

Route Level Results



(\$s in Millions)	YTD May FY 2018							
	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)		eCSI	Average Load Factor	OTP
NEC:								
Acela	\$ 420.2	\$ 198.6	\$ 221.6	2,276.0	73.6	61%	83.8%	
Regional	460.9	313.4	147.4	5,719.4	76.7	55%	81.5%	
NEC Special Trains & Adjustments	3.2	5.4	(2.2)	7.2	N/A	N/A	N/A	
NEC	\$ 884.2	\$ 517.4	\$ 366.8	8,002.7	75.9	57%	82.4%	
State Supported:								
Ethan Allen Express	\$ 3.3	\$ 3.5	\$ (0.2)	33.5	82.3	38%	85.6%	
Vermont	7.5	6.7	0.8	63.2	75.7	48%	70.7%	
Maple Leaf	19.6	22.6	(2.9)	235.0	79.6	40%	76.7%	
The Downeaster	11.9	11.1	0.8	337.6	88.8	31%	69.3%	
New Haven - Springfield	11.8	14.4	(2.7)	175.3	77.6	0%	N/A	
Keystone Service	34.4	37.2	(2.8)	1,009.9	84.3	38%	87.4%	
Empire Service	32.2	45.3	(13.1)	760.4	80.1	46%	79.9%	
Chicago-St.Louis	21.1	21.2	(0.2)	369.5	81.0	43%	66.7%	
Hiawathas	14.6	13.9	0.7	530.0	89.3	36%	93.9%	
Wolverines	19.6	21.7	(2.1)	309.6	76.4	54%	63.7%	
Illini	11.5	11.4	0.1	163.4	69.4	39%	23.3%	
Illinois Zephyr	10.3	9.8	0.6	124.2	87.3	37%	88.7%	
Heartland Flyer	4.4	4.9	(0.5)	43.9	88.6	45%	51.1%	
Pacific Surfliner	72.5	84.2	(11.7)	1,904.1	78.6	28%	78.1%	
Cascades	39.3	42.8	(3.5)	481.6	82.8	50%	58.1%	
Capitals	40.8	46.6	(5.9)	1,123.4	84.7	33%	88.6%	
San Joaquin	54.6	61.9	(7.3)	712.9	83.1	33%	81.1%	
Adirondack	8.4	9.0	(0.6)	66.9	75.1	45%	74.4%	
Blue Water	7.6	8.7	(1.1)	118.9	80.8	42%	68.2%	
Washington-Lynchburg	9.7	6.1	3.6	136.3	83.5	0%	75.4%	
Washington - Newport News	16.0	12.3	3.6	207.8	74.1	0%	74.7%	
Washington - Norfolk	7.5	6.2	1.3	98.5	85.4	0%	74.7%	
Washington - Richmond	7.7	6.3	1.3	108.1	80.9	0%	74.7%	
Hoosier State	2.5	3.7	(1.2)	17.5	80.1	30%	70.9%	
Kansas City-St.Louis	9.9	9.5	0.4	108.3	87.7	29%	86.1%	
Pennsylvania	9.6	11.2	(1.6)	138.0	85.1	51%	78.9%	
Pere Marquette	4.0	4.6	(0.6)	60.8	87.8	49%	76.3%	
Carolinian	15.0	13.2	1.9	171.0	73.3	45%	58.7%	
Piedmont	4.1	4.5	(0.3)	104.9	89.2	49%	64.5%	
Non Nec Special Trains & Adjustments	4.0	31.3	(27.3)	25.1	N/A	N/A	N/A	
State Supported	\$ 515.0	\$ 585.7	\$ (70.7)	9,739.6	81.9	38%	78.4%	
Long Distance:								
Silver Star	\$ 22.0	\$ 47.8	\$ (25.8)	242.1	69.2	57%	31.4%	
Cardinal	5.2	16.3	(11.1)	66.1	70.9	46%	54.3%	
Silver Meteor	26.4	56.4	(30.0)	218.6	70.4	63%	45.8%	
Empire Builder	31.0	72.9	(42.0)	261.5	77.7	49%	69.7%	
Capitol Limited	12.8	32.6	(19.8)	133.8	74.3	64%	41.3%	
California Zephyr	34.7	77.8	(43.1)	264.6	77.4	54%	62.8%	
Southwest Chief	27.7	68.5	(40.8)	203.5	75.4	59%	71.8%	
City of New Orleans	12.2	26.8	(14.6)	151.4	71.1	55%	60.9%	
Texas Eagle	16.2	39.5	(23.3)	217.1	73.2	50%	53.9%	
Sunset Limited	7.8	32.1	(24.3)	61.1	78.5	45%	59.1%	
Coast Starlight	27.6	61.6	(34.0)	265.8	74.2	54%	69.5%	
Lake Shore Limited	19.1	46.0	(26.9)	227.9	66.4	54%	46.7%	
Palmetto	20.3	24.1	(3.8)	254.2	71.7	43%	50.4%	
Crescent	21.5	49.9	(28.3)	176.8	58.8	46%	15.6%	
Auto Train	50.5	62.5	(12.0)	150.2	75.6	63%	67.9%	
Long Distance Adjustments	(6.7)	20.2	(26.9)	N/A	N/A	N/A	N/A	
Long Distance	\$ 328.3	\$ 734.9	\$ (406.6)	2,894.9	72.3	54%	53.8%	
Ancillary	219.2	204.2	15.0					
Infrastructure	154.0	207.6	(53.7)					
Amtrak	\$ 2,100.7	\$ 2,249.9	\$ (149.2)	20,637.1	78.2	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.