

# Route Level Results YTD June FY21

(\$s in Millions)	YTD June FY 2021									
	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)	Seat Miles (in Millions)	Passenger Miles (in Millions)	Average Load Factor	OTP		
<b>NEC:</b>										
Acela	\$ 59.7	\$ 190.1	\$ (130.5)	455.6	337.8	92.7	27%	84.1%		
Regional	130.6	309.7	(179.2)	1,965.9	1,090.4	318.8	30%	87.2%		
NEC Special Trains & Adjustments	6.4	8.1	(1.8)	1.2	4.6	0.2	N/A	N/A		
<b>NEC</b>	<b>\$ 196.6</b>	<b>\$ 508.0</b>	<b>\$ (311.4)</b>	<b>2,422.7</b>	<b>1,432.8</b>	<b>411.7</b>	<b>29%</b>	<b>86.7%</b>		
<b>State Supported:</b>										
Ethan Allen Express	\$ 0.8	\$ 0.6	\$ 0.2	0.0	0.0	0.0	0%	92.4%		
Vermontner	0.1	0.1	0.0	0.1	0.8	0.0	0%	94.1%		
Maple Leaf	19.5	19.9	(0.4)	149.9	113.8	42.8	37%	84.5%		
The Downeaster	11.3	11.7	(0.4)	97.2	99.3	8.2	8%	73.6%		
New Haven - Springfield	15.6	20.4	(4.8)	119.1	48.8	7.3	15%	92.3%		
Keystone Service	30.7	47.5	(16.8)	238.8	162.6	21.7	13%	95.3%		
Empire Service	37.5	48.1	(10.5)	369.1	208.3	43.2	21%	91.8%		
Chicago-St.Louis	16.7	20.6	(3.9)	155.6	96.1	28.5	30%	78.8%		
Hiawathas	12.0	14.1	(2.1)	120.0	38.2	9.7	26%	93.9%		
Wolverines	11.5	13.5	(2.0)	80.5	57.7	18.5	32%	59.2%		
Illini	10.1	5.3	4.8	93.0	71.8	14.7	21%	84.9%		
ILLINOIS Zephyr	7.2	7.8	(0.6)	45.9	31.7	7.7	24%	90.6%		
Heartland Flyer	4.9	6.2	(1.3)	26.7	17.3	4.8	28%	71.1%		
Pacific Surfliner	55.4	67.8	(12.4)	481.2	318.4	45.9	14%	87.5%		
Cascades	16.0	21.6	(5.6)	84.1	41.3	13.1	32%	57.5%		
Capitals	28.7	33.3	(4.7)	213.5	132.9	15.0	11%	91.4%		
San Joaquin	42.0	49.5	(7.5)	285.8	289.6	40.9	14%	83.3%		
Adirondack	1.6	0.7	1.0	0.0	0.0	0.0	0%	0.0%		
Blue Water	11.3	13.4	(2.1)	57.9	60.8	10.7	17%	76.2%		
Washington-Lynchburg	8.6	8.4	0.1	69.4	53.2	17.0	32%	85.6%		
Washington - Newport News	8.0	15.2	(7.2)	120.1	72.1	27.7	33%	84.2%		
Washington - Norfolk	13.5	12.2	1.2	84.5	82.0	20.4	23%	84.2%		
Washington - Richmond	8.2	0.1	8.1	0.1	0.0	0.0	0%	84.2%		
Hoosier State	-	0.0	(0.0)	0.0	0.0	0.0	0%	0.0%		
Kansas City-St.Louis	7.6	7.8	(0.2)	45.1	47.3	8.9	19%	81.8%		
Pennsylvanian	11.9	13.0	(1.2)	80.4	57.6	18.2	32%	74.0%		
Pere Marquette	5.3	6.2	(0.9)	29.5	20.6	4.5	22%	83.1%		
Carolinian	14.7	16.8	(2.1)	125.2	87.9	37.9	43%	72.9%		
Piedmont	4.6	5.1	(0.5)	57.3	28.5	6.4	22%	78.5%		
Non Nec Special Trains & Adjustments	0.1	8.9	(8.9)	0.0	2.6	0.0	N/A	N/A		
<b>State Supported</b>	<b>\$ 415.1</b>	<b>\$ 495.8</b>	<b>\$ (80.7)</b>	<b>3,229.9</b>	<b>2,241.1</b>	<b>473.8</b>	<b>21%</b>	<b>83.7%</b>		
<b>Long Distance:</b>										
Silver Star	\$ 13.8	\$ 38.6	\$ (24.9)	123.8	149.3	59.3	40%	40.3%		
Cardinal	4.3	18.7	(14.4)	47.0	54.8	19.1	34%	56.7%		
Silver Meteor	16.2	42.7	(26.5)	129.0	177.0	67.8	38%	51.7%		
Empire Builder	18.3	57.6	(39.3)	123.9	228.8	87.2	38%	56.3%		
Capitol Limited	5.4	18.0	(12.7)	49.8	43.3	21.1	49%	37.1%		
California Zephyr	18.3	56.6	(38.2)	106.4	186.5	80.4	43%	46.4%		
Southwest Chief	15.4	52.9	(37.5)	78.6	180.2	74.2	41%	36.2%		
City of New Orleans	5.9	19.8	(13.8)	60.1	63.7	25.1	38%	83.2%		
Texas Eagle	9.0	25.4	(16.4)	88.6	76.3	47.2	62%	59.1%		
Sunset Limited	5.4	35.8	(30.3)	39.2	113.7	27.8	25%	32.4%		
Coast Starlight	14.7	47.1	(32.4)	119.2	138.9	56.2	41%	56.4%		
Lake Shore Limited	9.4	30.7	(21.3)	106.5	105.0	44.0	42%	59.0%		
Palmetto	6.2	17.0	(10.8)	71.4	54.7	19.6	36%	66.0%		
Crescent	9.0	30.5	(21.5)	67.3	79.6	32.3	41%	45.1%		
Auto Train	60.4	65.1	(4.7)	138.6	234.7	118.5	51%	54.3%		
Long Distance Adjustments	(0.0)	1.3	(1.3)	N/A	N/A	N/A	N/A	N/A		
<b>Long Distance</b>	<b>\$ 211.9</b>	<b>\$ 557.8</b>	<b>\$ (345.9)</b>	<b>1,349.6</b>	<b>1,886.4</b>	<b>779.8</b>	<b>41%</b>	<b>52.1%</b>		
Ancillary Infrastructure	250.7	245.6	5.0							
187.8	291.0	(103.2)								
<b>Amtrak</b>	<b>\$ 1,262.1</b>	<b>\$ 2,098.3</b>	<b>\$ (836.2)</b>	<b>7,002.1</b>	<b>5,560.2</b>	<b>1,665.3</b>	<b>30%</b>	<b>78.9%</b>		

**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.

**Note:** CSI route scores reflect a 12 month rolling average

