

Route Level Results

(\$s in Millions)	YTD July FY 2019							
	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)	eCSI	Average Load Factor	OTP	
NEC:								
Acela	\$ 555.6	\$ 274.7	\$ 280.9	2,979.7	84.3	63%	83.9%	
Regional	591.1	394.2	196.9	7,392.6	86.2	57%	83.3%	
NEC Special Trains & Adjustments	4.5	8.4	(3.8)	6.9	N/A	N/A	N/A	
NEC	\$ 1,151.3	\$ 677.3	\$ 474.0	10,379.2	85.6	59%	83.5%	
State Supported:								
Ethan Allen Express	\$ 4.5	\$ 4.8	\$ (0.3)	40.8	92.9	42%	74.7%	
Vermont	9.6	9.0	0.6	81.7	89.8	49%	87.5%	
Maple Leaf	27.2	29.5	(2.3)	316.7	93.4	43%	55.5%	
The Downeaster	13.4	14.8	(1.4)	448.5	93.8	31%	57.1%	
New Haven - Springfield	18.5	20.9	(2.4)	298.8	89.0	0.0%	82.2%	
Keystone Service	43.4	47.0	(3.6)	1,314.8	92.0	40%	79.4%	
Empire Service	42.6	54.3	(11.7)	1,006.1	89.8	51%	69.9%	
Chicago-St.Louis	27.4	27.1	0.3	520.4	90.8	49%	85.2%	
Hiawathas	18.2	19.2	(1.0)	725.8	91.2	40%	68.4%	
Wolverines	26.2	27.8	(1.6)	414.5	87.7	59%	89.6%	
Illini	14.3	13.8	0.5	221.3	89.3	43%	66.3%	
ILLINOIS Zephyr	12.4	12.8	(0.4)	159.8	93.5	38%	46.7%	
Heartland Flyer	5.1	5.4	(0.3)	57.5	93.8	47%	91.7%	
Pacific Surfliner	99.4	114.7	(15.2)	2,266.0	88.2	30%	77.2%	
Cascades	52.2	57.9	(5.7)	668.1	90.0	58%	60.4%	
Capitals	52.8	60.8	(8.0)	1,473.9	91.2	31%	77.8%	
San Joaquin	71.0	82.2	(11.2)	898.9	89.3	29%	25.6%	
Adirondack	10.7	11.3	(0.5)	93.2	86.3	50%	69.8%	
Blue Water	9.7	10.1	(0.4)	150.0	91.2	43%	91.9%	
Washington-Lynchburg	12.3	8.8	3.5	183.7	91.2	0%	42.7%	
Washington - Newport News	20.3	16.1	4.2	276.4	89.9	0%	47.2%	
Washington - Norfolk	12.8	11.4	1.4	180.4	92.6	0%	67.4%	
Washington - Richmond	7.8	6.7	1.1	110.4	92.3	0%	36.3%	
Hoosier State	2.9	4.2	(1.3)	20.9	92.2	0%	74.0%	
Kansas City-St.Louis	11.3	11.5	(0.2)	127.0	91.9	48%	70.2%	
Pennsylvanian	12.3	14.4	(2.1)	177.7	90.8	52%	65.2%	
Pere Marquette	4.8	5.0	(0.1)	80.5	93.4	51%	69.4%	
Carolinian	18.7	15.9	2.8	214.5	89.8	48%	59.8%	
Piedmont	7.2	7.9	(0.7)	178.7	95.4	40%	82.8%	
Non Nec Special Trains & Adjustments	2.4	3.8	(1.4)	22.4	N/A	N/A	N/A	
State Supported	\$ 671.5	\$ 729.0	\$ (57.4)	12,729.1	90.5	40%	74.7%	
Long Distance:								
Silver Star	\$ 30.6	\$ 55.4	\$ (24.8)	334.5	82.5	61%	52.2%	
Cardinal	6.9	20.4	(13.5)	90.5	83.1	55%	67.7%	
Silver Meteor	35.6	65.7	(30.1)	299.9	82.4	66%	48.9%	
Empire Builder	44.4	91.4	(47.0)	349.3	85.9	54%	27.5%	
Capitol Limited	16.5	37.3	(20.8)	171.6	80.3	67%	46.4%	
California Zephyr	44.4	93.8	(49.3)	341.0	85.9	56%	43.5%	
Southwest Chief	38.6	86.0	(47.4)	279.9	83.6	66%	62.3%	
City of New Orleans	14.9	34.8	(19.8)	198.0	83.3	53%	43.3%	
Texas Eagle	21.2	46.6	(25.4)	269.8	83.3	54%	28.4%	
Sunset Limited	10.2	37.1	(26.9)	79.0	83.9	49%	32.5%	
Coast Starlight	37.9	74.7	(36.8)	348.5	83.2	60%	20.4%	
Lake Shore Limited	24.3	52.3	(28.1)	291.1	81.4	54%	25.2%	
Palmetto	23.7	29.8	(6.1)	288.8	81.3	45%	0.0%	
Crescent	28.0	58.8	(30.9)	245.9	78.7	52%	0.0%	
Auto Train	67.5	72.6	(5.1)	201.7	87.0	63%	0.0%	
Long Distance Adjustments	(0.0)	1.0	(1.0)	N/A	N/A	N/A	N/A	
Long Distance	\$ 444.6	\$ 857.8	\$ (413.1)	3,789.6	83.1	58%	42.0%	
Ancillary	290.7	236.4	54.2					
Infrastructure	207.6	300.2	(92.6)					
Amtrak	\$ 2,765.7	\$ 2,800.7	\$ (35.0)	26,897.9	87.5	52%	73.6%	

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.