Route Level Results

AMTRAK

($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
	YTD February FY 2018									
NEC:										
Acela	$ 255.6	$ 129.0	$ 126.6	$ 249.5	1,390	435.4	262.0	73.8	60%	83.4%
Regional	280.2	198.3	81.9	269.7	3,546	1,033.9	542.8	77.0	54%	82.6%
NEC Special Trains & Adjustments	1.1	3.9	(2.8)	0.6	5	1.7	0.5	N/A	N/A	N/A
NEC	**$ 536.9**	**$ 331.2**	**$ 205.7**	**$ 519.9**	**4,941**	**1,471.0**	**805.3**	**76.1**	**56%**	**82.9%**
State Supported:										
Ethan Allen Express	$ 2.0	$ 2.2	$ (0.1)	$ 1.2	21	9.7	4.0	83.4	39%	85.1%
Vermonter	4.7	4.4	0.4	2.8	41	21.9	10.4	72.2	48%	64.9%
Maple Leaf	12.5	14.6	(2.2)	9.2	144	94.5	42.1	77.8	40%	79.1%
The Downeaster	8.1	7.2	0.8	3.8	205	58.2	16.6	87.4	30%	66.9%
New Haven - Springfield	7.2	9.2	(2.1)	4.0	105	23.9	9.1	76.3	N/A	N/A
Keystone Service	21.1	24.8	(3.8)	19.3	630	124.1	55.4	84.5	38%	86.5%
Empire Service	19.6	30.3	(10.7)	21.9	479	151.7	57.7	80.9	46%	79.9%
Chicago-St.Louis	10.9	14.6	(3.7)	6.5	224	101.6	40.5	81.0	41%	64.9%
Hiawathas	8.9	9.5	(0.6)	7.4	324	72.4	26.0	89.8	35%	93.1%
Wolverines	12.4	15.3	(2.9)	8.9	194	78.3	40.8	74.8	54%	67.9%
Illini	7.2	7.8	(0.5)	2.8	102	48.8	17.9	64.7	37%	17.3%
Illinois Zephyr	6.5	6.6	(0.0)	2.2	76	35.6	12.4	87.9	36%	89.1%
Heartland Flyer	2.7	3.1	(0.5)	0.7	26	10.1	4.6	90.5	44%	66.3%
Pacific Surfliner	43.6	54.4	(10.8)	31.2	1,177	327.4	98.7	76.9	28%	74.3%
Cascades	24.4	27.2	(2.8)	12.2	293	91.6	45.1	83.6	48%	56.0%
Capitols	25.5	29.6	(4.1)	13.6	685	151.0	45.9	84.6	32%	90.2%
San Joaquins	33.6	39.8	(6.2)	14.2	439	177.2	60.7	82.7	32%	81.7%
Adirondack	5.2	5.9	(0.7)	2.5	42	19.0	12.1	74.9	46%	74.8%
Blue Water	4.7	5.9	(1.3)	2.6	73	34.1	14.0	78.8	42%	66.4%
Washington-Lynchburg	5.7	3.9	1.8	5.9	84	25.6	19.3	84.9	N/A	81.8%
Washington - Newport News	9.6	8.2	1.3	8.9	130	47.7	27.5	75.3	N/A	79.9%
Washington - Norfolk	4.5	3.9	0.6	3.7	60	30.2	11.4	86.9	N/A	79.9%
Washington - Richmond	4.7	4.1	0.7	3.8	68	28.0	10.3	80.8	N/A	79.9%
Hoosier State	1.5	2.5	(1.0)	0.4	11	5.1	1.7	76.8	27%	65.5%
Kansas City-St.Louis	6.0	6.4	(0.4)	2.1	65	45.0	12.1	87.7	28%	83.9%
Pennsylvanian	5.7	7.3	(1.5)	4.9	86	33.4	19.9	84.6	50%	80.8%
Pere Marquette	2.5	3.1	(0.7)	1.3	37	11.5	5.6	88.6	48%	73.5%
Carolinian	9.0	8.4	0.6	6.8	107	49.8	28.6	74.8	44%	67.3%
Piedmont	2.5	3.0	(0.4)	1.5	67	15.9	7.5	89.1	49%	71.0%
Non Nec Special Trains & Adjustments	2.0	27.3	(25.3)	1.5	23	1.4	1.5	N/A	N/A	N/A
State Supported	**$ 314.5**	**$ 390.7**	**$ (76.2)**	**$ 207.5**	**6,019**	**1,924.9**	**759.4**	**81.4**	**38%**	**78.0%**
Long Distance:										
Silver Star	$ 13.3	$ 30.5	$ (17.3)	$ 12.2	146	120.1	65.0	69.2	58%	30.1%
Cardinal	3.6	11.4	(7.7)	3.2	44	32.2	15.1	68.6	47%	52.7%
Silver Meteor	16.2	35.8	(19.6)	15.1	133	133.1	74.9	69.8	63%	42.3%
Empire Builder	19.3	49.6	(30.3)	17.6	167	217.3	105.3	76.5	50%	69.2%
Capitol Limited	7.7	21.0	(13.3)	7.2	82	60.0	35.5	74.7	64%	44.4%
California Zephyr	20.8	48.9	(28.1)	18.7	163	199.9	102.9	76.8	53%	63.6%
Southwest Chief	16.9	45.0	(28.1)	15.3	124	171.9	100.0	75.9	61%	75.5%
City of New Orleans	7.5	17.0	(9.5)	7.0	94	72.9	38.8	70.0	54%	56.0%
Texas Eagle	10.1	25.3	(15.2)	9.1	133	105.5	60.0	72.7	50%	55.3%
Sunset Limited	4.7	20.3	(15.6)	4.0	36	63.9	26.4	79.2	44%	59.2%
Coast Starlight	17.2	39.2	(22.0)	15.5	164	140.1	75.8	72.9	56%	63.2%
Lake Shore Limited	11.8	29.7	(17.8)	11.0	141	127.6	60.5	64.0	52%	42.1%
Palmetto	12.0	15.4	(3.4)	11.4	152	89.0	37.1	73.7	41%	53.8%
Crescent	12.9	30.7	(17.7)	12.2	108	113.7	48.8	61.3	46%	23.5%
Auto Train	30.0	38.1	(8.1)	29.7	91	139.9	78.2	77.5	61%	70.9%
Long Distance Adjustments	(3.1)	20.7	(23.7)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Long Distance	**$ 201.0**	**$ 478.7**	**$ (277.6)**	**$ 189.2**	**1,776**	**1,787.3**	**924.5**	**72.1**	**54%**	**53.6%**
Ancillary	133.9	129.2	4.7							
Infrastructure	89.8	133.6	(43.9)							
Amtrak	**$ 1,276.1**	**$ 1,463.4**	**$ (187.3)**	**$ 916.6**	**12,736**	**5,183.2**	**2,489.2**	**78.0**	**49%**	**76.5%**

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.