

# Route Level Results

(\$s in Millions)	YTD August FY 2020													
	Operating Revenue			Operating Expense			Adjusted Operating Earnings			Ridership (in Thousands)	Seat Miles (in Millions)	Passenger Miles (in Millions)	Average Load Factor	OTP
	Operating Revenue	Operating Expense	Adjusted Operating Earnings											
<b>NEC:</b>														
Acela	\$ 309.1	\$ 231.4	\$ 77.7					1,628.4	582.9	310.2	54%	87.3%		
Regional	351.4	383.9	(32.6)					4,331.0	1,617.2	667.1	41%	86.5%		
NEC Special Trains & Adjustments	6.0	9.1	(3.1)					3.6	5.0	0.6	N/A	N/A		
<b>NEC</b>	<b>\$ 666.5</b>	<b>\$ 624.5</b>	<b>\$ 42.1</b>					<b>5,962.9</b>	<b>2,205.1</b>	<b>977.8</b>	<b>45%</b>	<b>86.7%</b>		
<b>State Supported:</b>														
Ethan Allen Express	\$ 2.9	\$ 2.7	\$ 0.3					23.3	11.4	4.4	36%	85.9%		
Vermont	5.2	5.9	(0.7)					47.3	25.3	12.2	42%	84.1%		
Maple Leaf	27.1	28.3	(1.2)					217.6	158.7	63.0	35%	70.5%		
The Downeaster	11.4	11.9	(0.5)					260.9	92.0	21.1	25%	85.4%		
New Haven - Springfield	18.9	21.6	(2.7)					259.5	37.3	15.4	0%	88.9%		
Keystone Service	38.4	47.2	(8.9)					762.0	195.8	66.6	33%	93.7%		
Empire Service	42.0	52.6	(10.6)					623.2	248.8	74.6	38%	92.8%		
Chicago-St.Louis	20.7	27.4	(6.8)					321.3	173.9	59.3	35%	81.5%		
Hiawathas	13.7	16.0	(2.4)					393.5	94.0	31.6	34%	92.5%		
Wolverines	23.8	23.1	0.6					237.0	128.4	52.2	42%	37.2%		
Illini	14.5	14.0	0.5					152.5	99.9	25.5	26%	53.2%		
ILLINOIS Zephyr	10.8	11.4	(0.6)					96.1	56.1	15.8	30%	82.7%		
Heartland Flyer	6.0	6.2	(0.2)					39.5	21.9	7.0	32%	68.0%		
Pacific Surfliner	88.7	106.6	(17.9)					1,354.7	555.4	118.0	20%	79.8%		
Cascades	41.0	41.3	(0.3)					337.0	125.9	52.2	43%	70.9%		
Capitals	45.4	51.5	(6.1)					878.2	283.6	58.7	22%	85.1%		
San Joaquin	70.3	77.7	(7.5)					579.3	382.9	78.3	19%	75.0%		
Adirondack	6.6	6.8	(0.2)					44.2	20.1	12.7	47%	77.7%		
Blue Water	12.6	12.4	0.1					92.7	74.0	17.9	25%	56.7%		
Washington-Lynchburg	11.1	9.4	1.6					119.3	71.8	27.7	0%	78.5%		
Washington - Newport News	12.1	15.6	(3.6)					173.4	89.2	34.0	0%	82.8%		
Washington - Norfolk	15.1	14.2	0.9					144.9	102.5	35.3	0%	82.8%		
Washington - Richmond	7.9	3.5	4.4					50.3	24.0	7.8	0%	82.8%		
Hoosier State	-	0.0	(0.0)					0.0	0.0	0.0	0%	0.0%		
Kansas City-St.Louis	10.8	10.9	(0.1)					82.3	52.3	15.9	30%	71.7%		
Pennsylvanian	19.6	13.3	6.3					119.1	59.2	27.0	40%	80.8%		
Pere Marquette	4.2	4.2	(0.1)					44.5	18.0	6.7	37%	68.0%		
Carolinian	16.2	15.0	1.3					139.4	88.3	37.4	35%	77.1%		
Piedmont	5.4	5.7	(0.2)					110.8	40.0	12.7	35%	77.3%		
Non Nec Special Trains & Adjustments	1.4	6.1	(4.7)					15.8	2.3	0.5	N/A	N/A		
<b>State Supported</b>	<b>\$ 603.7</b>	<b>\$ 662.7</b>	<b>\$ (59.0)</b>					<b>7,719.6</b>	<b>3,332.8</b>	<b>991.6</b>	<b>29%</b>	<b>80.7%</b>		
<b>Long Distance:</b>														
Silver Star	\$ 21.4	\$ 61.5	\$ (40.2)					208.3	223.1	93.8	46%	52.1%		
Cardinal	5.2	25.3	(20.1)					59.0	61.5	21.0	40%	65.5%		
Silver Meteor	24.5	62.6	(38.1)					189.6	242.0	103.6	48%	60.4%		
Empire Builder	29.9	95.9	(66.0)					236.6	498.3	149.0	34%	64.0%		
Capitol Limited	10.9	38.9	(28.0)					117.5	118.5	50.2	46%	45.8%		
California Zephyr	30.2	98.0	(67.8)					232.5	392.7	143.5	39%	53.9%		
Southwest Chief	25.6	89.4	(63.9)					175.3	365.9	142.2	43%	55.6%		
City of New Orleans	10.8	36.0	(25.2)					124.6	151.7	50.6	35%	86.4%		
Texas Eagle	15.7	47.1	(31.4)					182.3	198.5	84.1	33%	42.0%		
Sunset Limited	7.1	39.1	(32.0)					51.8	139.7	38.4	32%	29.5%		
Coast Starlight	26.1	74.6	(48.6)					240.1	267.3	108.9	45%	63.3%		
Lake Shore Limited	18.1	56.1	(38.0)					205.8	230.4	85.0	43%	60.1%		
Palmetto	16.3	34.1	(17.8)					186.3	146.9	47.2	32%	70.4%		
Crescent	19.4	59.8	(40.4)					157.3	206.4	69.3	37%	44.5%		
Auto Train	56.9	74.3	(17.4)					154.7	294.4	132.2	50%	60.5%		
Long Distance Adjustments	0.0	1.0	(1.0)					N/A	N/A	N/A	N/A	N/A		
<b>Long Distance</b>	<b>\$ 318.1</b>	<b>\$ 893.8</b>	<b>\$ (575.7)</b>					<b>2,521.7</b>	<b>3,537.3</b>	<b>1,318.8</b>	<b>40%</b>	<b>58.3%</b>		
Ancillary	316.1	289.5	26.5											
Infrastructure	229.0	306.2	(77.1)											
<b>Amtrak</b>	<b>\$ 2,133.4</b>	<b>\$ 2,776.6</b>	<b>\$ (643.3)</b>					<b>16,204.3</b>	<b>9,075.2</b>	<b>3,288.2</b>	<b>38%</b>	<b>79.6%</b>		

**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.

