

|   |                    |                |   |
|---|--------------------|----------------|---|
| <b>Route Number:</b>  | <b>RT16</b>        |                |   |
| <b>Route:</b>   | <b>Silver Star</b> |                |   |
|   | <b>FY 2006</b>     | <b>FY 2007</b> | <b>FY 2007 better (worse) than FY 2006, percent</b> |
| <b>Basic operations</b>   |                    |                |   |
| Route mileage between the two principal endpoints   | 1,522              |                | -   |
| Train-miles   | 1,096,949          | 1,116,116      | 1.7%  |
| <b>Traffic and revenues</b>   |                    |                |   |
| Passenger-trips   | 311,509            | 329,132        | 5.7%  |
| Average load factor   | 55.0%              | 56.3%          | 1.4%  |
| Number of cities served directly  | 37                 |                | -   |
| Percentage of traffic in most important city-pair   | 4%                 | 2%             | (2.0%)  |
| Passenger revenue   | \$24,197,349       | \$24,912,478   | 3.0%  |
| Total route revenue   | \$27,408,382       | \$27,981,916   | 2.1%  |
| <b>Service quality</b>  |                    |                |   |
| On-time performance: Average endpoint delay-minutes per train operation   | 173                | 110            | 36.4%   |
| On-time performance: Average endpoint delay-minutes per 100 miles traveled  | 11.4               | 7.2            | 36.7%   |
| <b>Financial performance - per Amtrak's "Strategic Business Line" format</b>  |                    |                |   |
| <i>NOTE: Route performance results exclude Federal support for operations, unallocated system costs, and capital charges. Also excluded from the calculations are depreciation and interest. These results must be regarded as preliminary and provisional as the FRA (with Amtrak's cooperation) has undertaken a study of "avoidable" and "fully allocated" costing methods on a route-by-route basis, as mandated by Congress in the Consolidated Appropriations Act, 2005 (section entitled "Grants to the National Railroad Passenger Corporation").</i> |                    |                |   |
| Route profit/(loss) per passenger-mile, based on <b>avoidable</b> expenses (see NOTE above)   | (\$0.099)          | (\$0.070)      | 29.1%   |
| Route profit/(loss) per passenger-mile, based on <b>total attributed expenses</b> (see NOTE above)  | (\$0.216)          | (\$0.212)      | 1.9%  |