tracks, and for other purposes.	<u>2/13/2007</u> Referred to the Committee on Transportation and Infrastructure.
H.R.1269	Rail and Public Transportation Security Act Rep. James L. Oberstar (D-MN)	2	To improve the security of railroad, public transportation, and over-the-road bus systems in the United States, and for other purposes.	<u>3/1/2007</u> Referred to the Committee on Homeland Security and the Committee on Transportation and Infrastructure. <u>8/3/2007</u> H.R. 1, Implementing Recommendations of the 9/11 Commission Act of 2007, enacted as PL 110-53 , incorporating H.R.1269 provisions as Titles XIV and XV.
H.R.1300	Program for Real Energy Security Act Rep. Steny H. Hoyer (D-MD)	110	To strengthen national security and promote energy independence by reducing the Nation's reliance on foreign oil, improving vehicle technology and efficiency, increasing the distribution of alternative fuels, bolstering rail infrastructure, and expanding access to public transit. Includes sections on intercity rail capital investments and high-speed rail bonds.	<u>3/1/2007</u> Referred to the Committee on Energy and Commerce, the Committee on Armed Services, the Committee on Oversight, and Government Reform, the Committee on Rules, the Committee on Science and Technology, the Committee on Ways and Means, the Committee on House Administration, the Committee on Transportation and Infrastructure
S.763	Public Transportation Terrorism Prevention Act of 2007 Sen. Christopher Dodd (D-CT)	0	To provide the resources to protect public transportation from terrorism..	<u>3/5/2007</u> Referred to the Committee on Banking, Housing, and Urban Affairs. <u>3/5/2007</u> Committee issued report 110-32.
H.R.1309	Freedom of Information Act Amendments of 2007 Rep. William Lacy Clay (D-MO)	2	To promote openness in Government by strengthening section 552 of title 5, United States Code (commonly referred to as the Freedom of Information Act), and for other purposes.	<u>3/8/2007</u> Referred to the Committee on Oversight and Government. <u>3/14/2007</u> Approved by House, 308-117. <u>12/31/2007</u> Related to S.2488 , enacted as PL 110-175 .
H.R.1401	Rail and Public Transportation Security Act of 2007 Rep. Bennie G. Thompson (D-MS)	18	To improve the security of railroads, public transportation, and over-the-road buses in the United States, and for other purposes.	<u>3/8/2007</u> Referred to the Committee on Homeland Security and the Committee on Transportation and Infrastructure. <u>3/28/2007</u> Approved by House, 299-124. <u>8/3/2007</u> Related to H.R.1269 and S.184 , rolled into H.R. 1 and enacted as PL 110-53 .
S.818	National Priorities Act of 2007 Sen. Bernard Sanders (I-VT)	0	To expand the middle class, reduce the gap between the rich and the poor, keep our promises to veterans, lower the poverty rate, and reduce the Federal deficit by repealing tax breaks for the wealthiest one percent and eliminating unnecessary Cold War era defense spending, and for other purposes. Includes a general funding authorization for high-speed rail.	<u>3/8/2007</u> Referred to the Committee on Finance.

Summary and Status of Legislation Impacting Amtrak - 110th Congress

S.849	Openness Promotes Effectiveness in our National Government Act of 2007 Sen. Patrick Leahy (D-VT)	16	To promote accessibility, accountability, and openness in Government by strengthening section 552 of title 5, United States Code (commonly referred to as the Freedom of Information Act), and for other purposes (reintroduced as S.2488).	<u>3/13/2007</u> Introduced in the Senate. <u>4/30/2007</u> Approved by Committee on the Judiciary. <u>8/3/2007</u> Approved by Senate (unanimous consent). <u>12/31/2007</u> Related to S.2488, enacted as PL 110-175.
H.R.1493	Public Transportation and Rail Security Assistance Act of 2007 Rep. John Mica (R-FL)	20	To authorize the Secretary of Transportation to make grants to public transportation agencies, over-the-road bus operators, railroads, and other certain entities to improve security, and for other purposes.	<u>3/13/2007</u> Referred to the Committee on Transportation and Infrastructure. <u>8/3/2007</u> Related to H.R.1269, incorporated into H.R. 1 and enacted as PL 110-53.
S.Con.Res.21	Concurrent Resolution on the Budget for Fiscal Year 2008 Sen. Kent Conrad (D-ND)	0	To set forth the congressional budget for the United States Government for fiscal year 2008 and including the appropriate budgetary levels for fiscal years 2007 and 2009 through 2012; specifying \$1.78 billion for Amtrak in FY08.	<u>3/16/2007</u> Introduced in the Senate. <u>3/23/2007</u> Approved by full Senate, 52-47. <u>5/17/2007</u> Conference report approved by Senate 52-40, retaining specified amount for Amtrak.
H.Con.Res.99	Concurrent Resolution on the Budget for Fiscal Year 2008 Rep. John Spratt (D-SC)	0	To revise the congressional budget for the United States Government for fiscal year 2007, establishing the congressional budget for the United States Government for fiscal year 2008, and setting forth appropriate budgetary levels for fiscal years 2009 through 2012; providing for Amtrak with no specified funding level in FY08.	<u>3/23/2007</u> Introduced in the House. <u>3/29/2007</u> Approved by full House, 216-210. <u>5/17/2007</u> Conference report approved by House 214-209, retaining Senate's specified amount for Amtrak.
H.R.2095	Federal Railroad Safety Improvement Act of 2007 Rep. Jim Oberstar (D-MN)	94	To prevent railroad fatalities, injuries, and hazardous materials releases, to authorize the Federal Railroad Safety Administration, and for other purposes.	<u>5/1/2007</u> Referred to the Committee on Transportation and Infrastructure. <u>5/22/2007</u> Reported by Railroads Subcommittee. <u>6/14/2007</u> Reported by the Committee on the Transportation and Infrastructure. <u>9/19/2007</u> Committee issued report 110-336. <u>10/17/2007</u> Approved by full House 337-38. <u>8/1/2008</u> Substitute amendment and amended bill adopted by full Senate under unanimous consent. <u>9/24/2008</u> H.Res.1492 adopted by full House, 370-58, incorporating H.R.6003 (see below). <u>10/01/2008</u> Senate approves bill, 74-24. <u>10/16/2008</u> Enacted as P.L. 110-432.
S.1235	Daniel Faulkner Law Enforcement Officers and Judges Protection Act of 2007 Sen. John Cornyn (R-TX)	1	To impose appropriate penalties for the assault or murder of a Federal law enforcement officer or Federal judge, for the retaliatory assault or murder of a family member of a Federal law enforcement officer or Federal judge, and for other purposes. Also would apply to Amtrak Police officers.	<u>4/26/2007</u> Referred to the Committee on the Judiciary.
S.1300	Aviation Investment and Modernization Act of 2007 Sen. John Rockefeller (D-WV)	3	To authorize appropriations for the Federal Aviation Administration for fiscal years 2008 through 2011, to improve aviation safety and capacity, to modernize the air traffic control system, and for other purposes. Provision for state bonding for rail infrastructure approved by Finance Committee.	<u>5/3/2007</u> Referred to the Committee on Commerce, Science, and Transportation. <u>5/16/2007</u> Reported by the Committee on Commerce, Science, and Transportation. <u>8/3/2007</u> Committee issued report 110-144.

Summary and Status of Legislation Impacting Amtrak - 110th Congress

H.R.2325	Court and Law Enforcement Officers Protection Act of 2007 Rep. Louie Gohmert (R-TX)	12	To provide adequate penalties for crimes committed against United States judges and Federal law enforcement officers, to provide appropriate security for judges and law enforcement officers, and for other purposes. Also would apply to Amtrak Police officers.	<u>5/15/2007</u> Referred to the Committee on the Judiciary.
H.R.2726	Law Enforcement Officers Safety Act of 2007 Rep. Randy Forbes (R-VA)	18	To amend title 18, United States Code, to improve the provisions relating to the carrying of concealed weapons by law enforcement officers, and for other purposes. Also would apply to Amtrak Police officers.	<u>6/14/2007</u> Referred to the Committee on the Judiciary.
H.R.3074	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2008 Rep. John Olver (D-MA)	0	Making appropriations for the Departments of Transportation, and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2008, and for other purposes. Includes \$1.4 billion for Amtrak and \$50 million for a federal-state capital partnership.	<u>6/11/2007</u> Approved by House Appropriations subcommittee. <u>7/11/2007</u> Approved by House Appropriations Committee (House Report 110-238). <u>7/24/2007</u> Approved by House, 268-153. <u>9/10/2007</u> Senate considers H.R.3074 with S.1789 as a substitute amendment. <u>9/12/2007</u> Substitute H.R.3074 approved by Senate, 88-7. <u>11/8/2007</u> Conferees complete reconciliation work, providing \$1.375 billion for Amtrak and \$75 million for a federal-state capital partnership (House Report 110-446). <u>11/14/2007</u> The House approved the conference report, 270-147. <u>12/26/2007</u> Incorporated into H.R.2764 and enacted as PL 110-161.
S.1789	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2008 Sen. Patty Murray (D-WA)	0	An original bill making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2008, and for other purposes. Includes \$1.37 billion for Amtrak and \$100 million for a federal-state capital partnership.	<u>7/10/2007</u> Approved by Senate Appropriations subcommittee. <u>7/12/2007</u> Approved by Senate Appropriations Committee (Senate Report 110-131). <u>9/10/2007</u> Substituted by Senate as amendment to H.R.3074 (see above). <u>12/26/2007</u> Incorporated into H.R.2764 and enacted as PL 110-161.
S.1889	Railroad Safety Enhancement Act of 2007 Sen. Frank Lautenberg (D-NJ)	5	To improve railroad safety by reducing accidents and to prevent railroad fatalities, injuries, and hazardous materials releases, and for other purposes.	<u>7/26/2007</u> Referred to the Committee on Commerce, Science, and Transportation. <u>9/27/2007</u> Approved by Committee on Commerce, Science, and Transportation. <u>3/3/2008</u> Committee issued report 110-270. <u>10/16/2008</u> Related to H.R.2095, enacted as PL 110-432.
H.J.Res.52	Continuing Resolution, 2008 Rep. David R. Obey (D-WI)	0	Making continuing appropriations for Fiscal 2008, including for programs under the Departments of Transportation, including Amtrak, at FY 2007 levels, through November 16, 2007.	<u>9/26/2007</u> Approved by House, 404-14. <u>9/27/2007</u> Approved by Senate, 94-1. <u>9/29/2007</u> Signed into law as PL 110-92.
H.R.3222	Second Continuing Resolution, 2008 Rep. John P. Murtha (D-PA)	0	Making continuing appropriations for Fiscal 2008, including for programs under the Departments of Transportation, including Amtrak, at FY 2007 levels, through December 14, 2007.	<u>11/8/2007</u> Approved by House, 400-15. <u>11/8/2007</u> Approved by Senate on a voice vote. <u>11/13/2007</u> Signed into law as PL 110-116.
H.R.3761	Northeast Corridor Rail Tunnel Safety Act Rep. Peter King (R-NY)	1	A bill to provide for certain tunnel life safety and rehabilitation projects for Amtrak.	<u>10/4/2007</u> Referred to House Transportation and Infrastructure Committee

Summary and Status of Legislation Impacting Amtrak - 110th Congress

S.2237	Crime Control and Prevention Act of 2007 Sen. Joe Biden (D-DE)	2	A bill to fight crime. Includes authorizations of \$20 million a year to expand size of Amtrak Police Department and other sums to increase Amtrak Police pay by 25%.	10/25/2007 Referred to Senate Judiciary Committee
H.R.4122	American Investment in Safe, Reliable High-Speed Rail Act Rep. Jim Costa (D-CA)	3	A bill to support the development of high-speed rail in the United States, and for other purposes.	11/8/2007 Referred to House Transportation and Infrastructure Committee
H.R.4123	High-Speed Rail Authority Development and Formation Act Rep. Jim Costa (D-CA)	3	A bill to provide for the creation of a National High-Speed Rail Authority; to the Committee on Transportation and Infrastructure.	11/8/2007 Referred to House Transportation and Infrastructure Committee
S.2345	American Infrastructure Investment and Improvement Act of 2007 Sen. Max Baucus (D-MT)	0	To amend the Internal Revenue Code of 1986 and to extend the financing for the Airport and Airway Trust Fund, and for other purposes, including provision of tax credits for holders of rail infrastructure bonds.	11/13/2007 Referred to Senate Finance Committee 11/13/2007 Approved by Senate Finance Committee, report number 110-228.
S.2445	Streamlining Mitigation Actions and Recovery Tools and Regional Evacuation and Sheltering Planning of Overarching Networks for Severe Emergencies Act Sen. Joseph Lieberman (I-CT)	0	To provide for the flexibility of certain disaster relief funds, and for improved evacuation and sheltering during disasters and catastrophes, including by intercity rail.	12/11/2007 Referred to Senate Homeland Security and Governmental Affairs Committee 12/11/2007 Approved by Senate Homeland Security and Governmental Affairs Committee, report number 110-240.
H.J.Res.69	Third Continuing Resolution, 2008 Rep. David R. Obey (D-WI)	0	Making continuing appropriations for Fiscal 2008, including for programs under the Department of Transportation, including Amtrak, at FY 2007 levels, through December 21, 2007.	12/13/2007 Approved by House on a voice vote. 12/13/2007 Approved by Senate on a voice vote. 12/14/2007 Signed into law as PL 110-137.
H.R.2764	Consolidated Appropriations Act, 2008 Rep. Nita M. Lowey (D-NY)	0	Department of State appropriations bill amended into omnibus bill for Fiscal 2008, including for programs under the Department of Transportation, with total Amtrak funding at \$1.325 billion.	12/17/2007 Omnibus approved by House, 206-201. 12/18/2007 Omnibus approved by Senate, with amendment, 76-17. 12/19/2007 Amended omnibus approved by House and sent to White House. 12/26/2007 Signed into law as PL 110-161.
S.2488	Openness Promotes Effectiveness in our National Government Act of 2007 Sen. Patrick Leahy (D-VT)	17	To promote accessibility, accountability, and openness in Government by strengthening section 552 of title 5, United States Code (commonly referred to as the Freedom of Information Act), and for other purposes (reintroduction of S.849).	12/14/2007 Introduced in the Senate. 12/14/2007 Approved by Senate (unanimous consent). 12/18/2007 Approved by House (voice vote). 12/31/2007 Signed into law as PL 110-175.
H.Con.Res.312	Concurrent Resolution on the Budget for Fiscal Year 2009 Rep. John Spratt (D-SC)	0	To revise the congressional budget for the United States Government for fiscal year 2008, establishing the congressional budget for the United States Government for fiscal year 2009, and setting forth appropriate budgetary levels for fiscal years 2010 through 2013; providing for Amtrak with no specified funding level in FY09.	3/7/2008 Introduced in the House. 3/7/2008 Committee issued report 110-543. 3/13/2008 Approved by full House, 212-207. 5/20/2008 Conference report 110-659 filed, preserves Amtrak funding specified by Senate 6/5/2008 Conference report approved by House 214-210, retaining specified amount for Amtrak.
S.Con.Res.70	Concurrent Resolution on the Budget for Fiscal Year 2009 Sen. Kent Conrad (D-ND)	0	To set forth the congressional budget for the United States Government for fiscal year 2009 and including the appropriate budgetary levels for fiscal years 2008 and 2010 through 2013; specifying \$1.8 billion for Amtrak in FY09.	3/7/2008 Introduced in the Senate. 3/14/2008 Approved by full Senate, 51-44. 5/20/2008 Conference report 110-659 filed, preserves Amtrak funding specified by Senate 6/4/2008 Conference report approved by Senate 48-45, retaining specified amount for Amtrak.

Summary and Status of Legislation Impacting Amtrak - 110th Congress

H.R.5644	To provide for competitive development and operation of high-speed rail corridor projects Rep. John Mica (R-FL)	23	To provide for competitive development and operation of high-speed rail corridor projects.	<u>3/14/2008</u> Introduced in the House. <u>3/14/2008</u> Referred to House Committee on Transportation and Infrastructure. <u>5/8/2008</u> Incorporated into H.R.6003. <u>10/16/2008</u> H.R.2095, after incorporation of H.R. 6003, enacted as PL 110-432.
H.Res.1085	Supporting the goals and ideals of National Train Day Rep. Corrine Brown (D-FL)	45	Supporting the goals and ideals of National Train Day, May 10	<u>4/8/2008</u> Introduced in the House. <u>4/8/2008</u> Referred to House Committee on Oversight and Government Reform. <u>5/14/2008</u> Related to H.Res.1176.
H.Res.1176	Supporting the goals and ideals of National Train Day Rep. Corrine Brown (D-FL)	0	Supporting the goals and ideals of National Train Day, May 10	<u>5/6/2008</u> Introduced in the House. <u>5/6/2008</u> Referred to House Committee on Transportation and Infrastructure. <u>5/13/2008</u> Motion to suspend rules and consider resolution. <u>5/14/2008</u> Approved by House, 415-0.
S.Res.557	A resolution supporting the goals and ideals of National Train Day Rep. Frank R. Lautenberg (D-NJ)	20	Supporting the goals and ideals of National Train Day, May 10	<u>5/8/2008</u> Introduced in the Senate. <u>5/8/2008</u> Referred to Senate Commerce, Science, and Transportation.
H.R.6003	Passenger Rail Investment and Improvement Act of 2008 Rep. James L. Oberstar (D-MN)	44	To reauthorize Amtrak, and for other purposes. Authorizes \$12.6 billion over 5 years for Amtrak and state grant programs. Contains reform provisions, new board of directors, performance measures, and includes high-speed corridor provisions from H.R.5644. Senate counterpart is S.294 (see above).	<u>5/8/2008</u> Introduced in the House. <u>5/8/2008</u> Referred to House Committee on Transportation and Infrastructure. <u>5/22/2008</u> Approved by House Committee on Transportation and Infrastructure. <u>6/11/2008</u> Approved by House, as amended, 311-104 <u>7/22/2008</u> House conferees appointed. <u>9/24/2008</u> H.Res.1492 adopted by full House, 370-58, incorporating H.R.6003 into H.R.2095 (see above). <u>10/16/2008</u> H.R.2095 enacted as P.L. 110-432.
H.R.6004	Rail Infrastructure Development and Expansion Act for the 21st Century Rep. James L. Oberstar (D-MN)	3	To provide for the financing of high-speed rail infrastructure, and for other purposes.	<u>5/8/2008</u> Introduced in the House. <u>5/8/2008</u> Referred to House Committee on Transportation and Infrastructure and Committee on Finance.
H.R.----	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2009 Rep. John Olver (D-WA)	0	Making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2009, and for other purposes. Includes \$1.439 billion for Amtrak.	<u>6/20/2008</u> Approved by Subcommittee on Transportation, Housing, and Urban Development, Committee on Appropriations.
S.3261	Transportation, Housing and Urban Development, and Related Agencies Appropriations Act, 2009 Sen. Patty Murray (D-WA)	0	Making appropriations for the Departments of Transportation and Housing and Urban Development, and related agencies for the fiscal year ending September 30, 2009, and for other purposes. Includes \$1.550 billion for Amtrak and \$100 million for a federal-state capital partnership.	<u>7/10/2008</u> Approved by Committee on Appropriations. <u>7/14/2008</u> Report number 110-418 sent to full Senate.
S.3360	Creating American Rolling Stock Act of 2008 Sen. Richard Durbin (D-IL)	1	A bill to increase the availability of domestically manufactured passenger cars for intercity passenger rail service, and for other purposes.	<u>7/29/2008</u> Referred to Committee on Finance.

Summary and Status of Legislation Impacting Amtrak - 110th Congress

S.3493	Rail Collision Prevention Act of 2008 Sen. Dianne Feinstein (D-CA)	1	A bill to require rail carriers to develop positive rail control system plans for improving railroad safety and to increase the civil penalties for railroad safety violations.	<u>9/16/2008</u> Referred to the Committee on Commerce, Science, and Transportation.
S.Res.664	Celebrating the centennial of Union Station in Washington, District of Columbia Sen. Elizabeth Dole (R-NC)	3	A resolution celebrating the centennial of Union Station in Washington, District of Columbia.	<u>9/17/2008</u> Referred to the Committee on Environment and Public Works.
H.R.2638	Homeland Security Appropriations and Continuing Resolution Appropriations, 2009 Rep. David E. Price (D-NC)	0	Making appropriations for the Department of Homeland Security for the fiscal year ending September 30, 2008, and for other purposes, including continuing appropriations for many programs at Fiscal 2008 levels through March 6, 2009. Amtrak would be funded during that period at the Fiscal 2008 level, which was \$1.325 billion.	<u>6/8/2007</u> Introduced in the House. <u>9/24/2008</u> Approved by House with Senate amendment, 370-58. <u>9/27/2008</u> Approved by Senate, 78-12. <u>9/30/2008</u> Signed into law as P.L. 110-329.
H.Res.1497	Celebrating the 100th anniversary of the completion of Union Station in Washington, District of Columbia Rep. Eleanor Holmes Norton (D-DC)	0	A resolution celebrating the centennial of Union Station in Washington, District of Columbia.	<u>9/24/2008</u> Referred to the Committee on Transportation and Infrastructure.
H.R.6973	Rail Collision Prevention Act Rep. Adam Schiff (D-CA)	9	To require rail carriers to develop positive rail control system plans for improving railroad safety and to increase the civil penalties for railroad safety violations.	<u>9/18/2008</u> Introduced in the House. <u>9/18/2008</u> Referred to House Committee on Transportation and Infrastructure.
H.R.7110	Job Creation and Unemployment Relief Act of 2008 Rep. David R. Obey (D-WI)	0	Making supplemental appropriations for job creation and preservation, infrastructure investment, and economic and energy assistance for the fiscal year ending September 30, 2009, and for other purposes. Includes \$500 million in capital funding for Amtrak, giving priority to projects that can be contracted within 120 days of enactment.	<u>9/26/2008</u> Introduced in the House. <u>9/26/2008</u> Approved by House, 264-158.

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**ROUTE PERFORMANCE
REPORT**

National Railroad Passenger Corporation (Amtrak)
Financial Performance of Routes - Strategic Business Line (SBL) format
September 2008 YTD - Unaudited

Route Performance Results Exclude Federal Support for Operations, Unallocated System costs and Capital Charges
 All numbers are in \$ millions except Passenger Mile and Seat Mile Calculations.

Northeast Corridor Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT01	Acela	\$486.3	\$27.2	\$110.5	\$137.7	\$348.6	\$128.4	\$266.1	\$220.2	34.9	21.6
RT05	Northeast Regional	\$518.4	\$53.7	\$129.3	\$183.0	\$335.4	\$188.9	\$371.9	\$146.5	12.8	6.1
RT91	NEC Unknown (Crew Labor)	\$0.0	\$1.1	\$0.2	\$1.3	(\$1.3)	\$0.0	\$1.3	(\$1.3)	---	---
RT06/98/99	NEC Special Trains	\$4.6	\$0.3	\$0.5	\$0.8	\$3.8	\$0.2	\$1.1	\$3.6	---	---
RT70	NEC Bus Route	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$1,009.4	\$82.2	\$240.6	\$322.8	\$686.6	\$317.6	\$640.4	\$369.0	20.7	10.7

State Supported and Other Short Distance Corridor Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT03	Ethan Allen Express	\$3.7	\$0.9	\$1.6	\$2.5	\$1.2	\$1.5	\$4.0	(\$0.3)	(3.4)	(1.4)
RT04	Vermont	\$6.9	\$1.8	\$5.0	\$6.8	\$0.2	\$2.2	\$8.9	(\$2.0)	(9.2)	(4.2)
RT07	Albany-Niagara Falls-Toronto	\$22.8	\$5.4	\$13.5	\$18.9	\$3.9	\$10.6	\$29.5	(\$6.7)	(6.1)	(3.3)
RT09	The Downeaster	\$11.1	\$2.2	\$5.6	\$7.8	\$3.3	\$4.4	\$12.2	(\$1.1)	(3.0)	(0.9)
RT12	New Haven - Springfield	\$10.2	\$3.4	\$8.6	\$12.0	(\$1.8)	\$10.0	\$22.0	(\$11.8)	(37.6)	(17.6)
RT14	Keystone Service	\$33.1	\$6.6	\$10.3	\$16.9	\$16.2	\$20.8	\$37.7	(\$4.6)	(4.4)	(1.5)
RT15	Empire Service	\$42.2	\$9.8	\$23.6	\$33.4	\$8.8	\$27.9	\$61.4	(\$19.1)	(15.5)	(5.4)
RT20	Chicago-St.Louis	\$32.2	\$5.4	\$11.7	\$17.1	\$15.1	\$11.3	\$28.4	\$3.8	4.4	2.0
RT21	Hiawathas	\$23.5	\$2.8	\$7.7	\$10.5	\$13.0	\$14.4	\$24.9	(\$1.4)	(2.3)	(0.9)
RT22	Wolverines	\$18.4	\$5.1	\$15.1	\$20.2	(\$1.8)	\$12.9	\$33.2	(\$14.7)	(14.6)	(8.0)
RT23	Illini	\$13.3	\$2.7	\$4.8	\$7.5	\$5.7	\$5.8	\$13.3	(\$0.0)	(0.0)	(0.0)
RT24	Illinois Zephyr	\$10.9	\$2.8	\$5.8	\$8.6	\$2.3	\$5.4	\$14.0	(\$3.1)	(8.9)	(3.8)
RT29	Heartland Flyer	\$5.7	\$1.3	\$3.1	\$4.4	\$1.3	\$1.5	\$5.9	(\$0.2)	(1.5)	(0.6)
RT35	Pacific Surfliner	\$77.1	\$17.1	\$42.2	\$59.3	\$17.8	\$32.4	\$91.8	(\$14.7)	(6.1)	(2.2)
RT36	Cascades	\$41.3	\$10.6	\$20.2	\$30.7	\$10.5	\$16.5	\$47.2	(\$5.9)	(5.1)	(2.8)
RT37	Capitols	\$43.7	\$12.6	\$27.1	\$39.7	\$3.9	\$18.1	\$57.9	(\$14.2)	(12.9)	(3.7)
RT39	San Joaquins	\$62.8	\$10.2	\$46.6	\$56.8	\$6.0	\$14.7	\$71.5	(\$8.7)	(6.3)	(2.4)
RT40	Adirondack	\$11.0	\$2.3	\$4.9	\$7.2	\$3.8	\$3.9	\$11.1	(\$0.1)	(0.3)	(0.2)
RT41	Blue Water	\$9.0	\$2.1	\$5.0	\$7.1	\$1.9	\$4.3	\$11.3	(\$2.4)	(8.8)	(7.1)
RT47	Washington-Newport News	\$28.1	\$4.7	\$11.4	\$16.1	\$12.0	\$9.3	\$25.4	\$2.7	2.7	1.6
RT54	Hoosier State	\$0.8	\$0.9	\$1.4	\$2.4	(\$1.6)	\$1.3	\$3.7	(\$3.0)	(59.4)	(21.0)
RT56	Kansas City-St.Louis	\$7.2	\$2.9	\$4.3	\$7.2	(\$0.0)	\$4.0	\$11.1	(\$4.0)	(14.0)	(5.2)
RT57	Pennsylvanian	\$8.5	\$2.3	\$5.2	\$7.5	\$1.0	\$6.2	\$13.7	(\$5.2)	(10.6)	(7.8)
RT65	Pere Marquette	\$5.5	\$1.2	\$2.5	\$3.8	\$1.7	\$2.7	\$6.5	(\$1.0)	(5.7)	(3.8)
RT66	Carolinian	\$20.3	\$4.1	\$7.3	\$11.4	\$8.9	\$8.4	\$19.8	\$0.4	0.5	0.3
RT67	Piedmont	\$2.6	\$1.1	\$0.6	\$1.7	\$0.9	\$1.8	\$3.5	(\$0.9)	(11.1)	(4.8)
RT92	Central Unknown (Crew Labor)	\$0.0	\$0.7	\$0.2	\$0.9	(\$0.9)	\$0.0	\$0.9	(\$0.9)	---	---
RT93	Crew Labor	\$0.0	\$0.8	(\$0.0)	\$0.8	(\$0.8)	\$0.0	\$0.8	(\$0.8)	---	---
RT96	Non NEC Special Trains	\$5.2	\$0.6	\$1.7	\$2.3	\$2.8	\$0.7	\$3.1	\$2.1	12.8	8.6
	State Supported Rt Buses	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$556.9	\$124.6	\$296.9	\$421.5	\$135.4	\$253.0	\$674.4	(\$117.5)	(6.6)	(2.9)

Long Distance Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT16	Silver Star	\$31.4	\$17.8	\$29.0	\$46.7	(\$15.3)	\$29.1	\$75.8	(\$44.4)	(22.6)	(13.1)
RT17	Three Rivers	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
RT18	Cardinal	\$7.7	\$5.7	\$8.9	\$14.6	(\$6.9)	\$8.2	\$22.8	(\$15.1)	(34.2)	(18.8)
RT19	Silver Meteor	\$33.8	\$15.5	\$28.8	\$44.3	(\$10.5)	\$27.3	\$71.6	(\$37.8)	(19.4)	(12.0)
RT25	Empire Builder	\$64.0	\$28.8	\$46.8	\$75.5	(\$11.5)	\$29.0	\$104.5	(\$40.5)	(9.9)	(6.2)
RT26	Capitol Limited	\$19.5	\$9.0	\$17.9	\$26.9	(\$7.4)	\$16.3	\$43.2	(\$23.7)	(22.3)	(14.7)
RT27	California Zephyr	\$44.0	\$28.9	\$48.1	\$77.0	(\$33.1)	\$26.3	\$103.4	(\$59.4)	(21.6)	(11.1)
RT28	Southwest Chief	\$44.9	\$22.2	\$40.9	\$63.2	(\$18.3)	\$27.6	\$90.8	(\$45.9)	(14.9)	(9.4)
RT30	City of New Orleans	\$16.4	\$7.5	\$16.8	\$24.3	(\$7.9)	\$9.0	\$33.3	(\$16.9)	(18.1)	(11.4)
RT32	Texas Eagle	\$21.8	\$13.8	\$22.8	\$36.6	(\$14.8)	\$14.6	\$51.2	(\$29.4)	(19.1)	(10.1)
RT33	Sunset Limited	\$9.3	\$13.2	\$16.1	\$29.3	(\$20.0)	\$11.4	\$40.7	(\$31.4)	(47.5)	(26.4)
RT34	Coast Starlight	\$32.0	\$16.9	\$34.6	\$51.5	(\$19.5)	\$20.0	\$71.5	(\$39.5)	(21.4)	(13.1)
RT45	Lake Shore Limited	\$26.4	\$13.1	\$24.2	\$37.3	(\$10.9)	\$26.7	\$63.9	(\$37.5)	(24.6)	(15.6)
RT48	Palmetto	\$14.5	\$5.0	\$10.1	\$15.1	(\$0.6)	\$11.1	\$26.2	(\$11.8)	(15.4)	(7.8)
RT52	Crescent	\$30.2	\$15.2	\$29.1	\$44.3	(\$14.0)	\$24.0	\$68.3	(\$38.0)	(25.9)	(13.2)
RT63	Auto Train	\$58.5	\$16.6	\$31.9	\$48.5	\$10.0	\$20.5	\$69.0	(\$10.5)	(5.2)	(3.3)
Total		\$454.5	\$229.1	\$406.1	\$635.2	(\$180.7)	\$301.1	\$936.3	(\$481.8)	(18.5)	(10.9)

Total All Trains		\$2,020.8	\$435.9	\$943.6	\$1,379.5	\$641.3	\$871.6	\$2,251.1	(\$230.3)	(3.7)	(1.9)
Top-side adjustments		---	---	---	---	---	\$6.3	\$6.3	---	---	---
Total National Train System		\$2,020.8	\$435.9	\$943.6	\$1,379.5	\$641.3	\$877.9	\$2,257.4	(\$236.6)	(3.8)	(2.0)

Reconciling Items between SBL and Consolidated Statement of Operations

	Revenue	Expense	Net
Total National Train System	\$2,020.8	\$2,257.4	(\$236.6)
Infrastructure Management	\$195.1	\$265.1	(\$70.0)
Ancillary Businesses	\$298.2	\$204.5	\$93.7
Unallocated System	\$14.1	\$257.8	(\$243.7)
Eliminations	(\$101.2)	(\$101.2)	\$0.0
Operating Results	\$2,427.1	\$2,883.7	(\$456.6)
Interest Expense, Net	\$0.0	\$89.4	(\$89.4)
Depreciation	\$0.0	\$504.9	(\$504.9)
Federal and State Capital Payments	\$27.3	\$0.0	\$27.3
Net (Income) Loss from Discont Ops	\$0.0	\$0.0	\$0.0
Net Results	\$2,454.4	\$3,478.0	(\$1,023.6)

Notes:

- Prior year data may not match previously published reports at the individual route level. FY08 Route Structure reflects Strategic Business Line format.
- Direct Labor represents T&E and OBS wages, benefits and support.
- Other Direct Costs include Host Railroad MoW and Performance Incentives, Fuel and Power, Car and Locomotive maint. and Turnaround Costs, Commissions, Reservations, Call Centers, Psgr Inconvenience, and Route Stations.
- Total Avoidable Costs equals Direct Labor plus Other Direct Costs.
- Shared Costs include Shared Stations, MoE Supervision and Training, Yard Ops, Marketing and Distribution, Insurance, Terminal Payments, Procurement/Purchasing, Police/Environmental and Safety, T&E Overhead, NTS Infrastructure, and System Costs.
- Total Attributed Costs equals Total Avoidable Costs plus Shared Costs.

National Railroad Passenger Corporation (Amtrak)
Financial Performance of Routes - Strategic Business Line (SBL) format
September 2007 YTD

Route Performance Results Exclude Federal Support for Operations, Unallocated System costs and Capital Charges
 All numbers are in \$ millions except Passenger Mile and Seat Mile Calculations.

Northeast Corridor Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT01	Acela	\$421.4	\$23.7	\$105.5	\$129.2	\$292.2	\$119.6	\$248.8	\$172.5	29.9	17.6
RT05	Regional	\$459.5	\$46.7	\$129.5	\$176.2	\$283.3	\$201.4	\$377.7	\$81.8	8.4	3.6
RT91	NEC Unknown (Crew Labor)	\$0.0	\$0.7	\$0.0	\$0.7	(\$0.7)	(\$0.0)	\$0.7	(\$0.7)	---	---
RT06/98/99	NEC Special Trains	\$4.3	\$0.2	\$0.3	\$0.5	\$3.8	\$0.1	\$0.6	\$3.7	---	---
RT70	NEC Bus Route	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$885.2	\$71.3	\$235.3	\$306.6	\$578.6	\$321.2	\$627.8	\$257.4	16.6	8.0

State Supported and Other Short Distance Corridor Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT03	Ethan Allen Express	\$3.4	\$0.8	\$1.9	\$2.7	\$0.7	\$1.5	\$4.2	(\$0.8)	(9.7)	(3.8)
RT04	Vermont	\$6.4	\$1.6	\$3.1	\$4.6	\$1.8	\$2.1	\$6.7	(\$0.3)	(1.5)	(0.6)
RT07	Albany-Niagara Falls-Toronto	\$17.9	\$5.0	\$10.2	\$15.2	\$2.7	\$10.6	\$25.8	(\$7.9)	(9.0)	(4.1)
RT09	The Downeaster	\$8.8	\$1.8	\$4.4	\$6.2	\$2.6	\$3.7	\$9.9	(\$1.1)	(4.0)	(1.4)
RT12	New Haven - Springfield	\$9.0	\$2.9	\$8.0	\$10.9	(\$2.0)	\$9.0	\$19.9	(\$10.9)	(39.5)	(16.9)
RT14	Keystone Service	\$28.6	\$5.8	\$10.5	\$16.3	\$12.3	\$21.6	\$37.8	(\$9.3)	(10.6)	(3.4)
RT15	Empire Service	\$39.5	\$9.2	\$21.8	\$31.0	\$8.5	\$29.5	\$60.5	(\$21.0)	(17.8)	(6.0)
RT20	Chicago-St.Louis	\$23.7	\$4.3	\$8.9	\$13.3	\$10.4	\$10.5	\$23.8	(\$0.1)	(0.1)	(0.1)
RT21	Hiawathas	\$21.3	\$2.7	\$5.7	\$8.3	\$12.9	\$14.2	\$22.5	(\$1.2)	(2.6)	(1.0)
RT22	Wolverines	\$17.4	\$4.7	\$12.0	\$16.6	\$0.8	\$13.1	\$29.7	(\$12.3)	(12.8)	(6.7)
RT23	Illini	\$13.9	\$2.2	\$4.1	\$6.4	\$7.5	\$5.6	\$12.0	\$1.9	4.4	2.0
RT24	Illinois Zephyr	\$11.8	\$2.4	\$4.0	\$6.4	\$5.4	\$4.9	\$11.3	\$0.5	1.7	0.6
RT29	Heartland Flyer	\$5.0	\$1.2	\$2.1	\$3.2	\$1.8	\$1.6	\$4.8	\$0.2	2.1	0.9
RT35	Pacific Surfliner	\$72.1	\$15.7	\$39.1	\$54.8	\$17.4	\$32.0	\$86.8	(\$14.7)	(6.6)	(2.3)
RT36	Cascades	\$35.2	\$9.0	\$17.8	\$26.9	\$8.4	\$16.2	\$43.1	(\$7.9)	(7.6)	(3.6)
RT37	Capitols	\$39.2	\$10.6	\$22.6	\$33.2	\$6.0	\$18.7	\$51.9	(\$12.6)	(13.1)	(3.5)
RT39	San Joaquins	\$53.4	\$9.0	\$40.0	\$49.0	\$4.4	\$14.5	\$63.5	(\$10.1)	(8.4)	(3.0)
RT40	Adirondack	\$9.0	\$2.0	\$4.4	\$6.4	\$2.6	\$3.6	\$10.0	(\$1.1)	(3.4)	(2.2)
RT41	Blue Water	\$7.5	\$1.8	\$3.7	\$5.5	\$1.9	\$3.7	\$9.2	(\$1.7)	(6.8)	(4.6)
RT47	Washington-Newport News	\$22.8	\$4.0	\$7.6	\$11.6	\$11.2	\$9.7	\$21.3	\$1.5	1.8	0.9
RT54	Hoosier State	\$0.6	\$0.7	\$1.2	\$1.9	(\$1.2)	\$1.2	\$3.1	(\$2.5)	(59.6)	(21.1)
RT56	Kansas City-St.Louis	\$7.3	\$2.6	\$4.3	\$6.9	\$0.3	\$3.9	\$10.9	(\$3.6)	(16.0)	(4.7)
RT57	Pennsylvanian	\$7.2	\$2.0	\$5.0	\$6.9	\$0.2	\$6.1	\$13.1	(\$5.9)	(14.1)	(8.8)
RT65	Pere Marquette	\$6.4	\$1.1	\$2.0	\$3.1	\$3.2	\$2.6	\$5.7	\$0.6	3.9	2.4
RT66	Carolinian	\$17.2	\$3.9	\$6.0	\$9.8	\$7.4	\$8.4	\$18.3	(\$1.0)	(1.3)	(0.9)
RT67	Piedmont	\$2.4	\$0.9	\$0.4	\$1.3	\$1.1	\$1.7	\$3.1	(\$0.6)	(10.2)	(4.1)
RT92	Central Unknown (Crew Labor)	\$0.0	\$0.9	\$0.0	\$0.9	(\$0.9)	\$0.0	\$0.9	(\$0.9)	---	---
RT93	Crew Labor	\$0.0	\$0.5	\$0.0	\$0.5	(\$0.5)	\$0.0	\$0.5	(\$0.5)	---	---
RT96	Non NEC Special Trains	\$4.7	\$0.8	\$1.7	\$2.5	\$2.2	\$0.7	\$3.2	\$1.5	8.8	8.1
	State Supported Rt Buses	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$491.6	\$110.2	\$252.4	\$362.6	\$129.0	\$251.0	\$613.6	(\$121.9)	(7.9)	(3.2)

Long Distance Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT16	Silver Star	\$29.3	\$16.6	\$26.1	\$42.7	(\$13.4)	\$26.8	\$69.5	(\$40.2)	(21.2)	(11.9)
RT17	Three Rivers	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
RT18	Cardinal	\$6.5	\$4.9	\$7.7	\$12.7	(\$6.1)	\$7.4	\$20.1	(\$13.5)	(35.8)	(18.4)
RT19	Silver Meteor	\$30.6	\$14.6	\$24.5	\$39.0	(\$8.4)	\$25.1	\$64.1	(\$33.5)	(18.2)	(10.9)
RT25	Empire Builder	\$58.0	\$26.1	\$41.6	\$67.6	(\$9.6)	\$24.6	\$92.3	(\$34.3)	(8.8)	(5.3)
RT26	Capitol Limited	\$17.3	\$8.5	\$15.1	\$23.6	(\$6.3)	\$15.3	\$38.9	(\$21.6)	(22.5)	(13.5)
RT27	California Zephyr	\$40.8	\$25.9	\$41.3	\$67.2	(\$26.4)	\$22.6	\$89.8	(\$49.0)	(18.0)	(9.2)
RT28	Southwest Chief	\$42.1	\$20.2	\$42.3	\$62.6	(\$20.5)	\$23.5	\$86.1	(\$44.0)	(14.5)	(9.4)
RT30	City of New Orleans	\$14.7	\$7.0	\$13.2	\$20.2	(\$5.5)	\$8.4	\$28.6	(\$13.9)	(16.5)	(9.5)
RT32	Texas Eagle	\$18.6	\$12.4	\$18.8	\$31.3	(\$12.7)	\$12.5	\$43.8	(\$25.2)	(19.3)	(9.8)
RT33	Sunset Limited	\$8.1	\$12.9	\$14.3	\$27.1	(\$19.0)	\$10.8	\$38.0	(\$29.8)	(48.6)	(25.3)
RT34	Coast Starlight	\$32.9	\$19.2	\$33.0	\$52.2	(\$19.3)	\$21.6	\$73.7	(\$40.8)	(19.8)	(11.6)
RT45	Lake Shore Limited	\$23.9	\$12.6	\$21.5	\$34.1	(\$10.2)	\$26.9	\$61.0	(\$37.2)	(25.9)	(15.6)
RT48	Palmetto	\$12.9	\$5.0	\$9.6	\$14.6	(\$1.7)	\$10.5	\$25.1	(\$12.2)	(17.5)	(7.9)
RT52	Crescent	\$27.2	\$14.9	\$24.0	\$38.8	(\$11.6)	\$22.8	\$61.6	(\$34.4)	(25.1)	(11.9)
RT63	Auto Train	\$53.5	\$15.8	\$27.2	\$43.1	\$10.5	\$19.5	\$62.6	(\$9.1)	(4.8)	(2.8)
Total		\$416.5	\$216.6	\$360.1	\$576.7	(\$160.2)	\$278.6	\$855.2	(\$438.8)	(17.6)	(10.0)

Total All Trains		\$1,793.3	\$398.1	\$847.8	\$1,245.9	\$547.4	\$850.7	\$2,096.6	(\$303.3)	(5.4)	(2.6)
Unallocated audit adjustments		\$1.3	---	---	---	---	(\$32.5)	(\$32.5)	---	---	---
Total National Train System		\$1,794.6	\$398.1	\$847.8	\$1,245.9	\$548.7	\$818.2	\$2,064.1	(\$269.5)	(4.8)	(2.3)

Reconciling Items between SBL and Consolidated Statement of Operations

	Revenue	Expense	Net
Total National Train System	\$1,794.6	\$2,064.1	(\$269.5)
Infrastructure Management	\$197.5	\$243.0	(\$45.5)
Ancillary Businesses	\$254.4	\$170.2	\$84.1
Unallocated System	\$2.3	\$327.3	(\$325.0)
Eliminations	(\$98.3)	(\$98.3)	\$0.0
Operating Results	\$2,150.5	\$2,706.4	(\$555.8)
Interest Expense, Net	\$0.0	\$93.9	(\$93.9)
Depreciation	\$0.0	\$473.1	(\$473.1)
Federal and State Capital Payments	\$2.0	\$0.0	\$2.0
Net (Income) Loss from Discout Ops	\$0.0	\$0.0	\$0.0
Net Results	\$2,152.6	\$3,273.4	(\$1,120.9)

Notes:

- Prior year data may not match previously published reports at the individual route level. FY08 Route Structure reflects Strategic Business Line format.
- Direct Labor represents T&E and OBS wages, benefits and support.
- Other Direct Costs include Host Railroad MoW and Performance Incentives, Fuel and Power, Car and Locomotive maint. and Turnaround Costs, Commissions, Reservations, Call Centers, Psgr Inconvenience, and Route Stations.
- Total Avoidable Costs equals Direct Labor plus Other Direct Costs.
- Shared Costs include Shared Stations, MoE Supervision and Training, Yard Ops, Marketing and Distribution, Insurance, Terminal Payments, Procurement/Purchasing, Police/Environmental and Safety, T&E Overhead, NTS Infrastructure, and System Costs.
- Total Attributed Costs equals Total Avoidable Costs plus Shared Costs.

National Railroad Passenger Corporation (Amtrak)
Financial Performance of Routes - Strategic Business Line (SBL) format
September 2008 Unaudited vs September 2007 - Variances

Route Performance Results Exclude Federal Support for Operations, Depreciation, and Net Interest Expense (Capital Charge)
All numbers are in \$ millions except Passenger Mile and Seat Mile Calculations.

Northeast Corridor Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT01	Acela	\$65.0	(\$3.5)	(\$5.0)	(\$8.5)	\$56.5	(\$8.8)	(\$17.3)	\$47.7	5.0	4.0
RT05	Regional	\$58.9	(\$6.9)	\$0.2	(\$6.8)	\$52.1	\$12.5	\$5.7	\$64.7	4.4	2.4
RT91	NEC Unknown (Crew Labor)	\$0.0	(\$0.4)	(\$0.2)	(\$0.6)	(\$0.6)	(\$0.0)	(\$0.6)	(\$0.6)	---	---
RT06/98/99	NEC Special Trains	\$0.3	(\$0.1)	(\$0.2)	(\$0.3)	\$0.0	(\$0.1)	(\$0.4)	(\$0.1)	---	---
RT70	NEC Bus Route	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$124.2	(\$10.9)	(\$5.3)	(\$16.2)	\$108.0	\$3.6	(\$12.6)	\$111.6	4.1	2.8

State Supported and Other Short Distance Corridor Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT03	Ethan Allen Express	\$0.3	(\$0.1)	\$0.3	\$0.2	\$0.5	\$0.0	\$0.2	\$0.5	6.3	2.4
RT04	Vermont	\$0.5	(\$0.2)	(\$2.0)	(\$2.1)	(\$1.6)	(\$0.1)	(\$2.2)	(\$1.7)	(7.7)	(3.6)
RT07	Albany-Niagara Falls-Toronto	\$4.9	(\$0.4)	(\$3.3)	(\$3.7)	\$1.2	\$0.0	(\$3.7)	\$1.3	2.9	0.8
RT09	The Downeaster	\$2.3	(\$0.3)	(\$1.2)	(\$1.5)	\$0.7	(\$0.7)	(\$2.2)	\$0.0	1.0	0.5
RT12	New Haven - Springfield	\$1.2	(\$0.4)	(\$0.6)	(\$1.0)	\$0.2	(\$1.0)	(\$2.0)	(\$0.8)	1.9	(0.7)
RT14	Keystone Service	\$4.5	(\$0.8)	\$0.2	(\$0.6)	\$3.9	\$0.7	\$0.1	\$4.6	6.2	1.8
RT15	Empire Service	\$2.7	(\$0.6)	(\$1.8)	(\$2.4)	\$0.3	\$1.6	(\$0.8)	\$1.9	2.3	0.6
RT20	Chicago-St.Louis	\$8.6	(\$1.1)	(\$2.8)	(\$3.8)	\$4.7	(\$0.8)	(\$4.6)	\$3.9	4.6	2.1
RT21	Hiawathas	\$2.2	(\$2.0)	(\$2.0)	(\$2.1)	\$0.1	(\$0.2)	(\$2.4)	(\$0.1)	0.3	0.1
RT22	Wolverines	\$1.1	(\$0.5)	(\$3.2)	(\$3.6)	(\$2.6)	\$0.2	(\$3.4)	(\$2.4)	(1.8)	(1.3)
RT23	Illini	(\$0.6)	(\$0.5)	(\$0.7)	(\$1.2)	(\$1.8)	(\$0.2)	(\$1.4)	(\$1.9)	(4.4)	(2.0)
RT24	Illinois Zephyr	(\$0.9)	(\$0.4)	(\$1.8)	(\$2.2)	(\$3.1)	(\$0.5)	(\$2.7)	(\$3.6)	(10.5)	(4.4)
RT29	Heartland Flyer	\$0.7	(\$0.1)	(\$1.0)	(\$1.2)	(\$0.5)	\$0.0	(\$1.1)	(\$0.5)	(3.6)	(1.5)
RT35	Pacific Surfliner	\$5.0	(\$1.4)	(\$3.1)	(\$4.6)	\$0.4	(\$0.4)	(\$5.0)	\$0.0	0.5	0.1
RT36	Cascades	\$6.1	(\$1.5)	(\$2.4)	(\$3.9)	\$2.2	(\$0.2)	(\$4.1)	\$1.9	2.5	0.7
RT37	Capitols	\$4.4	(\$2.0)	(\$4.6)	(\$6.5)	(\$2.1)	\$0.5	(\$6.0)	(\$1.6)	0.2	(0.2)
RT39	San Joaquins	\$9.4	(\$1.3)	(\$6.6)	(\$7.8)	\$1.6	(\$0.2)	(\$8.0)	\$1.4	2.1	0.5
RT40	Adirondack	\$2.0	(\$0.3)	(\$0.5)	(\$0.8)	\$1.2	(\$0.3)	(\$1.0)	\$1.0	3.2	2.0
RT41	Blue Water	\$1.5	(\$0.3)	(\$1.2)	(\$1.5)	(\$0.1)	(\$0.6)	(\$2.1)	(\$0.6)	(2.0)	(2.5)
RT47	Washington-Newport News	\$5.2	(\$0.7)	(\$3.7)	(\$4.5)	\$0.7	\$0.4	(\$4.0)	\$1.2	0.8	0.7
RT54	Hoosier State	\$0.1	(\$0.3)	(\$0.2)	(\$0.5)	(\$0.4)	(\$0.1)	(\$0.6)	(\$0.5)	0.3	0.1
RT56	Kansas City-St.Louis	(\$0.1)	(\$0.3)	\$0.0	(\$0.3)	(\$0.3)	(\$0.0)	(\$0.3)	(\$0.4)	1.9	(0.5)
RT57	Pennsylvanian	\$1.3	(\$0.3)	(\$0.3)	(\$0.6)	\$0.8	(\$0.0)	(\$0.6)	\$0.7	3.5	1.0
RT65	Pere Marquette	(\$0.9)	(\$0.1)	(\$0.5)	(\$0.7)	(\$1.5)	(\$0.1)	(\$0.7)	(\$1.6)	(9.5)	(6.2)
RT66	Carolinian	\$3.0	(\$0.3)	(\$1.3)	(\$1.6)	\$1.4	(\$0.0)	(\$1.6)	\$1.4	1.8	1.2
RT67	Piedmont	\$0.2	(\$0.2)	(\$0.2)	(\$0.4)	(\$0.2)	(\$0.1)	(\$0.4)	(\$0.2)	(0.8)	(0.7)
RT92	Central Unknown (Crew Labor)	\$0.0	\$0.2	(\$0.2)	\$0.1	\$0.1	(\$0.0)	\$0.1	\$0.1	---	---
RT93	Crew Labor	\$0.0	(\$0.2)	\$0.0	(\$0.2)	(\$0.2)	(\$0.0)	(\$0.3)	(\$0.3)	---	---
RT96	Non NEC Special Trains	\$0.5	\$0.2	(\$0.0)	\$0.2	\$0.7	(\$0.1)	\$0.1	\$0.6	4.0	0.5
State Supported Rt Buses		\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
Total		\$65.3	(\$14.4)	(\$44.4)	(\$58.9)	\$6.4	(\$2.0)	(\$60.9)	\$4.4	1.2	0.3

Long Distance Trains		Total Revenue	Direct Labor	Other Direct Costs	Total Avoidable Costs	Contribution / (Loss) after Avoidable Costs	Total Shared Costs	Total Attributed Costs	Contribution / (Loss) (Exclude Dep & Int)	Contribution / (Loss) per Pass Mile (cents)	Contribution / (Loss) per Seat Mile (cents)
Route Number	Train Name										
RT16	Silver Star	\$2.1	(\$1.2)	(\$2.9)	(\$4.1)	(\$2.0)	(\$2.2)	(\$6.3)	(\$4.2)	(1.4)	(1.2)
RT17	Three Rivers	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	---	---
RT18	Cardinal	\$1.1	(\$0.8)	(\$1.1)	(\$1.9)	(\$0.8)	(\$0.8)	(\$2.7)	(\$1.6)	1.7	(0.4)
RT19	Silver Meteor	\$3.2	(\$0.9)	(\$4.4)	(\$5.3)	(\$2.0)	(\$2.2)	(\$7.5)	(\$4.2)	(1.2)	(1.1)
RT25	Empire Builder	\$6.0	(\$2.7)	(\$5.2)	(\$7.9)	(\$1.9)	(\$4.4)	(\$12.3)	(\$6.2)	(1.1)	(0.8)
RT26	Capitol Limited	\$2.3	(\$0.6)	(\$2.8)	(\$3.4)	(\$1.1)	(\$1.0)	(\$4.3)	(\$2.1)	0.2	(1.1)
RT27	California Zephyr	\$3.2	(\$3.0)	(\$6.9)	(\$9.9)	(\$6.7)	(\$3.7)	(\$13.6)	(\$10.4)	(3.6)	(1.9)
RT28	Southwest Chief	\$2.8	(\$2.0)	\$1.4	(\$0.6)	\$2.2	(\$4.1)	(\$4.7)	(\$1.9)	(0.4)	0.1
RT30	City of New Orleans	\$1.7	(\$0.5)	(\$3.6)	(\$4.1)	(\$2.4)	(\$0.6)	(\$4.6)	(\$3.0)	(1.5)	(1.9)
RT32	Texas Eagle	\$3.2	(\$1.3)	(\$4.0)	(\$5.3)	(\$2.1)	(\$2.1)	(\$7.4)	(\$4.2)	0.1	(0.3)
RT33	Sunset Limited	\$1.2	(\$0.3)	(\$1.9)	(\$2.2)	(\$1.0)	(\$0.6)	(\$2.8)	(\$1.6)	1.1	(1.1)
RT34	Coast Starlight	(\$0.9)	\$2.3	(\$1.6)	\$0.7	(\$0.2)	\$1.5	\$2.2	\$1.3	(1.6)	(1.5)
RT45	Lake Shore Limited	\$2.5	(\$0.4)	(\$2.7)	(\$3.2)	(\$0.6)	\$0.3	(\$2.9)	(\$0.4)	1.2	(0.0)
RT48	Palmetto	\$1.6	\$0.0	(\$0.6)	(\$0.5)	\$1.1	(\$0.6)	(\$1.1)	\$0.4	2.2	0.1
RT52	Crescent	\$3.0	(\$0.3)	(\$5.1)	(\$5.4)	(\$2.5)	(\$1.2)	(\$6.6)	(\$3.6)	(0.7)	(1.3)
RT63	Auto Train	\$5.0	(\$0.7)	(\$4.6)	(\$5.4)	(\$0.4)	(\$1.0)	(\$6.4)	(\$1.4)	(0.4)	(0.4)
Total		\$38.0	(\$12.5)	(\$46.0)	(\$58.5)	(\$20.5)	(\$22.5)	(\$81.0)	(\$43.0)	(0.9)	(0.9)

Total All Trains		\$227.5	(\$37.8)	(\$95.8)	(\$133.6)	\$93.9	(\$20.9)	(\$154.5)	\$73.0	1.7	0.7
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WORKFORCE STATISTICS

National Railroad Passenger Corporation
Headcount Summary
September 2008

	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	3	3	0	0	0	0	0	0	0	3	3	0
Office of Inspector General	86	89	3	0	0	0	0	0	0	86	89	3
General Counsel	120	136	16	0	0	0	0	0	0	120	136	16
Finance	261	262	1	0	0	0	0	0	0	261	262	1
Procurement	440	437	(3)	14	19	5	1	0	(1)	455	456	1
Amtrak Technologies	222	269	47	0	0	0	20	0	(20)	242	269	27
Government Affairs	30	34	4	0	0	0	0	0	0	30	34	4
Labor Relations	33	35	2	0	0	0	0	0	0	33	35	2
Human Resources	172	180	8	0	0	0	0	0	0	172	180	8
Marketing & Sales	1,214	1,269	55	0	0	0	3	3	0	1,217	1,272	55
Strat Partnerships & Bus Dev	33	43	10	25	29	4	0	0	0	58	72	14
Planning and Analysis	0	15	15	0	0	0	0	0	0	0	15	15
Office of Security Strategy & Spec Ops	64	89	25	0	0	0	0	0	0	64	89	25
Operating Departments												
Chief Operating Officer	5	5	0	0	0	0	0	0	0	5	5	0
Environmental Health and Safety	39	42	3	0	0	0	0	0	0	39	42	3
Police	354	365	11	2	6	4	3	0	(3)	359	371	12
Transportation	7,650	7,674	24	450	457	7	61	6	(55)	8,161	8,137	(24)
Mechanical	3,799	3,743	(56)	363	355	(8)	400	560	160	4,562	4,658	96
Engineering	1,755	1,572	(183)	4	0	(4)	991	1,141	150	2,750	2,713	(37)
Engineering Reimbursable	0	0	0	292	283	(9)	0	0	0	292	283	(9)
Sub-Total Operating Departments	13,602	13,401	(201)	1,111	1,101	(10)	1,455	1,707	252	16,168	16,209	41
Total Headcounts	16,280	16,262	(18)	1,150	1,149	(1)	1,479	1,710	231	18,909	19,122	213

Non-Amtrak Employees	66	57	(9)
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Note:

- (1) Beginning in FY08 this report compares Actual vs. Budget Headcount. In previous Fiscal years this report compared Actual vs. Authorized Headcount.
- (2) Headcount totals on this report are from the SAP system and may not match the departmental headcount totals as reported on the Departmental Progress Reports.

**Headcount - Department Input Detail
September 2008**

	Total Core ind PRJ			Commuter			Reimbursable			Commercial			Total Non-Core			Capital			Non-Amtrak Employees			
	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)	Actual	Budget	Variance Fav/ (UnFav)	
President's Office	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Office of Inspector General	86	89	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
General Counsel	120	136	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total General Counsel	120	136	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Finance	261	262	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Finance Corporate Common	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Sub-Total Finance	261	262	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Procurement	440	437	(3)	14	19	5	0	0	0	0	0	14	19	5	0	1	0	0	(1)	0	0	0
Amtrak Technologies	222	269	47	0	0	0	0	0	0	0	0	0	0	0	0	20	0	(20)	51	49	0	(2)
Government Affairs	30	34	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Labor Relations	33	35	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Human Resources	172	180	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Marketing & Sales	1	0	(1)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Marketing And Sales	1,064	1,107	43	0	0	0	0	0	0	0	0	0	0	0	0	2	3	1	0	0	0	0
Sales Distribution and Customer Service	6	7	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Chief Market Research & Analysis	59	64	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	(1)	0	0	0	
Chief Mktg & Sales Promotion	31	33	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Summ Customer Svc Field Ops	44	51	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Summ Chief Svc. Deliv. & Ops Supp	2	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
VP Marketing & Product Mgmt	7	4	(3)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chief, Prod Plan & Bus Strategy	1,214	1,269	55	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	
Sub-Total Marketing	33	43	10	0	0	0	1	2	1	24	27	3	25	29	4	0	0	0	0	0	0	
Strat Partnerships & Bus Dev	33	43	10	0	0	0	1	2	1	24	27	3	25	29	4	0	0	0	0	0	0	
Summ Strat Partnerships & Bus Dev	0	15	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Total Summ Strat Partnerships & Bus Dev	64	89	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Planning & Analysis	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Office of Security Strategy & Spec Op	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Operating Departments	5	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Chief Operating Officer	39	42	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Environmental Health and Safety	364	365	11	0	6	6	2	0	(2)	0	0	2	6	4	0	3	0	(3)	0	0	0	
Police	7,650	7,674	24	398	413	15	52	44	(8)	0	0	450	457	7	0	61	6	(55)	0	0	0	
Transportation	3,799	3,743	(56)	299	261	(38)	63	92	29	1	2	363	355	(8)	(10)	400	560	160	0	5	5	
Mechanical	1,765	1,572	(183)	0	0	0	0	0	0	4	0	4	0	(4)	(11)	991	1,141	150	15	3	(12)	
Engineering	0	0	0	0	0	0	292	283	(9)	0	0	292	263	(9)	0	0	0	0	0	0	0	
Engineering - Reimbursable	1,765	1,572	(183)	0	0	0	292	283	(9)	4	0	(4)	286	263	(13)	(11)	991	1,141	150	15	3	
Sub-Total Engineering	13,248	13,036	(212)	697	674	(23)	407	419	12	5	2	(3)	1,109	1,095	(14)	(21)	1,452	1,707	255	15	8	
Sub-Total Operating Departments	16,280	16,262	(18)	711	699	(12)	410	421	11	29	29	0	1,150	1,149	(1)	(23)	1,479	1,710	231	66	57	
Total Headcounts																						

National Railroad Passenger Corporation (Amtrak)
Employee Benefits Summary Analysis - September 2008
(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	6,176	387	(2,183)	73,149	3,898	(3,977)	
Agreement	31,084	(6,935)	(10,380)	244,327	36,175	16,596	
Total Premium Based Benefits	37,260	(6,548)	(12,562)	317,476	40,073	12,618	
<i>Federal Employers Liability Act (FELA)</i>							
Non-Agreement ²	20	(2)	(138)	198	9	(142)	
Agreement ²	3,916	(474)	(27,512)	39,476	1,826	(28,337)	
Total FELA Cost	3,936	(476)	(27,651)	39,675	1,835	(28,479)	
<i>Average per Employee</i>							
Non-Agreement	2,257	(27)	(810)	27,196	(470)	(1,041)	
Agreement	2,165	(431)	(2,347)	17,745	2,529	(713)	
Weighted Avg per Employee	2,179	(367)	(2,126)	19,109	2,159	(780)	
<i>Payroll Based Benefits</i> ³							
	14,985	3,529	32,803	225,973	(9,166)	12,274	
Percentage of Payroll	18%	1%	2%	19%	0%	1%	
<i>Other Employee Benefits</i> ⁴							
	1,462	(905)	(10,088)	16,450	39	(9,353)	
Total Employee Benefits	57,643	(4,400)	(17,498)	599,574	32,781	(12,940)	

¹ Includes health, dental and life insurance, miscellaneous employee insurance, service fees and OPEB's.

OPEB's represent the accrued expense for the future liability of health care for pensioned employees.

² Estimated split between Agreement and Non-agreement employees.

³ Includes Railroad retirement and unemployment and sickness taxes.

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

Note: Does not include top-side adjustment of \$3M.

Amtrak
Terminations and New Hires
FY1998 - September FY2008

Management

	FY1998	FY1999	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006	FY2007	FY 08	
											September	YTD
Terminations	192	167	287	263	487	254	164	155	195	254	8	156
Hires	151	171	352	193	111	175	166	160	210	213	21	186
Net Change	(41)	4	65	(70)	(376)	(79)	2	5	15	(41)	13	30

Agreement

	FY1998	FY1999	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006	FY2007	FY 08	
											September	YTD
Terminations	1,591	1,828	1,689	1,876	1,840	1,157	1,312	1,309	1,318	1,692	91	1,108
Furloughs							387	651	498	252	21	216
Hires	2,419	2,589	2,152	1,304	1,037	744	1,337	1,087	1,077	1,398	209	1,641
Net Change*	828	761	463	(572)	(803)	(413)	25	(222)	(241)	(294)	118	533

Total Management and Agreement Employees

	FY1998	FY1999	FY2000	FY2001	FY2002	FY2003	FY2004	FY2005	FY2006	FY2007	FY 08	
											September	YTD
Terminations	1,783	1,995	1,976	2,139	2,327	1,411	1,476	1,464	1,513	1,946	99	1,264
Furloughs							387	651	498	252	21	216
Hires	2,570	2,760	2,504	1,497	1,148	919	1,503	1,247	1,287	1,611	230	1,827
Net Change*	787	765	528	(642)	(1,179)	(492)	27	(217)	(226)	(335)	131	563

*Does not include Furloughs

E

PERFORMANCE INDICATORS

National Railroad Passenger Corporation

Delay Minutes Performance Report - Summary
for the Month of September, 2008

	Total Minutes	% of Total	Amtrak Delays					Host Railroads Delays					Other Minutes of Delay	
			Top Three Delay Codes					Top Three Delay Codes						
			Subtotal	Passenger Holds	All Crew related delays, delays in block	Engine Failures	All Else	Subtotal	Freight Train Interference	Slow Orders	Passenger Train Interference	All else		
Northeast Corridor														
Acela	7,878	1.8%	1,838	369	10	353	1,106	5,585	21	331	504	4,729	455	
Metroliner	0	0.0%	0	0	0	0	0	0	0	0	0	0	0	
Northeast Regionals	35,740	8.2%	10,939	2,789	336	2,424	5,390	22,126	1,366	4,889	3,503	12,368	2,675	
Subtotal Northeast Corridor	43,618	10.0%	12,777	3,158	346	2,777	6,496	27,711	1,387	5,220	4,007	17,097	3,130	

	Total Minutes	% of Total	Amtrak Delays					Host Railroads Delays					Other Minutes of Delay
			Top Three Delay Codes					Top Three Delay Codes					
			Subtotal	Passenger Holds	All Crew related delays, delays in block	Engine Failures	All Else	Subtotal	Freight Train Interference	Slow Orders	Passenger Train Interference	All else	
Other Corridor Routes													
Downeaster	3,650	0.8%	294	123	2	1	168	3,341	108	2,191	307	735	15
Clocker/Keystone	5,827	1.3%	2,204	316	71	727	1,090	3,164	0	0	369	2,795	459
Empire	32,682	7.5%	3,418	928	891	494	1,105	26,780	3,657	8,134	3,128	11,861	2,484
Hiawatha	3,639	0.8%	743	379	24	59	281	2,549	203	210	87	2,049	347
Illinois Services	24,511	5.6%	1,542	297	154	687	404	21,512	7,303	3,441	4,799	5,969	1,457
Michigan Services	28,811	6.6%	3,848	353	1,530	690	1,275	23,904	7,938	4,266	3,716	7,984	1,059
Missouri Services	12,074	2.8%	492	97	14	13	368	11,483	7,419	2,362	936	766	99
Heartland Flyer	2,915	0.7%	55	12	17	0	26	2,841	610	1,811	0	420	19
Pacific Surfliner	20,593	4.7%	4,707	1,320	348	669	2,370	14,380	907	1,299	5,318	6,856	1,506
Cascades	14,268	3.3%	1,834	291	259	415	869	10,985	2,324	3,276	1,570	3,815	1,449
Capitolis	10,750	2.5%	2,031	324	117	290	1,300	7,352	701	1,641	2,085	2,925	1,367
San Joaquins	13,463	3.1%	2,110	460	456	195	999	9,847	2,408	1,896	3,747	1,796	1,506
Hoosier State	2,308	0.5%	68	16	36	6	10	1,960	996	634	28	302	280
Carolinian	5,383	1.2%	1,560	472	98	92	898	3,557	273	1,030	743	1,511	266
Pennsylvanian	2,720	0.6%	697	158	15	36	488	1,961	1,020	70	186	685	62
Piedmont	1,586	0.4%	452	199	13	11	229	941	195	304	245	197	193
Subtotal Other Corridor	185,180	42.5%	26,055	5,745	4,045	4,385	11,880	146,557	36,062	32,565	27,264	50,666	12,568

	Total Minutes	% of Total	Amtrak Delays					Host Railroads Delays					Other Minutes of Delay
			Top Three Delay Codes					Top Three Delay Codes					
			Subtotal	Passenger Holds	All Crew related delays, delays in block	Engine Failures	All Else	Subtotal	Freight Train Interference	Slow Orders	Passenger Train Interference	All else	
Long Distance													
Silver Service	26,614	6.1%	5,842	1,428	599	586	3,229	16,481	3,270	4,731	3,119	5,361	4,291
Cardinal	6,612	1.5%	1,506	570	333	44	559	4,506	1,393	1,449	423	1,241	600
Empire Builder	15,409	3.5%	3,014	1,187	191	235	1,401	10,516	4,199	2,883	597	2,837	1,879
Capitol Ltd.	13,948	3.2%	2,584	869	607	63	1,045	10,553	5,507	1,643	547	2,856	811
California Zephyr	33,495	7.7%	5,172	784	1,764	369	2,255	27,624	5,967	12,767	1,640	7,250	699
Southwest Chief	14,677	3.4%	3,542	1,840	194	182	1,326	9,242	2,429	2,487	1,245	3,081	1,893
City of New Orleans	9,471	5.9%	865	96	280	57	432	7,861	4,011	644	757	2,449	745
Texas Eagle	25,479	5.9%	2,260	553	517	117	1,073	22,495	7,405	8,542	1,727	4,821	724
Sunset Ltd.	9,677	2.2%	1,236	337	220	114	565	7,540	3,252	1,515	233	2,540	901
Coast Starlight	21,120	4.8%	3,764	666	1,097	273	1,728	16,522	3,357	5,754	2,771	4,640	834
Lake Shore Ltd.	16,065	3.7%	2,952	877	227	166	1,682	11,544	4,322	1,721	1,858	3,643	1,569
Crescent	8,271	1.9%	1,509	376	90	239	804	6,121	2,364	1,366	903	1,488	641
Auto Train	5,852	1.3%	513	0	41	69	403	5,067	1,452	1,269	752	1,594	272
Subtotal Long Distance	206,690	47.5%	34,759	9,583	6,160	2,514	16,502	156,072	48,928	46,771	16,572	43,801	15,859
Total Minutes of Delay	435,488	100.0%	73,591	18,486	10,551	9,676	34,878	330,340	86,377	84,556	47,843	111,564	31,557
Percentage of Total			16.9%	4.2%	2.4%	2.2%	8.0%	75.9%	19.8%	19.4%	11.0%	25.6%	7.2%

Amtrak Host Railroad Performance

September-08

Delay Minutes Per Train Start, Long Distance Trains

Primary RR	Train	Last Thirteen Months												September 2008					
		Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Per 100 Route Miles	Per Trip	Average Delay Mins Per Trip	Under (Over) Recovery	Endpoint OTP
Long Distance Trains Primarily on BNSF	BNSF														9.3	241	231	10	85.0%
	Empire Builder														8.9	201	227	(27)	70.0%
	Southwest Chief														15.2	142	174	(32)	41.2%
Long Distance Train Primarily on CN/IC	City of New Orleans														19.3	165	101	64	96.4%
	Auto Train														10.0	115	257	(142)	16.0%
	Cardinal														6.1	51	102	(51)	69.4%
	Palmetto														12.8	177	140	37	83.9%
	Silver Meteor														10.3	155	196	(41)	71.2%
Long Distance Trains Primarily on CSX	Silver Star														13.0	99	236	(137)	10.2%
	Capitol Limited														12.6	147	163	(16)	56.7%
Long Distance Trains Primarily on CSX and NS	Lake Shore Limited														8.5	118	137	(19)	71.7%
	Crescent														18.4	256	350	(94)	35.0%
Long Distance Trains Primarily on UP	Coast Starlight														20.8	272	433	(161)	22.4%
	Texas Eagle														12.3	299	555	(256)	5.0%
Long Distance Train Primarily on UP and BNSF	California Zephyr														19.2	384	366	17	52.0%
	Sunset Limited *																		

Delay minutes less than or equal to scheduled recovery time
 Delay minutes between scheduled recovery time and scheduled recovery time plus OTP tolerance
 Delay minutes greater than scheduled recovery time plus OTP tolerance
 OTP tolerance = 30 minutes for all trains listed above.
 * Scheduled recovery for Sunset Ltd is for trip between Los Angeles and New Orleans
 Sources: Delay minutes from Amtrak OTP Monitor Report System, OTP from "A" Report.

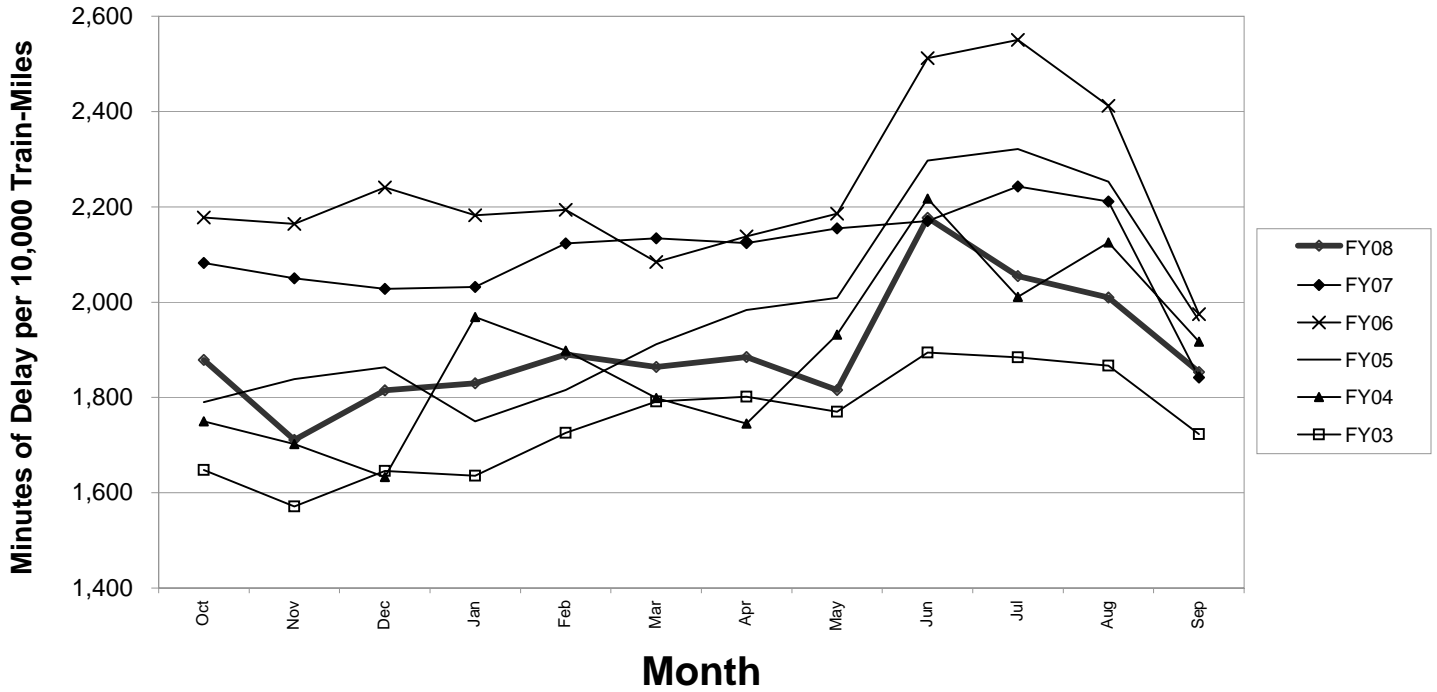
**Amtrak Host Railroad Performance
September 1, 2008 to September 30, 2008
Delay Minutes Summary**

Minutes of Delay per 10,000 Train-Miles						
Train-Miles	Year to Date		This Month			
	% of Total	Total Delays	Total Delays	Host RR	Amtrak	3rd Pty
Burlington Northern Santa Fe	18.4%	1,378	1,274	926	218	130
CN (IC + GTW)	3.4%	2,365	2,579	2,270	202	107
CP Rail (Soo + D&H)	2.0%	1,710	1,403	1,020	228	155
CSX Transportation	15.1%	1,873	1,714	1,274	286	155
Norfolk Southern	6.1%	1,895	2,559	2,111	276	172
Union Pacific	16.4%	2,407	2,269	1,927	241	101
Major Host Railroads Total	61.5%	1,897	1,853	1,475	246	132
<i>Percent of Total Major Railroad Delay Mins</i>			100.0%	79.6%	13.3%	7.1%
Amtrak as Host RR (Primarily NEC)	29.0%	666	630	325	255	51
<i>Percent of Total Amtrak Delay Minutes</i>			100.0%	51.6%	40.4%	8.0%
Other Host Railroads Total	9.5%	1,614	1,504	1,098	297	109
<i>Percent of Total Other Host Delay Mins</i>			100.0%	73.0%	19.8%	7.3%
All Host RRs (Including Amtrak)	100.0%	1,519	1,465	1,105	253	106
<i>Percent of Total Delay Minutes</i>			100.0%	75.4%	17.3%	7.2%

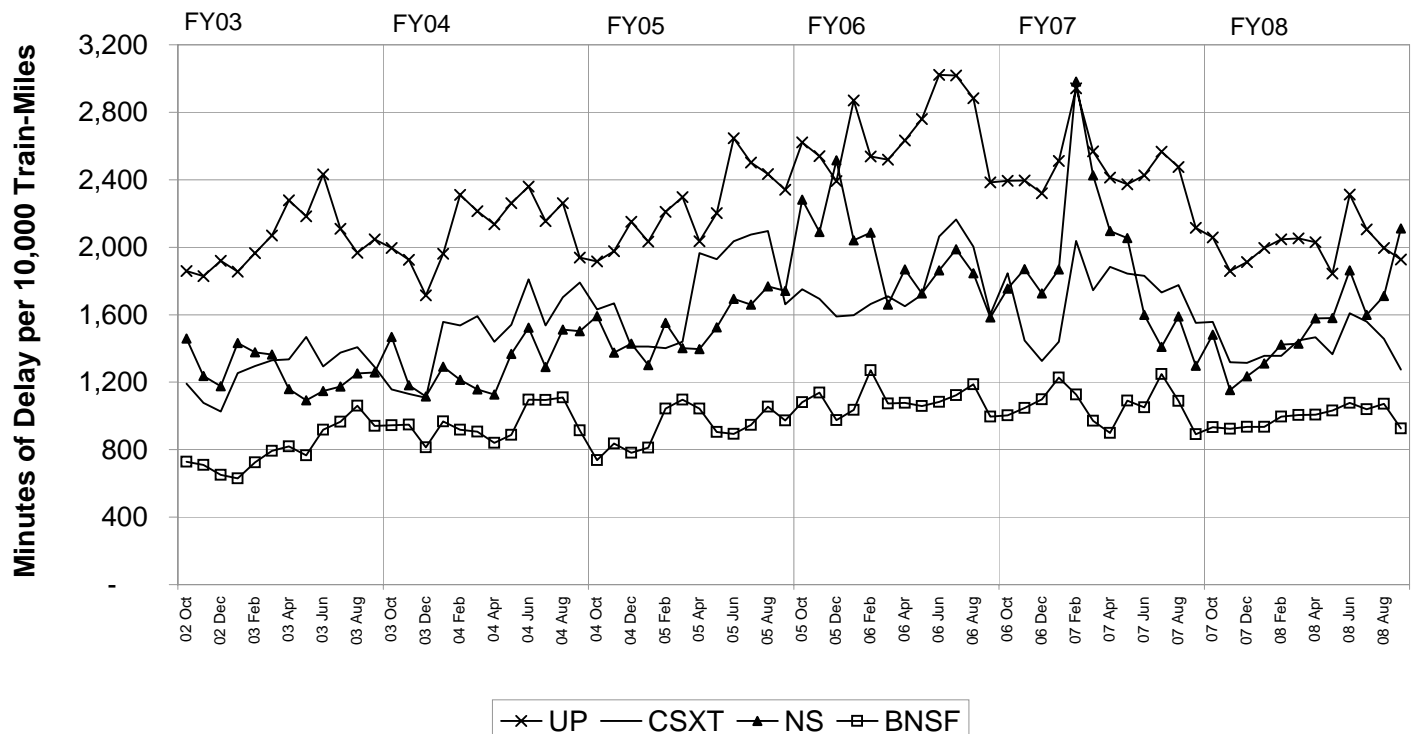
Amtrak Host Railroad Performance
September 1, 2008 to September 30, 2008
Delay Minutes Detail

Host	Minutes of Delay per 10,000 Train-Miles										Minutes of Delay per 10,000 Train-Miles					Minutes of Delay per 10,000 Train-Miles				
	Delays Caused by Host Railroad										Third Party and Unused Recovery					Delays Caused by Amtrak Passengers and Equipment				
	Train Interference		Slow Orders		Signal Delays		Route M of W		All Other		Total Third Party & Unused	Weather	Unused Recovery Time	Third Party	Total Amtrak Passengers & Equipment	Psgr. - Related	Crew & System	Loco Failure	Car Failure	Service
Total Host Railroad	Freight	Passenger	Commuter	Orders	Delays	Route	M of W	All Other	Unusable	Weather	Time	Time	Unusable	Equipment	Related	System	Failure	Failure	Service	Other
Burlington Northern Santa Fe	926	262	135	14	278	105	100	26	5	130	17	54	59	218	94	50	19	12	13	30
CN (IC + GTW)	2,270	1,103	192	22	299	333	114	84	124	107	23	72	13	202	62	78	6	11	4	41
CP Rail (Soo + D&H)	1,020	154	165	8	343	110	171	37	32	155	26	66	63	228	167	26	8	2	0	24
CSX Transportation	1,274	290	152	23	343	236	163	62	5	155	22	102	31	286	131	54	31	9	9	52
Norfolk Southern	2,111	915	312	23	336	234	178	105	7	172	106	20	46	276	112	58	18	9	17	62
Union Pacific	1,927	549	282	10	639	195	124	120	7	101	10	36	55	241	76	43	35	13	31	44
Major Host Railroads Total	1,475	454	200	16	400	187	133	71	13	132	26	59	47	246	101	51	25	11	16	43
Percent of Total Major Railroad Delay Mins	79.6%	24.5%	10.8%	0.9%	21.6%	10.1%	7.2%	3.8%	0.7%	7.1%	1.4%	3.2%	2.5%	13.3%	5.4%	2.7%	1.3%	0.6%	0.9%	2.3%
Amtrak as Host RR (Primarily NEC)	325	3	88	52	34	52	9	83	5	51	21	4	26	255	55	9	52	11	10	117
Percent of Total Amtrak Delay Minutes	51.6%	0.4%	14.0%	8.3%	5.4%	8.2%	1.4%	13.2%	0.8%	8.0%	3.4%	0.6%	4.1%	40.4%	8.8%	1.4%	8.2%	1.7%	1.6%	18.5%
Other Host Railroads Total	1,098	86	172	297	316	79	102	37	8	109	16	40	53	297	85	18	34	13	11	137
Percent of Total Other Host Delay Mins	73.0%	5.7%	11.4%	19.8%	21.0%	5.3%	6.8%	2.5%	0.5%	7.3%	1.0%	2.7%	3.6%	19.8%	5.6%	1.2%	2.3%	0.8%	0.7%	9.1%
All Host RRs (Including Amtrak)	1,105	288	165	54	286	138	94	71	10	106	24	41	42	253	86	35	34	11	14	73
Percent of Total Delay Minutes	75.4%	19.7%	11.3%	3.7%	19.5%	9.4%	6.4%	4.9%	0.7%	7.2%	1.6%	2.8%	2.8%	17.3%	5.9%	2.4%	2.3%	0.8%	1.0%	5.0%

All Delays per 10,000 Train-Miles on BNSF, CN, CPR, CSXT, NS, and UP



Host Railroad Responsible Delay per 10,000 Train-Miles



Amtrak Host Railroad Performance

September-08

Delay Categories Used In Minutes Of Delay Per 10,000 Train-Miles:

Category & Code
Used In OTP System

Title, Explanation, or Examples:

Host Railroad Responsible Delays:

Freight Train Interference (FTI)
Passenger Train Interfere (PTI)
Commuter Train Interfere (CTI)
Slow Order Delays (DSR)
Signal Delays (DCS)
Debris (DBS)
Routing (RTE)
Maintenance of Way (DMW)
Other (DTR, ITE)

Delays from freight trains, including freight derailments

Delays for meeting or following other passenger trains

Delays for meeting or following commuter trains

Temporary slow orders, except heat or cold orders

Signal failure or other signal delays, wayside defect-detector false-alarms,

defective road crossing protection, efficiency tests, drawbridge stuck open

Debris strikes (either vandalism or naturally-caused)

Routing-dispatching delays including diversions, late track bulletins, etc.

Maintenance of Way delays including holds for track repairs or MW foreman to clear

Delays from detours (DTR) and initial terminal engineering (ITE)

Amtrak Responsible Delays:

Passenger Related (HLD)
Crew & System (SYS)
Locomotive Failure (ENG)
Car Failure (CAR)
Servicing (SVS)
All Other (OTH, CON, ITI, ITT, ITM, INJ)

All delays related to passengers, including disabled, checked-baggage, sick passenger, etc.

Delays related to crews including lateness, sick/injured employee, lone-engineer delays

All delays caused directly or indirectly by mechanical failure on engines.

All delays caused directly or indirectly by mechanical failure, onall types of cars

All switching and servicing delays, except for switching mail or express equipment

Lost-on-run (OTH), holding for connections (CON), Initial terminal late turn (ITI),

mechanical (ITM), & transportation (ITT) delays, injury delays (INJ)

Third-Party Delays:

Unused Recovery Time (NOD)
Customs (CUI)
Police-Related (POL)
Trespassers (TRS)
Drawbridge Openings (MBO)
Weather-Related (WTR)

Waiting for scheduled departure time at a station

U.S. and Canadian customs delays; Immigration-related delays

Police/fire department holds on right-of-way or on-board trains

Road crossing accidents, trespasser / animal strikes, vehicle stuck on track ahead,

bridge strikes (off-Corridor)

Movable bridge openings for marine traffic where no bridge failure is involved

All severe-weather delays, landslides or washouts / detours around same, earthquake-

related delays, heat or cold orders

ON-TIME PERFORMANCE REPORT SEPTEMBER 2008

SERVICE	SEPTEMBER 2008	SEPTEMBER 2007	% Change	FY08 YTD	FY07 YTD	% Change
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Amtrak System	74.7%	73.2%	1.5%	71.2%	68.6%	2.6%
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Amtrak Premium	92.8%	86.9%	5.9%	84.5%	87.8%	-3.3%
Acela Express	92.8%	86.9%	5.9%	84.5%	87.7%	-3.2%
Metroliner *	-	-	-	-	97.5%	-

Amtrak Corridor	80.7%	86.4%	-5.8%	79.7%	80.9%	-1.2%
Keystone	85.1%	92.0%	-6.9%	87.8%	85.4%	2.4%
Northeast Regional	78.5%	83.8%	-5.3%	75.8%	78.8%	-3.0%

Short Distance	72.7%	68.5%	4.2%	68.6%	65.4%	3.1%
Capitol	93.8%	85.9%	7.9%	86.0%	74.6%	11.4%
Carolinian	52.6%	31.7%	20.9%	39.3%	26.0%	13.2%
Cascades	62.3%	77.7%	-15.4%	64.7%	59.7%	5.0%
Downeaster	78.3%	49.3%	29.0%	70.6%	78.0%	-7.4%
Empire Corridor	73.7%	59.5%	14.3%	64.6%	61.7%	2.9%
Heartland Flyer	53.4%	50.0%	3.4%	51.6%	28.6%	23.0%
Hiawatha	89.3%	93.9%	-4.6%	87.3%	89.2%	-1.9%
Hoosier State	38.2%	61.8%	-23.5%	41.5%	42.7%	-1.1%
Illinois	59.5%	69.4%	-9.9%	53.4%	55.3%	-1.9%
Michigan	14.0%	33.3%	-19.3%	26.1%	31.4%	-5.3%
Missouri	11.2%	10.8%	0.4%	18.6%	27.9%	-9.3%
Pacific Surfliner	78.8%	71.5%	7.3%	76.1%	74.8%	1.3%
Pennsylvanian	85.0%	85.0%	0.0%	86.7%	71.5%	15.2%
Piedmont	55.6%	75.0%	-19.4%	70.1%	74.4%	-4.3%
San Joaquins	85.0%	80.8%	4.2%	82.6%	67.9%	14.7%
Vermont	95.0%	0.0%	95.0%	40.7%	58.6%	-17.9%

Long Distance	55.7%	57.8%	-2.1%	54.2%	41.6%	12.6%
Auto Train	96.4%	87.9%	8.5%	81.9%	62.1%	19.8%
California Zephyr	5.0%	41.7%	-36.7%	30.1%	10.2%	19.9%
Capitol Limited	10.2%	48.3%	-38.2%	32.6%	23.4%	9.3%
Cardinal	16.0%	69.2%	-53.2%	31.3%	39.0%	-7.7%
City of New Orleans	41.2%	91.7%	-50.5%	62.3%	86.2%	-23.9%
Coast Starlight	35.0%	45.0%	-10.0%	60.8%	22.1%	38.7%
Crescent	71.7%	66.7%	5.0%	66.9%	42.9%	24.1%
Empire Builder	85.0%	87.5%	-2.5%	68.8%	73.4%	-4.6%
Lake Shore Ltd	56.7%	48.3%	8.4%	58.0%	32.4%	25.7%
Palmetto	69.4%	28.3%	41.1%	51.6%	24.4%	27.2%
Silver Meteor	83.9%	61.7%	22.3%	66.5%	42.8%	23.6%
Silver Star	71.2%	35.6%	35.6%	45.1%	23.8%	21.3%
Southwest Chief	70.0%	73.3%	-3.3%	65.4%	60.1%	5.3%
Sunset Limited	52.0%	8.0%	44.0%	27.2%	13.5%	13.7%
Texas Eagle	22.4%	31.7%	-9.3%	17.9%	26.8%	-8.9%

October 7, 2008

Issued by the Office of the Vice President, Transportation

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APPENDIX:

AGENCY SUMMARY OF KEY FINANCIAL DATA

Amtrak Key Financial Data: Condensed Summary

Income Statement (Millions of Dollars)	For the Month Ending Sep FY08				
	FY08 Actual	FY08 Budget	Variance Fav/(Unfav)	FY07 Actual	Variance Fav/(Unfav)
Revenue					
Passenger Related	\$145.4	\$136.0	\$9.4	\$130.1	\$15.3
Other Revenue	53.3	49.0	4.3	60.2	(6.9)
Total Revenue	198.7	185.0	13.7	190.3	8.4
Expenses					
Core	283.6	260.7	(22.9)	414.3	130.7
Non-Core	19.7	16.4	(3.3)	12.1	(7.6)
Total Expenses	303.3	277.1	(26.2)	426.4	123.1
Operating Result	(104.6)	(92.1)	(12.5)	(236.1)	131.5
Interest Expense, net	7.8	7.9	0.1	6.3	(1.5)
Loss from Operations	(112.4)	(100.0)	(12.4)	(242.4)	130.0
Discontinued Operations	0.0	0.0	0.0	0.0	0.0
Net Loss	(112.4)	(100.0)	(12.4)	(242.4)	130.0
Depreciation/OPEBs					
Core	52.3	46.0	6.3	60.4	(8.1)
Non-Core	0.0	0.0	0.0	0.0	0.0
Total Depreciation/OPEBs	52.3	46.0	6.3	60.4	(8.1)
Adjusted Result (Loss)	(\$60.1)	(\$54.0)	(\$6.1)	(\$182.0)	\$121.9

Income Statement (Millions of Dollars)	For the Year to Date Sep FY08				
	FY08 Actual	FY08 Budget	Variance Fav/(Unfav)	FY07 Actual	Variance Fav/(Unfav)
Revenue					
Passenger Related	\$1,792.4	\$1,659.2	\$133.2	\$1,576.9	\$215.5
Other Revenue	634.6	590.6	44.0	573.7	60.9
Total Revenue	2,427.0	2,249.8	177.2	2,150.6	276.4
Expenses					
Core	3,172.7	3,091.2	(81.5)	3,014.8	(157.9)
Non-Core	205.7	192.0	(13.7)	164.9	(40.8)
Total Expenses	3,378.4	3,283.2	(95.2)	3,179.7	(198.7)
Operating Result	(951.4)	(1,033.4)	82.0	(1,029.1)	77.7
Interest Expense, net	89.4	95.2	5.8	93.9	4.5
Net Result (Loss)	(1,040.8)	(1,128.6)	87.8	(1,123.0)	82.2
Discontinued Operations	0.0	0.0	0.0	0.0	0.0
Net Loss	(1,040.8)	(1,128.6)	87.8	(1,123.0)	82.2
Depreciation/OPEBs					
Core	558.0	531.3	26.7	532.8	25.2
Non-Core	0.0	0.0	0.0	0.0	0.0
Total Depreciation/OPEBs	558.0	531.3	26.7	532.8	25.2
Adjusted Result (Loss)	(\$482.8)	(\$597.3)	\$114.5	(\$590.2)	\$107.4

Note: Net Result (Loss) excludes Federal and State Capital payments recorded as Revenue.

Note: Excludes \$10M in top-side adjustments.

Amtrak Key Financial Data: Condensed Summary

Balance Sheet (Millions of Dollars)	Sep	Aug	Change	Sep	Change
	FY08	FY08		FY07	
Current Assets	\$677.4	\$851.1	(\$173.7)	\$604.9	\$72.5
Current Liabilities	974.2	945.1	29.1	959.8	14.4
Working Capital	(296.8)	(94.0)	(202.8)	(354.9)	58.1
L/T Debt and Cap Lease Obligat	2,996.4	3,001.0	(4.6)	3,171.9	(175.5)
Other Liabilities and Defer Credits	2,167.8	2,169.6	(1.8)	2,080.9	86.9

Note: Excludes \$10M in top-side adjustments.

Cash Flow (Millions of Dollars)	Sep	Sep	Variance	Current Forecast	
	Actual	Budget			
Beginning Invested Balance	\$493.1	\$391.0	\$102.1		
Net Cash Flow					
Budget Result	(55.0)	(45.1)	(9.9)		
Cash/Timing Adjustments	24.6	19.6	5.0		
Capital, net	(83.3)	(61.0)	(22.3)		
Financing Activities	(12.4)	(33.4)	21.0		
Federal Funding	0.0	35.0	(35.0)		
Net Change in Cash	(126.1)	(84.9)	(41.2)		
Ending Invested Balance	\$367.0	\$306.1	\$60.9		
<i>Net of Float</i>	\$303.3	\$268.7	\$34.6		

Cash Flow Forecast	Current	Prior	Variance
Ending Invested Balance - Fiscal Year-end (2008)	\$367.0	\$367.0	\$0.0
<i>Net of Float</i>	\$303.3	\$303.3	\$0.0

Operating Statistics	For the Year to Date Sep FY08				
	FY08	FY08	Variance	FY07	Variance
	Actual	Budget		Actual	
Ticket Revenue (\$ millions)	\$1,734.2	\$1,597.9	\$136.2	\$1,519.1	\$215.0
Passenger Miles (millions)	6,159.7	5,806.1	353.6	5,653.6	506.1
Ridership (thousands)	28,716	26,496	2,220	25,847	2,869
On-Time Performance	71.2%	85.0%	(13.8%)	68.6%	2.6%
Average Passenger Load p/Train	163.6	154.2	9.3	151.4	12.1
Total Headcount	18,909	19,122	213	18,579	(330)

Amtrak Key Financial Data: Income Statement Highlights

(Thousands of Dollars)

	For the Month Ending Sep FY08				
	Actual	Budget	Variance Fav / (Unfav)	Prior Period	Variance Fav / (Unfav)
Revenue					
Passenger Related	\$145,367	\$135,987	\$9,380	\$130,112	\$15,255
Commuter	11,953	10,083	1,870	10,876	1,077
Reimbursable	9,252	7,265	1,987	3,899	5,353
Commercial	6,771	4,747	2,024	5,761	1,010
Other Non-Passenger	13,352	12,792	560	27,244	(13,892)
State Supported Trains	12,001	14,146	(2,145)	12,427	(426)
Total Revenue	198,696	185,020	13,676	190,319	8,377
Operating Expenses					
Core/Projects	283,564	260,675	(22,889)	414,276	130,712
Commuter	10,265	8,612	(1,653)	8,066	(2,199)
Reimbursable	8,580	6,881	(1,699)	3,007	(5,573)
Commercial	855	883	28	993	138
Total Operating Expenses	303,264	277,051	(26,213)	426,342	123,078
Operating Result (Loss)	(104,568)	(92,031)	(12,537)	(236,023)	131,455
Interest Expense, net	7,781	7,867	86	6,271	(1,510)
Loss from Continuing Ops	(112,349)	(99,898)	(12,451)	(242,294)	129,945
Discontinued Operations	0	0	0	0	0
Net Loss	(112,349)	(99,898)	(12,451)	(242,294)	129,945
Depreciation/OPEBs	52,273	45,996	6,277	60,410	(8,137)
Adjusted Result (Loss)	(\$60,076)	(\$53,902)	(\$6,174)	(\$181,884)	\$121,808

Note: Net Result (Loss) excludes Federal and State Capital payments recorded as Revenue.

Note: Excludes \$10M in top-side adjustments.

Amtrak Key Financial Data: Income Statement Highlights

(Thousands of Dollars)

	For the Year to Date Sep FY08				
	Actual	Budget	Variance Fav / (Unfav)	Prior Period	Variance Fav / (Unfav)
Revenue					
Passenger Related	\$1,792,441	\$1,659,214	\$133,227	\$1,576,920	\$215,521
Mail and Express	0	0	0	0	0
Commuter	129,545	120,056	9,489	117,424	12,121
Reimbursable	94,422	81,833	12,589	72,441	21,981
Commercial	74,278	59,211	15,067	64,611	9,667
Other Non-Passenger	171,803	158,508	13,295	165,202	6,601
State Supported Trains	164,507	170,951	(6,444)	154,006	10,501
Total Revenue	2,426,996	2,249,773	177,223	2,150,604	276,392
Operating Expenses					
Core/Projects	3,172,721	3,091,188	(81,533)	3,014,755	(157,966)
Commuter	106,336	103,336	(3,000)	90,442	(15,894)
Reimbursable	90,115	78,722	(11,393)	65,515	(24,600)
Commercial	9,279	9,987	708	8,895	(384)
Total Operating Expenses	3,378,451	3,283,233	(95,218)	3,179,607	(198,844)
Operating Result (Loss)	(951,455)	(1,033,460)	82,005	(1,029,003)	77,548
Interest Expense, net	89,409	95,184	5,775	93,916	4,507
Loss from Continuing Ops	(1,040,864)	(1,128,644)	87,780	(1,122,919)	82,055
Discontinued Operations	0	0	0	0	0
Net Loss	(1,040,864)	(1,128,644)	87,780	(1,122,919)	82,055
Depreciation/OPEBs	558,040	531,281	26,759	532,778	25,262
Adjusted Result (Loss)	(\$482,824)	(\$597,363)	\$114,539	(\$590,141)	\$107,317

Note: Net Result (Loss) excludes Federal and State Capital payments recorded as Revenue.

Note: Excludes \$10M in top-side adjustments.

Amtrak Key Financial Data: Balance Sheet Highlights

(Thousands of Dollars)

	As of:				
	Sep FY08	Aug FY08	Change	Sep FY07	Change
Assets					
Current Assets					
Cash and cash equivalents	\$380,483	\$528,347	(\$147,864)	\$244,292	\$136,191
Accounts receivable, net	107,332	100,740	6,592	141,645	(34,313)
Materials and supplies	163,106	168,482	(5,376)	174,897	(11,791)
Other current assets	26,476	53,545	(27,069)	44,026	(17,550)
Total Current Assets	677,397	851,114	(173,717)	604,860	72,537
Property and Equipment, net	8,459,993	8,416,536	43,457	8,305,915	154,078
Other Assets, Deposits and Deferred	1,252,405	1,210,127	42,278	1,254,686	(2,281)
Total Assets	\$10,389,795	\$10,477,777	(\$87,982)	\$10,165,461	\$224,334
Liabilities and Capitalization					
Current Liabilities					
Accounts payable	\$268,187	\$227,391	\$40,796	\$207,776	\$60,411
Accrued expenses/liabilities	465,714	481,434	(15,720)	537,054	(71,340)
Deferred ticket revenue	110,232	106,223	4,009	82,167	28,065
Current Maturities of L/T debt	130,101	130,094	7	132,852	(2,751)
Total Current Liabilities	974,234	945,142	29,092	959,849	14,385
L/T debt and lease obligations	2,996,429	3,001,019	(4,590)	3,171,928	(175,499)
Other Liabilities and deferred credits	2,167,801	2,169,606	(1,805)	2,080,936	86,865
Total Liabilities	6,138,464	6,115,767	22,697	6,212,713	(74,249)
Capitalization	4,251,331	4,362,010	(110,679)	3,952,748	298,583
Total Liabilities and Capitalization	\$10,389,795	\$10,477,777	(\$87,982)	\$10,165,461	\$224,334

	As of:				
Key Indicators	Sep FY08	Aug FY08	Change	Sep FY07	Change
Working Capital	(\$296,837)	(\$94,028)	(\$202,809)	(\$354,989)	\$58,152
Working Capital Ratio	0.6953	0.9005	(0.2052)	0.6302	0.0652
Debt Ratio	0.3009	0.2988	0.0021	0.3251	(0.0242)
Capitalization	\$4,251,331	\$4,362,010	(\$110,679)	\$3,952,748	\$298,583

Note: Excludes \$10M in top-side adjustments.