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April 2, 2026

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This April 2, 2026 version of the second-quarter 2026 RCAF filing has been revised to reflect the productivity adjustment issued by the Surface Transportation Board on March 31, 2026. Accordingly, the productivity adjustment factors from the original filing have been updated, see page 5. No other elements of the calculations have been modified, and the second-quarter results remain unchanged.



April 2, 2026

Rand Ghayad

Senior Vice President - Policy & Economics

The Honorable Cynthia T. Brown

Chief, Section of Administration

Office of Proceedings

Surface Transportation Board

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This submission is the AAR forecast of the second quarter 2026 All-Inclusive Index and Rail Cost Adjustment Factor, filed in Ex Parte No. 290 (Sub-No. 5) (2026-2) Quarterly Rail Cost Adjustment Factor. The versions of RCAF-related indices covered in this filing are: the All-Inclusive Index (initiated in the second quarter of 1985), the Unadjusted RCAF (produced since October 1982), the Adjusted RCAF (first published in the second quarter of 1989), and the RCAF-5 (created by the STB in its Ex Parte No. 290 (Sub-No. 7) decision served October 3, 1996). The table below summarizes the second quarter 2026 results and compares them to the previous quarter. Both quarters are shown on a 4Q/2022=100 base.

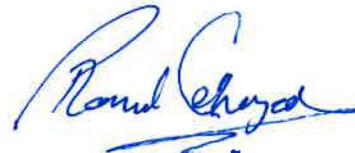
	<u>2026Q1</u>	<u>2026Q2</u>	<u>% Change</u>
All-Inclusive Index	100.6	102.2	1.6
Preliminary RCAF	1.006	1.022	1.6
Forecast Error Adjustment	0.009	-0.006	
RCAF (Unadjusted)	1.015	1.016	0.1
Productivity Adjustment Factor	2.6068	2.6164	
RCAF (Adjusted)	0.389	0.388	-0.3
PAF-5	2.7510	2.7606	
RCAF-5	0.369	0.368	-0.3

April 2, 2026

In its October 3, 1996 decision in Ex Parte No. 290 (Sub-No. 7), *Productivity Adjustment - Implementation*, the STB noted its intent to publish, in addition to the RCAF (Unadjusted) and RCAF (Adjusted), an RCAF-5 (i.e., a calculation of the productivity adjusted RCAF values as if the agency had always used a 5-year rolling average to calculate the productivity adjustment). In response to a request by STB staff, the AAR is including a calculation of the RCAF-5 in its quarterly RCAF filing. The AAR and its members, however, do not believe the publication of a third RCAF index is required or permitted by the applicable statute (49 U.S.C. § 10708) and do not endorse its publication.

Our quarterly non-proprietary work papers underlying this submission are e-filed herewith, in accordance with the ICC's order in Ex Parte No. 290 (Sub-No. 2), *Railroad Cost Recovery Procedures*, served February 8, 1990. We have notified Pedro Ramirez, in the STB office handling this proceeding, of our plan to e-file the submission and non-proprietary work papers. A second copy of the submission and non-proprietary work papers, plus selected highly confidential work papers, will be provided to Mr. Ramirez's Data Collection and Auditing Team. All work papers are available for STB inspection. Questions should be directed to me or Kiara Carter (202-639-2327) of this office.

Sincerely,



Rand Ghayad

Attachments

Second Quarter 2026
All - Inclusive Index

Ex Parte No. 290 (Sub-No. 5) (2026-2)

Quarterly Rail Cost Adjustment Factor
Surface Transportation Board

Policy and Economics Department
Association of American Railroads

April 2, 2026

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Introduction

On January 2, 1985, the Interstate Commerce Commission (ICC) adopted the All-Inclusive Index as the basis for the Rail Cost Adjustment Factor (RCAF). The quarterly projection of railroad costs, as documented herein, employs the All-Inclusive Index as required by the regulations. Also presented in this submission is the RCAF, both Adjusted and Unadjusted, as required by the ICC in its decision in Ex Parte No. 290 (Sub-No. 4), Rail Cost Recovery Procedures - Productivity Adjustment, served March 24, 1989. In addition, the AAR has included the RCAF-5, which was instituted by a Surface Transportation Board decision served October 3, 1996 in Ex Parte No. 290 (Sub-No. 7), Productivity Adjustment - Implementation. The AAR and its members do not believe the additional productivity - adjusted index is required or permitted by the applicable statute, and do not endorse its publication.

This quarter's projection of railroad costs is for the second quarter 2026. Calculations for the productivity adjustment decision, served March 31, 2026, have been utilized to update productivity adjustment factors listed on page 5 herein.

Index Weights

In the Ex Parte No. 290 (Sub-No. 2) final rules, issued in April 1981, the Interstate Commerce Commission mandated that the weights of each major cost component be updated annually. These "external" weights are calculated using expense data from Schedules 410 and 210 of the R-1 annual report filed with the Surface Transportation Board by the Class I railroads. The weights are typically updated with the fourth quarter projection.

The 2024 (current) and 2023 (previous) weights are shown below. Weights calculated from 2023 data were used for the fourth quarter of 2024 through the third quarter of 2025. Beginning with the fourth quarter of 2025, weights calculated using 2024 data are used. The component with the biggest change in weight was Labor, which increased by 2.2 percentage points. Depreciation increased by 0.9 percentage points, and Equipment Rents increased by 0.2 percentage points. Materials & Supplies decreased by 0.1 percentage points. Other decreased by 1.4 percentage points. Fuel decreased by 1.8 percentage points. Interest remained the same.

Weights for RCAF's All-Inclusive Index		
	2024	2023
Labor	32.4%	30.2%
Fuel	14.6%	16.4%
Materials & Supplies	4.9%	5.0%
Equipment Rents	4.4%	4.2%
Depreciation	16.6%	15.7%
Interest	2.4%	2.4%
Other	24.7%	26.1%
Total	100.0%	100.0%

Reweightings of the index is accomplished by calculating both the current quarter (normally the fourth) and prior (normally the third) quarter indexes with the new weights. The relative change between the two quarters is then multiplied by the prior quarter (usually the third) linked index. Use of this method ensures that the weight change, by itself, does not cause a change in the level of the All-Inclusive Index.

Internal weights in the labor and equipment rents components are updated at the same time as the external weights. When these weights are changed, they are also linked using the procedure described above in order to eliminate the effect of the change in weighting.

All - Inclusive Index

Second Quarter 2026

The components and values of the current and previous All-Inclusive Indexes are shown below. Details of the construction of each component of the index are contained in the Appendices.

	2024 Weights	Forecast		% Change
		Previous 2026Q1	Current 2026Q2	
Labor	32.4%	573.0	575.6	0.5
Fuel	14.6%	299.8	304.3	1.5
Materials & Supplies	4.9%	387.1	389.2	0.5
Equipment Rents	4.4%	301.3	304.6	1.1
Depreciation	16.6%	242.7	243.5	0.3
Interest	2.4%	58.1	58.1	0.0
Other	24.7%	303.5	320.2	5.5
Weighted Average				
a.1980 = 100		378.3	384.3	1.6
b.1980 = 100 (linked)		344.3	349.8 ¹	1.6
c.4Q22 = 100		100.6	102.2 ²	1.6

1 Index80 = (Current Index / Previous Index) * the Previous Quarter Linked Index
 = (384.3 / 378.3) x 344.3
 = 349.8

2 To calculate the 4Q22 = 100 index:
 Index4Q22 = (Current Linked Index / 4Q22 Basing Factor) * 100
 = (349.8 / 342.3) x 100
 = 102.2

Indexes based on other periods:
 4Q17 based index = (349.8 / 264.5) x 100 = 132.2
 4Q12 based index = (349.8 / 297.6) x 100 = 117.5
 4Q07 based index = (349.8 / 245.9) x 100 = 142.3
 4Q02 based index = (349.8 / 192.1) x 100 = 182.1
 4Q97 based index = (349.8 / 173.2) x 100 = 202.0
 4Q92 based index = (349.8 / 156.9) x 100 = 222.9

Forecast vs. Actual All - Inclusive Index Fourth Quarter 2025

Because of data availability, the forecast error adjustment has a two-quarter lag from each filing. As shown below, the fourth quarter actual index of 97.2 is 0.6 below the forecast value of 97.8. Therefore, the forecast error adjustment for second quarter 2026 is -0.6 index points (reflected as -0.006 adjustment).

	2024	Fourth Quarter 2025		
	Weights	Forecast	Actual	Amount Difference
Labor	32.4%	542.3	542.3	
Fuel	14.6%	298.8	295.4	
Materials & Supplies	4.9%	369.0	369.0	
Equipment Rents ¹	4.4%	301.7	297.8	
Depreciation	16.6%	242.8	241.5	
Interest	2.4%	58.1	58.1	
Other	24.7%	305.7	304.1	
Weighted Average				
a.1980 = 100		367.9	366.6	
b.1980 = 100 (linked)		334.8	332.8 ²	
c.4Q22 = 100 ³		97.8	97.2	-0.6
Forecast Error		→ -0.6 index points		

	2024	Fourth Quarter 2025	
	Weight	Forecast	Actual
1 Car Hire	68.2%	268.2	268.4
Lease Rents	31.8%	305.7	304.1
Weighted Average		280.1	279.8
Weighted Average (Linked)		301.7	297.8

² Linked Actual Index = (Actual Index / Previous Actual Index) x Previous Linked Actual Index
= (366.6 / 366.3) x 332.5
= 332.8

³ The 4Q22 based indexes are 1980 based indexes divided by the 4Q22 basing factor (342.3/100).
Other basing factors are: 4Q17 = 264.5; 4Q12 = 297.6; 4Q07 = 245.9; 4Q02 = 192.1; 4Q97 = 173.2; 4Q92 = 156.9

Productivity

On March 31, 2026, the Surface Transportation Board served a decision which proposed to adopt 1.5% as the geometric average productivity change for the five most recent years available. Their five year rolling geometric average calculation added the year 2024 and removed the year 2019. The components of this average annual value are shown on the following table in ratio format - therefore, 1.015 is the same as an increase of 1.5%. Productivity changes are calculated by multiplying each of the five productivity changes together and taking the result to the one-fifth power. The productivity adjustment factors (PAF) for each quarter are calculated by increasing the previous quarter's PAF by quarterly versions of the annual rate, which are the fourth root of the geometric average annual growth rate. The difference between the PAF and the PAF-5 is the timing of the five-year productivity trend.

Comparison of Output, Input, & Productivity			
Year	Output Index (1)	Input Index (2)	Productivity Changes (3)
2020	0.923	0.904	1.021
2021	1.028	0.999	1.029
2022	0.992	1.020	0.972
2023	0.995	0.956	1.040
2024	1.016	1.002	1.014
Average			1.015
Previous Average (2019-2023)			1.014

Calculation of PAF and PAF - 5			
For 2020-2024, use fourth root of avg. productivity change = 1.0037			
For 2019-2023, use fourth root of avg. productivity change = 1.0035			
Quarter	Year	PAF	PAF-5
Q1	2026	2.6068	2.7510
Q2	2026	2.6164	2.7606
Q3	2026	2.6261	2.7703
Q4	2026	2.6358	2.7800
Q1	2027	2.6456	2.7903

2019 - 2023

2020 - 2024

Rail Cost Adjustment Factor

Second Quarter 2026

Four RCAF values are presented in this filing. Two are not modified for productivity (Preliminary RCAF and RCAF Unadjusted), and two incorporate a productivity calculation (RCAF Adjusted and RCAF-5). The All-Inclusive Index and all four RCAF values, plus the percent change for each, are shown below. Note that beginning with the 2023Q1 index, the All-Inclusive Index was rebased to a 2022Q4=100 basis as required in the applicable statute.

	Previous 2026Q1	Current 2026Q2	% Change
All-Inclusive Index ¹	100.6	102.2	1.6
Preliminary RCAF ²	1.006	1.022	1.6
Forecast Error Adjustment ³	0.009	-0.006	
RCAF (Unadjusted) ⁴	1.015	1.016	0.1
Productivity Adjustment Factor ⁵	2.6068	2.6164	
RCAF (Adjusted) ⁶	0.389	0.388	-0.3
PAF-5 ⁷	2.7510	2.7606	
RCAF-5 ⁸	0.369	0.368	-0.3

1 See All-Inclusive Index on page 3.

2 All-Inclusive Index divided by the All-Inclusive Index in the base period (100.0).

3 The current figure is from Forecast vs. Actual All-Inclusive Index in this filing (page 4). The previous quarter figure is shown in a similar section of the previous quarter's filing.

4 Preliminary RCAF plus the forecast error adjustment.

5 See Productivity on page 5.

6 RCAF (Unadjusted) divided by the Productivity Adjustment Factor (PAF).

7 See Productivity on page 5.

8 RCAF (Unadjusted) divided by the PAF-5.

Appendixes

Labor

Second Quarter 2026

The second quarter 2026 Labor Index is 0.5% higher than the previous quarter.

Wage Rate Index:

The Wage Rate Index portion of the Labor Index increased by 0.7%.

Wage Increase:

Wages increased 0.4% compared to the prior quarter. The increase in the second quarter was primarily driven by the capture of newly ratified labor contracts, including both national and independent agreements. The agreements are structured similar to previously ratified contracts, with 4% general wage increases effective July 1, 2025 and includes retroactive pay. For railroads and unions which have not reached national or independent labor agreements (according to the NRLC), no wage increase has been applied.

Lump Sum:

The second quarter lump sum increased by 6.1%. Fully amortized payments were removed and replaced with new lump sum amounts. These new lump sum payments were higher, due to higher wages than last year.

Back Pay:

The back pay increased from \$0.0 to \$0.147. Retroactive wage increases from newly ratified contracts resulted in an increase in the back pay rate. As always, back pay amounts will be removed from the index after they have been amortized for four quarters. Index procedure, decided by the Interstate Commerce Commission in 1988, is to amortize lump sums and/or back pay over four quarters using the rates for 13-week (a.k.a. 3-month) U.S. Treasury bills.

Other:

In wages, "Other" contains the amortization of incentive compensation payments (similar to lump sums) that one railroad makes each year to its dispatchers, yardmasters, and locomotive engineers. The second quarter rate is unchanged from the prior quarter.

Labor

Second Quarter 2026

Supplements Index

The Supplements Index increased 0.1% this quarter. Health and Welfare premiums, payroll tax rates, maximum taxable earnings, and the rate for unemployment insurance are all typically adjusted once per year, effective on January 1.

Health & Welfare:

The Health & Welfare rate was essentially flat with zero percent change. There was an update to employee contributions for independent contacts which caused an insignificant increase.

Railroad Retirement:

The Railroad Retirement rate increased 0.5%. This increase is driven by slightly higher taxable wages.

Unemployment Insurance:

The Unemployment Insurance stayed unchanged in the second quarter 2026.

Other:

The second quarter rate is 19.1% lower than last quarter. The "Other" category is a reflection of all other fringe benefits, and currently contains known employer contributions to employee 401(k) accounts and employer contributions to employee stock plans that are recorded as fringe benefits.

Labor Index Calculation

As shown in Table A-1 on the next page, the 0.7% increase in the Wage Rate Index and the 0.1% increase in the Supplements Index combined to cause the Labor Index to be 0.5% higher than the previous quarter. The linked second quarter 2026 Labor index is 575.6, which is 8.2% higher than one year ago.

Labor
Second Quarter 2026
Table A-1 Labor Index

	2026Q1	2026Q2	Change	
			Percent	Amount
Base Wage ¹	\$57.354	\$57.604	0.4%	\$0.250
Adjustments:				
Lump Sum	\$0.244	\$0.259	6.1%	\$0.015
Back Pay	\$0.000	\$0.147		\$0.147
Other	\$0.137	\$0.137	0.0%	\$0.000
Total Wages	\$57.735	\$58.147	0.7%	\$0.412
Health & Welfare Benefits	\$10.823	\$10.822	-0.0%	-\$0.001
RR Retirement & Medicare	\$12.252	\$12.313	0.5%	\$0.061
Unemployment Insurance	\$0.088	\$0.088	0.0%	\$0.000
Other	\$0.241	\$0.195	-19.1%	-\$0.046
Total Supplements	\$23.404	\$23.418	0.1%	\$0.014
Total Labor (as info only)	\$81.14	\$81.57		
Wage Rate Index ²	494.1	497.6	0.7%	
Supplements Index ³	864.9	865.4	0.1%	
Total labor Index, 2024 Weights ⁴	596.4	599.1	0.5%	
Labor Index (Linked) ⁵	573.0	575.6	0.5%	

1. Base wage: Straight Time & Pay For Time Not Worked

2. 1980 wage rate : \$11.685

3. 1980 supplements rate: \$2.706

4. 2024 weights: 72.4% (Wage), 27.6% (Supplements)

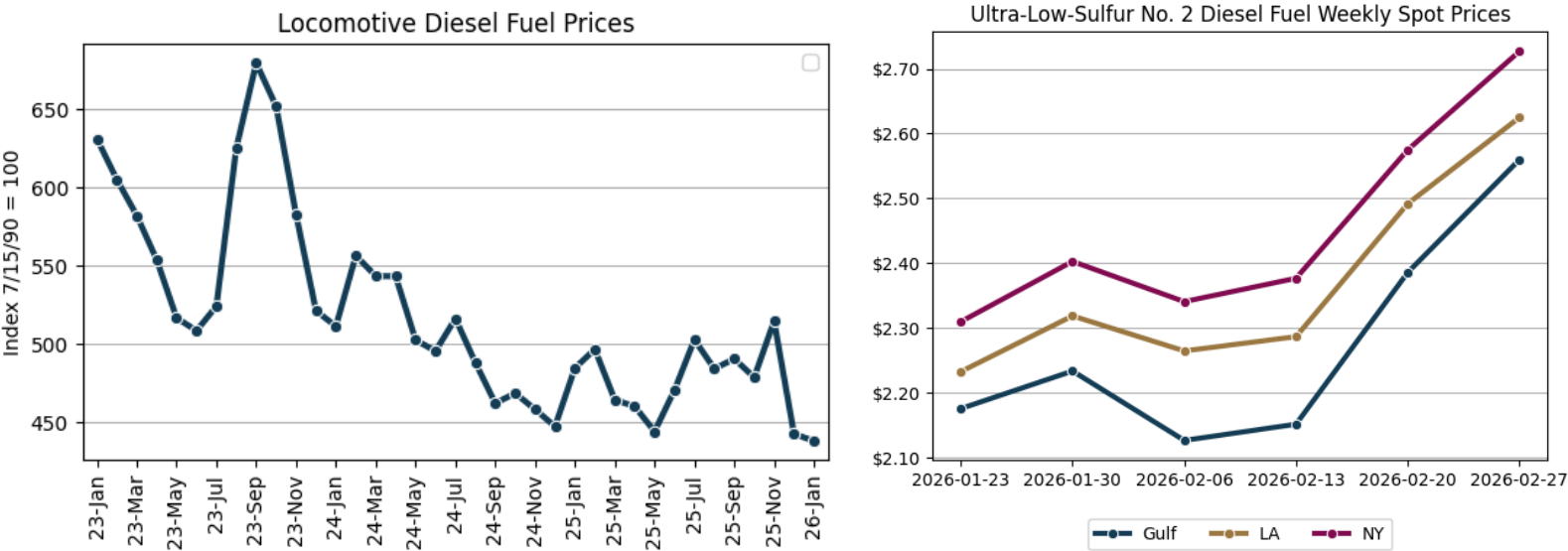
5. 2026Q2 linked index = 2026Q1 linked x (2026Q2 / 2026Q1) = 573.0 x (599.1 / 596.4)

Fuel

Second Quarter 2026

The forecast for fuel is based on: (1) a survey of railroad fuel purchasing officers concerning current price and volume levels, (2) expectations of railroad purchasing officers based on their own forecast models and discussions with their major suppliers, and (3) a consensus of petroleum industry experts and general business publications. Fuel purchases are assumed to remain in inventory for 30 days before the fuel is consumed (and therefore expensed). Therefore, prices paid in the first month of each quarter are for fuel expensed in the second (or middle) month of the quarter, and the middle month expensed is used to represent each quarter.

The average locomotive diesel fuel price hit a peak point in September 2023, but has trended down since then. While average prices for locomotive diesel fuel are available only through January 2026, data through four weeks of February are available for related fuel types. According to the Energy Information Administration, the daily spot price as of March 2nd for Ultra-Low-Sulfur No. 2 Diesel Fuel* is an average of 20.4% higher than the average for February. The chart below (on left) shows the AAR's Monthly Locomotive Diesel Fuel Price Index through January 2026. The second chart (on right) shows recent spot prices for Ultra-Low-Sulfur No. 2 Diesel Fuel as reported by the Energy Information Administration.



Using information from the EIA, prices toward the end of February are higher than prices that actually occurred in January. Railroads that responded to the AAR's forecast survey expect prices to increase by April (Q2) compared to prices that actually occurred for January (Q1). The second quarter 2026 forecast is 1.5% higher than the previous quarter forecast, and 12.5% higher than the prior quarter actual.

Forecast Fuel Index (1980=100)	304.3
Change from previous quarter forecast	1.5 %
Change from previous quarter actual	12.5 %

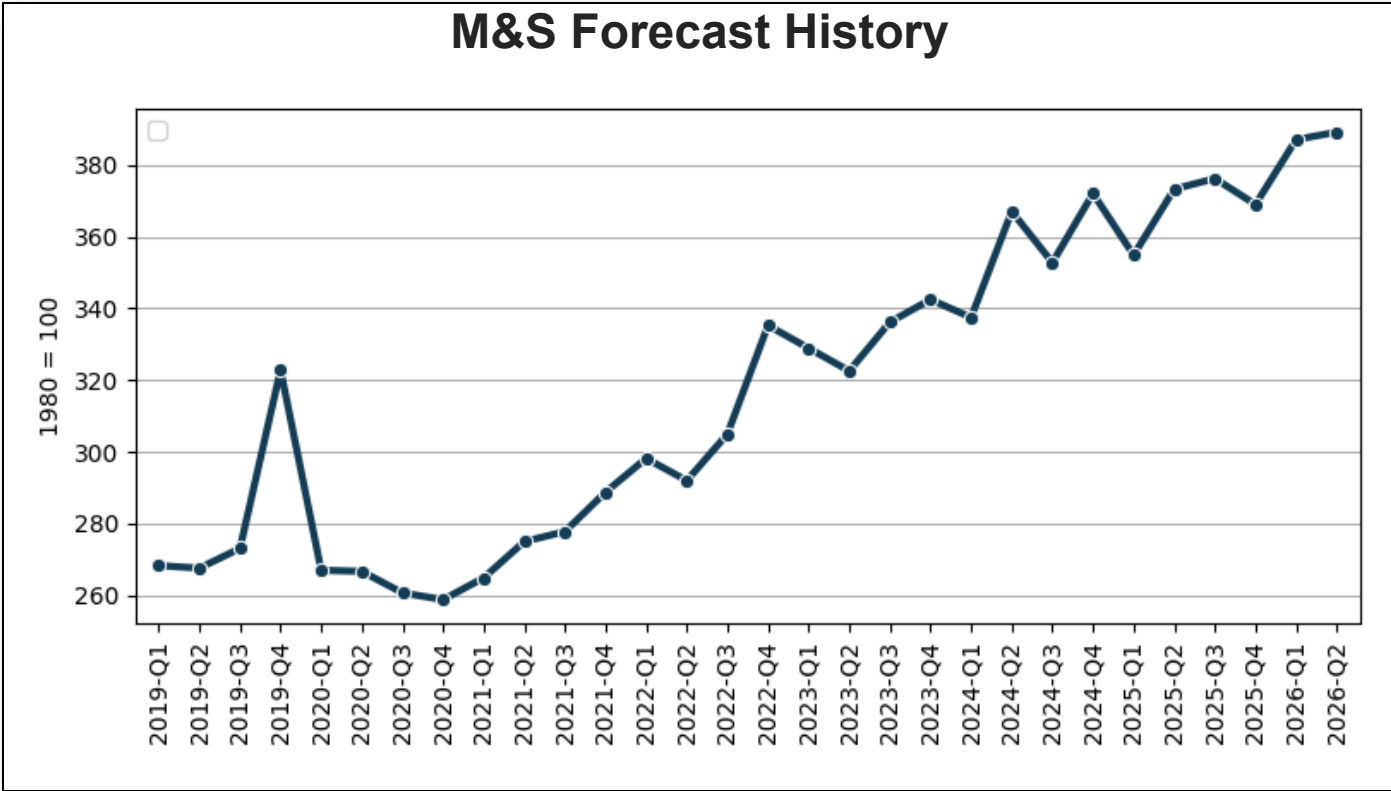
* Heating oil, Ultra-Low-Sulfur No. 2 Diesel Fuel, and locomotive diesel fuel are part of a group of closely related products, commonly labeled as distillates, that differ mostly by their sulfur content. Because of these similarities, these fuels are produced together and have similar pricing trends.

Materials & Supplies

Second Quarter 2026

The second quarter 2026 Materials & Supplies Index increased 0.5% from the previous quarter. Prices increased for Forest and Metal Products. Prices decreased for Miscellaneous Products.

2026Q2	Materials & Supplies Index =	389.2
2026Q1	Materials & Supplies Index =	387.1
Basis Points Difference		2.1 basis points
Percentage Difference		0.5%



Equipment Rents

Second Quarter 2026

The Equipment Rents Index consists of two components – car hire and lease rentals. The methodologies used to create these two components, and the final Equipment Rents Index, are explained below.

Car Hire:

The car hire component is indexed using data from the Car Hire Accounting Rate Master (CHARM) file. Car hire rates for the forecast quarter are estimated based on data for active freight cars using the most recent data available. For the first quarter, December 1 of the previous year is typically used. For the second, third and fourth quarters, March 1, June 1, and September 1 are usually used, respectively. Using data retrieved from the latest CHARM file, an average rate per car is developed. Next, those average rates are grouped into four car type categories to create an overall summary of car hire rates. The summary rates are then compared from quarter to quarter, and weighted, to determine the Car Hire Index.

Lease Rentals:

The lease rentals portion of the Equipment Rents Index uses the Producer Price Index for Industrial Commodities less Fuel and Related Products and Power (PPI-LF). The Interstate Commerce Commission adopted this surrogate in its decision served March 13, 1987. The AAR uses six years of historical data to derive its forecast for the PPI-LF. The forecast is used not only for lease rentals, but also for the "Other" component of the All-Inclusive Index. Appendix G discusses the forecast in more detail.

Equipment Rents Index Calculation:

The table below calculates the Equipment Rents Index. The second quarter Car Hire portion of the Index decreased 1.2% as the latest rates for privately-owned cars were lower compared to three months ago. A 5.5% increase in the projected PPI-LF (See Appendix G) used as a proxy for Lease Rentals, combined with the 1.2% decrease for Car Hire, caused the Equipment Rents Index to increase by 1.095% – rounded to 1.1% in the table below.

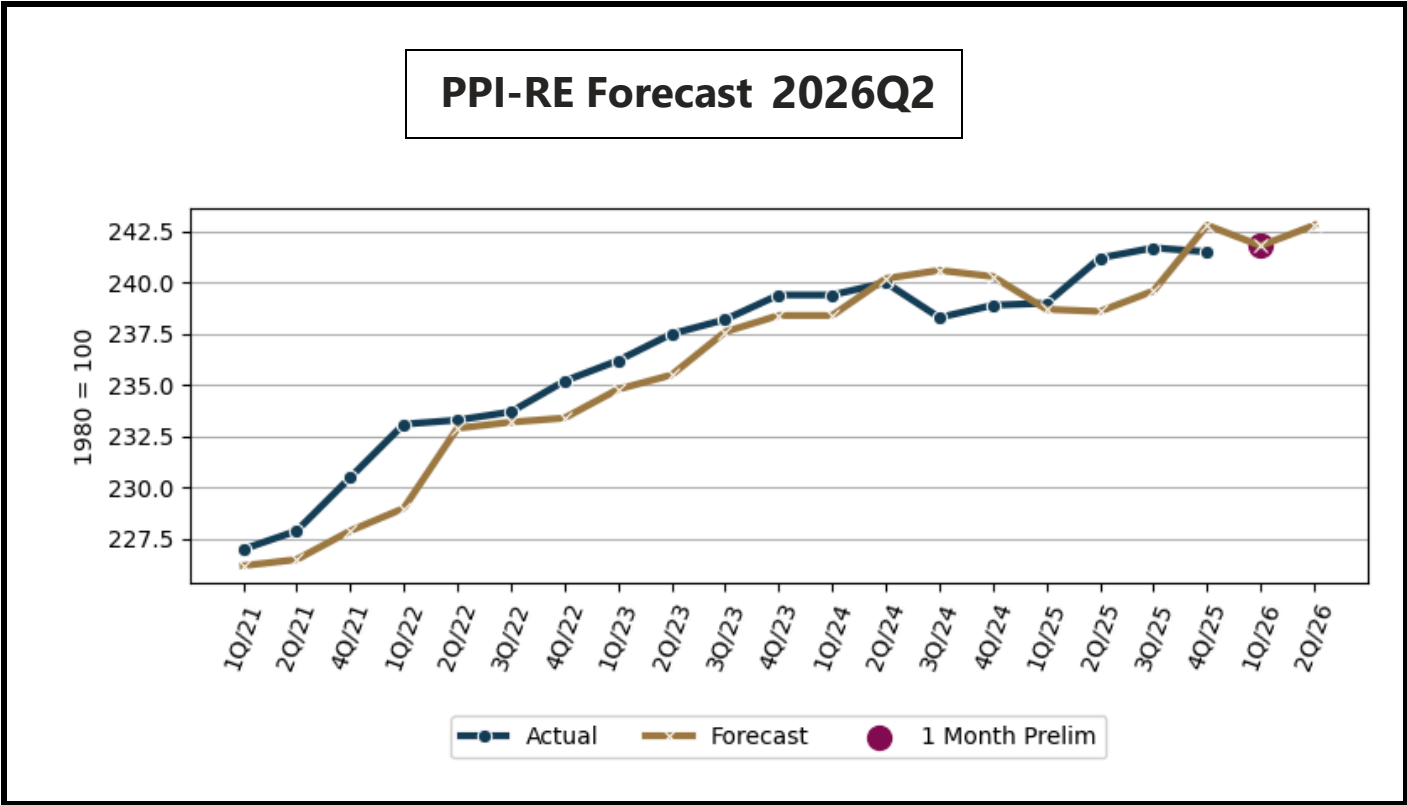
Component	2024 Weights	2026Q1	2026Q2	% Change
Car Hire	68.2%	268.6	265.4	-1.2
Lease Rents	31.8%	303.5	320.2	5.5
Weighted Average		279.7	282.8	1.1
Weighted Average (Linked)		301.3	304.6	1.1

Depreciation

Second Quarter 2026

The Producer Price Index for Railroad Equipment (PPI-RE) is used to index depreciation expense. The PPI-RE is forecast using an ARIMA (Auto-Regressive Integrated Moving Average) process where a statistical package picks the model that best fits the historical data set (see next page), and that model is then used for the forecast. The historical data set contains 6 years of monthly data (a sample size of 72), where the most recent available data point is the first month of the quarter prior to the forecast quarter. For a first quarter forecast, the most recent month of data available would be for October of the prior year. For a second quarter forecast, January would normally be the most recent period available. April and July would be the most recent months available for third and fourth quarter forecasts, respectively. The output from the forecast model is shown on page 2 of this appendix on a 1982=100 basis. The figure forecast by the model is 0.3296% (rounded to 0.3%) higher than the previous quarter's forecast.

Forecast of Depreciation Index (1982 = 100)	220.1
Forecast of Depreciation Index (1980 = 100)	243.5
Change from previous quarter forecast	0.3 %
Change from actual first month of previous quarter	0.3 %
Change from same quarter of prior year (actual)	1.0 %



Depreciation

Second Quarter 2026

Expert Analysis

Using rule-based logic I have narrowed down the choice to exponential smoothing or Box-Jenkins. I will perform an out-of-sample test to select between these two approaches.

The cumulative MAD for Exponential smoothing was 1.12 and for Box-Jenkins was 1.42. The rolling out-of-sample test used a maximum horizon of 12 and generated 78 forecasts for each method.

Based on the lower MAD, I will use Exponential Smoothing.

Model Details(Expert Selection)

Holt exponential smoothing: Linear trend, No seasonality
LN(0.854, 0.018)

Component	Smoothing Wgt	Final Value
Level	0.8538	219.4
Trend	0.01794	0.1911

Within-Sample Statistics

Sample size	72.00	No. parameters	2
Mean	212.06	Std. deviation	5.05
R-square	0.98	Adj. R-square	0.98
Durbin-Watson	1.95	Ljung-Box(18)	15.1 P=0.34
Forecast error	0.63	BIC	0.66
MAPE	0.16	SMAPE	0.16
RMSE	0.62	MAD	0.34

Actual Values for the Most Recent 6 Periods

2025-Aug	218.3
2025-Sep	218.3
2025-Oct	218.2
2025-Nov	218.3
2025-Dec	218.3
2026-Jan	219.5

Forecasted Values

Date	2.5 Lower	Forecast	97.5 Upper
2026-Feb	218.254	219.546	220.837
2026-Mar	218.026	219.737	221.447
2026-Apr	217.882	219.928	221.974
2026-May	217.785	220.119	222.452
2026-Jun	217.720	220.310	222.899
Qtr Avg	217.796	220.119	222.442

Interest

Second Quarter 2026

The Interstate Commerce Commission, in its decision served February 28, 1989, revised the All-Inclusive Index methodology to include a specific interest component, which is to track changes in the average interest rate from year to year. The interest rate is essentially the embedded cost of debt, i.e., total interest expense divided by average total long term debt.

The interest rate is calculated for the most recent year and used until the next year's figures are finalized. The source data are from a summary of the annual reports (Form R-1) submitted by each of the Class I railroads. Although the data set is received at the end of March, it is not used until the September filing. This enables data to be entered into a database and reviewed – and any revisions made, if necessary, before the data are used in the Index. The current Interest Index is based on 2024 data, and was updated in the Q4 filing submitted in September 2025. The Interest Index based on 2024 increased from 55.0 in 2023 to 58.1 in 2024.

The R-1 source for interest expense is Schedule 210, column b. The lines currently used are listed below. The source for average total debt is Schedule 200. The sums of data from columns b and c (ending and beginning balances) are combined and divided by 2 to compute an average balance. The line numbers listed below account for the line number changes effective beginning with the 2016 annual report.

Interest Expense (Schedule 210)

Line

- 42 Total Fixed Charges
- 44 Contingent Interest

- less
- 22 Release of Premium on Funded Debt

Average Total Debt (Schedule 200)

Line

- 29 Current Liabilities, Loans and Notes Payable
- 38 Equipment Obligations and Other Long Term Debt Due Within One Year
- 40 Non-Current Liabilities: Funded Debt Unmatured
- 41 Non-Current Liabilities: Equipment Obligations
- 42 Non-Current Liabilities: Capitalized Lease Obligations
- 43 Non-Current Liabilities: Debt in Default
- 44 Non-Current Liabilities: Accounts Payable: Affiliated Companies
- 45 Non-Current Liabilities: Unamortized Debt Premium

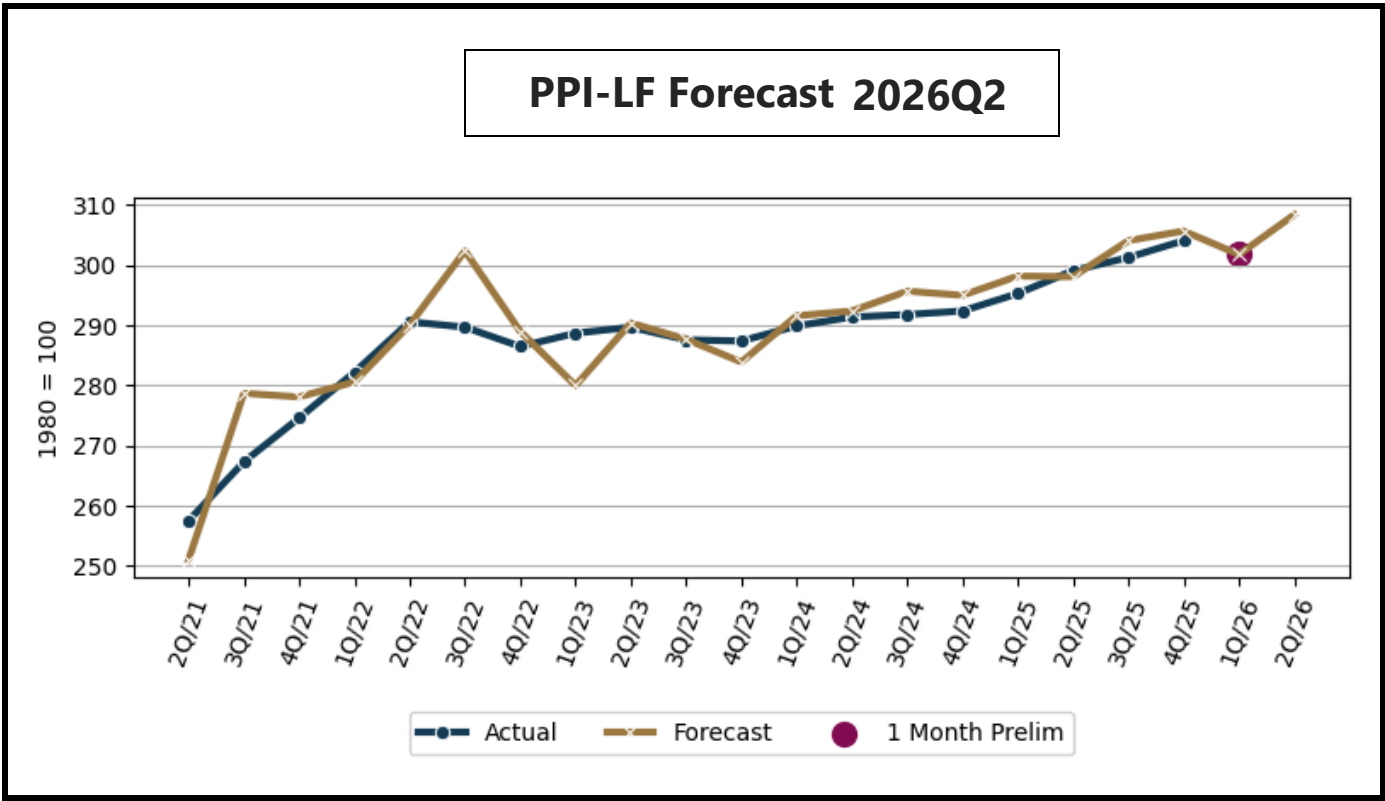
2024	Interest Rate	4.56%
1980	Interest Rate	7.85%
2026Q1	Interest Index	58.1
2026Q2	Interest Index	58.1
	Percent Change	0.00%

Other Expenses

Second Quarter 2026

The Producer Price Index for Industrial Commodities less Fuels and Related Products and Power (PPI-LF) is used to index purchased services, casualties and insurance, loss and damage, taxes (other than income and payroll), general and administrative expenses, and lease rentals. These expenses, when grouped together, are usually called "Other" expenses. Like the PPI-RE, the PPI-LF is forecast using an ARIMA process on 6 years of monthly data (a sample size of 72) with the most recent available monthly data being the first month of the quarter prior to the forecast quarter. For a first quarter forecast, the most recent month of data available would be for October of the prior year. For a second quarter forecast, January would normally be the most recent month available. April and July would be the most recent months available for third and fourth quarter forecasts, respectively. The output from the forecast model is shown on page 2 of this appendix for 1982=100. The figure forecast by the model is 5.5025% (rounded to 5.5%) higher than the previous quarter's forecast.

Forecast of Other Index (1982 = 100)	285.6
Forecast of Other Index (1980 = 100)	320.2
Change from previous quarter forecast	5.5 %
Change from actual first month of previous quarter	3.8 %
Change from same quarter of prior year (actual)	7.1 %



Other Expenses

Second Quarter 2026

Expert Analysis

Using rule-based logic I have narrowed down the choice to exponential smoothing or Box-Jenkins. I will perform an out-of-sample test to select between these two approaches.

The cumulative MAD for Exponential smoothing was 2.25 and for Box-Jenkins was 1.72. The rolling out-of-sample test used a maximum horizon of 12 and generated 78 forecasts for each method.

Based on the lower MAD, I will use Box-Jenkins.

Model Details(Expert Selection)

Box-Jenkins				
ARIMA(0, 2, 0)*(0, 0, 1)				
Term	Coefficient	Std. Error	t-Statistic	Significance
B[12]	-0.8498	0.04758	-17.86	1

Within-Sample Statistics

Sample size	72.00	No. parameters	1
Mean	247.78	Std. deviation	21.08
R-square	1.00	Adj. R-square	1
Durbin-Watson	2.53	Ljung-Box(18)	21.6 P=0.75
Forecast error	0.76	BIC	0.77
MAPE	0.24	SMAPE	0.24
RMSE	0.75	MAD	0.59

Actual Values for the Most Recent 6 Periods

2025-Aug	269.0
2025-Sep	269.2
2025-Oct	270.5
2025-Nov	270.9
2025-Dec	272.5
2026-Jan	275.1

Forecasted Values

Date	2.5 Lower	Forecast	97.5 Upper
2026-Feb	276.143	277.637	279.130
2026-Mar	277.480	280.820	284.159
2026-Apr	277.743	283.331	288.920
2026-May	277.457	285.637	293.818
2026-Jun	276.746	287.823	298.900
Qtr Avg	277.315	285.597	293.879

Abbreviation

Second Quarter 2026

Railroads

BLE	Bessemer & Lake Erie Railroad (Part of CN's Grand Trunk Corporation)
BNSF	BNSF Railway Company
CC	Chicago, Central & Pacific (Part of CN's Grand Trunk Corp. Sometimes noted as CC&P)
CN	Canadian National Railway (Commonly known as CN, owns Grand Trunk Corporation)
CNGT	AAR's abbreviation for Grand Trunk Corporation (Almost all of CN's U.S. operations)
CP	Canadian Pacific (Also noted as CPR. Owns the U.S. Class I railroad Soo Line)***
CPSL	AAR's abbreviation for Soo Line Corporation (CP's U.S. operations including SOO, D&H, and DME)
CSX	CSX Transportation
D&H	Delaware & Hudson (Part of Canadian Pacific's U.S. operations, included beginning 2011Q4)
DME	Dakota, Minnesota & Eastern (Part of Canadian Pacific's U.S. operations, included beginning 2011Q4)
CMQ	Central Maine & Quebec (Part of Canadian Pacific's U.S. operations, included beginning 2021Q4)
GTW	Grand Trunk Western Railroad (Part of CN's Grand Trunk Corporation)
IC	Illinois Central Railroad (Part of CN's Grand Trunk Corporation)
KCS	Kansas City Southern Railway***
NS	Norfolk Southern Combined Railroad Subsidiaries (a.k.a. Norfolk Southern Railway or NS Rail)
SOO	Soo Line Railroad (The largest part of Canadian Pacific's U.S. operations)
UP	Union Pacific Railroad
WC	Wisconsin Central and subsidiaries (Part of CN's Grand Trunk Corp)

Major Unions Involved with Railroads

ATDA	American Train Dispatchers Association
BLET	Brotherhood of Locomotive Engineers and Trainmen Div. of the International Brotherhood of Teamsters
BMWED	Brotherhood of Maintenance of Way Employees Division of the International Brotherhood of Teamsters
BRS	Brotherhood of Railroad Signalmen
IAM	International Association of Machinists and Aerospace Workers
IBBM	International Brotherhood of Boilermakers, Iron Ship Builders, Blacksmiths, Forgers & Helpers
IBEW	International Brotherhood of Electrical Workers
NCFO	National Conference of Firemen and Oilers
SMART-TD	International Association of Sheet Metal, Air, Rail, and Transportation Workers - Transportation Division*
SMART-MD	International Association of Sheet Metal, Air, Rail, and Transportation Workers - Mechanical Division**
TCU	Transportation Communication International Union
TCU-Carmen	Brotherhood of Railway Carmen Division of the Transportation Communications International Union

Predecessor Unions (Some AAR databases use these old abbreviations)

BLE	Brotherhood of Locomotive Engineers (predecessor to BLET)
BMWE	Brotherhood of Maintenance of Way Employees (predecessor to BMWED)
BRC	Brotherhood of Railway Carmen (predecessor to TCU-Carmen)
IBFO	International Brotherhood of Firemen and Oilers (predecessor to NCFO)
SMWIA	Sheet Metal Workers' International Association (see SMART-MD)
UTU	United Transportation Union (merged into SMART)
UTU-YDMSTRS	United Transportation Union Yardmaster Department (see SMART-TD)

* Represents employees formerly represented by the UTU (conductors and brakemen) and also has a separate yardmasters department.

** Represents employees formerly represented by the SMW (steel workers).

***Represents legacy CP and KCS prior to the CPKC merger.

AAR Workpapers Sent to STB for Revised 2026 Q2 RCAF

April 02, 2026

1. Index Calculation Spreadsheet (index_calc.xlsx, 2 pages).
2. Summary of ST and PFTNW Hourly Rates (Summary.xlsx).
3. RCAF Taxable Wages adjustment calculation (TaxableRate.xlsx).
4. National Contracts spreadsheet, 2 sections (2 and 5 pages).
5. Wall Street Journal - 13 week Treasury Bill Rate from recent auction (a.k.a. 3-Mo. T-Bill).
6. 2026Q2 RCAF Lump Sum Amortization summary, public version (1 page).
7. 2026Q2 RCAF Back Pay Amortization summary, public version (1 page).
8. Health & Welfare worksheet (1 page).
9. Railroad Retirement spreadsheet (5 pages).
10. Unemployment Insurance Tax worksheet (1 page).
11. 2-page SAS run for 2026Q2 Unemployment Insurance Tax.
12. 3 pages from EIA including spot prices for various distillates.
13. Summary of Materials & Supplies - "U.S. Summary by Composition Category" (1 page).
14. Interest Index calculation (1 page) using AAR's R-1 summary (4 pages).
15. RCAF Car Hire Forecast Spreadsheet for Equipment Rents (2 pages) plus source data page.
16. 7 pages of PPI-RE for Depreciation including graph page, input/output, and BLS source data.
17. 7 pages of PPI-LF for Other (and Lease Rentals) incl. graph page, input/output, BLS source data.
18. Forecast Error calc. and workpapers (1calc,1fuel, 3car hire, 2deprec, 2other,1actual).

RCAF All-Inclusive Index's Labor Index Based on 2024 Benchmarks

	24 Wts.	3Q/25	3Q/25 Rebenchd As Info Only	% Chg	4Q/25	% Chg	1Q/26	% Chg	2Q/26	% Chg	3Q/26	% Chg
Straight Time		\$45.351	\$45.202	-0.3%	\$45.362	0.0%	\$46.160	1.8%	\$46.332	0.4%		--
PFTNW		\$10.363	\$11.006	6.2%	\$11.045	6.6%	\$11.194	1.3%	\$11.272	0.7%		--
Total		\$55.714	\$56.208	0.9%	\$56.407	1.2%	\$57.354	1.7%	\$57.604	0.4%	\$0.000	--
Adjustments												
Lump Sum		\$0.693	\$0.698		\$0.246		\$0.244		\$0.259			
Back Pay		\$0.000	\$0.000		\$0.000		\$0.000		\$0.147			
Other		\$0.136	\$0.137		\$0.137		\$0.137		\$0.137			
Total Wages		\$56.543	\$57.043	0.9%	\$56.790	0.4%	\$57.735	1.7%	\$58.147	0.7%	\$0.000	--
Pre-Tax Reduction		(\$1.210)	(\$1.725)		(\$1.725)		(\$1.891)		(\$1.891)			
Taxable Wages		\$55.333	\$55.318		\$55.065		\$55.844		\$56.256		\$0.000	
H & W		\$8.178	\$8.602	5.2%	\$8.602	5.2%	\$10.823	25.8%	\$10.822	0.0%		--
RR Ret & Medicare		\$11.736	\$11.993	2.2%	\$11.955	1.9%	\$12.252	2.5%	\$12.313	0.5%		--
Unemp. Insurance		\$0.077	\$0.085	10.4%	\$0.085	10.4%	\$0.088	3.5%	\$0.088	0.0%		--
Other		\$0.371	\$0.362	-2.4%	\$0.194	-47.7%	\$0.241	24.2%	\$0.195	-19.1%		--
Total		\$20.362	\$21.042	3.3%	\$20.836	2.3%	\$23.404	12.3%	\$23.418	0.1%	\$0.000	--
Adjustments												
Total Supplements		\$20.362	\$21.042	3.3%	\$20.836	2.3%	\$23.404	12.3%	\$23.418	0.1%	\$0.000	--
Total Labor		\$76.905	\$78.085	1.5%	\$77.626	0.9%	\$81.139	4.5%	\$81.565	0.5%	\$0.000	--
Wage Rate Index	0.7240	483.9	488.2	0.9%	486.0	0.4%	494.1	1.7%	497.6	0.7%	0.0	--
Supplements Index	0.2760	752.5	777.6	3.3%	770.0	2.3%	864.9	12.3%	865.4	0.1%	0.0	--
Total Labor Index '23 Wts.		560.7										
Total Labor Index '24 Wts.		558.0	568.1	1.8%	564.4	1.1%	596.4	5.7%	599.1	0.5%	0.0	--
Labor Index (Linked)		536.2			542.3	1.1%	573.0	5.7%	575.6	0.5%	0.0	-100.0%

All Inclusive Index and RCAF using 2023 Benchmarks and Weights

	24 Wts.	3Q/25	24 Wts. 3Q/25	% Chg	4Q/25	% Chg	1Q/26	% Chg	2Q/26	% Chg	3Q/26	% Chg
Labor	0.324	536.2	536.2	0.0%	542.3	1.1%	573.0	5.7%	575.6	0.5%	0.0	-100.0%
Fuel	0.146	276.0	276.0	0.0%	298.8	8.3%	299.8	0.3%	304.3	1.5%		--
M&S	0.049	376.3	376.3	0.0%	369.0	-1.9%	387.1	4.9%	389.2	0.5%		--
Equip. Rents	0.044	298.5	298.5	0.0%	301.7	1.1%	301.3	-0.1%	304.6	1.1%	0.0	-100.0%
Depreciation	0.166	239.6	239.6	0.0%	242.8	1.3%	242.7	0.0%	243.5	0.3%		--
Interest	0.024	55.0	55.0	0.0%	58.1	5.6%	58.1	0.0%	58.1	0.0%	58.1	0.0%
Other	0.247	304.1	304.1	0.0%	305.7	0.5%	303.5	-0.7%	320.2	5.5%		--
Weighted Avg.	1.000	356.9	361.8	1.4%	367.9	1.7%	378.3	2.8%	384.3	1.6%	1.4	-99.6%
Linked		329.2			334.8	1.7%	344.3	2.8%	349.8	1.6%	1.3	-99.6%
10/1/80 basis	102.7	320.5			326.0	1.7%	335.2	2.8%	340.6	1.6%	1.3	-99.6%
10/1/82	120.9	272.3			276.9	1.7%	284.8	2.9%	289.3	1.6%	1.1	-99.6%
4Q/87	132.2	249.0			253.3	1.7%	260.4	2.8%	264.6	1.6%	1.0	-99.6%
4Q/92	156.9	209.8			213.4	1.7%	219.4	2.8%	222.9	1.6%	0.8	-99.6%
4Q/97	173.2	190.1			193.3	1.7%	198.8	2.8%	202.0	1.6%	0.8	-99.6%
4Q/02	192.1	171.4			174.3	1.7%	179.2	2.8%	182.1	1.6%	0.7	-99.6%
4Q/07	245.9	133.9			136.2	1.7%	140.0	2.8%	142.3	1.6%	0.5	-99.6%
4Q/12	297.6	110.6			112.5	1.7%	115.7	2.8%	117.5	1.6%	0.4	-99.7%
4Q/17	264.5	124.5			126.6	1.7%	130.2	2.8%	132.2	1.5%	0.5	-99.6%
4Q/22 basis	342.3	96.2			97.8	1.7%	100.6	2.9%	102.2	1.6%	0.4	-99.6%
Car Hire	0.682	264.50	264.5	0.0%	268.2	1.4%	268.6	0.1%	265.4	-1.2%		--
Lease Rents	0.318	304.10	304.1	0.0%	305.7	0.5%	303.5	-0.7%	320.2	5.5%	0.0	--
Weighted Avg Eq Rents		277.50	277.1	-0.1%	280.1	1.1%	279.7	-0.1%	282.8	1.1%	0.0	--
Linked Equipment Rents		298.50			301.7	1.1%	301.3	-0.1%	304.6	1.1%	0.0	-100.0%
Preliminary RCAF		0.962			0.978	1.66%	1.006	2.9%	1.022	1.6%	0.004	-99.6%
Forecast Error Adj.		(0.002)			(0.012)		0.009		(0.006)			
RCAF Unadjusted		0.960			0.966	0.63%	1.015	5.1%	1.016	0.1%	0.004	-99.6%
PAF		2.5886			2.5977	0.35%	2.6068	0.35%	2.6164	0.37%		--
RCAF Adjusted		0.371			0.372	0.27%	0.389	4.6%	0.388	-0.3%	#DIV/0!	--
PAF-5		2.7340			2.7414	0.27%	2.7510	0.35%	2.7606	0.35%		--
RCAF-5		0.351			0.352	0.28%	0.369	4.8%	0.368	-0.3%	#DIV/0!	--

Hourly Rate for 2026 Q2

Straight Time and Time Paid For But Not Worked

2026Q1 Straight Time Hourly Rate (from national spreadsheet)	\$45.794
Rebenchmark	

Adjustments to 2024 base:

Added 2025Q1		
Miscellaneous Independents	1 New GWI	0.008
CPKC	Nothing	0.000
Added 2025Q2		
Miscellaneous Independents	Nothing	0.000
CPKC	Nothing	0.000
Added 2025Q3		
Miscellaneous Independents	15 New Contracts	0.176
CPKC	Nothing	0.000
Added 2025Q4		
Miscellaneous Independents	4 New Contracts	0.097
CPKC	Nothing	0.000
Added 2026Q1		
Miscellaneous Independents	8 New Contracts	0.249
CPKC	Nothing	0.000
Added 2026Q2		
Miscellaneous Independents	Nothing	0.000
CPKC	14 New Contracts	0.008

Adjusted STHR Total	\$46.332
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Pay For Time Not Worked

PFTNW (from national spreadsheet)		\$11.141
Ratio Adj STHR to Nat STHR	46.332 / 45.794 =	1.01175

Adjusted Pay For Time Not Worked	\$11.272
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Adjusted STHR + Adjusted Pay For Time Not Worked	\$57.604
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Notes:

1. Miscellaneous Independent references Union Pacific and CSX who are not in national bargaining.
Includes 26 union groups with employees and 1 non-union groups with employees.
2. CPKC railroads (KCS, SOO, D&H, DM&E, and CMQ).

RCAF Taxable Wages

(To Use for Railroad Retirement and Unemployment Insurance Payroll Tax Calculations)

In the RCAF calculation, Total Wages are the wages paid, while Taxable Wages are the wages on which to base payroll tax calculations. The difference is caused by pre-tax employee contributions to help pay Health & Welfare costs. This page calculates that wage rate difference.

The national agreements feature employee Health & Welfare cost sharing. Some of the independent agreements adopt the dollar amount contributed under the national agreement, and some have their own employee contribution rate. This Cost Sharing is a pre-tax employee contribution to Health & Welfare insurance premiums paid by the employer. The employee contribution reduces employer Health & Welfare costs, while the Health & Welfare insurance premiums paid to the provider are unchanged. In the RCAF calculation, the reduction to the employer's Health & Welfare costs affect the Supplements portion of the Labor component of the index. The Taxable Wage Rate is used for Railroad Retirement and Unemployment Insurance calculations.

Reduction Calculation for 2Q/2026

U.S. ST Hours = 228,199,922
Wage Statistics are for 2024

Union Group	Employees	Mo. Rate	Annual \$
National ATDA (BNSF, CSX, KCS, NS, SOO, GTW, WC)	1,555	(\$308.49)	(\$5,756,423.40)
National BLET (BNSF, CSX, KCS, NS, UP, SOO, DH)	20,453	(\$308.49)	(\$75,714,551.64)
National BMW (All except SOO, DME, DH)	19,533	(\$308.49)	(\$72,308,822.04)
National BRS (All except DME)	5,816	(\$308.49)	(\$21,530,134.08)
National IAM (BNSF, CSX, KCS, NS, SOO, UP)	4,575	(\$308.49)	(\$16,936,101.00)
National IBBM (BNSF, CSX, KCS, NS, SOO, UP, IC)	521	(\$308.49)	(\$1,928,679.48)
National IBEW (All except DME)	3,720	(\$308.49)	(\$13,770,993.60)
National NCFO (All except DME and WC)	1,646	(\$308.49)	(\$6,093,294.48)
National SMW (BNSF, CSX, KCS, NS, UP, IC)	436	(\$308.49)	(\$1,614,019.68)
National TCU (All except DME and DH)	3,680	(\$308.49)	(\$13,622,918.40)
National TCU-CAR (All except DME)	6,030	(\$308.49)	(\$22,322,336.40)
National UTU (BNSF, CSX, KCS, NS, UP, SOO, DH)	29,645	(\$308.49)	(\$109,742,232.60)
Yardmasters (BNSF, CSX, KCS, NS, UP, SOO, DH)	1,209	(\$308.49)	(\$4,475,572.92)
Misc Indep (DME, CMQ, portions of DH & SOO, portions of CN)	3,733	(\$300.26)	(\$13,450,492.08)
Total Union	102,552		(\$379,266,571.80)
All Other @ \$4,362,971.93 total per month			(\$52,355,663.16)
Total			(\$431,622,234.96)

Reduction in Wage Rate Per ST Hour	-\$1.89142148
Deduct this amount from the Wage Rate	-\$1.891

National Contracts U.S.

Straight Time Hourly Rate															Check
Weight	UTU	TCU	BLET	SMWIA	BRS	BMWE	TCU-CAR	NCFO	IAM	IBBM	IBEW	ATDA	YDMSTRS	OTHER	Sum
	0.234698	0.029266	0.178468	0.003236	0.0468	0.15657	0.047693	0.012884	0.035807	0.00401	0.029433	0.01547	0.009808	0.195856	1.00000
2024 Avg.	39.052	38.052	42.259	40.022	42.699	37.279	39.856	33.918	40.887	37.690	40.878	50.481	53.929	61.049	598.052
12/31/24	39.052	38.052	42.259	40.022	42.699	37.279	39.856	33.918	40.887	37.690	40.878	50.481	53.929	61.049	598.052
1/1/25	39.052	38.052	42.259	40.022	42.699	37.279	39.856	33.918	40.887	37.690	40.878	50.481	53.929	63.491	
4/1/25	39.052	38.052	42.259	40.022	42.699	37.279	39.856	33.918	40.887	37.690	40.878	50.481	53.929	63.491	
7/1/25	39.880	39.067	43.177	41.001	42.699	37.997	40.669	35.138	41.757	38.513	41.771	51.553	54.518	63.491	
10/1/25	39.880	39.067	43.177	41.001	42.699	37.997	40.669	35.138	41.757	38.513	41.771	51.553	54.518	63.491	
1/1/26	39.880	39.067	43.177	41.001	42.699	37.997	40.669	35.138	41.757	38.513	41.771	51.553	54.518	65.872	
4/1/26	39.880	39.067	43.177	41.001	42.699	37.997	40.669	35.138	41.757	38.513	41.771	51.553	54.518	65.872	
7/1/26	40.673	40.044	44.055	41.941	42.699	38.684	41.447	36.322	42.589	39.301	42.625	52.579	55.076	65.872	

Weighted Straight Time Hourly Rate															
	UTU	TCU	BLET	SMWIA	BRS	BMWE	TCU-CAR	NCFO	IAM	IBBM	IBEW	ATDA	YDMSTRS	OTHER	Total
2024 Avg.	9.165	1.114	7.542	0.130	1.998	5.837	1.901	0.437	1.464	0.151	1.203	0.781	0.529	11.957	44.208
12/31/24	9.165	1.114	7.542	0.130	1.998	5.837	1.901	0.437	1.464	0.151	1.203	0.781	0.529	11.957	44.208
1/1/25	9.165	1.114	7.542	0.130	1.998	5.837	1.901	0.437	1.464	0.151	1.203	0.781	0.529	12.435	44.687
4/1/25	9.165	1.114	7.542	0.130	1.998	5.837	1.901	0.437	1.464	0.151	1.203	0.781	0.529	12.435	44.687
7/1/25	9.360	1.143	7.706	0.133	1.998	5.949	1.940	0.453	1.495	0.155	1.229	0.798	0.535	12.435	45.328
10/1/25	9.360	1.143	7.706	0.133	1.998	5.949	1.940	0.453	1.495	0.155	1.229	0.798	0.535	12.435	45.328
1/1/26	9.360	1.143	7.706	0.133	1.998	5.949	1.940	0.453	1.495	0.155	1.229	0.798	0.535	12.901	45.794
4/1/26	9.360	1.143	7.706	0.133	1.998	5.949	1.940	0.453	1.495	0.155	1.229	0.798	0.535	12.901	45.794
7/1/26	9.546	1.172	7.862	0.136	1.998	6.057	1.977	0.468	1.525	0.158	1.255	0.813	0.540	12.901	46.408

Note: The 2024 Average and 12/31/24 Straight Time Hourly Rates are the industry rates, and include all Class I railroad employees. The rates for 1/1/25 through 7/1/26 are based on the industry year-end rates updated by NATIONAL UNION wage increases using contract information. These national increases are diluted using "percent national" ratios to account for non-national union contracts. The impacts of non-national (or independent contract) increases after 2024 are not shown on this page and are handled separately.

National Contracts U.S.

Pay For Time Not Worked Hourly Rate															Check
Weight	UTU	TCU	BLET	SMWIA	BRS	BMWE	TCU-CAR	NCFO	IAM	IBBM	IBEW	ATDA	YDMSTRS	OTHER	Sum
	0.234698	0.029266	0.178468	0.003236	0.0468	0.15657	0.047693	0.012884	0.035807	0.00401	0.029433	0.01547	0.009808	0.195856	1.00000
2024 Avg.	17.283	5.382	19.635	8.161	11.504	7.263	6.261	4.983	7.173	6.001	7.986	13.904	10.127	1.486	127.146
12/31/24	17.283	5.382	19.635	8.161	11.504	7.263	6.261	4.983	7.173	6.001	7.986	13.904	10.127	1.486	
1/1/25	17.283	5.382	19.635	8.161	11.504	7.263	6.261	4.983	7.173	6.001	7.986	13.904	10.127	1.545	
4/1/25	17.283	5.382	19.635	8.161	11.504	7.263	6.261	4.983	7.173	6.001	7.986	13.904	10.127	1.545	
7/1/25	17.649	5.526	20.061	8.360	11.504	7.403	6.389	5.162	7.326	6.132	8.160	14.199	10.237	1.545	
10/1/25	17.649	5.526	20.061	8.360	11.504	7.403	6.389	5.162	7.326	6.132	8.160	14.199	10.237	1.545	
1/1/26	17.649	5.526	20.061	8.360	11.504	7.403	6.389	5.162	7.326	6.132	8.160	14.199	10.237	1.603	
4/1/26	17.649	5.526	20.061	8.360	11.504	7.403	6.389	5.162	7.326	6.132	8.160	14.199	10.237	1.603	
7/1/26	18.000	5.664	20.470	8.552	11.504	7.537	6.511	5.336	7.472	6.257	8.327	14.482	10.342	1.603	

Pay For Time Not Worked Hourly Rate															
	UTU	TCU	BLET	SMWIA	BRS	BMWE	TCU-CAR	NCFO	IAM	IBBM	IBEW	ATDA	YDMSTRS	OTHER	Total
2024 Avg.	4.056	0.158	3.504	0.026	0.538	1.137	0.299	0.064	0.257	0.024	0.235	0.215	0.099	0.291	10.904
12/31/24	4.056	0.158	3.504	0.026	0.538	1.137	0.299	0.064	0.257	0.024	0.235	0.215	0.099	0.291	10.904
1/1/25	4.056	0.158	3.504	0.026	0.538	1.137	0.299	0.064	0.257	0.024	0.235	0.215	0.099	0.303	10.916
4/1/25	4.056	0.158	3.504	0.026	0.538	1.137	0.299	0.064	0.257	0.024	0.235	0.215	0.099	0.303	10.916
7/1/25	4.142	0.162	3.580	0.027	0.538	1.159	0.305	0.067	0.262	0.025	0.240	0.220	0.100	0.303	11.130
10/1/25	4.142	0.162	3.580	0.027	0.538	1.159	0.305	0.067	0.262	0.025	0.240	0.220	0.100	0.303	11.130
1/1/26	4.142	0.162	3.580	0.027	0.538	1.159	0.305	0.067	0.262	0.025	0.240	0.220	0.100	0.314	11.141
4/1/26	4.142	0.162	3.580	0.027	0.538	1.159	0.305	0.067	0.262	0.025	0.240	0.220	0.100	0.314	11.141
7/1/26	4.225	0.166	3.653	0.028	0.538	1.180	0.311	0.069	0.268	0.025	0.245	0.224	0.101	0.314	11.346

U.S. National Contract

UTU

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2024 Industry Avg.				39.05204	17.28267
12/31/24 Industry Rate				39.05204	17.28267
1/1/25			53.030%	39.05204	17.28267
4/1/25			53.030%	39.05204	17.28267
7/1/25	4.00%		53.030%	39.88042	17.64927
10/1/25			53.030%	39.88042	17.64927
1/1/26			53.030%	39.88042	17.64927
4/1/26			53.030%	39.88042	17.64927
7/1/26	3.75%		53.030%	40.67349	18.00025

TCU

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2024 Industry Avg.				38.05245	5.38237
12/31/24 Industry Rate				38.05245	5.38237
1/1/25			66.668%	38.05245	5.38237
4/1/25			66.668%	38.05245	5.38237
7/1/25	4.00%		66.668%	39.06719	5.52590
10/1/25			66.668%	39.06719	5.52590
1/1/26			66.668%	39.06719	5.52590
4/1/26			66.668%	39.06719	5.52590
7/1/26	3.75%		66.668%	40.04389	5.66405

BLET

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2024 Industry Avg.				42.25897	19.63508
12/31/24 Industry Rate				42.25897	19.63508
1/1/25			54.281%	42.25897	19.63508
4/1/25			54.281%	42.25897	19.63508
7/1/25	4.00%		54.281%	43.17651	20.06141
10/1/25			54.281%	43.17651	20.06141
1/1/26			54.281%	43.17651	20.06141
4/1/26			54.281%	43.17651	20.06141
7/1/26	3.75%		54.281%	44.05538	20.46976

U.S. National Contract

SMWIA

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2024 Industry Avg.				40.02234	8.16055
12/31/24 Industry Rate				40.02234	8.16055
1/1/25			61.129%	40.02234	8.16055
4/1/25			61.129%	40.02234	8.16055
7/1/25	4.00%		61.129%	41.00095	8.36008
10/1/25			61.129%	41.00095	8.36008
1/1/26			61.129%	41.00095	8.36008
4/1/26			61.129%	41.00095	8.36008
7/1/26	3.75%		61.129%	41.94084	8.55173

BRS

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2024 Industry Avg.				42.69866	11.50368
12/31/24 Industry Rate				42.69866	11.50368
1/1/25			48.334%	42.69866	11.50368
4/1/25			48.334%	42.69866	11.50368
7/1/25			48.334%	42.69866	11.50368
10/1/25			48.334%	42.69866	11.50368
1/1/26			48.334%	42.69866	11.50368
4/1/26			48.334%	42.69866	11.50368
7/1/26			48.334%	42.69866	11.50368

BMWE

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2024 Industry Avg.				37.27873	7.26321
12/31/24 Industry Rate				37.27873	7.26321
1/1/25			48.197%	37.27873	7.26321
4/1/25			48.197%	37.27873	7.26321
7/1/25	4.00%		48.197%	37.99742	7.40324
10/1/25			48.197%	37.99742	7.40324
1/1/26			48.197%	37.99742	7.40324
4/1/26			48.197%	37.99742	7.40324
7/1/26	3.75%		48.197%	38.68419	7.53705

U.S. National Contract

TCU-Carmen

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2024 Industry Avg.				39.85594	6.26112
12/31/24 Industry Rate				39.85594	6.26112
1/1/25			51.003%	39.85594	6.26112
4/1/25			51.003%	39.85594	6.26112
7/1/25	4.00%		51.003%	40.66905	6.38885
10/1/25			51.003%	40.66905	6.38885
1/1/26			51.003%	40.66905	6.38885
4/1/26			51.003%	40.66905	6.38885
7/1/26	3.75%		51.003%	41.44690	6.51104

NCFO

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2024 Industry Avg.				33.91838	4.98255
12/31/24 Industry Rate				33.91838	4.98255
1/1/25			89.887%	33.91838	4.98255
4/1/25			89.887%	33.91838	4.98255
7/1/25	4.00%		89.887%	35.13790	5.16169
10/1/25			89.887%	35.13790	5.16169
1/1/26			89.887%	35.13790	5.16169
4/1/26			89.887%	35.13790	5.16169
7/1/26	3.75%		89.887%	36.32231	5.33568

IAM

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2024 Industry Avg.				40.88721	7.17302
12/31/24 Industry Rate				40.88721	7.17302
1/1/25			53.173%	40.88721	7.17302
4/1/25			53.173%	40.88721	7.17302
7/1/25	4.00%		53.173%	41.75684	7.32559
10/1/25			53.173%	41.75684	7.32559
1/1/26			53.173%	41.75684	7.32559
4/1/26			53.173%	41.75684	7.32559
7/1/26	3.75%		53.173%	42.58947	7.47166

U.S. National Contract

IBBM

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2024 Industry Avg.				37.68983	6.00054
12/31/24 Industry Rate				37.68983	6.00054
1/1/25			54.571%	37.68983	6.00054
4/1/25			54.571%	37.68983	6.00054
7/1/25	4.00%		54.571%	38.51254	6.13152
10/1/25			54.571%	38.51254	6.13152
1/1/26			54.571%	38.51254	6.13152
4/1/26			54.571%	38.51254	6.13152
7/1/26	3.75%		54.571%	39.30067	6.25700

IBEW

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2024 Industry Avg.				40.87849	7.98552
12/31/24 Industry Rate				40.87849	7.98552
1/1/25			54.557%	40.87849	7.98552
4/1/25			54.557%	40.87849	7.98552
7/1/25	4.00%		54.557%	41.77057	8.15979
10/1/25			54.557%	41.77057	8.15979
1/1/26			54.557%	41.77057	8.15979
4/1/26			54.557%	41.77057	8.15979
7/1/26	3.75%		54.557%	42.62515	8.32673

ATDA

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2024 Industry Avg.				50.48054	13.90358
12/31/24 Industry Rate				50.48054	13.90358
1/1/25			53.089%	50.48054	13.90358
4/1/25			53.089%	50.48054	13.90358
7/1/25	4.00%		53.089%	51.55253	14.19883
10/1/25			53.089%	51.55253	14.19883
1/1/26			53.089%	51.55253	14.19883
4/1/26			53.089%	51.55253	14.19883
7/1/26	3.75%		53.089%	52.57887	14.48151

YDMSTRS

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2024 Industry Avg.				53.92949	10.12676
12/31/24 Industry Rate				53.92949	10.12676
1/1/25			27.280%	53.92949	10.12676
4/1/25			27.280%	53.92949	10.12676
7/1/25	4.00%		27.280%	54.51797	10.23727
10/1/25			27.280%	54.51797	10.23727
1/1/26			27.280%	54.51797	10.23727
4/1/26			27.280%	54.51797	10.23727
7/1/26	3.75%		27.280%	55.07570	10.34199

OTHER

	Percentage Increase	Cents Increase	Applicable	ST HR	PFTNW HR
2024 Industry Avg.				61.04895	1.48580
12/31/24 Industry Rate				61.04895	1.48580
1/1/25	4.00%		100.000%	63.49090	1.54523
4/1/25			100.000%	63.49090	1.54523
7/1/25			100.000%	63.49090	1.54523
10/1/25			100.000%	63.49090	1.54523
1/1/26	3.75%		100.000%	65.87181	1.60318
4/1/26			100.000%	65.87181	1.60318
7/1/26			100.000%	65.87181	1.60318

Check Sums

	Increase	Applicable	ST HR	PFTNW HR
2024 AVG			598.05201	127.14645
12/31/24			598.05201	
		815.200%		
		ok matches	ok matches ok matches	ok matches

Should match check sum on National Increase Applicability for U.S. Total page.



All three should match check sums on U.S. Benchmark page.

MarketData > Bonds > Money Rates

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Inflation			
Monday, February 23, 2026			
U.S. Consumer Price Index			
	JAN. INDEX	% CHG FROM	
		DEC. '25	JAN. '25
All items	325.252	0.37	2.4
Core	331.950	0.44	2.5

International Rates				
Monday, February 23, 2026				
Prime Rates [U.S. Effective Date: 12/11/25]				
	LATEST	WK AGO	52-WEEK	
			HIGH	LOW
U.S.	6.75	6.75	7.50	6.75
Canada	4.45	4.45	5.20	4.45
Japan	2.13	1.88	2.13	1.63

Policy Rates				
	LATEST	WK AGO	52-WEEK	
			HIGH	LOW
Euro zone	2.15	2.15	2.90	2.15
Switzerland	0.50	0.50	1.00	0.50
Britain	3.75	3.75	4.50	3.75
Australia	3.85	3.85	4.10	3.60

Overnight Repurchase				
	LATEST	WK AGO	52-WEEK	
			HIGH	LOW
U.S.	3.63	3.69	4.46	3.63

Other Short Term Rates				
Monday, February 23, 2026				
Call Money [Effective Date: 12/11/25]				

World	Business	U.S.	Politics	Economy	Tech	Markets & Finance	Opinion	Free Expression	Arts	Lifestyle	Real Estate	Personal Finance	Health
Style	Sports												

Commercial Paper (AA Financial)

	LATEST	WK AGO	52-WEEK	
			HIGH	LOW
90 days	n.a.	3.62	4.39	3.57

Secured Overnight Financing Rate (SOFR) [As of 2/20/26]

	LATEST	WK AGO	52-WEEK	
			HIGH	LOW
	3.66	3.66	4.51	3.63

DTCC GCF Repo Index

	LATEST	VALUE TRADED (BILLIONS)	52-WEEK	
			HIGH	LOW
Treasury	3.680	60.920	4.574	3.657
MBS	3.702	79.046	4.623	3.677

U.S. Government Rates

Monday, February 23, 2026

Discount Rates [Effective Date: 12/11/25]

	LATEST	WK AGO	52-WEEK	
			HIGH	LOW
	3.75	3.75	4.50	3.75

Federal Funds [Effective Date: 12/11/25]

	LATEST	WK AGO	52-WEEK	
			HIGH	LOW
Effective rate	3.64	3.64	4.34	3.64
Target rate	3.50-3.75	3.50-3.75	4.25-4.50	3.50-3.75
High	3.7000	3.7000	4.5500	3.7000
Low	3.5500	3.5500	4.3200	3.5500
Bid	3.6300	3.6300	4.3300	3.6300
Offer	3.6500	3.6500	4.3700	3.6500

Treasury Bill Auction

	LATEST	WK AGO	52-WEEK	
			HIGH	LOW
4 weeks	3.625	3.630	4.300	3.550
13 weeks	3.590	3.600	4.300	3.540
26 weeks	3.525	3.500	4.180	3.475

Weekly Survey

Monday, February 23, 2026

Freddie Mac

	LATEST	WK AGO	52-WEEK	
			YEAR AGO	
30-year fixed	6.01	6.09	6.85	
15-year fixed	5.35	5.44	6.04	

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borrow US dollars overnight while posting US Treasury bonds as collateral. **DTCC GCF Repo Index** is Depository Trust & Clearing Corp.'s weighted average for overnight trades in applicable GCFs. Value traded is in billions of U.S. dollars.

Sources: Federal Reserve, Bureau of Labor Statistics, [DTCC](#), [FactSet](#), Tullett Prebon

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**RCAF Lump Sum Amortization
2026/Q2**

	Quarter of Payment	Quarter Amortization Began	Amount	Annual Per ST Hour	1 Quarter Per ST Hour	U.S. ST Hours	
NS - BLET 2025Q3 Ave PPI	2025Q2	2025Q3				228,199,922	2024
NS - BLET 2025Q4 PPI	2025Q3	2025Q4				228,199,922	2024
NS - BLET 2026Q1 PPI	2025Q4	2026Q1				228,199,922	2024
NS - BLET 2026Q2 PPI	2026Q1	2026Q2				228,199,922	2024
NS - BLET 2026 Ave PP	2026Q1	2026Q2				228,199,922	2024
NS - BLET 2025 TPB	2026Q1	2026Q2				228,199,922	2024
Total			\$ 11,252,341.70	0.04931			

Should be slightly less
than amortized amount.

Fell out

NS - BLET 2025Q2 PPI	2025Q1	2025Q2		228199922	2024
NS - BLET 2025 Ave PPI	2025Q1	2025Q2		228199922	2024
NS - BLET 2024 TPB	2025Q1	2025Q2		228199922	####

Interest Rate

2025/Q1	4.415
2025/Q2	4.195
2025/Q3	4.255
2025/Q4	4.100
2026/Q1	3.745
2026/Q2	3.590

Lump Sum Adjustment for 2026/Q2 → 0.259066
or
0.259

**RCAF Back Pay Amortization
2026/Q2**

	Quarter of Payment	Quarter Amortization Began	Amount	Annual Per ST Hour	1 Quarter Per ST Hr.	U.S. ST Hours	
2025 Agreements	2026/Q1	2026/Q2				228,199,922	2024
Total							

Should be slightly less than
amortized amount.

Fell out

Notes:

"UTU" is now called SMART-TD (Transportation Division), and SMW is now called SMART-MD (Mechanical Division)

CN railroads 2018Q4 = IC BLET, CCP BLET, GTW UTU, GTW UTU-YMD, WC UTU-YMD

CP railroads 2018Q4 = DH BRC, DH IAM, SOO NCFO, SOO IBEW, SOO BRS, SOO UTU-YDM

CP railroads 2019Q3 = DME IAM, SOO IAM, SOO BRC

New National Contracts 2023Q1 = (All Unions) except CP Railroads

Interest Rate	
2025/Q1	4.415
2025/Q2	4.195
2025/Q3	4.255
2025/Q4	4.100
2026/Q1	3.745
2026/Q2	3.590

Back Pay Adjustment for 2026/Q2 → **0.14693**
or
0.147

Health and Welfare 2026Q2

	Employees Receiving		Monthly Contribution		Total	Total
	Pay 2024	2025	2026	2025	2026	
1. All Employees						
a. Group health	123,423	\$1,773.58	\$1,965.04	\$218,900,564.34	\$242,531,131.92	
b. Group dental	123,423	55.38	69.15	6,835,165.74	8,534,700.45	
c. Early retirement major medical	123,423	33.15	48.63	4,091,472.45	6,002,060.49	
d. Group vision	123,423	10.06	11.15	1,241,635.38	1,376,166.45	
2. Supplemental Sickness						
a. Signalmen	5,848	35.60	65.01	208,188.80	380,178.48	
b. Shopcrafts	15,365	56.19	39.80	863,359.35	611,527.00	
c. MOW	19,998	32.19	35.10	643,735.62	701,929.80	
d. Yardmasters	1,291	81.10	67.18	104,700.10	86,729.38	
3. Short-Term Disability						
a. Engineers (CSX, KCS, SOO, UP)	10,099	40.00	40.00	403,960.00	403,960.00	
4. Monthly Total Premiums				233,292,781.78	260,628,383.97	
5. Monthly Employee Contributions To H&W						
a. National ATDA (BNSF, CSX, KCS, NS, SOO, GTW, WC)	1,555	(\$277.54)	(\$308.49)	(\$431,574.70)	(479,701.95)	
b. National BLET (BNSF, CSX, KCS, NS, UP, SOO, DH)	20,453	(\$277.54)	(\$308.49)	(\$5,676,525.62)	(6,309,545.97)	
c. National BMWF (All except SOO, DME, DH)	19,533	(\$277.54)	(\$308.49)	(\$5,421,188.82)	(6,025,735.17)	
d. National BRS (All except DME)	5,816	(\$277.54)	(\$308.49)	(\$1,614,172.64)	(1,794,177.84)	
e. National IAM (BNSF, CSX, KCS, NS, SOO, UP)	4,575	(\$277.54)	(\$308.49)	(\$1,269,745.50)	(1,411,341.75)	
f. National IBBM (BNSF, CSX, KCS, NS, SOO, UP, IC)	521	(\$277.54)	(\$308.49)	(\$144,598.34)	(160,723.29)	
g. National IBEW (All except DME)	3,720	(\$277.54)	(\$308.49)	(\$1,032,448.80)	(1,147,582.80)	
h. National NCFO (All except DME and WC)	1,646	(\$277.54)	(\$308.49)	(\$456,830.84)	(507,774.54)	
i. National SMW (BNSF, CSX, KCS, NS, UP, IC)	436	(\$277.54)	(\$308.49)	(\$121,007.44)	(134,501.64)	
j. National TCU (All except DME and DH)	3,680	(\$277.54)	(\$308.49)	(\$1,021,347.20)	(1,135,243.20)	
k. National TCU-CAR (All except DME)	6,030	(\$277.54)	(\$308.49)	(\$1,673,566.20)	(1,860,194.70)	
l. National UTU (BNSF, CSX, KCS, NS, UP, SOO, DH)	29,645	(\$277.54)	(\$308.49)	(\$8,227,673.30)	(9,145,186.05)	
m. Yardmasters (BNSF, CSX, KCS, NS, UP*, SOO, DH)	1,209	(\$277.54)	(\$308.49)	(\$335,545.86)	(\$372,964.41)	
n. Misc Indep (DME, CMQ, portions of DH & SOO, portions of CN)	3,733	(\$270.03)	(\$300.26)	(\$1,008,014.58)	(1,120,874.34)	
Total Major Union	102,552			(\$28,434,239.84)	(\$31,605,547.65)	
All Other Employee Contributions*				(\$4,362,971.93)	(\$4,362,971.93)	
6. Net Employer Monthly Payments				\$200,495,570.01	\$224,659,864.39	
7. Ratio Projected Year to Base Year, Based on Net Monthly Payments					1.12052	
8. H&W hourly rate for base year 2024				\$9.658		
9. H&W hourly rate for projected quarter					\$10.822	

* Non-union employee contributions net of opt-outs. The \$28,434,239.84 in major union contributions, plus \$4,362,971.93 in all other employee contributions, totals to the 12-month average of the total employee contributions reported to the AAR in its WF survey.

Railroad Retirement and Medicare for RCAF

Inputs:

RRB Earnings Distribution Year	2023	Tier I Maximum Taxable Earnings for 2026	184,500
Wage Statistics Year	2024	Tier II Maximum Taxable Earnings for 2026	137,100
Current Year	2026	Medicare Maximum Taxable Earnings for 2026	no limit
Employees Receiving Pay*	123,423	Tier I Employer Tax Rate for 2026	6.20%
* from 2024 final wage statistics		Tier II Employer Tax Rate for 2026	13.10%
		Medicare Employer Tax Rate for 2026	1.45%

USA RCAF	Wage Rate	Update Factor	Railroad Retirement Tax	Hourly Rate
2023	\$52.689			
2024	\$55.290	1.04937	\$724,004,610	\$11.826
1Q/2026	\$55.844	1.05988	\$750,068,368	\$12.252
2Q/2026	\$56.256	1.06770	\$753,831,776	\$12.313
3Q/2026		0.00000	--	\$0.000
4Q/2026		0.00000	--	\$0.000

Railroad Retirement & Medicare, U.S.

From 2023 Earnings Distribution			1Q/2026 Updated Using Earnings Distribution & Wage Statistics, plus Current Wage Rates with Current Tax Info								
Earnings Groups	Avg Ann. Earnings	% of Total Employees	Employees Recvg. Pay	Annual Earnings	Avg Qtlly Earnings	Tier I Taxable	Tier II Taxable	Medicare Taxable	Total Taxable Earnings (Taxable x Employees)		
									Tier I	Tier II	Medicare
\$0 - 41,699	\$29,613	0.472 %	583	\$31,386	\$7,847	\$7,847	\$7,847	\$7,847	\$4,571,062	\$4,571,062	\$4,571,062
41,700 - 43,699	\$42,692	0.118	146	45,248	11,312	11,312	11,312	11,312	1,647,484	1,647,484	1,647,484
43,700 - 45,699	\$45,151	0.118	146	47,855	11,964	11,964	11,964	11,964	1,742,377	1,742,377	1,742,377
45,700 - 47,699	\$46,347	0.177	218	49,122	12,281	12,281	12,281	12,281	2,682,795	2,682,795	2,682,795
47,700 - 49,699	\$48,632	0.295	364	51,544	12,886	12,886	12,886	12,886	4,691,771	4,691,771	4,691,771
49,700 - 51,699	\$50,567	0.177	218	53,595	13,399	13,399	13,399	13,399	2,927,070	2,927,070	2,927,070
51,700 - 53,699	\$53,010	0.295	364	56,184	14,046	14,046	14,046	14,046	5,114,139	5,114,139	5,114,139
53,700 - 55,699	\$54,733	0.236	291	58,010	14,503	14,503	14,503	14,503	4,224,292	4,224,292	4,224,292
55,700 - 57,699	\$57,056	0.236	291	60,472	15,118	15,118	15,118	15,118	4,403,581	4,403,581	4,403,581
57,700 - 59,699	\$58,771	0.590	728	62,290	15,573	15,573	15,573	15,573	11,339,862	11,339,862	11,339,862
59,700 - 61,699	\$60,439	0.531	655	64,058	16,015	16,015	16,015	16,015	10,495,532	10,495,532	10,495,532
61,700 - 63,699	\$62,566	1.239	1,529	66,312	16,578	16,578	16,578	16,578	25,351,424	25,351,424	25,351,424
63,700 - 65,699	\$64,709	0.885	1,092	68,584	17,146	17,146	17,146	17,146	18,728,398	18,728,398	18,728,398
65,700 - 67,699	\$66,885	0.826	1,019	70,890	17,723	17,723	17,723	17,723	18,067,641	18,067,641	18,067,641
67,700 - 69,699	\$68,568	1.062	1,311	72,674	18,168	18,168	18,168	18,168	23,814,346	23,814,346	23,814,346
69,700 - 71,699	\$70,751	1.239	1,529	74,988	18,747	18,747	18,747	18,747	28,667,945	28,667,945	28,667,945
71,700 - 73,699	\$72,887	1.652	2,039	77,251	19,313	19,313	19,313	19,313	39,377,921	39,377,921	39,377,921
73,700 - 75,699	\$74,851	1.711	2,112	79,333	19,833	19,833	19,833	19,833	41,883,241	41,883,241	41,883,241
75,700 - 77,699	\$76,698	2.006	2,476	81,291	20,323	20,323	20,323	20,323	50,316,177	50,316,177	50,316,177
77,700 - 79,699	\$78,766	2.124	2,622	83,482	20,871	20,871	20,871	20,871	54,712,426	54,712,426	54,712,426
79,700 - 81,699	\$80,889	1.770	2,185	85,733	21,433	21,433	21,433	21,433	46,822,587	46,822,587	46,822,587
81,700 - 83,699	\$82,535	2.478	3,058	87,477	21,869	21,869	21,869	21,869	66,885,523	66,885,523	66,885,523
83,700 - 85,699	\$84,706	2.478	3,058	89,778	22,445	22,445	22,445	22,445	68,644,879	68,644,879	68,644,879
85,700 - 87,699	\$86,741	2.301	2,840	91,935	22,984	22,984	22,984	22,984	65,273,021	65,273,021	65,273,021
87,700 - 89,699	\$88,646	2.242	2,767	93,954	23,489	23,489	23,489	23,489	64,996,118	64,996,118	64,996,118
89,700 - 91,699	\$90,680	2.301	2,840	96,110	24,027	24,027	24,027	24,027	68,237,137	68,237,137	68,237,137
91,700 - 93,699	\$92,799	1.829	2,257	98,356	24,589	24,589	24,589	24,589	55,507,245	55,507,245	55,507,245
93,700 - 95,699	\$94,795	2.242	2,767	100,471	25,118	25,118	25,118	25,118	69,504,626	69,504,626	69,504,626
95,700 - 97,699	\$96,716	3.599	4,442	102,507	25,627	25,627	25,627	25,627	113,834,222	113,834,222	113,834,222
97,700 - 99,699	\$98,657	2.242	2,767	104,565	26,141	26,141	26,141	26,141	72,336,282	72,336,282	72,336,282
99,700 - 101,699	\$100,897	1.416	1,748	106,939	26,735	26,735	26,735	26,735	46,723,372	46,723,372	46,723,372
101,700 - 103,699	\$102,701	2.891	3,568	108,851	27,213	27,213	27,213	27,213	97,099,151	97,099,151	97,099,151
103,700 - 105,699	\$104,653	2.183	2,694	110,920	27,730	27,730	27,730	27,730	74,713,329	74,713,329	74,713,329
105,700 - 107,699	\$106,705	1.534	1,893	113,094	28,274	28,274	28,274	28,274	53,530,685	53,530,685	53,530,685
107,700 - 109,699	\$108,761	2.183	2,694	115,274	28,818	28,818	28,818	28,818	77,646,091	77,646,091	77,646,091
109,700 - 111,699	\$110,673	2.124	2,622	117,300	29,325	29,325	29,325	29,325	76,875,661	76,875,661	76,875,661
111,700 - 113,699	\$112,603	2.301	2,840	119,346	29,836	29,836	29,836	29,836	84,734,301	84,734,301	84,734,301
113,700 - 115,699	\$114,722	2.596	3,204	121,592	30,398	30,398	30,398	30,398	97,396,661	97,396,661	97,396,661
\$115,700 - over	\$153,775	43.301	53,443	162,983	40,746	40,746	34,275	40,746	<u>2,177,591,092</u>	<u>1,831,772,303</u>	<u>2,177,591,092</u>
TOTAL	\$117,208	100.000	123,423				Total Taxable Earnings		3,833,111,468	3,487,292,678	3,833,111,468
							Employer Tax Rate		6.20%	13.10%	1.45%
							Quarterly Payment		\$237,652,911	\$456,835,341	\$55,580,116
Total Tier I, Tier II, and Medicare Paid this Quarter										\$750,068,368	

Railroad Retirement & Medicare, U.S.

From 2023 Earnings Distribution			2Q/2026 Updated Using Earnings Distribution & Wage Statistics, plus Current Wage Rates with Current Tax Info								
Earnings Groups	Avg Ann. Earnings	% of Total Employees	Employees Recvg. Pay	Annual Earnings	Avg Qtlly Earnings	Tier I Taxable	Tier II Taxable	Medicare Taxable	Total Taxable Earnings (Taxable x Employees)		
									Tier I	Tier II	Medicare
\$0 - 41,699	\$29,613	0.472 %	583	\$31,618	\$7,904	\$7,904	\$7,904	\$7,904	\$4,604,786	\$4,604,786	\$4,604,786
41,700 - 43,699	\$42,692	0.118	146	45,582	11,396	11,396	11,396	11,396	1,659,639	1,659,639	1,659,639
43,700 - 45,699	\$45,151	0.118	146	48,208	12,052	12,052	12,052	12,052	1,755,231	1,755,231	1,755,231
45,700 - 47,699	\$46,347	0.177	218	49,485	12,371	12,371	12,371	12,371	2,702,588	2,702,588	2,702,588
47,700 - 49,699	\$48,632	0.295	364	51,924	12,981	12,981	12,981	12,981	4,726,386	4,726,386	4,726,386
49,700 - 51,699	\$50,567	0.177	218	53,990	13,498	13,498	13,498	13,498	2,948,665	2,948,665	2,948,665
51,700 - 53,699	\$53,010	0.295	364	56,599	14,150	14,150	14,150	14,150	5,151,869	5,151,869	5,151,869
53,700 - 55,699	\$54,733	0.236	291	58,438	14,610	14,610	14,610	14,610	4,255,457	4,255,457	4,255,457
55,700 - 57,699	\$57,056	0.236	291	60,919	15,230	15,230	15,230	15,230	4,436,069	4,436,069	4,436,069
57,700 - 59,699	\$58,771	0.590	728	62,750	15,687	15,687	15,687	15,687	11,423,524	11,423,524	11,423,524
59,700 - 61,699	\$60,439	0.531	655	64,531	16,133	16,133	16,133	16,133	10,572,965	10,572,965	10,572,965
61,700 - 63,699	\$62,566	1.239	1,529	66,802	16,700	16,700	16,700	16,700	25,538,460	25,538,460	25,538,460
63,700 - 65,699	\$64,709	0.885	1,092	69,090	17,272	17,272	17,272	17,272	18,866,570	18,866,570	18,866,570
65,700 - 67,699	\$66,885	0.826	1,019	71,413	17,853	17,853	17,853	17,853	18,200,938	18,200,938	18,200,938
67,700 - 69,699	\$68,568	1.062	1,311	73,210	18,302	18,302	18,302	18,302	23,990,041	23,990,041	23,990,041
69,700 - 71,699	\$70,751	1.239	1,529	75,541	18,885	18,885	18,885	18,885	28,879,448	28,879,448	28,879,448
71,700 - 73,699	\$72,887	1.652	2,039	77,821	19,455	19,455	19,455	19,455	39,668,440	39,668,440	39,668,440
73,700 - 75,699	\$74,851	1.711	2,112	79,918	19,980	19,980	19,980	19,980	42,192,243	42,192,243	42,192,243
75,700 - 77,699	\$76,698	2.006	2,476	81,890	20,473	20,473	20,473	20,473	50,687,395	50,687,395	50,687,395
77,700 - 79,699	\$78,766	2.124	2,622	84,098	21,025	21,025	21,025	21,025	55,116,078	55,116,078	55,116,078
79,700 - 81,699	\$80,889	1.770	2,185	86,365	21,591	21,591	21,591	21,591	47,168,029	47,168,029	47,168,029
81,700 - 83,699	\$82,535	2.478	3,058	88,123	22,031	22,031	22,031	22,031	67,378,984	67,378,984	67,378,984
83,700 - 85,699	\$84,706	2.478	3,058	90,441	22,610	22,610	22,610	22,610	69,151,320	69,151,320	69,151,320
85,700 - 87,699	\$86,741	2.301	2,840	92,613	23,153	23,153	23,153	23,153	65,754,585	65,754,585	65,754,585
87,700 - 89,699	\$88,646	2.242	2,767	94,647	23,662	23,662	23,662	23,662	65,475,640	65,475,640	65,475,640
89,700 - 91,699	\$90,680	2.301	2,840	96,819	24,205	24,205	24,205	24,205	68,740,570	68,740,570	68,740,570
91,700 - 93,699	\$92,799	1.829	2,257	99,081	24,770	24,770	24,770	24,770	55,916,760	55,916,760	55,916,760
93,700 - 95,699	\$94,795	2.242	2,767	101,213	25,303	25,303	25,303	25,303	70,017,410	70,017,410	70,017,410
95,700 - 97,699	\$96,716	3.599	4,442	103,264	25,816	25,816	25,816	25,816	114,674,056	114,674,056	114,674,056
97,700 - 99,699	\$98,657	2.242	2,767	105,336	26,334	26,334	26,334	26,334	72,869,957	72,869,957	72,869,957
99,700 - 101,699	\$100,897	1.416	1,748	107,728	26,932	26,932	26,932	26,932	47,068,083	47,068,083	47,068,083
101,700 - 103,699	\$102,701	2.891	3,568	109,654	27,413	27,413	27,413	27,413	97,815,519	97,815,519	97,815,519
103,700 - 105,699	\$104,653	2.183	2,694	111,738	27,934	27,934	27,934	27,934	75,264,541	75,264,541	75,264,541
105,700 - 107,699	\$106,705	1.534	1,893	113,929	28,482	28,482	28,482	28,482	53,925,618	53,925,618	53,925,618
107,700 - 109,699	\$108,761	2.183	2,694	116,124	29,031	29,031	29,031	29,031	78,218,940	78,218,940	78,218,940
109,700 - 111,699	\$110,673	2.124	2,622	118,165	29,541	29,541	29,541	29,541	77,442,826	77,442,826	77,442,826
111,700 - 113,699	\$112,603	2.301	2,840	120,226	30,057	30,057	30,057	30,057	85,359,444	85,359,444	85,359,444
113,700 - 115,699	\$114,722	2.596	3,204	122,489	30,622	30,622	30,622	30,622	98,115,224	98,115,224	98,115,224
\$115,700 - over	\$153,775	43.301	53,443	164,185	41,046	41,046	34,275	41,046	<u>2,193,656,695</u>	<u>1,831,772,303</u>	<u>2,193,656,695</u>
TOTAL		100.000	123,423				Total Taxable Earnings		3,861,390,995	3,499,506,603	3,861,390,995
							Employer Tax Rate		6.20%	13.10%	1.45%
							Quarterly Payment		\$239,406,242	\$458,435,365	\$55,990,169
Total Tier I, Tier II, and Medicare Paid this Quarter										\$753,831,776	

Railroad Retirement & Medicare, U.S.

From 2023 Earnings Distribution			3Q/2026 Updated Using Earnings Distribution & Wage Statistics, plus Current Wage Rates with Current Tax Info								
Earnings Groups	Avg Ann. Earnings	% of Total Employees	Employees Recvg. Pay	Annual Earnings	Avg Qtly Earnings	Tier I Taxable	Tier II Taxable	Medicare Taxable	Total Taxable Earnings (Taxable x Employees)		
									Tier I	Tier II	Medicare
\$0 - 41,699	\$29,613	0.472 %	583	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
41,700 - 43,699	\$42,692	0.118	146	0	0	0	0	0	0	0	0
43,700 - 45,699	\$45,151	0.118	146	0	0	0	0	0	0	0	0
45,700 - 47,699	\$46,347	0.177	218	0	0	0	0	0	0	0	0
47,700 - 49,699	\$48,632	0.295	364	0	0	0	0	0	0	0	0
49,700 - 51,699	\$50,567	0.177	218	0	0	0	0	0	0	0	0
51,700 - 53,699	\$53,010	0.295	364	0	0	0	0	0	0	0	0
53,700 - 55,699	\$54,733	0.236	291	0	0	0	0	0	0	0	0
55,700 - 57,699	\$57,056	0.236	291	0	0	0	0	0	0	0	0
57,700 - 59,699	\$58,771	0.590	728	0	0	0	0	0	0	0	0
59,700 - 61,699	\$60,439	0.531	655	0	0	0	0	0	0	0	0
61,700 - 63,699	\$62,566	1.239	1,529	0	0	0	0	0	0	0	0
63,700 - 65,699	\$64,709	0.885	1,092	0	0	0	0	0	0	0	0
65,700 - 67,699	\$66,885	0.826	1,019	0	0	0	0	0	0	0	0
67,700 - 69,699	\$68,568	1.062	1,311	0	0	0	0	0	0	0	0
69,700 - 71,699	\$70,751	1.239	1,529	0	0	0	0	0	0	0	0
71,700 - 73,699	\$72,887	1.652	2,039	0	0	0	0	0	0	0	0
73,700 - 75,699	\$74,851	1.711	2,112	0	0	0	0	0	0	0	0
75,700 - 77,699	\$76,698	2.006	2,476	0	0	0	0	0	0	0	0
77,700 - 79,699	\$78,766	2.124	2,622	0	0	0	0	0	0	0	0
79,700 - 81,699	\$80,889	1.770	2,185	0	0	0	0	0	0	0	0
81,700 - 83,699	\$82,535	2.478	3,058	0	0	0	0	0	0	0	0
83,700 - 85,699	\$84,706	2.478	3,058	0	0	0	0	0	0	0	0
85,700 - 87,699	\$86,741	2.301	2,840	0	0	0	0	0	0	0	0
87,700 - 89,699	\$88,646	2.242	2,767	0	0	0	0	0	0	0	0
89,700 - 91,699	\$90,680	2.301	2,840	0	0	0	0	0	0	0	0
91,700 - 93,699	\$92,799	1.829	2,257	0	0	0	0	0	0	0	0
93,700 - 95,699	\$94,795	2.242	2,767	0	0	0	0	0	0	0	0
95,700 - 97,699	\$96,716	3.599	4,442	0	0	0	0	0	0	0	0
97,700 - 99,699	\$98,657	2.242	2,767	0	0	0	0	0	0	0	0
99,700 - 101,699	\$100,897	1.416	1,748	0	0	0	0	0	0	0	0
101,700 - 103,699	\$102,701	2.891	3,568	0	0	0	0	0	0	0	0
103,700 - 105,699	\$104,653	2.183	2,694	0	0	0	0	0	0	0	0
105,700 - 107,699	\$106,705	1.534	1,893	0	0	0	0	0	0	0	0
107,700 - 109,699	\$108,761	2.183	2,694	0	0	0	0	0	0	0	0
109,700 - 111,699	\$110,673	2.124	2,622	0	0	0	0	0	0	0	0
111,700 - 113,699	\$112,603	2.301	2,840	0	0	0	0	0	0	0	0
113,700 - 115,699	\$114,722	2.596	3,204	0	0	0	0	0	0	0	0
\$115,700 - over	\$153,775	43.301	53,443	0	0	0	13,242	0	0	707,703,182	0
TOTAL		100.000	123,423								
Total Taxable Earnings									0	707,703,182	0
Employer Tax Rate									6.20%	13.10%	1.45%
Quarterly Payment									\$0	\$92,709,117	\$0

Total Tier I, Tier II, and Medicare Paid this Quarter

\$92,709,117

Railroad Retirement & Medicare, U.S.

From 2023 Earnings Distribution			4Q/2026 Updated Using Earnings Distribution & Wage Statistics, plus Current Wage Rates with Current Tax Info								
Earnings Groups	Avg Ann. Earnings	% of Total Employees	Employees Recvg. Pay	Annual Earnings	Avg Qtly Earnings	Tier I Taxable	Tier II Taxable	Medicare Taxable	Total Taxable Earnings (Taxable x Employees)		
									Tier I	Tier II	Medicare
\$0 - 41,699	\$29,613	0.472 %	583	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
41,700 - 43,699	\$42,692	0.118	146	0	0	0	0	0	0	0	0
43,700 - 45,699	\$45,151	0.118	146	0	0	0	0	0	0	0	0
45,700 - 47,699	\$46,347	0.177	218	0	0	0	0	0	0	0	0
47,700 - 49,699	\$48,632	0.295	364	0	0	0	0	0	0	0	0
49,700 - 51,699	\$50,567	0.177	218	0	0	0	0	0	0	0	0
51,700 - 53,699	\$53,010	0.295	364	0	0	0	0	0	0	0	0
53,700 - 55,699	\$54,733	0.236	291	0	0	0	0	0	0	0	0
55,700 - 57,699	\$57,056	0.236	291	0	0	0	0	0	0	0	0
57,700 - 59,699	\$58,771	0.590	728	0	0	0	0	0	0	0	0
59,700 - 61,699	\$60,439	0.531	655	0	0	0	0	0	0	0	0
61,700 - 63,699	\$62,566	1.239	1,529	0	0	0	0	0	0	0	0
63,700 - 65,699	\$64,709	0.885	1,092	0	0	0	0	0	0	0	0
65,700 - 67,699	\$66,885	0.826	1,019	0	0	0	0	0	0	0	0
67,700 - 69,699	\$68,568	1.062	1,311	0	0	0	0	0	0	0	0
69,700 - 71,699	\$70,751	1.239	1,529	0	0	0	0	0	0	0	0
71,700 - 73,699	\$72,887	1.652	2,039	0	0	0	0	0	0	0	0
73,700 - 75,699	\$74,851	1.711	2,112	0	0	0	0	0	0	0	0
75,700 - 77,699	\$76,698	2.006	2,476	0	0	0	0	0	0	0	0
77,700 - 79,699	\$78,766	2.124	2,622	0	0	0	0	0	0	0	0
79,700 - 81,699	\$80,889	1.770	2,185	0	0	0	0	0	0	0	0
81,700 - 83,699	\$82,535	2.478	3,058	0	0	0	0	0	0	0	0
83,700 - 85,699	\$84,706	2.478	3,058	0	0	0	0	0	0	0	0
85,700 - 87,699	\$86,741	2.301	2,840	0	0	0	0	0	0	0	0
87,700 - 89,699	\$88,646	2.242	2,767	0	0	0	0	0	0	0	0
89,700 - 91,699	\$90,680	2.301	2,840	0	0	0	0	0	0	0	0
91,700 - 93,699	\$92,799	1.829	2,257	0	0	0	0	0	0	0	0
93,700 - 95,699	\$94,795	2.242	2,767	0	0	0	0	0	0	0	0
95,700 - 97,699	\$96,716	3.599	4,442	0	0	0	0	0	0	0	0
97,700 - 99,699	\$98,657	2.242	2,767	0	0	0	0	0	0	0	0
99,700 - 101,699	\$100,897	1.416	1,748	0	0	0	0	0	0	0	0
101,700 - 103,699	\$102,701	2.891	3,568	0	0	0	0	0	0	0	0
103,700 - 105,699	\$104,653	2.183	2,694	0	0	0	0	0	0	0	0
105,700 - 107,699	\$106,705	1.534	1,893	0	0	0	0	0	0	0	0
107,700 - 109,699	\$108,761	2.183	2,694	0	0	0	0	0	0	0	0
109,700 - 111,699	\$110,673	2.124	2,622	0	0	0	0	0	0	0	0
111,700 - 113,699	\$112,603	2.301	2,840	0	0	0	0	0	0	0	0
113,700 - 115,699	\$114,722	2.596	3,204	0	0	0	0	0	0	0	0
\$115,700 - over	\$153,775	43.301	53,443	0	0	0	0	0	0	0	0
TOTAL		100.000	123,423						0	0	0
Total Taxable Earnings									0	0	0
Employer Tax Rate									6.20%	13.10%	1.45%
Quarterly Payment									\$0	\$0	\$0
Total Tier I, Tier II, and Medicare Paid this Quarter											\$0

RCAF Unemployment Insurance Tax

	Unemployment Ins.			RRB	Factor	Avg. Ann.	Un. Ins.	
	Tax	Earnings	Hourly	Sample	To Update	Taxable	Hourly	
	Rate	Base	Earnings	Year	RRB Sample	Earnings	Rate	
		\$1,755	\$43.981	(2021)				
2021 Avg.	5.69%	\$20,520	\$43.459		0.999994	\$19,350.22	\$0.574	Bench\Suppl
3Q/22 reb.	11.23%	\$21,060	\$43.725		1.006115	\$19,846.09	\$1.162	
4Q/22	11.23%	\$21,060	\$43.758		1.006884	\$19,846.60	\$1.162	
1Q/23	7.79%	\$22,740	\$56.875		1.308705	\$21,601.54	\$0.877	
2Q/23	7.79%	\$22,740	\$56.781		1.306542	\$21,549.68	\$0.875	
3Q/23	7.79%	\$22,740	\$58.742		1.351665	\$21,570.87	\$0.876	
		\$1,895	\$43.459	(2022)				
2022 Avg.	11.23%	\$20,520	\$47.010		1.000000	\$19,772.63	\$0.574	Bench\Suppl
3Q/23 reb.	7.79%	\$22,740	\$59.106		1.360040	\$21,466.50	\$0.432	
4Q/23	7.79%	\$22,740	\$59.559		1.370464	\$21,472.86	\$0.432	
1Q/24	0.66%	\$23,820	\$52.581		1.209899	\$22,343.75	\$0.038	
2Q/24	0.66%	\$23,820	\$52.713		1.212936	\$22,345.92	\$0.038	
3Q/24	0.66%	\$23,820	\$55.109		1.268069	\$22,384.91	\$0.038	
		\$1,985	\$47.010	(2023)				
2023 Avg.	7.79%	\$22,740	\$52.689		1.120804	\$22,285.60	\$0.895	Bench\Suppl
3Q/24 reb.	0.66%	\$23,820	\$54.224		1.247705	\$22,381.17	\$0.076	
4Q/24	0.66%	\$23,820	\$54.235		1.247958	\$22,381.35	\$0.076	
1Q/25	0.65%	\$24,780	\$54.963		1.264709	\$22,903.52	\$0.077	
2Q/25	0.65%	\$24,780	\$54.998		1.265515	\$22,904.26	\$0.077	
3Q/25	0.65%	\$24,780	\$55.333		1.273223	\$22,911.30	\$0.077	
		\$2,065	\$52.689	(2024)				
2024 Avg.	0.66%	\$23,820	\$55.290		1.049365	\$22,869.86	\$0.086	Bench\Suppl
3Q/25 reb.	0.65%	\$24,780	\$55.318		1.049897	\$22,870.36	\$0.085	
4Q/25	0.65%	\$24,780	\$55.065		1.045095	\$22,865.78	\$0.085	
1Q/26	0.65%	\$25,800	\$55.844		1.059880	\$23,779.00	\$0.088	
2Q/26	0.65%	\$25,800	\$56.256		1.067699	\$23,786.90	\$0.088	
3Q/26					0.000000		\$0.000	

Note: Average Annual Taxable Earnings is calculated from the RRB 1% sample data, by multiplying the average annual earnings in the file times the "Factor", and limiting the amount to the earnings base. Thus, the annual hourly earnings used for the calculation of the Factor is for the RRB sample year, and the Factor brings the earnings in the RRB 1% sample file to the current quarter's level.

The SAS System
TOTAL GROSS EARNINGS AND AVERAGE GROSS EARNINGS-2023 RRB File

The MEANS Procedure

Variable	N	Sum	Mean
ANUAL_US	2329	53263905.59	22869.86
QTRLY_US	2329	55399696.97	23786.90

The SAS System
Factors and Caps 2025 and 2026Q2

The MEANS Procedure

Variable	N	Sum	Mean
FactorA	2329	2443.97	1.0493650
FactorQ	2329	2486.67	1.0676990
Capa	2329	57712620.00	24780.00
Capq	2329	60088200.00	25800.00

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Petroleum & Other Liquids

OVERVIEW

DATA

ANALYSIS & PROJECTIONS

Spot Prices

(Crude Oil in Dollars per Barrel, Products in Dollars per Gallon)

Period:

Daily

Download Series History

Definitions, Sources & Notes

Product by Area		02/23/26	02/24/26	02/25/26	02/26/26	02/27/26	03/02/26	View History
Crude Oil								
WTI - Cushing, Oklahoma	 ☐	66.36	65.62	65.30	65.10	66.96	71.13	1986-2026
Brent - Europe	 ☐	71.90	71.21	70.69	71.66	71.32	77.24	1987-2026
Conventional Gasoline								
New York Harbor, Regular	 ☐	2.003	2.005	2.002	2.048	2.076	2.393	1986-2026
U.S. Gulf Coast, Regular	 ☐	1.768	1.758	1.777	1.823	1.968	2.275	1986-2026
RBOB Regular Gasoline								
Los Angeles	 ☐	2.465	2.248	2.214	2.250	2.278	2.575	2003-2026
No. 2 Heating Oil								
New York Harbor	 ☐	2.595	2.630	2.580	2.554	2.538	2.848	1986-2026
Ultra-Low-Sulfur No. 2 Diesel Fuel								
New York Harbor	 ☐	2.743	2.778	2.727	2.701	2.686	2.995	2006-2026
U.S. Gulf Coast	 ☐	2.570	2.608	2.567	2.541	2.513	2.818	2006-2026
Los Angeles	 ☐	2.673	2.668	2.617	2.591	2.576	2.875	1996-2026
Kerosene-Type Jet Fuel								
U.S. Gulf Coast	 ☐	2.485	2.520	2.470	2.444	2.428	2.738	1990-2026
Propane								
Mont Belvieu, Texas	 ☐	0.605	0.585	0.603	0.615	0.663	0.674	1992-2026

 Click on the source key icon to learn how to download series into Excel, or to embed a chart or map on your website.

- = No Data Reported; -- = Not Applicable; NA = Not Available; W = Withheld to avoid disclosure of individual company data.

Notes: Weekly, monthly, and annual prices are calculated by EIA from daily data by taking an unweighted average of the daily closing spot prices for a given product over the specified time period. See Definitions, Sources, and Notes link above for more information on this table.

Release Date: 3/4/2026

Next Release Date: 3/11/2026

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Petroleum & Other Liquids

OVERVIEW

DATA

ANALYSIS & PROJECTIONS

Spot Prices

(Crude Oil in Dollars per Barrel, Products in Dollars per Gallon)

Period:

Monthly

Download Series History

Definitions, Sources & Notes

Product by Area		Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	View History
Crude Oil								
WTI - Cushing, Oklahoma	 ☐	63.96	60.89	60.08	57.97	60.04	64.51	1986-2026
Brent - Europe	 ☐	67.99	64.54	63.80	62.54	66.60	70.89	1987-2026
Conventional Gasoline								
New York Harbor, Regular	 ☐	2.008	1.891	1.939	1.774	2.063	2.081	1986-2026
U.S. Gulf Coast, Regular	 ☐	2.091	1.926	1.941	1.759	2.050	1.974	1986-2026
RBOB Regular Gasoline								
Los Angeles	 ☐	2.519	2.346	2.336	1.793	2.269	2.446	2003-2026
No. 2 Heating Oil								
New York Harbor	 ☐	2.243	2.190	2.376	2.112	2.111	2.354	1986-2026
Ultra-Low-Sulfur No. 2 Diesel Fuel								
New York Harbor	 ☐	2.390	2.338	2.523	2.260	2.258	2.501	2006-2026
U.S. Gulf Coast	 ☐	2.275	2.209	2.366	2.072	2.111	2.302	2006-2026
Los Angeles	 ☐	2.522	2.420	2.559	2.148	2.181	2.413	1996-2026
Kerosene-Type Jet Fuel								
U.S. Gulf Coast	 ☐	2.089	2.154	2.258	1.965	2.031	2.262	1990-2026
Propane								
Mont Belvieu, Texas	 ☐	0.688	0.638	0.805	0.646	0.622	0.614	1992-2026

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Release Date: 3/4/2026

Next Release Date: 3/11/2026

Petroleum & Other Liquids

OVERVIEW

DATA

ANALYSIS & PROJECTIONS

Spot Prices

(Crude Oil in Dollars per Barrel, Products in Dollars per Gallon)

Period:

Weekly

 [Download Series History](#)

 [Definitions, Sources & Notes](#)

Product by Area	Graph	Clear	01/23/26	01/30/26	02/06/26	02/13/26	02/20/26	02/27/26	View History
Crude Oil									
WTI - Cushing, Oklahoma		☐	60.16	62.90	63.09	63.93	65.30	65.87	1986-2026
Brent - Europe		☐	66.99	70.43	69.84	70.70	71.66	71.36	1987-2026
Conventional Gasoline									
New York Harbor, Regular		☐	2.085	2.137	2.156	2.142	1.979	2.027	1986-2026
U.S. Gulf Coast, Regular		☐	2.086	2.132	2.149	2.120	1.767	1.819	1986-2026
RBOB Regular Gasoline									
Los Angeles		☐	2.276	2.451	2.498	2.567	2.425	2.291	2003-2026
No. 2 Heating Oil									
New York Harbor		☐	2.163	2.255	2.193	2.229	2.427	2.579	1986-2026
Ultra-Low-Sulfur No. 2 Diesel Fuel									
New York Harbor		☐	2.310	2.403	2.341	2.377	2.575	2.727	2006-2026
U.S. Gulf Coast		☐	2.176	2.234	2.127	2.152	2.386	2.560	2006-2026
Los Angeles		☐	2.233	2.319	2.265	2.287	2.492	2.625	1996-2026
Kerosene-Type Jet Fuel									
U.S. Gulf Coast		☐	2.095	2.184	2.120	2.154	2.317	2.469	1990-2026
Propane									
Mont Belvieu, Texas		☐	0.645	0.652	0.626	0.609	0.605	0.614	1992-2026

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- = No Data Reported; -- = Not Applicable; NA = Not Available; W = Withheld to avoid disclosure of individual company data.

Notes: Weekly, monthly, and annual prices are calculated by EIA from daily data by taking an unweighted average of the daily closing spot prices for a given product over the specified time period. See Definitions, Sources, and Notes link above for more information on this table.

Release Date: 3/4/2026
Next Release Date: 3/11/2026

U.S.

Summary by Composition Category

	MS-2024		Prev. Idx	2026Q1		Calculation		Relative of Change
	MS Amount	Weight		Cur Idx		Prev. Idx	Cur Idx	
Forest Products	986,375,432	0.1563	454.23	460.23		71.00	71.93	
Metal Products	3,772,276,413	0.5976	206.91	209.50		123.65	125.20	
Misc. Products	1,553,713,306	0.2461	693.18	691.31		170.59	170.13	
Total	6,312,365,151	1.0000	365.24	367.26				1.0055
Total Linked			364.85	366.86				
'77 = 100 Link Fact.= 1.423			519.18	522.04				
'80 = 100 Link Fact.= 1.061			387.11	389.24				

As info only	Change
Forest Products	1.32%
Metal Products	1.25%
Misc. Products	<u>-0.27%</u>
Total ('80=100)	0.55%
Rounded 80 Indices	0.5%
Rounded 77 Indices	0.5%

**Calculation of Interest Rate Index
for RCAF's All-Inclusive Index
(\$000)**

Schedule 210		2024
Line	Item	Col. (b)
42	Total Fixed Charges	\$1,326,740
44	Contingent interest on funded debt	0
22	Less: Release of Premiums on funded debt	510
Total Interest		\$1,326,230

Schedule 200		(close of year)	(beg. of year)
Line	Item	Col. (b)	Col. (c)
29	Current Liabilities, Loans and Notes Payable	\$0	\$0
38	Equip. Obs & Other LT Debt due Within One Yr	453,653	570,170
40	Funded Debt Unmatured	698,688	564,184
41	Equipment Obligations	1,002,879	1,065,748
42	Capitalized Lease Obligations	138,277	202,778
43	Debt in Default	0	0
44	Accounts Payable: Affiliated Companies	23,201,923	30,187,267
45	Unamortized Debt Premium	30,591	30,786
Total Debt		\$25,526,011	\$32,620,933

Total Interest for 2024	\$1,326,230
Average Debt for 2024	\$29,073,472
Embedded Interest Rate for 2024	4.56%
Embedded Interest Rate for 1980	7.85%
Interest Rate Index (1980 = 100)	58.1

Car Hire Data From CHARM		2025 (first day of month)						2026 (first day of month)								
		Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	
Railroad Equipment																
No. of Cars (cars with rates only)																
Superstructures (Vehicular Flats)			12,954	13,170	13,265	13,229	13,217	13,195	13,143	12,892	12,886					
Rate (in cents)																
Superstructures #3 - Auto Rack			132.0	134.0	134.0	134.0	134.0	134.0	126.0	125.0	125.0					
All other #1 - Time			66.0	66.0	66.0	66.0	66.0	65.0	66.0	66.0	66.0					
All other #2 - Mileage			6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6	6.6					
Private Equipment																
No. of Cars (cars with rates only)																
Superstructures (Vehicular Flats)		1	59,816	59,793	59,792	59,729	59,580	59,455	59,352	59,257	59,175					
Covered Hoppers		2	446,209	446,406	446,852	447,464	448,158	448,989	449,372	449,171	449,825					
Tank Cars		3	430,985	431,230	431,818	431,646	431,982	431,943	431,920	431,607	431,799					
Others		4	302,003	302,469	302,946	303,057	302,701	302,545	302,822	302,455	302,458					
Rate (in cents)																
Superstructures #1 - Time			87.0	87.0	87.0	87.0	87.0	87.0	87.0	87.0	87.0					
Superstructures #2 - Mileage			2.0	2.2	2.2	2.2	2.2	2.2	2.2	2.2	2.2					
Superstructures #3 - Auto Rack			109.0	109.0	110.0	110.0	111.0	111.0	99.0	100.0	100.0					
Covered Hoppers #2 - Mileage		2	45.5	45.5	45.6	45.6	45.6	45.6	43.0	43.0	43.1					
Tank Cars #2 - Mileage		3	132.3	132.4	135.3	135.5	135.6	135.8	135.0	135.2	135.9					
Others #1 -Time			106.0	106.0	106.0	106.0	106.0	106.0	106.0	107.0	107.0					
Others #2 - Mileage			8.9	8.9	8.9	8.9	8.9	9.0	9.0	8.9	8.9					
AVERAGE RATES																
Private Superstructures		1	22.45	22.65	22.65	22.65	22.65	22.65	22.65	22.65	22.65	0.00	0.00	0.00	0.00	0.00
Private Others		4	32.43	32.43	32.43	32.43	32.43	32.53	32.53	32.65	32.65	0.00	0.00	0.00	0.00	0.00
Private Total			71.39	71.43	72.48	72.53	72.58	72.67	71.44	71.54	71.82	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!
Autoracks			113.09	113.51	114.36	114.35	115.18	115.18	103.89	104.47	104.47	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!

Car Hire Weights	"Old Wts"	"New Wts"
	2023	2024
For RCAF & RCR		
RR-owned Time	0.071	0.078
RR-owned Mileage	0.037	0.038
Privately-owned Cars	0.864	0.855
Autoracks	0.028	0.029
----- Check sum	1.000	1.000

Weights for Equipment Rents		
(not used in Car Hire calculation)		
	2023	2024
Car Hire - U.S.	0.671	0.682
Lease Rentals - U.S.	0.329	0.318
----- Check sum	1.000	1.000

Notes:
The Car Hire Index and Lease Rentals Index are weighed together to calculate the Equipment Rents Index
CHARM is the Car Hire Accounting Rate Master
The 4 bold lines are used for the Car Hire Rate. Private Total uses a weighted average of the Covered Hoppers, Tank Cars, Combined Private Superstructures, and Combined Private Others rates.
[The purpose of this page is to provide more insight on the calculation of the **private total rate.**] Beginning with 2012 data, only active cars are used.

CHARM Process - Car Hire Rate Report

Average Car Rental Rates for 01/26

Ownership	Car Group	Car Count	Time Rate (cents/hour)	Mileage Rate (\$/mile)	Auto Rack Rate (cents/hour)
Railroad	Vehicular Flats	13,143	99	0.048	126
Railroad	Number of Zero-Rated Vehicular Flats	259			
Railroad	All Other Cars	339,691	66	0.066	
Railroad	Number of Zero-Rated Other Cars	12,231			
Railroad	Total Railroad Equipment	365,324			
Private	Vehicular Flats	59,352	87	0.022	99
Private	Number of Zero-Rated Vehicular Flats	29			
Private	Covered Hoppers	449,372	0	0.430	
Private	Number of Zero-Rated Covered Hoppers	15,740			
Private	Tanks	431,920	0	1.350	
Private	Number of Zero-Rated Tanks	14,997			
Private	All Other Cars	302,822	106	0.090	
Private	Number of Zero-Rated Other Cars	20,466			
Private	Total Private Equipment	1,294,699			

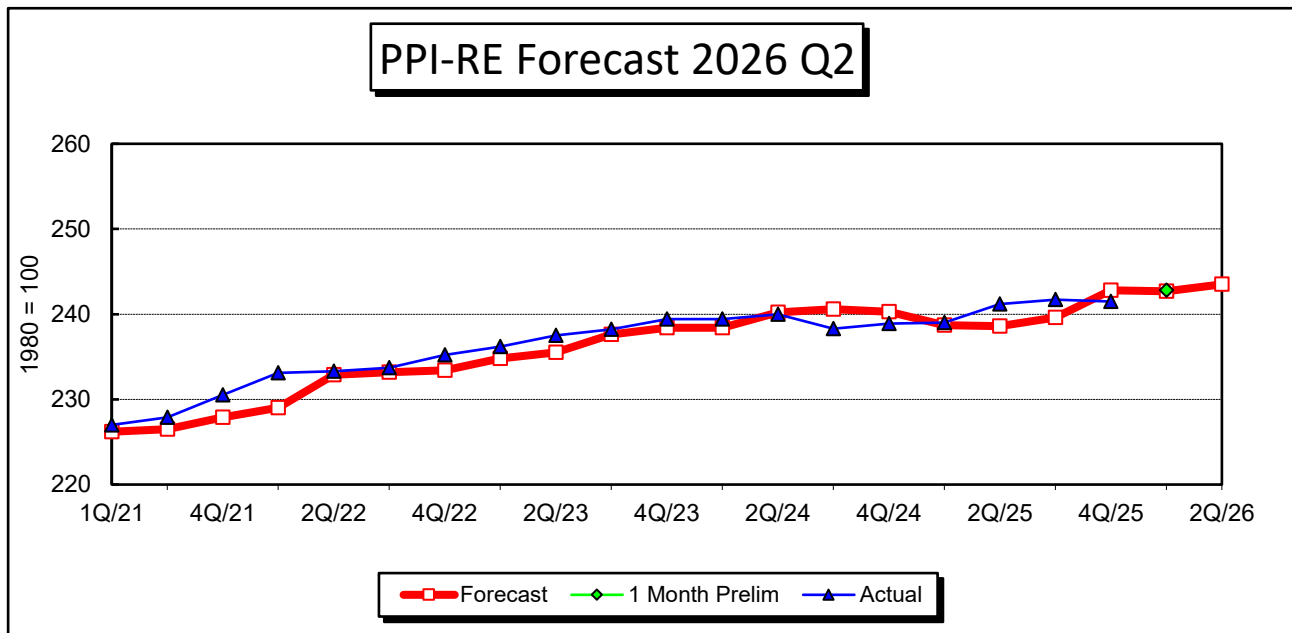
This report excludes these car types: D (Locomotives), M (MoW, EOTs, etc.), U (Containers), Z (Trailers). All TTX equipment (including ABOX, RBOX, GONX) is contained in the Private section of report. Equipment can be zero rated due to owners supplying incorrect or insufficient information to the car accounting process. Zero-rated equipment includes those with Umler Rate_Indicator of 6 and 0 (zero). Zero-rated equipment is excluded from the averages shown in this report. Equipment must be Active in Umler to be included in this report; Pre-registered and Inactive cars are excluded.

PPI-RE Forecast (for Depreciation Component)

	Forecast	Actual	1 Month Prelim
1Q/21	226.2	227	
2Q/21	226.5	227.9	
4Q/21	227.9	230.5	
1Q/22	229.0	233.1	
2Q/22	232.9	233.3	
3Q/22	233.2	233.7	
4Q/22	233.4	235.2	
1Q/23	234.8	236.2	
2Q/23	235.5	237.5	
3Q/23	237.6	238.2	
4Q/23	238.4	239.4	
1Q/24	238.4	239.4	
2Q/24	240.2	240	
3Q/24	240.6	238.3	
4Q/24	240.3	238.9	
1Q/25	238.7	239	
2Q/25	238.6	241.2	
3Q/25	239.6	241.7	
4Q/25	242.8	241.5	
1Q/26	242.7		242.8
2Q/26	243.5		

1980 Base

	PPI-RE Forecast		Percent Change			
	(82=100)	(80=100)	Yr Ago Actual	Latest Month Actual	2nd Prev Qtr Actual	Previous Forecast
2026Q2						
Low	217.8	240.9	-0.1%			
Midpoint	220.1	243.5	1.0%	0.3%	0.8%	0.3%
High	222.4	246.0	2.0%			



PPI RAILROAD EQUIPMENT

Expert Analysis

Using rule-based logic I have narrowed down the choice to exponential smoothing or Box-Jenkins.
I will perform an out-of-sample test to select between these two approaches.

The cumulative MAD for Exponential smoothing was 1.12 and for Box-Jenkins was 1.42.
The rolling out-of-sample test used a maximum horizon of 12 and generated 78 forecasts for each method.

Based on the lower MAD, I will use Exponential Smoothing.

Model Details

Expert selection

Holt exponential smoothing: Linear trend, No seasonality
LN(0.854, 0.018)

Component	Smoothing Wgt	Final Value
Level	0.8538	219.4
Trend	0.01794	0.1911

Within-Sample Statistics

Sample size	72	No. parameters	2
Mean	212.06	Std. deviation	5.05
R-square	0.98	Adj. R-square	0.98
Durbin-Watson	1.95	Ljung-Box(18)	15.1 P=0.34
Forecast error	0.63	BIC	0.66
MAPE	16.00%	SMAPE	16.00%
RMSE	0.62	MAD	0.34
MAD/Mean Ratio	0		

Actual Values for the Most Recent 6 Periods:

Actual

2025-Aug	218.3
2025-Sep	218.3
2025-Oct	218.2
2025-Nov	218.3
2025-Dec	218.3
2026-Jan	219.5

Forecasted Values

Date	2.5 Lower	Forecast	97.5 Upper
2026-Feb	218.254	219.546	220.837
2026-Mar	218.026	219.737	221.447
2026-Apr	217.882	219.928	221.974
2026-May	217.785	220.119	222.452
2026-Jun	217.72	220.310	222.899
QTR AVG	217.796	220.119	222.442

Forecast Report for PPIRE

Description: PPIRE

Expert Analysis

Using rule-based logic I have narrowed down the choice to exponential smoothing or Box-Jenkins.
I will perform an out-of-sample test to select between these two approaches.

The cumulative MAD for Exponential smoothing was 1.12 and for Box-Jenkins was 1.42.
The rolling out-of-sample test used a maximum horizon of 12 and generated 78 forecasts for each me

Based on the lower MAD, I will use Exponential Smoothing.

Model Details

Expert selection

Holt exponential smoothing: Linear trend, No seasonality
LN(0.854, 0.018)

Component	Smoothing Wgt	Final Value
Level	0.8538	219.4
Trend	0.01794	0.1911

Within-Sample Statistics

Sample size	72	No. parameters	2
Mean	212.06	Std. deviation	5.05
R-square	0.98	Adj. R-square	0.98
Durbin-Watson	1.95	Ljung-Box(18)	15.1 P=0.34
Forecast error	0.63	BIC	0.66
MAPE	0.16	SMAPE	0.16
RMSE	0.62	MAD	0.34
MAD/Mean Ratio	0		

Historic Data

Date	Historic
2020-Feb	204.3
2020-Mar	204.3
2020-Apr	204.4
2020-May	204.4
2020-Jun	204.4
2020-Jul	204.4
2020-Aug	204.4
2020-Sep	204.4
2020-Oct	204.4
2020-Nov	204.4
2020-Dec	204.6
2021-Jan	204.9
2021-Feb	204.9
2021-Mar	205.8
2021-Apr	206

2021-May	206
2021-Jun	206.1
2021-Jul	206.4
2021-Aug	206.4
2021-Sep	206.5
2021-Oct	207.2
2021-Nov	208.7
2021-Dec	209.4
2022-Jan	210.6
2022-Feb	210.7
2022-Mar	210.7
2022-Apr	210.8
2022-May	210.9
2022-Jun	211
2022-Jul	211.1
2022-Aug	211.7
2022-Sep	212.3
2022-Oct	212.4
2022-Nov	212.7
2022-Dec	212.7
2023-Jan	212.9
2023-Feb	213
2023-Mar	214.7
2023-Apr	214.7
2023-May	214.7
2023-Jun	214.7
2023-Jul	215.4
2023-Aug	215.4
2023-Sep	215.5
2023-Oct	215.3
2023-Nov	216
2023-Dec	216
2024-Jan	216.2
2024-Feb	216.4
2024-Mar	216.7
2024-Apr	216.7
2024-May	217.1
2024-Jun	217.2
2024-Jul	214.7
2024-Aug	215.6
2024-Sep	215.8
2024-Oct	215.8
2024-Nov	216.1
2024-Dec	216.2
2025-Jan	215.8
2025-Feb	216.4
2025-Mar	216
2025-Apr	216
2025-May	219.2
2025-Jun	218.6
2025-Jul	218.6
2025-Aug	218.3
2025-Sep	218.3

2025-Oct	218.2
2025-Nov	218.3
2025-Dec	218.3
2026-Jan	219.5

Forecast Data

Date	2.5 Lower	Forecast	97.5 Upper
2026-Feb	218.254	219.546	220.837
2026-Mar	218.026	219.737	221.447
2026-Apr	217.882	219.928	221.974
2026-May	217.785	220.119	222.452
2026-Jun	217.72	220.31	222.899
2026-Jul	217.679	220.501	223.323
2026-Aug	217.655	220.692	223.729
2026-Sep	217.645	220.883	224.121
2026-Oct	217.647	221.074	224.501
2026-Nov	217.659	221.265	224.871
2026-Dec	217.68	221.456	225.233
2027-Jan	217.708	221.647	225.587

RCAF - Depreciation

Series ID : wpu144

Not Seasonally Adjusted

Group : Transportation equipment

Item : Railroad equipment

		Forecast Year 2026			
		As reported at end of month 82=100			
		Nov.	Feb.	May	Aug.
For Forecast	→	26Q1	26Q2	26Q3	26Q4
For Actual	→	25Q3	25Q4	26Q1	26Q2
January	2025	215.8	215.8		
February	2025	216.4	216.4		
March	2025	216.0	216.0		
April	2025	216.0	216.0		
May	2025	219.2	219.2		
June	2025	218.6	218.6		
July	2025	218.6	218.6		
August	2025	218.3	218.3		
September	2025	218.6	218.3		
October	2025		218.2		
November	2025		218.3		
December	2025		218.3		
January	2026		219.5		
February	2026				
March	2026				
April	2026				
May	2026				
June	2026				
July	2026				
Actual Qtr.		218.5	218.3	NA	NA

1980=100

Actual Qtr.	241.7	241.5	NA	NA
First Mo. next qtr.	241.8	242.8	NA	NA

0.904 =1980



Databases, Tables & Calculators by Subject

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Data extracted on: March 2, 2026 (11:35:21 AM)

PPI Commodity Data

Series Id: WPU144

Not Seasonally Adjusted

Series Title: PPI Commodity data for Transportation equipment-Railroad equipment, not seasonally adjusted

Group: Transportation equipment

Item: Railroad equipment

Base Date: 198200

Download:  [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2025	215.759	216.382	215.999	216.007	219.157	218.564	218.626	218.285	218.321	218.218(P)	218.314(P)	218.340(P)
2026	219.461(P)											

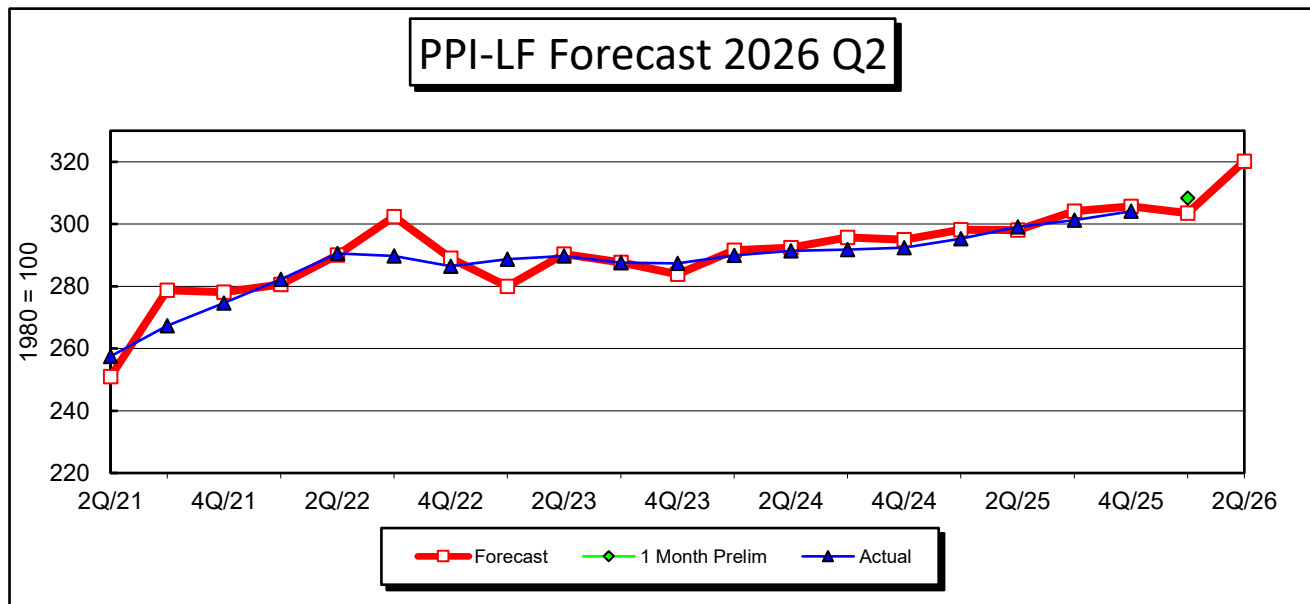
P : Preliminary. All indexes are subject to monthly revisions up to four months after original publication.

PPI-LF Forecast (for Other and Lease Rentals Components)

	Forecast	Actual	1 Month Prelim
2Q/21	251.0	257.5	
3Q/21	278.7	267.3	
4Q/21	278.1	274.6	
1Q/22	280.6	282.2	
2Q/22	290.1	290.6	
3Q/22	302.4	289.7	
4Q/22	289.0	286.5	
1Q/23	280.0	288.7	
2Q/23	290.4	289.7	
3Q/23	287.7	287.6	
4Q/23	283.9	287.4	
1Q/24	291.6	289.9	
2Q/24	292.4	291.4	
3Q/24	295.7	291.8	
4Q/24	295.0	292.4	
1Q/25	298.2	295.3	
2Q/25	298.1	299.1	
3Q/25	304.1	301.3	
4Q/25	305.7	304.1	
1Q/26	303.5		308.4
2Q/26	320.2		

1980 Base

	PPI-LF Forecast		Percent Change			
	(82=100)	(80=100)	Yr Ago Actual	Latest Month Actual	2nd Prev Qtr Actual	Previous Forecast
2026Q2						
Low	277.3	310.9	3.9%			
Midpoint	285.6	320.2	7.1%	3.8%	5.3%	5.5%
High	293.9	329.5	10.2%			



**PPI INDUSTRIAL COMMODITIES LESS FUEL
AND RELATED PRODUCTS AND POWER**

Expert Analysis

Using rule-based logic I have narrowed down the choice to exponential smoothing or Box-Jenkins.
I will perform an out-of-sample test to select between these two approaches.

The cumulative MAD for Exponential smoothing was 2.25 and for Box-Jenkins was 1.72.
The rolling out-of-sample test used a maximum horizon of 12 and generated 78 forecasts for each method.

Based on the lower MAD, I will use Box-Jenkins.

Model Details

Expert selection

Box-Jenkins

ARIMA(0, 2, 0)*(0, 0, 1)

Term	Coefficient	Std. Error	t-Statistic	Significance
B[12]	-0.8498	0.04758	-17.86	1

Within-Sample Statistics

Sample size	72	No. parameters	1
Mean	247.78	Std. deviation	21.08
R-square	1	Adj. R-square	1
Durbin-Watson	2.53	Ljung-Box(18)	21.6 P=0.75
Forecast error	0.76	BIC	0.77
MAPE	0.24	SMAPE	0.24
RMSE	0.75	MAD	0.59
MAD/Mean Ratio	0		

Actual Values for the Most Recent 6 Periods:

Actual

2025-Aug	269.0
2025-Sep	269.2
2025-Oct	270.5
2025-Nov	270.9
2025-Dec	272.5
2026-Jan	275.1

Forecasted Values

Date	2.5 Lower	Forecast	97.5 Upper
2026-Feb	276.143	277.637	279.13
2026-Mar	277.480	280.82	284.159
2026-Apr	277.743	283.331	288.92
2026-May	277.457	285.637	293.818
2026-Jun	276.746	287.823	298.900
QTR AVG	277.315	285.597	293.879

Forecast Report for PPILF

Description: PPILF

Expert Analysis

Using rule-based logic I have narrowed down the choice to exponential smoothing or Box-Jenkins.

I will perform an out-of-sample test to select between these two approaches.

The cumulative MAD for Exponential smoothing was 2.25 and for Box-Jenkins was 1.72.

The rolling out-of-sample test used a maximum horizon of 12 and generated 78 forecasts for each method.

Based on the lower MAD, I will use Box-Jenkins.

Model Details

Expert selection

Box-Jenkins

ARIMA(0, 2, 0)*(0, 0, 1)

Term	Coefficient	Std. Error	t-Statistic	Significance
B[12]	-0.8498	0.04758	-17.86	1

Within-Sample Statistics

Sample size	72	No. parameters	1
Mean	247.78	Std. deviation	21.08
R-square	1	Adj. R-square	1
Durbin-Watson	2.53	Ljung-Box(18)	21.6 P=0.75
Forecast error	0.76	BIC	0.77
MAPE	0.24	SMAPE	0.24
RMSE	0.75	MAD	0.59
MAD/Mean Ratio	0		

Historic Data

Date	Historic
2020-Feb	207.1
2020-Mar	207.1
2020-Apr	205.2
2020-May	204.4
2020-Jun	205
2020-Jul	205.8
2020-Aug	207
2020-Sep	208.1
2020-Oct	208.7
2020-Nov	209.2
2020-Dec	211.5
2021-Jan	214.9
2021-Feb	217.5
2021-Mar	221.5
2021-Apr	225.9
2021-May	230.5

2021-Jun	234
2021-Jul	236.5
2021-Aug	238.5
2021-Sep	240
2021-Oct	242.8
2021-Nov	245.5
2021-Dec	246.5
2022-Jan	249.8
2022-Feb	251.3
2022-Mar	254.6
2022-Apr	257.4
2022-May	260.1
2022-Jun	260.4
2022-Jul	259.5
2022-Aug	258.7
2022-Sep	257.1
2022-Oct	255.9
2022-Nov	255.7
2022-Dec	255.2
2023-Jan	257
2023-Feb	257.8
2023-Mar	258.1
2023-Apr	258.6
2023-May	258.6
2023-Jun	257.7
2023-Jul	256.7
2023-Aug	256.4
2023-Sep	256.5
2023-Oct	256.5
2023-Nov	256.2
2023-Dec	256.5
2024-Jan	257.9
2024-Feb	259.1
2024-Mar	258.7
2024-Apr	259.5
2024-May	260.2
2024-Jun	260.1
2024-Jul	260.3
2024-Aug	260.3
2024-Sep	260.2
2024-Oct	260.7
2024-Nov	260.9
2024-Dec	260.6
2025-Jan	262.1
2025-Feb	263.4
2025-Mar	265.1
2025-Apr	266.1
2025-May	267.1
2025-Jun	267.3
2025-Jul	268.2
2025-Aug	269
2025-Sep	269.2

2025-Oct	270.5
2025-Nov	270.9
2025-Dec	272.5
2026-Jan	275.1

Forecast Data

Date	2.5 Lower	Forecast	97.5 Upper
2026-Feb	276.143	277.637	279.13
2026-Mar	277.48	280.82	284.159
2026-Apr	277.743	283.331	288.92
2026-May	277.457	285.637	293.818
2026-Jun	276.746	287.823	298.9
2026-Jul	276.209	290.457	304.705
2026-Aug	275.594	293.267	310.939
2026-Sep	274.707	296.04	317.373
2026-Oct	274.206	299.421	324.635
2026-Nov	272.542	301.849	331.156
2026-Dec	271.662	305.26	338.857
2027-Jan	270.392	308.471	346.551

RCAF - Other

Series ID : wpu03t15m05

Not Seasonally Adjusted

Group : Industrial Commodities less fuels

Item : Industrial commodities less fuels

		Forecast Year 2026			
		As reported at end of month 82=100			
		Nov.	Feb.	May	Aug.
For Forecast	→	26Q1	26Q2	26Q3	26Q4
For Actual	→	25Q3	25Q4	26Q1	26Q2
January	2025	262.1	262.1		
February	2025	263.4	263.4		
March	2025	265.1	265.1		
April	2025	266.1	266.1		
May	2025	267.1	267.1		
June	2025	267.3	267.3		
July	2025	268.2	268.2		
August	2025	268.9	269.0		
September	2025	269.2	269.2		
October	2025		270.5		
November	2025		270.9		
December	2025		272.5		
January	2026		275.1		
February	2026				
March	2026				
April	2026				
May	2026				
June	2026				
July	2026				
Actual Qtr.		268.8	271.3	NA	NA

1980=100

Actual Qtr.	301.3	304.1	NA	NA
First Mo. next qtr.	301.8	308.4	NA	NA

0.892 =1980



Databases, Tables & Calculators by Subject

Change Output Options:

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Data extracted on: March 2, 2026 (11:42:14 AM)

PPI Commodity Data

Series Id: WPU03T15M05

Not Seasonally Adjusted

Series Title: PPI Commodity data for Industrial commodities less fuels, not seasonally adjusted

Group: Industrial Commodities less fuels

Item: Industrial commodities less fuels

Base Date: 198200

Download: [XLS](#) [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2025	262.133	263.385	265.071	266.102	267.132	267.251	268.160	268.975	269.225	270.538(P)	270.893(P)	272.522(P)
2026	275.107(P)											

P : Preliminary. All indexes are subject to monthly revisions up to four months after original publication.

Forecast Error Calculation

	2024	Fourth Quarter 2025		Difference		Notes
		2025Q4	2025Q4	Pt.	Pct.	
	Weight	Forecast	Actual			
Labor	32.4%	542.3	542.3	0.0	0%	* actual=forecast
Fuel	14.6%	298.8	295.4	-3.4	-1%	from 1st month of quarter
M&S	4.9%	369.0	369.0	0.0	0%	* actual=forecast
Equip Rents	4.4%	301.7	297.8	-3.9	-1%	
Depreciation	16.6%	242.8	241.5	-1.3	-1%	PPI-RE
Interest	2.4%	58.1	58.1	0.0	0%	* actual=forecast
Other	24.7%	305.7	304.1	-1.6	-1%	PPI-LF
Weighted Avg	100.0%					
1980 = 100		367.9	366.6			calculated
1980 = 100 (linked)		334.8	332.8			calculated
4Q22 = 100	3.423	97.8	97.2			calculated
4Q17 = 100	2.645	126.6	125.8			calculated
4Q12 = 100	2.976	112.5	111.8			calculated
4Q07 = 100	2.459	136.2	135.3			calculated
4Q02 = 100	1.921	174.3	173.2			calculated
4Q97 = 100	1.732	193.3	192.1			calculated
Forecast Error		-0.6				calculated
						-0.006 = RCAF adj.
Prior Quarter						
1980 = 100		361.8	366.3 **			
1980 = 100 (linked)		329.2	332.5			
4Q22 = 100		96.2	97.1			
4Q17 = 100		124.5	125.7			calculated
4Q12 = 100		110.6	111.7			calculated
4Q07 = 100		133.9	135.2			calculated
4Q02 = 100		171.4	173.1			calculated
4Q97 = 100		190.1	192.0			calculated
Equipment Rents						
Car Hire	68.2%	268.2	268.4			from Equipment Rents/CHARM
Lease Rentals	31.8%	305.7	304.1			(equals PPI-LF from above)
Weighted Average		280.1	279.8			calculated
Linked		301.7	297.8			calculated
Prior Quarter						
Weighted Average		277.1	276.3 **			
Linked		298.5	294.1			
Sum of Weights	ok					** if fourth quarter (2nd quarter filing), only weighted avg for prior needs

Factors to change from
1982=100 to 1980 = 100

0.9040

0.8920



October 2025

Monthly Report

	Monthly Price (cents) (1)	1/1/81 Price (cents) (2)	1/91 New Method Ling Factors (3)	Current Index 1/1/81=100 (4)	Linking Factor 1980=100 (5)	1980=100 Current Index (6)
US	241.77	89.34	99.415	269.03	1.096	294.86

Final Actual All-Inclusive Index

Used for RCAF's Forecast Error Adjustment

	1980=100 Current Index	Adjustment Factor	1980=100 Linked Index
US	294.86	1.00192	295.43



Car Hire for RCAF - 2024 Weights

Car Hire Index used in RCAF's All-Inclusive Index (Forecast)

		1980	June 3Q/25	Sept. 4Q/25	Dec. 1Q/26	Mar. 2Q/26	June 3Q/26
RATE							
RR-OWNED TIME		31.00	67.00	66.00	65.00	66.00	--
RR-OWNED MILEAGE		4.69	6.60	6.60	6.60	6.60	--
PRIVATELY-OWNED CARS		25.47	71.31	72.48	72.67	71.82	--
AUTORACKS		47.00	112.09	114.36	115.18	104.47	--
INDEX							
RR-OWNED TIME		100.0	216.1	212.9	209.7	212.9	--
RR-OWNED MILEAGE		100.0	140.7	140.7	140.7	140.7	--
PRIVATELY-OWNED CARS		100.0	280.0	284.6	285.3	282.0	--
AUTORACKS		100.0	238.5	243.3	245.1	222.3	--
CAR HIRE INDEX (old wts)	2023	100.0	269.1	--	--	--	--
CAR HIRE INDEX (new wts)	2024	100.0	268.5	272.3	272.7	269.5	--
CAR HIRE INDEX (LINKED)		100.0	264.5	268.2	268.6	265.4	--

Note: The Car Hire Index for third quarter using *old weights* and *linked* should match that quarter's filing. The third quarter *new weights* version is used in the fourth quarter linked index calculation to ensure that the transition from old weights to new weights does not impact the linked index.

Note: Indexes are rounded, rates are full float.

Car Hire for RCAF - 2024 Weights

RCAF (Forecast) Analysis of Change

	1980	June 3Q/25	Sept. 4Q/25	Dec. 1Q/26	Mar. 2Q/26	June 3Q/26
INDEX						
RR-OWNED TIME	100.0	216.1	212.9	209.7	212.9	--
RR-OWNED MILEAGE	100.0	140.7	140.7	140.7	140.7	--
PRIVATELY-OWNED CARS	100.0	280.0	284.6	285.3	282.0	--
AUTORACKS	100.0	238.5	243.3	245.1	222.3	--
UNLINKED CAR HIRE INDEX (new wts)		268.5	272.3	272.7	269.5	--

Weighted Change	Weight					
RR-OWNED TIME	0.078	-0.250	-0.250	0.250	#VALUE!	
RR-OWNED MILEAGE	0.038	0.000	0.000	0.000	#VALUE!	
PRIVATELY-OWNED CARS	0.855	3.933	0.598	-2.822	#VALUE!	
AUTORACKS	<u>0.029</u>	<u>0.139</u>	<u>0.052</u>	<u>-0.661</u>	<u>#VALUE!</u>	
* see other tab for details	1.000	3.823	0.401	-3.233	#VALUE!	
UNLINKED CAR HIRE INDEX (new wts)		3.800	0.400	-3.200	#VALUE!	

Check of weights	3Q/25	2023		2024	
RR-owned Time	216.1	0.071	15.3431	0.078	16.8558
RR-owned Mileage	140.7	0.037	5.2059	0.038	5.3466
Privately-owned Cars	280.0	0.864	241.92	0.855	239.4

Car Hire for RCAF - 2024 Weights

Car Hire Index used in RCAF's All-Inclusive Index (Actual)

		1980	Aug 3Q/25	Nov 4Q/25	Feb 1Q/26	May 2Q/26	Aug 3Q/26
RATE							
RR-OWNED TIME		31.00	66.00	66.00	66.00	--	--
RR-OWNED MILEAGE		4.69	6.60	6.60	6.60	--	--
PRIVATELY-OWNED CARS		25.47	71.43	72.58	71.54	--	--
AUTORACKS		47.00	113.51	115.18	104.47	--	--
INDEX							
RR-OWNED TIME		100.0	212.9	212.9	212.9	--	--
RR-OWNED MILEAGE		100.0	140.7	140.7	140.7	--	--
PRIVATELY-OWNED CARS		100.0	280.5	285.0	280.9	--	--
AUTORACKS		100.0	241.5	245.1	222.3	--	--
CAR HIRE INDEX (old wts)	2023	100.0	269.4	--	--	--	--
CAR HIRE INDEX (new wts)	2024	100.0	268.8	272.7	268.6	--	--
CAR HIRE INDEX (LINKED)		100.0	264.6	268.4	264.4	--	--

Note: Indexes are rounded, rates are full float.

RCAF - Depreciation

Series ID : wpu144

Not Seasonally Adjusted

Group : Transportation equipment

Item : Railroad equipment

		Forecast Year 2026			
		As reported at end of month 82=100			
		Nov.	Feb.	May	Aug.
For Forecast	→	26Q1	26Q2	26Q3	26Q4
For Actual	→	25Q3	25Q4	26Q1	26Q2
January	2025	215.8	215.8		
February	2025	216.4	216.4		
March	2025	216.0	216.0		
April	2025	216.0	216.0		
May	2025	219.2	219.2		
June	2025	218.6	218.6		
July	2025	218.6	218.6		
August	2025	218.3	218.3		
September	2025	218.6	218.3		
October	2025		218.2		
November	2025		218.3		
December	2025		218.3		
January	2026		219.5		
February	2026				
March	2026				
April	2026				
May	2026				
June	2026				
July	2026				
Actual Qtr.		218.5	218.3	NA	NA

1980=100

Actual Qtr.	241.7	241.5	NA	NA
First Mo. next qtr.	241.8	242.8	NA	NA

0.904 =1980



Databases, Tables & Calculators by Subject

Change Output Options:

From: To: [GO](#)

☐ include graphs ☐ include annual averages

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Data extracted on: March 2, 2026 (11:35:21 AM)

PPI Commodity Data

Series Id: WPU144

Not Seasonally Adjusted

Series Title: PPI Commodity data for Transportation equipment-Railroad equipment, not seasonally adjusted

Group: Transportation equipment

Item: Railroad equipment

Base Date: 198200

Download:  [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2025	215.759	216.382	215.999	216.007	219.157	218.564	218.626	218.285	218.321	218.218(P)	218.314(P)	218.340(P)
2026	219.461(P)											

P : Preliminary. All indexes are subject to monthly revisions up to four months after original publication.

RCAF - Other

Series ID : wpu03t15m05

Not Seasonally Adjusted

Group : Industrial Commodities less fuels

Item : Industrial commodities less fuels

		Forecast Year 2026			
		As reported at end of month 82=100			
		Nov.	Feb.	May	Aug.
For Forecast	→	26Q1	26Q2	26Q3	26Q4
For Actual	→	25Q3	25Q4	26Q1	26Q2
January	2025	262.1	262.1		
February	2025	263.4	263.4		
March	2025	265.1	265.1		
April	2025	266.1	266.1		
May	2025	267.1	267.1		
June	2025	267.3	267.3		
July	2025	268.2	268.2		
August	2025	268.9	269.0		
September	2025	269.2	269.2		
October	2025		270.5		
November	2025		270.9		
December	2025		272.5		
January	2026		275.1		
February	2026				
March	2026				
April	2026				
May	2026				
June	2026				
July	2026				
Actual Qtr.		268.8	271.3	NA	NA

1980=100

Actual Qtr.	301.3	304.1	NA	NA
First Mo. next qtr.	301.8	308.4	NA	NA

0.892 =1980



Databases, Tables & Calculators by Subject

Change Output Options:

From: 2025 ▾ To: 2026 ▾ [GO](#)

☐ include graphs ☐ include annual averages

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Data extracted on: March 2, 2026 (11:42:14 AM)

PPI Commodity Data

Series Id: WPU03T15M05

Not Seasonally Adjusted

Series Title: PPI Commodity data for Industrial commodities less fuels, not seasonally adjusted

Group: Industrial Commodities less fuels

Item: Industrial commodities less fuels

Base Date: 198200

Download: [XLS](#) [xlsx](#)

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2025	262.133	263.385	265.071	266.102	267.132	267.251	268.160	268.975	269.225	270.538(P)	270.893(P)	272.522(P)
2026	275.107(P)											

P : Preliminary. All indexes are subject to monthly revisions up to four months after original publication.

All-Inclusive Index (Actual) - 2024 Weights

	24 Wts	3Q/25 23 Wts	3Q/25 24 Wts	% Chg.	4Q/25 24 Wts	% Chg.	1Q/26 24 Wts	% Chg.	2Q/26 24 Wts	% Chg.	3Q/26 24 Wts	% Chg.
Labor	32.4%	536.2	536.2	0.0%	542.3	1.1%		NA		NA		NA
Fuel	14.6%	310.3	310.3	0.0%	295.4	-4.8%		NA		NA		NA
M&S	4.9%	376.3	376.3	0.0%	369.0	-1.9%		NA		NA		NA
Equipment Rents	4.4%	294.1	294.1	0.0%	297.8	1.3%	0.0	NA	#DIV/0!	NA	#DIV/0!	NA
Depreciation	16.6%	241.7	241.7	0.0%	241.5	-0.1%		NA		NA		NA
Interest	2.4%	55.0	55.0	0.0%	58.1	5.6%	58.1	0.0%	58.1	0.0%	58.1	0.0%
Other	24.7%	301.3	301.3	0.0%	304.1	0.9%		NA		NA		NA
	<u>1.0000</u>											
Weighted Avg.		361.9	366.3	1.2%	366.6	0.1%	1.4	NA	#DIV/0!	NA	#DIV/0!	NA
Linked		332.5			332.8	0.1%	1.3	NA	#DIV/0!	NA	#DIV/0!	NA
10/1/80	1.027	323.8			324.1	0.1%	1.3	NA	#DIV/0!	NA	#DIV/0!	NA
10/1/82	1.209	275.0			275.3	0.1%	1.1	NA	#DIV/0!	NA	#DIV/0!	NA
4Q/87	1.322	251.5			251.7	0.1%	1.0	NA	#DIV/0!	NA	#DIV/0!	NA
4Q/92	1.569	211.9			212.1	0.1%	0.8	NA	#DIV/0!	NA	#DIV/0!	NA
4Q/97	1.732	192.0			192.1	0.1%	0.8	NA	#DIV/0!	NA	#DIV/0!	NA
4Q/02	1.921	173.1			173.2	0.1%	0.7	NA	#DIV/0!	NA	#DIV/0!	NA
4Q/07	2.459	135.2			135.3	0.1%	0.5	NA	#DIV/0!	NA	#DIV/0!	NA
4Q/12	2.976	111.7			111.8	0.1%	0.4	NA	#DIV/0!	NA	#DIV/0!	NA
4Q/17	2.645	125.7			125.8	0.1%	0.5	NA	#DIV/0!	NA	#DIV/0!	NA
4Q/22	3.423	97.1			97.2		0.4	NA	#DIV/0!	NA	#DIV/0!	NA
Equipment Rents												
Car Hire	68.2%	264.6	264.6	0.0%	268.4	1.4%		NA		NA		NA
Lease Rentals	31.8%	301.3	301.3	0.0%	304.1	0.9%	0.0	NA	0.0	NA	0.0	NA
	1.0000											
ER Weighted Avg		276.7	276.3	-0.1%	279.8	1.3%	0.0	NA	0.0	NA	0.0	NA
ER Linked		294.1			297.8	1.3%	0.0	NA	#DIV/0!	NA	#DIV/0!	NA