Route Level Results

($s in Millions)	YTD June FY 2018 Operating Revenue	Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)	eCSI	Average Load Factor	OTP
NEC:							
Acela	$ 476.3	$ 223.2	$ 253.1	2,588.8	73.5	62%	83.6%
Regional	519.7	353.7	166.0	6,473.2	76.6	56%	80.9%
NEC Special Trains & Adjustments	3.5	5.8	(2.2)	7.6	N/A	N/A	N/A
NEC	**$ 999.5**	**$ 582.6**	**$ 416.9**	**9,069.6**	**75.7**	**58%**	**82.0%**
State Supported:							
Ethan Allen Express	$ 3.8	$ 3.9	$ (0.1)	37.0	81.9	38%	85.2%
Vermonter	8.5	7.6	0.8	71.3	75.2	48%	71.1%
Maple Leaf	22.8	24.9	(2.1)	264.7	79.3	38%	76.2%
The Downeaster	13.2	12.5	0.8	386.1	89.2	31%	68.6%
New Haven - Springfield	13.4	16.5	(3.2)	202.3	78.0	0%	N/A
Keystone Service	38.7	41.8	(3.1)	1,140.4	84.5	39%	87.5%
Empire Service	35.7	49.9	(14.1)	856.6	79.6	44%	79.0%
Chicago-St.Louis	24.3	23.9	0.5	423.0	81.0	44%	66.3%
Hiawathas	16.8	15.6	1.2	606.9	88.8	37%	93.3%
Wolverines	22.4	24.3	(1.8)	351.2	75.4	55%	60.8%
Illini	12.9	12.7	0.2	183.4	68.7	40%	24.4%
Illinois Zephyr	11.6	11.0	0.6	140.7	87.6	37%	88.1%
Heartland Flyer	5.0	5.4	(0.4)	50.7	88.8	46%	51.8%
Pacific Surfliner	82.0	95.2	(13.3)	2,152.0	79.2	29%	78.4%
Cascades	44.8	48.5	(3.7)	557.8	82.0	51%	58.4%
Capitols	46.2	52.4	(6.2)	1,268.4	85.1	33%	88.8%
San Joaquins	61.4	69.9	(8.5)	804.8	83.1	33%	80.7%
Adirondack	9.7	9.9	(0.2)	76.0	74.5	43%	73.9%
Blue Water	9.0	9.7	(0.7)	134.6	81.0	43%	67.2%
Washington-Lynchburg	10.9	7.0	3.9	155.2	83.2	0%	73.5%
Washington - Newport News	18.1	13.9	4.2	236.8	74.0	0%	72.4%
Washington - Norfolk	8.5	7.0	1.5	112.3	84.9	0%	72.4%
Washington - Richmond	8.6	7.1	1.5	121.4	80.6	0%	72.4%
Hoosier State	2.8	4.1	(1.4)	20.0	80.3	40%	73.1%
Kansas City-St.Louis	11.3	10.6	0.7	124.0	87.3	30%	85.2%
Pennsylvanian	11.0	12.8	(1.8)	158.1	84.6	52%	75.7%
Pere Marquette	4.8	5.2	(0.3)	69.4	87.9	50%	76.7%
Carolinian	17.0	14.7	2.3	192.3	72.7	46%	57.7%
Piedmont	4.7	5.1	(0.4)	119.2	88.3	47%	62.3%
Non Nec Special Trains & Adjustments	3.8	33.9	(30.0)	30.1	N/A	N/A	N/A
State Supported	**$ 583.9**	**$ 657.1**	**$ (73.2)**	**11,046.5**	**81.9**	**38%**	**78.1%**
Long Distance:							
Silver Star	$ 25.1	$ 53.8	$ (28.7)	275.8	68.8	58%	29.4%
Cardinal	5.7	17.8	(12.1)	72.9	69.9	47%	54.3%
Silver Meteor	29.9	63.5	(33.6)	251.1	69.1	63%	43.5%
Empire Builder	37.7	81.9	(44.1)	303.6	75.4	51%	66.8%
Capitol Limited	15.0	36.9	(21.9)	156.6	70.7	66%	36.8%
California Zephyr	41.1	88.3	(47.3)	303.9	75.8	56%	58.1%
Southwest Chief	32.7	78.2	(45.5)	237.1	73.5	59%	66.1%
City of New Orleans	14.1	30.2	(16.1)	173.1	71.0	57%	61.9%
Texas Eagle	18.8	44.5	(25.7)	249.8	72.4	51%	52.6%
Sunset Limited	9.2	36.4	(27.2)	71.1	77.7	47%	58.5%
Coast Starlight	30.3	68.5	(38.1)	296.7	74.4	53%	69.2%
Lake Shore Limited	21.3	50.3	(29.0)	252.9	66.1	55%	44.8%
Palmetto	23.0	27.3	(4.2)	289.5	70.2	43%	48.0%
Crescent	24.7	56.5	(31.8)	203.4	57.7	47%	14.6%
Auto Train	56.7	70.5	(13.7)	170.8	75.9	64%	66.8%
Long Distance Adjustments	(11.6)	20.1	(31.7)	N/A	N/A	N/A	N/A
Long Distance	**$ 373.6**	**$ 824.5**	**$ (450.9)**	**3,308.3**	**71.2**	**55%**	**51.7%**
Ancillary	247.2	228.1	19.0				
Infrastructure	173.6	234.4	(60.8)				
Amtrak	**$ 2,377.8**	**$ 2,526.8**	**$ (149.0)**	**23,424.5**	**78.0**	**50%**	**76.2%**

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.