

Route Level Results

(\$s in Millions)	FY 2020									
	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)	Seat Miles (in Millions)	Passenger Miles (in Millions)	Average Load Factor	OTP		
NEC:										
Acela	\$ 314.0	\$ 259.9	\$ 54.1	1,656.8	614.3	315.8	52%	87.4%		
Regional	362.0	420.5	(58.5)	4,486.8	1,725.0	692.2	40%	86.7%		
NEC Special Trains & Adjustments	7.1	10.0	(2.9)	3.9	5.6	0.6	N/A	N/A		
NEC	\$ 683.0	\$ 690.3	\$ (7.3)	6,147.4	2,344.9	1,008.7	43%	86.9%		
State Supported:										
Ethan Allen Express	\$ 2.9	\$ 2.8	\$ 0.2	23.3	11.4	4.4	35%	86.1%		
Vermont	5.2	6.2	(1.0)	47.3	25.3	12.3	41%	84.6%		
Maple Leaf	29.2	31.2	(2.0)	231.1	170.4	66.8	35%	71.4%		
The Downeaster	12.8	13.4	(0.6)	269.5	102.5	21.8	23%	85.5%		
New Haven - Springfield	20.2	23.7	(3.5)	271.0	40.4	16.0	0%	89.1%		
Keystone Service	42.2	53.2	(11.0)	783.8	219.0	68.2	31%	93.7%		
Empire Service	45.9	58.5	(12.6)	655.0	270.4	78.3	37%	93.0%		
Chicago-St.Louis	21.1	29.6	(8.5)	334.5	183.9	61.6	35%	81.8%		
Hiawathas	15.3	17.5	(2.2)	403.1	98.2	32.4	33%	92.5%		
Wolverines	24.8	24.9	(0.0)	244.5	134.8	53.9	41%	38.7%		
Illini	15.7	15.8	(0.0)	160.0	106.5	26.6	25%	54.1%		
ILLINOIS Zephyr	11.6	12.2	(0.6)	100.3	59.5	16.5	29%	83.2%		
Heartland Flyer	6.5	6.9	(0.4)	41.8	23.6	7.4	31%	68.1%		
Pacific Surfliner	94.5	115.2	(20.7)	1,397.2	591.1	122.2	20%	80.2%		
Cascades	42.2	43.9	(1.7)	343.5	130.0	53.2	42%	70.6%		
Capitals	48.8	56.0	(7.2)	898.0	300.8	60.0	21%	85.1%		
San Joaquin	73.6	84.0	(10.4)	606.7	407.2	82.2	19%	75.5%		
Adirondack	6.8	7.1	(0.3)	44.2	20.1	12.7	47%	77.7%		
Blue Water	14.2	13.8	0.4	98.2	80.3	18.9	24%	58.6%		
Washington-Lynchburg	11.9	10.4	1.5	124.7	77.4	28.9	0%	79.2%		
Washington - Newport News	12.6	17.3	(4.6)	182.5	96.1	36.1	0%	83.0%		
Washington - Norfolk	16.5	15.7	0.8	152.6	111.1	37.2	0%	83.0%		
Washington - Richmond	8.6	3.5	5.1	50.4	24.0	7.8	0%	83.0%		
Hoosier State	-	0.0	(0.0)	0.0	0.0	0.0	0%	0.0%		
Kansas City-St.Louis	11.5	11.8	(0.2)	86.4	58.3	16.7	28%	71.6%		
Pennsylvanian	22.7	14.9	7.8	127.7	65.8	29.0	39%	80.8%		
Pere Marquette	5.0	4.9	0.1	47.2	20.4	7.2	35%	68.4%		
Carolinian	19.0	17.2	1.8	150.4	96.8	40.5	34%	77.8%		
Piedmont	5.7	6.2	(0.5)	113.9	42.2	13.0	34%	77.7%		
Non Nec Special Trains & Adjustments	1.4	6.6	(5.2)	15.8	2.9	0.5	N/A	N/A		
State Supported	\$ 648.6	\$ 724.1	\$ (75.5)	8,004.5	3,570.4	1,032.3	29%	80.9%		
Long Distance:										
Silver Star	\$ 22.3	\$ 66.4	\$ (44.0)	218.5	237.5	98.3	46%	52.0%		
Cardinal	5.6	27.9	(22.4)	63.2	66.1	22.6	40%	65.8%		
Silver Meteor	25.7	68.1	(42.4)	200.1	261.1	109.1	47%	60.7%		
Empire Builder	32.4	106.9	(74.5)	253.5	548.9	161.3	33%	64.4%		
Capitol Limited	11.7	42.8	(31.0)	127.0	132.1	54.1	45%	45.2%		
California Zephyr	32.8	108.0	(75.2)	247.5	426.2	155.1	39%	54.2%		
Southwest Chief	27.3	99.3	(72.0)	186.5	402.8	152.2	42%	55.9%		
City of New Orleans	11.5	40.0	(28.5)	132.7	165.1	53.3	34%	86.7%		
Texas Eagle	17.0	52.7	(35.7)	196.1	218.1	90.3	32%	42.3%		
Sunset Limited	7.6	43.3	(35.7)	55.1	152.6	40.9	32%	29.5%		
Coast Starlight	28.0	83.2	(55.2)	258.2	291.7	116.8	45%	63.6%		
Lake Shore Limited	19.3	62.3	(43.0)	220.2	250.9	90.7	42%	60.5%		
Palmetto	17.3	38.2	(20.9)	199.2	161.7	50.7	31%	70.6%		
Crescent	20.8	66.3	(45.5)	168.1	225.0	74.0	36%	46.2%		
Auto Train	57.5	80.2	(22.7)	163.6	316.6	139.8	50%	61.1%		
Long Distance Adjustments	0.0	0.8	(0.8)	N/A	N/A	N/A	N/A	N/A		
Long Distance	\$ 336.7	\$ 986.0	\$ (649.3)	2,689.5	3,856.4	1,409.2	40%	58.7%		
Ancillary	347.2	321.8	25.4							
Infrastructure	248.9	343.4	(94.4)							
Amtrak	\$ 2,264.5	\$ 3,065.6	\$ (801.1)	16,841.4	9,771.7	3,450.2	37%	79.7%		

Note: CSI route scores reflect a 12 month rolling average

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.