

# Route Level Results



YTD November FY 2018													
(\$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			
<b>NEC:</b>													
Acela	\$ 120.6	\$ 50.5	\$ 70.2	\$ 118.0	652	185.9	123.6	73.1	66%	82.4%			
Regional	128.7	75.9	52.8	124.2	1,587	429.6	242.9	77.3	58%	80.2%			
NEC Special Trains & Adjustments	0.5	0.8	(0.3)	0.3	3	0.7	0.3	N/A	N/A	N/A			
<b>NEC</b>	<b>\$ 249.8</b>	<b>\$ 127.1</b>	<b>\$ 122.7</b>	<b>\$ 242.5</b>	<b>2,242</b>	<b>616.3</b>	<b>366.8</b>	<b>76.1</b>	<b>51%</b>	<b>81.1%</b>			
<b>State Supported:</b>													
Ethan Allen Express	\$ 0.9	\$ 0.9	\$ 0.0	\$ 0.5	9	4.0	1.6	86.3	37%	83.6%			
Vermont	2.1	1.6	0.5	1.2	18	8.9	4.4	76.8	52%	61.5%			
Maple Leaf	5.8	5.9	(0.1)	4.0	61	38.8	17.9	80.8	42%	82.0%			
The Downeaster	1.7	2.9	(1.2)	1.7	89	22.7	7.2	85.8	33%	62.7%			
New Haven - Springfield	2.9	3.3	(0.4)	1.7	44	8.3	3.7	76.1	N/A	N/A			
Keystone Service	9.4	9.7	(0.3)	8.4	271	50.7	23.8	86.8	41%	88.9%			
Empire Service	8.3	11.8	(3.5)	9.6	207	62.8	24.7	81.0	48%	77.8%			
Chicago-St.Louis	3.1	5.8	(2.7)	2.8	93	42.3	16.9	82.4	41%	66.1%			
Hiawathas	3.7	4.2	(0.5)	3.2	141	29.5	11.3	92.6	38%	93.2%			
Wolverines	5.6	6.3	(0.7)	3.7	80	33.3	16.8	82.2	52%	82.0%			
Illini	1.4	3.3	(1.9)	1.3	42	21.2	7.5	69.0	35%	22.3%			
Illinois Zephyr	1.0	2.8	(1.8)	1.0	33	14.9	5.5	89.7	38%	88.7%			
Heartland Flyer	1.1	1.4	(0.3)	0.3	12	4.3	2.1	89.4	49%	62.3%			
Pacific Surfliner	18.0	21.5	(3.5)	13.5	498	135.4	43.2	77.9	30%	75.3%			
Cascades	10.2	10.9	(0.7)	5.5	129	34.8	19.4	84.0	54%	65.5%			
Capitals	10.5	11.4	(0.9)	5.8	294	60.3	20.0	84.8	34%	90.2%			
San Joaquin	13.4	15.8	(2.4)	6.3	186	72.6	25.7	81.9	33%	76.2%			
Adirondack	2.2	2.3	(0.1)	1.2	20	7.9	5.7	80.0	52%	77.9%			
Blue Water	2.1	2.4	(0.3)	1.1	30	14.3	5.8	87.7	41%	73.8%			
Washington-Lynchburg	2.6	1.6	1.0	2.5	36	10.5	7.9	82.6	N/A	75.4%			
Washington - Newport News	4.5	3.3	1.2	4.1	60	19.5	12.5	74.7	N/A	77.0%			
Washington - Norfolk	2.0	1.5	0.5	1.6	26	12.0	4.8	87.1	N/A	77.0%			
Washington - Richmond	2.1	1.6	0.4	1.6	29	11.7	4.4	77.8	N/A	77.0%			
Hoosier State	0.6	1.0	(0.4)	0.2	5	2.1	0.7	79.9	36%	67.1%			
Kansas City-St.Louis	2.6	2.7	(0.1)	1.0	31	18.9	5.3	89.6	29%	84.0%			
Pennsylvanian	2.6	2.9	(0.3)	2.1	38	13.8	8.8	84.8	53%	77.0%			
Pere Marquette	1.1	1.4	(0.3)	0.5	15	4.9	2.2	92.3	45%	80.2%			
Carolinian	3.9	3.4	0.5	3.0	48	19.9	12.3	73.1	48%	56.7%			
Piedmont	0.8	1.3	(0.4)	0.7	30	6.9	3.3	87.2	52%	61.5%			
Non Nec Special Trains & Adjustments	0.3	2.8	(2.5)	0.2	3	0.2	0.5	N/A	N/A	N/A			
<b>State Supported</b>	<b>\$ 126.5</b>	<b>\$ 147.8</b>	<b>\$ (21.3)</b>	<b>\$ 90.4</b>	<b>2,579</b>	<b>787.5</b>	<b>326.0</b>	<b>82.5</b>	<b>40%</b>	<b>78.5%</b>			
<b>Long Distance:</b>													
Silver Star	\$ 5.6	\$ 12.2	\$ (6.6)	\$ 5.1	63	50.2	26.9	73.4	57%	27.9%			
Cardinal	1.8	4.6	(2.8)	1.6	21	14.9	7.1	67.1	41%	48.1%			
Silver Meteor	6.6	13.9	(7.3)	6.2	57	55.3	30.7	71.2	61%	37.7%			
Empire Builder	8.6	19.3	(10.7)	7.9	70	92.6	47.2	83.3	54%	81.8%			
Capitol Limited	3.6	8.8	(5.2)	3.4	37	26.6	16.2	78.1	64%	41.0%			
California Zephyr	9.3	20.1	(10.7)	8.2	62	84.5	46.1	73.4	55%	54.9%			
Southwest Chief	7.8	18.5	(10.7)	7.2	55	74.4	44.3	75.8	62%	70.5%			
City of New Orleans	3.2	6.8	(3.6)	3.0	40	29.5	16.5	72.6	56%	66.4%			
Texas Eagle	4.4	10.1	(5.7)	4.0	59	42.4	26.4	74.6	54%	48.4%			
Sunset Limited	2.0	8.1	(6.1)	1.7	15	25.1	10.7	79.2	46%	63.5%			
Coast Starlight	7.7	15.8	(8.1)	7.0	72	59.8	33.6	72.5	58%	61.5%			
Lake Shore Limited	5.4	11.9	(6.4)	5.1	64	55.4	27.1	69.6	50%	41.0%			
Palmetto	5.5	6.1	(0.6)	5.3	70	38.2	16.9	73.5	44%	52.5%			
Crescent	5.8	12.2	(6.3)	5.5	48	50.9	22.0	62.2	47%	13.1%			
Auto Train	11.5	15.3	(3.8)	11.4	36	56.6	31.0	76.0	61%	72.1%			
Long Distance Adjustments	0.2	0.8	(0.7)	N/A	N/A	N/A	N/A	N/A	N/A	N/A			
<b>Long Distance</b>	<b>\$ 89.1</b>	<b>\$ 184.4</b>	<b>\$ (95.3)</b>	<b>\$ 82.6</b>	<b>768</b>	<b>756.4</b>	<b>402.8</b>	<b>73.5</b>	<b>55%</b>	<b>53.1%</b>			
Ancillary	54.3	50.7	3.6										
Infrastructure	35.5	47.6	(12.1)										
<b>Amtrak</b>	<b>\$ 555.3</b>	<b>\$ 557.6</b>	<b>\$ (2.3)</b>	<b>\$ 415.5</b>	<b>5,589</b>	<b>2,160.1</b>	<b>1,095.5</b>	<b>78.7</b>	<b>51%</b>	<b>76.4%</b>			

**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.