

Route Level Results



YTD March FY 2018												
(\$s 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	\$ 303.9	\$ 149.1	\$ 154.8	\$ 295.5	1,647.1	514.6	310.8	73.5	60%	83.1%		
Regional	339.4	233.0	106.5	324.4	4,232.4	1,222.6	648.5	76.9	55%	82.0%		
NEC Special Trains & Adjustments	2.2	6.9	(4.7)	0.8	6.5	3.2	0.8	N/A	N/A	N/A		
NEC	\$ 645.6	\$ 389.0	\$ 256.6	\$ 620.7	5,886.1	1,740.4	960.1	76.0	56%	82.4%		
State Supported:												
Ethan Allen Express	\$ 2.1	\$ 2.5	\$ (0.4)	\$ 1.5	24.5	11.7	4.7	83.7	38%	86.3%		
Vermont	5.7	5.1	0.6	3.3	48.7	26.1	12.5	74.3	48%	67.7%		
Maple Leaf	14.8	16.8	(2.1)	11.1	174.4	113.6	50.9	79.7	40%	80.8%		
The Downeaster	9.3	8.3	1.0	4.6	246.3	70.2	20.0	87.9	30%	68.7%		
New Haven - Springfield	8.6	10.7	(2.1)	4.8	127.2	29.2	11.0	76.8	N/A	N/A		
Keystone Service	25.7	28.4	(2.7)	23.0	752.6	148.0	66.2	84.4	38%	86.6%		
Empire Service	23.8	34.5	(10.7)	26.2	572.6	181.4	68.9	80.6	46%	81.3%		
Chicago-St.Louis	15.7	16.8	(1.1)	7.8	274.3	121.8	49.7	81.5	42%	66.0%		
Hiawathas	10.8	11.0	(0.1)	9.0	395.2	87.3	31.7	89.5	36%	93.7%		
Wolverines	14.8	17.5	(2.6)	10.7	234.9	93.5	49.4	75.3	54%	67.8%		
Illini	8.6	8.9	(0.2)	3.5	124.4	57.5	21.9	66.2	38%	19.1%		
Illinois Zephyr	7.8	7.5	0.3	2.6	92.7	42.8	15.3	88.1	37%	89.3%		
Heartland Flyer	3.4	3.6	(0.2)	0.9	33.3	12.4	5.9	88.8	46%	59.7%		
Pacific Surfliner	52.7	63.1	(10.4)	37.6	1,415.7	391.8	118.7	76.9	28%	75.5%		
Cascades	29.4	32.0	(2.7)	14.8	354.0	110.5	54.8	83.4	49%	56.5%		
Capitals	30.0	34.4	(4.5)	16.4	827.9	181.8	55.4	84.8	32%	89.4%		
San Joaquin	40.1	46.9	(6.7)	17.0	532.0	212.8	73.4	82.3	32%	81.1%		
Adirondack	6.3	6.9	(0.6)	3.1	51.0	22.9	14.7	74.8	47%	76.1%		
Blue Water	5.6	6.8	(1.2)	3.1	88.7	41.3	17.1	80.3	42%	67.8%		
Washington-Lynchburg	7.2	4.5	2.7	7.0	100.7	30.3	23.0	84.6	N/A	80.7%		
Washington - Newport News	12.0	9.4	2.6	10.6	156.0	57.0	32.7	74.3	N/A	78.2%		
Washington - Norfolk	5.6	4.6	1.1	4.4	72.6	36.5	13.7	86.3	N/A	78.2%		
Washington - Richmond	5.8	4.7	1.1	4.5	80.8	33.1	12.1	81.6	N/A	78.2%		
Hoosier State	1.8	2.9	(1.1)	0.5	13.6	6.1	2.1	77.5	37%	63.9%		
Kansas City-St.Louis	7.3	7.3	(0.1)	2.6	80.1	54.5	15.1	88.3	29%	85.6%		
Pennsylvanian	7.3	8.4	(1.0)	5.9	103.8	39.9	24.0	84.4	51%	80.1%		
Pere Marquette	2.8	3.6	(0.8)	1.5	44.9	13.8	6.8	88.4	48%	76.1%		
Carolinian	11.2	9.7	1.5	8.1	127.2	59.0	34.0	74.5	45%	65.7%		
Piedmont	3.2	3.4	(0.2)	1.9	80.7	19.4	9.0	89.4	50%	71.2%		
Non Nec Special Trains & Adjustments	3.4	29.1	(25.7)	1.5	23.1	1.4	1.5	N/A	N/A	N/A		
State Supported	\$ 382.7	\$ 449.2	\$ (66.5)	\$ 249.5	7,253.9	2,307.7	916.0	81.5	38%	78.4%		
Long Distance:												
Silver Star	\$ 16.4	\$ 35.4	\$ (19.0)	\$ 15.0	179.6	146.1	80.3	67.9	58%	29.8%		
Cardinal	4.3	12.9	(8.6)	3.8	52.0	37.8	17.9	69.5	48%	51.3%		
Silver Meteor	19.7	41.4	(21.7)	18.3	162.1	159.4	91.1	69.7	64%	45.0%		
Empire Builder	22.9	56.0	(33.1)	20.9	199.7	258.1	125.5	77.3	51%	70.8%		
Capitol Limited	9.2	24.2	(15.0)	8.6	96.9	70.5	42.4	74.9	65%	45.3%		
California Zephyr	25.7	56.8	(31.1)	23.2	204.0	238.4	125.1	77.1	54%	62.4%		
Southwest Chief	20.5	52.3	(31.8)	18.6	151.5	207.2	121.6	76.2	62%	75.3%		
City of New Orleans	9.0	19.5	(10.5)	8.5	112.6	85.8	46.9	68.3	55%	56.0%		
Texas Eagle	12.2	29.4	(17.2)	11.0	163.9	128.3	73.1	73.8	50%	54.9%		
Sunset Limited	5.7	23.5	(17.7)	4.9	45.1	77.6	32.9	78.8	45%	59.6%		
Coast Starlight	20.6	45.0	(24.4)	18.6	196.6	168.2	91.5	73.6	56%	65.9%		
Lake Shore Limited	14.2	34.3	(20.1)	13.2	170.0	149.7	72.7	64.9	53%	45.1%		
Palmetto	14.7	17.8	(3.2)	13.8	183.3	104.9	44.5	72.9	42%	52.8%		
Crescent	15.7	35.9	(20.2)	14.7	129.8	136.4	58.6	60.9	46%	20.3%		
Auto Train	36.4	45.0	(8.6)	36.1	110.6	167.4	95.3	77.0	62%	70.7%		
Long Distance Adjustments	(6.7)	20.1	(26.8)	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
Long Distance	\$ 240.6	\$ 549.5	\$ (308.8)	\$ 229.2	2,157.5	2,135.7	1,119.5	72.2	55%	54.1%		
Ancillary	166.1	152.4	13.7									
Infrastructure	114.3	154.1	(39.8)									
Amtrak	\$ 1,549.4	\$ 1,694.2	\$ (144.9)	\$ 1,099.3	15,297.5	6,183.8	2,995.7	78.0	49%	76.7%		

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.