

Route Level Results



YTD January FY 2018								
(\$s in Millions)	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Gross Ticket Revenue (in Thousands)	Ridership (in Thousands)	Seat Miles (in Millions)	Passenger Miles (in Millions)	Average Load Factor
NEC:								
Acela	\$ 211.7	\$ 105.8	\$ 105.9	\$ 207.0	1,150	353.1	217.7	73.2
Regional	234.7	161.3	73.4	226.0	2,941	846.9	452.6	76.6
NEC Special Trains & Adjustments	1.0	3.1	(2.1)	0.6	5	1.4	0.5	N/A
NEC	\$ 447.5	\$ 270.2	\$ 177.2	\$ 433.6	4,095	1,201.3	670.8	75.7
State Supported:								
Ethan Allen Express	\$ 1.7	\$ 1.8	\$ (0.1)	\$ 1.1	17	8.0	3.3	82.0
Vermont	3.8	3.5	0.3	2.4	35	17.9	8.9	72.7
Maple Leaf	10.2	12.0	(1.8)	7.9	123	77.4	36.1	76.6
The Downeaster	6.5	5.8	0.7	3.1	167	47.0	13.6	86.7
New Haven - Springfield	5.6	7.4	(1.9)	3.3	86	18.5	7.4	75.1
Keystone Service	17.0	20.4	(3.5)	16.1	515	100.8	45.9	84.6
Empire Service	15.2	24.8	(9.6)	18.2	395	124.0	47.6	80.7
Chicago-St.Louis	5.9	12.0	(6.1)	5.4	184	83.4	33.4	81.4
Hiawathas	7.2	7.8	(0.7)	6.1	268	59.1	21.5	89.7
Wolverines	10.1	12.6	(2.4)	7.4	160	64.6	33.5	76.2
Illini	2.6	6.4	(3.8)	2.4	84	40.6	14.8	65.3
Illinois Zephyr	1.9	5.4	(3.5)	1.8	63	29.1	10.4	87.7
Heartland Flyer	2.2	2.6	(0.4)	0.6	22	8.2	3.9	90.6
Pacific Surfliner	35.3	44.4	(9.1)	25.8	972	268.0	81.2	77.5
Cascades	19.4	22.6	(3.1)	10.4	248	75.3	38.1	-
Capitals	20.5	24.0	(3.5)	11.1	555	122.7	37.5	84.6
San Joaquin	26.9	32.0	(5.1)	12.0	364	147.7	50.9	82.7
Adirondack	4.2	4.8	(0.6)	2.2	37	15.5	10.7	74.0
Blue Water	3.9	4.9	(1.0)	2.2	61	28.0	11.7	79.3
Washington-Lynchburg	4.8	3.3	1.5	5.1	71	21.1	16.6	83.8
Washington - Newport News	7.8	6.8	0.9	7.7	111	38.9	23.7	75.1
Washington - Norfolk	3.6	3.2	0.4	3.2	51	24.2	9.7	86.7
Washington - Richmond	3.9	3.4	0.5	3.3	57	23.0	8.8	79.9
Hoosier State	1.2	2.1	(0.9)	0.3	9	4.2	1.5	76.0
Kansas City-St.Louis	4.8	5.2	(0.4)	1.8	55	36.5	10.2	87.5
Pennsylvanian	4.8	6.0	(1.2)	4.2	73	27.3	17.1	84.3
Pere Marquette	2.0	2.6	(0.6)	1.1	31	9.5	4.7	88.8
Carolinian	7.3	6.9	0.4	5.9	91	40.6	24.5	73.8
Piedmont	2.0	2.5	(0.5)	1.3	56	13.1	6.3	88.8
Non Nec Special Trains & Adjustments	1.9	26.6	(24.7)	1.5	23	1.4	1.5	N/A
State Supported	\$ 244.3	\$ 323.9	\$ (79.6)	\$ 174.7	4,985	1,575.6	634.9	81.4
Long Distance:								
Silver Star	\$ 11.4	\$ 25.0	\$ (13.6)	\$ 10.4	125	100.3	55.1	69.0
Cardinal	3.2	9.3	(6.1)	2.8	38	27.7	13.3	67.4
Silver Meteor	13.6	29.0	(15.4)	12.7	111	109.6	62.4	69.2
Empire Builder	16.6	40.1	(23.6)	15.2	141	182.5	90.2	77.8
Capitol Limited	6.7	17.6	(10.9)	6.3	70	50.5	30.6	74.3
California Zephyr	17.7	40.0	(22.3)	15.9	131	167.6	87.8	74.9
Southwest Chief	14.6	37.2	(22.6)	13.2	106	148.5	86.1	75.6
City of New Orleans	6.2	13.8	(7.5)	5.9	79	59.4	32.2	69.8
Texas Eagle	8.7	20.5	(11.8)	7.9	112	86.0	51.9	71.9
Sunset Limited	3.9	16.5	(12.5)	3.4	30	51.7	22.0	79.1
Coast Starlight	14.8	32.0	(17.2)	13.3	138	116.8	64.5	71.6
Lake Shore Limited	10.3	24.4	(14.1)	9.6	121	108.6	52.4	63.4
Palmetto	10.1	12.6	(2.5)	9.6	127	73.4	31.4	73.9
Crescent	11.3	24.9	(13.6)	10.6	94	96.5	42.5	62.0
Auto Train	24.7	30.8	(6.1)	24.6	75	114.5	64.2	78.0
Long Distance Adjustments	(3.3)	0.6	(3.9)	N/A	N/A	N/A	N/A	N/A
Long Distance	\$ 170.6	\$ 374.4	\$ (203.8)	\$ 161.4	1,497	1,493.8	786.6	71.7
Ancillary	107.4	104.7	2.8					
Infrastructure	71.0	106.0	(35.0)					
Amtrak	\$ 1,040.8	\$ 1,179.1	\$ (138.4)	\$ 769.7	10,578	4,270.7	2,092.3	77.8

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.