

Route Level Results

(\$s in Millions)	YTD May FY 2019						
	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)	eCSI	Average Load Factor	OTP
NEC:							
Acela	\$ 446.0	\$ 220.7	\$ 225.3	2,377.9	83.8	63%	85.2%
Regional	469.2	313.3	155.9	5,822.9	85.8	56%	84.5%
NEC Special Trains & Adjustments	3.9	7.3	(3.4)	6.4	N/A	N/A	N/A
NEC	\$ 919.1	\$ 541.3	\$ 377.8	8,207.3	85.3	58%	84.7%
State Supported:							
Ethan Allen Express	\$ 3.5	\$ 3.9	\$ (0.3)	30.6	92.0	40%	75.1%
Vermont	7.6	7.2	0.4	63.8	89.5	47%	87.6%
Maple Leaf	21.4	23.6	(2.2)	245.0	92.8	40%	58.6%
The Downeaster	10.5	11.6	(1.2)	345.1	94.2	29%	54.2%
New Haven - Springfield	15.4	16.9	(1.5)	235.6	89.1	0.0%	83.1%
Keystone Service	34.7	37.6	(2.8)	1,054.7	92.1	40%	80.5%
Empire Service	34.3	43.3	(9.0)	795.1	89.5	50%	71.1%
Chicago-St.Louis	21.3	21.6	(0.3)	406.5	91.4	48%	86.3%
Hiawathas	14.1	15.4	(1.3)	562.8	91.6	39%	70.9%
Wolverines	20.6	22.2	(1.7)	321.1	87.9	58%	89.9%
Illini	11.4	10.9	0.5	176.9	89.7	43%	68.2%
ILLINOIS Zephyr	9.8	10.0	(0.2)	125.7	93.8	37%	53.8%
Heartland Flyer	4.1	4.6	(0.5)	43.7	94.0	43%	93.7%
Pacific Surfliner	76.1	91.3	(15.3)	1,743.6	88.7	29%	78.8%
Cascades	41.0	46.6	(5.6)	504.7	90.7	55%	61.2%
Capitals	41.8	48.9	(7.1)	1,181.2	91.3	32%	81.0%
San Joaquin	56.5	65.6	(9.2)	709.0	89.5	29%	28.3%
Adirondack	8.3	8.9	(0.6)	69.2	85.9	48%	69.3%
Blue Water	7.8	8.2	(0.4)	116.2	91.8	42%	92.4%
Washington-Lynchburg	9.8	7.1	2.7	143.6	90.9	0%	47.5%
Washington - Newport News	16.0	12.8	3.1	215.7	89.8	0%	53.0%
Washington - Norfolk	9.4	8.1	1.3	128.4	92.6	0%	70.8%
Washington - Richmond	6.6	5.6	0.9	90.9	91.9	0%	41.1%
Hoosier State	2.6	3.7	(1.1)	18.0	92.5	34%	78.4%
Kansas City-St.Louis	9.3	9.1	0.1	101.7	92.1	49%	68.0%
Pennsylvanian	9.7	11.6	(1.9)	137.7	90.8	51%	67.1%
Pere Marquette	3.8	4.0	(0.2)	60.8	94.3	49%	68.0%
Carolinian	15.0	12.7	2.3	169.6	90.5	47%	58.5%
Piedmont	5.7	6.2	(0.5)	147.5	95.7	40%	85.0%
Non Nec Special Trains & Adjustments	2.1	4.7	(2.6)	19.3	N/A	N/A	N/A
State Supported	\$ 530.2	\$ 584.2	\$ (53.9)	9,963.6	90.8	40%	75.1%
Long Distance:							
Silver Star	\$ 23.9	\$ 43.5	\$ (19.6)	262.1	82.4	60%	56.7%
Cardinal	5.2	16.0	(10.7)	68.7	83.5	52%	68.6%
Silver Meteor	27.5	52.4	(24.8)	229.1	82.0	65%	47.4%
Empire Builder	29.8	71.3	(41.5)	253.6	84.6	49%	26.4%
Capitol Limited	12.1	29.4	(17.3)	127.1	80.5	65%	52.1%
California Zephyr	31.9	72.8	(40.9)	260.5	85.9	52%	46.8%
Southwest Chief	27.9	68.0	(40.0)	204.4	84.4	64%	67.4%
City of New Orleans	12.0	27.4	(15.5)	156.1	85.3	53%	48.6%
Texas Eagle	16.3	37.6	(21.3)	209.7	83.7	55%	30.8%
Sunset Limited	7.8	29.5	(21.7)	60.5	84.2	48%	39.4%
Coast Starlight	28.1	60.1	(32.0)	268.9	83.7	57%	23.4%
Lake Shore Limited	18.6	42.1	(23.5)	223.5	81.6	52%	27.1%
Palmetto	18.4	23.5	(5.1)	224.6	80.5	43%	0.0%
Crescent	21.4	46.7	(25.3)	189.2	77.2	51%	0.0%
Auto Train	54.7	58.2	(3.6)	158.4	87.4	61%	0.0%
Long Distance Adjustments	(0.0)	0.9	(0.9)	N/A	N/A	N/A	N/A
Long Distance	\$ 335.6	\$ 679.3	\$ (343.7)	2,896.5	83.2	55%	45.7%
Ancillary	228.8	185.9	42.9				
Infrastructure	163.9	237.9	(74.0)				
Amtrak	\$ 2,177.6	\$ 2,228.6	\$ (50.9)	21,067.4	87.3	50%	74.9%

Note: eCSI route scores reflect a 12 month rolling average

Note: Amtrak reports Adjusted Operating Earnings as the key financial measure to evaluate results. Adjusted Operating earnings represents Amtrak's cash funding needs and is a reasonable proxy for Federal Operating Support needed in line with the appropriation. Route level Adjusted Operating Earnings will replace the previously reported "Fully Allocated Contribution/(Loss)" which was based on Net Income/(Loss)

Adjusted Operating Earnings is defined as GAAP Net Loss excluding: (1) certain non-cash items (depreciation, income tax expense, non-cash portion of pension and other post retirement employment benefits, and state capital payment amortization); and (2) GAAP income statement items reported with capital or debt results or other grants (project related revenue/costs reported with capital results, expense related to Inspector General's office, and interest expense, net).

Operating Revenue is defined as GAAP revenue excluding: 1) non-cash revenue items (state capital payment amortization); and (2) GAAP income statement items reported with capital results (project related revenue).

Gross Ticket Revenue is defined as unadjusted revenues from ticket purchases.

Special Trains & Adjustments ("NEC Special Trains & Adjustments", "Non NEC Special Trains & Adjustments", and "Long Distance Adjustments" include non-train revenue & expenses allocated across the National Train Service, these typically include items that cannot be allocated to a specific route but affect all routes in the National Train Service.

Due to the individual PRIIA Sec. 209 contract requirements, the State Supported route view will not match invoices to the states or agencies.