Date Filed: September 23, 2026

**Witness: Douglas P. Horton**
**Request from: National Railroad Passenger Corp. (Amtrak)**

**Question:**

Describe how each component of the proposed PBMRP will be translated into customer rates during the PBMRP term. Specifically, for each of the following components, identify: (a) the mechanism through which the revenue requirement, credit, penalty, or incentive will be reflected in customer rates; (b) whether the adjustment will be implemented through a separate rider, existing rate components, or another mechanism; (c) how the adjustment will be allocated among rate classes; and (d) how the adjustment will appear on customer bills:

a. The annual revenue adjustment mechanism (I-X adjustment);
b. The capital funding mechanism;
c. The consumer dividend;
d. The earnings sharing mechanism;
e. The performance incentive mechanism, penalties, and rewards; and
f. Any approved Z-factor adjustment.

**Response:**

In this proceeding the Company has presented the PERFORMANCE-BASED MULTI-YEAR RATE PLAN (PBMRP) RIDER in Exhibit CLP-RATES-3 describing the mechanism, including application of each component outlined in this data request.

In summary, the manner in which an increase or decrease is incorporated is the same as any other components. That is, a revenue increase resulting from the I-X calculation (subpart (a) of this question), for example, would flow through rates mechanically the same way as an increase related to the F-Factor capital funding mechanism (subpart (b) of this question). All components of the revenue formula would flow through base distribution rates on customer bills as established in this proceeding and not through other riders or mechanisms.

Revenue adjustments incremental to the base revenue requirement resulting from this proceeding will be allocated among Customer Classes using the Class Allocation Factors and applied to the Base Rate Components for each Customer Class based on the billing determinants established by PURA in setting Initial Base Rates.