Route Level Results

AMTRAK

($s in Millions)	YTD April FY 2018									
	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Gross Ticket Revenue	Ridership (in Thousands)	Seat Miles (in Millions)	Passenger Miles (in Millions)	eCSI	Average Load Factor	OTP
NEC:										
Acela	$ 361.1	$ 173.0	$ 188.1	$ 350.8	1,956.9	605.6	369.5	73.9	61%	83.8%
Regional	398.8	270.0	128.8	381.4	4,958.0	1,424.5	760.3	77.1	55%	82.3%
NEC Special Trains & Adjustments	2.6	7.7	(5.1)	1.0	7.1	3.5	0.9	N/A	N/A	N/A
NEC	**$ 762.5**	**$ 450.7**	**$ 311.8**	**$ 733.2**	**6,921.9**	**2,033.6**	**1,130.7**	**76.2**	**57%**	**82.9%**
State Supported:										
Ethan Allen Express	$ 2.7	$ 3.0	$ (0.2)	$ 1.7	28.1	13.7	5.4	81.8	38%	86.6%
Vermonter	6.6	5.9	0.7	3.8	55.8	30.3	14.3	75.4	47%	70.1%
Maple Leaf	16.6	19.6	(3.0)	12.8	202.4	132.1	59.0	80.1	40%	79.2%
The Downeaster	10.5	9.6	0.9	5.5	294.8	82.2	24.0	88.7	31%	69.3%
New Haven - Springfield	10.0	12.5	(2.5)	5.7	150.6	34.6	13.0	77.6	N/A	N/A
Keystone Service	30.0	32.7	(2.7)	26.8	878.2	172.7	76.8	84.1	38%	86.7%
Empire Service	27.2	39.9	(12.7)	30.5	667.6	211.4	80.3	80.2	46%	81.5%
Chicago-St.Louis	18.2	18.9	(0.7)	9.0	321.5	139.7	57.3	81.4	42%	66.3%
Hiawathas	12.7	12.7	(0.0)	10.5	460.1	101.5	36.9	89.9	36%	93.5%
Wolverines	16.7	20.0	(3.3)	12.5	272.2	108.5	57.4	76.7	54%	67.1%
Illini	10.0	10.1	(0.1)	4.0	143.5	65.7	25.3	68.6	39%	21.0%
Illinois Zephyr	9.1	8.6	0.4	3.0	108.9	49.6	17.9	88.3	37%	89.2%
Heartland Flyer	3.9	4.3	(0.4)	1.0	38.3	14.5	6.7	88.3	45%	53.6%
Pacific Surfliner	61.3	72.8	(11.5)	43.9	1,652.7	456.7	138.4	77.4	28%	76.8%
Cascades	33.8	36.7	(2.9)	17.3	413.4	129.1	64.0	83.4	49%	57.7%
Capitols	34.8	40.3	(5.5)	19.1	970.2	211.8	64.7	84.7	32%	89.1%
San Joaquins	47.0	54.4	(7.4)	19.5	621.6	246.7	85.4	83.0	32%	81.5%
Adirondack	7.2	8.0	(0.8)	3.5	57.9	26.5	16.7	75.6	46%	75.7%
Blue Water	6.5	7.8	(1.3)	3.7	103.4	48.2	20.0	80.0	42%	68.1%
Washington-Lynchburg	8.4	5.3	3.1	8.2	118.1	35.4	27.0	84.4	N/A	79.9%
Washington - Newport News	13.8	10.9	2.9	12.2	181.0	66.3	37.9	75.0	N/A	77.2%
Washington - Norfolk	6.5	5.4	1.1	5.2	85.4	43.1	16.0	86.3	N/A	77.2%
Washington - Richmond	6.7	5.5	1.2	5.2	94.1	38.4	14.0	82.1	N/A	77.2%
Hoosier State	2.1	3.4	(1.2)	0.5	15.4	7.1	2.4	78.6	28%	67.1%
Kansas City-St.Louis	8.6	8.5	0.1	3.1	93.1	63.3	17.5	87.8	29%	85.4%
Pennsylvanian	8.3	9.7	(1.4)	6.8	119.7	46.3	27.5	84.3	51%	79.4%
Pere Marquette	3.4	4.1	(0.7)	1.8	52.4	16.1	7.9	87.8	48%	77.3%
Carolinian	13.0	11.3	1.8	9.4	148.2	68.9	39.5	74.3	45%	61.6%
Piedmont	3.6	3.9	(0.3)	2.1	93.4	22.3	10.4	89.0	50%	66.8%
Non Nec Special Trains & Adjustments	3.6	30.3	(26.7)	1.5	23.1	1.9	1.5	N/A	N/A	N/A
State Supported	**$ 442.8**	**$ 515.9**	**$ (73.1)**	**$ 289.6**	**8,465.1**	**2,684.5**	**1,065.2**	**81.7**	**38%**	**78.6%**
Long Distance:										
Silver Star	$ 19.1	$ 40.9	$ (21.8)	$ 17.5	209.6	173.0	93.9	69.2	58%	31.5%
Cardinal	4.7	14.5	(9.7)	4.2	58.4	43.0	20.0	70.4	46%	54.7%
Silver Meteor	23.0	47.8	(24.8)	21.4	189.4	186.6	106.5	70.9	64%	46.9%
Empire Builder	26.1	64.0	(37.9)	23.8	227.0	305.8	143.5	78.1	49%	71.4%
Capitol Limited	10.8	28.2	(17.3)	10.0	113.6	84.2	49.7	75.6	64%	45.3%
California Zephyr	29.5	65.9	(36.4)	26.5	231.8	281.5	145.3	77.6	53%	63.9%
Southwest Chief	23.6	57.8	(34.2)	21.3	174.4	247.5	139.8	76.3	59%	74.3%
City of New Orleans	10.5	22.8	(12.3)	9.8	130.3	100.3	54.4	69.9	55%	57.3%
Texas Eagle	14.0	34.1	(20.1)	12.7	189.1	149.2	84.1	73.1	49%	55.0%
Sunset Limited	6.7	27.3	(20.6)	5.7	52.6	90.9	38.5	79.3	44%	60.4%
Coast Starlight	23.8	52.7	(28.9)	21.6	229.1	202.0	107.0	74.1	55%	69.1%
Lake Shore Limited	16.5	39.7	(23.2)	15.3	197.9	176.9	85.0	66.6	53%	46.6%
Palmetto	17.5	20.7	(3.2)	16.4	218.8	123.0	52.9	73.1	42%	53.1%
Crescent	18.5	41.9	(23.5)	17.2	152.1	160.9	68.5	60.8	46%	17.9%
Auto Train	44.0	53.0	(9.0)	43.5	131.5	197.8	113.2	76.6	62%	70.4%
Long Distance Adjustments	(7.5)	20.3	(27.7)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Long Distance	**$ 280.8**	**$ 631.6**	**$ (350.7)**	**$ 266.9**	**2,505.5**	**2,522.4**	**1,302.3**	**72.7**	**54%**	**54.9%**
Ancillary	191.7	175.7	16.0							
Infrastructure	134.5	178.9	(44.4)							
Amtrak	**$ 1,812.3**	**$ 1,952.7**	**$ (140.4)**	**$ 1,289.7**	**17,892.6**	**7,240.5**	**3,498.1**	**78.3**	**49%**	**77.0%**

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.