

Route Level Results



YTD December FY 2018										
(\$ in Millions)	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	\$ 166.9	\$ 76.9	\$ 89.9	\$ 163.2	905	265.6	171.9	73.4	64%	82.1%
Regional	187.1	120.0	67.1	180.2	2,308	643.3	355.9	77.4	58%	81.2%
NEC Special Trains & Adjustments	0.6	1.9	(1.3)	0.4	4	0.9	0.3	N/A	N/A	N/A
NEC	\$ 354.6	\$ 198.9	\$ 155.7	\$ 343.8	3,217	909.8	528.2	76.3	60%	81.5%
State Supported:										
Ethan Allen Express	\$ 1.4	\$ 1.4	\$ 0.0	\$ 0.8	14	6.1	2.7	82.3	40%	82.1%
Vermont	3.1	2.5	0.6	1.9	28	13.4	7.0	74.1	52%	63.0%
Maple Leaf	8.3	9.1	(0.8)	6.3	96	58.4	28.2	76.5	43%	77.7%
The Downeaster	2.5	4.3	(1.8)	2.5	133	34.9	10.8	85.9	32%	64.3%
New Haven - Springfield	4.2	5.1	(0.8)	2.6	67	12.7	5.7	75.0	N/A	N/A
Keystone Service	13.8	15.4	(1.6)	12.9	399	75.6	36.2	85.9	41%	87.6%
Empire Service	12.1	18.8	(6.6)	14.4	311	93.9	37.4	81.8	49%	78.1%
Chicago-St.Louis	4.8	8.9	(4.1)	4.4	145	63.1	26.1	82.2	43%	65.9%
Hiawathas	5.6	5.8	(0.2)	4.8	212	44.2	17.0	90.6	38%	93.8%
Wolverines	8.1	9.3	(1.2)	5.8	124	49.3	25.8	76.8	54%	76.0%
Illini	2.1	4.8	(2.7)	2.0	65	31.2	11.6	67.1	37%	19.9%
Illinois Zephyr	1.6	4.2	(2.6)	1.5	50	22.0	8.3	88.6	39%	88.2%
Heartland Flyer	1.7	2.0	(0.3)	0.5	19	6.6	3.3	90.0	49%	66.3%
Pacific Surfliner	25.9	32.8	(6.9)	19.4	708	200.5	61.6	79.1	28%	76.0%
Cascades	15.4	16.2	(0.8)	8.5	201	55.9	30.9	83.4	54%	55.1%
Capitol	15.7	17.6	(1.9)	8.6	423	91.6	28.8	85.1	32%	90.3%
San Joaquins	21.0	24.0	(3.0)	9.5	285	112.3	40.0	81.7	33%	79.4%
Adirondack	3.2	3.6	(0.4)	1.8	30	11.7	8.5	73.8	52%	71.2%
Blue Water	3.1	3.6	(0.5)	1.8	47	21.2	9.1	78.6	43%	67.2%
Washington-Lynchburg	4.0	2.4	1.5	4.1	56	15.9	13.0	82.9	N/A	76.1%
Washington - Newport News	6.6	5.1	1.4	6.4	91	29.6	19.4	74.5	N/A	78.7%
Washington - Norfolk	3.0	2.3	0.7	2.6	41	18.3	7.8	87.1	N/A	78.7%
Washington - Richmond	3.2	2.5	0.7	2.6	44	17.4	7.1	79.2	N/A	78.7%
Hoosier State	1.0	1.5	(0.6)	0.3	8	3.1	1.2	79.2	N/A	63.2%
Kansas City-St.Louis	3.8	3.9	(0.1)	1.5	45	27.6	8.1	88.1	31%	83.1%
Pennsylvanian	3.9	4.4	(0.5)	3.4	57	20.5	13.5	83.8	54%	78.8%
Pere Marquette	1.7	1.9	(0.2)	0.8	24	7.2	3.6	89.6	50%	77.1%
Carolinian	5.9	5.2	0.7	4.7	73	30.3	19.4	73.8	49%	61.5%
Piedmont	1.6	2.0	(0.4)	1.0	45	10.4	5.1	88.7	52%	65.0%
Non Nec Special Trains & Adjustments	1.7	24.1	(22.4)	1.4	20	1.0	1.2	N/A	N/A	N/A
State Supported	\$ 189.9	\$ 244.7	\$ (54.8)	\$ 138.8	3,860	1,185.7	498.4	82.1	40%	77.9%
Long Distance:										
Silver Star	\$ 9.0	\$ 18.7	\$ (9.7)	\$ 8.3	99	77.0	43.4	69.6	60%	29.3%
Cardinal	2.6	7.0	(4.4)	2.3	31	22.4	10.9	68.0	45%	51.9%
Silver Meteor	10.8	21.7	(10.8)	10.2	90	86.5	49.6	68.5	61%	36.4%
Empire Builder	13.2	29.1	(15.9)	12.4	111	139.5	72.5	77.8	54%	75.5%
Capitol Limited	5.3	13.1	(7.8)	5.1	56	39.0	24.3	74.9	65%	46.7%
California Zephyr	13.9	29.8	(15.9)	12.7	99	127.8	69.7	74.0	55%	57.6%
Southwest Chief	11.8	27.2	(15.4)	10.8	86	117.3	68.9	75.5	62%	72.3%
City of New Orleans	4.9	10.1	(5.2)	4.6	62	44.5	25.3	69.5	58%	63.0%
Texas Eagle	6.9	15.2	(8.4)	6.3	91	64.8	41.8	72.3	55%	50.5%
Sunset Limited	3.2	12.3	(9.1)	2.8	24	39.6	17.6	78.7	47%	61.3%
Coast Starlight	12.0	23.7	(11.7)	10.9	110	88.9	51.7	70.7	60%	59.8%
Lake Shore Limited	8.3	17.9	(9.6)	7.9	99	85.2	42.2	64.3	52%	40.1%
Palmetto	8.2	9.4	(1.2)	7.9	103	56.3	25.5	74.1	45%	50.0%
Crescent	9.3	18.7	(9.4)	8.8	78	78.5	35.6	61.0	49%	14.1%
Auto Train	18.3	23.3	(5.0)	18.2	56	86.4	48.3	77.8	61%	74.5%
Long Distance Adjustments	(1.3)	0.5	(1.8)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Long Distance	\$ 136.6	\$ 277.7	\$ (141.1)	\$ 129.3	1,193	1,153.8	627.3	71.5	56%	52.7%
Ancillary Infrastructure	79.1	76.6	2.4							
	53.5	75.5	(22.0)							
Amtrak	\$ 813.6	\$ 873.4	\$ (59.8)	\$ 611.9	8,270	3,249.3	1,653.9	78.3	51%	76.0%

Note: Going forward, Amtrak will report 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.