

Route Level Results



(\$s in Millions)	YTD December FY 2018																				
	Operating Revenue		Operating Expense		Adjusted Operating Earnings		Gross Ticket Revenue (in Thousands)		Ridership (in Millions)		Seat Miles (in Millions)		Passenger Miles (in Millions)		eCSI		Average Load Factor		OTP		
	NEC:						\$	166.9	\$	76.9	\$	89.9	\$	163.2	905	265.6	171.9	73.4	64%	82.1%	
Acela							\$	187.1		120.0		67.1	\$	180.2	2,308	643.3	355.9	77.4	58%	81.2%	
Regional							0.6		1.9		(1.3)		0.4		4	0.9	0.3	N/A	N/A	N/A	
NEC Special Trains & Adjustments							\$	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%				
Capitals		15.7		17.6		(1.9)		8.6		423		91.6		28.8	85.1	32%	90.3%				
San Joaquin		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	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		79.1		76.6		2.4															
Infrastructure		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.