

Route Level Results

(\$s in Millions)	YTD August FY 2019						
	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)	eCSI	Average Load Factor	OTP
NEC:							
Acela	\$ 603.2	\$ 298.7	\$ 304.6	3,257.8	84.0	62%	83.5%
Regional	648.7	432.7	216.0	8,176.3	86.0	57%	82.9%
NEC Special Trains & Adjustments	5.0	8.7	(3.8)	7.0	N/A	N/A	N/A
NEC	\$ 1,256.9	\$ 740.1	\$ 516.8	11,441.1	85.4	59%	83.1%
State Supported:							
Ethan Allen Express	\$ 4.9	\$ 5.2	\$ (0.3)	46.8	93.1	42%	74.6%
Vermonter	10.7	9.9	0.8	92.0	89.6	50%	87.6%
Maple Leaf	30.3	32.3	(2.0)	359.9	93.2	45%	55.4%
The Downeaster	14.9	16.3	(1.3)	509.4	93.9	32%	57.3%
New Haven - Springfield	20.3	22.6	(2.3)	331.4	89.1	0.0%	81.6%
Keystone Service	47.7	51.2	(3.5)	1,447.3	91.8	40%	78.8%
Empire Service	46.9	59.5	(12.6)	1,114.6	89.7	52%	67.8%
Chicago-St.Louis	29.9	30.0	(0.1)	577.2	89.9	50%	85.2%
Hiawathas	20.2	21.1	(0.9)	809.6	91.4	41%	67.1%
Wolverines	28.7	30.3	(1.6)	462.8	87.0	60%	89.6%
Illini	15.8	15.3	0.6	243.5	88.0	42%	65.6%
ILLINOIS Zephyr	13.5	14.0	(0.4)	177.3	93.5	38%	45.5%
Heartland Flyer	5.6	5.8	(0.3)	63.7	93.5	49%	91.7%
Pacific Surfliner	109.7	126.1	(16.4)	2,538.0	88.5	30%	77.2%
Cascades	57.6	64.6	(7.0)	755.7	89.9	59%	61.0%
Capitals	57.7	66.9	(9.2)	1,626.4	91.2	31%	77.4%
San Joaquin	78.1	89.8	(11.7)	988.8	89.8	29%	25.8%
Adirondack	11.9	12.6	(0.6)	107.9	87.6	51%	70.8%
Blue Water	10.6	11.1	(0.5)	168.0	90.8	44%	92.1%
Washington-Lynchburg	13.6	9.8	3.8	203.7	91.0	0%	41.3%
Washington - Newport News	22.8	17.7	5.1	309.9	89.5	0%	45.2%
Washington - Norfolk	14.5	12.9	1.6	214.2	92.8	0%	67.4%
Washington - Richmond	8.5	7.2	1.3	120.1	92.2	0%	34.7%
Hoosier State	2.9	4.2	(1.2)	20.9	N/A	0%	70.2%
Kansas City-St.Louis	12.4	12.7	(0.2)	141.1	91.9	47%	70.3%
Pennsylvanian	13.6	15.9	(2.3)	198.6	90.9	53%	64.4%
Pere Marquette	5.3	5.5	(0.2)	90.5	93.2	52%	70.1%
Carolinian	20.0	17.1	3.0	228.2	89.7	48%	60.1%
Piedmont	8.0	8.6	(0.6)	197.1	94.6	40%	83.7%
Non Nec Special Trains & Adjustments	2.6	4.1	(1.5)	23.6	N/A	N/A	N/A
State Supported	\$ 739.5	\$ 799.9	\$ (60.3)	14,168.3	90.5	41%	74.6%
Long Distance:							
Silver Star	\$ 33.8	\$ 60.7	\$ (26.9)	368.6	82.9	61%	51.6%
Cardinal	7.7	22.3	(14.6)	100.3	82.5	56%	68.6%
Silver Meteor	39.7	71.8	(32.1)	333.6	82.6	66%	49.4%
Empire Builder	51.9	101.1	(49.1)	398.2	85.8	55%	27.5%
Capitol Limited	18.6	40.9	(22.3)	193.1	80.4	67%	44.9%
California Zephyr	50.1	103.8	(53.7)	377.6	86.1	56%	43.4%
Southwest Chief	43.1	93.8	(50.7)	312.6	83.0	66%	61.5%
City of New Orleans	16.4	37.8	(21.4)	216.2	82.7	53%	41.6%
Texas Eagle	23.5	50.8	(27.3)	298.1	82.8	53%	28.1%
Sunset Limited	11.2	40.6	(29.5)	86.3	83.3	49%	31.6%
Coast Starlight	42.7	81.7	(39.0)	390.0	83.3	60%	20.0%
Lake Shore Limited	27.7	57.3	(29.6)	329.1	81.6	55%	25.2%
Palmetto	26.1	32.8	(6.7)	317.9	81.3	45%	0.0%
Crescent	31.1	64.5	(33.4)	273.2	79.2	53%	0.0%
Auto Train	74.2	79.4	(5.2)	224.0	86.9	64%	0.0%
Long Distance Adjustments	(0.0)	1.0	(1.0)	N/A	N/A	N/A	N/A
Long Distance	\$ 497.8	\$ 940.3	\$ (442.5)	4,218.7	83.1	58%	41.4%
Ancillary	323.3	263.5	59.8				
Infrastructure	228.6	324.1	(95.5)				
Amtrak	\$ 3,046.2	\$ 3,067.9	\$ (21.7)	29,828.1	87.3	52%	73.3%

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.