

Route Level Results



(\$s in Millions)	YTD July FY 2018						
	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)	eCSI	Average Load Factor	OTP
NEC:							
Acela	\$ 524.0	\$ 250.0	\$ 274.0	2,859.3	73.4	61%	82.0%
Regional	577.0	392.8	184.3	7,230.3	76.4	56%	79.7%
NEC Special Trains & Adjustments	4.0	6.9	(2.9)	7.8	N/A	N/A	N/A
NEC	\$ 1,105.0	\$ 649.7	\$ 455.3	10,097.4	75.5	58%	80.6%
State Supported:							
Ethan Allen Express	\$ 3.8	\$ 4.3	\$ (0.5)	41.6	82.0	50%	85.9%
Vermonter	9.5	8.6	0.9	80.9	74.7	52%	69.6%
Maple Leaf	24.0	27.5	(3.5)	299.8	79.7	47%	76.0%
The Downeaster	14.7	14.2	0.5	444.0	88.6	43%	66.1%
New Haven - Springfield	15.0	18.7	(3.7)	231.2	77.3	0%	N/A
Keystone Service	42.8	46.2	(3.3)	1,266.9	84.7	39%	87.0%
Empire Service	41.9	54.3	(12.4)	958.5	79.8	46%	78.5%
Chicago-St.Louis	27.8	26.6	1.2	484.5	81.6	58%	67.0%
Hiawathas	19.0	17.7	1.3	688.7	88.3	43%	93.2%
Wolverines	25.3	27.0	(1.7)	400.0	75.8	72%	59.3%
Illini	14.5	14.2	0.3	205.1	69.2	47%	25.7%
ILLINOIS Zephyr	13.0	12.2	0.8	159.7	88.0	44%	88.7%
Heartland Flyer	5.5	6.0	(0.5)	58.0	88.0	53%	49.8%
Pacific Surfliner	93.7	106.4	(12.7)	2,435.4	78.5	35%	77.6%
Cascades	50.3	54.6	(4.3)	646.1	81.5	69%	58.5%
Capitals	51.7	58.1	(6.4)	1,409.9	85.0	33%	89.4%
San Joaquin	68.9	78.5	(9.5)	903.1	82.3	38%	79.9%
Adirondack	10.5	11.1	(0.6)	89.1	73.3	66%	72.3%
Blue Water	10.1	10.7	(0.7)	154.2	81.1	56%	66.6%
Washington-Lynchburg	12.3	7.9	4.4	174.8	82.4	0%	71.3%
Washington - Newport News	20.4	15.4	5.0	268.4	74.4	0%	70.1%
Washington - Norfolk	9.5	7.8	1.8	127.1	84.8	0%	70.1%
Washington - Richmond	9.7	7.9	1.8	135.3	80.2	0%	70.1%
Hoosier State	3.1	4.6	(1.5)	23.1	80.9	48%	74.1%
Kansas City-St.Louis	12.8	11.9	0.9	141.3	86.9	40%	82.7%
Pennsylvanian	12.3	14.3	(2.0)	179.5	84.2	68%	73.6%
Pere Marquette	5.4	5.9	(0.5)	79.7	87.3	65%	76.5%
Carolinian	19.3	16.3	3.0	217.6	71.9	58%	54.8%
Piedmont	5.3	5.9	(0.6)	136.3	87.8	38%	59.9%
Non Nec Special Trains & Adjustments	3.5	35.7	(32.2)	34.1	N/A	N/A	N/A
State Supported	\$ 655.8	\$ 730.4	\$ (74.7)	12,474.1	81.6	45%	77.6%
Long Distance:							
Silver Star	\$ 28.6	\$ 59.8	\$ (31.2)	313.7	67.9	69%	29.4%
Cardinal	6.2	19.5	(13.3)	82.3	69.9	75%	53.1%
Silver Meteor	34.3	70.2	(35.9)	287.1	68.8	68%	41.5%
Empire Builder	45.2	91.4	(46.2)	351.2	71.8	71%	61.8%
Capitol Limited	17.4	41.4	(23.9)	180.1	68.5	74%	33.3%
California Zephyr	47.7	98.9	(51.2)	347.4	74.6	70%	54.4%
Southwest Chief	37.7	87.5	(49.7)	274.2	72.5	67%	61.0%
City of New Orleans	16.2	33.8	(17.5)	197.6	71.7	72%	64.8%
Texas Eagle	21.6	49.5	(27.9)	284.2	72.3	67%	52.0%
Sunset Limited	10.5	40.7	(30.2)	81.8	74.4	63%	54.4%
Coast Starlight	35.7	76.9	(41.2)	339.9	73.0	62%	66.4%
Lake Shore Limited	23.8	54.5	(30.8)	281.8	65.3	76%	43.0%
Palmetto	26.1	30.6	(4.6)	326.7	69.6	53%	46.5%
Crescent	28.3	62.8	(34.5)	232.6	57.1	63%	13.6%
Auto Train	62.8	77.5	(14.7)	192.9	75.8	72%	67.2%
Long Distance Adjustments	(9.6)	20.7	(30.3)	N/A	N/A	N/A	N/A
Long Distance	\$ 432.7	\$ 915.8	\$ (483.1)	3,773.4	70.2	68%	49.7%
Ancillary	274.0	253.0	21.0				
Infrastructure	196.3	259.7	(63.3)				
Amtrak	\$ 2,663.8	\$ 2,808.6	\$ (144.8)	26,344.9	77.6	58%	75.3%

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.