

Route Level Results

(\$s in Millions)	YTD August FY 2018							
	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)	eCSI	Average Load Factor	OTP	
NEC:								
Acela	\$ 572.6	\$ 278.2	\$ 294.4	3,140.5	73.5	56%	81.5%	
Regional	632.7	431.3	201.4	7,964.4	76.4	59%	79.3%	
NEC Special Trains & Adjustments	4.4	7.9	(3.4)	8.1	N/A	N/A	N/A	
NEC	\$ 1,209.7	\$ 717.4	\$ 492.4	11,113.0	75.6	58%	80.1%	
State Supported:								
Ethan Allen Express	\$ 4.4	\$ 4.7	\$ (0.3)	46.6	82.0	50%	86.1%	
Vermonter	10.6	9.7	0.9	90.9	74.7	52%	70.1%	
Maple Leaf	27.4	30.3	(2.9)	338.5	80.0	53%	75.4%	
The Downeaster	16.1	15.9	0.2	500.3	88.4	41%	64.2%	
New Haven - Springfield	17.0	21.0	(4.0)	260.3	78.0	0%	N/A	
Keystone Service	47.1	50.8	(3.7)	1,396.8	84.5	38%	87.1%	
Empire Service	44.4	59.0	(14.6)	1,058.8	79.2	49%	77.8%	
Chicago-St.Louis	31.0	29.3	1.7	537.4	81.5	51%	67.5%	
Hiawathas	21.4	19.8	1.6	772.4	88.3	44%	93.3%	
Wolverines	27.8	29.8	(2.0)	446.3	75.6	69%	58.9%	
Illini	16.0	15.6	0.4	225.6	70.2	45%	26.6%	
ILLINOIS Zephyr	14.3	13.4	0.9	176.6	88.4	40%	89.1%	
Heartland Flyer	5.9	6.6	(0.7)	63.4	86.9	38%	45.9%	
Pacific Surfliner	102.3	118.1	(15.9)	2,713.2	78.6	34%	77.3%	
Cascades	55.4	60.9	(5.5)	733.9	80.3	71%	57.7%	
Capitals	56.8	64.3	(7.5)	1,562.1	85.2	36%	89.8%	
San Joaquin	76.0	87.0	(11.1)	993.0	82.0	35%	78.0%	
Adirondack	11.9	12.1	(0.2)	102.9	71.6	69%	69.9%	
Blue Water	11.0	11.8	(0.7)	172.0	80.5	53%	66.5%	
Washington-Lynchburg	13.6	8.8	4.8	193.3	82.7	0%	69.3%	
Washington - Newport News	22.6	16.9	5.7	299.9	74.2	0%	68.1%	
Washington - Norfolk	10.5	8.6	1.9	141.7	84.9	0%	68.1%	
Washington - Richmond	10.6	8.6	2.0	147.8	80.5	0%	68.1%	
Hoosier State	3.4	5.1	(1.7)	25.7	80.4	39%	75.8%	
Kansas City-St.Louis	14.1	13.1	1.0	156.0	86.8	35%	82.4%	
Pennsylvanian	13.6	15.8	(2.3)	199.7	84.1	66%	73.2%	
Pere Marquette	5.9	6.5	(0.6)	89.2	87.0	61%	76.3%	
Carolinian	21.2	18.0	3.2	242.5	72.3	57%	53.7%	
Piedmont	5.9	6.7	(0.8)	153.4	88.2	37%	58.2%	
Non Nec Special Trains & Adjustments	3.4	35.7	(32.3)	38.2	N/A	N/A	N/A	
State Supported	\$ 721.6	\$ 804.1	\$ (82.5)	13,878.5	81.5	45%	77.2%	
Long Distance:								
Silver Star	\$ 31.8	\$ 65.7	\$ (33.8)	348.6	68.1	66%	29.2%	
Cardinal	6.8	21.3	(14.5)	90.8	69.8	63%	53.3%	
Silver Meteor	38.3	76.7	(38.4)	320.9	69.2	66%	41.9%	
Empire Builder	52.1	101.1	(49.0)	394.4	69.4	64%	57.5%	
Capitol Limited	19.7	45.6	(25.9)	202.9	68.2	77%	31.7%	
California Zephyr	53.8	109.2	(55.4)	386.5	74.4	63%	53.0%	
Southwest Chief	42.0	96.6	(54.6)	305.5	72.3	64%	57.5%	
City of New Orleans	18.0	37.0	(19.0)	218.8	72.2	63%	67.5%	
Texas Eagle	24.0	54.4	(30.4)	313.5	71.7	58%	48.8%	
Sunset Limited	11.6	45.0	(33.4)	90.5	73.7	53%	52.1%	
Coast Starlight	40.9	85.5	(44.6)	383.9	72.2	64%	65.8%	
Lake Shore Limited	26.1	58.8	(32.8)	309.8	64.7	75%	41.3%	
Palmetto	28.9	33.9	(4.9)	361.9	69.5	52%	45.6%	
Crescent	31.5	69.1	(37.6)	259.0	57.6	54%	13.2%	
Auto Train	69.2	84.3	(15.1)	214.7	75.9	72%	67.6%	
Long Distance Adjustments	(8.9)	20.3	(29.2)	N/A	N/A	N/A	N/A	
Long Distance	\$ 485.8	\$ 1,004.4	\$ (518.6)	4,201.8	69.8	64%	48.4%	
Ancillary	306.9	282.5	24.4					
Infrastructure	216.2	287.2	(71.1)					
Amtrak	\$ 2,940.2	\$ 3,095.5	\$ (155.4)	29,193.3	77.6	56%	74.8%	

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.