

Route Level Results

(\$s in Millions)	FY 2018							
	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)	eCSI	Average Load Factor	OTP	
NEC:								
Acela	\$ 624.6	\$ 305.2	\$ 319.4	3,428.3	73.7	61%	81.6%	
Regional	687.3	475.1	212.2	8,686.9	76.5	57%	79.7%	
NEC Special Trains & Adjustments	4.8	10.2	(5.4)	8.4	N/A	N/A	N/A	
NEC	\$ 1,316.7	\$ 790.5	\$ 526.1	12,123.6	75.7	58%	80.4%	
State Supported:								
Ethan Allen Express	\$ 4.7	\$ 5.2	\$ (0.6)	49.7	82.4	40%	86.6%	
Vermont	11.5	10.7	0.8	97.9	74.6	49%	71.3%	
Maple Leaf	29.5	33.5	(4.0)	366.7	80.7	40%	74.5%	
The Downeaster	17.5	17.3	0.2	540.0	88.0	33%	62.8%	
New Haven - Springfield	19.0	23.4	(4.3)	286.5	78.0	0%	N/A	
Keystone Service	51.4	55.9	(4.5)	1,519.9	84.5	39%	87.3%	
Empire Service	48.2	65.2	(17.0)	1,150.5	79.2	44%	77.7%	
Chicago-St.Louis	33.9	32.3	1.7	586.2	81.7	46%	68.1%	
Hiawathas	23.5	21.7	1.8	844.4	88.5	38%	93.2%	
Wolverines	30.7	32.6	(1.9)	483.7	75.7	58%	58.9%	
Illini	17.6	17.1	0.4	245.9	70.7	41%	28.1%	
ILLINOIS Zephyr	15.5	14.6	0.9	191.6	88.5	38%	88.5%	
Heartland Flyer	6.1	6.9	(0.8)	68.1	87.0	45%	43.7%	
Pacific Surfliner	111.2	128.9	(17.7)	2,946.0	78.3	30%	77.2%	
Cascades	61.3	68.5	(7.2)	806.1	80.0	55%	57.5%	
Capitals	61.7	70.4	(8.7)	1,706.8	85.6	33%	90.1%	
San Joaquin	84.1	95.1	(11.0)	1,078.9	81.9	34%	77.0%	
Adirondack	12.9	13.4	(0.5)	111.7	71.9	46%	70.2%	
Blue Water	11.8	12.8	(1.0)	185.0	80.9	44%	67.1%	
Washington-Lynchburg	14.8	9.6	5.2	206.3	83.0	0%	69.5%	
Washington - Newport News	24.4	18.6	5.8	322.3	74.9	0%	68.5%	
Washington - Norfolk	10.9	9.4	1.5	152.6	85.0	0%	68.5%	
Washington - Richmond	11.6	9.4	2.2	158.3	81.1	0%	68.5%	
Hoosier State	3.7	5.6	(1.9)	27.9	81.0	32%	77.0%	
Kansas City-St.Louis	15.5	14.3	1.1	169.5	86.9	31%	82.7%	
Pennsylvanian	14.7	17.3	(2.6)	214.8	84.1	55%	72.3%	
Pere Marquette	6.3	7.0	(0.7)	95.5	87.4	52%	77.2%	
Carolinian	23.0	19.2	3.8	256.9	72.8	48%	55.0%	
Piedmont	6.4	7.4	(1.0)	167.2	88.2	44%	59.0%	
Non Nec Special Trains & Adjustments	3.4	36.9	(33.5)	42.2	N/A	N/A	N/A	
State Supported	\$ 786.6	\$ 880.1	\$ (93.5)	15,079.1	81.6	40%	77.1%	
Long Distance:								
Silver Star	\$ 34.9	\$ 69.8	\$ (34.9)	368.5	68.7	59%	32.3%	
Cardinal	7.1	22.7	(15.5)	96.7	70.3	50%	54.3%	
Silver Meteor	40.2	79.9	(39.7)	337.0	69.4	64%	42.5%	
Empire Builder	57.8	107.7	(50.0)	428.9	69.7	54%	57.3%	
Capitol Limited	21.4	49.0	(27.6)	219.0	68.1	68%	30.8%	
California Zephyr	59.2	116.4	(57.2)	418.2	74.2	58%	52.1%	
Southwest Chief	45.6	102.7	(57.1)	331.2	72.2	61%	55.1%	
City of New Orleans	19.4	40.5	(21.0)	237.8	72.9	58%	69.9%	
Texas Eagle	25.8	57.6	(31.8)	335.8	71.4	53%	46.4%	
Sunset Limited	12.4	47.6	(35.1)	97.1	73.3	49%	49.4%	
Coast Starlight	44.6	90.6	(46.0)	417.8	72.0	55%	65.2%	
Lake Shore Limited	28.5	64.1	(35.6)	337.9	65.3	57%	41.9%	
Palmetto	30.9	36.2	(5.3)	387.9	69.6	44%	48.3%	
Crescent	33.2	72.6	(39.4)	274.8	57.8	49%	14.3%	
Auto Train	72.1	87.6	(15.6)	224.8	76.1	65%	68.3%	
Long Distance Adjustments	(7.7)	20.9	(28.6)	N/A	N/A	N/A	N/A	
Long Distance	\$ 525.4	\$ 1,065.8	\$ (540.5)	4,513.5	70.0	57%	48.6%	
Ancillary	344.7	317.4	27.3					
Infrastructure	234.7	322.2	(87.5)					
Amtrak	\$ 3,208.0	\$ 3,376.1	\$ (168.0)	31,716.2	77.7	51%	74.9%	

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.