

**CAPITAL INVESTMENT PLAN  
FOR AMTRAK EQUIPMENT DEPLOYED IN  
STATE CORRIDOR SERVICE, FY2017–FY2021**



**DRAFT September 12, 2016**  
*Minor Update*

*As accepted by the NGENC "514" Subcommittee*

*"514" PRIIA Section 209  
Equipment Capital Subcommittee  
of the*



## Acknowledgements

The development of this Capital Investment Plan (CIP) for Amtrak Equipment Deployed in State Corridor Service was a collaborative effort of Amtrak, its state funding partners, and the Federal Railroad Administration (FRA) through the Next Generation Equipment Committee’s (NGEC’s) Passenger Rail Investment and Improvement Act of 2008 (PRIIA) “514” Section 209 Equipment Capital Subcommittee. Special thanks go to the members of the Subcommittee who worked to see the CIP through to completion. The members of the Subcommittee are:

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All states are welcome and encouraged to participate in the CIP development provided that they either currently or have funded plans to use Amtrak equipment for the provision of intercity passenger rail service.



***Note About the Cover:*** Cover photo is of F40 Cab/Baggage Car – NPCU number 90214 out of the paint shop while undergoing its capital overhaul in July 2016. It compares to the photo to the left of the same unit in Amtrak’s Beech Grove shop earlier in its complete overhaul.

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## 1. Introduction

### Purpose

This document comprises the second edition of a “defined five-year investment program in cooperation with each state that describes the capital investments to be made over the period and the payments expected from the states throughout the period to support the five-year capital program” as set forth on page 9 of the PRIIA Section 209 Cost Methodology Policy, November 20, 2012 Corrected Version, as adopted by the Surface Transportation Board in a decision effective April 14, 2012 (“Agreed 209 Methodology”). This document describes the roles and responsibilities of the involved parties required to implement the methodology, as well as the processes and procedures developed by the parties to consistently meet the requirements of the Agreed PRIIA 209 Methodology. In the event of any conflict, contradiction, or inconsistency, the provisions of the Agreed PRIIA 209 Methodology shall prevail.

A Next Steps section has been included at the end of the CIP. Progress has been made on several elements of the Agreed 209 Methodology. More work is necessary to meet the key objectives outlined in said methodology. Releasing the document in its current form provides a basis for including Capital Equipment Use Charges into state contracts for the immediate operating years.

This document was developed by Amtrak in coordination with the “514” Section 209 Equipment Capital Subcommittee of the Next Generation Equipment Committee (NGEC). This effort is separate from efforts of the State Amtrak Intercity Passenger Rail Committee (SAIPRC) and its individual work groups. In establishing the “514” Subcommittee, the NGEC charged it:

*...to build a straightforward work plan that will then be used to develop a defined 5-year capital investment program acceptable to Amtrak and the states. The program must be sufficiently comprehensive, detailed and justified by objectively verifying costs to allow states to:*

- *understand and agree to the capital equipment work to be performed;*
- *identify all work elements and associated costs included within the approved work;*
- *identify the state of repair of equipment before and after it is overhauled;*
- *identify quality control procedures, associated costs and warranty processes for rework, if needed;*

- *assure budgeted work is performed and establish a reconciliation process for budgeted work not performed but funded;*
- *understand cost allocation and develop reconciliation processes for the capital plan and capital charges for equipment shared among states or states and national/long distance or Northeast Corridor fleets;*
- *identify and track costs of each element pursuant to standard accounting principles.*

Since the “514” Subcommittee was formed, the NGECC charged it with implementing the Next Steps identified in the accepted *Capital Investment Program for Amtrak Equipment Deployed in State Supported Services, FY2014-FY2018*. As stewards of public funds, states must manage expectations of their stakeholders and justify the level of expenditures for state-sponsored service. Capital equipment costs are no different in this regard.

States need a sufficient level of detail to justify the expenditure of public funds. Scrutiny from the public, elected officials, and other agencies is part of normal business practice for state passenger rail programs. Increased financial burden from the implementation of PRIIA Section 209 serves to amplify this scrutiny.

Surety in costs and expenditures will better enable the states to sign contracts for capital equipment expenditures. With the constraint of budgetary allotments, states have concerns for volatility in costs, as well as variances between plans and expenditures.

While details of process vary by state, these basic requirements of government are consistent between all states.

Amtrak’s interest is in providing a passenger fleet that is in a state of good repair, maximizes passenger satisfaction and minimizes day-to-day maintenance and repairs. States and the federal government, as Amtrak’s funding partners, share in this interest as a well-capitalized fleet lowers operating fund requirements. Amtrak is committed to performing quality work as funding provides and to meet or exceed any future performance standards agreed to with the states. Therefore, this Capital Investment Plan (CIP) provides a plan towards this mutual interest for the portion of Amtrak’s fleet that is deployed on state supported corridors.

Amtrak, the states, and the federal government have a shared interest in maintaining a well-capitalized fleet that will deliver safe, high quality, reliable, competitive, and cost-effective passenger rail service for the traveling public.

## **Definitions**

Understanding several key terms and concepts related to Amtrak rolling stock will benefit readers of this document. These are presented as follows.

## PRIIA 209 Methodology for Determining Capital Costs – Equipment

The Agreed 209 Methodology on page 8 states that for:

*Equipment – existing and new Amtrak-owned;*

*For existing rolling stock, states will be charged a pro rata share, based on Units Used, of capital overhauls performed on the equipment classes they use to assure the assets remain FRA compliant and in a state of good repair*

*For rolling stock procured in the future by Amtrak, states will be charged a pro rata share of the purchase price, financing cost, and capital overhauls reflecting costs paid by Amtrak*

*Capital equipment charges will vary from year to year based on the life cycle maintenance plan associated with the equipment type.*

### State of Good Repair

Amtrak defines its equipment as being in a state of good repair (SOGR) if,

...a unit has been maintained to a structured and scheduled comprehensive maintenance program that includes all the applicable prescribed overhaul elements and is deemed fit and ready for service. Further, the unit (or fleet) must have emerged from its last scheduled overhaul (if applicable) in cycle with all its systems performing as designed. If a scheduled overhaul cycle is deferred the unit is classified as going out of a State of Good Repair and a backlog of maintenance exists. State of Good Repair refers to the status of a unit or fleet viewed over time and reflects the investment made to maintain the unit to a standard that addresses safety, performance, and customer expectations.

*Note: Units that are in the shop for their next scheduled overhaul and have been maintained to this standard are included in the calculation of units in a State of Good Repair. Alternately units that are not put through their next scheduled overhaul event will fall outside this definition and be excluded for the calculation. Units that fall under this latter designation, if retained in service, will still be maintained to all applicable safety standards to insure safe operation, however, equipment in this category will tend to operate less reliably as systems and components reach the limits of their life cycle and incur greater in-service failures and increased maintenance costs captured under state operating costs. In addition, the overall condition of the car's interior will begin to show increased signs of wear and will adversely impact our customer's experience.*

Amtrak established this definition in February 2009 in response to the U.S. Department of Transportation's Office of the Inspector General.

## Units Used

Amtrak measures the use of equipment by each route using a statistic called *Units Used*. *Units Used* is a statistic within the Amtrak Performance Tracking (APT) system, as documented by the FRA in its 2009 Report to Congress, *Methodology for Determining the Avoidable and Fully Allocated Costs of Amtrak Routes*, Volumes I to III, available at <http://www.fra.dot.gov/eLib/Find>. An example calculation is included on page 14.

## **Roles and Responsibilities**

### **Amtrak**

Amtrak will update its equipment capital investment program to reflect the state partners' forecast requirements for Amtrak-owned equipment for the upcoming five-year term. In doing so, Amtrak will adjust its plans to the extent possible to account for increases and decreases in state demand for Amtrak-owned equipment, and will endeavor to optimize the amount and types of equipment maintained relative to demand for that equipment.

Amtrak will ensure that the scope, schedule, and budget for equipment overhauls is managed and completed, that the work performed meets regulatory requirements and is performed in a workmanlike manner, and will document any variances and make any necessary year-end reconciliations as described in this CIP.

### **State Partners**

In accordance with PRIIA, state partners responsible for corridors shorter than 750 miles outside the Northeast Corridor spine provide financial support for their respective services. The financial support provided by each state is within budgetary constraints as authorized by the appropriate entity within state government. Budget requests will be developed in coordination with Amtrak for planned and justified capital expenditures. Once they are established, these budgetary constraints typically cannot be exceeded as directed by state law.

To assist Amtrak in successfully planning equipment needs, states will actively engage in the reconciliation process and the minor and major updates of the CIP, and on an annual basis, submit five-year equipment tables in an Excel spreadsheet as shown in the following format:

State Supported Service Fleet and Service Plan							
		FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	FY 2020
		(Oct 2013)	(Oct 2014)	(Oct 2015)	(Oct 2016)	(Oct 2017)	(Oct 2019)
<b>Maximum Daily Round Trips</b>							
<b>Route</b>	<b>Segment</b>						
Route	Segment/Pattern 1						
	Segment/Pattern 2						
	Segment/Pattern 3						
	Segment/Pattern 4						
	Segment/Pattern 5						
	Segment/Pattern 6						
<b>Amtrak-Owned Equipment</b>							
<b>Locomotives</b>							
SQ_EQ_DXBH	P40/P42 Diesel Locomotive						
SQ_EQ_DXDM	DUAL MODE Locomotive - P32-Ac-Dm						
SQ_EQ_DXGM	Diesel Locomotive - F59 Diesel Loco						
SQ_EQ_EXAE	AEM7 Electric Locomotive						
SQ_EQ_EXEH	HHP-8 Electric Locomotive						
SQ_EQ_EXAC	ACS-64 Electric Locomotive (Siemens)						
<b>Cars</b>							
SQ_EQ_CBBC	F40 Cab/Baggage Car						
SQ_EQ_CBCC	Cab Control Car (Metroliner Coach)						
SQ_EQ_CXBA	Heritage Baggage Car						
SQ_EQ_AXMF	Amfleet I All-Table Dinette						
SQ_EQ_AXAS	Amfleet I Capstone Standard Coach						
SQ_EQ_AXAN	Amfleet I Capstone Bus Class						
SQ_EQ_AXCD	Amfleet I Club Dinette						
SQ_EQ_HYHB	Horizon Club Dinette						
SQ_EQ_HYHC	Horizon Coach (Handicapped)						
SQ_EQ_HYHF	Horizon Food Car (Full Dinette)						
SQ_EQ_HYHO	Long Distance Horizon Coach						
SQ_EQ_SXSQ	Superliner I Baggage Coach						
SQ_EQ_SXSC	Superliner I Coach						
SQ_EQ_SXSK	Superliner I Snack Coach						
SQ_EQ_OXOB	Surfliner Cab/Coach-Baggage						
SQ_EQ_OXOC	Surfliner Coach						
SQ_EQ_OXOF	Surfliner Coach/Café						
SQ_EQ_TTTN	Talgo ADA Business Class						
SQ_EQ_TTTH	Talgo ADA Coach						
SQ_EQ_TTTO	Talgo ADA Coach						
SQ_EQ_TTTB	Talgo Bike/Baggage Car						
SQ_EQ_TTTL	Talgo Bistro Car						
SQ_EQ_TTTK	Talgo Business Class						
SQ_EQ_TTTU	Talgo Coach						
SQ_EQ_TTTM	Talgo End Power Car						
SQ_EQ_TTTE	Talgo Table Car						
	Other						
<b>Totals</b>							
<b>Locomotives</b>							
	State Owned	0	0	0	0	0	0
	Amtrak Owned	0	0	0	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Cars</b>							
	State Owned	0	0	0	0	0	0
	Amtrak Owned	0	0	0	0	0	0
	<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>
<b>Assumptions:</b>							

## Federal Railroad Administration

The Federal Railroad Administration (FRA) provides federal grants to Amtrak for the capital investment of equipment used in Northeast Corridor and long distance services, much of which is also used in state supported services. These capital grants are provided based on annual Congressional appropriations. In developing the Administration's annual budget requests to Congress, FRA will consult the CIP to understand the planned capital work, the amount of state

of good repair backlog work, the amount of federal funding required and the justifications for those levels of activity and expenses. Based on resource availability and need, FRA will also provide technical assistance and funding to Amtrak and the states to support future updates of the CIP.

## State Amtrak Intercity Passenger Rail Committee (SAIPRC)

Per the By-Laws and Operating Procedures of the State Amtrak Intercity Passenger Rail Committee (SAIPRC), by agreement of,

*...states and agencies sponsoring intercity passenger rail services, Amtrak, and the Federal Railroad Administration, SAIPRC was established to oversee implementation and coordinate decision-making related to Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), Public Law 110-432, and any prevailing federal action or its successors.*

SAIPRC reviews, analyzes, and as appropriate modifies the PRIIA 209 Methodology, including the equipment capital use charge methodology. The methodology current at the time of this writing, from the *PRIIA Section 209 Cost Methodology Policy November 20, 2012 Corrected Version*, with revisions adopted by SAIPRC on November 3, 2015, is assumed within this CIP update.

## CIP Plan Period

This CIP is a five-year plan, with a base plan year of federal fiscal year (FY) 2016, being October 1 through September 30, and forecast through FY2021.

## CIP Updates

This CIP will be updated to remain consistent with Section 209 Policy. Since Amtrak's federal capital funding, which drives the largest share of Amtrak's capital overhaul program, is subject to an annual budget cycle, this CIP will be updated annually. The annual minor update will reflect the impacts of federal funding; it will also reflect changes in the deployment of Amtrak's fleet across its various routes and services. A bi-annual major update will also incorporate any changes in the planned overhaul programs. These updates are further described below.

## Minor update

Amtrak will provide the states with a Fleet and Service Plan template, which includes the immediately-past fiscal year's actual units used, by November 30<sup>th</sup> of each year. States will submit their **Fleet and Service Plan** tables to Amtrak by January 15<sup>th</sup> of each year.

By March 31 of each year, Amtrak will provide the draft update of equipment need/units used forecast for the five year CIP period, in addition to the equipment capital financial forecasts for the five year CIP period.

By May 15 of each year, the states will provide feedback to Amtrak on the initial draft. By July 1 of each year, Amtrak will provide the states a revised draft for review and consideration. By July 15 of each year, Amtrak and the states will reach consensus on the minor update.

Therefore, the minor updates essentially update the tables and related descriptions in Section 2 Amtrak Equipment in State Service Deployment Plan, Section 3 Capital Investment Program per Amtrak Fleet Type, and the Appendix, State Corridor Route's Units Used and Forecast Equipment Capital Use Charges.

## Major update

Major updates incorporate changes from minor updates and revisit issues since the previous major update. User groups will provide ongoing discussion of issues. The minor update will act as a draft for the major update.

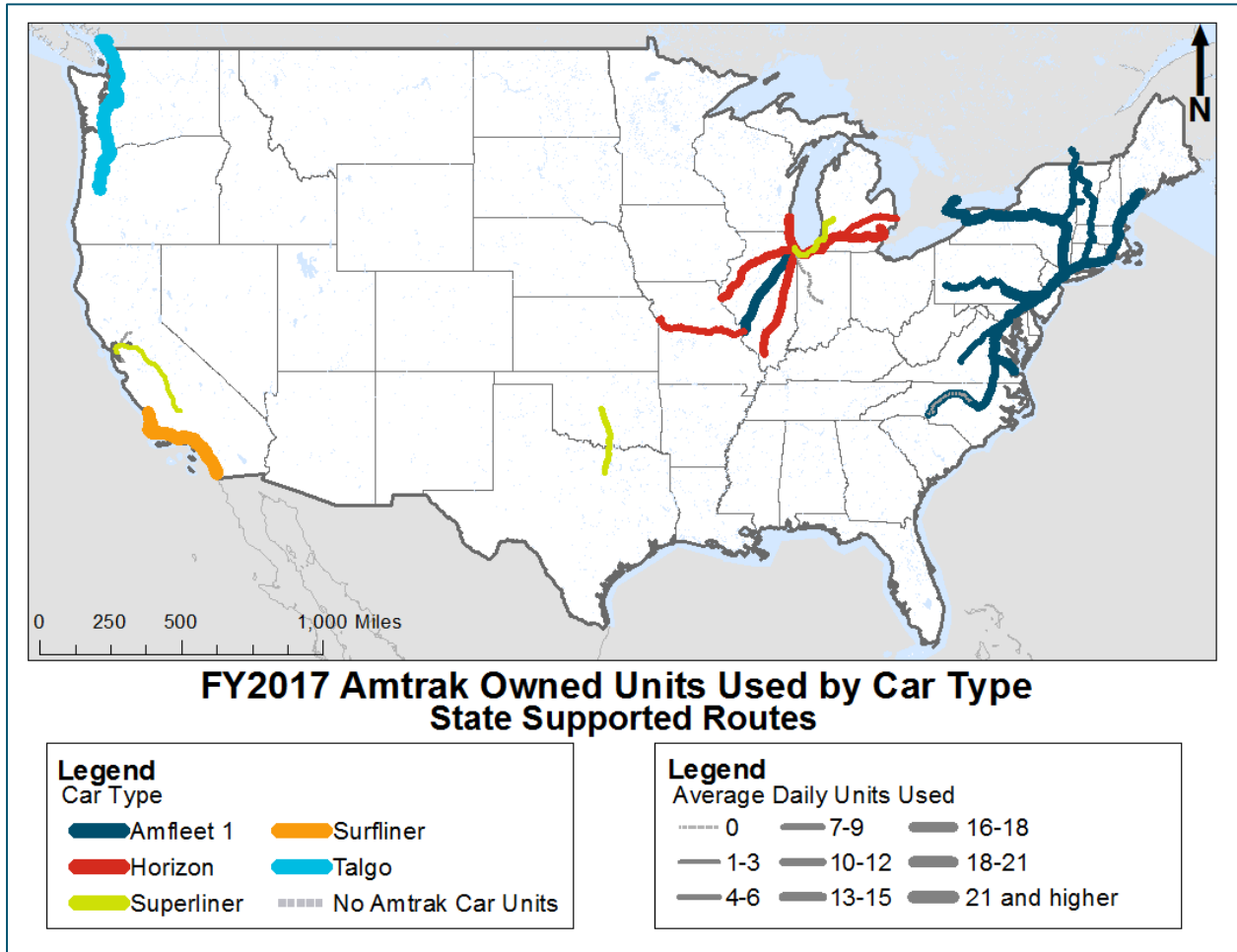
Major updates will be done every-other year, or as needed, to incorporate major changes in the implementation of the PRIIA 209 Methodology Policy regarding equipment capital use charges. Major updates will review and revise where applicable all sections within the CIP and will include progress and/or incorporate consensus achieved on items contained within Section 5 Next Steps.

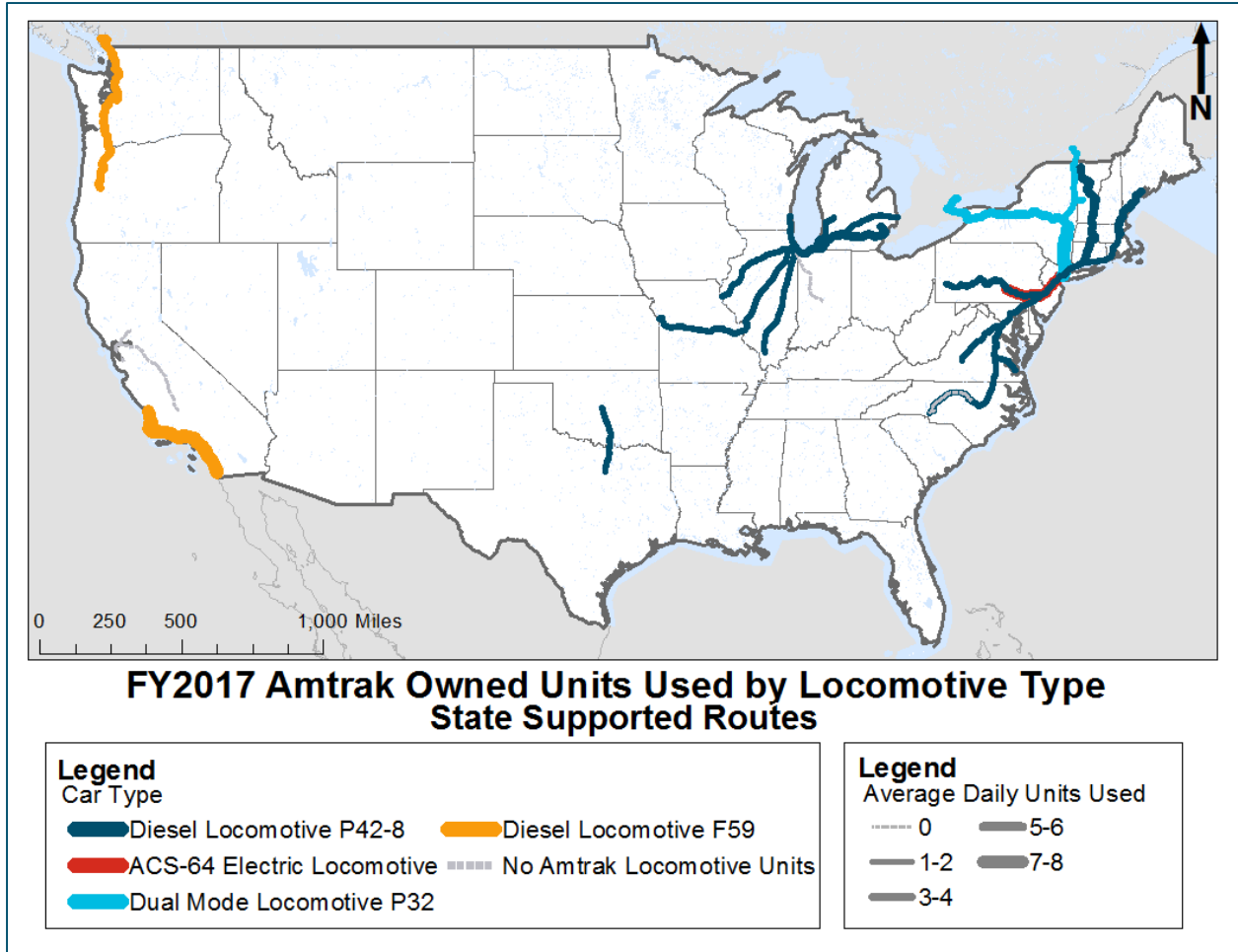
The resulting scheduled Minor and Major updates as of this CIP are provided in the following table:

CIP Plan Period	Minor Update	Major update
FY2016	x	x
FY2017	x	
FY2018	x	x
FY2019	x	
FY2021	x	x

## 2. Amtrak Equipment in State Service Deployment Plan

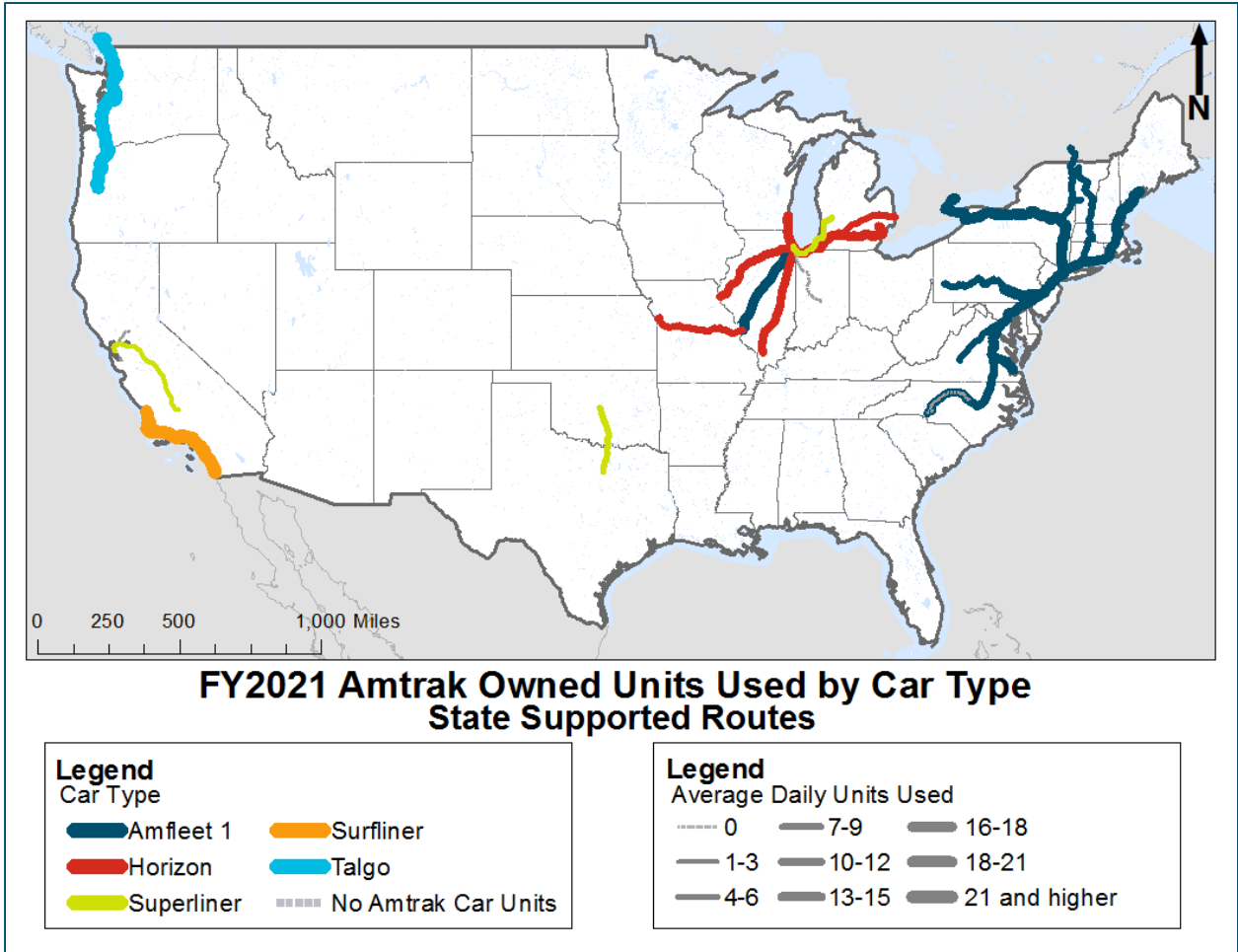
The base year for this CIP is Amtrak’s FY2017. The following two maps illustrate the general distribution of Amtrak equipment on state supported corridors in FY2017 in terms of average daily units used. The first map illustrates the distribution of car types, and the second the distribution of locomotive types, for FY2017.

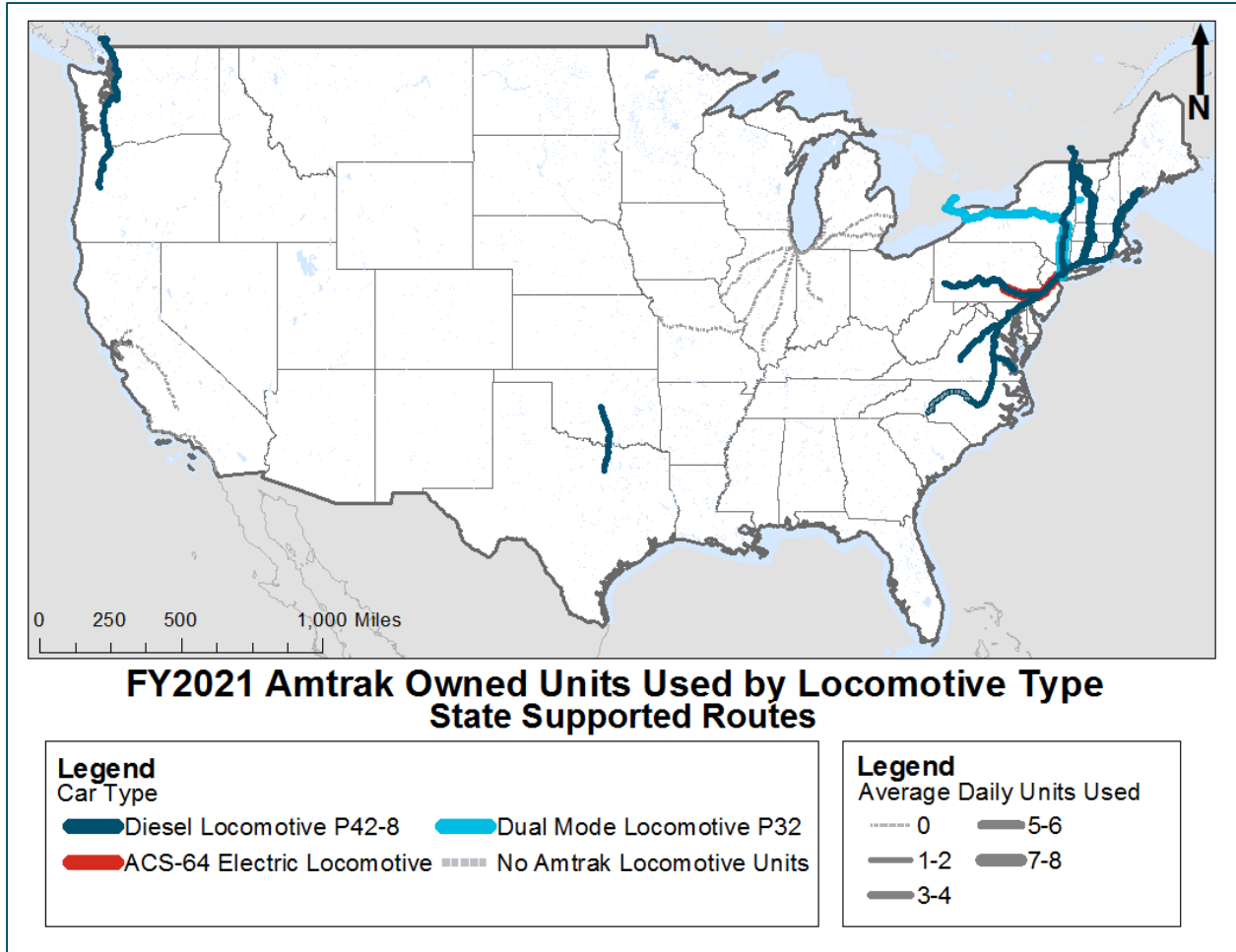




Amtrak sought input from each of its state partners on their five-year service plans and planned use of Amtrak-owned equipment. Through FY2021, there is significant change from the base year deployment with the assumed introduction of new state-owned diesel locomotives displacing the existing Amtrak units. These are incorporated in the tables provided on pages 19 to 23, which provide the forecast units used of each equipment type that is deployed partially or exclusively on state supported routes. Units used are forecast for the total Amtrak system, the State Supported, Long Distance, and Northeast Corridor business lines, and each of the individual state supported routes.

The next two maps illustrate the distribution of car types, and the second the distribution of locomotive types for FY2021.





As these two maps illustrate, there is a significant shift with the deployment of new state-owned equipment displacing Amtrak-owned equipment in the Midwest on corridors radiating out of Chicago, and on the West Coast where the majority of Amtrak-owned equipment that remains is part of a joint-owned fleet, such as the Talgo trainsets deployed on the *Amtrak Cascades* in the Pacific Northwest and the Surfliner cars deployed on the *Pacific Surfliner* in southern California.

### Example Units Used Calculation

The units used statistic merges the units of equipment with time, so it essentially is the portion of time an individual car or locomotive is used in revenue service on an individual route. The calculation tracks the amount of time in hours and minutes that a unit is in service on a particular train. If a unit is only used on one train in a 24-hour period, the full 24 hours are assigned to that train, as in the example below. Layover time up to 72 hours is then split for a given unit between the in- and outbound trains. The total time is then added up and divided by the hours in a month, being:

$$24 \text{ hours per day} \times 31 \text{ days} = 744 \text{ hours}$$

24 hours per day x 30 days = 720 hours

Because the statistic is calculated monthly, the annual statistic is for the average day per average month, or 1/12 of the sum of all 12 months in one Amtrak fiscal year.

A good example of calculating units used is with equipment turning between the *Palmetto* (Long Distance) and *Pennsylvanian* (State Corridor). The turn for each set of equipment is:

***Day 1:***

Leaves Savannah 8:20 AM, train 90 (northbound *Palmetto*)

Arrives New York 11:47 PM, train 90 (northbound *Palmetto*)

15 hours, 27 minutes on train 90 (northbound *Palmetto*)

***Day 2:***

Leaves New York 10:52 AM, train 43 (westbound *Pennsylvanian*)

Arrives Pittsburgh 8:05 PM, train 43 (westbound *Pennsylvanian*)

9 hours, 13 minutes on train 43 (westbound *Pennsylvanian*)

***Day 3:***

Leaves Pittsburgh 7:30 AM, train 42 (eastbound *Pennsylvanian*)

Arrives New York 4:50 PM, train 42 (eastbound *Pennsylvanian*)

9 hours, 20 minutes on train 42 (eastbound *Pennsylvanian*)

***Day 4:***

Leaves New York 6:15 AM, train 89 (southbound *Palmetto*)

Arrives Savannah 9:03 PM, train 89 (southbound *Palmetto*)

14 hours, 48 minutes on train 89 (southbound *Palmetto*)

The result for an example specific car deployed in this turn for the month of November 2014 is shown below:

November 2014, Example of Car 25108						
SUN	MON	TUE	WED	THR	FRI	SAT
					1 90	2 43
3 42	4 89	5 90	6 43	7 42	8 89	9 90
10 43	11 42	12 89	13 90	14 43	15 42	16 89
17 90	18 43	19 42	20 89	21 90	22 43	23 42
24 89	25 90	26 43	27 42	28 89	29 90	30 43
<i>Days Assigned to Pennsylvanian</i>						<b>15</b>
<i>Days Assigned to Palmetto</i>						<b>15</b>

Since this car is only on one train each 24 hour period, each train gets 24 hours' use of the car each day used. We calculate the units used for November as:

<i><b>Pennsylvanian</b></i>	<i><b>Palmetto</b></i>
7 days Train 43	8 days Train 90
+8 days Train 42	+ 7 days Train 89
<hr/> 15 days <i>Pennsylvanian</i>	<hr/> 15 days <i>Palmetto</i>
x 24 hours	x 24 hours
<hr/> 360 hours <i>Pennsylvanian</i>	<hr/> 360 hours <i>Palmetto</i>
<hr/> ÷720 hours/mo.	<hr/> ÷720 hours/mo.
<b>0.5 units used</b>	<b>0.5 units used</b>

Since the car's cycle is four days, and each of these trains operates daily, this example results in one unit used per train, or four total units used in one day. Therefore, to provide a daily coach on each of the four trains in the cycle:

4 Amfleet II Coach	4 Amfleet II Coach
x0.5 units used <i>Pennsylvanian</i>	x0.5 units used <i>Palmetto</i>
<hr/> <b>2.0 units used <i>Pennsylvanian</i></b>	<hr/> <b>2.0 units used <i>Palmetto</i></b>

Since the *Pennsylvanian* trains 42 and 43 are base-increment trains, for financial reporting, they cross 2 routes:

- “Base”: New York – Philadelphia (NYP-PHL), Route 5 *Northeast Regional*
- “Increment”: Philadelphia – Pittsburgh (PHL-PGH), Route 57 *Pennsylvanian*

A base-increment train is one that is divided into multiple segments to account for revenues and costs that are associated with a specific route or funding partner. To split the units used between the base and increment legs, the units used are split based on the share of each leg's train miles.

The result for our *Pennsylvanian* example works as follows:

91 mi. NYP-PHL, Route 5 *Northeast Regional*

353 mi. PHL-PGH, Route 57 *Pennsylvanian*

444 mi. Total New York - Pittsburgh

20.5% NYP-PHL, Route 5 *Northeast Regional*

79.5% PHL-PGH, Route 57 *Pennsylvanian*

100.0% Total New York - Pittsburgh

0.41 units used NYP-PHL, Route 5 *Northeast Regional*

1.59 units used PHL-PGH, Route 57 *Pennsylvanian*

**2.00 units used Total New York - Pittsburgh**

## **FY2017 – FY2021 Forecast Amtrak Units Used (average per day) by Business Line**

The tables on the following five pages provide the units used daily of Amtrak equipment by Amtrak’s three operating business lines, State Corridors, Long Distance, and Northeast Corridor. The tables also include an additional column, Released for Redistribution, listing any units used that are forecast to be displaced by state-owned equipment during this CIP’s plan period.

For the detailed average daily units used by state corridor route, please refer to the tables provided in Appendix I.

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

FY2017 Forecast Amtrak Units Used for Amtrak Equipment Types Deployed in State Corridor Service		Average Daily Units Used				
		State Corridors APT_RT_SS	Long Distance APT_RT_LD	Northeast Corridor APT_RT_NEC	Released for Redistr. APT_RT_UNK	Total System APT_RT_NTS
SQ_EQ_AXAN	Amfleet I Capstone Bus Class	7.36	2.30	27.00	0.00	36.66
SQ_EQ_AXAS	Amfleet I Capstone Standard Coach	120.78	2.60	155.60	0.00	278.98
SQ_EQ_AXCD	Amfleet I Club Dinette	25.42	0.00	2.60	0.00	28.02
SQ_EQ_AXMF	Amfleet I All-Table Dinette	7.62	2.40	23.80	0.00	33.82
<i>Amfleet I</i>		<i>161.18</i>	<i>7.30</i>	<i>209.00</i>	<i>0.00</i>	<i>377.48</i>
SQ_EQ_AYAI	Amfleet II Coach	14.77	81.44	0.00	0.00	96.21
<i>Amfleet II</i>		<i>14.77</i>	<i>81.44</i>	<i>0.00</i>	<i>0.00</i>	<i>96.21</i>
SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU, with Bag	9.00	0.00	0.00	0.00	9.00
SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU, No Bag	2.08	0.00	0.00	0.00	2.08
SQ_EQ_CBCC	Cab Control Car	8.71	0.00	3.50	0.00	12.21
<i>Cab Car</i>		<i>19.78</i>	<i>0.00</i>	<i>3.50</i>	<i>0.00</i>	<i>23.28</i>
SQ_EQ_DXBD	Diesel Locomotive - P42-8 Loco 1/3/97	43.84	93.20	0.00	7.50	144.54
SQ_EQ_DXBH	Diesel Locomotive - P32-8 (DASH-8)	0.00	1.80	0.00	0.00	1.80
SQ_EQ_DXBP	Diesel Locomotive - P40-8	0.00	5.50	0.00	0.00	5.50
SQ_EQ_DXDM	DUAL MODE Locomotive - P32-Ac-Dm	13.09	1.60	0.00	0.00	14.69
SQ_EQ_DXGM	Diesel Locomotive - F59 Diesel Loco	12.00	0.00	0.00	0.00	12.00
<i>Diesel Locomotive</i>		<i>68.93</i>	<i>102.10</i>	<i>0.00</i>	<i>7.50</i>	<i>178.53</i>
SQ_EQ_EXAE	AEM7 Electric Locomotive	0.00	0.00	0.00	0.00	0.00
SQ_EQ_EXEH	HHP-8 Electric Locomotive	0.00	0.00	0.00	0.00	0.00
SQ_EQ_EXES	ACS-64 Electric Locomotive	5.28	6.10	36.00	0.00	47.38
<i>Electric Locomotive</i>		<i>5.28</i>	<i>6.10</i>	<i>36.00</i>	<i>0.00</i>	<i>47.38</i>
SQ_EQ_CXBA	Heritage Baggage Car	0.00	0.00	0.00	0.00	0.00
SQ_EQ_CXMS	Conventional - Express Mail Car	6.00	0.00	0.00	0.00	6.00
<i>Heritage Fleet</i>		<i>6.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>6.00</i>
SQ_EQ_HYHB	Horizon Club Dinette	6.00	0.00	0.00	0.00	6.00
SQ_EQ_HYHC	Horizon Coach (Handicapped)	56.00	0.30	0.00	0.00	56.30
SQ_EQ_HYHF	Horizon Food Car (Full Dinette)	1.00	0.00	0.00	0.00	1.00
SQ_EQ_HYHO	Long Distance Horizon Coach	0.00	0.07	0.00	0.00	0.07
<i>Horizon Fleet</i>		<i>63.00</i>	<i>0.37</i>	<i>0.00</i>	<i>0.00</i>	<i>63.37</i>
SQ_EQ_SXSC	Superliner I Coach	9.50	52.60	0.00	0.00	62.10
SQ_EQ_SXSK	Superliner I Snack Coach	2.00	0.50	0.00	0.00	2.50
SQ_EQ_SXSM	Superliner I Coach Cal Trans	3.00	0.00	0.00	0.00	3.00
SQ_EQ_SXSQ	Superliner I Baggage Coach	2.00	30.45	0.00	0.00	32.45
<i>Superliner I</i>		<i>16.50</i>	<i>83.55</i>	<i>0.00</i>	<i>0.00</i>	<i>100.05</i>
SQ_EQ_SYSB	Superliner II "Arcade" Coach	0.00	4.00	0.00	0.00	4.00
SQ_EQ_SYSC	Superliner II Coach	0.00	22.50	0.00	0.00	22.50
<i>Superliner II</i>		<i>0.00</i>	<i>26.50</i>	<i>0.00</i>	<i>0.00</i>	<i>26.50</i>
SQ_EQ_OXOB	Surfliner Cab/Coach-Baggage	9.00	0.00	0.00	0.00	9.00
SQ_EQ_OXOC	Surfliner Coach	18.00	0.00	0.00	0.00	18.00
SQ_EQ_OXOF	Surfliner Coach/Café	9.00	0.00	0.00	0.00	9.00
SQ_EQ_OXOM	Surfliner Business Class	9.00	0.00	0.00	0.00	9.00
<i>Surfliner Car</i>		<i>45.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>45.00</i>
SQ_EQ_TTTB	Talgo Bike/Baggage Car	7.00	0.00	0.00	0.00	7.00
SQ_EQ_TTTE	Talgo Table Car	7.00	0.00	0.00	0.00	7.00
SQ_EQ_TTTH	Talgo ADA Coach	5.00	0.00	0.00	0.00	5.00
SQ_EQ_TTTK	Talgo Business Class	5.00	0.00	0.00	0.00	5.00
SQ_EQ_TTTL	Talgo Bistro Car	7.00	0.00	0.00	0.00	7.00
SQ_EQ_TTTM	Talgo End Power Car	5.00	0.00	0.00	0.00	5.00
SQ_EQ_TTTN	Talgo ADA Business Class	9.00	0.00	0.00	0.00	9.00
SQ_EQ_TTTO	Talgo ADA Coach	9.00	0.00	0.00	0.00	9.00
SQ_EQ_TTTU	Talgo Coach	26.00	0.00	0.00	0.00	26.00
<i>Talgo</i>		<i>80.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>80.00</i>
SQ_EQ_VYVG	Viewliner II Baggage	1.95	48.85	2.10	0.00	52.90
<i>Viewliner II</i>		<i>1.95</i>	<i>48.85</i>	<i>2.10</i>	<i>0.00</i>	<i>52.90</i>
<b>Total System Average Daily Units Used</b>		<b>482.39</b>	<b>356.21</b>	<b>250.60</b>	<b>7.50</b>	<b>1,096.70</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

FY2018 Forecast Amtrak Units Used for Amtrak Equipment Types Deployed in State Corridor Service		Average Daily Units Used				
		State Corridors APT_RT_SS	Long Distance APT_RT_LD	Northeast Corridor APT_RT_NEC	Released for Redistr. APT_RT_UNK	Total System APT_RT_NTS
SQ_EQ_AXAN	Amfleet I Capstone Bus Class	7.36	2.30	27.00	0.00	36.66
SQ_EQ_AXAS	Amfleet I Capstone Standard Coach	120.83	2.60	155.60	0.00	279.03
SQ_EQ_AXCD	Amfleet I Club Dinette	25.43	0.00	2.60	0.00	28.03
SQ_EQ_AXMF	Amfleet I All-Table Dinette	7.62	2.40	23.80	0.00	33.82
<i>Amfleet I</i>		<i>161.24</i>	<i>7.30</i>	<i>209.00</i>	<i>0.00</i>	<i>377.54</i>
SQ_EQ_AYAI	Amfleet II Coach	14.77	81.44	0.00	0.00	96.21
<i>Amfleet II</i>		<i>14.77</i>	<i>81.44</i>	<i>0.00</i>	<i>0.00</i>	<i>96.21</i>
SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU, with Bag	9.00	0.00	0.00	0.00	9.00
SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU, No Bag	2.08	0.00	0.00	0.00	2.08
SQ_EQ_CBCC	Cab Control Car	8.71	0.00	3.50	0.00	12.21
<i>Cab Car</i>		<i>19.78</i>	<i>0.00</i>	<i>3.50</i>	<i>0.00</i>	<i>23.28</i>
SQ_EQ_DXBD	Diesel Locomotive - P42-8 Loco 1/3/97	30.34	93.20	0.00	21.00	144.54
SQ_EQ_DXBH	Diesel Locomotive - P32-8 (DASH-8)	0.00	1.80	0.00	0.00	1.80
SQ_EQ_DXBP	Diesel Locomotive - P40-8	0.00	6.60	0.00	0.00	6.60
SQ_EQ_DXDM	DUAL MODE Locomotive - P32-Ac-Dm	13.09	1.60	0.00	0.00	14.69
SQ_EQ_DXGM	Diesel Locomotive - F59 Diesel Loco	8.00	0.00	0.00	4.00	12.00
<i>Diesel Locomotive</i>		<i>51.43</i>	<i>103.20</i>	<i>0.00</i>	<i>25.00</i>	<i>179.63</i>
SQ_EQ_EXAE	AEM7 Electric Locomotive	0.00	0.00	0.00	0.00	0.00
SQ_EQ_EXES	ACS-64 Electric Locomotive	5.28	6.10	36.00	0.00	47.38
<i>Electric Locomotive</i>		<i>5.28</i>	<i>6.10</i>	<i>36.00</i>	<i>0.00</i>	<i>47.38</i>
SQ_EQ_CXBA	Heritage Baggage Car	0.00	0.00	0.00	0.00	0.00
SQ_EQ_CXMS	Conventional - Express Mail Car	6.00	0.00	0.00	0.00	6.00
<i>Heritage Fleet</i>		<i>6.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>6.00</i>
SQ_EQ_HYHB	Horizon Club Dinette	6.00	0.00	0.00	0.00	6.00
SQ_EQ_HYHC	Horizon Coach (Handicapped)	56.00	0.40	0.00	0.00	56.40
SQ_EQ_HYHF	Horizon Food Car (Full Dinette)	1.00	0.00	0.00	0.00	1.00
SQ_EQ_HYHO	Long Distance Horizon Coach	0.00	0.07	0.00	0.00	0.07
<i>Horizon Fleet</i>		<i>63.00</i>	<i>0.47</i>	<i>0.00</i>	<i>0.00</i>	<i>63.47</i>
SQ_EQ_SXSC	Superliner I Coach	11.00	52.60	0.00	0.00	63.60
SQ_EQ_SXSK	Superliner I Snack Coach	2.50	0.50	0.00	0.00	3.00
SQ_EQ_SXSM	Superliner I Coach Cal Trans	3.00	0.00	0.00	0.00	3.00
SQ_EQ_SXSQ	Superliner I Baggage Coach	2.50	30.45	0.00	0.00	32.95
<i>Superliner I</i>		<i>19.00</i>	<i>83.55</i>	<i>0.00</i>	<i>0.00</i>	<i>102.55</i>
SQ_EQ_SYSB	Superliner II "Arcade" Coach	0.00	4.00	0.00	0.00	4.00
SQ_EQ_SYSC	Superliner II Coach	0.00	22.50	0.00	0.00	22.50
<i>Superliner II</i>		<i>0.00</i>	<i>26.50</i>	<i>0.00</i>	<i>0.00</i>	<i>26.50</i>
SQ_EQ_OXOB	Surfliner Cab/Coach-Baggage	9.00	0.00	0.00	0.00	9.00
SQ_EQ_OXOC	Surfliner Coach	18.00	0.00	0.00	0.00	18.00
SQ_EQ_OXOF	Surfliner Coach/Café	9.00	0.00	0.00	0.00	9.00
SQ_EQ_OXOM	Surfliner Business Class	9.00	0.00	0.00	0.00	9.00
<i>Surfliner Car</i>		<i>45.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>45.00</i>
SQ_EQ_TTTB	Talgo Bike/Baggage Car	7.00	0.00	0.00	0.00	7.00
SQ_EQ_TTTE	Talgo Table Car	7.00	0.00	0.00	0.00	7.00
SQ_EQ_TTTH	Talgo ADA Coach	5.00	0.00	0.00	0.00	5.00
SQ_EQ_TTTK	Talgo Business Class	5.00	0.00	0.00	0.00	5.00
SQ_EQ_TTTL	Talgo Bistro Car	7.00	0.00	0.00	0.00	7.00
SQ_EQ_TTTM	Talgo End Power Car	5.00	0.00	0.00	0.00	5.00
SQ_EQ_TTTN	Talgo ADA Business Class	9.00	0.00	0.00	0.00	9.00
SQ_EQ_TTTO	Talgo ADA Coach	9.00	0.00	0.00	0.00	9.00
SQ_EQ_TTTU	Talgo Coach	26.00	0.00	0.00	0.00	26.00
<i>Talgo</i>		<i>80.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>80.00</i>
SQ_EQ_VYVG	Viewliner II Baggage	1.95	48.85	2.10	0.00	52.90
<i>Viewliner II</i>		<i>1.95</i>	<i>48.85</i>	<i>2.10</i>	<i>0.00</i>	<i>52.90</i>
<b>Total System Average Daily Units Used</b>		<b>467.45</b>	<b>357.41</b>	<b>250.60</b>	<b>25.00</b>	<b>1,100.46</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

FY2019 Forecast Amtrak Units Used for Amtrak Equipment Types Deployed in State Corridor Service		Average Daily Units Used				
		State Corridors APT_RT_SS	Long Distance APT_RT_LD	Northeast Corridor APT_RT_NEC	Released for Redistr. APT_RT_UNK	Total System APT_RT_NTS
SQ_EQ_AXAN	Amfleet I Capstone Bus Class	7.36	2.30	27.00	0.00	36.66
SQ_EQ_AXAS	Amfleet I Capstone Standard Coach	120.83	2.60	155.60	0.00	279.03
SQ_EQ_AXCD	Amfleet I Club Dinette	25.43	0.00	2.60	0.00	28.03
SQ_EQ_AXMF	Amfleet I All-Table Dinette	7.62	2.40	23.80	0.00	33.82
<i>Amfleet I</i>		<i>161.24</i>	<i>7.30</i>	<i>209.00</i>	<i>0.00</i>	<i>377.54</i>
SQ_EQ_AYAI	Amfleet II Coach	14.77	81.44	0.00	0.00	96.21
<i>Amfleet II</i>		<i>14.77</i>	<i>81.44</i>	<i>0.00</i>	<i>0.00</i>	<i>96.21</i>
SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU, with Bag	9.00	0.00	0.00	0.00	9.00
SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU, No Bag	2.08	0.00	0.00	0.00	2.08
SQ_EQ_CBCC	Cab Control Car	8.71	0.00	3.50	0.00	12.21
<i>Cab Car</i>		<i>19.78</i>	<i>0.00</i>	<i>3.50</i>	<i>0.00</i>	<i>23.28</i>
SQ_EQ_DXBBD	Diesel Locomotive - P42-8 Loco 1/3/97	26.34	93.20	0.00	29.00	148.54
SQ_EQ_DXBH	Diesel Locomotive - P32-8 (DASH-8)	0.00	1.80	0.00	0.00	1.80
SQ_EQ_DXBP	Diesel Locomotive - P40-8	0.00	6.60	0.00	0.00	6.60
SQ_EQ_DXDM	DUAL MODE Locomotive - P32-Ac-Dm	13.09	1.60	0.00	0.00	14.69
SQ_EQ_DXGM	Diesel Locomotive - F59 Diesel Loco	7.00	0.00	0.00	5.00	12.00
<i>Diesel Locomotive</i>		<i>46.43</i>	<i>103.20</i>	<i>0.00</i>	<i>34.00</i>	<i>183.63</i>
SQ_EQ_EXES	ACS-64 Electric Locomotive	5.28	6.10	36.00	0.00	47.38
<i>Electric Locomotive</i>		<i>5.28</i>	<i>6.10</i>	<i>36.00</i>	<i>0.00</i>	<i>47.38</i>
SQ_EQ_CXBA	Heritage Baggage Car	0.00	0.00	0.00	0.00	0.00
SQ_EQ_CXMS	Conventional - Express Mail Car	6.00	0.00	0.00	0.00	6.00
<i>Heritage Fleet</i>		<i>6.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>6.00</i>
SQ_EQ_HYHB	Horizon Club Dinette	5.00	0.00	0.00	1.00	6.00
SQ_EQ_HYHC	Horizon Coach (Handicapped)	56.00	0.40	0.00	0.00	56.40
SQ_EQ_HYHF	Horizon Food Car (Full Dinette)	1.00	0.00	0.00	0.00	1.00
SQ_EQ_HYHO	Long Distance Horizon Coach	0.00	0.07	0.00	0.00	0.07
<i>Horizon Fleet</i>		<i>62.00</i>	<i>0.47</i>	<i>0.00</i>	<i>1.00</i>	<i>63.47</i>
SQ_EQ_SXSC	Superliner I Coach	5.00	52.60	0.00	4.50	62.10
SQ_EQ_SXSK	Superliner I Snack Coach	2.50	0.50	0.00	0.00	3.00
SQ_EQ_SXSM	Superliner I Coach Cal Trans	3.00	0.00	0.00	0.00	3.00
SQ_EQ_SXSQ	Superliner I Baggage Coach	2.50	30.45	0.00	0.00	32.95
<i>Superliner I</i>		<i>13.00</i>	<i>83.55</i>	<i>0.00</i>	<i>4.50</i>	<i>101.05</i>
SQ_EQ_SYSB	Superliner II "Arcade" Coach	0.00	4.00	0.00	0.00	4.00
SQ_EQ_SYSC	Superliner II Coach	0.00	22.50	0.00	0.00	22.50
<i>Superliner II</i>		<i>0.00</i>	<i>26.50</i>	<i>0.00</i>	<i>0.00</i>	<i>26.50</i>
SQ_EQ_OXOB	Surfliner Cab/Coach-Baggage	9.00	0.00	0.00	0.00	9.00
SQ_EQ_OXOC	Surfliner Coach	18.00	0.00	0.00	0.00	18.00
SQ_EQ_OXOF	Surfliner Coach/Café	9.00	0.00	0.00	0.00	9.00
SQ_EQ_OXOM	Surfliner Business Class	9.00	0.00	0.00	0.00	9.00
<i>Surfliner Car</i>		<i>45.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>45.00</i>
SQ_EQ_TTTB	Talgo Bike/Baggage Car	7.00	0.00	0.00	0.00	7.00
SQ_EQ_TTTE	Talgo Table Car	7.00	0.00	0.00	0.00	7.00
SQ_EQ_TTTH	Talgo ADA Coach	5.00	0.00	0.00	0.00	5.00
SQ_EQ_TTTK	Talgo Business Class	5.00	0.00	0.00	0.00	5.00
SQ_EQ_TTTL	Talgo Bistro Car	7.00	0.00	0.00	0.00	7.00
SQ_EQ_TTTM	Talgo End Power Car	5.00	0.00	0.00	0.00	5.00
SQ_EQ_TTTN	Talgo ADA Business Class	9.00	0.00	0.00	0.00	9.00
SQ_EQ_TTTO	Talgo ADA Coach	9.00	0.00	0.00	0.00	9.00
SQ_EQ_TTTU	Talgo Coach	26.00	0.00	0.00	0.00	26.00
<i>Talgo</i>		<i>80.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>80.00</i>
SQ_EQ_VYVG	Viewliner II Baggage	1.95	48.85	2.10	0.00	52.90
<i>Viewliner II</i>		<i>1.95</i>	<i>48.85</i>	<i>2.10</i>	<i>0.00</i>	<i>52.90</i>
<b>Total System Average Daily Units Used</b>		<b>455.45</b>	<b>357.41</b>	<b>250.60</b>	<b>39.50</b>	<b>1,102.96</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

FY2020 Forecast Amtrak Units Used for Amtrak Equipment Types Deployed in State Corridor Service		Average Daily Units Used				
		State Corridors APT_RT_SS	Long Distance APT_RT_LD	Northeast Corridor APT_RT_NEC	Released for Redistr. APT_RT_UNK	Total System APT_RT_NTS
SQ_EQ_AXAN	Amfleet I Capstone Bus Class	7.36	2.30	27.00	0.00	36.66
SQ_EQ_AXAS	Amfleet I Capstone Standard Coach	120.83	2.60	155.60	0.00	279.03
SQ_EQ_AXCD	Amfleet I Club Dinette	25.43	0.00	2.60	0.00	28.03
SQ_EQ_AXMF	Amfleet I All-Table Dinette	8.31	2.40	23.80	0.00	34.51
<i>Amfleet I</i>		<i>161.93</i>	<i>7.30</i>	<i>209.00</i>	<i>0.00</i>	<i>378.23</i>
SQ_EQ_AYAI	Amfleet II Coach	14.77	81.44	0.00	0.00	96.21
<i>Amfleet II</i>		<i>14.77</i>	<i>81.44</i>	<i>0.00</i>	<i>0.00</i>	<i>96.21</i>
SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU, with Bag	9.00	0.00	0.00	0.00	9.00
SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU, No Bag	2.08	0.00	0.00	0.00	2.08
SQ_EQ_CBCC	Cab Control Car	8.71	0.00	3.50	0.00	12.21
<i>Cab Car</i>		<i>19.78</i>	<i>0.00</i>	<i>3.50</i>	<i>0.00</i>	<i>23.28</i>
SQ_EQ_DXBD	Diesel Locomotive - P42-8 Loco 1/3/97	26.34	93.20	0.00	29.00	148.54
SQ_EQ_DXBH	Diesel Locomotive - P32-8 (DASH-8)	0.00	1.80	0.00	0.00	1.80
SQ_EQ_DXBP	Diesel Locomotive - P40-8	0.00	6.60	0.00	0.00	6.60
SQ_EQ_DXDM	DUAL MODE Locomotive - P32-Ac-Dm	13.09	1.60	0.00	0.00	14.69
SQ_EQ_DXGM	Diesel Locomotive - F59 Diesel Loco	0.00	0.00	0.00	12.00	12.00
<i>Diesel Locomotive</i>		<i>39.43</i>	<i>103.20</i>	<i>0.00</i>	<i>41.00</i>	<i>183.63</i>
SQ_EQ_EXES	ACS-64 Electric Locomotive	5.28	6.10	36.00	0.00	47.38
<i>Electric Locomotive</i>		<i>5.28</i>	<i>6.10</i>	<i>36.00</i>	<i>0.00</i>	<i>47.38</i>
SQ_EQ_CXBA	Heritage Baggage Car	0.00	0.00	0.00	0.00	0.00
SQ_EQ_CXMS	Conventional - Express Mail Car	6.00	0.00	0.00	0.00	6.00
<i>Heritage Fleet</i>		<i>6.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>6.00</i>
SQ_EQ_HYHB	Horizon Club Dinette	5.00	0.00	0.00	1.00	6.00
SQ_EQ_HYHC	Horizon Coach (Handicapped)	53.00	0.40	0.00	3.00	56.40
SQ_EQ_HYHF	Horizon Food Car (Full Dinette)	1.00	0.00	0.00	0.00	1.00
SQ_EQ_HYHO	Long Distance Horizon Coach	0.00	0.07	0.00	0.00	0.07
<i>Horizon Fleet</i>		<i>59.00</i>	<i>0.47</i>	<i>0.00</i>	<i>4.00</i>	<i>63.47</i>
SQ_EQ_SXSC	Superliner I Coach	3.65	52.60	0.00	6.00	62.25
SQ_EQ_SXSK	Superliner I Snack Coach	2.05	0.50	0.00	0.00	2.55
SQ_EQ_SXSM	Superliner I Coach Cal Trans	2.00	0.00	0.00	1.00	3.00
SQ_EQ_SXSQ	Superliner I Baggage Coach	2.05	30.45	0.00	0.00	32.50
<i>Superliner I</i>		<i>9.75</i>	<i>83.55</i>	<i>0.00</i>	<i>7.00</i>	<i>100.30</i>
SQ_EQ_SYSB	Superliner II "Arcade" Coach	0.00	4.00	0.00	0.00	4.00
SQ_EQ_SYSC	Superliner II Coach	0.00	22.50	0.00	0.00	22.50
<i>Superliner II</i>		<i>0.00</i>	<i>26.50</i>	<i>0.00</i>	<i>0.00</i>	<i>26.50</i>
SQ_EQ_OXOB	Surfliner Cab/Coach-Baggage	9.00	0.00	0.00	0.00	9.00
SQ_EQ_OXOC	Surfliner Coach	18.00	0.00	0.00	0.00	18.00
SQ_EQ_OXOF	Surfliner Coach/Café	9.00	0.00	0.00	0.00	9.00
SQ_EQ_OXOM	Surfliner Business Class	9.00	0.00	0.00	0.00	9.00
<i>Surfliner Car</i>		<i>45.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>45.00</i>
SQ_EQ_TTTB	Talgo Bike/Baggage Car	7.00	0.00	0.00	0.00	7.00
SQ_EQ_TTTE	Talgo Table Car	7.00	0.00	0.00	0.00	7.00
SQ_EQ_TTTH	Talgo ADA Coach	5.00	0.00	0.00	0.00	5.00
SQ_EQ_TTTK	Talgo Business Class	5.00	0.00	0.00	0.00	5.00
SQ_EQ_TTTL	Talgo Bistro Car	7.00	0.00	0.00	0.00	7.00
SQ_EQ_TTTM	Talgo End Power Car	5.00	0.00	0.00	0.00	5.00
SQ_EQ_TTTN	Talgo ADA Business Class	9.00	0.00	0.00	0.00	9.00
SQ_EQ_TTTO	Talgo ADA Coach	9.00	0.00	0.00	0.00	9.00
SQ_EQ_TTTU	Talgo Coach	26.00	0.00	0.00	0.00	26.00
<i>Talgo</i>		<i>80.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>80.00</i>
SQ_EQ_VYVG	Viewliner II Baggage	1.95	48.85	2.10	0.00	52.90
<i>Viewliner II</i>		<i>1.95</i>	<i>48.85</i>	<i>2.10</i>	<i>0.00</i>	<i>52.90</i>
<b>Total System Average Daily Units Used</b>		<b>442.89</b>	<b>357.41</b>	<b>250.60</b>	<b>52.00</b>	<b>1,102.90</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

FY2021 Forecast Amtrak Units Used for Amtrak Equipment Types Deployed in State Corridor Service		Average Daily Units Used				
		State Corridors APT_RT_SS	Long Distance APT_RT_LD	Northeast Corridor APT_RT_NEC	Released for Redistr. APT_RT_UNK	Total System APT_RT_NTS
SQ_EQ_AXAN	Amfleet I Capstone Bus Class	6.36	2.30	27.00	1.00	36.66
SQ_EQ_AXAS	Amfleet I Capstone Standard Coach	120.83	2.60	155.60	0.00	279.03
SQ_EQ_AXCD	Amfleet I Club Dinette	25.43	0.00	2.60	0.00	28.03
SQ_EQ_AXMF	Amfleet I All-Table Dinette	7.62	2.40	23.80	0.00	33.82
<i>Amfleet I</i>		<i>160.24</i>	<i>7.30</i>	<i>209.00</i>	<i>1.00</i>	<i>377.54</i>
SQ_EQ_AYAI	Amfleet II Coach	14.77	81.44	0.00	0.00	96.21
<i>Amfleet II</i>		<i>14.77</i>	<i>81.44</i>	<i>0.00</i>	<i>0.00</i>	<i>96.21</i>
SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU, with Bag	9.00	0.00	0.00	0.00	9.00
SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU, No Bag	2.08	0.00	0.00	0.00	2.08
SQ_EQ_CBCC	Cab Control Car	8.71	0.00	3.50	0.00	12.21
<i>Cab Car</i>		<i>19.78</i>	<i>0.00</i>	<i>3.50</i>	<i>0.00</i>	<i>23.28</i>
SQ_EQ_DXBD	Diesel Locomotive - P42-8 Loco 1/3/97	26.34	93.20	0.00	29.00	148.54
SQ_EQ_DXBD	Diesel Locomotive - P32-8 (DASH-8)	0.00	1.80	0.00	0.00	1.80
SQ_EQ_DXBP	Diesel Locomotive - P40-8	0.00	6.60	0.00	0.00	6.60
SQ_EQ_DXDM	DUAL MODE Locomotive - P32-Ac-Dm	13.09	1.60	0.00	0.00	14.69
SQ_EQ_DXGM	Diesel Locomotive - F59 Diesel Loco	0.00	0.00	0.00	12.00	12.00
<i>Diesel Locomotive</i>		<i>39.43</i>	<i>103.20</i>	<i>0.00</i>	<i>41.00</i>	<i>183.63</i>
SQ_EQ_EXES	ACS-64 Electric Locomotive	5.28	6.10	36.00	0.00	47.38
<i>Electric Locomotive</i>		<i>5.28</i>	<i>6.10</i>	<i>36.00</i>	<i>0.00</i>	<i>47.38</i>
SQ_EQ_CXBA	Heritage Baggage Car	0.00	0.00	0.00	0.00	0.00
SQ_EQ_CXMS	Conventional - Express Mail Car	6.00	0.00	0.00	0.00	6.00
<i>Heritage Fleet</i>		<i>6.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>6.00</i>
SQ_EQ_HYHB	Horizon Club Dinette	5.00	0.00	0.00	1.00	6.00
SQ_EQ_HYHC	Horizon Coach (Handicapped)	52.00	0.40	0.00	4.00	56.40
SQ_EQ_HYHF	Horizon Food Car (Full Dinette)	1.00	0.00	0.00	0.00	1.00
SQ_EQ_HYHO	Long Distance Horizon Coach	0.00	0.07	0.00	0.00	0.07
<i>Horizon Fleet</i>		<i>58.00</i>	<i>0.47</i>	<i>0.00</i>	<i>5.00</i>	<i>63.47</i>
SQ_EQ_SXSC	Superliner I Coach	3.65	52.60	0.00	6.00	62.25
SQ_EQ_SXSK	Superliner I Snack Coach	2.05	0.50	0.00	0.00	2.55
SQ_EQ_SXSM	Superliner I Coach Cal Trans	0.00	0.00	0.00	3.00	3.00
SQ_EQ_SXSQ	Superliner I Baggage Coach	2.05	30.45	0.00	0.00	32.50
<i>Superliner I</i>		<i>7.75</i>	<i>83.55</i>	<i>0.00</i>	<i>9.00</i>	<i>100.30</i>
SQ_EQ_SYSB	Superliner II "Arcade" Coach	0.00	4.00	0.00	0.00	4.00
SQ_EQ_SYSC	Superliner II Coach	0.00	22.50	0.00	0.00	22.50
<i>Superliner II</i>		<i>0.00</i>	<i>26.50</i>	<i>0.00</i>	<i>0.00</i>	<i>26.50</i>
SQ_EQ_OXOB	Surfliner Cab/Coach-Baggage	9.00	0.00	0.00	0.00	9.00
SQ_EQ_OXOC	Surfliner Coach	18.00	0.00	0.00	0.00	18.00
SQ_EQ_OXOF	Surfliner Coach/Café	9.00	0.00	0.00	0.00	9.00
SQ_EQ_OXOM	Surfliner Business Class	9.00	0.00	0.00	0.00	9.00
<i>Surfliner Car</i>		<i>45.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>45.00</i>
SQ_EQ_TTTB	Talgo Bike/Baggage Car	7.00	0.00	0.00	0.00	7.00
SQ_EQ_TTTE	Talgo Table Car	7.00	0.00	0.00	0.00	7.00
SQ_EQ_TTTH	Talgo ADA Coach	5.00	0.00	0.00	0.00	5.00
SQ_EQ_TTTK	Talgo Business Class	5.00	0.00	0.00	0.00	5.00
SQ_EQ_TTTL	Talgo Bistro Car	7.00	0.00	0.00	0.00	7.00
SQ_EQ_TTTM	Talgo End Power Car	5.00	0.00	0.00	0.00	5.00
SQ_EQ_TTTN	Talgo ADA Business Class	9.00	0.00	0.00	0.00	9.00
SQ_EQ_TTTO	Talgo ADA Coach	9.00	0.00	0.00	0.00	9.00
SQ_EQ_TTTU	Talgo Coach	26.00	0.00	0.00	0.00	26.00
<i>Talgo</i>		<i>80.00</i>	<i>0.00</i>	<i>0.00</i>	<i>0.00</i>	<i>80.00</i>
SQ_EQ_VYVG	Viewliner II Baggage	1.95	48.85	2.10	0.00	52.90
<i>Viewliner II</i>		<i>1.95</i>	<i>48.85</i>	<i>2.10</i>	<i>0.00</i>	<i>52.90</i>
<b>Total System Average Daily Units Used</b>		<b>438.20</b>	<b>357.41</b>	<b>250.60</b>	<b>56.00</b>	<b>1,102.21</b>

### 3. Capital Investment Program per Amtrak Fleet Type

This section provides Amtrak’s planned capital investments per fleet type, i.e., cars and locomotives, that are deployed in Amtrak state supported services. Each section includes the total number of units within each fleet type by specific configuration, such as Horizon Fleet including Horizon coaches and Horizon dinettes, as well as the number of units in the active fleet, in a state of good repair, and those that are not active as they are either wrecked or stored. All cost values are presented in year of expenditure dollars.

Additional information on individual types of equipment in Amtrak’s fleet can be found in the Amtrak Fleet Strategy, Version 3.1, March 2012, available on Amtrak’s web site at: <http://www.amtrak.com/ccurl/36/921/2012-Amtrak-Fleet-Strategy-v3.1-%2003-29-12.pdf>

#### Passenger Cars

Amtrak’s active fleet includes 1,600 passenger cars, ranging from the high-speed 150 mph *Acela* trainsets to auto carriers used to transport the automobiles of *Auto Train* passengers. The CIP only discusses those car types owned by Amtrak and deployed on state supported routes. These include:

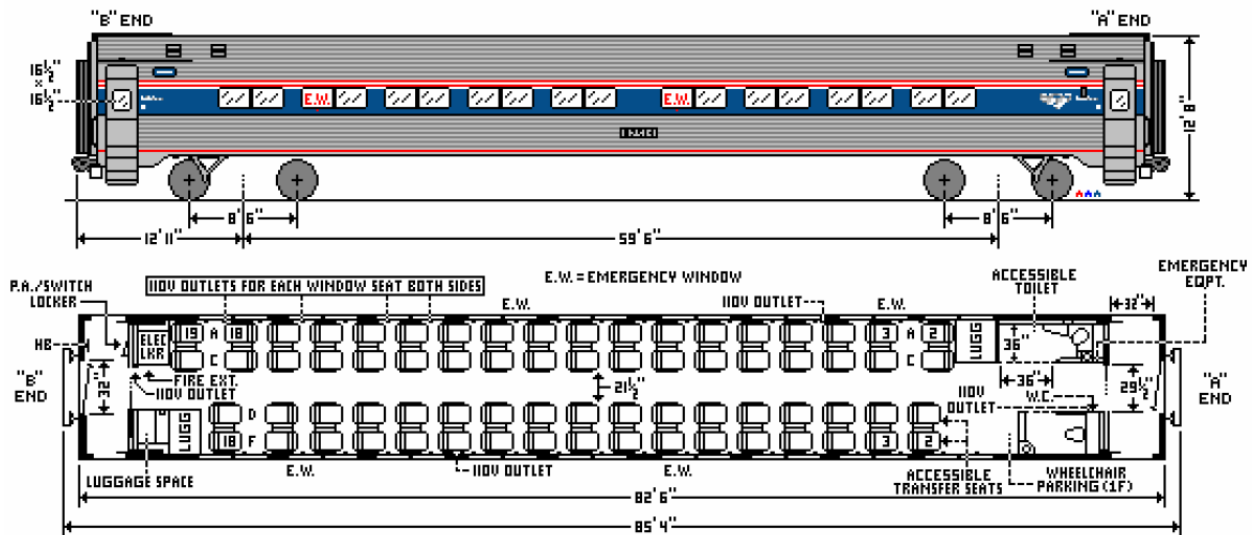
- Amfleet
- Horizon Fleet
- Superliner
- Surfliner
- Talgo

Because of the different operating environments and unique characteristics of each of these car types, Amtrak developed specific overhaul programs for each, which are described on the following pages.

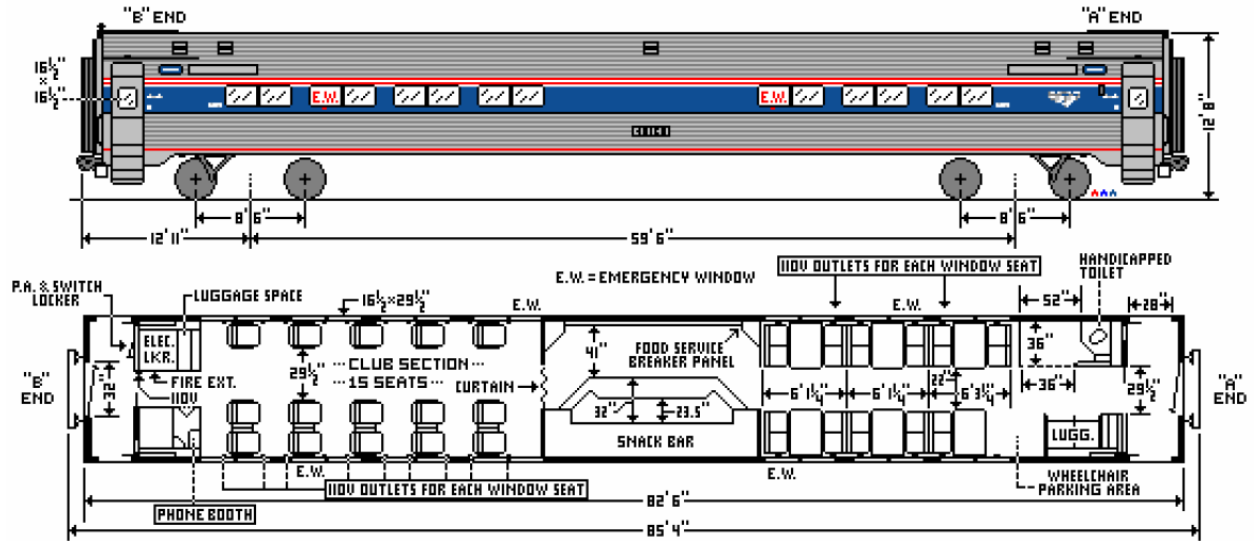
## Amfleet

Amtrak Amfleet cars are rated for up to 125 mile per hour (mph) passenger operation. There are two series of Amfleet, Amfleet I, predominantly used in short to medium distance service, and Amfleet II, predominantly used in eastern long distance service. Amfleet I is used primarily in the east in *Northeast Regional* service and trains that extend or radiate off of the Northeast Corridor, but are also used in state supported service in the Midwest and Southern California. Amfleet I cars feature chemical flush toilets, which limit their practical range to trips of approximately 12 hours. Amfleet I cars entered revenue service between 1975 and 1977. Amfleet II cars feature retention toilets, providing capacity for trips in excess of 36 hours. Amfleet II cars entered revenue service between 1982 and 1983. Unlike most other Amtrak passenger car types that have a single type of overhaul every four years, Amfleet receives two levels of overhaul. A Level 1 overhaul occurs every eight years, followed by a Level 2 overhaul that occurs four years later, but again every eight years. Therefore each Amfleet car receives either a Level 1 or Level 2 overhaul every four years.

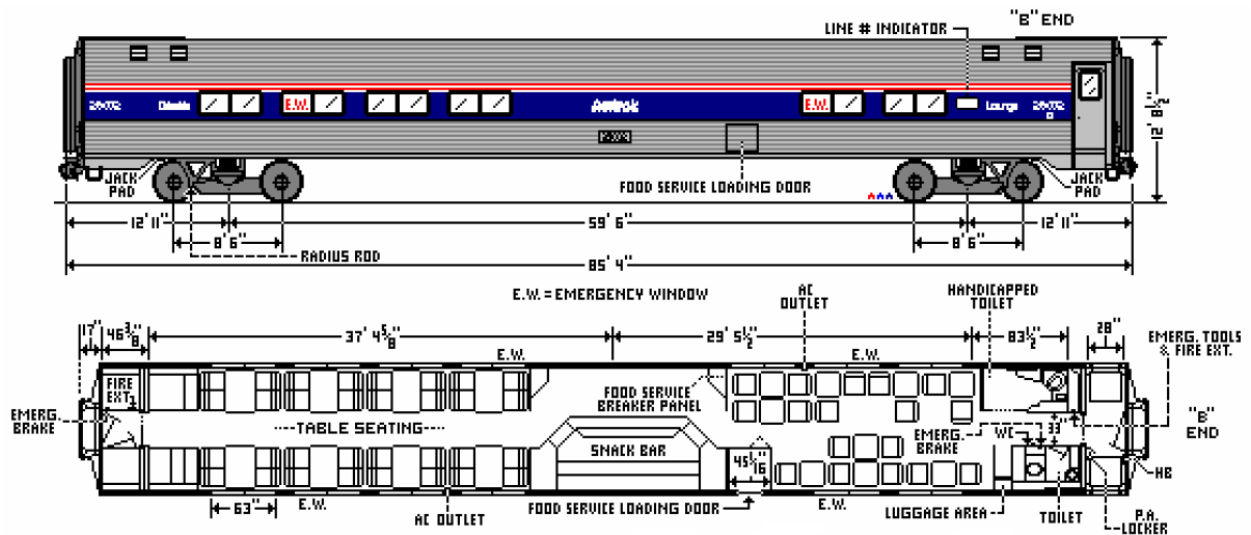
Selected diagrams illustrating these cars are as follows:



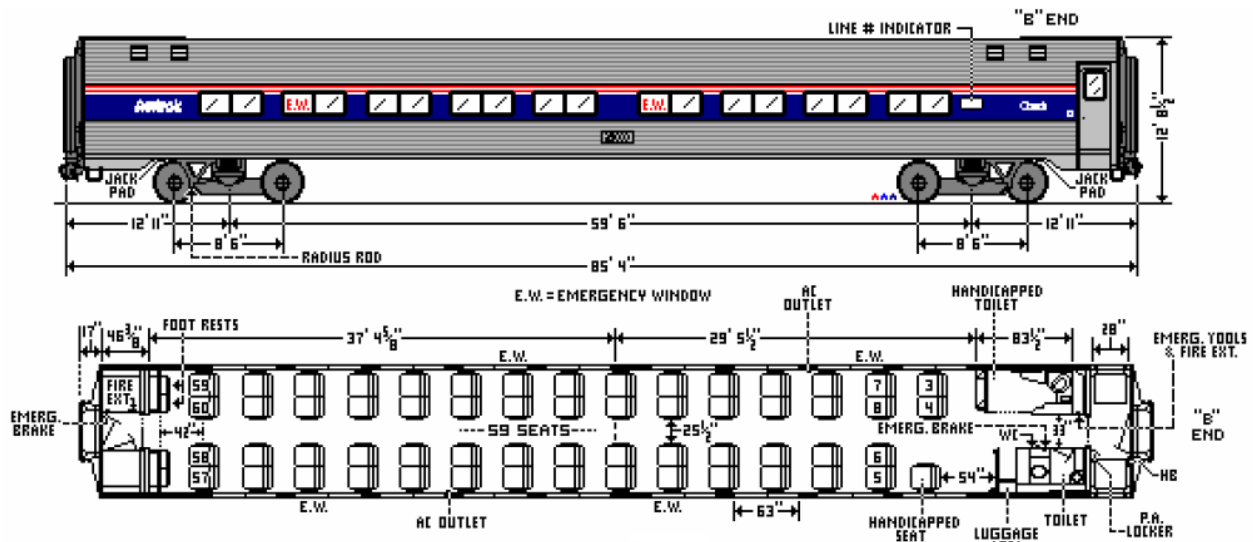
*Amfleet I Capstone Coach (SQ\_EQ\_AXAS)*



*Amfleet I Club-Dinette (SQ\_EQ\_AXCD)*



*Amfleet II Lounge (SQ\_EQ\_AYAH)*



*Amfleet II Coach (SQ\_EQ\_AYAI)*

Amtrak’s numbers of these cars, including those that are in a State of Good Repair (SOGR), defined on page 6, are provided in the table below:

Amfleet I	FY2017	Units Used	Active Units	SOGR Units	Non-SOGR Units	Wrecked/ Stored Units	Total Units Owned
SQ_EQ_AXAN	Amfleet I Capstone Bus Class	36.7	43	43	0	1	44
SQ_EQ_AXAS	Amfleet I Capstone Standard Coach	279.0	323	323	0	11	334
SQ_EQ_AXCD	Amfleet I Club Dinette	28.0	42	42	0	2	44
SQ_EQ_AXMF	Amfleet I All-Table Dinette	33.8	47	47	0	3	50
<b>Total</b>		<b>377.5</b>	<b>455</b>	<b>455</b>	<b>0</b>	<b>17</b>	<b>472</b>

Amfleet II	FY2017	Units Used	Active Units	SOGR Units	Non-SOGR Units	Wrecked/ Stored Units	Total Units Owned
SQ_EQ_AYAH	Amfleet II Lounge	17.5	25	25	0	0	25
SQ_EQ_AYAI	Amfleet II Coach	96.2	120	111	9	0	120
<b>Total</b>		<b>113.7</b>	<b>145</b>	<b>136</b>	<b>9</b>	<b>0</b>	<b>145</b>

During FY2015 seven Amfleet I cars were stored for wreck damage and have been removed from the active roster. All of the remaining 455 Amfleet I cars in Amtrak’s active fleet are in a SOGR. Nine of the 145 Amfleet II cars in Amtrak’s active fleet are not in SOGR. Based on this plan, these nine Amfleet II coaches will be brought into a SOGR by the end of FY2017.

Amtrak plans to make the following capital overhauls in this fleet over the next five years.

**Amfleet I Coach – Level 1 Overhaul (Types SQ EQ AXAS, SQ EQ AXAN)**

The Amfleet I Coach Level 1 Overhaul program includes both Amfleet I coaches and business class cars, and the scope of work includes the overhaul or replacement of major components and systems that will keep the rolling stock in a SOGR and extend the life of the asset. The work scope includes: COT&S (clean, oil, test, and stencil) a federally mandated requirement of air brake systems. Also included in the scope is a major overhaul of trucks, air brake valves, battery chargers, door operators and evaporators. During the overhaul the following items will be replaced: cushions, floor carpet and tile, exterior graphics and decals, batteries, ogontz valves, 480 volt end of car cables, coupler carrier springs and stop blocks. Other major components such as HVAC compressor/condenser units, diaphragms, couplers, door relay panels, heat tape and main 480 volt train-line cable will be replaced as necessary. During FY2017 the Bear Car Shops will begin replacing side door tracks, upgrade low level exit path markings, as well as making improvements to ADA accommodations. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.



These overhauls are scheduled to occur every eight years.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

C.ME.100413		Amfleet I Coach O/H Level 1		
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share
FY2017	68	\$28,821,016	\$11,700,454	\$17,120,562
FY2018	63	\$27,502,879	\$11,167,914	\$16,334,965
FY2019	80	\$35,972,019	\$14,606,922	\$21,365,097
FY2020	54	\$25,009,546	\$10,155,463	\$14,854,083
FY2021	30	\$14,311,018	\$5,765,849	\$8,545,169

**Amfleet I Coach – Level 2 Overhaul (Types SQ EQ AXAS, SQ EQ AXAN)**

The Amfleet I Coach Level 2 Overhaul program includes both Amfleet I coaches and business class cars, and the scope of work includes the overhaul or replacement of major components and systems that keep the rolling stock in a state of good repair and extend the life of the asset. The work scope includes: COT&S (clean, oil, test, and stencil) a federally mandated requirement of air brake systems. Also included in the scope is a major overhaul of trucks, air brake valves, battery chargers, door operators, and evaporators. During the overhaul the following items will be replaced: cushions, floor carpet and tile, diaphragms, exterior graphics and decals, batteries, ogontz valves, freeze protection, 480 volt end of car cables, draft gears, coupler carrier springs and stop blocks, door weather stripping and exhaust fans. Other major components such as HVAC compressor/condenser units, heating and air conditioning control panels, couplers, door relay panels, and main 480 volt train-line cable will be replaced as necessary. During FY2017 the Bear Car Shops will begin replacing side door tracks, upgrade low level exit path markings, as well as making improvements to ADA accommodations. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.

These overhauls are scheduled to occur every eight years. By alternating Level I and Level II overhauls, Amtrak meets the four-year federal regulatory COT&S requirement.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

<b>C.ME.201291 Amfleet I Coach O/H Level 2</b>				
<b>Amtrak Fiscal Year</b>	<b>Number of Units Overhauled per Year</b>	<b>Total Capital Cost</b>	<b>State Share</b>	<b>Amtrak General Capital Share</b>
FY2017	24	\$14,147,029	\$5,743,263	\$8,403,766
FY2018	26	\$15,785,727	\$6,410,007	\$9,375,720
FY2019	23	\$14,383,226	\$5,840,502	\$8,542,724
FY2020	42	\$27,052,972	\$10,985,223	\$16,067,749
FY2021	68	\$45,114,051	\$18,176,261	\$26,937,790

**Amfleet I Food Service (All Table) – Level 1 Overhaul (Types SQ EQ AXMF, SQ EQ AXCD)**

The Amfleet I Food Service (All Table) Level 1 Overhaul program includes both Amfleet I All Table and Cafe/Club cars, and the scope of work includes the overhaul or replacement of major components and systems that will keep the rolling stock in a SOGR and extend the life of the asset. The work scope includes: COT&S (clean, oil, test, and stencil) a federally mandated

requirement of air brake systems. Also included in the scope is a major overhaul of trucks, air brake valves, battery chargers, door operators and evaporators. During the overhaul the following items will be replaced: cushions, floor carpet and tile, exterior graphics and decals, batteries, ogontz valves, 480 volt end of car cables, coupler carrier springs and stop blocks, as well as refrigerator door gaskets and heaters. Other major components such as HVAC compressor/condenser units, diaphragms, couplers, door relay panels, heat tape and main 480 volt train-line cable will be replaced as necessary. During FY2017 the Bear Car Shops will begin replacing side door tracks, upgrade low level exit path markings, as well as making improvements to ADA accommodations. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.

These overhauls are scheduled to occur every eight years.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

C.ME.100414		Amfleet I All Table O/H Level 1			
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share	
FY2017	24	\$11,274,869	\$6,023,558	\$5,251,311	
FY2018	20	\$9,677,596	\$5,170,949	\$4,506,647	
FY2019	0	\$0	\$0	\$0	
FY2020		\$0	\$0	\$0	
FY2021	0	\$0	\$0	\$0	

**Amfleet I Food Service (All Table) – Level 2 Overhaul (Types SQ EQ AXMF, SQ EQ AXCD)**

The Amfleet I All Table Level 2 Overhaul program includes both Amfleet I All Table and Cafe/Club cars, and the scope of work includes the overhaul or replacement of major components and systems that will keep the rolling stock in a SOGR and extend the life of the asset. The work scope includes: COT&S (clean, oil, test, and stencil) a federally mandated requirement of air brake systems. Also included in the scope is a major overhaul of trucks, air brake valves, battery chargers, door operators, evaporators and refrigeration units. During the overhaul the following items will be replaced: cushions, floor carpet and tile, exterior graphics and decals, batteries, ogontz valves, freeze protection, 480 volt end of car cables, draft gears, coupler carrier springs and stop blocks, diaphragms, as well as refrigerator door gaskets and heaters. Other major components such as HVAC compressor/condenser units, couplers, door

relay panels and main 480 volt train-line cable will be replaced as necessary. During FY2017 the Bear Car Shops will begin replacing side door tracks, upgrade low level exit path markings, as well as making improvements to ADA accommodations. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.

These overhauls are scheduled to occur every eight years.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

<b>C.ME.100377</b>		<b>Amfleet I All Table O/H Level 2</b>		
<b>Amtrak Fiscal Year</b>	<b>Number of Units Overhauled per Year</b>	<b>Total Capital Cost</b>	<b>State Share</b>	<b>Amtrak General Capital Share</b>
FY2017	0	\$0	\$0	\$0
FY2018	9	\$6,016,970	\$3,214,997	\$2,801,973
FY2019	16	\$11,017,741	\$5,887,018	\$5,130,723
FY2020	24	\$17,022,410	\$9,183,263	\$7,839,147
FY2021	24	\$17,533,082	\$9,368,306	\$8,164,776

**Amfleet II Coach - Level 1 Overhaul (Type SQ EQ AYAI)**

The Amfleet II Coach Level 1 Overhaul scope of work includes the overhaul or replacement of major components and systems that will keep the rolling stock in a SOGR and extend the life of the asset. The work scope includes: COT&S (clean, oil, test, and stencil) a federally mandated requirement of air brake systems. Also included in the scope is a major overhaul of trucks, air brake valves, battery chargers, door operators and evaporators. During the overhaul the following items will be replaced: cushions, floor carpet and tile, exterior graphics and decals, batteries, ogontz valves, 480 volt end of car cables, coupler carrier springs and stop blocks. Other major components such as HVAC compressor/condenser units, diaphragms, couplers, heat tape and main 480 volt train-line cable will be replaced as necessary. During FY2017 the Bear Car Shops will begin an upgrade to low level exit path markings, as well as making improvements to ADA accommodations. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.

These overhauls are scheduled to occur every eight years.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

C.ME.100101		Amfleet II Coach O/H Level 1		
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share
FY2017		\$0	\$0	\$0
FY2018	9	\$3,322,502	\$510,137	\$2,812,365
FY2019	30	\$11,407,257	\$1,751,470	\$9,655,787
FY2020	30	\$11,749,475	\$1,804,014	\$9,945,461
FY2021	30	\$12,101,959	\$1,858,134	\$10,243,825

**Amfleet II Coach – Level 2 Overhaul (Type SQ EQ AYAI)**

The Amfleet II Coach Level 2 Overhaul scope of work includes the overhaul or replacement of major components and systems that keep the rolling stock in a state of good repair and extend the life of the asset. The work scope includes: COT&S (clean, oil, test, and stencil) a federally mandated requirement of air brake systems. Also included in the scope is a major overhaul of trucks, air brake valves, battery chargers, door operators and evaporators. During the overhaul the following items will be replaced: cushions, floor carpet and tile, diaphragms, exterior graphics and decals, batteries, ogontz valves, freeze protection, 480 volt end of car cables, draft gears, coupler carrier springs and stop blocks, door weather stripping and exhaust fans. Other major components such as HVAC compressor/condenser units, heating and air conditioning control panels, couplers and main 480 volt train-line cable will be replaced as necessary. During FY2017 the Bear Car Shops will begin replacing side door tracks, upgrade low level exit path markings, as well as making improvements to ADA accommodations. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.

These overhauls are scheduled to occur every eight years. By alternating Level I and Level II overhauls, Amtrak meets the four-year federal regulatory COT&S requirement.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

C.ME.100011		Amfleet II Coach O/H Level 2			
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share	
FY2017	30	\$17,577,703	\$2,698,880	\$14,878,823	
FY2018	21	\$12,673,524	\$1,945,892	\$10,727,632	
FY2019	0	\$0	\$0	\$0	
FY2020		\$0	\$0	\$0	
FY2021	0	\$0	\$0	\$0	

### Summary Cost per Amfleet Unit Used

The tables below present the average equipment capital use charge per annual daily unit used, calculated as the total annual capital expenditures divided by the total units used for each equipment type for each year. The variation in the annual cost per unit over time is a function of the number of units overhauled in any particular year, the number of units used in that same year, an inflation in the average cost per overhaul over time.

Amfleet I		Annual Cost per Average Daily Unit Used				
		FY2017	FY2018	FY2019	FY2020	FY2021
SQ_EQ_AXAN	Amfleet I Capstone Bus Class	\$136,130	\$137,124	\$159,508	\$164,916	\$188,239
SQ_EQ_AXAS	Amfleet I Capstone Standard Coach	\$136,130	\$137,124	\$159,508	\$164,916	\$188,239
SQ_EQ_AXCD	Amfleet I Club Dinette	\$182,337	\$253,772	\$178,150	\$272,193	\$283,499
SQ_EQ_AXMF	Amfleet I All-Table Dinette	\$182,337	\$253,772	\$178,150	\$272,193	\$283,499

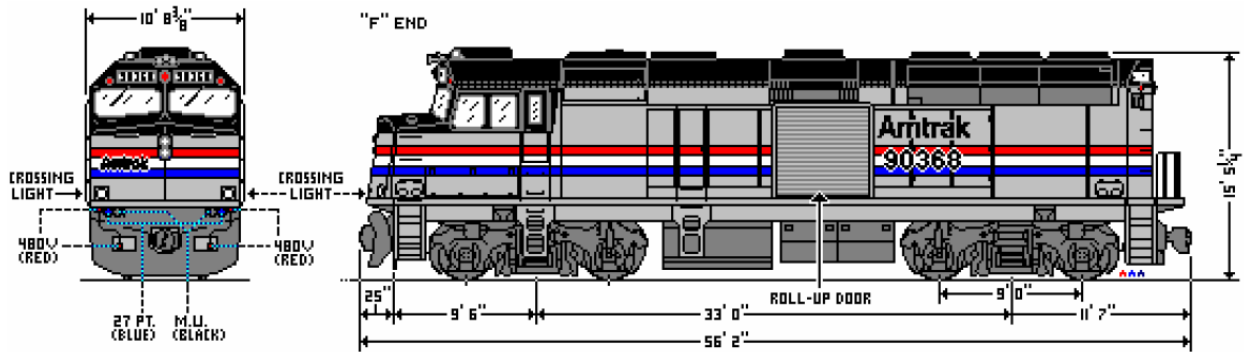
Amfleet II		Annual Cost per Average Daily Unit Used				
		FY2017	FY2018	FY2019	FY2020	FY2021
SQ_EQ_AYAH	Amfleet II Lounge	\$186,744	\$192,346	\$155,167	\$136,991	\$141,100
SQ_EQ_AYAI	Amfleet II Coach	\$182,697	\$166,257	\$118,563	\$122,120	\$125,784

### **Cab Control Cars**

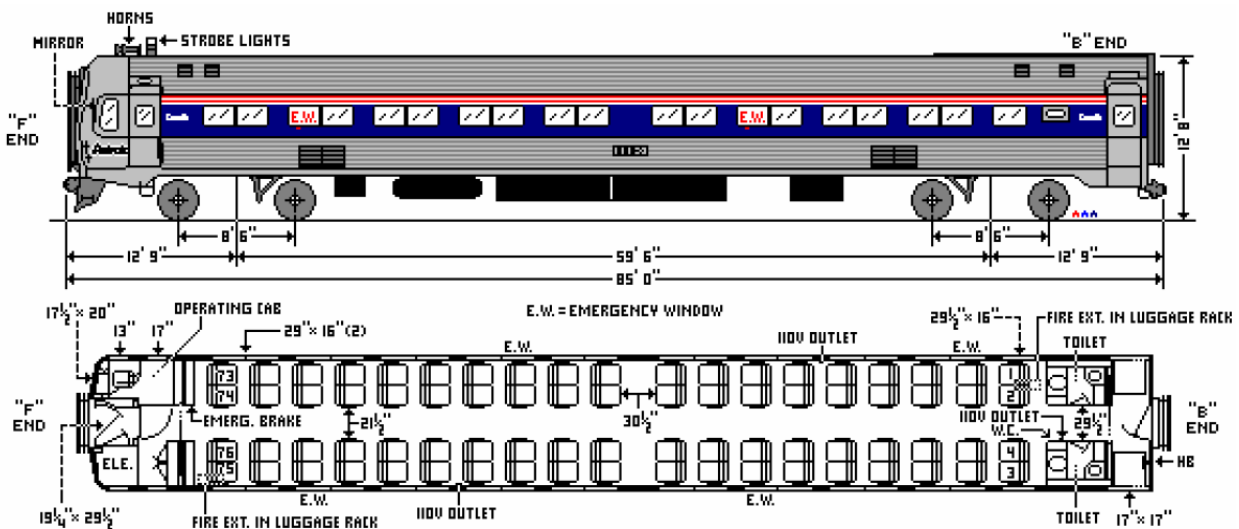
Amtrak has two different types of cab control cars that enable trains to operate push-pull; meaning that the train does not need to be turned at the terminal but rather the locomotive pushes it in the return direction. The F40 Cab/Baggage cars, or NPCUs (non-powered control units), are formally F40 diesel locomotives where the engines are removed and the compartments are replaced with baggage storage space. These cars entered revenue service as F40 locomotives between 1976 and 1981. The cab control cars are former electric multiple unit *Metroliner* cab

coaches that are depowered. Amfleet cars are based on this coach design. The cab control cars entered revenue service as the *Metroliner* electric multiple unit cars for the Pennsylvania Railroad in 1967.

Selected diagrams illustrating these cars are as follows:



*F40 Cab/Baggage Car - NPCU (SQ\_EQ\_CBBC)*



*Cab Control Car (SQ\_EQ\_CBCC)*

Amtrak's numbers of these cars, including those that are in a SOGR, are provided in the following table:

Cab Car	FY2017	Units Used	Active Units	SOGR Units	Non-SOGR Units	Wrecked/ Stored Units	Total Units Owned
SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU, with Ba	9.0	16	10	6	0	16
SQ_EQ_CBBF	Metroliner Cab Conference Car	0.0	1	1	0	0	1
SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU, No Bag	2.1	3	3	0	0	3
SQ_EQ_CBCC	Cab Control Car	12.2	16	16	0	1	17
SQ_EQ_CBOS	F40 Cab/Baggage Car - NPCU, Oregon	2.9	3	0	3	0	0
<b>Total</b>		<b>26.2</b>	<b>39</b>	<b>30</b>	<b>9</b>	<b>1</b>	<b>37</b>

Six of the 19 F40 Cab/Baggage cars in Amtrak’s active fleet are not in a SOGR. Based on this plan, these six F40 Cab/Baggage cars will be brought into a SOGR by the end of FY2017. All 16 Cab Control cars in Amtrak’s active fleet are in a SOGR, with one moved to storage during FY2015.

Amtrak plans to make the following capital overhauls in this fleet over the next five years.

### **NPCU – Mid-Life Overhaul (F40 Cab/Baggage Cars) (Type SQ EQ CBBC)**



The NPCU Mid-Life Overhaul scope of work includes the overhaul or replacement of major components and systems that keep the rolling stock in a state of good repair and extend the life of the asset. The scope of work includes COT&S (Clean, Oil, Test and Stencil, a mandatory requirement of air brake systems), overhaul and/or replacement of: trucks, air brake valves, couplers, draft gear, air conditioning units, batteries, air hoses, lighting,

windows, snow plows, controller, and end of car 480 volt train-line cables, jumpers, and inserts. During the overhaul a complete testing of all systems will be conducted. The work scope also includes, pending inspection, the overhaul and/or replacement of: Roll up doors and motors, minor exterior structural damage, main 480 volt train-line cables, conduit, and wiring. The NPCU will be painted on the interior as well as the exterior. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.

These overhauls are scheduled to occur every four years.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

<b>C.ME.100013</b>		<b>NPCU Overhaul</b>		
<b>Amtrak Fiscal Year</b>	<b>Number of Units Overhauled per Year</b>	<b>Total Capital Cost</b>	<b>State Share</b>	<b>Amtrak General Capital Share</b>
FY2017	6	\$4,659,777	\$4,659,777	\$0
FY2018		\$0	\$0	\$0
FY2019	0	\$0	\$0	\$0
FY2020	0	\$0	\$0	\$0
FY2021	0	\$0	\$0	\$0

**NPCU (F40 Cab/Baggage Cars) – Life Cycle Preventative Maintenance (LCPM) (Type SQ EQ CBBC)**

As Amtrak completes the capital overhauls on the NPCUs, it is moving them to an LCPM program. The only events planned for capital investment work for the NPCU fleet under this program are COT&S and truck overhaul at four year intervals.

The following tables present Amtrak’s planned LCPM capital costs over the next five years.

<b>C.ME.100653f</b>		<b>NPCU LCPM</b>		
<b>Amtrak Fiscal Year</b>	<b>Number of Units Overhauled per Year</b>	<b>Total Capital Cost</b>	<b>State Share</b>	<b>Amtrak General Capital Share</b>
FY2017		\$0	\$0	\$0
FY2018		\$200,000	\$200,000	\$0
FY2019		\$400,000	\$400,000	\$0
FY2020		\$600,000	\$600,000	\$0
FY2021		\$700,000	\$700,000	\$0

**Cab Car – Level 1 Overhaul (Type SQ EQ CBCC)**

The Cab Car Level 1 Overhaul scope of work includes the overhaul or replacement of major components and systems that will keep the rolling stock in a state of good repair and extend the life of the asset. The work scope includes COT&S (clean, oil, test, and stencil), a mandatory

requirement of brake system. Also included in the scope is a major overhaul of trucks, air brake valves, battery chargers, air conditioning units, and other major components, as needed. During the overhaul any outstanding fleet-wide modifications will be completed.

These overhauls are scheduled to occur every eight years.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

<b>C.ME.100649 Cab Car Overhaul - Level 1</b>				
<b>Amtrak Fiscal Year</b>	<b>Number of Units Overhauled per Year</b>	<b>Total Capital Cost</b>	<b>State Share</b>	<b>Amtrak General Capital Share</b>
FY2017		\$0	\$0	\$0
FY2018	0	\$0	\$0	\$0
FY2019	4	\$3,060,484	\$2,182,845	\$877,639
FY2020	3	\$2,364,224	\$1,686,248	\$677,976
FY2021	3	\$2,435,150	\$1,736,835	\$698,315

**Cab Car – Level 2 Overhaul (Type SQ EQ CBCC)**

The Cab Car Level 2 Overhaul scope of work includes the overhaul or replacement of major components and systems that keep the rolling stock in a state of good repair and extend the life of the asset. The work scope includes COT&S (clean, oil, test and stencil), a mandatory requirement of air brake systems, and overhaul of trucks, air brake valves, couplers, draft gears, seats, diaphragms, door operators, battery charger, air conditioning units, and toilets. The scope of work also includes replacement of 480 volt train-line cables, batteries, heating and air conditioning control panels, freeze protection system, carpet, cushions, windows, lighting, exhaust fans, blower motors, weather-stripping. During the overhaul any outstanding fleet-wide modifications including installing CCB2 brake equipment will be completed.

These overhauls are scheduled to occur every eight years. By alternating Level I and Level II overhauls, Amtrak meets the four-year federal regulatory COT&S requirement. Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

C.ME.100012		Cab Car Overhaul - Level 2			
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share	
FY2017	3	\$2,733,041	\$1,949,301	\$783,740	
FY2018	5	\$4,691,721	\$3,346,300	\$1,345,421	
FY2019	1	\$966,494	\$689,337	\$277,157	
FY2020	0	\$0	\$0	\$0	
FY2021	0	\$0	\$0	\$0	

**Summary Cost per Cab Car Unit Used**

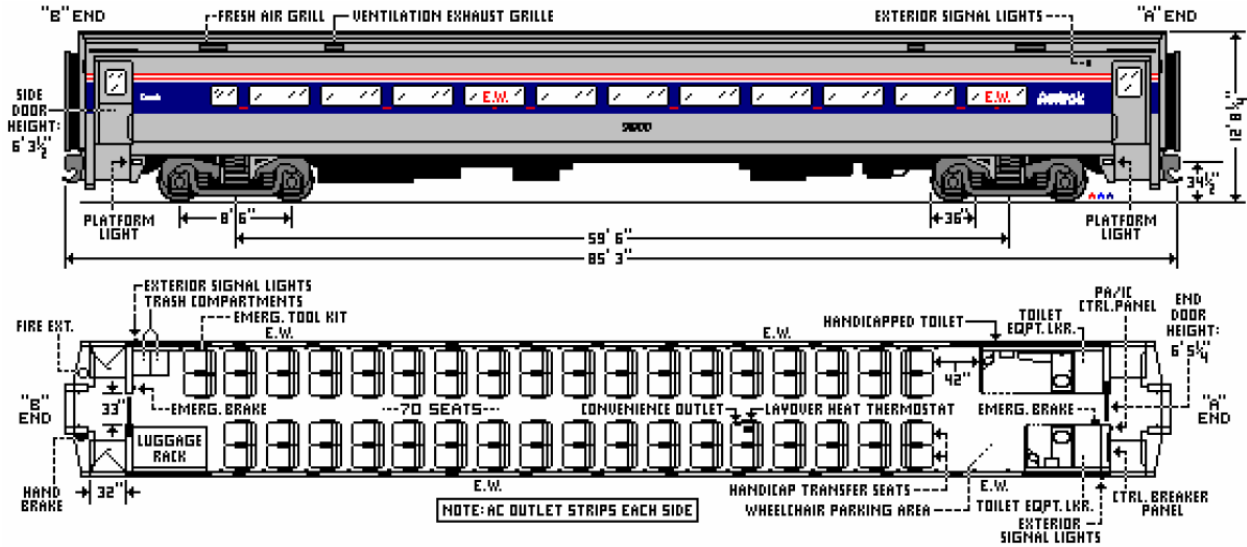
The table below presents the average equipment capital use charge per annual daily unit used, calculated as the total annual capital expenditures divided by the total units used for each equipment type for each year. The variation in the annual cost per unit over time is a function of the number of units overhauled in any particular year, the number of units used in that same year, an inflation in the average cost per overhaul over time.

Cab Car		Annual Cost per Average Daily Unit Used				
		FY2017	FY2018	FY2019	FY2020	FY2021
SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU, with Baggage	\$420,644	\$18,054	\$36,109	\$54,163	\$63,190
SQ_EQ_CBBF	Metroliner Cab Conference Car	\$223,926	\$384,406	\$329,942	\$193,708	\$199,519
SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU, No Baggage	\$420,644	\$18,054	\$36,109	\$54,163	\$63,190
SQ_EQ_CBCC	Cab Control Car	\$223,926	\$384,406	\$329,942	\$193,708	\$199,519

## Horizon Fleet

Amtrak Horizon Fleet cars are rated for up to 125 mph passenger operation. They are currently used exclusively on Amtrak’s state supported corridors, predominantly in the Midwest, with some in California and occasional use system wide. Horizon Fleet cars entered revenue service between 1989 and 1990.

Selected diagrams illustrating these cars are as follows:



*Horizon Coach (SQ\_EQ\_HYHC)*

Amtrak’s numbers of these cars, including those that are in a SOGR, are provided in the table below:

Horizon Fleet	FY2017	Units Used	Active Units	SOGR Units	Non-SOGR Units	Wrecked/ Stored Units	Total Units Owned
SQ_EQ_HYHB	Horizon Club Dinette	6.0	10	10	0	1	11
SQ_EQ_HYHC	Horizon Coach (Handicapped)	56.3	76	76	0	7	83
SQ_EQ_HYHF	Horizon Food Car (Full Dinette)	1.0	5	5	0	2	7
SQ_EQ_HYHO	Long Distance Horizon Coach	0.1	1	1	0	1	2
<b>Total</b>		<b>63.4</b>	<b>92</b>	<b>92</b>	<b>0</b>	<b>11</b>	<b>103</b>

All 92 cars in Amtrak’s active fleet are in a SOGR.

Amtrak plans to make the following capital overhauls in this fleet over the next five years. Please note that there are not separate Level 1 and Level 2 overhauls for Horizon fleet. All Horizon cars receive Level 2 overhauls every four years.

**Horizon Coach – Level 2 Overhaul (Types SQ EQ HYHC, SQ EQ HYHO)**

The Horizon Coach Level 2 Overhaul scope of work includes the overhaul or replacement of major components and systems that keep the rolling stock in a state of good repair and extend the life of the asset. The work scope includes COT&S (Clean, Oil, Test and Stencil), a mandatory requirement of air brake systems, overhaul and/or replacement of: trucks, air brake valves, couplers, diaphragms, air conditioning units and control panel components, batteries, freeze protection system, heat trace, exhaust fans, windows, lamps, toilets, vacuum pumps, backflow preventers, and end of car 480 volt train-line cables, jumpers, and inserts, center-aisle floor carpet, drapes, and cushions. The work scope also includes, pending inspection, the overhaul and/or replacement of: door operators, draft gears, seats, battery charger, blower motors, melamine, sub-flooring, floor rubber, and main 480 volt train-line cables. During FY2017 the Beech Grove Shops will begin an upgrade to low level exit path markings, as well as making improvements to ADA accommodations. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.

These overhauls are scheduled to occur every four years.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

<b>C.ME.100641 Horizon Coach Overhaul (Level 2)</b>				
<b>Amtrak Fiscal Year</b>	<b>Number of Units Overhauled per Year</b>	<b>Total Capital Cost</b>	<b>State Share</b>	<b>Amtrak General Capital Share</b>
FY2017	15	\$6,281,015	\$6,239,787	\$41,228
FY2018	20	\$8,625,928	\$8,554,133	\$71,795
FY2019	20	\$8,884,706	\$8,810,757	\$73,949
FY2020	20	\$9,151,247	\$8,588,905	\$562,342
FY2021	15	\$7,069,338	\$6,509,739	\$559,599

**Horizon Food Service Car / Club-Dinette – Level 2 Overhaul (Types SQ EQ HYHF, SQ EQ HYHB)**

The Horizon Food Service Car/Club-Dinette Level 2 Overhaul scope of work includes the overhaul or replacement of major components and systems that keep the rolling stock in a state of good repair and extend the life of the asset. The work scope includes COT&S (Clean, Oil, Test and Stencil), a mandatory requirement of air brake systems, overhaul and/or replacement of: trucks, air brake valves, couplers, diaphragms, air conditioning units and control panel components, all oven equipment, batteries, freeze protection system, heat trace, exhaust fans,

windows, lamps, toilets, vacuum pumps, backflow preventers, and end of car 480 volt train-line cables, jumpers, and inserts, center-aisle floor carpet, drapes, and cushions. The work scope also includes, pending inspection, the overhaul and/or replacement of: door operators, refrigeration compressor & condenser units, draft gears, seats, battery charger, blower motors, melamine, sub-flooring, floor rubber, and main 480 volt train-line cables. During FY2017 the Beech Grove Shops will begin an upgrade to low level exit path markings, as well as making improvements to ADA accommodations. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.

These overhauls are scheduled to occur every four years. By alternating Level I and Level II overhauls, Amtrak meets the four-year federal regulatory COT&S requirement.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

C.ME.100643		Horizon Café Overhaul			
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share	
FY2017	6	\$2,883,012	\$2,883,012	\$0	
FY2018	5	\$2,474,585	\$2,474,585	\$0	
FY2019	2	\$1,019,529	\$873,882	\$145,647	
FY2020	3	\$1,545,173	\$1,324,434	\$220,739	
FY2021	6	\$3,244,855	\$2,781,304	\$463,551	

### Summary Cost per Horizon Fleet Unit Used

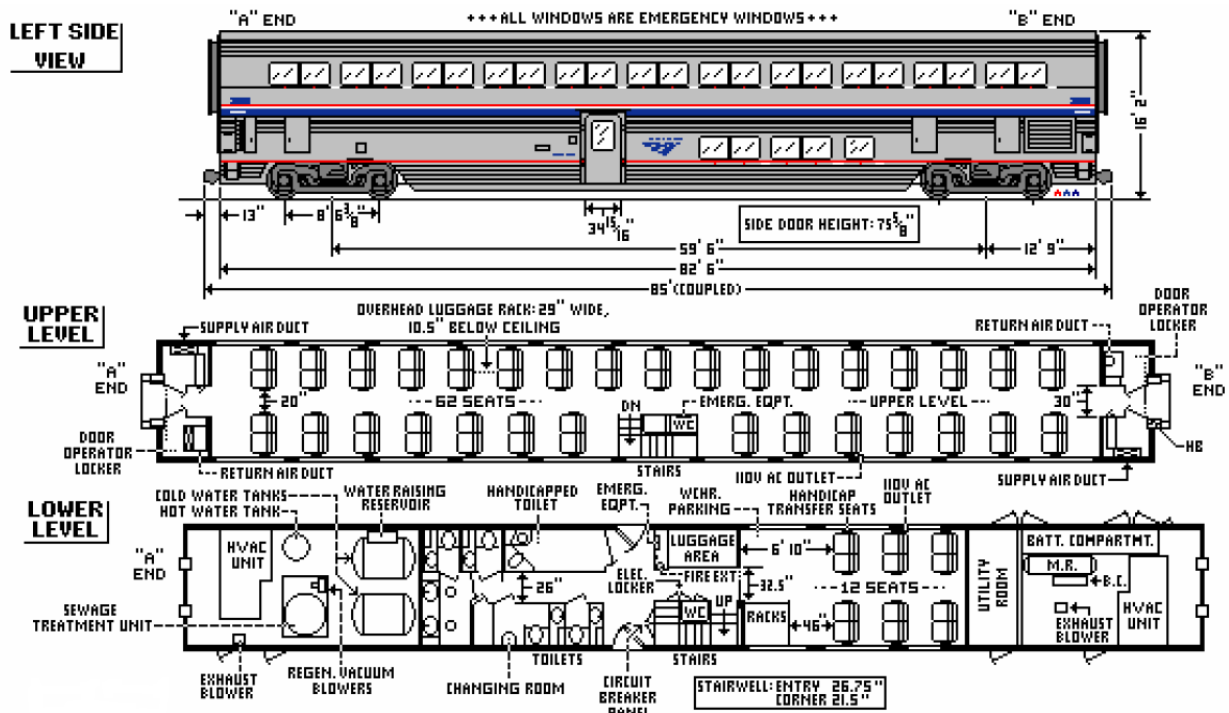
The table below presents the average equipment capital use charge per annual daily unit used, calculated as the total annual capital expenditures divided by the total units used for each equipment type for each year. The variation in the annual cost per unit over time is a function of the number of units overhauled in any particular year, the number of units used in that same year, an inflation in the average cost per overhaul over time.

Horizon Fleet		Annual Cost per Average Daily Unit Used				
		FY2017	FY2018	FY2019	FY2020	FY2021
SQ_EQ_HYHB	Horizon Club Dinette	\$411,859	\$353,512	\$145,647	\$220,739	\$463,551
SQ_EQ_HYHC	Horizon Coach (Handicapped)	\$111,427	\$152,755	\$157,338	\$162,058	\$125,190
SQ_EQ_HYHF	Horizon Food Car (Full Dinette)	\$411,859	\$353,512	\$145,647	\$220,739	\$463,551
SQ_EQ_HYHO	Long Distance Horizon Coach	\$111,427	\$152,755	\$157,338	\$162,058	\$125,190

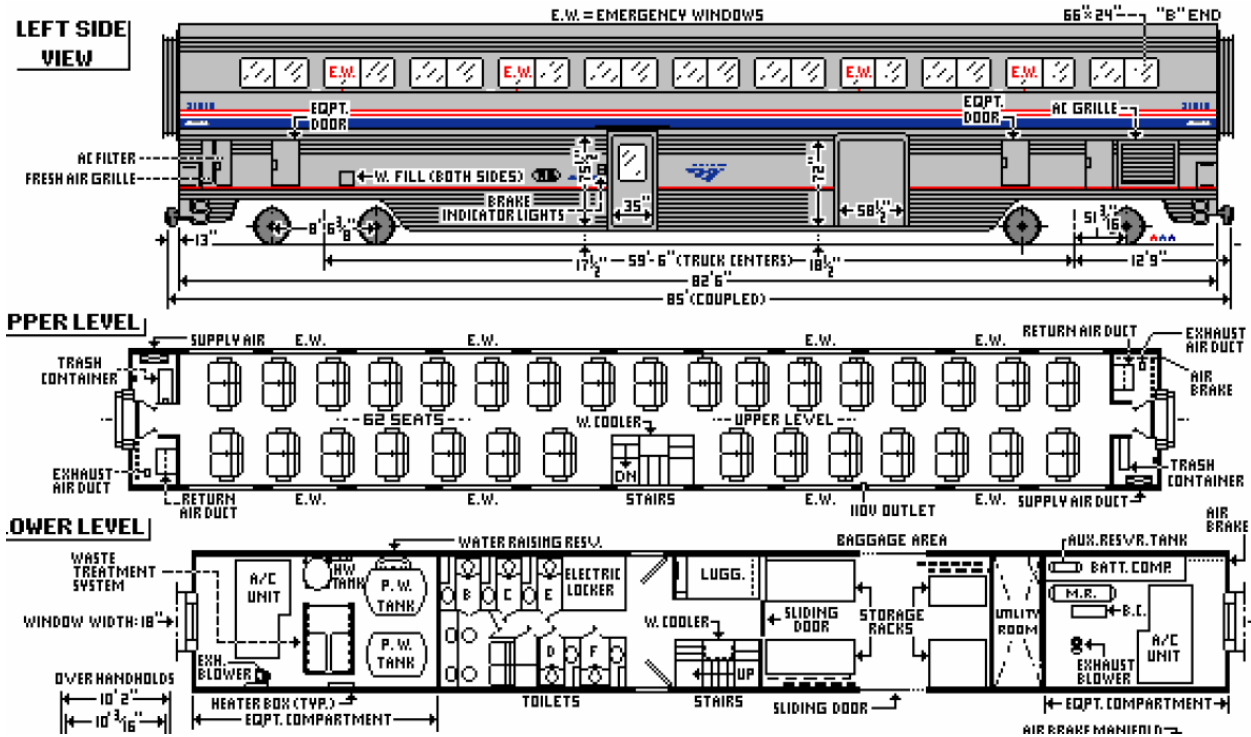
## Superliner

Amtrak Superliner cars are rated for up to 100 mph passenger operation. They are predominantly deployed on Amtrak’s Long Distance trains, but some coach and food car types are used on state corridors, predominately on California routes, with some in winter use in the Midwest and occasional use system wide. Superliner I cars entered revenue service between 1979 and 1981. Superliner II cars entered revenue service between 1993 and 1996.

Selected diagrams illustrating these cars are as follows:



*Superliner I Coach (SQ\_EQ\_SXSC)*



*Superliner I Coach-Baggage (SQ\_EQ\_SXSQ)*

Amtrak’s numbers of these cars, including those that are in a SOGR, are provided in the table below:

Superliner I	FY2017	Units Used	Active Units	SOGR Units	Non-SOGR Units	Wrecked/ Stored Units	Total Units Owned
SQ_EQ_SXSC	Superliner I Coach	62.1	72	72	0	11	83
SQ_EQ_SXSK	Superliner I Snack Coach	2.5	9	9	0	2	11
SQ_EQ_SXS	Superliner I Baggage Coach	32.5	43	43	0	2	45
<b>Total</b>		<b>97.1</b>	<b>124</b>	<b>124</b>	<b>0</b>	<b>15</b>	<b>139</b>

Superliner II	FY2017	Units Used	Active Units	SOGR Units	Non-SOGR Units	Wrecked/ Stored Units	Total Units Owned
SQ_EQ_SYSC	Superliner II Coach	22.5	31	31	0	0	31
<b>Total</b>		<b>22.5</b>	<b>31</b>	<b>31</b>	<b>0</b>	<b>0</b>	<b>31</b>

All 124 Superliner I coaches and 31 Superliner II coaches in Amtrak’s active fleet are in a SOGR.

Amtrak plans to make the following capital overhauls in this fleet for types deployed on state corridors over the next five years. Please note that there are not separate Level 1 and Level 2 overhauls for Superliners. All Superliner cars receive Level 2 overhauls every four years.

**Superliner I Coach – Level 2 Overhaul (Types SQ EQ SXSC, SQ EQ SXSQ, SQ EQ SXSK )**



The Superliner I Coach Level 2 Overhaul program includes Superliner I coaches, coach-baggage cars, and snack coach cars, and the scope of work includes the overhaul or replacement of major components and systems that keep the rolling stock in a state of good repair and extend the life of the asset. The work scope includes COT&S (Clean, Oil, Test and Stencil), a mandatory requirement of air brake systems, overhaul and/or replacement of:

trucks, air brake valves, couplers, air conditioning units, batteries, freeze protection system, window sashes (FY2017-20), vestibule door window frames and door seals, lamps, toilets, water heaters, vacuum pumps, backflow preventers, and end of car 480 volt train-line cables, jumpers, and inserts, floor carpet, drapes, and cushions. Additionally, any exterior or interior structural damage will be repaired and new decals applied. The work scope also includes, pending inspection, the overhaul and/or replacement of: door operators, diaphragms, draft gears, seats, battery charger, melamine, sub-flooring, floor rubber, and main 480 volt train-line cables. During FY2017 the Beech Grove Shops will begin an upgrade to low level exit path markings, as well as making improvements to ADA accommodations. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.

These overhauls are scheduled to occur every four years, consistent with the COT&S federal regulatory requirement.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

<b>C.ME.100177 Superliner I Coach Overhaul (Level 2)</b>				
<b>Amtrak Fiscal Year</b>	<b>Number of Units Overhauled per Year</b>	<b>Total Capital Cost</b>	<b>State Share</b>	<b>Amtrak General Capital Share</b>
FY2017	31	\$17,634,529	\$2,908,243	\$14,726,286
FY2018	32	\$18,749,487	\$3,473,820	\$15,275,667
FY2019	35	\$21,122,468	\$2,717,388	\$18,405,080
FY2020	35	\$21,756,142	\$2,114,879	\$19,641,263
FY2021	31	\$19,847,818	\$1,533,605	\$18,314,213

**Superliner II Coach – Level 2 Overhaul (Type SQ EQ SYSC)**

The Superliner II Coach Level 2 Overhaul scope of work includes the overhaul or replacement of major components and systems that keep the rolling stock in a state of good repair and extend the life of the asset. The work scope includes COT&S (Clean, Oil, Test and Stencil), a mandatory requirement of air brake systems, overhaul and/or replacement of: trucks, air brake valves, couplers, air conditioning units, batteries, freeze protection system, window sashes (FY2017-20), vestibule door window frames and door seals, lamps, toilets, water heaters, vacuum pumps, backflow preventers, and end of car 480 volt train-line cables, jumpers, and inserts, floor carpet, drapes, and cushions. Additionally, any exterior or interior structural damage will be repaired and new decals applied. The work scope also includes, pending inspection, the overhaul and/or replacement of: door operators, diaphragms, draft gears, seats, battery charger, melamine, sub-flooring, floor rubber, and main 480 volt train-line cables. During FY2017 the Beech Grove Shops will begin an upgrade to low level exit path markings, as well as making improvements to ADA accommodations. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.

These overhauls are scheduled to occur every four years, consistent with the COT&S federal regulatory requirement.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

C.ME.100042		Superliner II Coach Overhaul (Level 2)		
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share
FY2017	2	\$1,061,384	\$0	\$1,061,384
FY2018	6	\$3,279,676	\$0	\$3,279,676
FY2019	15	\$8,445,165	\$0	\$8,445,165
FY2020	13	\$7,538,718	\$0	\$7,538,718
FY2021	2	\$1,194,597	\$0	\$1,194,597

**Summary Cost per Superliner Unit Used**

The tables below present the average equipment capital use charge per annual daily unit used, calculated as the total annual capital expenditures divided by the total units used for each equipment type for each year. The variation in the annual cost per unit over time is a function of the number of units overhauled in any particular year, the number of units used in that same year, an inflation in the average cost per overhaul over time.

*CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021*

<b>Superliner I</b>		<b>Annual Cost per Average Daily Unit Used</b>				
		FY2017	FY2018	FY2019	FY2020	FY2021
SQ_EQ_SXSC	Superliner I Coach	\$176,257	\$182,833	\$209,030	\$216,911	\$197,885
SQ_EQ_SXSK	Superliner I Snack Coach	\$176,257	\$182,833	\$209,030	\$216,911	\$197,885
SQ_EQ_SXSQ	Superliner I Baggage Coach	\$176,257	\$182,833	\$209,030	\$216,911	\$197,885

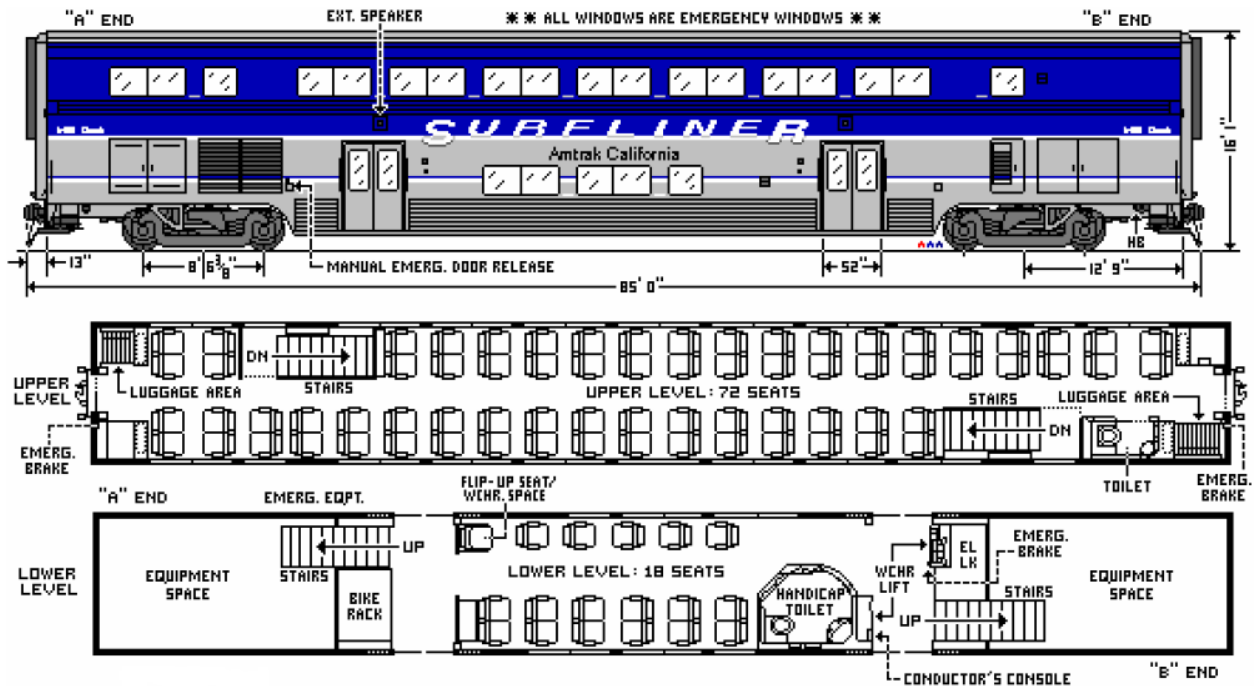
  

<b>Superliner II</b>		<b>Annual Cost per Average Daily Unit Used</b>				
		FY2017	FY2018	FY2019	FY2020	FY2021
SQ_EQ_SYSC	Superliner II Coach	\$40,052	\$123,761	\$318,685	\$284,480	\$45,079

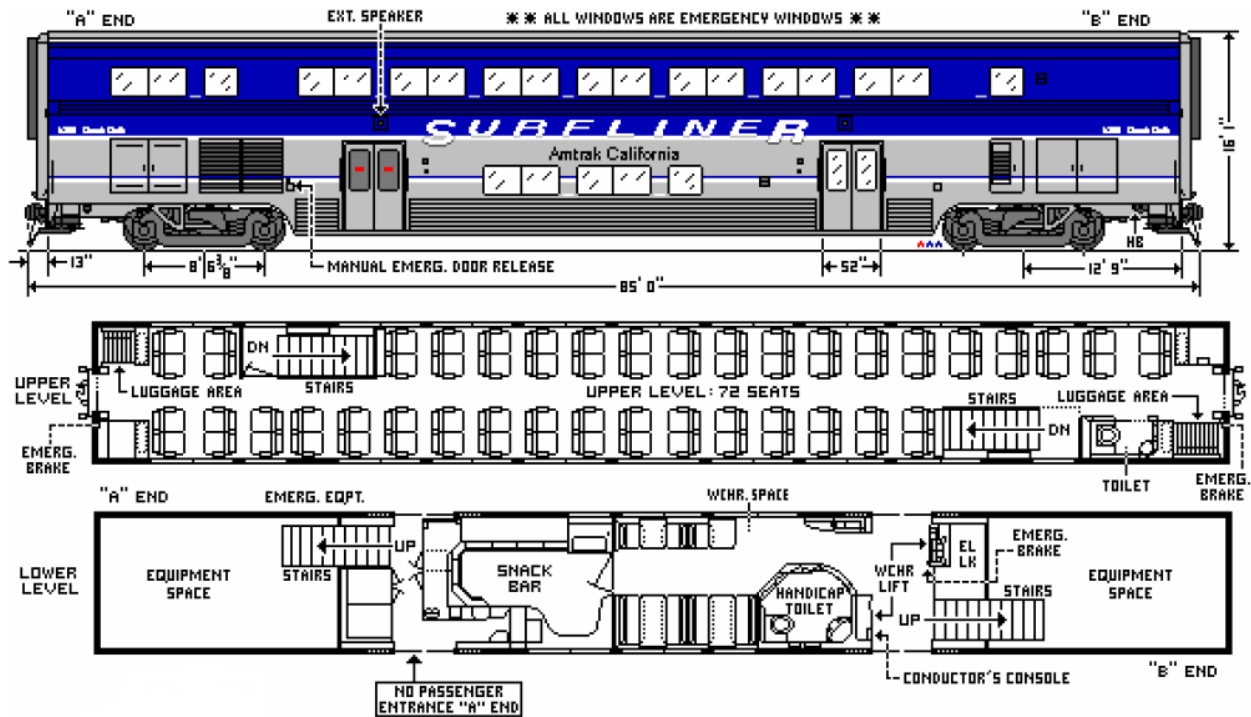
## Surfliner

Amtrak Surfliner cars are bi-level cars qualified for up to 90 mph passenger operation. They are currently used exclusively on the Amtrak *Pacific Surfliner* corridor between San Diego, Los Angeles, and San Luis Obispo, CA. Surfliner cars entered revenue service between 2000 and 2001.

Selected diagrams illustrating these cars are as follows:



*Surfliner Coach (SQ\_EQ\_OXOC)*



*Surfliner Coach/Café (SQ\_EQ\_OXOF)*

Amtrak’s numbers of these cars, including those that are in a SOGR, are provided in the table below:

Surfliner Car	FY2017	Units Used	Active Units	SOGR Units	Non-SOGR Units	Wrecked/ Stored Units	Total Units Owned
SQ_EQ_OXOB	Surfliner Cab/Coach-Baggage	9.0	11	11	0	0	8
SQ_EQ_OXOC	Surfliner Coach	18.0	18	18	0	0	15
SQ_EQ_OXOF	Surfliner Coach/Café	9.0	10	10	0	0	8
SQ_EQ_OXO	Surfliner Business Class	9.0	10	10	0	0	8
<b>Total</b>		<b>45.0</b>	<b>49</b>	<b>49</b>	<b>0</b>	<b>0</b>	<b>39</b>

All 49 cars in Amtrak’s active fleet, 39 of which are owned by Amtrak, are in a SOGR.

Amtrak plans to make the following capital overhauls in this fleet over the next five years. Surfliner cars only have one type of overhaul schedule to be performed every four years.

### Surfliner Coach – Overhaul (Type SQ EQ OXOC)

The Surfliner Coach Overhaul scope of work includes the overhaul or replacement of major components and systems that keep the rolling stock in a state of good repair and extend the life of the asset. The work scope includes COT&S (Clean, Oil, Test and Stencil, a mandatory requirement of air brake systems), overhaul and/or replacement of: trucks, air brake valves, couplers, diaphragms, air conditioning units, batteries, freeze protection system, vestibule door

window frames and door seals, toilets, water heaters, vacuum pumps, backflow preventers, and end of car 480 volt train-line cables, jumpers, and inserts. Additionally, any exterior structural damage will be repaired and new decals applied. The work scope also includes, pending inspection, the overhaul and/or replacement of: door operators, draft gears, battery charger, and main 480 volt train-line cables. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.

These overhauls are scheduled to occur every four years, consistent with the COT&S federal regulatory requirement.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

<b>C.ME.100640</b>		<b>Surfliner Coach- Overhaul</b>		
<b>Amtrak Fiscal Year</b>	<b>Number of Units Overhauled per Year</b>	<b>Total Capital Cost</b>	<b>State Share</b>	<b>Amtrak General Capital Share</b>
FY2017	5	\$1,523,272	\$1,523,272	\$0
FY2018	1	\$313,794	\$313,794	\$0
FY2019	4	\$1,292,831	\$1,292,831	\$0
FY2020	5	\$1,664,520	\$1,664,520	\$0
FY2021	5	\$1,714,456	\$1,714,456	\$0

**Surfliner Business Class (Custom Coach) – Overhaul (Type SQ EQ OXOM)**

The Surfliner Business Class (Custom Coach) Overhaul scope of work includes the overhaul or replacement of major components and systems that keep the rolling stock in a state of good repair and extend the life of the asset. The work scope includes COT&S (Clean, Oil, Test and Stencil, a mandatory requirement of air brake systems), overhaul and/or replacement of: trucks, air brake valves, couplers, diaphragms, air conditioning units, batteries, freeze protection system, vestibule door window frames and door seals, toilets, water heaters, vacuum pumps, backflow preventers, and end of car 480 volt train-line cables, jumpers, and inserts. Additionally, any exterior structural damage will be repaired and new decals applied. The work scope also includes, pending inspection, the overhaul and/or replacement of: door operators, draft gears, battery charger, and main 480 volt train-line cables. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.

These overhauls are scheduled to occur every four years, consistent with the COT&S federal regulatory requirement.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

<b>C.ME.100646</b>		<b>Surfliner Custom Coach - Overhaul</b>		
<b>Amtrak Fiscal Year</b>	<b>Number of Units Overhauled per Year</b>	<b>Total Capital Cost</b>	<b>State Share</b>	<b>Amtrak General Capital Share</b>
FY2017	4	\$1,251,552	\$1,251,552	\$0
FY2018	1	\$322,275	\$322,275	\$0
FY2019	1	\$331,943	\$331,943	\$0
FY2020	2	\$683,802	\$683,802	\$0
FY2021	4	\$1,408,633	\$1,408,633	\$0

**Surfliner Cafe (Coach) – Overhaul (Type SQ EQ OXOF)**

The Surfliner Cafe (Coach) Overhaul scope of work includes the overhaul or replacement of major components and systems that keep the rolling stock in a state of good repair and extend the life of the asset. The work scope includes COT&S (Clean, Oil, Test and Stencil, a mandatory requirement of air brake systems), overhaul and/or replacement of: trucks, air brake valves, couplers, diaphragms, air conditioning units, batteries, freeze protection system, vestibule door window frames and door seals, toilets, water heaters, vacuum pumps, backflow preventers, and end of car 480 volt train-line cables, jumpers, and inserts. Additionally, any exterior structural damage will be repaired and new decals applied. The work scope also includes, pending inspection, the overhaul and/or replacement of: door operators, draft gears, battery charger, and main 480 volt train-line cables. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.

These overhauls are scheduled to occur every four years, consistent with the COT&S federal regulatory requirement.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

C.ME.100647		Surfliner Café - Overhaul			
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share	
FY2017	3	\$1,111,468	\$1,111,468	\$0	
FY2018	0	\$0	\$0	\$0	
FY2019	2	\$786,104	\$786,104	\$0	
FY2020	3	\$1,214,531	\$1,214,531	\$0	
FY2021	3	\$1,250,967	\$1,250,967	\$0	

**Surfliner Cab Car (Coach-Baggage) – Overhaul (Type SQ EQ OXOB)**

The Surfliner Cafe (Coach) Overhaul scope of work includes the overhaul or replacement of major components and systems that keep the rolling stock in a state of good repair and extend the life of the asset. The work scope includes COT&S (Clean, Oil, Test and Stencil, a mandatory requirement of air brake systems), overhaul and/or replacement of: trucks, air brake valves, couplers, diaphragms, air conditioning units, batteries, freeze protection system, vestibule door window frames and door seals, toilets, water heaters, vacuum pumps, backflow preventers, and end of car 480 volt train-line cables, jumpers, and inserts. Additionally, any exterior structural damage will be repaired and new decals applied. The work scope also includes, pending inspection, the overhaul and/or replacement of: door operators, draft gears, battery charger, and main 480 volt train-line cables. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.

These overhauls are scheduled to occur every four years, consistent with the COT&S federal regulatory requirement.

Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

C.ME.100644		Surfliner Cab Car - Overhaul			
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share	
FY2017	3	\$1,136,552	\$1,136,552	\$0	
FY2018	1	\$390,216	\$390,216	\$0	
FY2019	2	\$803,846	\$803,846	\$0	
FY2020	2	\$827,961	\$827,961	\$0	
FY2021	3	\$1,279,200	\$1,279,200	\$0	

### Summary Cost per Surfliner Unit Used

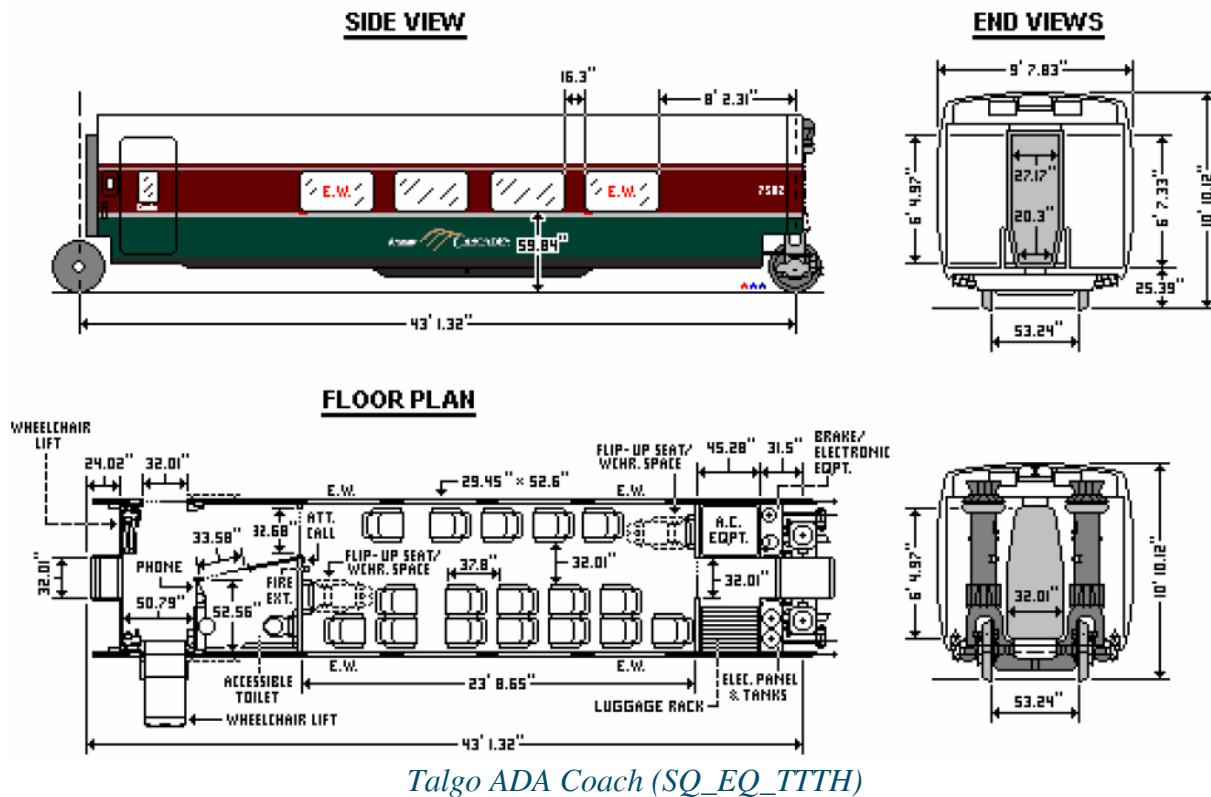
The table below presents the average equipment capital use charge per annual daily unit used, calculated as the total annual capital expenditures divided by the total units used for each equipment type for each year. The variation in the annual cost per unit over time is a function of the number of units overhauled in any particular year, the number of units used in that same year, an inflation in the average cost per overhaul over time.

Surfliner Car		Annual Cost per Average Daily Unit Used				
		FY2017	FY2018	FY2019	FY2020	FY2021
SQ_EQ_OXOB	Surfliner Cab/Coach-Baggage	\$126,284	\$43,357	\$89,316	\$91,996	\$142,133
SQ_EQ_OXOC	Surfliner Coach	\$84,626	\$17,433	\$71,824	\$92,473	\$95,248
SQ_EQ_OXOF	Surfliner Coach/Café	\$123,496	\$0	\$87,345	\$134,948	\$138,996
SQ_EQ_OXOM	Surfliner Business Class	\$139,061	\$35,808	\$36,883	\$75,978	\$156,515

## Talgo

Amtrak Talgo trainsets are passively tilting trainsets designed to operate at higher speeds on curves on existing rail infrastructure. The trainsets are articulated and therefore are not designed to routinely add or drop cars from a train consist. They are currently used exclusively in the *Amtrak Cascades* state supported corridor. Talgo trainsets entered revenue service between 1994 and 1999. Work on Talgo equipment is done by Amtrak labor under Talgo supervision.

Selected diagrams illustrating these cars are as follows:



Amtrak's numbers of these cars, including those that are in a SOGR, are provided in the following table:

Talgo	FY2017	Units Used	Active Units	SOGR Units	Non-SOGR Units	Wrecked/ Stored Units	Total Units Owned
SQ_EQ_TTTB	Talgo Bike/Baggage Car	7.0	7	7	0	0	2
SQ_EQ_TTTE	Talgo Table Car	7.0	7	7	0	0	2
SQ_EQ_TTTH	Talgo ADA Coach	5.0	5	5	0	0	2
SQ_EQ_TTTJ	Talgo End Power / Cab Car	2.0	2	2	0	0	0
SQ_EQ_TTTK	Talgo Business Class	5.0	5	5	0	0	2
SQ_EQ_TTTL	Talgo Bistro Car	7.0	7	7	0	0	3
SQ_EQ_TTTM	Talgo End Power Car	5.0	5	5	0	0	2
SQ_EQ_TTTN	Talgo ADA Business Class	9.0	9	9	0	0	2
SQ_EQ_TTTO	Talgo ADA Coach	9.0	9	9	0	0	3
SQ_EQ_TTTU	Talgo Coach	26.0	26	26	0	0	11
SQ_EQ_TTTW	Talgo ADA Coach (without Toilet)	8.0	8	8	0	0	0
<b>Total</b>		<b>90.0</b>	<b>90</b>	<b>90</b>	<b>0</b>	<b>0</b>	<b>29</b>

All 29 cars in Amtrak’s active fleet are in a SOGR. The other 61 cars are owned by either the Oregon Department of Transportation or Washington State Department of Transportation. Three other Talgo cars, not shown here and owned by Washington State, are inactive.

Amtrak plans to make the following capital overhauls in this fleet over the next five years.

### Talgo Equipment – Overhaul

Amtrak currently overhauls its Talgo trainsets consistent with the work done on the three Washington State owned trainsets. COT&S requirements are followed within the program.

Any capital overhauls completed on Amtrak’s Talgo trainsets are performed in consultation with Washington and Oregon DOTs. No capital work is planned in FY2017. The figures for FY2017 – FY2021 shown in the table below are placeholders for future work, and will be updated in future updates of this CIP.

<b>C.ME.100236 Talgo Equipment Modifications</b>				
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share
FY2017		\$0	\$0	\$0
FY2018		\$0	\$0	\$0
FY2019		\$0	\$0	\$0
FY2020		\$0	\$0	\$0
FY2021		\$0	\$0	\$0

## Diesel Locomotives

Amtrak diesel locomotives are rated for up to 110 mph passenger operation. The P40s, P42s, and P32DMs were all manufactured by General Electric for Amtrak, and share a common body type. The P42s are the workhorse of the Amtrak Long Distance and State Corridor services, and entered revenue service between 1996 and 1997 and between 2000 and 2001. The earlier P40s entered revenue service in 1993. The P32DMs are dual mode locomotives that can operate either using diesel power or as all electric with power provided through a third rail. They entered revenue service between 1995 and 1998. The P32 DMs are used exclusively on *Empire Corridor* routes in New York State, including the Long Distance *Lake Shore Limited* between New York and Albany.

The P32 DASH-8s were also manufactured by General Electric and are based on the Genesis-series freight locomotive and are rated for up to 100 mph passenger operation. They are deployed throughout the Amtrak system, and entered revenue service in 1991.

The F59s were manufactured by Electro-Motive Diesel and are currently used exclusively on Amtrak’s state support corridors, predominately on the *Pacific Surfliner* and *Cascades*. They entered revenue service in 1998.

Amtrak’s numbers of these cars, including those that are in a SOGR, are provided in the table below:

Diesel Locomotive	FY2017	Units Used	Active Units	SOGR Units	Non-SOGR Units	Wrecked/ Stored Units	Total Units Owned
SQ_EQ_DXBD	Diesel Locomotive - P42-8 Loco 1/3/97	144.5	191	191	0	16	207
SQ_EQ_DXBH	Diesel Locomotive - P32-8 (DASH-8)	1.8	18	18	0	0	18
SQ_EQ_DXBP	Diesel Locomotive - P40-8	5.5	13	13	0	16	29
SQ_EQ_DXDM	DUAL MODE Locomotive - P32-Ac-Dm	14.7	18	18	0	1	19
SQ_EQ_DXGM	Diesel Locomotive - F59 Diesel Loco	12.0	21	19	2	0	21
<b>Total</b>		<b>178.5</b>	<b>261</b>	<b>259</b>	<b>2</b>	<b>33</b>	<b>294</b>

Two of the 21 F59 locomotives are not in a SOGR, resulting in 259 of the total 261 active Amtrak diesel locomotive units being in a SOGR. Based on this plan, the two F59 locomotives not currently in a SOGR will be brought into a SOGR by the end of FY2017.

### P40, P42, P32DM Life Cycle Progressive Maintenance (LCPM) Overhaul (Types SQ EQ DXBD, SQ EQ DXBP, SQ EQ DXDM)

The Life Cycle Progressive Maintenance (LCPM) Overhaul program reduces the cost of P42, P40 and P32DM (dual mode) locomotive overhauls by replacing major components at the end of their useful life cycle. Fourteen major components are replaced at intervals of 2 to 14 years. Life-cycles were originally established based on the manufacturer’s (General Electric – GE) warranty

coverage. The diesel engines within the locomotives are warranted for seven years or 1.2 million miles. LCPM work on P40 and P42 locomotives is performed at Amtrak’s facility in Chicago, IL and Beech Grove, IN. LCPM work on the P32DMs is performed at Amtrak’s facility in Rensselaer, NY, with some work also performed at Amtrak’s facilities in Chicago, IL, and Beech Grove, IN.



The LCPM capital overhaul events include: COT&S five-year air brake, COT&S eight-year air brake, radiator hatch, air compressor, air dryer, engine change, includes lube oil cooler, grid blower and alternator blower, five-year truck, heating-ventilation-air conditioning (HVAC), injectors, high pressure fuel pumps, radiator fans, equipment blowers, alternators and paint.

The following tables present Amtrak’s planned LCPM capital costs over the next five years.

<b>C.ME.100653a</b>		<b>P-42 LCPM</b>		
<b>Amtrak Fiscal Year</b>	<b>Number of Units Overhauled per Year</b>	<b>Total Capital Cost</b>	<b>State Share</b>	<b>Amtrak General Capital Share</b>
FY2017		\$28,762,284	\$8,403,634	\$20,358,650
FY2018		\$22,871,172	\$4,590,865	\$18,280,307
FY2019		\$25,740,485	\$4,369,912	\$21,370,573
FY2020		\$23,067,090	\$3,916,055	\$19,151,035
FY2021		\$25,307,493	\$4,296,404	\$21,011,089

<b>C.ME.100653b</b>		<b>P-32DM LCPM</b>		
<b>Amtrak Fiscal Year</b>	<b>Number of Units Overhauled per Year</b>	<b>Total Capital Cost</b>	<b>State Share</b>	<b>Amtrak General Capital Share</b>
FY2017		\$2,552,205	\$2,274,238	\$277,967
FY2018		\$5,418,208	\$4,828,097	\$590,111
FY2019		\$5,494,992	\$5,098,254	\$396,738
FY2020		\$2,815,883	\$2,509,198	\$306,685
FY2021		\$1,068,599	\$952,215	\$116,384

*Note: As LCPM work is completed by component at individual event times, the “Number of Units Overhauled per Year” does not apply and the column is left blank.*

C.ME.100653c		LCPM Paint - P40/P42		
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share
FY2017	10	\$940,270	\$274,724	\$665,546
FY2018	19	\$1,922,988	\$385,996	\$1,536,992
FY2019	7	\$729,723	\$123,884	\$605,839
FY2020	9	\$966,362	\$164,057	\$802,305
FY2021	12	\$1,327,137	\$225,305	\$1,101,832

C.ME.100653h		LCPM Paint - P32DM		
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share
FY2017	5	\$467,784	\$416,836	\$50,948
FY2018	5	\$506,049	\$450,934	\$55,115
FY2019	5	\$521,231	\$483,598	\$37,633
FY2020	3	\$322,121	\$287,038	\$35,083
FY2021	0	\$0	\$0	\$0

**F59 Locomotive – Mid-Life Overhaul (Type SQ EQ DXGM)**

The F59 Locomotive Mid-Life Overhaul scope of work includes the overhaul or replacement of major components and systems that keep the rolling stock in a state of good repair and extend the life of the asset. The work scope includes COT&S (Clean, Oil, Test and Stencil, a mandatory requirement of air brake systems), overhaul and/or replacement of: trucks, main engine, air compressor, HEP Genset, air brake valves, couplers, draft gears and air conditioning units. During the overhaul a complete testing of all systems will be conducted. The work scope also includes,



pending inspection, the overhaul and/or replacement of: Conduit, wiring, main 480 volt train-line cables, and battery charging components. During the overhaul any outstanding fleet-wide modifications, safety and/or reliability enhancements as well as FRA mandated items will be completed.

After mid-life overhaul, F59’s are scheduled to be placed on an LCPM type schedule for component replacement. Amtrak plans to complete the following number of units at a total project cost per each plan year as follows:

C.ME.100005		F-59 Overhaul			
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share	
FY2017	2	\$2,421,330	\$2,421,330	\$0	
FY2018	0	\$0	\$0	\$0	
FY2019	0	\$0	\$0	\$0	
FY2020	0	\$0	\$0	\$0	
FY2021	0	\$0	\$0	\$0	

**F59 Locomotive – LCPM (Type SQ EQ DXGM)**

As Amtrak completes the overhaul program on the F59 locomotives, it is moving this locomotive type to a Life Cycle Progressive Maintenance (LCPM) Overhaul program. The plan for component replacement/overhaul on Amtrak’s F59 fleet is as follows. At three year intervals the following components will be replaced: head end power (HEP) unit, HEP hatch, fuel injectors, water pumps, main engine and HEP starters, and air compressor heads. COT&S will be performed every four years. At five years the following components will be replaced/overhauled: HVAC unit and truck assemblies. At six years the main engine, main engine hatch, main generator, auxiliary generator/blower assembly, air compressor, inertial air discharge hatch assembly, and lubrication rack will be replaced/overhauled.

F59 LCPM work is completed at Amtrak’s facilities in either Los Angeles or Seattle. The following tables present Amtrak’s planned F59 LCPM capital costs at each maintenance facility over the next five years.

C.ME.100653d		F59 LCPM (Los Angeles)		
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share
FY2017		\$391,337	\$391,337	\$0
FY2018		\$1,862,435	\$1,241,623	\$620,812
FY2019		\$1,826,543	\$1,065,483	\$761,060
FY2020		\$1,768,803	\$0	\$1,768,803
FY2021		\$1,734,291	\$0	\$1,734,291

C.ME.100653e		F59 LCPM (Seattle)		
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share
FY2017		\$117,993	\$117,993	\$0
FY2018		\$507,104	\$338,069	\$169,035
FY2019		\$572,584	\$334,007	\$238,577
FY2020		\$727,117	\$0	\$727,117
FY2021		\$840,706	\$0	\$840,706

### Summary Cost per Diesel Locomotive Unit Used

The following table presents the average equipment capital use charge per annual daily unit used, calculated as the total annual capital expenditures divided by the total units used for each equipment type for each year. The variation in the annual cost per unit over time is a function of the number of units overhauled in any particular year, the number of units used in that same year, and inflation in the average cost per overhaul over time.

Diesel Locomotive		Annual Cost per Average Daily Unit Used				
		FY2017	FY2018	FY2019	FY2020	FY2021
SQ_EQ_DXBD	Diesel Locomotive - P42-8 Loco 1/3/97	\$197,968	\$164,050	\$170,624	\$154,917	\$171,684
SQ_EQ_DXBH	Diesel Locomotive - P32-8 (DASH-8)	\$2,564,982	\$0	\$0	\$0	\$0
SQ_EQ_DXBP	Diesel Locomotive - P40-8	\$197,968	\$164,050	\$170,624	\$154,917	\$171,684
SQ_EQ_DXDM	DUAL MODE Locomotive - P32-Ac-Dm	\$205,572	\$403,266	\$271,482	\$213,605	\$72,740
SQ_EQ_DXGM	Diesel Locomotive - F59 Diesel Loco	\$244,222	\$197,462	\$199,927	\$207,993	\$214,583

## Electric Locomotives

Amtrak is currently receiving delivery of 70 ACS-64 electric locomotives from Siemens, which will replace Amtrak’s existing fleet of AEM-7 and HHP-8 electric locomotives. The last of these 70 new units will be delivered in FY2016. The majority of these locomotives operate *Northeast Regional* and Long Distance trains operating on the Northeast Corridor. Some operate on the *Keystone Service* in Pennsylvania. As these locomotives are currently being delivered, the actual number is fluctuating. However, as of this writing, Amtrak’s electric locomotive fleet looked as follows:

Electric Locomotive	FY2017	Units Used	Active Units	SOGR Units	Non-SOGR Units	Wrecked/ Stored Units	Total Units Owned
SQ_EQ_EXAE	AEM7 Electric Locomotive	0.0	10	10	0	40	50
SQ_EQ_EXEH	HHP-8 Electric Locomotive	0.0	0	0	0	15	15
SQ_EQ_EXES	ACS-64 Electric Locomotive	47.4	57	57	0	0	57
<b>Total</b>		<b>47.4</b>	<b>67</b>	<b>67</b>	<b>0</b>	<b>55</b>	<b>122</b>

All of the electric locomotive units are in a SOGR.

### ACS-64 Life Cycle Progressive Maintenance (LCPM) Overhaul (Type SQ EQ EXAC)

The first ACS-64 locomotive began operating in service in February 2014. Amtrak and Siemens are working through the capital plan for component replacement on the ACS-64 locomotive fleet. As of this writing the plan is to replace pantographs at two year intervals, beginning in FY2017. COT&S work will be performed every five years. At six years the following components are planned for replacement/overhaul: trucks, traction motor fans, transformer pump, batteries, cooling unit, wiper arms, sand traps, air compressor, couplers, draft gears, and HVAC units.

C.ME.100653g		ACS64 LCPM		
Amtrak Fiscal Year	Number of Units Overhauled per Year	Total Capital Cost	State Share	Amtrak General Capital Share
FY2017		\$894,692	\$99,750	\$794,942
FY2018		\$1,272,981	\$141,925	\$1,131,056
FY2019		\$1,018,641	\$113,569	\$905,072
FY2020		\$6,676,192	\$744,332	\$5,931,860
FY2021		\$8,814,502	\$982,733	\$7,831,769

These estimates are extremely preliminary as at the time of this writing Amtrak was still negotiating with its vendors on contractual support to conduct this program for the ACS-64 electric locomotives.

**Summary Cost per Electric Locomotive Unit Used**

The following table presents the average equipment capital use charge per annual daily unit used, calculated as the total annual capital expenditures divided by the total units used for each equipment type for each year. The variation in the annual cost per unit over time is a function of the number of units overhauled in any particular year, the number of units used in that same year, and inflation in the average cost per overhaul over time.

Electric Locomotive		Annual Cost per Average Daily Unit Used				
		FY2017	FY2018	FY2019	FY2020	FY2021
SQ_EQ_EXES	ACS-64 Electric Locomotive	\$18,882	\$26,866	\$21,498	\$140,899	\$186,028

## Acquisitions

Amtrak has two active equipment acquisitions underway that include units that are being deployed in state corridor service. As these acquisitions were developed prior to the implementation of PRIIA 209, Amtrak decided not to apply the acquisition costs of these units as part of the equipment capital use charge where Amtrak is using the units as a one-for-one replacement of older equipment deployed in the same service. The discussion of the two equipment types is provided as information only.

### ACS-64 Acquisitions (RRIF)

Amtrak is currently receiving delivery of 70 ACS-64 electric locomotives from Siemens, which will replace Amtrak’s existing fleet of AEM-7 and HHP-8 electric locomotives. The majority of these locomotives operate *Northeast Regional* and Long Distance trains operating on the Northeast Corridor. Some operate on the *Keystone Service* in Pennsylvania. As these locomotives are currently being delivered, the actual number is fluctuating. However, as of this writing, Amtrak’s electric locomotive fleet looked as follows:

Electric Locomotive	FY2017	Units Used	Active Units	SOGR Units	Non-SOGR Units	Wrecked/ Stored Units	Total Units Owned
SQ_EQ_EXAE	AEM7 Electric Locomotive	0.0	10	10	0	40	50
SQ_EQ_EXEH	HHP-8 Electric Locomotive	0.0	0	0	0	15	15
SQ_EQ_EXES	ACS-64 Electric Locomotive	47.4	57	57	0	0	57
<b>Total</b>		<b>47.4</b>	<b>67</b>	<b>67</b>	<b>0</b>	<b>55</b>	<b>122</b>

All of the electric locomotive units are in a SOGR. The AEM7s entered revenue service between 1980 and 1988, and the HHP-8s entered revenue service between 1999 and 2001.

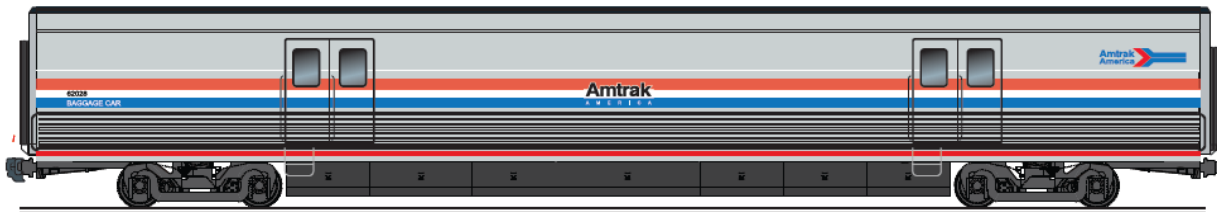
### Viewliner II Baggage Car Acquisition

Amtrak has ordered and received 70 new baggage cars as part of its 130 long distance single level (Viewliner II) car order. As of this writing 58 units have been delivered with the remaining 12 cars planned for 1<sup>st</sup> quarter FY2017. With the full delivery, Amtrak plans to retire its existing Heritage baggage cars. These cars currently operate on two state supported routes, the *Carolinian* and *Washington-Newport News*. As these cars are currently being delivered, the actual number is fluctuating. However, as of this writing, Amtrak’s baggage car fleet looked as follows:

Viewliner II	FY2017	Units Used	Active Units	SOGR Units	Non-SOGR Units	Wrecked/ Stored Units	Total Units Owned
SQ_EQ_VYVG	Viewliner II Baggage	52.9	70	70	0	0	70
	<b>Total</b>	<b>52.9</b>	<b>70</b>	<b>70</b>	<b>0</b>	<b>0</b>	<b>70</b>

As of this writing, the details of an eventual overhaul program for these cars are not developed although a program could begin between FY2019 and FY2020.

*Viewliner II Baggage Car*



## 4. Implementation and Reconciliation

### Reconciliation Process

Amtrak will reconcile states' estimated payments for equipment capital use charges to the actual count of units receiving capital maintenance; the actual cost of the capital maintenance performed; and a state's actual use of Amtrak-owned equipment, as called for in the Agreed 209 Methodology.

### Draft Reconciliations

At the end of each quarter of Amtrak's fiscal year, and upon the close out of the necessary financial systems, Amtrak will prepare for the states a draft reconciliation as described above for the year to date. This reconciliation will contain:

- An updated table indicating how records of maintenance performed by equipment type are matched to records of units used by equipment type;
- Records of units used by route;
- Records of actual maintenance performed by equipment type, including the count of units receiving capital maintenance, if applicable, and the total actual cost of maintenance performed by equipment type. These costs will be allocated to routes based on units used, as described in the Agreed 209 Methodology, and then summarized by route based on the states' support of the respective routes.

A sample of this report, representing preliminary data for Route 15 *Empire Service* follows:



## Detailed Records

When requested, Amtrak will provide the states with detailed records in support of the draft reconciliations. Detailed records will include the same level of detail as shared with the states during the development of the CIP. Detailed records include information on units overhauled, costs of overhauls, and units used. The states recognize the confidential, proprietary, and trade secret nature of this detailed data. Therefore, the states realize that Amtrak will require each state to enter into a non-disclosure agreement with Amtrak prior to receiving the data or arrange to view it at an Amtrak facility, consistent with each state's individual public records laws to ensure Amtrak's confidential, proprietary, and trade secret information is protected.

Amtrak's work breakdown structure (WBS) coding determines whether charges are recorded as capital or operating. In Section 3, the CIP provides Amtrak's WBS for each capital overhaul type in the tables that provide the number of units Amtrak plans to overhaul and the forecast capital cost for each of the CIP years. The states can view the number of units overhauled and cost to date by reviewing Amtrak's *Monthly Performance Report*, available on [www.Amtrak.com](http://www.Amtrak.com), under About Us, Reports, in addition to the quarterly draft reconciliation reports.

## Expected Differences between Draft and Final Reconciliations

The states and Amtrak acknowledge that during the course of implementing the capital overhaul work contained within the CIP, there will be fluctuations across equipment types and individual units within an equipment type in the work required; the share of labor and materials required to perform that work; the timing and schedule for performing that work during the year; and other factors.

As part of the quarterly draft reconciliations, Amtrak will analyze the variance between the plan and the actual count of units receiving capital work and the actual cost of the capital work performed. If any of these variances exceed the thresholds listed in the next sub-section below, Amtrak will investigate and provide an explanation of the causes to the states, and propose any adjustments to the work plan for the remainder of the year. Lessons learned from these analyses will be incorporated into future years' plans, such as the adjustment of scopes of work, cost estimates or overhead rates. The discussion-venues for variances are the user groups for each of the equipment types.

## Spending Plans and Variance Reporting Threshold

Spending plans for capital overhauls will be developed for each equipment type and shared with user group members. Spending plans will contain, at a minimum:

**Number of units overhauled**

	CIP units (cumulative)	Current Plan (cumulative)	Actual (cumulative)	Current plan as % of total
Q1	#	#	#	= (current plan.quarter)/(current plan.sum)
Q2	#	#	#	= (current plan.quarter)/(current plan.sum)
Q3	#	#	#	= (current plan.quarter)/(current plan.sum)
Q4	#	#	#	= (current plan.quarter)/(current plan.sum)
	=(sum)	=(sum)	=(sum)	= 100%

**Cost of capital overhauls performed**

Amtrak  
Budget

\$

	CIP dollar (cumulative)	Current Plan (cumulative)	Actual (cumulative)	Current plan as % of sum
Q1	\$	\$	\$	= (current plan.quarter)/(current plan.sum)
Q2	\$	\$	\$	= (current plan.quarter)/(current plan.sum)
Q3	\$	\$	\$	= (current plan.quarter)/(current plan.sum)
Q4	\$	\$	\$	= (current plan.quarter)/(current plan.sum)
	=(sum)	=(sum)	=(sum)	= 100%

Amtrak’s spending plan for each equipment type will be revised if necessary each quarter to reflect changes in financial conditions. For example, if Amtrak’s capital equipment overhaul budget is less than the amount projected by the plan, then the spending plans will be updated to reflect the revised numbers.

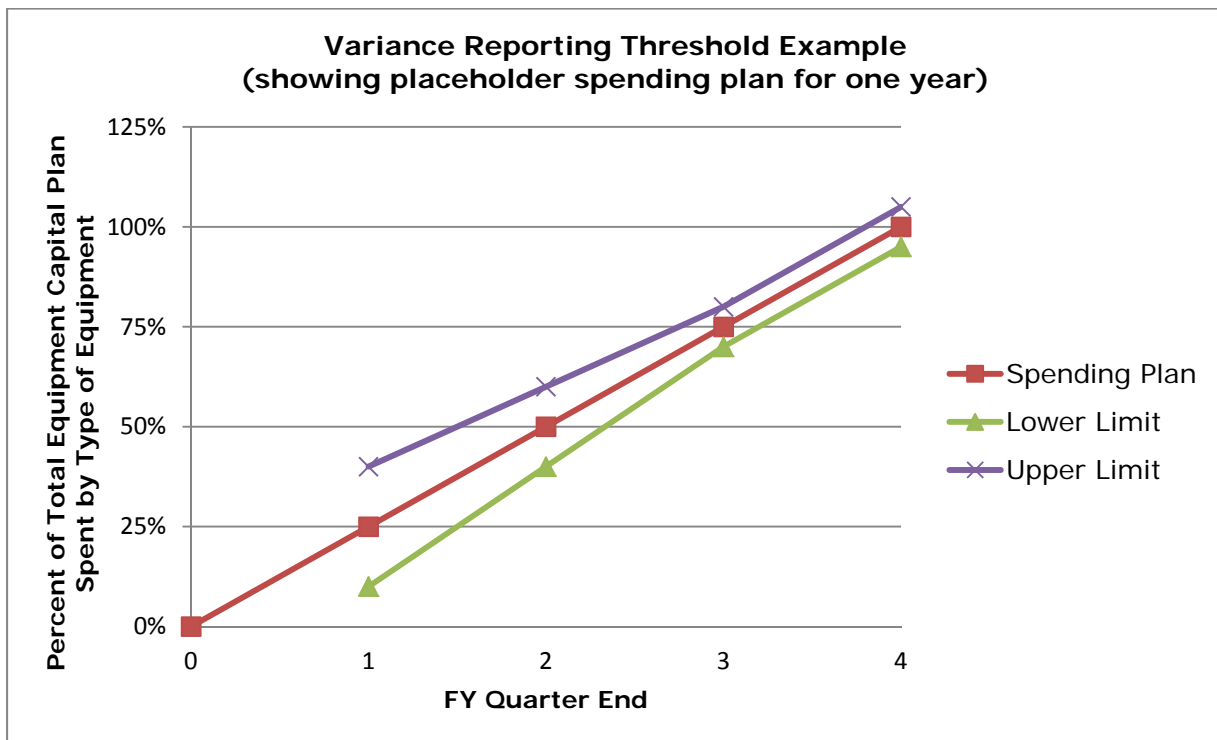
If, at the conclusion of any quarter, variances exceed the thresholds in the following table, Amtrak will investigate and discuss the findings with the states during the appropriate user group meeting, and Amtrak and the appropriate state user group may propose adjustments to the work plan for the remainder of the year, including, but not limited to, the state user group securing supplemental or additional funding from any possible source, the state user group adjusting the number of Amtrak units provided pursuant to a modified service plan, and the state user group working with Amtrak to explore revising the overhaul schedule and/or overhaul scope.

**Table: Variance Reporting Thresholds for cumulative spending**

FY Quarter End	Planned percentage of annual FY spending (placeholder values)	Variance Reporting Threshold**
1	25%	Plan +/- 15% of annual sum
2	50%	Plan +/- 10% of annual sum
3	75%	Plan +/- 5% of annual sum
4	100%	Plan +/- 5% of annual sum

Note: \*\* See text above for definition and use of variance.

The following graph further illustrates the variance reporting thresholds.



## Contingency

This plan does not include any contingency within the planned capital investments. However, several states have sought Amtrak’s guidance on what they should add as contingency to the planned investments for individual budgeting purposes. For this purpose, Amtrak suggests that each state consider the following:

- Plan Year 1 (FY2017): 5 percent contingency
- Plan Year 2: 10 percent contingency
- Plan Year 3: 15 percent contingency
- Plan Year 4: 20 percent contingency
- Plan Year 5: 30 percent contingency

These recommended contingency amounts are a starting point. States should evaluate variances as they relate to their own corridor, and establish an appropriate contingency based on professional judgment.

## User Groups

To support the state partners' understanding of any variances, Amtrak will establish "User Groups" around the major equipment types that will meet as needed following the quarterly draft reconciliations. The following are general topics that contribute to variances during overhaul, and are examples of the types of things that could be discussed on an Amtrak-State Equipment User Group:

Field Performance Issues – The reliability performance for all the various car types is tracked by Amtrak Mechanical. Based on this information, improvements for reliability are identified. When possible some modification improvements are added in the field, otherwise they are implemented during the overhaul cycle of the equipment.

Regulatory/ Safety Requirements - New federally-mandated requirements are implemented during an overhaul cycle, and can include new regulations released by the FRA, Environmental Protection Agency (EPA), and Food & Drug Administration (FDA). They may also include new Access Board Requirements for passengers with special needs. Safety related items that can be resolved through an overhaul change are installed upon recognition.

Manufacturing Cost – Manufacturing costs can vary based on changes in the cost of materials or through labor efficiencies and balancing facility workloads.

Vehicle Equity – Costs also vary based on the condition of the vehicle core. When a capitalized part is replaced, the core is returned to one of the back shops or to an external vendor to be rebuilt. The material content of that core determines the amount of parts and labor required to rebuild it, along with the yield of the allowed reusable material.

Amtrak will use the results of the reconciliations and User Group discussions in developing each Minor update of the CIP, projecting the impact of any changes in schedule to the number of units overhauled in the out years, as well as changes in the scope of work for each overhaul type.

## Credits for Past State Investments

Prior to the development and implementation of the Agreed 209 Methodology, some states made investments in capital improvements to Amtrak rolling stock. Examples include the funding of wreck repair and overhaul of Amfleet cars by the Commonwealth of Virginia to expand Amtrak service on routes to Lynchburg, Richmond, Newport News, and Norfolk; the funding of Level 2 overhauls of Amfleet cars by the State of Illinois for the introduction of Chicago-St. Louis High

Speed Rail; the funding of mid-life (Level 3) overhauls of Horizon food service cars and F40 cab-baggage cars by the State of California for use on the *San Joaquin*, and funding for programed overhaul work on equipment types deployed on the *Downeaster* by the Northern New England Passenger Rail Authority (NNEPRA).

Amtrak has provided the funding partners that provided funds for capital programs on Amtrak equipment a credit towards the PRIIA 209 Equipment Capital Use Charge for FY2014 and, where applicable, future years. These credits were calculated based on the total amount of the state funds provided, the useful life of the capital overhauls funded, and the useful life of the funded overhauls after the implementation of the PRIIA 209 Equipment Capital Use charge. This method prevents a state funding partner from being potentially charged again for overhaul work it had previously funded.

In addition, in the FY2014-FY2018 CIP, Amtrak provided the states a credit for Amtrak equipment that was not in a state of good repair (SOGR) on October 1, 2013 (see definition on page 6). With the implementation of the PRIIA 209 Methodology on October 1, 2013, some Amtrak equipment units did not meet Amtrak's definition of being in a SOGR. Therefore, Amtrak, its state funding partners, and the FRA agreed to a method of Amtrak providing those state partners using Amtrak-owned equipment that is not considered to be in a SOGR in a credit towards their equipment capital use charges as part of the May 15, 2014 Framework Agreement. This credit represents the net present value of the entire amount of deferred maintenance not previously funded by the federal government. Amtrak identified 20 F40 Non-Powered Cab Units (NPCUs), 11 F59PHI diesel locomotives, and nine Amfleet II coaches as not being in a SOGR. The SOGR credit is calculated on the capital requirement for those total programed overhauls for the fiscal year multiplied by the share of units not in SOGR. While the NPCU and F59PHI units are out of their full capital heavy overhaul cycle, the Amfleet II units have met their Level 1 overhaul schedules, but not their Level 2 overhauls. Therefore, while the NPCUs and F59PHI credits are calculated on the full capital requirement for their overhauls in FY2015, the Amfleet II coaches' SOGR credit is limited to the Amfleet II Coach Level 2 overhaul capital requirement.

The table below provides more details on the SOGR credit for FY2015 by Amtrak state supported route.

Calculation of State-of-Good-Repair Credits  
State-Supported Routes, FY2015 Equipment Capital Use Charge Forecast, Updated 7/25/2014

Unit Type >		NPCU Cab-Baggage Units		F59PHI Diesel Locomotives		Amfleet II Coaches <sup>1</sup>		Total SOGR Credit
Credit >		Fleet wide credit amount:		Fleet wide credit amount:		Fleet wide credit amount:		
		(\$1.683 million total cost x 20/22 units)		(\$5.815 million total cost x 11/21 units)		(\$16.067 million total cost x 9/120 total units)		
Route		Forecast % of Units Used on this Route	SOGR Credit Applicable to this Route	Forecast % of Units Used on this Route	SOGR Credit Applicable to this Route	Forecast % of Units Used on this Route	SOGR Credit Applicable to this Route	
<b>Northeast</b>								
3	Ethan Allen Express	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
04A	Vermont	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
7	Albany-Niagara Falls (Toronto)	0.00%	\$0	0.00%	\$0	4.55%	\$54,827	\$54,827
9	Downeaster	21.43%	\$327,914	0.00%	\$0	0.00%	\$0	\$327,914
12A	New Haven-Springfield	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
14	Keystone	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
15	Empire Service	0.00%	\$0	0.00%	\$0	2.69%	\$32,414	\$32,414
40	Adirondack	0.00%	\$0	0.00%	\$0	2.58%	\$31,089	\$31,089
57	Pennsylvanian	0.00%	\$0	0.00%	\$0	4.96%	\$59,768	\$59,768
<b>South/Southwest</b>								
29	Heartland Flyer	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
46	Washington-Lynchburg	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
47	Washington-Newport News	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
50	Washington-Norfolk	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
51	Washington-Richmond	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
66	Carolinian	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
67	Piedmont	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
<b>Midwest</b>								
20	Lincoln Service	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
21	Hiawatha Service	14.29%	\$218,660	0.00%	\$0	0.00%	\$0	\$218,660
22	Wolverine Service	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
23	Illini, Saluki	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
24	Illinois Zephyr, Carl Sandberg	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
41	Blue Water	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
54	Hoosier State	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
56	Missouri River Runner	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
65	Pere Marquette	7.14%	\$109,254	0.00%	\$0	0.00%	\$0	\$109,254
<b>West</b>								
35	Pacific Surfliner	7.14%	\$109,254	72.73%	\$2,215,439	0.00%	\$0	\$2,324,692
36	Cascades	28.57%	\$437,168	27.27%	\$830,675	0.00%	\$0	\$1,267,843
37	Capitol Corridor	0.00%	\$0	0.00%	\$0	0.00%	\$0	\$0
39	San Joaquins	21.43%	\$327,914	0.00%	\$0	0.00%	\$0	\$327,914
<b>TOTAL</b>		<b>100.00%</b>	<b>\$1,530,164</b>	<b>100.00%</b>	<b>\$3,046,114</b>	<b>14.78%</b>	<b>\$178,098</b>	<b>\$4,754,375</b>

Notes:

1 Unlike the other two unit types provided, Amfleet II coaches are not used exclusively in Amtrak state supported service, but in Amtrak long distance service, accounting for the remaining 85.22 percent of units used.

This update of the CIP includes bringing all of Amtrak's equipment into a SOGR by the conclusion of FY2017.

## 5. Next Steps

The PRIIA Section 209 Cost Methodology Policy requires Amtrak to develop a five-year capital investment program in consultation with the states. The states worked with the NGENC to create the 514 Subcommittee which provides a forum for Amtrak to work with all affected states jointly and draft annual CIP documents. Each CIP comprises the basic implementation structure to meet the requirements of the Policy. Therefore, this document:

- Highlights the basic implementation structure of the policy;
- Forecasts units used for all routes;
- Forecasts number of overhauls by type of equipment;
- Forecasts cost expenditures for the equipment capital overhauls;
- Contains a process for reconciling planned and actual expenditures;
- Documents user groups, state of good repair credits, and credits for past state investment.

This edition of the CIP is not an end. Instead, it is a *living document*. Periodic updates, both major and minor, will happen according to the process outlined in Section 1.

Chapter 5 touches on changes from the previous edition, topics that are handled at a corridor level, and issues for future editions of the plan.

### Progress in the Current Edition

This update of the CIP, FY2017-FY2021, contains progress on multiple fronts over the original FY2014-FY2018 version. These accomplishments include:

- The inclusion of key definitions used throughout the plan in Section 1.
- As included in Section 1, recognition in Section 1 of the recently created State-Amtrak Intercity Passenger Rail Committee (SAIPRC) and its role in relation to the PRIIA 209 Cost Methodology Policy.
- An updated process for Minor Updates that accommodates more interaction between Amtrak and the states defined in Section 1.
- Updated five-year forecasts of units used and equipment capital overhaul schedules provided in Sections 2, 3, and Appendix I.
- The identification of Amtrak equipment planned to be displaced from state corridor service with new state-owned equipment by units used and the pro rata share of equipment overhaul capital.
- Inclusion of Amtrak's plan to bring all non-State of Good Repair equipment into a SOGR in Section 3.
- The addition of contingency levels for budget planning purposes by plan year in Section 4.

## Issues for Future Updates

The following topics are not detailed in this update of the CIP, and will be subject of ongoing discussions between Amtrak and the states. The Equipment User Groups provide one forum for the discussion of issues, and provide a way for creative solutions to be generated.

These topics will be included with future updates of the CIP as appropriate:

- Specific cases that are *not* included in this CIP:
  - Spares: Because spare equipment is not in use on a specific route, there are no units used associated with that equipment. Spare equipment is important on corridors for various reasons. Equipment can be out of service at any time for preventative maintenance, overhauls, wreck repair, “protect” equipment and/or attrition replacement. This CIP does not provide guidance on how to achieve efficiencies in the ratio of spare equipment to that deployed in active rotation on train consists, nor does it provide any recommendation on minimum or maximum ratios for Amtrak’s equipment. Amtrak will work with individual state funding partners as requested on evaluating changes in specific route schedules and service plans to maximize the efficient use of equipment realized in the number of units used while ensuring sufficient time available for that equipment to meet the performance standards established for each route.
  - Capital Equipment Procurement: The PRIIA 209 Cost Methodology calls for Amtrak’s capital investments to procure new equipment to be shared with the affected state funding partners as a capital use charge on a pro rata share, but no additional detail is documented in this implementation plan. Amtrak decided not to include these investments for the new ACS-64 electric locomotives and the new Viewliner II baggage cars that replace older equipment that Amtrak will retire in the equipment capital use charges, as Amtrak placed these orders prior to the implementation of PRIIA 209 and the states did not participate in Amtrak’s process to acquire the units. Therefore this issue remains open for future Amtrak acquisitions.
  - Differing capital overhaul needs: Some corridors may have different capital overhaul needs based on various factors specific to their operating environment. This implementation plan treats all operation conditions equally. Because Amtrak maintains all equipment of a certain type to be interchangeable, this means all equipment of a certain type is maintained to the most-stringent level, and corridors with less-stringent needs may see higher costs. As new equipment is acquired, states will need to evaluate the efficiencies gained by using Amtrak

equipment that is part of a larger pool versus the benefits they may gain by having a specialized fleet for a specific corridor with the costs of having a potentially higher number of spare units.

- Funding Adjustments: Adjustments in service or funding from one corridor or funding partner affect all other corridors/funding partners using the same equipment types. While these adjustments are accounted for within the methodology from an overall perspective, there may be disparate effects between corridors. For instance, if one corridor reduces service levels for a type of equipment and the total cost of overhauls is unchanged, then other corridors will see a higher proportion of the overall costs on a units used basis. To minimize the risk of such adjustments, this CIP incorporates all of the equipment plans received from Amtrak's state funding partners, but unfortunately some states did not provide their plans. Active participation by Amtrak and the states in the equipment planning process is a must for future CIP updates.
- Custom Branding: Some corridors have custom paint schemes or train wraps consistent with their local branding and/or advertising. States with branding may have an interest in keeping that equipment on their corridor. Amtrak and other state partners may have an interest in reallocating that equipment to different corridors based on operational considerations.
- Custom Overhauls: If a state wishes to have custom work done on Amtrak equipment deployed solely on its route, there is no avenue for that work to be completed within this implementation plan. Current practice leaves any custom work to contract negotiation between Amtrak and the state(s) affected on a single corridor. Some precedent has been established with credits for past state investments as discussed in Section 4 that could become the basis for a future process.
- Equipment Demand Exceeds Amtrak Supply: Due to a combination of factors, state corridors may request more equipment of a certain type than Amtrak is able to supply. No process has been established to manage this case.
- Quality Assurance and Quality Control Procedures: The states have an interest in Amtrak ensuring that any equipment capital work completed meets or exceeds a standard of quality to meet the objective of reducing in service failures and potential increased operating costs. This CIP does not establish a quality standard, procedures to ensure such a standard is met, or any sort of "warranty" process for any rework. These standards will be developed in conjunction with

the Performance Measurements Work Group.

- Wrecked or Otherwise Out-of-Service Equipment: Before the implementation of PRIIA 209, some states have funded capital overhauls for Amtrak to return wrecked or otherwise out-of-service equipment to revenue service.
- **Alternatives Analysis**  
Currently no alternative scenarios are analyzed in this CIP. If there are specific scenarios to analyze, those scenarios may be appropriate for future updates. For example, one set of scenarios could analyze the optimal cost solution for equipment replacement by states or by Amtrak. Another set of scenarios could present the impact on equipment capital use charges due to altering the number of units used, be it through reduced spare/protect ratios or the reduced need for specific equipment types due to the discontinuance of a service or deployment of fewer or alternative equipment types.
- **Equipment End-of-Life**  
According to Amtrak's Fleet Strategy Plan of 2012, Amtrak has a long-term goal to phase out certain equipment due to age, wear, and life cycle cost. Amtrak may determine that a piece of equipment is no longer desirable for active service from its business perspective. Currently, there is no shared understanding with the states documenting what that process is, an appropriate notice period, and options for states with affected equipment. Some options for affected corridors may include purchasing equipment from Amtrak, custom overhauls such as a mid-life Level 3 overhaul, replacing phased-out equipment with state-purchased rolling stock, or other options not yet identified. As of this writing, Amtrak has several initiatives underway that will result in a revised Fleet Strategy Plan. Amtrak is evaluating the opportunity for life extension projects on its P42 diesel locomotives and Amfleet I cars. This information should be available by the FY2017-FY2020 CIP update.
- **Major Introduction of State-Owned Equipment**  
A large amount of state-owned equipment is anticipated to enter service during this plan period, as identified in this CIP with the Released for Redistribution units used. Amtrak, in consultation with the states, must now determine whether there are alternative uses for this equipment, or if it will be removed from active service and how the corporation can remove all proportionate capital relating to their current levels of overhaul.
- **Cost Transparency**  
Cost transparency continues to be an important issue. Amtrak and the states will continue to work to identify means to provide clarity on how costs are built up and document assumptions and risks that will ensure the stakeholders understand the strengths and

weaknesses of the estimates while taking necessary actions to protect Amtrak confidential and trade secret information. Addressing this issue will be beneficial to all as it impacts budget planning, risk management, and justification of the expenses to the respective stakeholders.

- **Reconciliation Process**

Amtrak, with assistance from the “514” Subcommittee, will continue to improve the reconciliation process and state reporting to meet the quarterly expectations established in Section 4 of this CIP. Amtrak requires further investment in its information reporting resources to best meet the states’ expectations in this area. Amtrak and “514” Subcommittee will work to complete the reconciliation no later than forty-five (45) days after the end of the fiscal quarter. If there are resource constraints, Amtrak will bring up those issues to the “514” Subcommittee. FRA will work with Amtrak to address the resource issues.

## **Appendix I**

### **FY2017-FY2021 State Corridor Route's Units Used and Forecast Equipment Capital Use Charges**

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

CIP FY2017-FY2021				Ethan Allen Express			
FY2017		APT_RT_03		Ethan Allen Express			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SO_EQ_AXAS	Amfleet I Capstone Standard	1.72	0.55%	\$157,381
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SO_EQ_AXCD	Amfleet I Club Dinette	0.42	0.67%	\$75,786
C.ME.100377	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	0.42	0.67%	\$0
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SO_EQ_AXAS	Amfleet I Capstone Standard	1.72	0.55%	\$77,252
<b>Sub-Total of Amfleet I</b>							<b>\$310,419</b>
C.ME.100653h	LCPM Paint - P32DM	\$467,784	SO_EQ_DXD	DUAL MODE Locomotive - P32-	0.42	2.83%	\$13,235
C.ME.100653b	P-32DM LCPM	\$2,552,205	SO_EQ_DXD	DUAL MODE Locomotive - P32-	0.42	2.83%	\$72,209
<b>Sub-Total of Diesel Locomotive</b>							<b>\$85,443</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$395,863</b>
FY2018		APT_RT_03		Ethan Allen Express			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SO_EQ_AXAS	Amfleet I Capstone Standard	1.72	0.55%	\$150,160
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SO_EQ_AXCD	Amfleet I Club Dinette	0.42	0.67%	\$40,438
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SO_EQ_AXCD	Amfleet I Club Dinette	0.42	0.67%	\$65,039
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SO_EQ_AXAS	Amfleet I Capstone Standard	1.72	0.55%	\$86,187
<b>Sub-Total of Amfleet I</b>							<b>\$341,823</b>
C.ME.100653b	P-32DM LCPM	\$5,418,208	SO_EQ_DXD	DUAL MODE Locomotive - P32-	0.42	2.83%	\$153,295
C.ME.100653h	LCPM Paint - P32DM	\$506,049	SO_EQ_DXD	DUAL MODE Locomotive - P32-	0.42	2.83%	\$14,317
<b>Sub-Total of Diesel Locomotive</b>							<b>\$167,613</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$509,436</b>
FY2019		APT_RT_03		Ethan Allen Express			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SO_EQ_AXAS	Amfleet I Capstone Standard	1.72	0.55%	\$78,529
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SO_EQ_AXAS	Amfleet I Capstone Standard	1.72	0.55%	\$196,399
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SO_EQ_AXCD	Amfleet I Club Dinette	0.42	0.67%	\$74,046
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	0.42	0.67%	\$0
<b>Sub-Total of Amfleet I</b>							<b>\$348,975</b>
C.ME.100653h	LCPM Paint - P32DM	\$521,231	SO_EQ_DXD	DUAL MODE Locomotive - P32-	0.42	1.88%	\$9,776
C.ME.100653b	P-32DM LCPM	\$5,494,992	SO_EQ_DXD	DUAL MODE Locomotive - P32-	0.42	1.88%	\$103,062
<b>Sub-Total of Diesel Locomotive</b>							<b>\$112,838</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$461,813</b>
FY2020		APT_RT_03		Ethan Allen Express			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SO_EQ_AXCD	Amfleet I Club Dinette	0.42	0.66%	\$113,134
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	0.42	0.66%	\$0
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SO_EQ_AXAS	Amfleet I Capstone Standard	1.72	0.55%	\$136,547
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SO_EQ_AXAS	Amfleet I Capstone Standard	1.72	0.55%	\$147,703
<b>Sub-Total of Amfleet I</b>							<b>\$397,384</b>
C.ME.100653b	P-32DM LCPM	\$2,815,883	SO_EQ_DXD	DUAL MODE Locomotive - P32-	0.42	2.83%	\$79,669
C.ME.100653h	LCPM Paint - P32DM	\$322,121	SO_EQ_DXD	DUAL MODE Locomotive - P32-	0.42	2.83%	\$9,114
<b>Sub-Total of Diesel Locomotive</b>							<b>\$88,782</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$486,166</b>
FY2021		APT_RT_03		Ethan Allen Express			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SO_EQ_AXCD	Amfleet I Club Dinette	0.42	0.67%	\$117,833
C.ME.201291	Amfleet I Coach O/H Level 2	\$45,114,051	SO_EQ_AXAS	Amfleet I Capstone Standard	1.72	0.55%	\$246,313
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	0.42	0.67%	\$0
C.ME.100413	Amfleet I Coach O/H Level 1	\$14,311,018	SO_EQ_AXAS	Amfleet I Capstone Standard	1.72	0.55%	\$78,135
<b>Sub-Total of Amfleet I</b>							<b>\$442,281</b>
C.ME.100653h	LCPM Paint - P32DM	\$0	SO_EQ_DXD	DUAL MODE Locomotive - P32-	0.42	2.83%	\$0
C.ME.100653b	P-32DM LCPM	\$1,068,599	SO_EQ_DXD	DUAL MODE Locomotive - P32-	0.42	2.83%	\$30,233
<b>Sub-Total of Diesel Locomotive</b>							<b>\$30,233</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$472,514</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

CIP FY2017-FY2021							Vermont		
FY2017		APT_RT_04		Vermont			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
C.ME.100377	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$0		
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$182,640		
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SO_EQ_AXAS	Amfleet I Capstone Standard	4.01	1.27%	\$365,844		
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SO_EQ_AXAS	Amfleet I Capstone Standard	4.01	1.27%	\$179,578		
<b>Sub-Total of Amfleet I</b>								<b>\$728,062</b>	
C.ME.100653a	P-42 LCPM	\$28,762,284	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
C.ME.100653a	P-42 LCPM	\$28,762,284	SO_EQ_DXB	Diesel Locomotive - P42-8	3.18	2.12%	\$609,820		
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SO_EQ_DXB	Diesel Locomotive - P42-8	3.18	2.12%	\$19,936		
<b>Sub-Total of Diesel Locomotive</b>								<b>\$629,756</b>	
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,357,817</b>	
FY2018		APT_RT_04		Vermont			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SO_EQ_AXAS	Amfleet I Capstone Standard	4.01	1.27%	\$349,054		
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$156,747		
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SO_EQ_AXAS	Amfleet I Capstone Standard	4.01	1.27%	\$200,345		
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$97,456		
<b>Sub-Total of Amfleet I</b>								<b>\$803,603</b>	
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SO_EQ_DXB	Diesel Locomotive - P42-8	3.18	2.10%	\$40,475		
C.ME.100653a	P-42 LCPM	\$22,871,172	SO_EQ_DXB	Diesel Locomotive - P42-8	3.18	2.10%	\$481,386		
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
C.ME.100653a	P-42 LCPM	\$22,871,172	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
<b>Sub-Total of Diesel Locomotive</b>								<b>\$521,861</b>	
C.ME.100653g	ACS64 LCPM	\$1,272,981	SO_EQ_EXES	ACS-64 Electric Locomotive			\$0		
<b>Sub-Total of Electric Locomotive</b>								<b>\$0</b>	
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,325,464</b>	
FY2019		APT_RT_04		Vermont			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SO_EQ_AXAS	Amfleet I Capstone Standard	4.01	1.27%	\$456,541		
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SO_EQ_AXAS	Amfleet I Capstone Standard	4.01	1.27%	\$182,545		
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$178,453		
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$0		
<b>Sub-Total of Amfleet I</b>								<b>\$817,539</b>	
C.ME.100653a	P-42 LCPM	\$25,740,485	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SO_EQ_DXB	Diesel Locomotive - P42-8	3.18	2.05%	\$14,963		
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
C.ME.100653a	P-42 LCPM	\$25,740,485	SO_EQ_DXB	Diesel Locomotive - P42-8	3.18	2.05%	\$527,810		
<b>Sub-Total of Diesel Locomotive</b>								<b>\$542,773</b>	
C.ME.100653g	ACS64 LCPM	\$1,018,641	SO_EQ_EXES	ACS-64 Electric Locomotive	0.00	0.00%	\$0		
<b>Sub-Total of Electric Locomotive</b>								<b>\$0</b>	
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,360,312</b>	
FY2020		APT_RT_04		Vermont			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SO_EQ_AXAS	Amfleet I Capstone Standard	4.01	1.27%	\$317,410		
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SO_EQ_AXAS	Amfleet I Capstone Standard	4.01	1.27%	\$343,344		
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.60%	\$272,655		
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.60%	\$0		
<b>Sub-Total of Amfleet I</b>								<b>\$933,410</b>	
C.ME.100653a	P-42 LCPM	\$23,067,090	SO_EQ_DXB	Diesel Locomotive - P42-8	3.18	2.05%	\$472,992		
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SO_EQ_DXB	Diesel Locomotive - P42-8	3.18	2.05%	\$19,815		
C.ME.100653a	P-42 LCPM	\$23,067,090	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
<b>Sub-Total of Diesel Locomotive</b>								<b>\$492,807</b>	
C.ME.100653g	ACS64 LCPM	\$6,676,192	SO_EQ_EXES	ACS-64 Electric Locomotive	0.00	0.00%	\$0		
<b>Sub-Total of Electric Locomotive</b>								<b>\$0</b>	
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,426,217</b>	

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

FY2021		APT_RT_04		Vermont		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT_Stat Qualifier / Equipment Type					
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$0	
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$283,981	
C.ME.201291	Amfleet I Coach O/H Level 2	\$45,114,051	SQ_EQ_AXAS	Amfleet I Capstone Standard	4.01	1.27%	\$572,567	
C.ME.100413	Amfleet I Coach O/H Level 1	\$14,311,018	SQ_EQ_AXAS	Amfleet I Capstone Standard	4.01	1.27%	\$181,629	
<b>Sub-Total of Amfleet I</b>							<b>\$1,038,178</b>	
C.ME.100653a	P-42 LCPM	\$25,307,493	SQ_EQ_DXB	Diesel Locomotive - P42-8	3.18	2.05%	\$518,931	
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0	
C.ME.100653a	P-42 LCPM	\$25,307,493	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0	
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SQ_EQ_DXB	Diesel Locomotive - P42-8	3.18	2.05%	\$27,213	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$546,144</b>	
C.ME.100653g	ACS64 LCPM	\$8,814,502	SQ_EQ_EXES	ACS-64 Electric Locomotive	0.00	0.00%	\$0	
<b>Sub-Total of Electric Locomotive</b>							<b>\$0</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,584,322</b>	

CIP FY2017-FY2021						Maple Leaf		
FY2017		APT_RT_07		Maple Leaf		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SO_EQ_AXAS	Amfleet I Capstone Standard	11.84	3.75%	\$530,706	
C.ME.100377	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	3.95	6.38%	\$0	
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SO_EQ_AXCD	Amfleet I Club Dinette	3.95	6.38%	\$719,357	
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SO_EQ_AXAS	Amfleet I Capstone Standard	11.84	3.75%	\$1,081,179	
<b>Sub-Total of Amfleet I</b>							<b>\$2,331,242</b>	
C.ME.100101	Amfleet II Coach O/H Level 1	\$0	SO_EQ_AYAI	Amfleet II Coach	4.16	4.33%	\$0	
C.ME.100011	Amfleet II Coach O/H Level 2	\$17,577,703	SO_EQ_AYAI	Amfleet II Coach	4.16	4.33%	\$760,475	
<b>Sub-Total of Amfleet II</b>							<b>\$760,475</b>	
C.ME.100653b	P-32DM LCPM	\$2,552,205	SO_EQ_DXD	DUAL MODE Locomotive - P32-	3.95	26.86%	\$685,398	
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SO_EQ_DXB	Diesel Locomotive - P42-8	1.39	0.92%	\$8,695	
C.ME.100653a	P-42 LCPM	\$28,762,284	SO_EQ_DXB	Diesel Locomotive - P42-8	1.39	0.92%	\$265,985	
C.ME.100653h	LCPM Paint - P32DM	\$467,784	SO_EQ_DXD	DUAL MODE Locomotive - P32-	3.95	26.86%	\$125,624	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$1,085,702</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$4,177,419</b>	
FY2018		APT_RT_07		Maple Leaf		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SO_EQ_AXCD	Amfleet I Club Dinette	3.95	6.38%	\$383,831	
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SO_EQ_AXCD	Amfleet I Club Dinette	3.95	6.38%	\$617,348	
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SO_EQ_AXAS	Amfleet I Capstone Standard	11.84	3.75%	\$1,031,568	
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SO_EQ_AXAS	Amfleet I Capstone Standard	11.84	3.75%	\$592,085	
<b>Sub-Total of Amfleet I</b>							<b>\$2,624,833</b>	
C.ME.100011	Amfleet II Coach O/H Level 2	\$12,673,524	SO_EQ_AYAI	Amfleet II Coach	4.16	4.33%	\$548,303	
C.ME.100101	Amfleet II Coach O/H Level 1	\$3,322,502	SO_EQ_AYAI	Amfleet II Coach	4.16	4.33%	\$143,743	
<b>Sub-Total of Amfleet II</b>							<b>\$692,046</b>	
C.ME.100653b	P-32DM LCPM	\$5,418,208	SO_EQ_DXD	DUAL MODE Locomotive - P32-	3.95	26.86%	\$1,455,066	
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SO_EQ_DXB	Diesel Locomotive - P42-8	1.39	0.92%	\$17,654	
C.ME.100653h	LCPM Paint - P32DM	\$506,049	SO_EQ_DXD	DUAL MODE Locomotive - P32-	3.95	26.86%	\$135,900	
C.ME.100653a	P-42 LCPM	\$22,871,172	SO_EQ_DXB	Diesel Locomotive - P42-8	1.39	0.92%	\$209,966	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$1,818,586</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$5,135,466</b>	
FY2019		APT_RT_07		Maple Leaf		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	3.95	6.38%	\$0	
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SO_EQ_AXCD	Amfleet I Club Dinette	3.95	6.38%	\$702,838	
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SO_EQ_AXAS	Amfleet I Capstone Standard	11.84	3.75%	\$1,349,226	
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SO_EQ_AXAS	Amfleet I Capstone Standard	11.84	3.75%	\$539,481	
<b>Sub-Total of Amfleet I</b>							<b>\$2,591,545</b>	
C.ME.100011	Amfleet II Coach O/H Level 2	\$0	SO_EQ_AYAI	Amfleet II Coach	4.16	4.33%	\$0	
C.ME.100101	Amfleet II Coach O/H Level 1	\$11,407,257	SO_EQ_AYAI	Amfleet II Coach	4.16	4.33%	\$493,519	
<b>Sub-Total of Amfleet II</b>							<b>\$493,519</b>	
C.ME.100653a	P-42 LCPM	\$25,740,485	SO_EQ_DXB	Diesel Locomotive - P42-8	1.39	0.89%	\$230,215	
C.ME.100653h	LCPM Paint - P32DM	\$521,231	SO_EQ_DXD	DUAL MODE Locomotive - P32-	3.95	17.80%	\$92,793	
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SO_EQ_DXB	Diesel Locomotive - P42-8	1.39	0.89%	\$6,526	
C.ME.100653b	P-32DM LCPM	\$5,494,992	SO_EQ_DXD	DUAL MODE Locomotive - P32-	3.95	17.80%	\$978,257	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$1,307,792</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$4,392,855</b>	

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

FY2020		APT_RT_07		Maple Leaf		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	3.95	6.31%	\$0	
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SO_EQ_AXAS	Amfleet I Capstone Standard	11.84	3.75%	\$938,049	
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SO_EQ_AXAS	Amfleet I Capstone Standard	11.84	3.75%	\$1,014,693	
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SO_EQ_AXCD	Amfleet I Club Dinette	3.95	6.31%	\$1,073,854	
<b>Sub-Total of Amfleet I</b>							<b>\$3,026,597</b>	
C.ME.100101	Amfleet II Coach O/H Level 1	\$11,749,475	SO_EQ_AYAI	Amfleet II Coach	4.16	4.33%	\$508,325	
C.ME.100011	Amfleet II Coach O/H Level 2	\$0	SO_EQ_AYAI	Amfleet II Coach	4.16	4.33%	\$0	
<b>Sub-Total of Amfleet II</b>							<b>\$508,325</b>	
C.ME.100653a	P-42 LCPM	\$23,067,090	SO_EQ_DXB	Diesel Locomotive - P42-8	1.39	0.89%	\$206,305	
C.ME.100653h	LCPM Paint - P32DM	\$322,121	SO_EQ_DXD	DUAL MODE Locomotive - P32-	3.95	26.86%	\$86,506	
C.ME.100653b	P-32DM LCPM	\$2,815,883	SO_EQ_DXD	DUAL MODE Locomotive - P32-	3.95	26.86%	\$756,209	
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SO_EQ_DXB	Diesel Locomotive - P42-8	1.39	0.89%	\$8,643	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$1,057,662</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$4,592,584</b>	
FY2021		APT_RT_07		Maple Leaf		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.100413	Amfleet I Coach O/H Level 1	\$14,311,018	SO_EQ_AXAS	Amfleet I Capstone Standard	11.84	3.75%	\$536,773	
C.ME.201291	Amfleet I Coach O/H Level 2	\$45,114,051	SO_EQ_AXAS	Amfleet I Capstone Standard	11.84	3.75%	\$1,692,122	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	3.95	6.38%	\$0	
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SO_EQ_AXCD	Amfleet I Club Dinette	3.95	6.38%	\$1,118,461	
<b>Sub-Total of Amfleet I</b>							<b>\$3,347,356</b>	
C.ME.100101	Amfleet II Coach O/H Level 1	\$12,101,959	SO_EQ_AYAI	Amfleet II Coach	4.16	4.33%	\$523,575	
C.ME.100011	Amfleet II Coach O/H Level 2	\$0	SO_EQ_AYAI	Amfleet II Coach	4.16	4.33%	\$0	
<b>Sub-Total of Amfleet II</b>							<b>\$523,575</b>	
C.ME.100653a	P-42 LCPM	\$25,307,493	SO_EQ_DXB	Diesel Locomotive - P42-8	1.39	0.89%	\$226,342	
C.ME.100653h	LCPM Paint - P32DM	\$0	SO_EQ_DXD	DUAL MODE Locomotive - P32-	3.95	26.86%	\$0	
C.ME.100653b	P-32DM LCPM	\$1,068,599	SO_EQ_DXD	DUAL MODE Locomotive - P32-	3.95	26.86%	\$286,974	
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SO_EQ_DXB	Diesel Locomotive - P42-8	1.39	0.89%	\$11,869	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$525,185</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$4,396,116</b>	

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

CIP FY2017-FY2021				The Downeaster			
FY2017	APT_RT_09	The Downeaster		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SQ_EQ_AXAS Amfleet I Capstone Standard	11.00	3.48%	\$1,004,406	
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SQ_EQ_AXAS Amfleet I Capstone Standard	11.00	3.48%	\$493,021	
C.ME.100377	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD Amfleet I Club Dinette	3.00	4.85%	\$0	
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SQ_EQ_AXCD Amfleet I Club Dinette	3.00	4.85%	\$547,012	
<b>Sub-Total of Amfleet I</b>						<b>\$2,044,439</b>	
C.ME.100653f	NPCU LCPM	\$0	SQ_EQ_CBBC F40 Cab/Baggage Car - NPCU,	3.00	27.08%	\$0	
C.ME.100013	NPCU Overhaul	\$4,659,777	SQ_EQ_CBBC F40 Cab/Baggage Car - NPCU,	3.00	27.08%	\$1,261,932	
<b>Sub-Total of Cab Car</b>						<b>\$1,261,932</b>	
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SQ_EQ_DXB Diesel Locomotive - P42-8	3.00	2.00%	\$18,801	
C.ME.100653a	P-42 LCPM	\$28,762,284	SQ_EQ_DXB Diesel Locomotive - P42-8	3.00	2.00%	\$575,103	
<b>Sub-Total of Diesel Locomotive</b>						<b>\$593,904</b>	
<b>Total Route Equipment Capital Use Charge</b>						<b>\$3,900,275</b>	
FY2018	APT_RT_09	The Downeaster		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SQ_EQ_AXCD Amfleet I Club Dinette	3.00	4.85%	\$469,442	
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SQ_EQ_AXAS Amfleet I Capstone Standard	11.00	3.48%	\$550,042	
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SQ_EQ_AXCD Amfleet I Club Dinette	3.00	4.85%	\$291,872	
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SQ_EQ_AXAS Amfleet I Capstone Standard	11.00	3.48%	\$958,318	
<b>Sub-Total of Amfleet I</b>						<b>\$2,269,675</b>	
C.ME.100013	NPCU Overhaul	\$0	SQ_EQ_CBBC F40 Cab/Baggage Car - NPCU,	3.00	27.08%	\$0	
C.ME.100653f	NPCU LCPM	\$200,000	SQ_EQ_CBBC F40 Cab/Baggage Car - NPCU,	3.00	27.08%	\$54,163	
<b>Sub-Total of Cab Car</b>						<b>\$54,163</b>	
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SQ_EQ_DXB Diesel Locomotive - P42-8	3.00	1.98%	\$38,170	
C.ME.100653a	P-42 LCPM	\$22,871,172	SQ_EQ_DXB Diesel Locomotive - P42-8	3.00	1.98%	\$453,981	
<b>Sub-Total of Diesel Locomotive</b>						<b>\$492,151</b>	
<b>Total Route Equipment Capital Use Charge</b>						<b>\$2,815,989</b>	
FY2019	APT_RT_09	The Downeaster		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SQ_EQ_AXCD Amfleet I Club Dinette	3.00	4.85%	\$534,450	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD Amfleet I Club Dinette	3.00	4.85%	\$0	
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SQ_EQ_AXAS Amfleet I Capstone Standard	11.00	3.48%	\$1,253,419	
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SQ_EQ_AXAS Amfleet I Capstone Standard	11.00	3.48%	\$501,173	
<b>Sub-Total of Amfleet I</b>						<b>\$2,289,042</b>	
C.ME.100013	NPCU Overhaul	\$0	SQ_EQ_CBBC F40 Cab/Baggage Car - NPCU,	3.00	27.08%	\$0	
C.ME.100653f	NPCU LCPM	\$400,000	SQ_EQ_CBBC F40 Cab/Baggage Car - NPCU,	3.00	27.08%	\$108,326	
<b>Sub-Total of Cab Car</b>						<b>\$108,326</b>	
C.ME.100653a	P-42 LCPM	\$25,740,485	SQ_EQ_DXB Diesel Locomotive - P42-8	3.00	1.93%	\$497,762	
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SQ_EQ_DXB Diesel Locomotive - P42-8	3.00	1.93%	\$14,111	
<b>Sub-Total of Diesel Locomotive</b>						<b>\$511,873</b>	
<b>Total Route Equipment Capital Use Charge</b>						<b>\$2,909,241</b>	
FY2020	APT_RT_09	The Downeaster		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SQ_EQ_AXAS Amfleet I Capstone Standard	11.00	3.48%	\$942,641	
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SQ_EQ_AXAS Amfleet I Capstone Standard	11.00	3.48%	\$871,440	
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SQ_EQ_AXCD Amfleet I Club Dinette	3.00	4.80%	\$816,578	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD Amfleet I Club Dinette	3.00	4.80%	\$0	
<b>Sub-Total of Amfleet I</b>						<b>\$2,630,659</b>	
C.ME.100013	NPCU Overhaul	\$0	SQ_EQ_CBBC F40 Cab/Baggage Car - NPCU,	3.00	27.08%	\$0	
C.ME.100653f	NPCU LCPM	\$600,000	SQ_EQ_CBBC F40 Cab/Baggage Car - NPCU,	3.00	27.08%	\$162,488	
<b>Sub-Total of Cab Car</b>						<b>\$162,488</b>	
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SQ_EQ_DXB Diesel Locomotive - P42-8	3.00	1.93%	\$18,687	
C.ME.100653a	P-42 LCPM	\$23,067,090	SQ_EQ_DXB Diesel Locomotive - P42-8	3.00	1.93%	\$446,064	
<b>Sub-Total of Diesel Locomotive</b>						<b>\$464,752</b>	
<b>Total Route Equipment Capital Use Charge</b>						<b>\$3,257,899</b>	

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

FY2021		APT_RT_09		The Downeaster		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical	Capital Overhaul Projects	Total Capital	APT_Stat Qualifier / Equipment Type					
C.ME.201291	Amfleet I Coach O/H Level 2	\$45,114,051	SQ_EQ_AXAS	Amfleet I Capstone Standard	11.00	3.48%	\$1,571,967	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	3.00	4.85%	\$0	
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SQ_EQ_AXCD	Amfleet I Club Dinette	3.00	4.85%	\$850,498	
C.ME.100413	Amfleet I Coach O/H Level 1	\$14,311,018	SQ_EQ_AXAS	Amfleet I Capstone Standard	11.00	3.48%	\$498,657	
<b>Sub-Total of Amfleet I</b>							<b>\$2,921,121</b>	
C.ME.100653f	NPCU LCPM	\$700,000	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	3.00	27.08%	\$189,570	
C.ME.100013	NPCU Overhaul	\$0	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	3.00	27.08%	\$0	
<b>Sub-Total of Cab Car</b>							<b>\$189,570</b>	
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SQ_EQ_DXB	Diesel Locomotive - P42-8	3.00	1.93%	\$25,664	
C.ME.100653a	P-42 LCPM	\$25,307,493	SQ_EQ_DXB	Diesel Locomotive - P42-8	3.00	1.93%	\$489,389	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$515,052</b>	
<b>Total Route Equipment Capital Use Charge</b>								<b>\$3,625,743</b>

CIP FY2017-FY2021					New Haven - Springfield		
FY2017	APT_RT_12	New Haven - Springfield			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SO_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$55,301
C.ME.100377	Amfleet I All Table O/H Level	\$0	SO_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$0
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SO_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$110,432
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SO_EQ_AXAS	Amfleet I Capstone Standard	4.52	1.43%	\$413,131
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SO_EQ_AXAS	Amfleet I Capstone Standard	4.52	1.43%	\$202,788
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SO_EQ_AXAS	Amfleet I Capstone Standard	0.00	0.00%	\$0
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SO_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$27,145
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SO_EQ_AXAS	Amfleet I Capstone Standard	0.00	0.00%	\$0
<b>Sub-Total of Amfleet I</b>							<b>\$808,797</b>
C.ME.100012	Cab Car Overhaul - Level 2	\$2,733,041	SO_EQ_CBCC	Cab Control Car	3.42	28.04%	\$766,364
C.ME.100649	Cab Car Overhaul - Level 1	\$0	SO_EQ_CBCC	Cab Control Car	3.42	28.04%	\$0
<b>Sub-Total of Cab Car</b>							<b>\$766,364</b>
C.ME.100653a	P-42 LCPM	\$28,762,284	SO_EQ_DXB	Diesel Locomotive - P42-8	3.99	2.66%	\$764,446
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SO_EQ_DXB	Diesel Locomotive - P42-8	3.99	2.66%	\$24,991
<b>Sub-Total of Diesel Locomotive</b>							<b>\$789,437</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$2,364,598</b>
FY2018	APT_RT_12	New Haven - Springfield			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SO_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$58,919
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SO_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$30,282
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SO_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$94,765
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SO_EQ_AXAS	Amfleet I Capstone Standard	4.52	1.43%	\$226,242
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SO_EQ_AXAS	Amfleet I Capstone Standard	4.52	1.43%	\$394,174
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SO_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$52,760
<b>Sub-Total of Amfleet I</b>							<b>\$857,142</b>
C.ME.100649	Cab Car Overhaul - Level 1	\$0	SO_EQ_CBCC	Cab Control Car	3.42	28.04%	\$0
C.ME.100012	Cab Car Overhaul - Level 2	\$4,691,721	SO_EQ_CBCC	Cab Control Car	3.42	28.04%	\$1,315,591
<b>Sub-Total of Cab Car</b>							<b>\$1,315,591</b>
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SO_EQ_DXB	Diesel Locomotive - P42-8	3.99	2.64%	\$50,737
C.ME.100653a	P-42 LCPM	\$22,871,172	SO_EQ_DXB	Diesel Locomotive - P42-8	3.99	2.64%	\$603,447
<b>Sub-Total of Diesel Locomotive</b>							<b>\$654,184</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$2,826,917</b>
FY2019	APT_RT_12	New Haven - Springfield			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SO_EQ_AXAS	Amfleet I Capstone Standard	4.52	1.43%	\$515,554
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SO_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$27,592
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SO_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$69,006
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$0
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SO_EQ_AXAS	Amfleet I Capstone Standard	4.52	1.43%	\$206,142
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SO_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$107,888
<b>Sub-Total of Amfleet I</b>							<b>\$926,182</b>
C.ME.100649	Cab Car Overhaul - Level 1	\$3,060,484	SO_EQ_CBCC	Cab Control Car	3.42	28.04%	\$858,181
C.ME.100012	Cab Car Overhaul - Level 2	\$966,494	SO_EQ_CBCC	Cab Control Car	3.42	28.04%	\$271,012
<b>Sub-Total of Cab Car</b>							<b>\$1,129,192</b>
C.ME.100653a	P-42 LCPM	\$25,740,485	SO_EQ_DXB	Diesel Locomotive - P42-8	3.99	2.57%	\$661,642
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SO_EQ_DXB	Diesel Locomotive - P42-8	3.99	2.57%	\$18,757
<b>Sub-Total of Diesel Locomotive</b>							<b>\$680,399</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$2,735,773</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
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FY2020		APT_RT_12		New Haven - Springfield		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SQ_EQ_AXAS	Amfleet I Capstone Standard	4.52	1.43%	\$387,725	
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.97%	\$164,840	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.97%	\$0	
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$47,977	
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$51,897	
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SQ_EQ_AXAS	Amfleet I Capstone Standard	4.52	1.43%	\$358,439	
<b>Sub-Total of Amfleet I</b>							<b>\$1,010,878</b>	
C.ME.100012	Cab Car Overhaul - Level 2	\$0	SQ_EQ_CBCC	Cab Control Car	3.42	28.04%	\$0	
C.ME.100649	Cab Car Overhaul - Level 1	\$2,364,224	SQ_EQ_CBCC	Cab Control Car	3.42	28.04%	\$662,945	
<b>Sub-Total of Cab Car</b>							<b>\$662,945</b>	
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SQ_EQ_DXB	Diesel Locomotive - P42-8	3.99	2.57%	\$24,840	
C.ME.100653a	P-42 LCPM	\$23,067,090	SQ_EQ_DXB	Diesel Locomotive - P42-8	3.99	2.57%	\$592,924	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$617,763</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$2,291,586</b>	
FY2021		APT_RT_12		New Haven - Springfield		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.201291	Amfleet I Coach O/H Level 2	\$45,114,051	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$86,544	
C.ME.100413	Amfleet I Coach O/H Level 1	\$14,311,018	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$27,453	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$0	
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$171,687	
C.ME.201291	Amfleet I Coach O/H Level 2	\$45,114,051	SQ_EQ_AXAS	Amfleet I Capstone Standard	4.52	1.43%	\$646,578	
C.ME.100413	Amfleet I Coach O/H Level 1	\$14,311,018	SQ_EQ_AXAS	Amfleet I Capstone Standard	4.52	1.43%	\$205,107	
<b>Sub-Total of Amfleet I</b>							<b>\$1,137,369</b>	
C.ME.100649	Cab Car Overhaul - Level 1	\$2,435,150	SQ_EQ_CBCC	Cab Control Car	3.42	28.04%	\$682,833	
C.ME.100012	Cab Car Overhaul - Level 2	\$0	SQ_EQ_CBCC	Cab Control Car	3.42	28.04%	\$0	
<b>Sub-Total of Cab Car</b>							<b>\$682,833</b>	
C.ME.100653a	P-42 LCPM	\$25,307,493	SQ_EQ_DXB	Diesel Locomotive - P42-8	3.99	2.57%	\$650,512	
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SQ_EQ_DXB	Diesel Locomotive - P42-8	3.99	2.57%	\$34,113	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$684,625</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$2,504,827</b>	

CIP for Amtrak Equipment Deployed in State Corridor Service  
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CIP FY2017-FY2021					Keystone Service		
FY2017	APT_RT_14		Keystone Service		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type			
C.ME.201291	Amfleet I Coach O/H	Level 2	\$14,147,029	SO_EQ_AXAS Amfleet I Capstone Standard	21.13	6.69%	\$947,093
C.ME.100413	Amfleet I Coach O/H	Level 1	\$28,821,016	SO_EQ_AXAS Amfleet I Capstone Standard	21.13	6.69%	\$1,929,465
<b>Sub-Total of Amfleet I</b>							<b>\$2,876,558</b>
C.ME.100012	Cab Car Overhaul -	Level 2	\$2,733,041	SO_EQ_CBCC Cab Control Car	5.28	43.28%	\$1,182,937
C.ME.100649	Cab Car Overhaul -	Level 1	\$0	SO_EQ_CBCC Cab Control Car	5.28	43.28%	\$0
<b>Sub-Total of Cab Car</b>							<b>\$1,182,937</b>
C.ME.100653g	ACS64 LCPM		\$894,692	SO_EQ_EXES ACS-64 Electric Locomotive	5.28	11.15%	\$99,750
<b>Sub-Total of Electric Locomotive</b>							<b>\$99,750</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$4,159,245</b>
FY2018	APT_RT_14		Keystone Service		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type			
C.ME.201291	Amfleet I Coach O/H	Level 2	\$15,785,727	SO_EQ_AXAS Amfleet I Capstone Standard	21.13	6.69%	\$1,056,631
C.ME.100413	Amfleet I Coach O/H	Level 1	\$27,502,879	SO_EQ_AXAS Amfleet I Capstone Standard	21.13	6.69%	\$1,840,929
<b>Sub-Total of Amfleet I</b>							<b>\$2,897,560</b>
C.ME.100012	Cab Car Overhaul -	Level 2	\$4,691,721	SO_EQ_CBCC Cab Control Car	5.28	43.28%	\$2,030,709
C.ME.100649	Cab Car Overhaul -	Level 1	\$0	SO_EQ_CBCC Cab Control Car	5.28	43.28%	\$0
<b>Sub-Total of Cab Car</b>							<b>\$2,030,709</b>
C.ME.100653g	ACS64 LCPM		\$1,272,981	SO_EQ_EXES ACS-64 Electric Locomotive	5.28	11.15%	\$141,925
<b>Sub-Total of Electric Locomotive</b>							<b>\$141,925</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$5,070,195</b>
FY2019	APT_RT_14		Keystone Service		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type			
C.ME.100413	Amfleet I Coach O/H	Level 1	\$35,972,019	SO_EQ_AXAS Amfleet I Capstone Standard	21.13	6.69%	\$2,407,818
C.ME.201291	Amfleet I Coach O/H	Level 2	\$14,383,226	SO_EQ_AXAS Amfleet I Capstone Standard	21.13	6.69%	\$962,754
<b>Sub-Total of Amfleet I</b>							<b>\$3,370,571</b>
C.ME.100649	Cab Car Overhaul -	Level 1	\$3,060,484	SO_EQ_CBCC Cab Control Car	5.28	43.28%	\$1,324,664
C.ME.100012	Cab Car Overhaul -	Level 2	\$966,494	SO_EQ_CBCC Cab Control Car	5.28	43.28%	\$418,326
<b>Sub-Total of Cab Car</b>							<b>\$1,742,990</b>
C.ME.100653g	ACS64 LCPM		\$1,018,641	SO_EQ_EXES ACS-64 Electric Locomotive	5.28	11.15%	\$113,569
<b>Sub-Total of Electric Locomotive</b>							<b>\$113,569</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$5,227,130</b>
FY2020	APT_RT_14		Keystone Service		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type			
C.ME.201291	Amfleet I Coach O/H	Level 2	\$27,052,972	SO_EQ_AXAS Amfleet I Capstone Standard	21.13	6.69%	\$1,810,814
C.ME.100413	Amfleet I Coach O/H	Level 1	\$25,009,546	SO_EQ_AXAS Amfleet I Capstone Standard	21.13	6.69%	\$1,674,035
<b>Sub-Total of Amfleet I</b>							<b>\$3,484,849</b>
C.ME.100012	Cab Car Overhaul -	Level 2	\$0	SO_EQ_CBCC Cab Control Car	5.28	43.28%	\$0
C.ME.100649	Cab Car Overhaul -	Level 1	\$2,364,224	SO_EQ_CBCC Cab Control Car	5.28	43.28%	\$1,023,303
<b>Sub-Total of Cab Car</b>							<b>\$1,023,303</b>
C.ME.100653g	ACS64 LCPM		\$6,676,192	SO_EQ_EXES ACS-64 Electric Locomotive	5.28	11.15%	\$744,332
<b>Sub-Total of Electric Locomotive</b>							<b>\$744,332</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$5,252,484</b>
FY2021	APT_RT_14		Keystone Service		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type			
C.ME.100413	Amfleet I Coach O/H	Level 1	\$14,311,018	SO_EQ_AXAS Amfleet I Capstone Standard	21.13	6.69%	\$957,920
C.ME.201291	Amfleet I Coach O/H	Level 2	\$45,114,051	SO_EQ_AXAS Amfleet I Capstone Standard	21.13	6.69%	\$3,019,748
<b>Sub-Total of Amfleet I</b>							<b>\$3,977,668</b>
C.ME.100012	Cab Car Overhaul -	Level 2	\$0	SO_EQ_CBCC Cab Control Car	5.28	43.28%	\$0
C.ME.100649	Cab Car Overhaul -	Level 1	\$2,435,150	SO_EQ_CBCC Cab Control Car	5.28	43.28%	\$1,054,002
<b>Sub-Total of Cab Car</b>							<b>\$1,054,002</b>
C.ME.100653g	ACS64 LCPM		\$8,814,502	SO_EQ_EXES ACS-64 Electric Locomotive	5.28	11.15%	\$982,733
<b>Sub-Total of Electric Locomotive</b>							<b>\$982,733</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$6,014,403</b>

CIP FY2017-FY2021				Empire Service				
FY2017	APT_RT_15	Empire Service		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level		\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	7.47	12.08%	\$0
C.ME.100413	Amfleet I Coach O/H Level 1		\$28,821,016	SQ_EQ_AXAS	Amfleet I Capstone Standard	30.07	9.53%	\$2,745,682
C.ME.201291	Amfleet I Coach O/H Level 2		\$14,147,029	SQ_EQ_AXAS	Amfleet I Capstone Standard	30.07	9.53%	\$1,347,740
C.ME.100414	Amfleet I All Table O/H Level		\$11,274,869	SQ_EQ_AXCD	Amfleet I Club Dinette	7.47	12.08%	\$1,362,059
<b>Sub-Total of Amfleet I</b>								<b>\$5,455,480</b>
C.ME.100011	Amfleet II Coach O/H Level 2		\$17,577,703	SQ_EQ_AYAI	Amfleet II Coach	3.32	3.45%	\$606,553
C.ME.100101	Amfleet II Coach O/H Level 1		\$0	SQ_EQ_AYAI	Amfleet II Coach	3.32	3.45%	\$0
<b>Sub-Total of Amfleet II</b>								<b>\$606,553</b>
C.ME.100653a	P-42 LCPM		\$28,762,284	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.35	0.90%	\$258,796
C.ME.100653h	LCPM Paint - P32DM		\$467,784	SQ_EQ_DXD	DUAL MODE Locomotive - P32-	7.47	50.85%	\$237,861
C.ME.100653b	P-32DM LCPM		\$2,552,205	SQ_EQ_DXD	DUAL MODE Locomotive - P32-	7.47	50.85%	\$1,297,760
C.ME.100653c	LCPM Paint - P40/P42		\$940,270	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.35	0.90%	\$8,460
<b>Sub-Total of Diesel Locomotive</b>								<b>\$1,802,878</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$7,864,911</b>
FY2018	APT_RT_15	Empire Service		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level		\$6,016,970	SQ_EQ_AXCD	Amfleet I Club Dinette	7.47	12.08%	\$726,762
C.ME.100413	Amfleet I Coach O/H Level 1		\$27,502,879	SQ_EQ_AXAS	Amfleet I Capstone Standard	30.07	9.53%	\$2,619,693
C.ME.100414	Amfleet I All Table O/H Level		\$9,677,596	SQ_EQ_AXCD	Amfleet I Club Dinette	7.47	12.08%	\$1,168,912
C.ME.201291	Amfleet I Coach O/H Level 2		\$15,785,727	SQ_EQ_AXAS	Amfleet I Capstone Standard	30.07	9.53%	\$1,503,616
<b>Sub-Total of Amfleet I</b>								<b>\$6,018,981</b>
C.ME.100101	Amfleet II Coach O/H Level 1		\$3,322,502	SQ_EQ_AYAI	Amfleet II Coach	3.32	3.45%	\$114,649
C.ME.100011	Amfleet II Coach O/H Level 2		\$12,673,524	SQ_EQ_AYAI	Amfleet II Coach	3.32	3.45%	\$437,325
<b>Sub-Total of Amfleet II</b>								<b>\$551,974</b>
C.ME.100653a	P-42 LCPM		\$22,871,172	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.35	0.89%	\$204,292
C.ME.100653c	LCPM Paint - P40/P42		\$1,922,988	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.35	0.89%	\$17,177
C.ME.100653b	P-32DM LCPM		\$5,418,208	SQ_EQ_DXD	DUAL MODE Locomotive - P32-	7.47	50.85%	\$2,755,081
C.ME.100653h	LCPM Paint - P32DM		\$506,049	SQ_EQ_DXD	DUAL MODE Locomotive - P32-	7.47	50.85%	\$257,319
<b>Sub-Total of Diesel Locomotive</b>								<b>\$3,233,868</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$9,804,824</b>
FY2019	APT_RT_15	Empire Service		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100413	Amfleet I Coach O/H Level 1		\$35,972,019	SQ_EQ_AXAS	Amfleet I Capstone Standard	30.07	9.53%	\$3,426,392
C.ME.201291	Amfleet I Coach O/H Level 2		\$14,383,226	SQ_EQ_AXAS	Amfleet I Capstone Standard	30.07	9.53%	\$1,370,025
C.ME.100414	Amfleet I All Table O/H Level		\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	7.47	12.08%	\$0
C.ME.100377	Amfleet I All Table O/H Level		\$11,017,741	SQ_EQ_AXCD	Amfleet I Club Dinette	7.47	12.08%	\$1,330,781
<b>Sub-Total of Amfleet I</b>								<b>\$6,127,198</b>
C.ME.100011	Amfleet II Coach O/H Level 2		\$0	SQ_EQ_AYAI	Amfleet II Coach	3.32	3.45%	\$0
C.ME.100101	Amfleet II Coach O/H Level 1		\$11,407,257	SQ_EQ_AYAI	Amfleet II Coach	3.32	3.45%	\$393,630
<b>Sub-Total of Amfleet II</b>								<b>\$393,630</b>
C.ME.100653h	LCPM Paint - P32DM		\$521,231	SQ_EQ_DXD	DUAL MODE Locomotive - P32-	7.47	33.71%	\$175,698
C.ME.100653b	P-32DM LCPM		\$5,494,992	SQ_EQ_DXD	DUAL MODE Locomotive - P32-	7.47	33.71%	\$1,852,271
C.ME.100653b	P-32DM LCPM		\$5,494,992	SQ_EQ_DXD	DUAL MODE Locomotive - P32-	7.47	33.71%	\$1,852,271
C.ME.100653c	LCPM Paint - P40/P42		\$729,723	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.35	0.87%	\$6,350
C.ME.100653a	P-42 LCPM		\$25,740,485	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.35	0.87%	\$223,993
C.ME.100653h	LCPM Paint - P32DM		\$521,231	SQ_EQ_DXD	DUAL MODE Locomotive - P32-	7.47	33.71%	\$175,698
<b>Sub-Total of Diesel Locomotive</b>								<b>\$4,286,282</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$10,807,110</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
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FY2020		APT_RT_15		Empire Service		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SO_EQ_AXCD	Amfleet I Club Dinette	7.47	11.94%	\$2,033,279	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	7.47	11.94%	\$0	
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SO_EQ_AXAS	Amfleet I Capstone Standard	30.07	9.53%	\$2,382,199	
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SO_EQ_AXAS	Amfleet I Capstone Standard	30.07	9.53%	\$2,576,838	
<b>Sub-Total of Amfleet I</b>							<b>\$6,992,316</b>	
C.ME.100011	Amfleet II Coach O/H Level 2	\$0	SO_EQ_AYAI	Amfleet II Coach	3.32	3.45%	\$0	
C.ME.100101	Amfleet II Coach O/H Level 1	\$11,749,475	SO_EQ_AYAI	Amfleet II Coach	3.32	3.45%	\$405,439	
<b>Sub-Total of Amfleet II</b>							<b>\$405,439</b>	
C.ME.100653b	P-32DM LCPM	\$2,815,883	SO_EQ_DXD	DUAL MODE Locomotive - P32-	7.47	50.85%	\$1,431,836	
C.ME.100653a	P-42 LCPM	\$23,067,090	SO_EQ_DXB	Diesel Locomotive - P42-8	1.35	0.87%	\$200,729	
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SO_EQ_DXB	Diesel Locomotive - P42-8	1.35	0.87%	\$8,409	
C.ME.100653h	LCPM Paint - P32DM	\$322,121	SO_EQ_DXD	DUAL MODE Locomotive - P32-	7.47	50.85%	\$163,794	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$1,804,768</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$9,202,523</b>	
FY2021		APT_RT_15		Empire Service		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SO_EQ_AXCD	Amfleet I Club Dinette	7.47	12.08%	\$2,117,739	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	7.47	12.08%	\$0	
C.ME.100413	Amfleet I Coach O/H Level 1	\$14,311,018	SO_EQ_AXAS	Amfleet I Capstone Standard	30.07	9.53%	\$1,363,147	
C.ME.201291	Amfleet I Coach O/H Level 2	\$45,114,051	SO_EQ_AXAS	Amfleet I Capstone Standard	30.07	9.53%	\$4,297,185	
<b>Sub-Total of Amfleet I</b>							<b>\$7,778,071</b>	
C.ME.100011	Amfleet II Coach O/H Level 2	\$0	SO_EQ_AYAI	Amfleet II Coach	3.32	3.45%	\$0	
C.ME.100101	Amfleet II Coach O/H Level 1	\$12,101,959	SO_EQ_AYAI	Amfleet II Coach	3.32	3.45%	\$417,602	
<b>Sub-Total of Amfleet II</b>							<b>\$417,602</b>	
C.ME.100653a	P-42 LCPM	\$25,307,493	SO_EQ_DXB	Diesel Locomotive - P42-8	1.35	0.87%	\$220,225	
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SO_EQ_DXB	Diesel Locomotive - P42-8	1.35	0.87%	\$11,549	
C.ME.100653b	P-32DM LCPM	\$1,068,599	SO_EQ_DXD	DUAL MODE Locomotive - P32-	7.47	50.85%	\$543,367	
C.ME.100653h	LCPM Paint - P32DM	\$0	SO_EQ_DXD	DUAL MODE Locomotive - P32-	7.47	50.85%	\$0	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$775,141</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$8,970,814</b>	

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

CIP FY2017-FY2021				Chicago-St. Louis			
FY2017		APT_RT_20		Chicago-St. Louis			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SO_EQ_AXAS	Amfleet I Capstone Standard	8.00	2.53%	\$358,561
C.ME.100377	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$0
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$364,674
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SO_EQ_AXAS	Amfleet I Capstone Standard	8.00	2.53%	\$730,477
<b>Sub-Total of Amfleet I</b>							<b>\$1,453,712</b>
C.ME.100653a	P-42 LCPM	\$28,762,284	SO_EQ_DXB	Diesel Locomotive - P42-8	1.50	1.00%	\$287,552
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SO_EQ_DXB	Diesel Locomotive - P42-8	1.50	1.00%	\$9,400
<b>Sub-Total of Diesel Locomotive</b>							<b>\$296,952</b>
C.ME.100643	Horizon Café Overhaul	\$2,883,012	SO_EQ_HYH	Horizon Club Dinette	2.00	28.57%	\$823,718
C.ME.100641	Horizon Coach Overhaul	\$6,281,015	SO_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.64%	\$668,562
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,492,279</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$3,242,944</b>
FY2018		APT_RT_20		Chicago-St. Louis			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$194,581
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SO_EQ_AXAS	Amfleet I Capstone Standard	8.00	2.53%	\$400,031
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$312,962
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SO_EQ_AXAS	Amfleet I Capstone Standard	8.00	2.53%	\$696,959
<b>Sub-Total of Amfleet I</b>							<b>\$1,604,532</b>
C.ME.100653a	P-42 LCPM	\$22,871,172	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>
C.ME.100643	Horizon Café Overhaul	\$2,474,585	SO_EQ_HYH	Horizon Club Dinette	2.00	28.57%	\$707,024
C.ME.100641	Horizon Coach Overhaul	\$8,625,928	SO_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.63%	\$916,532
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,623,556</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$3,228,089</b>
FY2019		APT_RT_20		Chicago-St. Louis			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SO_EQ_AXAS	Amfleet I Capstone Standard	8.00	2.53%	\$911,577
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SO_EQ_AXAS	Amfleet I Capstone Standard	8.00	2.53%	\$364,490
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$356,300
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$0
<b>Sub-Total of Amfleet I</b>							<b>\$1,632,367</b>
C.ME.100653a	P-42 LCPM	\$25,740,485	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>
C.ME.100643	Horizon Café Overhaul	\$1,019,529	SO_EQ_HYH	Horizon Club Dinette	2.00	28.57%	\$291,294
C.ME.100641	Horizon Coach Overhaul	\$8,884,706	SO_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.63%	\$944,028
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,235,322</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$2,867,689</b>
FY2020		APT_RT_20		Chicago-St. Louis			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SO_EQ_AXAS	Amfleet I Capstone Standard	8.00	2.53%	\$633,774
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SO_EQ_AXAS	Amfleet I Capstone Standard	8.00	2.53%	\$685,557
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.20%	\$0
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.20%	\$544,385
<b>Sub-Total of Amfleet I</b>							<b>\$1,863,717</b>
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653a	P-42 LCPM	\$23,067,090	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>
C.ME.100643	Horizon Café Overhaul	\$1,545,173	SO_EQ_HYH	Horizon Club Dinette	2.00	28.57%	\$441,478
C.ME.100641	Horizon Coach Overhaul	\$9,151,247	SO_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.63%	\$972,349
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,413,827</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$3,277,544</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
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FY2021		APT_RT_20	Chicago-St. Louis		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type			
C.ME.201291	Amfleet I Coach O/H Level 2		\$45,114,051	SQ_EQ_AXAS Amfleet I Capstone Standard	8.00	2.53%	\$1,143,248
C.ME.100377	Amfleet I All Table O/H Level		\$17,533,082	SQ_EQ_AXCD Amfleet I Club Dinette	2.00	3.23%	\$566,998
C.ME.100414	Amfleet I All Table O/H Level		\$0	SQ_EQ_AXCD Amfleet I Club Dinette	2.00	3.23%	\$0
C.ME.100413	Amfleet I Coach O/H Level 1		\$14,311,018	SQ_EQ_AXAS Amfleet I Capstone Standard	8.00	2.53%	\$362,660
<b>Sub-Total of Amfleet I</b>							<b>\$2,072,906</b>
C.ME.100653a	P-42 LCPM		\$25,307,493	SQ_EQ_DXB Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42		\$1,327,137	SQ_EQ_DXB Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>
C.ME.100643	Horizon Café Overhaul		\$3,244,855	SQ_EQ_HYH Horizon Club Dinette	2.00	28.57%	\$927,101
C.ME.100641	Horizon Coach Overhaul		\$7,069,338	SQ_EQ_HYH Horizon Coach (Handicapped)	6.00	10.63%	\$751,139
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,678,241</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$3,751,147</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

CIP FY2017-FY2021							Hiawathas		
FY2017		APT_RT_21		Hiawathas			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%			
C.ME.100013	NPCU Overhaul	\$4,659,777	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	2.00	18.05%	\$841,212		
C.ME.100653f	NPCU LCPM	\$0	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	2.00	18.05%	\$0		
<b>Sub-Total of Cab Car</b>							<b>\$841,212</b>		
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.33%	\$12,533		
C.ME.100653a	P-42 LCPM	\$28,762,284	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.33%	\$383,367		
<b>Sub-Total of Diesel Locomotive</b>							<b>\$395,900</b>		
C.ME.100641	Horizon Coach Overhaul	\$6,281,015	SO_EQ_HYH	Horizon Coach (Handicapped)	12.00	21.29%	\$1,337,002		
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,337,002</b>		
<b>Total Route Equipment Capital Use Charge</b>									<b>\$2,574,114</b>
FY2018		APT_RT_21		Hiawathas			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%			
C.ME.100013	NPCU Overhaul	\$0	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	2.00	18.05%	\$0		
C.ME.100653f	NPCU LCPM	\$200,000	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	2.00	18.05%	\$36,105		
<b>Sub-Total of Cab Car</b>							<b>\$36,105</b>		
C.ME.100653a	P-42 LCPM	\$22,871,172	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>		
C.ME.100641	Horizon Coach Overhaul	\$8,625,928	SO_EQ_HYH	Horizon Coach (Handicapped)	12.00	21.25%	\$1,832,898		
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,832,898</b>		
<b>Total Route Equipment Capital Use Charge</b>									<b>\$1,869,003</b>
FY2019		APT_RT_21		Hiawathas			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%			
C.ME.100013	NPCU Overhaul	\$0	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	2.00	18.05%	\$0		
C.ME.100653f	NPCU LCPM	\$400,000	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	2.00	18.05%	\$72,210		
<b>Sub-Total of Cab Car</b>							<b>\$72,210</b>		
C.ME.100653a	P-42 LCPM	\$25,740,485	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>		
C.ME.100641	Horizon Coach Overhaul	\$8,884,706	SO_EQ_HYH	Horizon Coach (Handicapped)	12.00	21.25%	\$1,887,885		
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,887,885</b>		
<b>Total Route Equipment Capital Use Charge</b>									<b>\$1,960,096</b>
FY2020		APT_RT_21		Hiawathas			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%			
C.ME.100653f	NPCU LCPM	\$600,000	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	2.00	18.05%	\$108,316		
C.ME.100013	NPCU Overhaul	\$0	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	2.00	18.05%	\$0		
<b>Sub-Total of Cab Car</b>							<b>\$108,316</b>		
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
C.ME.100653a	P-42 LCPM	\$23,067,090	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>		
C.ME.100641	Horizon Coach Overhaul	\$9,151,247	SO_EQ_HYH	Horizon Coach (Handicapped)	12.00	21.25%	\$1,944,522		
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,944,522</b>		
<b>Total Route Equipment Capital Use Charge</b>									<b>\$2,052,837</b>
FY2021		APT_RT_21		Hiawathas			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%			
C.ME.100013	NPCU Overhaul	\$0	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	2.00	18.05%	\$0		
C.ME.100653f	NPCU LCPM	\$700,000	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	2.00	18.05%	\$126,368		
<b>Sub-Total of Cab Car</b>							<b>\$126,368</b>		
C.ME.100653a	P-42 LCPM	\$25,307,493	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>		
C.ME.100641	Horizon Coach Overhaul	\$7,069,338	SO_EQ_HYH	Horizon Coach (Handicapped)	12.00	21.25%	\$1,502,143		
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,502,143</b>		
<b>Total Route Equipment Capital Use Charge</b>									<b>\$1,628,511</b>

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CIP FY2017-FY2021							Wolverines
FY2017	APT_RT_22	Wolverines			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SQ_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$364,674
C.ME.100377	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$0
<b>Sub-Total of Amfleet I</b>							<b>\$364,674</b>
C.ME.100653a	P-42 LCPM	\$28,762,284	SQ_EQ_DXB	Diesel Locomotive - P42-8	3.00	2.00%	\$575,103
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SQ_EQ_DXB	Diesel Locomotive - P42-8	3.00	2.00%	\$18,801
<b>Sub-Total of Diesel Locomotive</b>							<b>\$593,904</b>
C.ME.100643	Horizon Café Overhaul	\$2,883,012	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$411,859
C.ME.100641	Horizon Coach Overhaul	\$6,281,015	SQ_EQ_HYH	Horizon Coach (Handicapped)	11.00	19.51%	\$1,225,696
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,637,555</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$2,596,133</b>
FY2018	APT_RT_22	Wolverines			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SQ_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$194,581
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SQ_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$312,962
<b>Sub-Total of Amfleet I</b>							<b>\$507,543</b>
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653a	P-42 LCPM	\$22,871,172	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>
C.ME.100643	Horizon Café Overhaul	\$2,474,585	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$353,512
C.ME.100641	Horizon Coach Overhaul	\$8,625,928	SQ_EQ_HYH	Horizon Coach (Handicapped)	11.00	19.48%	\$1,680,309
<b>Sub-Total of Horizon Fleet</b>							<b>\$2,033,821</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$2,541,364</b>
FY2019	APT_RT_22	Wolverines			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SQ_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$356,300
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$0
<b>Sub-Total of Amfleet I</b>							<b>\$356,300</b>
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653a	P-42 LCPM	\$25,740,485	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>
C.ME.100643	Horizon Café Overhaul	\$1,019,529	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$145,647
C.ME.100641	Horizon Coach Overhaul	\$8,884,706	SQ_EQ_HYH	Horizon Coach (Handicapped)	11.00	19.48%	\$1,730,718
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,876,365</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$2,232,665</b>
FY2020	APT_RT_22	Wolverines			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	2.00	3.20%	\$0
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SQ_EQ_AXCD	Amfleet I Club Dinette	2.00	3.20%	\$544,385
<b>Sub-Total of Amfleet I</b>							<b>\$544,385</b>
C.ME.100653a	P-42 LCPM	\$23,067,090	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>
C.ME.100641	Horizon Coach Overhaul	\$9,151,247	SQ_EQ_HYH	Horizon Coach (Handicapped)	11.00	19.48%	\$1,782,640
C.ME.100643	Horizon Café Overhaul	\$1,545,173	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$220,739
<b>Sub-Total of Horizon Fleet</b>							<b>\$2,003,379</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$2,547,764</b>

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FY2021		APT_RT_22		Wolverines				Forecast
Mechanical Capital Overhaul Projects		Total Capital	APT_Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Capital Use Charge	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$0	
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SQ_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$566,998	
<b>Sub-Total of Amfleet I</b>							<b>\$566,998</b>	
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0	
C.ME.100653a	P-42 LCPM	\$25,307,493	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>	
C.ME.100643	Horizon Café Overhaul	\$3,244,855	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$463,551	
C.ME.100641	Horizon Coach Overhaul	\$7,069,338	SQ_EQ_HYH	Horizon Coach (Handicapped)	11.00	19.48%	\$1,377,089	
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,840,640</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$2,407,638</b>	

CIP for Amtrak Equipment Deployed in State Corridor Service  
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CIP FY2017-FY2021				Illini/Saluki				
FY2017	APT_RT_23	Illini/Saluki		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level		\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$0
C.ME.100414	Amfleet I All Table O/H Level		\$11,274,869	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$182,337
<b>Sub-Total of Amfleet I</b>								<b>\$182,337</b>
C.ME.100653a	P-42 LCPM		\$28,762,284	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.25	0.83%	\$239,626
C.ME.100653c	LCPM Paint - P40/P42		\$940,270	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.25	0.83%	\$7,834
<b>Sub-Total of Diesel Locomotive</b>								<b>\$247,460</b>
C.ME.100641	Horizon Coach Overhaul		\$6,281,015	SQ_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.64%	\$668,562
C.ME.100643	Horizon Café Overhaul		\$2,883,012	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$411,859
<b>Sub-Total of Horizon Fleet</b>								<b>\$1,080,420</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,510,218</b>
FY2018	APT_RT_23	Illini/Saluki		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level		\$6,016,970	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$97,291
C.ME.100414	Amfleet I All Table O/H Level		\$9,677,596	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$156,481
<b>Sub-Total of Amfleet I</b>								<b>\$253,772</b>
C.ME.100653a	P-42 LCPM		\$22,871,172	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42		\$1,922,988	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>								<b>\$0</b>
C.ME.100641	Horizon Coach Overhaul		\$8,625,928	SQ_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.63%	\$916,532
C.ME.100643	Horizon Café Overhaul		\$2,474,585	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$353,512
<b>Sub-Total of Horizon Fleet</b>								<b>\$1,270,044</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,523,816</b>
FY2019	APT_RT_23	Illini/Saluki		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level		\$11,017,741	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$178,150
C.ME.100414	Amfleet I All Table O/H Level		\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$0
<b>Sub-Total of Amfleet I</b>								<b>\$178,150</b>
C.ME.100653a	P-42 LCPM		\$25,740,485	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42		\$729,723	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>								<b>\$0</b>
C.ME.100641	Horizon Coach Overhaul		\$8,884,706	SQ_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.63%	\$944,028
C.ME.100643	Horizon Café Overhaul		\$1,019,529	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$145,647
<b>Sub-Total of Horizon Fleet</b>								<b>\$1,089,675</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,267,825</b>
FY2020	APT_RT_23	Illini/Saluki		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level		\$17,022,410	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.60%	\$272,193
C.ME.100414	Amfleet I All Table O/H Level		\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.60%	\$0
<b>Sub-Total of Amfleet I</b>								<b>\$272,193</b>
C.ME.100653a	P-42 LCPM		\$23,067,090	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42		\$966,362	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>								<b>\$0</b>
C.ME.100641	Horizon Coach Overhaul		\$9,151,247	SQ_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.63%	\$972,349
C.ME.100643	Horizon Café Overhaul		\$1,545,173	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$220,739
<b>Sub-Total of Horizon Fleet</b>								<b>\$1,193,088</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,465,280</b>

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FY2021		APT_RT_23		Illini/Saluki				Forecast	
Mechanical Capital Overhaul Projects				Total Capital	APT_Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Equipment Capital Use Charge
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$283,499		
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$0		
<b>Sub-Total of Amfleet I</b>							<b>\$283,499</b>		
C.ME.100653a	P-42 LCPM	\$25,307,493	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>		
C.ME.100641	Horizon Coach Overhaul	\$7,069,338	SO_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.63%	\$751,139		
C.ME.100643	Horizon Café Overhaul	\$3,244,855	SO_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$463,551		
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,214,690</b>		
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,498,189</b>		

CIP for Amtrak Equipment Deployed in State Corridor Service  
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CIP FY2017-FY2021				Illinois Zephyr/Carl			
FY2017		APT_RT_24	Illinois Zephyr/Carl Sandburg		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$0
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$182,337
<b>Sub-Total of Amfleet I</b>							<b>\$182,337</b>
C.ME.100653a	P-42 LCPM	\$28,762,284	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.25	0.83%	\$239,626
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.25	0.83%	\$7,834
<b>Sub-Total of Diesel Locomotive</b>							<b>\$247,460</b>
C.ME.100641	Horizon Coach Overhaul	\$6,281,015	SQ_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.64%	\$668,562
C.ME.100643	Horizon Café Overhaul	\$2,883,012	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$411,859
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,080,420</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,510,218</b>
FY2018		APT_RT_24	Illinois Zephyr/Carl Sandburg		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$97,291
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$156,481
<b>Sub-Total of Amfleet I</b>							<b>\$253,772</b>
C.ME.100653a	P-42 LCPM	\$22,871,172	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>
C.ME.100643	Horizon Café Overhaul	\$2,474,585	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$353,512
C.ME.100641	Horizon Coach Overhaul	\$8,625,928	SQ_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.63%	\$916,532
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,270,044</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,523,816</b>
FY2019		APT_RT_24	Illinois Zephyr/Carl Sandburg		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$178,150
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$0
<b>Sub-Total of Amfleet I</b>							<b>\$178,150</b>
C.ME.100653a	P-42 LCPM	\$25,740,485	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>
C.ME.100643	Horizon Café Overhaul	\$1,019,529	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$145,647
C.ME.100641	Horizon Coach Overhaul	\$8,884,706	SQ_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.63%	\$944,028
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,089,675</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,267,825</b>
FY2020		APT_RT_24	Illinois Zephyr/Carl Sandburg		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.60%	\$272,193
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.60%	\$0
<b>Sub-Total of Amfleet I</b>							<b>\$272,193</b>
C.ME.100653a	P-42 LCPM	\$23,067,090	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>
C.ME.100641	Horizon Coach Overhaul	\$9,151,247	SQ_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.63%	\$972,349
C.ME.100643	Horizon Café Overhaul	\$1,545,173	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$220,739
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,193,088</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,465,280</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
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FY2021		APT_RT_24		Illinois Zephyr/Carl Sandburg		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT_Stat Qualifier / Equipment Type					
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$0	
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SQ_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$283,499	
<b>Sub-Total of Amfleet I</b>							<b>\$283,499</b>	
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0	
C.ME.100653a	P-42 LCPM	\$25,307,493	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>	
C.ME.100643	Horizon Café Overhaul	\$3,244,855	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$463,551	
C.ME.100641	Horizon Coach Overhaul	\$7,069,338	SQ_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.63%	\$751,139	
<b>Sub-Total of Horizon Fleet</b>							<b>\$1,214,690</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,498,189</b>	

CIP for Amtrak Equipment Deployed in State Corridor Service  
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CIP FY2017-FY2021				Heartland Flyer				
FY2017	APT_RT_29	Heartland Flyer		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100653f	NPCU LCPM		\$0	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
C.ME.100013	NPCU Overhaul		\$4,659,777	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$420,644
<b>Sub-Total of Cab Car</b>								<b>\$420,644</b>
C.ME.100653a	P-42 LCPM		\$28,762,284	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.67%	\$191,701
C.ME.100653c	LCPM Paint - P40/P42		\$940,270	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.67%	\$6,267
<b>Sub-Total of Diesel Locomotive</b>								<b>\$197,968</b>
C.ME.100177	Superliner I Coach Overhaul		\$17,634,529	SQ_EQ_SXSK	Superliner I Snack Coach	1.00	1.00%	\$176,257
C.ME.100177	Superliner I Coach Overhaul		\$17,634,529	SQ_EQ_SXSC	Superliner I Coach	1.50	1.50%	\$264,386
<b>Sub-Total of Superliner I</b>								<b>\$440,643</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,059,255</b>
FY2018	APT_RT_29	Heartland Flyer		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100653f	NPCU LCPM		\$200,000	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$18,054
C.ME.100013	NPCU Overhaul		\$0	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
<b>Sub-Total of Cab Car</b>								<b>\$18,054</b>
C.ME.100653a	P-42 LCPM		\$22,871,172	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.66%	\$151,327
C.ME.100653c	LCPM Paint - P40/P42		\$1,922,988	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.66%	\$12,723
<b>Sub-Total of Diesel Locomotive</b>								<b>\$164,050</b>
C.ME.100177	Superliner I Coach Overhaul		\$18,749,487	SQ_EQ_SXSC	Superliner I Coach	1.50	1.46%	\$274,249
C.ME.100177	Superliner I Coach Overhaul		\$18,749,487	SQ_EQ_SXSK	Superliner I Snack Coach	1.00	0.98%	\$182,833
<b>Sub-Total of Superliner I</b>								<b>\$457,082</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$639,186</b>
FY2019	APT_RT_29	Heartland Flyer		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100653f	NPCU LCPM		\$400,000	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$36,109
C.ME.100013	NPCU Overhaul		\$0	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
<b>Sub-Total of Cab Car</b>								<b>\$36,109</b>
C.ME.100653c	LCPM Paint - P40/P42		\$729,723	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.64%	\$4,704
C.ME.100653a	P-42 LCPM		\$25,740,485	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.64%	\$165,921
<b>Sub-Total of Diesel Locomotive</b>								<b>\$170,624</b>
C.ME.100177	Superliner I Coach Overhaul		\$21,122,468	SQ_EQ_SXSC	Superliner I Coach	1.50	1.48%	\$313,545
C.ME.100177	Superliner I Coach Overhaul		\$21,122,468	SQ_EQ_SXSK	Superliner I Snack Coach	1.00	0.99%	\$209,030
<b>Sub-Total of Superliner I</b>								<b>\$522,575</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$729,308</b>
FY2020	APT_RT_29	Heartland Flyer		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100013	NPCU Overhaul		\$0	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
C.ME.100653f	NPCU LCPM		\$600,000	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$54,163
<b>Sub-Total of Cab Car</b>								<b>\$54,163</b>
C.ME.100653a	P-42 LCPM		\$23,067,090	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.64%	\$148,688
C.ME.100653c	LCPM Paint - P40/P42		\$966,362	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.64%	\$6,229
<b>Sub-Total of Diesel Locomotive</b>								<b>\$154,917</b>
C.ME.100177	Superliner I Coach Overhaul		\$21,756,142	SQ_EQ_SXSC	Superliner I Coach	1.50	1.50%	\$325,366
C.ME.100177	Superliner I Coach Overhaul		\$21,756,142	SQ_EQ_SXSK	Superliner I Snack Coach	1.00	1.00%	\$216,911
<b>Sub-Total of Superliner I</b>								<b>\$542,277</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$751,357</b>

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FY2021		APT_RT_29		Heartland Flyer		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT_Stat Qualifier / Equipment Type					
C.ME.100653f	NPCU LCPM	\$700,000	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,		1.00	9.03%	\$63,190
C.ME.100013	NPCU Overhaul	\$0	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,		1.00	9.03%	\$0
<b>Sub-Total of Cab Car</b>								<b>\$63,190</b>
C.ME.100653a	P-42 LCPM	\$25,307,493	SO_EQ_DXB	Diesel Locomotive - P42-8		1.00	0.64%	\$163,130
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SO_EQ_DXB	Diesel Locomotive - P42-8		1.00	0.64%	\$8,555
<b>Sub-Total of Diesel Locomotive</b>								<b>\$171,684</b>
C.ME.100177	Superliner I Coach Overhaul	\$19,847,818	SO_EQ_SXSC	Superliner I Coach		1.50	1.50%	\$296,827
C.ME.100177	Superliner I Coach Overhaul	\$19,847,818	SO_EQ_SXSK	Superliner I Snack Coach		1.00	1.00%	\$197,885
<b>Sub-Total of Superliner I</b>								<b>\$494,711</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$729,585</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
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CIP FY2017-FY2021				Pacific Surfliner			
FY2017		APT_RT_35	Pacific Surfliner		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type			
C.ME.201291	Amfleet I Coach O/H Level 2		\$14,147,029	SQ_EQ_AXAN Amfleet I Capstone Bus Class	1.00	0.32%	\$44,820
C.ME.100413	Amfleet I Coach O/H Level 1		\$28,821,016	SQ_EQ_AXAN Amfleet I Capstone Bus Class	1.00	0.32%	\$91,310
<b>Sub-Total of Amfleet I</b>							<b>\$136,130</b>
C.ME.100013	NPCU Overhaul		\$4,659,777	SQ_EQ_CBBC F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$420,644
C.ME.100653f	NPCU LCPM		\$0	SQ_EQ_CBBC F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
<b>Sub-Total of Cab Car</b>							<b>\$420,644</b>
C.ME.100005	F-59 Overhaul		\$2,421,330	SQ_EQ_DYG Diesel Locomotive - F59	8.00	66.67%	\$1,614,220
C.ME.100653c	LCPM Paint - P40/P42		\$940,270	SQ_EQ_DXB Diesel Locomotive - P42-8	2.00	1.33%	\$12,534
C.ME.100653a	P-42 LCPM		\$28,762,284	SQ_EQ_DXB Diesel Locomotive - P42-8	2.00	1.33%	\$383,402
C.ME.100653d	F59 LCPM (Los Angeles)		\$391,337	SQ_EQ_DYG Diesel Locomotive - F59	8.00	66.67%	\$260,891
C.ME.100653e	F59 LCPM (Seattle)		\$117,993	SQ_EQ_DYG Diesel Locomotive - F59	8.00	66.67%	\$78,662
<b>Sub-Total of Diesel Locomotive</b>							<b>\$2,349,709</b>
C.ME.100643	Horizon Café Overhaul		\$2,883,012	SQ_EQ_HYH Horizon Club Dinette	1.00	14.29%	\$411,859
C.ME.100641	Horizon Coach Overhaul		\$6,281,015	SQ_EQ_HYH Horizon Coach (Handicapped)	4.00	7.10%	\$445,708
<b>Sub-Total of Horizon Fleet</b>							<b>\$857,567</b>
C.ME.100177	Superliner I Coach Overhaul		\$17,634,529	SQ_EQ_SXSM Superliner I Coach Cal Trans	3.00	3.00%	\$528,771
C.ME.100177	Superliner I Coach Overhaul		\$17,634,529	SQ_EQ_SXSC Superliner I Coach	6.00	6.00%	\$1,057,543
<b>Sub-Total of Superliner I</b>							<b>\$1,586,314</b>
C.ME.100647	Surfliner Café - Overhaul		\$1,111,468	SQ_EQ_OXOF Surfliner Coach/Café	9.00	100.00%	\$1,111,468
C.ME.100644	Surfliner Cab Car - Overhaul		\$1,136,552	SQ_EQ_OXO Surfliner Cab/Coach-Baggage	9.00	100.00%	\$1,136,552
C.ME.100646	Surfliner Custom Coach -		\$1,251,552	SQ_EQ_OXO Surfliner Business Class	9.00	100.00%	\$1,251,552
C.ME.100640	Surfliner Coach- Overhaul		\$1,523,272	SQ_EQ_OXO Surfliner Coach	18.00	100.00%	\$1,523,272
<b>Sub-Total of Surfliner Car</b>							<b>\$5,022,844</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$10,373,208</b>
FY2018		APT_RT_35	Pacific Surfliner		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type			
C.ME.100413	Amfleet I Coach O/H Level 1		\$27,502,879	SQ_EQ_AXAN Amfleet I Capstone Bus Class	1.00	0.32%	\$87,120
C.ME.201291	Amfleet I Coach O/H Level 2		\$15,785,727	SQ_EQ_AXAN Amfleet I Capstone Bus Class	1.00	0.32%	\$50,004
<b>Sub-Total of Amfleet I</b>							<b>\$137,124</b>
C.ME.100013	NPCU Overhaul		\$0	SQ_EQ_CBBC F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
C.ME.100653f	NPCU LCPM		\$200,000	SQ_EQ_CBBC F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$18,054
<b>Sub-Total of Cab Car</b>							<b>\$18,054</b>
C.ME.100653c	LCPM Paint - P40/P42		\$1,922,988	SQ_EQ_DXB Diesel Locomotive - P42-8	2.00	1.32%	\$25,447
C.ME.100653e	F59 LCPM (Seattle)		\$507,104	SQ_EQ_DYG Diesel Locomotive - F59	8.00	66.67%	\$338,069
C.ME.100653d	F59 LCPM (Los Angeles)		\$1,862,435	SQ_EQ_DYG Diesel Locomotive - F59	8.00	66.67%	\$1,241,623
C.ME.100005	F-59 Overhaul		\$0	SQ_EQ_DYG Diesel Locomotive - F59	8.00	66.67%	\$0
C.ME.100653a	P-42 LCPM		\$22,871,172	SQ_EQ_DXB Diesel Locomotive - P42-8	2.00	1.32%	\$302,654
<b>Sub-Total of Diesel Locomotive</b>							<b>\$1,907,794</b>
C.ME.100643	Horizon Café Overhaul		\$2,474,585	SQ_EQ_HYH Horizon Club Dinette	1.00	14.29%	\$353,512
C.ME.100641	Horizon Coach Overhaul		\$8,625,928	SQ_EQ_HYH Horizon Coach (Handicapped)	4.00	7.08%	\$611,021
<b>Sub-Total of Horizon Fleet</b>							<b>\$964,533</b>
C.ME.100177	Superliner I Coach Overhaul		\$18,749,487	SQ_EQ_SXSC Superliner I Coach	6.00	5.85%	\$1,096,996
C.ME.100177	Superliner I Coach Overhaul		\$18,749,487	SQ_EQ_SXSM Superliner I Coach Cal Trans	3.00	2.93%	\$548,498
<b>Sub-Total of Superliner I</b>							<b>\$1,645,494</b>
C.ME.100647	Surfliner Café - Overhaul		\$0	SQ_EQ_OXOF Surfliner Coach/Café	9.00	100.00%	\$0
C.ME.100640	Surfliner Coach- Overhaul		\$313,794	SQ_EQ_OXO Surfliner Coach	18.00	100.00%	\$313,794
C.ME.100644	Surfliner Cab Car - Overhaul		\$390,216	SQ_EQ_OXO Surfliner Cab/Coach-Baggage	9.00	100.00%	\$390,216
C.ME.100646	Surfliner Custom Coach -		\$322,275	SQ_EQ_OXO Surfliner Business Class	9.00	100.00%	\$322,275
<b>Sub-Total of Surfliner Car</b>							<b>\$1,026,285</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$5,699,284</b>

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FY2019		APT_RT_35		Pacific Surfliner		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	1.00	0.32%	\$113,947	
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	1.00	0.32%	\$45,561	
<b>Sub-Total of Amfleet I</b>							<b>\$159,508</b>	
C.ME.100013	NPCU Overhaul	\$0	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0	
C.ME.100653f	NPCU LCPM	\$400,000	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$36,109	
<b>Sub-Total of Cab Car</b>							<b>\$36,109</b>	
C.ME.100653a	P-42 LCPM	\$25,740,485	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0	
C.ME.100653d	F59 LCPM (Los Angeles)	\$1,826,543	SQ_EQ_DYG	Diesel Locomotive - F59	7.00	58.33%	\$1,065,483	
C.ME.100005	F-59 Overhaul	\$0	SQ_EQ_DYG	Diesel Locomotive - F59	7.00	58.33%	\$0	
C.ME.100653e	F59 LCPM (Seattle)	\$572,584	SQ_EQ_DYG	Diesel Locomotive - F59	7.00	58.33%	\$334,007	
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$1,399,491</b>	
C.ME.100643	Horizon Café Overhaul	\$1,019,529	SQ_EQ_HYH	Horizon Club Dinette	0.00	0.00%	\$0	
C.ME.100641	Horizon Coach Overhaul	\$8,884,706	SQ_EQ_HYH	Horizon Coach (Handicapped)	4.00	7.08%	\$629,352	
<b>Sub-Total of Horizon Fleet</b>							<b>\$629,352</b>	
C.ME.100177	Superliner I Coach Overhaul	\$21,122,468	SQ_EQ_SXSM	Superliner I Coach Cal Trans	3.00	2.97%	\$627,090	
C.ME.100177	Superliner I Coach Overhaul	\$21,122,468	SQ_EQ_SXSC	Superliner I Coach	0.00	0.00%	\$0	
<b>Sub-Total of Superliner I</b>							<b>\$627,090</b>	
C.ME.100646	Surfliner Custom Coach -	\$331,943	SQ_EQ_OXO	Surfliner Business Class	9.00	100.00%	\$331,943	
C.ME.100647	Surfliner Café - Overhaul	\$786,104	SQ_EQ_OXOF	Surfliner Coach/Café	9.00	100.00%	\$786,104	
C.ME.100644	Surfliner Cab Car - Overhaul	\$803,846	SQ_EQ_OXO	Surfliner Cab/Coach-Baggage	9.00	100.00%	\$803,846	
C.ME.100640	Surfliner Coach- Overhaul	\$1,292,831	SQ_EQ_OXO	Surfliner Coach	18.00	100.00%	\$1,292,831	
<b>Sub-Total of Surfliner Car</b>							<b>\$3,214,724</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$6,066,273</b>	
FY2020		APT_RT_35		Pacific Surfliner		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	1.00	0.32%	\$85,695	
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	1.00	0.32%	\$79,222	
<b>Sub-Total of Amfleet I</b>							<b>\$164,916</b>	
C.ME.100013	NPCU Overhaul	\$0	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0	
C.ME.100653f	NPCU LCPM	\$600,000	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$54,163	
<b>Sub-Total of Cab Car</b>							<b>\$54,163</b>	
C.ME.100653a	P-42 LCPM	\$23,067,090	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0	
C.ME.100653d	F59 LCPM (Los Angeles)	\$1,768,803	SQ_EQ_DYG	Diesel Locomotive - F59	0.00	0.00%	\$0	
C.ME.100005	F-59 Overhaul	\$0	SQ_EQ_DYG	Diesel Locomotive - F59	0.00	0.00%	\$0	
C.ME.100653e	F59 LCPM (Seattle)	\$727,117	SQ_EQ_DYG	Diesel Locomotive - F59	0.00	0.00%	\$0	
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>	
C.ME.100641	Horizon Coach Overhaul	\$9,151,247	SQ_EQ_HYH	Horizon Coach (Handicapped)	1.00	1.77%	\$162,058	
C.ME.100643	Horizon Café Overhaul	\$1,545,173	SQ_EQ_HYH	Horizon Club Dinette	0.00	0.00%	\$0	
<b>Sub-Total of Horizon Fleet</b>							<b>\$162,058</b>	
C.ME.100177	Superliner I Coach Overhaul	\$21,756,142	SQ_EQ_SXSC	Superliner I Coach	0.00	0.00%	\$0	
C.ME.100177	Superliner I Coach Overhaul	\$21,756,142	SQ_EQ_SXSM	Superliner I Coach Cal Trans	2.00	1.99%	\$433,821	
<b>Sub-Total of Superliner I</b>							<b>\$433,821</b>	
C.ME.100644	Surfliner Cab Car - Overhaul	\$827,961	SQ_EQ_OXO	Surfliner Cab/Coach-Baggage	9.00	100.00%	\$827,961	
C.ME.100647	Surfliner Café - Overhaul	\$1,214,531	SQ_EQ_OXOF	Surfliner Coach/Café	9.00	100.00%	\$1,214,531	
C.ME.100646	Surfliner Custom Coach -	\$683,802	SQ_EQ_OXO	Surfliner Business Class	9.00	100.00%	\$683,802	
C.ME.100640	Surfliner Coach- Overhaul	\$1,664,520	SQ_EQ_OXO	Surfliner Coach	18.00	100.00%	\$1,664,520	
<b>Sub-Total of Surfliner Car</b>							<b>\$4,390,814</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$5,205,773</b>	

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

FY2021		APT_RT_35		Pacific Surfliner		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects			Total Capital	APT_Stat Qualifier / Equipment Type				
C.ME.100413	Amfleet I Coach O/H	Level 1	\$14,311,018	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.00	0.00%	\$0
C.ME.201291	Amfleet I Coach O/H	Level 2	\$45,114,051	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.00	0.00%	\$0
<b>Sub-Total of Amfleet I</b>								
C.ME.100653f	NPCU LCPM		\$700,000	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$63,190
C.ME.100013	NPCU Overhaul		\$0	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
<b>Sub-Total of Cab Car</b>								
C.ME.100653d	F59 LCPM (Los Angeles)		\$1,734,291	SQ_EQ_DXG	Diesel Locomotive - F59	0.00	0.00%	\$0
C.ME.100653a	P-42 LCPM		\$25,307,493	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100005	F-59 Overhaul		\$0	SQ_EQ_DXG	Diesel Locomotive - F59	0.00	0.00%	\$0
C.ME.100653e	F59 LCPM (Seattle)		\$840,706	SQ_EQ_DXG	Diesel Locomotive - F59	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42		\$1,327,137	SQ_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>								
C.ME.100641	Horizon Coach Overhaul		\$7,069,338	SQ_EQ_HYH	Horizon Coach (Handicapped)	0.00	0.00%	\$0
C.ME.100643	Horizon Café Overhaul		\$3,244,855	SQ_EQ_HYH	Horizon Club Dinette	0.00	0.00%	\$0
<b>Sub-Total of Horizon Fleet</b>								
C.ME.100177	Superliner I Coach Overhaul		\$19,847,818	SQ_EQ_SXSC	Superliner I Coach	0.00	0.00%	\$0
C.ME.100177	Superliner I Coach Overhaul		\$19,847,818	SQ_EQ_SXSM	Superliner I Coach Cal Trans	0.00	0.00%	\$0
<b>Sub-Total of Superliner I</b>								
C.ME.100646	Surfliner Custom Coach -		\$1,408,633	SQ_EQ_OXO	Surfliner Business Class	9.00	100.00%	\$1,408,633
C.ME.100647	Surfliner Café - Overhaul		\$1,250,967	SQ_EQ_OXOF	Surfliner Coach/Café	9.00	100.00%	\$1,250,967
C.ME.100640	Surfliner Coach- Overhaul		\$1,714,456	SQ_EQ_OXO	Surfliner Coach	18.00	100.00%	\$1,714,456
C.ME.100644	Surfliner Cab Car - Overhaul		\$1,279,200	SQ_EQ_OXO	Surfliner Cab/Coach-Baggage	9.00	100.00%	\$1,279,200
<b>Sub-Total of Surfliner Car</b>								
<b>Total Route Equipment Capital Use Charge</b>								<b>\$5,653,256</b>
								<b>\$5,716,446</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

CIP FY2017-FY2021							Cascades	
FY2017		APT_RT_36	Cascades		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100013	NPCU Overhaul		\$4,659,777	SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU,	2.08	18.76%	\$874,056
C.ME.100653f	NPCU LCPM		\$0	SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU,	2.08	18.76%	\$0
<b>Sub-Total of Cab Car</b>								<b>\$874,056</b>
C.ME.100005	F-59 Overhaul		\$2,421,330	SQ_EQ_DXG	Diesel Locomotive - F59	4.00	33.33%	\$807,110
C.ME.100653d	F59 LCPM (Los Angeles)		\$391,337	SQ_EQ_DXG	Diesel Locomotive - F59	4.00	33.33%	\$130,446
C.ME.100653e	F59 LCPM (Seattle)		\$117,993	SQ_EQ_DXG	Diesel Locomotive - F59	4.00	33.33%	\$39,331
C.ME.100653a	P-42 LCPM		\$28,762,284	SQ_EQ_DXB	Diesel Locomotive - P42-8	3.00	2.00%	\$575,103
C.ME.100653c	LCPM Paint - P40/P42		\$940,270	SQ_EQ_DXB	Diesel Locomotive - P42-8	3.00	2.00%	\$18,801
<b>Sub-Total of Diesel Locomotive</b>								<b>\$1,570,790</b>
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTH	Talgo ADA Coach	5.00	5.56%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTO	Talgo ADA Coach	9.00	10.00%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTN	Talgo ADA Coach (without	8.00	8.89%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTU	Talgo Coach	26.00	28.89%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTL	Talgo Bistro Car	7.00	7.78%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTE	Talgo Table Car	7.00	7.78%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTN	Talgo ADA Business Class	9.00	10.00%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTK	Talgo Business Class	5.00	5.56%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTM	Talgo End Power Car	5.00	5.56%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTJ	Talgo End Power / Cab Car	2.00	2.22%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTB	Talgo Bike/Baggage Car	7.00	7.78%	\$0
<b>Sub-Total of Talgo</b>								<b>\$0</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$2,444,847</b>
FY2018		APT_RT_36	Cascades		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100413	Amfleet I Coach O/H Level 1		\$27,502,879	SQ_EQ_AXAS	Amfleet I Capstone Standard	0.05	0.02%	\$4,356
C.ME.201291	Amfleet I Coach O/H Level 2		\$15,785,727	SQ_EQ_AXAS	Amfleet I Capstone Standard	0.05	0.02%	\$2,500
C.ME.100377	Amfleet I All Table O/H Level		\$6,016,970	SQ_EQ_AXCD	Amfleet I Club Dinette	0.01	0.02%	\$973
C.ME.100414	Amfleet I All Table O/H Level		\$9,677,596	SQ_EQ_AXCD	Amfleet I Club Dinette	0.01	0.02%	\$1,565
<b>Sub-Total of Amfleet I</b>								<b>\$9,394</b>
C.ME.100653f	NPCU LCPM		\$200,000	SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU,	2.08	18.76%	\$37,515
C.ME.100013	NPCU Overhaul		\$0	SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU,	2.08	18.76%	\$0
<b>Sub-Total of Cab Car</b>								<b>\$37,515</b>
C.ME.100005	F-59 Overhaul		\$0	SQ_EQ_DXG	Diesel Locomotive - F59	0.00	0.00%	\$0
C.ME.100653e	F59 LCPM (Seattle)		\$507,104	SQ_EQ_DXG	Diesel Locomotive - F59	0.00	0.00%	\$0
C.ME.100653d	F59 LCPM (Los Angeles)		\$1,862,435	SQ_EQ_DXG	Diesel Locomotive - F59	0.00	0.00%	\$0
C.ME.100653a	P-42 LCPM		\$22,871,172	SQ_EQ_DXB	Diesel Locomotive - P42-8	3.00	1.98%	\$453,981
C.ME.100653c	LCPM Paint - P40/P42		\$1,922,988	SQ_EQ_DXB	Diesel Locomotive - P42-8	3.00	1.98%	\$38,170
<b>Sub-Total of Diesel Locomotive</b>								<b>\$492,151</b>
C.ME.100177	Superliner I Coach Overhaul		\$18,749,487	SQ_EQ_SXSQ	Superliner I Baggage Coach	0.50	0.49%	\$91,416
C.ME.100177	Superliner I Coach Overhaul		\$18,749,487	SQ_EQ_SXSC	Superliner I Coach	1.50	1.46%	\$274,249
C.ME.100177	Superliner I Coach Overhaul		\$18,749,487	SQ_EQ_SXSK	Superliner I Snack Coach	0.50	0.49%	\$91,416
<b>Sub-Total of Superliner I</b>								<b>\$457,082</b>
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTU	Talgo Coach	26.00	28.89%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTB	Talgo Bike/Baggage Car	7.00	7.78%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTO	Talgo ADA Coach	9.00	10.00%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTH	Talgo ADA Coach	5.00	5.56%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTM	Talgo End Power Car	5.00	5.56%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTE	Talgo Table Car	7.00	7.78%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTN	Talgo ADA Business Class	9.00	10.00%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTT	Talgo ADA Coach (without	8.00	8.89%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTL	Talgo Bistro Car	7.00	7.78%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTK	Talgo Business Class	5.00	5.56%	\$0
C.ME.100236	Talgo Equipment Modifications		\$0	SQ_EQ_TTTJ	Talgo End Power / Cab Car	2.00	2.22%	\$0
<b>Sub-Total of Talgo</b>								<b>\$0</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$996,142</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

FY2019		APT_RT_36		Cascades		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type						
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	0.01	0.02%	\$0		
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SQ_EQ_AXAS	Amfleet I Capstone Standard	0.05	0.02%	\$5,697		
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SQ_EQ_AXCD	Amfleet I Club Dinette	0.01	0.02%	\$1,782		
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SQ_EQ_AXAS	Amfleet I Capstone Standard	0.05	0.02%	\$2,278		
<b>Sub-Total of Amfleet I</b>								<b>\$9,757</b>	
C.ME.100013	NPCU Overhaul	\$0	SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU,	2.08	18.76%	\$0		
C.ME.100653f	NPCU LCPM	\$400,000	SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU,	2.08	18.76%	\$75,030		
<b>Sub-Total of Cab Car</b>								<b>\$75,030</b>	
C.ME.100653a	P-42 LCPM	\$25,740,485	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.64%	\$165,921		
C.ME.100653d	F59 LCPM (Los Angeles)	\$1,826,543	SQ_EQ_DXG	Diesel Locomotive - F59	0.00	0.00%	\$0		
C.ME.100005	F-59 Overhaul	\$0	SQ_EQ_DXG	Diesel Locomotive - F59	0.00	0.00%	\$0		
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.64%	\$4,704		
C.ME.100653e	F59 LCPM (Seattle)	\$572,584	SQ_EQ_DXG	Diesel Locomotive - F59	0.00	0.00%	\$0		
<b>Sub-Total of Diesel Locomotive</b>								<b>\$170,624</b>	
C.ME.100177	Superliner I Coach Overhaul	\$21,122,468	SQ_EQ_SXSQ	Superliner I Baggage Coach	0.50	0.49%	\$104,515		
C.ME.100177	Superliner I Coach Overhaul	\$21,122,468	SQ_EQ_SXSK	Superliner I Snack Coach	0.50	0.49%	\$104,515		
C.ME.100177	Superliner I Coach Overhaul	\$21,122,468	SQ_EQ_SXSC	Superliner I Coach	1.50	1.48%	\$313,545		
<b>Sub-Total of Superliner I</b>								<b>\$522,575</b>	
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTT	Talgo ADA Coach (without	8.00	8.89%	\$0		\$0
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTO	Talgo ADA Coach	9.00	10.00%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTU	Talgo Coach	26.00	28.89%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTN	Talgo ADA Business Class	9.00	10.00%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTL	Talgo Bistro Car	7.00	7.78%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTJ	Talgo End Power / Cab Car	2.00	2.22%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTH	Talgo ADA Coach	5.00	5.56%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTE	Talgo Table Car	7.00	7.78%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTB	Talgo Bike/Baggage Car	7.00	7.78%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTK	Talgo Business Class	5.00	5.56%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTM	Talgo End Power Car	5.00	5.56%	\$0		
<b>Sub-Total of Talgo</b>								<b>\$0</b>	
<b>Total Route Equipment Capital Use Charge</b>								<b>\$777,986</b>	

FY2020		APT_RT_36		Cascades		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type						
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	0.01	0.02%	\$0		
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SQ_EQ_AXAS	Amfleet I Capstone Standard	0.05	0.02%	\$4,285		
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SQ_EQ_AXCD	Amfleet I Club Dinette	0.01	0.02%	\$2,722		
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SQ_EQ_AXAS	Amfleet I Capstone Standard	0.05	0.02%	\$3,961		
<b>Sub-Total of Amfleet I</b>								<b>\$10,968</b>	
C.ME.100013	NPCU Overhaul	\$0	SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU,	2.08	18.76%	\$0		
C.ME.100653f	NPCU LCPM	\$600,000	SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU,	2.08	18.76%	\$112,545		
<b>Sub-Total of Cab Car</b>								<b>\$112,545</b>	
C.ME.100653e	F59 LCPM (Seattle)	\$727,117	SQ_EQ_DXG	Diesel Locomotive - F59	0.00	0.00%	\$0		
C.ME.100653a	P-42 LCPM	\$23,067,090	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.64%	\$148,688		
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.64%	\$6,229		
C.ME.100005	F-59 Overhaul	\$0	SQ_EQ_DXG	Diesel Locomotive - F59	0.00	0.00%	\$0		
C.ME.100653d	F59 LCPM (Los Angeles)	\$1,768,803	SQ_EQ_DXG	Diesel Locomotive - F59	0.00	0.00%	\$0		
<b>Sub-Total of Diesel Locomotive</b>								<b>\$154,917</b>	
C.ME.100177	Superliner I Coach Overhaul	\$21,756,142	SQ_EQ_SXSQ	Superliner I Baggage Coach	0.05	0.05%	\$10,846		
C.ME.100177	Superliner I Coach Overhaul	\$21,756,142	SQ_EQ_SXSC	Superliner I Coach	0.15	0.15%	\$32,537		
C.ME.100177	Superliner I Coach Overhaul	\$21,756,142	SQ_EQ_SXSK	Superliner I Snack Coach	0.05	0.05%	\$10,846		
<b>Sub-Total of Superliner I</b>								<b>\$54,228</b>	
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTT	Talgo ADA Coach (without	8.00	8.89%	\$0		\$0
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTE	Talgo Table Car	7.00	7.78%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTB	Talgo Bike/Baggage Car	7.00	7.78%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTU	Talgo Coach	26.00	28.89%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTJ	Talgo End Power / Cab Car	2.00	2.22%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTL	Talgo Bistro Car	7.00	7.78%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTN	Talgo ADA Business Class	9.00	10.00%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTK	Talgo Business Class	5.00	5.56%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTM	Talgo End Power Car	5.00	5.56%	\$0		
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTH	Talgo ADA Coach	5.00	5.56%	\$0		
<b>Sub-Total of Talgo</b>								<b>\$0</b>	
<b>Total Route Equipment Capital Use Charge</b>								<b>\$332,657</b>	

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

FY2021		APT_RT_36		Cascades		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT_Stat Qualifier / Equipment Type					
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	0.01	0.02%	\$0	
C.ME.100413	Amfleet I Coach O/H Level 1	\$14,311,018	SQ_EQ_AXAS	Amfleet I Capstone Standard	0.05	0.02%	\$2,267	
C.ME.201291	Amfleet I Coach O/H Level 2	\$45,114,051	SQ_EQ_AXAS	Amfleet I Capstone Standard	0.05	0.02%	\$7,145	
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SQ_EQ_AXCD	Amfleet I Club Dinette	0.01	0.02%	\$2,835	
<b>Sub-Total of Amfleet I</b>							<b>\$12,247</b>	
C.ME.100653f	NPCU LCPM	\$700,000	SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU,	2.08	18.76%	\$131,302	
C.ME.100013	NPCU Overhaul	\$0	SQ_EQ_CBBN	F40 Cab/Baggage Car - NPCU,	2.08	18.76%	\$0	
<b>Sub-Total of Cab Car</b>							<b>\$131,302</b>	
C.ME.100653e	F59 LCPM (Seattle)	\$840,706	SQ_EQ_DXG	Diesel Locomotive - F59	0.00	0.00%	\$0	
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.64%	\$8,555	
C.ME.100653a	P-42 LCPM	\$25,307,493	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.64%	\$163,130	
C.ME.100653d	F59 LCPM (Los Angeles)	\$1,734,291	SQ_EQ_DXG	Diesel Locomotive - F59	0.00	0.00%	\$0	
C.ME.100005	F-59 Overhaul	\$0	SQ_EQ_DXG	Diesel Locomotive - F59	0.00	0.00%	\$0	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$171,684</b>	
C.ME.100177	Superliner I Coach Overhaul	\$19,847,818	SQ_EQ_SXSC	Superliner I Coach	0.15	0.15%	\$29,683	
C.ME.100177	Superliner I Coach Overhaul	\$19,847,818	SQ_EQ_SXSK	Superliner I Snack Coach	0.05	0.05%	\$9,894	
C.ME.100177	Superliner I Coach Overhaul	\$19,847,818	SQ_EQ_SXSQ	Superliner I Baggage Coach	0.05	0.05%	\$9,894	
<b>Sub-Total of Superliner I</b>							<b>\$49,471</b>	
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTT	Talgo ADA Coach (without	8.00	8.89%	\$0	
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTN	Talgo ADA Business Class	9.00	10.00%	\$0	
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTO	Talgo ADA Coach	9.00	10.00%	\$0	
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTB	Talgo Bike/Baggage Car	7.00	7.78%	\$0	
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTU	Talgo Coach	26.00	28.89%	\$0	
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTH	Talgo ADA Coach	5.00	5.56%	\$0	
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTL	Talgo Bistro Car	7.00	7.78%	\$0	
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTK	Talgo Business Class	5.00	5.56%	\$0	
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTE	Talgo Table Car	7.00	7.78%	\$0	
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTJ	Talgo End Power / Cab Car	2.00	2.22%	\$0	
C.ME.100236	Talgo Equipment Modifications	\$0	SQ_EQ_TTTM	Talgo End Power Car	5.00	5.56%	\$0	
<b>Sub-Total of Talgo</b>							<b>\$0</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$364,705</b>	

CIP FY2017-FY2021				San Joaquins				
FY2017	APT_RT_39	San Joaquins		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100013	NPCU Overhaul		\$4,659,777	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$420,644
C.ME.100653f	NPCU LCPM		\$0	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
<b>Sub-Total of Cab Car</b>								<b>\$420,644</b>
C.ME.100643	Horizon Café Overhaul		\$2,883,012	SO_EQ_HYHF	Horizon Food Car (Full Dinette)	1.00	14.29%	\$411,859
<b>Sub-Total of Horizon Fleet</b>								<b>\$411,859</b>
C.ME.100177	Superliner I Coach Overhaul		\$17,634,529	SO_EQ_SXSQ	Superliner I Baggage Coach	2.00	2.00%	\$352,514
<b>Sub-Total of Superliner I</b>								<b>\$352,514</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,185,017</b>
FY2018	APT_RT_39	San Joaquins		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100013	NPCU Overhaul		\$0	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
C.ME.100653f	NPCU LCPM		\$200,000	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$18,054
<b>Sub-Total of Cab Car</b>								<b>\$18,054</b>
C.ME.100643	Horizon Café Overhaul		\$2,474,585	SO_EQ_HYHF	Horizon Food Car (Full Dinette)	1.00	14.29%	\$353,512
<b>Sub-Total of Horizon Fleet</b>								<b>\$353,512</b>
C.ME.100177	Superliner I Coach Overhaul		\$18,749,487	SO_EQ_SXSQ	Superliner I Baggage Coach	2.00	1.95%	\$365,665
<b>Sub-Total of Superliner I</b>								<b>\$365,665</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$737,232</b>
FY2019	APT_RT_39	San Joaquins		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100013	NPCU Overhaul		\$0	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
C.ME.100653f	NPCU LCPM		\$400,000	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$36,109
<b>Sub-Total of Cab Car</b>								<b>\$36,109</b>
C.ME.100643	Horizon Café Overhaul		\$1,019,529	SO_EQ_HYHF	Horizon Food Car (Full Dinette)	1.00	14.29%	\$145,647
<b>Sub-Total of Horizon Fleet</b>								<b>\$145,647</b>
C.ME.100177	Superliner I Coach Overhaul		\$21,122,468	SO_EQ_SXSQ	Superliner I Baggage Coach	2.00	1.98%	\$418,060
<b>Sub-Total of Superliner I</b>								<b>\$418,060</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$599,815</b>
FY2020	APT_RT_39	San Joaquins		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100013	NPCU Overhaul		\$0	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
C.ME.100653f	NPCU LCPM		\$600,000	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$54,163
<b>Sub-Total of Cab Car</b>								<b>\$54,163</b>
C.ME.100643	Horizon Café Overhaul		\$1,545,173	SO_EQ_HYHF	Horizon Food Car (Full Dinette)	1.00	14.29%	\$220,739
<b>Sub-Total of Horizon Fleet</b>								<b>\$220,739</b>
C.ME.100177	Superliner I Coach Overhaul		\$21,756,142	SO_EQ_SXSQ	Superliner I Baggage Coach	2.00	1.99%	\$433,821
<b>Sub-Total of Superliner I</b>								<b>\$433,821</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$708,723</b>
FY2021	APT_RT_39	San Joaquins		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100013	NPCU Overhaul		\$0	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
C.ME.100653f	NPCU LCPM		\$700,000	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$63,190
<b>Sub-Total of Cab Car</b>								<b>\$63,190</b>
C.ME.100643	Horizon Café Overhaul		\$3,244,855	SO_EQ_HYHF	Horizon Food Car (Full Dinette)	1.00	14.29%	\$463,551
<b>Sub-Total of Horizon Fleet</b>								<b>\$463,551</b>
C.ME.100177	Superliner I Coach Overhaul		\$19,847,818	SO_EQ_SXSQ	Superliner I Baggage Coach	2.00	1.99%	\$395,769
<b>Sub-Total of Superliner I</b>								<b>\$395,769</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$922,510</b>

CIP FY2017-FY2021							Adirondack	
FY2017	APT_RT_40	Adirondack		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level		\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	1.26	2.04%	\$0
C.ME.100414	Amfleet I All Table O/H Level		\$11,274,869	SQ_EQ_AXMF	Amfleet I All-Table Dinette	1.26	2.04%	\$229,716
C.ME.100413	Amfleet I Coach O/H Level 1		\$28,821,016	SQ_EQ_AXAS	Amfleet I Capstone Standard	2.52	0.80%	\$230,072
C.ME.201291	Amfleet I Coach O/H Level 2		\$14,147,029	SQ_EQ_AXAS	Amfleet I Capstone Standard	2.52	0.80%	\$112,933
<b>Sub-Total of Amfleet I</b>								<b>\$572,720</b>
C.ME.100011	Amfleet II Coach O/H Level 2		\$17,577,703	SQ_EQ_AYAI	Amfleet II Coach	2.52	2.62%	\$460,338
C.ME.100101	Amfleet II Coach O/H Level 1		\$0	SQ_EQ_AYAI	Amfleet II Coach	2.52	2.62%	\$0
<b>Sub-Total of Amfleet II</b>								<b>\$460,338</b>
C.ME.100653b	P-32DM LCPM		\$2,552,205	SQ_EQ_DXD	DUAL MODE Locomotive - P32-	1.26	8.58%	\$218,872
C.ME.100653h	LCPM Paint - P32DM		\$467,784	SQ_EQ_DXD	DUAL MODE Locomotive - P32-	1.26	8.58%	\$40,116
C.ME.100653a	P-42 LCPM		\$28,762,284	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.84%	\$241,513
C.ME.100653c	LCPM Paint - P40/P42		\$940,270	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.84%	\$7,895
<b>Sub-Total of Diesel Locomotive</b>								<b>\$508,396</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,541,455</b>
FY2018	APT_RT_40	Adirondack		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100413	Amfleet I Coach O/H Level 1		\$27,502,879	SQ_EQ_AXAS	Amfleet I Capstone Standard	2.52	0.80%	\$219,514
C.ME.100414	Amfleet I All Table O/H Level		\$9,677,596	SQ_EQ_AXMF	Amfleet I All-Table Dinette	1.26	2.04%	\$197,141
C.ME.100377	Amfleet I All Table O/H Level		\$6,016,970	SQ_EQ_AXMF	Amfleet I All-Table Dinette	1.26	2.04%	\$122,571
C.ME.201291	Amfleet I Coach O/H Level 2		\$15,785,727	SQ_EQ_AXAS	Amfleet I Capstone Standard	2.52	0.80%	\$125,994
<b>Sub-Total of Amfleet I</b>								<b>\$665,221</b>
C.ME.100011	Amfleet II Coach O/H Level 2		\$12,673,524	SQ_EQ_AYAI	Amfleet II Coach	2.52	2.62%	\$331,904
C.ME.100101	Amfleet II Coach O/H Level 1		\$3,322,502	SQ_EQ_AYAI	Amfleet II Coach	2.52	2.62%	\$87,012
<b>Sub-Total of Amfleet II</b>								<b>\$418,916</b>
C.ME.100653h	LCPM Paint - P32DM		\$506,049	SQ_EQ_DXD	DUAL MODE Locomotive - P32-	1.26	8.58%	\$43,398
C.ME.100653a	P-42 LCPM		\$22,871,172	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.83%	\$190,648
C.ME.100653c	LCPM Paint - P40/P42		\$1,922,988	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.83%	\$16,030
C.ME.100653b	P-32DM LCPM		\$5,418,208	SQ_EQ_DXD	DUAL MODE Locomotive - P32-	1.26	8.58%	\$464,654
<b>Sub-Total of Diesel Locomotive</b>								<b>\$714,730</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,798,867</b>
FY2019	APT_RT_40	Adirondack		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100414	Amfleet I All Table O/H Level		\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	1.26	2.04%	\$0
C.ME.100377	Amfleet I All Table O/H Level		\$11,017,741	SQ_EQ_AXMF	Amfleet I All-Table Dinette	1.26	2.04%	\$224,441
C.ME.100413	Amfleet I Coach O/H Level 1		\$35,972,019	SQ_EQ_AXAS	Amfleet I Capstone Standard	2.52	0.80%	\$287,111
C.ME.201291	Amfleet I Coach O/H Level 2		\$14,383,226	SQ_EQ_AXAS	Amfleet I Capstone Standard	2.52	0.80%	\$114,800
<b>Sub-Total of Amfleet I</b>								<b>\$626,352</b>
C.ME.100011	Amfleet II Coach O/H Level 2		\$0	SQ_EQ_AYAI	Amfleet II Coach	2.52	2.62%	\$0
C.ME.100101	Amfleet II Coach O/H Level 1		\$11,407,257	SQ_EQ_AYAI	Amfleet II Coach	2.52	2.62%	\$298,742
<b>Sub-Total of Amfleet II</b>								<b>\$298,742</b>
C.ME.100653b	P-32DM LCPM		\$5,494,992	SQ_EQ_DXD	DUAL MODE Locomotive - P32-	1.26	5.69%	\$312,392
C.ME.100653c	LCPM Paint - P40/P42		\$729,723	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.81%	\$5,926
C.ME.100653a	P-42 LCPM		\$25,740,485	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.81%	\$209,034
C.ME.100653h	LCPM Paint - P32DM		\$521,231	SQ_EQ_DXD	DUAL MODE Locomotive - P32-	1.26	5.69%	\$29,632
<b>Sub-Total of Diesel Locomotive</b>								<b>\$556,984</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,482,078</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
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FY2020		APT_RT_40		Adirondack		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SO_EQ_AXAS	Amfleet I Capstone Standard	2.52	0.80%	\$199,614	
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SO_EQ_AXAS	Amfleet I Capstone Standard	2.52	0.80%	\$215,924	
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.26	2.01%	\$342,920	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.26	2.01%	\$0	
<b>Sub-Total of Amfleet I</b>							<b>\$758,457</b>	
C.ME.100101	Amfleet II Coach O/H Level 1	\$11,749,475	SO_EQ_AYAI	Amfleet II Coach	2.52	2.62%	\$307,704	
C.ME.100011	Amfleet II Coach O/H Level 2	\$0	SO_EQ_AYAI	Amfleet II Coach	2.52	2.62%	\$0	
<b>Sub-Total of Amfleet II</b>							<b>\$307,704</b>	
C.ME.100653h	LCPM Paint - P32DM	\$322,121	SO_EQ_DXD	DUAL MODE Locomotive - P32-	1.26	8.58%	\$27,624	
C.ME.100653b	P-32DM LCPM	\$2,815,883	SO_EQ_DXD	DUAL MODE Locomotive - P32-	1.26	8.58%	\$241,484	
C.ME.100653a	P-42 LCPM	\$23,067,090	SO_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.81%	\$187,324	
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SO_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.81%	\$7,848	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$464,280</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,530,442</b>	
FY2021		APT_RT_40		Adirondack		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.100413	Amfleet I Coach O/H Level 1	\$14,311,018	SO_EQ_AXAS	Amfleet I Capstone Standard	2.52	0.80%	\$114,224	
C.ME.201291	Amfleet I Coach O/H Level 2	\$45,114,051	SO_EQ_AXAS	Amfleet I Capstone Standard	2.52	0.80%	\$360,078	
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.26	2.04%	\$357,164	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.26	2.04%	\$0	
<b>Sub-Total of Amfleet I</b>							<b>\$831,466</b>	
C.ME.100011	Amfleet II Coach O/H Level 2	\$0	SO_EQ_AYAI	Amfleet II Coach	2.52	2.62%	\$0	
C.ME.100101	Amfleet II Coach O/H Level 1	\$12,101,959	SO_EQ_AYAI	Amfleet II Coach	2.52	2.62%	\$316,935	
<b>Sub-Total of Amfleet II</b>							<b>\$316,935</b>	
C.ME.100653a	P-42 LCPM	\$25,307,493	SO_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.81%	\$205,518	
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SO_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.81%	\$10,777	
C.ME.100653b	P-32DM LCPM	\$1,068,599	SO_EQ_DXD	DUAL MODE Locomotive - P32-	1.26	8.58%	\$91,641	
C.ME.100653h	LCPM Paint - P32DM	\$0	SO_EQ_DXD	DUAL MODE Locomotive - P32-	1.26	8.58%	\$0	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$307,936</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,456,337</b>	

CIP for Amtrak Equipment Deployed in State Corridor Service  
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CIP FY2017-FY2021							Blue Water		
FY2017		APT_RT_41		Blue Water			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%			
C.ME.100377	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$0		
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$182,337		
<b>Sub-Total of Amfleet I</b>							<b>\$182,337</b>		
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SO_EQ_DXB	Diesel Locomotive - P42-8	1.50	1.00%	\$9,400		
C.ME.100653a	P-42 LCPM	\$28,762,284	SO_EQ_DXB	Diesel Locomotive - P42-8	1.50	1.00%	\$287,552		
<b>Sub-Total of Diesel Locomotive</b>							<b>\$296,952</b>		
C.ME.100641	Horizon Coach Overhaul	\$6,281,015	SO_EQ_HYH	Horizon Coach (Handicapped)	5.00	8.87%	\$557,135		
<b>Sub-Total of Horizon Fleet</b>							<b>\$557,135</b>		
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,036,424</b>	
FY2018		APT_RT_41		Blue Water			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%			
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$97,291		
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$156,481		
<b>Sub-Total of Amfleet I</b>							<b>\$253,772</b>		
C.ME.100653a	P-42 LCPM	\$22,871,172	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>		
C.ME.100641	Horizon Coach Overhaul	\$8,625,928	SO_EQ_HYH	Horizon Coach (Handicapped)	5.00	8.85%	\$763,777		
<b>Sub-Total of Horizon Fleet</b>							<b>\$763,777</b>		
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,017,548</b>	
FY2019		APT_RT_41		Blue Water			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%			
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$178,150		
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$0		
<b>Sub-Total of Amfleet I</b>							<b>\$178,150</b>		
C.ME.100653a	P-42 LCPM	\$25,740,485	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>		
C.ME.100641	Horizon Coach Overhaul	\$8,884,706	SO_EQ_HYH	Horizon Coach (Handicapped)	5.00	8.85%	\$786,690		
<b>Sub-Total of Horizon Fleet</b>							<b>\$786,690</b>		
<b>Total Route Equipment Capital Use Charge</b>								<b>\$964,840</b>	
FY2020		APT_RT_41		Blue Water			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%			
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.60%	\$272,193		
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.60%	\$0		
<b>Sub-Total of Amfleet I</b>							<b>\$272,193</b>		
C.ME.100653a	P-42 LCPM	\$23,067,090	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>		
C.ME.100641	Horizon Coach Overhaul	\$9,151,247	SO_EQ_HYH	Horizon Coach (Handicapped)	5.00	8.85%	\$810,291		
<b>Sub-Total of Horizon Fleet</b>							<b>\$810,291</b>		
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,082,483</b>	
FY2021		APT_RT_41		Blue Water			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%			
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$0		
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SO_EQ_AXCD	Amfleet I Club Dinette	1.00	1.62%	\$283,499		
<b>Sub-Total of Amfleet I</b>							<b>\$283,499</b>		
C.ME.100653a	P-42 LCPM	\$25,307,493	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0		
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>		
C.ME.100641	Horizon Coach Overhaul	\$7,069,338	SO_EQ_HYH	Horizon Coach (Handicapped)	5.00	8.85%	\$625,950		
<b>Sub-Total of Horizon Fleet</b>							<b>\$625,950</b>		
<b>Total Route Equipment Capital Use Charge</b>								<b>\$909,449</b>	

CIP FY2017-FY2021					Washington-Lynchburg		
FY2017		APT_RT_46	Washington-Lynchburg		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.46	1.10%	\$316,297
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.58	0.18%	\$26,020
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.46	1.10%	\$155,257
C.ME.100377	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.58	0.94%	\$0
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.58	0.18%	\$53,009
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.58	0.94%	\$105,855
<b>Sub-Total of Amfleet I</b>							<b>\$656,438</b>
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.84%	\$7,924
C.ME.100653a	P-42 LCPM	\$28,762,284	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.84%	\$242,393
<b>Sub-Total of Diesel Locomotive</b>							<b>\$250,317</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$906,755</b>
FY2018		APT_RT_46	Washington-Lynchburg		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.58	0.18%	\$50,577
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.58	0.18%	\$29,029
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.46	1.10%	\$301,783
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.46	1.10%	\$173,214
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.58	0.94%	\$56,481
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.58	0.94%	\$90,844
<b>Sub-Total of Amfleet I</b>							<b>\$701,929</b>
C.ME.100653a	P-42 LCPM	\$22,871,172	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.84%	\$191,343
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.84%	\$16,088
<b>Sub-Total of Diesel Locomotive</b>							<b>\$207,431</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$909,360</b>
FY2019		APT_RT_46	Washington-Lynchburg		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.46	1.10%	\$157,824
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.58	0.94%	\$103,424
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.58	0.94%	\$0
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.58	0.18%	\$26,450
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.58	0.18%	\$66,151
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.46	1.10%	\$394,714
<b>Sub-Total of Amfleet I</b>							<b>\$748,563</b>
C.ME.100653a	P-42 LCPM	\$25,740,485	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.82%	\$209,796
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.82%	\$5,948
<b>Sub-Total of Diesel Locomotive</b>							<b>\$215,743</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$964,306</b>
FY2020		APT_RT_46	Washington-Lynchburg		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.46	1.10%	\$296,847
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.58	0.93%	\$158,020
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.46	1.10%	\$274,425
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.58	0.18%	\$49,749
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.58	0.18%	\$45,992
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.58	0.93%	\$0
<b>Sub-Total of Amfleet I</b>							<b>\$825,032</b>
C.ME.100653a	P-42 LCPM	\$23,067,090	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.82%	\$188,006
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.82%	\$7,876
<b>Sub-Total of Diesel Locomotive</b>							<b>\$195,883</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,020,915</b>

*CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021*

FY2021		APT_RT_46		Washington-Lynchburg		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects			Total Capital	APT_Stat Qualifier / Equipment Type				
C.ME.100414	Amfleet I All Table O/H Level		\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.58	0.94%	\$0
C.ME.100413	Amfleet I Coach O/H Level 1		\$14,311,018	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.58	0.18%	\$26,317
C.ME.201291	Amfleet I Coach O/H Level 2		\$45,114,051	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.58	0.18%	\$82,963
C.ME.100413	Amfleet I Coach O/H Level 1		\$14,311,018	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.46	1.10%	\$157,032
C.ME.201291	Amfleet I Coach O/H Level 2		\$45,114,051	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.46	1.10%	\$495,027
C.ME.100377	Amfleet I All Table O/H Level		\$17,533,082	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.58	0.94%	\$164,584
<b>Sub-Total of Amfleet I</b>								<b>\$925,923</b>
C.ME.100653c	LCPM Paint - P40/P42		\$1,327,137	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.82%	\$10,817
C.ME.100653a	P-42 LCPM		\$25,307,493	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.26	0.82%	\$206,267
<b>Sub-Total of Diesel Locomotive</b>								<b>\$217,083</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,143,007</b>

CIP FY2017-FY2021				Washington - Newport News				
FY2017		APT_RT_47	Washington - Newport News			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.100377	Amfleet I All Table O/H Level	\$0	SO_EQ_AXMF	Amfleet I All-Table Dinette	0.92	1.49%	\$0	
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SO_EQ_AXMF	Amfleet I All-Table Dinette	0.92	1.49%	\$168,065	
C.ME.100377	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	0.59	0.95%	\$0	
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SO_EQ_AXCD	Amfleet I Club Dinette	0.59	0.95%	\$106,964	
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SO_EQ_AXAS	Amfleet I Capstone Standard	7.88	2.50%	\$719,232	
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SO_EQ_AXAS	Amfleet I Capstone Standard	7.88	2.50%	\$353,041	
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SO_EQ_AXAN	Amfleet I Capstone Bus Class	0.92	0.29%	\$84,162	
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SO_EQ_AXAN	Amfleet I Capstone Bus Class	0.92	0.29%	\$41,312	
<b>Sub-Total of Amfleet I</b>							<b>\$1,472,775</b>	
C.ME.100653a	P-42 LCPM	\$28,762,284	SO_EQ_DXB	Diesel Locomotive - P42-8	1.99	1.32%	\$381,081	
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SO_EQ_DXB	Diesel Locomotive - P42-8	1.99	1.32%	\$12,458	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$393,539</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,866,315</b>	
FY2018		APT_RT_47	Washington - Newport News			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SO_EQ_AXCD	Amfleet I Club Dinette	0.59	0.95%	\$57,073	
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SO_EQ_AXMF	Amfleet I All-Table Dinette	0.92	1.49%	\$144,232	
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SO_EQ_AXCD	Amfleet I Club Dinette	0.59	0.95%	\$91,796	
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SO_EQ_AXAS	Amfleet I Capstone Standard	7.88	2.50%	\$686,229	
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SO_EQ_AXAN	Amfleet I Capstone Bus Class	0.92	0.29%	\$46,090	
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SO_EQ_AXAN	Amfleet I Capstone Bus Class	0.92	0.29%	\$80,300	
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SO_EQ_AXAS	Amfleet I Capstone Standard	7.88	2.50%	\$393,873	
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SO_EQ_AXMF	Amfleet I All-Table Dinette	0.92	1.49%	\$89,675	
<b>Sub-Total of Amfleet I</b>							<b>\$1,589,268</b>	
C.ME.100653a	P-42 LCPM	\$22,871,172	SO_EQ_DXB	Diesel Locomotive - P42-8	1.99	1.32%	\$300,822	
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SO_EQ_DXB	Diesel Locomotive - P42-8	1.99	1.32%	\$25,293	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$326,115</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,915,383</b>	
FY2019		APT_RT_47	Washington - Newport News			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SO_EQ_AXAS	Amfleet I Capstone Standard	7.88	2.50%	\$897,544	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXMF	Amfleet I All-Table Dinette	0.92	1.49%	\$0	
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SO_EQ_AXMF	Amfleet I All-Table Dinette	0.92	1.49%	\$164,205	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	0.59	0.95%	\$0	
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SO_EQ_AXAS	Amfleet I Capstone Standard	7.88	2.50%	\$358,878	
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SO_EQ_AXAN	Amfleet I Capstone Bus Class	0.92	0.29%	\$41,995	
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SO_EQ_AXAN	Amfleet I Capstone Bus Class	0.92	0.29%	\$105,028	
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SO_EQ_AXCD	Amfleet I Club Dinette	0.59	0.95%	\$104,507	
<b>Sub-Total of Amfleet I</b>							<b>\$1,672,158</b>	
C.ME.100653a	P-42 LCPM	\$25,740,485	SO_EQ_DXB	Diesel Locomotive - P42-8	1.99	1.28%	\$329,833	
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SO_EQ_DXB	Diesel Locomotive - P42-8	1.99	1.28%	\$9,350	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$339,183</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$2,011,341</b>	

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

FY2020		APT_RT_47		Washington - Newport News		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SQ_EQ_AXCD	Amfleet I Club Dinette	0.59	0.94%	\$159,675	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.92	1.47%	\$0	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	0.59	0.94%	\$0	
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SQ_EQ_AXAS	Amfleet I Capstone Standard	7.88	2.50%	\$624,018	
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.92	0.29%	\$78,987	
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.92	0.29%	\$73,021	
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.92	1.47%	\$250,887	
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SQ_EQ_AXAS	Amfleet I Capstone Standard	7.88	2.50%	\$675,004	
<b>Sub-Total of Amfleet I</b>							<b>\$1,861,590</b>	
C.ME.100653a	P-42 LCPM	\$23,067,090	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.99	1.28%	\$295,576	
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.99	1.28%	\$12,383	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$307,959</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$2,169,549</b>	
FY2021		APT_RT_47		Washington - Newport News		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.201291	Amfleet I Coach O/H Level 2	\$45,114,051	SQ_EQ_AXAS	Amfleet I Capstone Standard	7.88	2.50%	\$1,125,649	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.92	1.49%	\$0	
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.92	1.49%	\$261,308	
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SQ_EQ_AXCD	Amfleet I Club Dinette	0.59	0.95%	\$166,308	
C.ME.100413	Amfleet I Coach O/H Level 1	\$14,311,018	SQ_EQ_AXAS	Amfleet I Capstone Standard	7.88	2.50%	\$357,077	
C.ME.201291	Amfleet I Coach O/H Level 2	\$45,114,051	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.92	0.29%	\$131,720	
C.ME.100413	Amfleet I Coach O/H Level 1	\$14,311,018	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.92	0.29%	\$41,784	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXCD	Amfleet I Club Dinette	0.59	0.95%	\$0	
<b>Sub-Total of Amfleet I</b>							<b>\$2,083,845</b>	
C.ME.100653a	P-42 LCPM	\$25,307,493	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.99	1.28%	\$324,284	
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.99	1.28%	\$17,006	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$341,290</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$2,425,135</b>	

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

CIP FY2017-FY2021					Washington - Norfolk		
FY2017		APT_RT_50		Washington - Norfolk			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.100377	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$0
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.53	1.12%	\$158,152
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$27,188
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$55,388
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$110,605
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.53	1.12%	\$322,195
<b>Sub-Total of Amfleet I</b>							<b>\$673,528</b>
C.ME.100653a	P-42 LCPM	\$28,762,284	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.29	0.86%	\$248,219
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.29	0.86%	\$8,115
<b>Sub-Total of Diesel Locomotive</b>							<b>\$256,333</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$929,861</b>
FY2018		APT_RT_50		Washington - Norfolk			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$52,846
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$30,332
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.53	1.12%	\$307,411
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.53	1.12%	\$176,444
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$59,016
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$94,920
<b>Sub-Total of Amfleet I</b>							<b>\$720,969</b>
C.ME.100653a	P-42 LCPM	\$22,871,172	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.29	0.86%	\$195,942
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.29	0.86%	\$16,475
<b>Sub-Total of Diesel Locomotive</b>							<b>\$212,416</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$933,386</b>
FY2019		APT_RT_50		Washington - Norfolk			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$69,120
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$0
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$108,065
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$27,637
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.53	1.12%	\$402,074
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.53	1.12%	\$160,767
<b>Sub-Total of Amfleet I</b>							<b>\$767,663</b>
C.ME.100653a	P-42 LCPM	\$25,740,485	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.29	0.83%	\$214,838
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.29	0.83%	\$6,090
<b>Sub-Total of Diesel Locomotive</b>							<b>\$220,928</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$988,591</b>
FY2020		APT_RT_50		Washington - Norfolk			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.53	1.12%	\$279,542
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.97%	\$0
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.53	1.12%	\$302,382
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$51,982
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$48,056
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.97%	\$165,111
<b>Sub-Total of Amfleet I</b>							<b>\$847,072</b>
C.ME.100653a	P-42 LCPM	\$23,067,090	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.29	0.83%	\$192,525
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.29	0.83%	\$8,066
<b>Sub-Total of Diesel Locomotive</b>							<b>\$200,590</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,047,662</b>

*CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021*

FY2021		APT_RT_50		Washington - Norfolk		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects			Total Capital	APT_Stat Qualifier / Equipment Type				
C.ME.100413	Amfleet I Coach O/H	Level 1	\$14,311,018	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.53	1.12%	\$159,960
C.ME.100414	Amfleet I All Table O/H	Level	\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$0
C.ME.201291	Amfleet I Coach O/H	Level 2	\$45,114,051	SQ_EQ_AXAS	Amfleet I Capstone Standard	3.53	1.12%	\$504,258
C.ME.100413	Amfleet I Coach O/H	Level 1	\$14,311,018	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$27,498
C.ME.201291	Amfleet I Coach O/H	Level 2	\$45,114,051	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.61	0.19%	\$86,686
C.ME.100377	Amfleet I All Table O/H	Level	\$17,533,082	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.61	0.98%	\$171,969
<b>Sub-Total of Amfleet I</b>								<b>\$950,372</b>
C.ME.100653a	P-42 LCPM		\$25,307,493	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.29	0.83%	\$211,224
C.ME.100653c	LCPM Paint - P40/P42		\$1,327,137	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.29	0.83%	\$11,077
<b>Sub-Total of Diesel Locomotive</b>								<b>\$222,300</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,172,672</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

CIP FY2017-FY2021				Washington - Richmond			
FY2017		APT_RT_51		Washington - Richmond			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.100377	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.69	1.12%	\$0
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.69	0.22%	\$31,053
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.69	0.22%	\$63,263
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SQ_EQ_AXAS	Amfleet I Capstone Standard	4.07	1.29%	\$182,523
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.69	1.12%	\$126,331
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SQ_EQ_AXAS	Amfleet I Capstone Standard	4.07	1.29%	\$371,844
<b>Sub-Total of Amfleet I</b>							<b>\$775,014</b>
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.62	1.08%	\$10,178
C.ME.100653a	P-42 LCPM	\$28,762,284	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.62	1.08%	\$311,338
<b>Sub-Total of Diesel Locomotive</b>							<b>\$321,515</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,096,530</b>
FY2018		APT_RT_51		Washington - Richmond			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.69	0.22%	\$60,360
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.69	1.12%	\$108,416
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.69	1.12%	\$67,407
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SQ_EQ_AXAS	Amfleet I Capstone Standard	4.07	1.29%	\$203,633
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SQ_EQ_AXAS	Amfleet I Capstone Standard	4.07	1.29%	\$354,782
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.69	0.22%	\$34,645
<b>Sub-Total of Amfleet I</b>							<b>\$829,243</b>
C.ME.100653a	P-42 LCPM	\$22,871,172	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.62	1.07%	\$245,767
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.62	1.07%	\$20,664
<b>Sub-Total of Diesel Locomotive</b>							<b>\$266,431</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,095,674</b>
FY2019		APT_RT_51		Washington - Richmond			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.69	0.22%	\$31,567
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.69	1.12%	\$0
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.69	1.12%	\$123,430
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SQ_EQ_AXAS	Amfleet I Capstone Standard	4.07	1.29%	\$464,032
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.69	0.22%	\$78,947
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SQ_EQ_AXAS	Amfleet I Capstone Standard	4.07	1.29%	\$185,541
<b>Sub-Total of Amfleet I</b>							<b>\$883,517</b>
C.ME.100653a	P-42 LCPM	\$25,740,485	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.62	1.05%	\$269,468
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.62	1.05%	\$7,639
<b>Sub-Total of Diesel Locomotive</b>							<b>\$277,107</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,160,624</b>
FY2020		APT_RT_51		Washington - Richmond			
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.69	0.22%	\$59,373
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SQ_EQ_AXAS	Amfleet I Capstone Standard	4.07	1.29%	\$322,618
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.69	1.11%	\$188,586
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.69	1.11%	\$0
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	0.69	0.22%	\$54,888
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.69	1.11%	\$188,586
C.ME.100414	Amfleet I All Table O/H Level	\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	0.69	1.11%	\$0
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SQ_EQ_AXAS	Amfleet I Capstone Standard	4.07	1.29%	\$348,978
<b>Sub-Total of Amfleet I</b>							<b>\$1,163,030</b>
C.ME.100653a	P-42 LCPM	\$23,067,090	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.62	1.05%	\$241,481
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SQ_EQ_DXB	Diesel Locomotive - P42-8	1.62	1.05%	\$10,117
<b>Sub-Total of Diesel Locomotive</b>							<b>\$251,598</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,414,628</b>

*CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021*

FY2021		APT_RT_51		Washington - Richmond		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT_Stat Qualifier / Equipment Type					
C.ME.201291	Amfleet I Coach O/H Level 2	\$45,114,051	SO_EQ_AXAN	Amfleet I Capstone Bus Class	0.69	0.22%	\$99,011	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXMF	Amfleet I All-Table Dinette	0.69	1.12%	\$0	
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SO_EQ_AXMF	Amfleet I All-Table Dinette	0.69	1.12%	\$196,420	
C.ME.100413	Amfleet I Coach O/H Level 1	\$14,311,018	SO_EQ_AXAS	Amfleet I Capstone Standard	4.07	1.29%	\$184,609	
C.ME.100413	Amfleet I Coach O/H Level 1	\$14,311,018	SO_EQ_AXAN	Amfleet I Capstone Bus Class	0.69	0.22%	\$31,408	
C.ME.201291	Amfleet I Coach O/H Level 2	\$45,114,051	SO_EQ_AXAS	Amfleet I Capstone Standard	4.07	1.29%	\$581,962	
<b>Sub-Total of Amfleet I</b>							<b>\$1,093,411</b>	
C.ME.100653a	P-42 LCPM	\$25,307,493	SO_EQ_DXB	Diesel Locomotive - P42-8	1.62	1.05%	\$264,935	
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SO_EQ_DXB	Diesel Locomotive - P42-8	1.62	1.05%	\$13,893	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$278,829</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,372,240</b>	

CIP FY2017-FY2021				Kansas City-St. Louis			
FY2017		APT_RT_56	Kansas City-St. Louis		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$0
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$364,674
<b>Sub-Total of Amfleet I</b>							<b>\$364,674</b>
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.33%	\$12,534
C.ME.100653a	P-42 LCPM	\$28,762,284	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.33%	\$383,402
<b>Sub-Total of Diesel Locomotive</b>							<b>\$395,936</b>
C.ME.100641	Horizon Coach Overhaul	\$6,281,015	SO_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.64%	\$668,562
<b>Sub-Total of Horizon Fleet</b>							<b>\$668,562</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,429,172</b>
FY2018		APT_RT_56	Kansas City-St. Louis		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$194,581
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$312,962
<b>Sub-Total of Amfleet I</b>							<b>\$507,543</b>
C.ME.100653a	P-42 LCPM	\$22,871,172	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>
C.ME.100641	Horizon Coach Overhaul	\$8,625,928	SO_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.63%	\$916,532
<b>Sub-Total of Horizon Fleet</b>							<b>\$916,532</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,424,075</b>
FY2019		APT_RT_56	Kansas City-St. Louis		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$356,300
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$0
<b>Sub-Total of Amfleet I</b>							<b>\$356,300</b>
C.ME.100653a	P-42 LCPM	\$25,740,485	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>
C.ME.100641	Horizon Coach Overhaul	\$8,884,706	SO_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.63%	\$944,028
<b>Sub-Total of Horizon Fleet</b>							<b>\$944,028</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,300,328</b>
FY2020		APT_RT_56	Kansas City-St. Louis		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.20%	\$544,385
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.20%	\$0
<b>Sub-Total of Amfleet I</b>							<b>\$544,385</b>
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653a	P-42 LCPM	\$23,067,090	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>
C.ME.100641	Horizon Coach Overhaul	\$9,151,247	SO_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.63%	\$972,349
<b>Sub-Total of Horizon Fleet</b>							<b>\$972,349</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,516,734</b>
FY2021		APT_RT_56	Kansas City-St. Louis		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$0
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SO_EQ_AXCD	Amfleet I Club Dinette	2.00	3.23%	\$566,998
<b>Sub-Total of Amfleet I</b>							<b>\$566,998</b>
C.ME.100653a	P-42 LCPM	\$25,307,493	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>							<b>\$0</b>
C.ME.100641	Horizon Coach Overhaul	\$7,069,338	SO_EQ_HYH	Horizon Coach (Handicapped)	6.00	10.63%	\$751,139
<b>Sub-Total of Horizon Fleet</b>							<b>\$751,139</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,318,138</b>

CIP FY2017-FY2021					Pennsylvanian		
FY2017	APT_RT_57	Pennsylvanian			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.59	2.57%	\$289,933
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.59	0.50%	\$71,268
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.59	0.50%	\$145,191
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SO_EQ_AXAS	Amfleet I Capstone Standard	1.59	0.50%	\$145,236
C.ME.100377	Amfleet I All Table O/H Level	\$0	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.59	2.57%	\$0
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SO_EQ_AXAS	Amfleet I Capstone Standard	1.59	0.50%	\$71,290
<b>Sub-Total of Amfleet I</b>							<b>\$722,918</b>
C.ME.100011	Amfleet II Coach O/H Level 2	\$17,577,703	SO_EQ_AYAI	Amfleet II Coach	4.77	4.96%	\$871,513
C.ME.100101	Amfleet II Coach O/H Level 1	\$0	SO_EQ_AYAI	Amfleet II Coach	4.77	4.96%	\$0
<b>Sub-Total of Amfleet II</b>							<b>\$871,513</b>
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.33%	\$12,534
C.ME.100653a	P-42 LCPM	\$28,762,284	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.33%	\$383,402
<b>Sub-Total of Diesel Locomotive</b>							<b>\$395,936</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,990,367</b>
FY2018	APT_RT_57	Pennsylvanian			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SO_EQ_AXAS	Amfleet I Capstone Standard	1.59	0.50%	\$138,572
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.59	2.57%	\$248,819
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SO_EQ_AXAS	Amfleet I Capstone Standard	1.59	0.50%	\$79,536
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.59	0.50%	\$138,528
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.59	0.50%	\$79,511
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.59	2.57%	\$154,701
<b>Sub-Total of Amfleet I</b>							<b>\$839,666</b>
C.ME.100101	Amfleet II Coach O/H Level 1	\$3,322,502	SO_EQ_AYAI	Amfleet II Coach	4.77	4.96%	\$164,732
C.ME.100011	Amfleet II Coach O/H Level 2	\$12,673,524	SO_EQ_AYAI	Amfleet II Coach	4.77	4.96%	\$628,361
<b>Sub-Total of Amfleet II</b>							<b>\$793,092</b>
C.ME.100653a	P-42 LCPM	\$22,871,172	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.32%	\$302,654
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.32%	\$25,447
<b>Sub-Total of Diesel Locomotive</b>							<b>\$328,101</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,960,859</b>
FY2019	APT_RT_57	Pennsylvanian			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.59	0.50%	\$72,446
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.59	2.57%	\$0
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.59	2.57%	\$283,275
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SO_EQ_AXAS	Amfleet I Capstone Standard	1.59	0.50%	\$181,243
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.59	0.50%	\$181,186
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SO_EQ_AXAS	Amfleet I Capstone Standard	1.59	0.50%	\$72,469
<b>Sub-Total of Amfleet I</b>							<b>\$790,620</b>
C.ME.100101	Amfleet II Coach O/H Level 1	\$11,407,257	SO_EQ_AYAI	Amfleet II Coach	4.77	4.96%	\$565,579
C.ME.100011	Amfleet II Coach O/H Level 2	\$0	SO_EQ_AYAI	Amfleet II Coach	4.77	4.96%	\$0
<b>Sub-Total of Amfleet II</b>							<b>\$565,579</b>
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.29%	\$9,407
C.ME.100653a	P-42 LCPM	\$25,740,485	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.29%	\$331,841
<b>Sub-Total of Diesel Locomotive</b>							<b>\$341,249</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,697,447</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
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FY2020		APT_RT_57		Pennsylvanian		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SO_EQ_AXAS	Amfleet I Capstone Standard	1.59	0.50%	\$136,305	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.59	2.54%	\$0	
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.59	2.54%	\$432,811	
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.59	0.50%	\$125,970	
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.59	0.50%	\$136,262	
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SO_EQ_AXAS	Amfleet I Capstone Standard	1.59	0.50%	\$126,009	
<b>Sub-Total of Amfleet I</b>							<b>\$957,357</b>	
C.ME.100011	Amfleet II Coach O/H Level 2	\$0	SO_EQ_AYAI	Amfleet II Coach	4.77	4.96%	\$0	
C.ME.100101	Amfleet II Coach O/H Level 1	\$11,749,475	SO_EQ_AYAI	Amfleet II Coach	4.77	4.96%	\$582,546	
<b>Sub-Total of Amfleet II</b>							<b>\$582,546</b>	
C.ME.100653a	P-42 LCPM	\$23,067,090	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.29%	\$297,376	
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.29%	\$12,458	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$309,834</b>	
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,849,738</b>
FY2021		APT_RT_57		Pennsylvanian		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type					
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.59	2.57%	\$0	
C.ME.100413	Amfleet I Coach O/H Level 1	\$14,311,018	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.59	0.50%	\$72,083	
C.ME.201291	Amfleet I Coach O/H Level 2	\$45,114,051	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.59	0.50%	\$227,233	
C.ME.100413	Amfleet I Coach O/H Level 1	\$14,311,018	SO_EQ_AXAS	Amfleet I Capstone Standard	1.59	0.50%	\$72,105	
C.ME.201291	Amfleet I Coach O/H Level 2	\$45,114,051	SO_EQ_AXAS	Amfleet I Capstone Standard	1.59	0.50%	\$227,305	
C.ME.100377	Amfleet I All Table O/H Level	\$17,533,082	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.59	2.57%	\$450,789	
<b>Sub-Total of Amfleet I</b>							<b>\$1,049,516</b>	
C.ME.100011	Amfleet II Coach O/H Level 2	\$0	SO_EQ_AYAI	Amfleet II Coach	4.77	4.96%	\$0	
C.ME.100101	Amfleet II Coach O/H Level 1	\$12,101,959	SO_EQ_AYAI	Amfleet II Coach	4.77	4.96%	\$600,022	
<b>Sub-Total of Amfleet II</b>							<b>\$600,022</b>	
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.29%	\$17,109	
C.ME.100653a	P-42 LCPM	\$25,307,493	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.29%	\$326,259	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$343,368</b>	
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,992,906</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
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CIP FY2017-FY2021				Pere Marquette				
FY2017	APT_RT_65	Pere Marquette		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100013	NPCU Overhaul		\$4,659,777	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$420,644
C.ME.100653f	NPCU LCPM		\$0	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
<b>Sub-Total of Cab Car</b>								<b>\$420,644</b>
C.ME.100653a	P-42 LCPM		\$28,762,284	SO_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.67%	\$191,701
C.ME.100653c	LCPM Paint - P40/P42		\$940,270	SO_EQ_DXB	Diesel Locomotive - P42-8	1.00	0.67%	\$6,267
<b>Sub-Total of Diesel Locomotive</b>								<b>\$197,968</b>
C.ME.100177	Superliner I Coach Overhaul		\$17,634,529	SO_EQ_SXSK	Superliner I Snack Coach	1.00	1.00%	\$176,257
C.ME.100177	Superliner I Coach Overhaul		\$17,634,529	SO_EQ_SXSC	Superliner I Coach	2.00	2.00%	\$352,514
<b>Sub-Total of Superliner I</b>								<b>\$528,771</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$1,147,384</b>
FY2018	APT_RT_65	Pere Marquette		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100013	NPCU Overhaul		\$0	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
C.ME.100653f	NPCU LCPM		\$200,000	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$18,054
<b>Sub-Total of Cab Car</b>								<b>\$18,054</b>
C.ME.100653a	P-42 LCPM		\$22,871,172	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42		\$1,922,988	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>								<b>\$0</b>
C.ME.100177	Superliner I Coach Overhaul		\$18,749,487	SO_EQ_SXSK	Superliner I Snack Coach	1.00	0.98%	\$182,833
C.ME.100177	Superliner I Coach Overhaul		\$18,749,487	SO_EQ_SXSC	Superliner I Coach	2.00	1.95%	\$365,665
<b>Sub-Total of Superliner I</b>								<b>\$548,498</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$566,552</b>
FY2019	APT_RT_65	Pere Marquette		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100013	NPCU Overhaul		\$0	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
C.ME.100653f	NPCU LCPM		\$400,000	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$36,109
<b>Sub-Total of Cab Car</b>								<b>\$36,109</b>
C.ME.100653a	P-42 LCPM		\$25,740,485	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42		\$729,723	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>								<b>\$0</b>
C.ME.100177	Superliner I Coach Overhaul		\$21,122,468	SO_EQ_SXSK	Superliner I Snack Coach	1.00	0.99%	\$209,030
C.ME.100177	Superliner I Coach Overhaul		\$21,122,468	SO_EQ_SXSC	Superliner I Coach	2.00	1.98%	\$418,060
<b>Sub-Total of Superliner I</b>								<b>\$627,090</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$663,198</b>
FY2020	APT_RT_65	Pere Marquette		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge		
Mechanical Capital Overhaul Projects			Total Capital	APT Stat Qualifier / Equipment Type				
C.ME.100013	NPCU Overhaul		\$0	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$0
C.ME.100653f	NPCU LCPM		\$600,000	SO_EQ_CBBC	F40 Cab/Baggage Car - NPCU,	1.00	9.03%	\$54,163
<b>Sub-Total of Cab Car</b>								<b>\$54,163</b>
C.ME.100653a	P-42 LCPM		\$23,067,090	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42		\$966,362	SO_EQ_DXB	Diesel Locomotive - P42-8	0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>								<b>\$0</b>
C.ME.100177	Superliner I Coach Overhaul		\$21,756,142	SO_EQ_SXSC	Superliner I Coach	2.00	1.99%	\$433,821
C.ME.100177	Superliner I Coach Overhaul		\$21,756,142	SO_EQ_SXSK	Superliner I Snack Coach	1.00	1.00%	\$216,911
<b>Sub-Total of Superliner I</b>								<b>\$650,732</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$704,895</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
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FY2021		APT_RT_65		Pere Marquette		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT_Stat Qualifier / Equipment Type					
C.ME.100013	NPCU Overhaul	\$0	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,		1.00	9.03%	\$0
C.ME.100653f	NPCU LCPM	\$700,000	SQ_EQ_CBBC	F40 Cab/Baggage Car - NPCU,		1.00	9.03%	\$63,190
<b>Sub-Total of Cab Car</b>								<b>\$63,190</b>
C.ME.100653a	P-42 LCPM	\$25,307,493	SQ_EQ_DXB	Diesel Locomotive - P42-8		0.00	0.00%	\$0
C.ME.100653c	LCPM Paint - P40/P42	\$1,327,137	SQ_EQ_DXB	Diesel Locomotive - P42-8		0.00	0.00%	\$0
<b>Sub-Total of Diesel Locomotive</b>								<b>\$0</b>
C.ME.100177	Superliner I Coach Overhaul	\$19,847,818	SQ_EQ_SXSK	Superliner I Snack Coach		1.00	1.00%	\$197,885
C.ME.100177	Superliner I Coach Overhaul	\$19,847,818	SQ_EQ_SXSC	Superliner I Coach		2.00	1.99%	\$395,769
<b>Sub-Total of Superliner I</b>								<b>\$593,654</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$656,843</b>

CIP FY2017-FY2021					Carolinian			
FY2017		APT_RT_66		Carolinian		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.36	0.43%	\$124,078	
C.ME.100413	Amfleet I Coach O/H Level 1	\$28,821,016	SO_EQ_AXAS	Amfleet I Capstone Standard	5.44	1.72%	\$496,310	
C.ME.100414	Amfleet I All Table O/H Level	\$11,274,869	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.36	2.20%	\$247,772	
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SO_EQ_AXAS	Amfleet I Capstone Standard	5.44	1.72%	\$243,618	
C.ME.100377	Amfleet I All Table O/H Level	\$0	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.36	2.20%	\$0	
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,147,029	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.36	0.43%	\$60,904	
<b>Sub-Total of Amfleet I</b>							<b>\$1,172,682</b>	
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.33%	\$12,534	
C.ME.100653a	P-42 LCPM	\$28,762,284	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.33%	\$383,402	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$395,936</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,568,618</b>	
FY2018		APT_RT_66		Carolinian		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SO_EQ_AXAS	Amfleet I Capstone Standard	5.44	1.72%	\$473,536	
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SO_EQ_AXAS	Amfleet I Capstone Standard	5.44	1.72%	\$271,794	
C.ME.100377	Amfleet I All Table O/H Level	\$6,016,970	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.36	2.20%	\$132,205	
C.ME.100414	Amfleet I All Table O/H Level	\$9,677,596	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.36	2.20%	\$212,636	
C.ME.100413	Amfleet I Coach O/H Level 1	\$27,502,879	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.36	0.43%	\$118,384	
C.ME.201291	Amfleet I Coach O/H Level 2	\$15,785,727	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.36	0.43%	\$67,948	
<b>Sub-Total of Amfleet I</b>							<b>\$1,276,504</b>	
C.ME.100653a	P-42 LCPM	\$22,871,172	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.32%	\$302,654	
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.32%	\$25,447	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$328,101</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,604,605</b>	
FY2019		APT_RT_66		Carolinian		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.36	0.43%	\$154,839	
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.36	0.43%	\$61,912	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.36	2.20%	\$0	
C.ME.201291	Amfleet I Coach O/H Level 2	\$14,383,226	SO_EQ_AXAS	Amfleet I Capstone Standard	5.44	1.72%	\$247,646	
C.ME.100413	Amfleet I Coach O/H Level 1	\$35,972,019	SO_EQ_AXAS	Amfleet I Capstone Standard	5.44	1.72%	\$619,355	
C.ME.100377	Amfleet I All Table O/H Level	\$11,017,741	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.36	2.20%	\$242,082	
<b>Sub-Total of Amfleet I</b>							<b>\$1,325,834</b>	
C.ME.100653a	P-42 LCPM	\$25,740,485	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.29%	\$331,841	
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.29%	\$9,407	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$341,249</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,667,083</b>	
FY2020		APT_RT_66		Carolinian		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects		Total Capital	APT Stat Qualifier / Equipment Type		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.36	0.43%	\$107,652	
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SO_EQ_AXAN	Amfleet I Capstone Bus Class	1.36	0.43%	\$116,447	
C.ME.100414	Amfleet I All Table O/H Level	\$0	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.36	2.17%	\$0	
C.ME.100377	Amfleet I All Table O/H Level	\$17,022,410	SO_EQ_AXMF	Amfleet I All-Table Dinette	1.36	2.17%	\$369,873	
C.ME.201291	Amfleet I Coach O/H Level 2	\$27,052,972	SO_EQ_AXAS	Amfleet I Capstone Standard	5.44	1.72%	\$465,790	
C.ME.100413	Amfleet I Coach O/H Level 1	\$25,009,546	SO_EQ_AXAS	Amfleet I Capstone Standard	5.44	1.72%	\$430,607	
<b>Sub-Total of Amfleet I</b>							<b>\$1,490,369</b>	
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.29%	\$12,458	
C.ME.100653a	P-42 LCPM	\$23,067,090	SO_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.29%	\$297,376	
<b>Sub-Total of Diesel Locomotive</b>							<b>\$309,834</b>	
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,800,204</b>	

*CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021*

FY2021		APT_RT_66		Carolinian		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects			Total Capital	APT_Stat Qualifier / Equipment Type				
C.ME.100413	Amfleet I Coach O/H Level 1		\$14,311,018	SQ_EQ_AXAS	Amfleet I Capstone Standard	5.44	1.72%	\$246,403
C.ME.201291	Amfleet I Coach O/H Level 2		\$45,114,051	SQ_EQ_AXAS	Amfleet I Capstone Standard	5.44	1.72%	\$776,760
C.ME.100377	Amfleet I All Table O/H Level		\$17,533,082	SQ_EQ_AXMF	Amfleet I All-Table Dinette	1.36	2.20%	\$385,237
C.ME.100414	Amfleet I All Table O/H Level		\$0	SQ_EQ_AXMF	Amfleet I All-Table Dinette	1.36	2.20%	\$0
C.ME.100413	Amfleet I Coach O/H Level 1		\$14,311,018	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	1.36	0.43%	\$61,601
C.ME.201291	Amfleet I Coach O/H Level 2		\$45,114,051	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	1.36	0.43%	\$194,190
<b>Sub-Total of Amfleet I</b>								<b>\$1,664,191</b>
C.ME.100653a	P-42 LCPM		\$25,307,493	SQ_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.29%	\$326,259
C.ME.100653c	LCPM Paint - P40/P42		\$1,327,137	SQ_EQ_DXB	Diesel Locomotive - P42-8	2.00	1.29%	\$17,109
<b>Sub-Total of Diesel Locomotive</b>								<b>\$343,368</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$2,007,559</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

CIP FY2017-FY2021							Undetermined
FY2017	APT_RT_TBD	Undetermined			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects				Total Capital	APT Stat Qualifier / Equipment Type		
C.ME.100653a	P-42 LCPM	\$28,762,284	SQ_EQ_DXB	Diesel Locomotive - P42-8	7.50	5.00%	\$1,437,758
C.ME.100653c	LCPM Paint - P40/P42	\$940,270	SQ_EQ_DXB	Diesel Locomotive - P42-8	7.50	5.00%	\$47,002
<b>Sub-Total of Diesel Locomotive</b>							<b>\$1,484,760</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$1,484,760</b>
FY2018	APT_RT_TBD	Undetermined			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects				Total Capital	APT Stat Qualifier / Equipment Type		
C.ME.100653a	P-42 LCPM	\$22,871,172	SQ_EQ_DXB	Diesel Locomotive - P42-8	21.00	13.89%	\$3,177,868
C.ME.100653c	LCPM Paint - P40/P42	\$1,922,988	SQ_EQ_DXB	Diesel Locomotive - P42-8	21.00	13.89%	\$267,192
C.ME.100653e	F59 LCPM (Seattle)	\$507,104	SQ_EQ_DXG	Diesel Locomotive - F59	4.00	33.33%	\$169,035
C.ME.100005	F-59 Overhaul	\$0	SQ_EQ_DXG	Diesel Locomotive - F59	4.00	33.33%	\$0
C.ME.100653d	F59 LCPM (Los Angeles)	\$1,862,435	SQ_EQ_DXG	Diesel Locomotive - F59	4.00	33.33%	\$620,812
<b>Sub-Total of Diesel Locomotive</b>							<b>\$4,234,907</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$4,234,907</b>
FY2019	APT_RT_TBD	Undetermined			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects				Total Capital	APT Stat Qualifier / Equipment Type		
C.ME.100653d	F59 LCPM (Los Angeles)	\$1,826,543	SQ_EQ_DXG	Diesel Locomotive - F59	5.00	41.67%	\$761,060
C.ME.100653a	P-42 LCPM	\$25,740,485	SQ_EQ_DXB	Diesel Locomotive - P42-8	29.00	18.69%	\$4,811,697
C.ME.100653c	LCPM Paint - P40/P42	\$729,723	SQ_EQ_DXB	Diesel Locomotive - P42-8	29.00	18.69%	\$136,408
C.ME.100653e	F59 LCPM (Seattle)	\$572,584	SQ_EQ_DXG	Diesel Locomotive - F59	5.00	41.67%	\$238,577
C.ME.100005	F-59 Overhaul	\$0	SQ_EQ_DXG	Diesel Locomotive - F59	5.00	41.67%	\$0
<b>Sub-Total of Diesel Locomotive</b>							<b>\$5,947,741</b>
C.ME.100643	Horizon Café Overhaul	\$1,019,529	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$145,647
<b>Sub-Total of Horizon Fleet</b>							<b>\$145,647</b>
C.ME.100177	Superliner I Coach Overhaul	\$21,122,468	SQ_EQ_SXSC	Superliner I Coach	4.50	4.45%	\$940,634
<b>Sub-Total of Superliner I</b>							<b>\$940,634</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$7,034,023</b>
FY2020	APT_RT_TBD	Undetermined			Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge
Mechanical Capital Overhaul Projects				Total Capital	APT Stat Qualifier / Equipment Type		
C.ME.100005	F-59 Overhaul	\$0	SQ_EQ_DXG	Diesel Locomotive - F59	12.00	100.00%	\$0
C.ME.100653e	F59 LCPM (Seattle)	\$727,117	SQ_EQ_DXG	Diesel Locomotive - F59	12.00	100.00%	\$727,117
C.ME.100653a	P-42 LCPM	\$23,067,090	SQ_EQ_DXB	Diesel Locomotive - P42-8	29.00	18.69%	\$4,311,957
C.ME.100653c	LCPM Paint - P40/P42	\$966,362	SQ_EQ_DXB	Diesel Locomotive - P42-8	29.00	18.69%	\$180,643
C.ME.100653d	F59 LCPM (Los Angeles)	\$1,768,803	SQ_EQ_DXG	Diesel Locomotive - F59	12.00	100.00%	\$1,768,803
<b>Sub-Total of Diesel Locomotive</b>							<b>\$6,988,520</b>
C.ME.100643	Horizon Café Overhaul	\$1,545,173	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$220,739
C.ME.100641	Horizon Coach Overhaul	\$9,151,247	SQ_EQ_HYH	Horizon Coach (Handicapped)	3.00	5.31%	\$486,174
<b>Sub-Total of Horizon Fleet</b>							<b>\$706,913</b>
C.ME.100177	Superliner I Coach Overhaul	\$21,756,142	SQ_EQ_SXSC	Superliner I Coach	6.00	5.98%	\$1,301,464
C.ME.100177	Superliner I Coach Overhaul	\$21,756,142	SQ_EQ_SXSM	Superliner I Coach Cal Trans	1.00	1.00%	\$216,911
<b>Sub-Total of Superliner I</b>							<b>\$1,518,375</b>
<b>Total Route Equipment Capital Use Charge</b>							<b>\$9,213,808</b>

CIP for Amtrak Equipment Deployed in State Corridor Service  
FY2017 – FY2021

FY2021		APT_RT_TBD	Undetermined		Daily Units Used	Units Used%	Forecast Equipment Capital Use Charge	
Mechanical Capital Overhaul Projects			Total Capital	APT_Stat Qualifier / Equipment Type				
C.ME.100413	Amfleet I Coach O/H	Level 1	\$14,311,018	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	1.00	0.32%	\$45,332
C.ME.201291	Amfleet I Coach O/H	Level 2	\$45,114,051	SQ_EQ_AXAN	Amfleet I Capstone Bus Class	1.00	0.32%	\$142,906
<b>Sub-Total of Amfleet I</b>								<b>\$188,239</b>
C.ME.100653e	F59 LCPM (Seattle)		\$840,706	SQ_EQ_DXG	Diesel Locomotive - F59	12.00	100.00%	\$840,706
C.ME.100653c	LCPM Paint - P40/P42		\$1,327,137	SQ_EQ_DXB	Diesel Locomotive - P42-8	29.00	18.69%	\$248,083
C.ME.100653d	F59 LCPM (Los Angeles)		\$1,734,291	SQ_EQ_DXG	Diesel Locomotive - F59	12.00	100.00%	\$1,734,291
C.ME.100005	F-59 Overhaul		\$0	SQ_EQ_DXG	Diesel Locomotive - F59	12.00	100.00%	\$0
C.ME.100653a	P-42 LCPM		\$25,307,493	SQ_EQ_DXB	Diesel Locomotive - P42-8	29.00	18.69%	\$4,730,758
<b>Sub-Total of Diesel Locomotive</b>								<b>\$7,553,838</b>
C.ME.100643	Horizon Café Overhaul		\$3,244,855	SQ_EQ_HYH	Horizon Club Dinette	1.00	14.29%	\$463,551
C.ME.100641	Horizon Coach Overhaul		\$7,069,338	SQ_EQ_HYH	Horizon Coach (Handicapped)	4.00	7.08%	\$500,760
<b>Sub-Total of Horizon Fleet</b>								<b>\$964,310</b>
C.ME.100177	Superliner I Coach Overhaul		\$19,847,818	SQ_EQ_SXSM	Superliner I Coach Cal Trans	3.00	2.99%	\$593,654
C.ME.100177	Superliner I Coach Overhaul		\$19,847,818	SQ_EQ_SXSC	Superliner I Coach	6.00	5.98%	\$1,187,307
<b>Sub-Total of Superliner I</b>								<b>\$1,780,961</b>
<b>Total Route Equipment Capital Use Charge</b>								<b>\$10,487,347</b>