

Route Level Results

(\$s in Millions)	YTD July 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	\$ 306.3	\$ 216.9	\$ 89.4	1,606.9	558.8	305.8	55%	87.3%	
Regional	341.3	354.6	(13.3)	4,192.2	1,518.7	644.6	43%	86.5%	
NEC Special Trains & Adjustments	5.4	8.2	(2.8)	3.3	4.6	0.5	N/A	N/A	
NEC	\$ 652.9	\$ 579.6	\$ 73.3	5,802.4	2,082.1	950.9	46%	86.8%	
State Supported:									
Ethan Allen Express	\$ 2.9	\$ 2.6	\$ 0.3	23.3	11.4	4.4	36%	85.6%	
Vermonter	5.5	5.7	(0.2)	47.2	25.3	12.2	43%	83.8%	
Maple Leaf	25.6	26.2	(0.6)	203.5	146.7	58.9	36%	70.0%	
The Downeaster	10.3	10.8	(0.5)	252.8	81.3	20.4	27%	85.7%	
New Haven - Springfield	17.0	19.9	(2.9)	249.3	34.4	14.9	0%	89.1%	
Keystone Service	34.6	42.5	(8.0)	743.3	177.7	65.1	35%	93.6%	
Empire Service	39.7	48.3	(8.6)	593.9	230.3	71.1	39%	92.9%	
Chicago-St.Louis	20.3	25.5	(5.2)	309.4	163.3	57.3	36%	81.5%	
Hiawathas	12.1	14.6	(2.5)	385.5	89.9	31.0	34%	92.5%	
Wolverines	22.8	22.0	0.8	229.0	121.6	50.4	43%	35.5%	
Illini	13.7	13.0	0.6	145.6	93.0	24.5	27%	52.0%	
ILLINOIS Zephyr	10.2	10.6	(0.4)	92.9	53.6	15.3	30%	82.3%	
Heartland Flyer	5.3	5.6	(0.3)	37.4	20.2	6.6	33%	67.8%	
Pacific Surfliner	81.6	99.7	(18.1)	1,315.9	518.1	114.2	21%	79.4%	
Cascades	39.6	39.3	0.3	330.1	122.0	51.1	43%	70.8%	
Capitals	41.4	47.9	(6.5)	859.8	264.6	57.4	23%	85.1%	
San Joaquin	65.2	72.8	(7.6)	552.7	358.2	74.5	20%	74.2%	
Adirondack	6.7	6.7	0.0	44.2	20.1	12.7	47%	77.7%	
Blue Water	11.6	11.2	0.4	87.0	67.6	16.9	25%	54.4%	
Washington-Lynchburg	10.1	8.6	1.5	114.3	65.9	26.4	0%	77.9%	
Washington - Newport News	11.9	14.7	(2.8)	166.6	84.5	32.4	0%	82.9%	
Washington - Norfolk	14.5	13.3	1.1	138.3	96.9	33.6	0%	82.9%	
Washington - Richmond	7.4	3.5	4.0	50.3	24.0	7.8	0%	82.9%	
Hoosier State	(1.7)	0.0	(1.7)	0.0	0.0	0.0	0%	0.0%	
Kansas City-St.Louis	10.2	10.1	0.1	78.2	46.7	15.1	32%	71.8%	
Pennsylvanian	16.7	11.8	4.9	110.0	52.4	25.0	42%	81.1%	
Pere Marquette	3.5	3.7	(0.1)	41.6	15.6	6.3	40%	66.7%	
Carolinian	14.1	13.2	0.9	129.0	78.0	34.4	36%	76.6%	
Piedmont	5.6	5.4	0.2	109.1	38.9	12.5	36%	77.1%	
Non Nec Special Trains & Adjustments	1.4	5.6	(4.2)	15.8	2.2	0.5	N/A	N/A	
State Supported	\$ 559.8	\$ 615.1	\$ (55.3)	7,456.0	3,104.4	952.8	30%	80.5%	
Long Distance:									
Silver Star	\$ 20.3	\$ 57.9	\$ (37.6)	198.8	208.4	89.4	47%	51.9%	
Cardinal	4.9	23.2	(18.3)	55.1	57.0	19.5	40%	65.2%	
Silver Meteor	23.2	58.5	(35.4)	179.9	223.6	98.3	50%	60.2%	
Empire Builder	26.7	87.8	(61.1)	218.4	444.6	135.3	34%	64.1%	
Capitol Limited	9.9	35.7	(25.9)	107.9	104.4	46.1	48%	45.3%	
California Zephyr	27.8	89.7	(61.8)	219.4	359.0	132.8	40%	54.6%	
Southwest Chief	23.6	82.2	(58.6)	164.2	325.8	132.2	44%	54.9%	
City of New Orleans	10.2	33.2	(23.0)	117.8	138.7	47.9	37%	86.6%	
Texas Eagle	14.6	43.2	(28.6)	169.9	178.6	78.3	34%	42.1%	
Sunset Limited	6.7	36.1	(29.4)	49.0	127.6	36.4	33%	30.0%	
Coast Starlight	23.8	68.2	(44.3)	221.5	242.2	100.7	46%	61.9%	
Lake Shore Limited	16.6	50.9	(34.3)	190.7	209.3	78.9	44%	59.6%	
Palmetto	15.1	31.0	(15.9)	173.2	131.6	43.7	33%	69.3%	
Crescent	17.9	54.7	(36.8)	146.5	187.1	64.5	37%	43.0%	
Auto Train	53.7	68.6	(14.9)	144.4	273.6	123.4	50%	60.1%	
Long Distance Adjustments	0.0	0.9	(0.9)	N/A	N/A	N/A	N/A	N/A	
Long Distance	\$ 294.8	\$ 821.7	\$ (526.9)	2,356.7	3,211.4	1,227.3	41%	57.9%	
Ancillary	290.3	265.2	25.1						
Infrastructure	208.7	279.9	(71.2)						
Amtrak	\$ 2,006.6	\$ 2,561.6	\$ (555.0)	15,615.1	8,397.9	3,131.1	39%	79.6%	

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.