

Route Level Results

(\$s in Millions)	YTD April 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	\$ 302.6	\$ 184.1	\$ 118.4	1,576.3	509.8	299.6	59%	87.4%		
Regional	325.6	259.6	65.9	3,970.2	1,263.3	608.6	48%	86.5%		
NEC Special Trains & Adjustments	3.8	4.9	(1.1)	3.2	6.2	0.5	N/A	N/A		
NEC	\$ 631.9	\$ 448.6	\$ 183.3	5,549.6	1,779.3	908.7	51%	86.8%		
State Supported:										
Ethan Allen Express	\$ 2.9	\$ 2.8	\$ 0.1	23.3	11.4	4.4	39%	85.8%		
Vermont Express	5.7	5.6	0.2	46.8	25.3	12.1	48%	82.9%		
Maple Leaf	19.2	18.8	0.4	176.7	113.9	51.6	40%	69.7%		
The Downeaster	8.9	8.8	0.1	248.0	74.9	20.0	29%	86.6%		
New Haven - Springfield	11.7	13.6	(2.0)	227.4	27.2	13.8	0%	88.9%		
Keystone Service	28.6	33.0	(4.4)	717.2	137.5	63.2	40%	93.6%		
Empire Service	33.3	35.7	(2.3)	548.5	183.3	65.8	45%	92.9%		
Chicago-St.Louis	19.5	19.3	0.2	283.0	134.0	52.5	41%	81.4%		
Hiawathas	11.2	12.8	(1.6)	372.4	84.3	30.0	35%	92.4%		
Wolverines	18.3	17.8	0.5	213.0	104.2	46.8	47%	32.0%		
Illini	10.3	9.8	0.5	130.0	72.4	21.9	31%	49.5%		
ILLINOIS Zephyr	8.1	8.5	(0.4)	85.8	46.2	14.1	32%	81.9%		
Heartland Flyer	3.8	3.7	0.1	31.3	15.0	5.5	37%	66.4%		
Pacific Surfliner	70.4	76.3	(5.9)	1,235.4	419.0	106.7	24%	78.8%		
Cascades	32.5	32.3	0.1	315.7	108.7	48.9	46%	70.7%		
Capitals	34.4	37.7	(3.3)	815.6	213.0	54.4	27%	84.7%		
San Joaquin	49.6	53.7	(4.1)	481.0	279.1	64.7	22%	72.1%		
Adirondack	6.6	6.3	0.3	44.2	20.1	12.7	47%	77.7%		
Blue Water	7.0	6.9	0.1	75.0	46.8	14.7	32%	49.9%		
Washington-Lynchburg	7.7	5.7	2.0	104.2	52.7	23.8	0%	76.8%		
Washington - Newport News	11.0	10.9	0.1	152.6	70.5	28.9	0%	83.1%		
Washington - Norfolk	11.5	9.9	1.5	124.5	84.5	29.7	0%	83.1%		
Washington - Richmond	5.7	3.7	2.0	50.3	24.0	7.8	0%	83.1%		
Hoosier State	-	0.0	(0.0)	0.0	0.0	0.0	0%	0.0%		
Kansas City-St.Louis	7.1	7.7	(0.5)	68.3	34.3	13.1	36%	70.1%		
Pennsylvanian	9.2	8.1	1.1	94.3	38.9	21.5	49%	83.1%		
Pere Marquette	3.4	3.1	0.3	38.8	13.2	5.9	44%	65.8%		
Carolinian	11.3	9.4	1.9	108.0	59.3	28.3	39%	79.2%		
Piedmont	4.9	5.0	(0.2)	107.8	37.7	12.3	36%	77.0%		
Non Nec Special Trains & Adjustments	1.4	5.4	(4.0)	15.8	1.5	0.5	N/A	N/A		
State Supported	\$ 455.2	\$ 472.5	\$ (17.2)	6,934.9	2,533.1	875.7	34%	80.3%		
Long Distance:										
Silver Star	\$ 16.6	\$ 39.0	\$ (22.4)	168.9	155.4	73.8	52%	54.0%		
Cardinal	3.9	14.8	(10.9)	46.0	43.2	15.8	43%	67.1%		
Silver Meteor	19.1	40.7	(21.6)	150.4	169.8	81.9	55%	60.4%		
Empire Builder	20.2	60.1	(39.9)	171.7	297.6	104.0	39%	63.8%		
Capitol Limited	7.7	23.9	(16.2)	85.2	68.9	36.5	56%	42.5%		
California Zephyr	22.2	61.5	(39.3)	184.1	263.3	105.4	43%	54.1%		
Southwest Chief	18.9	56.9	(38.1)	135.6	222.9	106.4	52%	53.0%		
City of New Orleans	8.4	23.3	(14.9)	99.3	98.9	40.4	43%	86.9%		
Texas Eagle	11.3	29.7	(18.4)	136.4	123.6	61.3	37%	40.0%		
Sunset Limited	5.3	25.0	(19.6)	40.0	88.1	29.5	39%	27.1%		
Coast Starlight	19.5	47.1	(27.6)	181.4	183.4	83.1	49%	58.4%		
Lake Shore Limited	13.5	33.3	(19.8)	159.2	157.0	66.3	49%	58.1%		
Palmetto	12.6	19.5	(6.9)	147.6	98.6	36.0	36%	71.1%		
Crescent	14.3	35.9	(21.5)	120.7	135.9	52.1	41%	37.1%		
Auto Train	40.7	50.5	(9.8)	112.7	198.4	96.3	54%	55.9%		
Long Distance Adjustments	0.0	0.8	(0.8)	N/A	N/A	N/A	N/A	N/A		
Long Distance	\$ 234.4	\$ 562.0	\$ (327.7)	1,939.1	2,304.9	988.9	46%	56.8%		
Ancillary	204.1	181.4	22.7							
Infrastructure	144.4	192.2	(47.9)							
Amtrak	\$ 1,669.9	\$ 1,856.8	\$ (186.8)	14,423.7	6,617.4	2,773.4	43%	79.8%		

Note: eCSI 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.