

# Route Level Results

(\$s in Millions)	YTD June FY 2020							
	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	\$ 303.8	\$ 199.1	\$ 104.8	1,586.6	534.2	301.7	57%	87.4%
Regional	333.5	322.7	10.8	4,074.3	1,428.4	625.5	44%	86.6%
NEC Special Trains & Adjustments	4.8	7.2	(2.4)	3.2	4.2	0.5	N/A	N/A
<b>NEC</b>	<b>\$ 642.1</b>	<b>\$ 528.9</b>	<b>\$ 113.2</b>	<b>5,664.1</b>	<b>1,966.9</b>	<b>927.6</b>	<b>47%</b>	<b>86.9%</b>
<b>State Supported:</b>								
Ethan Allen Express	\$ 3.0	\$ 2.5	\$ 0.4	23.3	11.4	4.4	37%	85.8%
Vermont	5.2	5.6	(0.4)	46.9	25.3	12.1	44%	83.4%
Maple Leaf	23.2	23.7	(0.5)	190.9	134.7	55.4	37%	70.4%
The Downeaster	9.8	9.9	(0.1)	248.8	76.0	20.0	29%	86.4%
New Haven - Springfield	15.2	17.9	(2.7)	238.8	31.8	14.3	0%	89.1%
Keystone Service	32.7	37.7	(5.0)	727.1	159.4	63.9	37%	93.6%
Empire Service	35.4	43.6	(8.2)	570.0	211.7	68.3	40%	92.9%
Chicago-St.Louis	19.9	23.6	(3.6)	297.2	152.9	55.0	37%	81.7%
Hiawathas	10.8	13.2	(2.4)	376.1	85.6	30.2	35%	92.4%
Wolverines	20.9	20.7	0.2	220.9	114.8	48.5	44%	33.7%
Illini	12.6	12.1	0.5	139.2	86.0	23.5	28%	51.2%
ILLINOIS Zephyr	9.4	9.9	(0.5)	89.7	51.1	14.7	30%	82.2%
Heartland Flyer	4.7	4.9	(0.2)	35.2	18.4	6.2	34%	67.2%
Pacific Surfliner	75.6	90.9	(15.3)	1,282.1	482.4	111.0	22%	79.1%
Cascades	35.8	36.9	(1.1)	323.7	117.4	50.1	44%	71.0%
Capitals	38.3	43.7	(5.4)	841.4	245.3	56.1	24%	85.0%
San Joaquin	59.8	66.5	(6.7)	525.9	331.9	70.8	20%	73.7%
Adirondack	6.3	6.5	(0.2)	44.2	20.1	12.7	47%	77.7%
Blue Water	10.3	10.1	0.2	81.2	60.5	15.9	27%	52.2%
Washington-Lynchburg	9.4	7.6	1.8	109.4	60.0	25.1	0%	77.5%
Washington - Newport News	11.2	13.2	(2.0)	159.5	79.8	30.6	0%	83.2%
Washington - Norfolk	13.4	12.2	1.2	131.3	91.3	31.6	0%	83.2%
Washington - Richmond	6.8	3.4	3.4	50.3	24.0	7.8	0%	83.2%
Hoosier State	(1.7)	0.0	(1.7)	0.0	0.0	0.0	0%	0.0%
Kansas City-St.Louis	9.3	9.3	(0.0)	73.9	41.9	14.2	33%	71.0%
Pennsylvanian	13.3	10.4	2.9	100.8	45.7	23.0	45%	81.7%
Pere Marquette	3.3	3.1	0.2	38.9	13.5	5.9	44%	65.8%
Carolinian	12.2	11.3	0.9	117.6	68.1	31.0	37%	78.4%
Piedmont	5.6	5.4	0.3	109.1	38.9	12.5	36%	77.1%
Non Nec Special Trains & Adjustments	1.4	5.4	(4.0)	15.8	2.2	0.5	N/A	N/A
<b>State Supported</b>	<b>\$ 513.2</b>	<b>\$ 561.3</b>	<b>\$ (48.1)</b>	<b>7,209.2</b>	<b>2,882.1</b>	<b>915.7</b>	<b>31%</b>	<b>80.4%</b>
<b>Long Distance:</b>								
Silver Star	\$ 19.1	\$ 51.8	\$ (32.7)	188.0	191.5	84.0	48%	53.2%
Cardinal	4.5	20.7	(16.2)	51.0	52.4	17.8	40%	65.9%
Silver Meteor	21.8	53.3	(31.5)	168.8	204.0	92.4	52%	61.0%
Empire Builder	23.7	78.2	(54.5)	198.6	386.1	120.2	35%	64.2%
Capitol Limited	8.9	31.8	(22.9)	98.0	90.7	42.0	50%	45.0%
California Zephyr	25.2	78.3	(53.1)	203.2	324.5	120.2	40%	55.2%
Southwest Chief	21.6	73.9	(52.2)	152.3	285.2	121.4	47%	55.1%
City of New Orleans	9.5	30.0	(20.5)	109.4	123.9	44.6	38%	86.5%
Texas Eagle	13.4	38.5	(25.2)	156.4	157.7	71.6	35%	42.0%
Sunset Limited	6.2	32.0	(25.8)	45.5	114.2	33.7	35%	29.7%
Coast Starlight	21.9	60.6	(38.6)	203.7	217.2	92.8	47%	60.6%
Lake Shore Limited	15.2	45.1	(29.8)	175.9	188.6	73.3	45%	59.3%
Palmetto	14.0	27.2	(13.2)	161.2	117.2	40.2	34%	70.8%
Crescent	16.6	48.6	(32.1)	135.3	167.4	59.3	38%	41.1%
Auto Train	49.2	62.8	(13.5)	134.1	251.7	114.6	51%	58.4%
Long Distance Adjustments	0.0	0.8	(0.8)	N/A	N/A	N/A	N/A	N/A
<b>Long Distance</b>	<b>\$ 270.8</b>	<b>\$ 733.5</b>	<b>\$ (462.7)</b>	<b>2,181.4</b>	<b>2,872.4</b>	<b>1,128.2</b>	<b>43%</b>	<b>57.9%</b>
Ancillary	257.0	233.9	23.1					
Infrastructure	185.3	251.0	(65.7)					
<b>Amtrak</b>	<b>\$ 1,868.4</b>	<b>\$ 2,308.7</b>	<b>\$ (440.2)</b>	<b>15,054.7</b>	<b>7,721.4</b>	<b>2,971.5</b>	<b>40%</b>	<b>79.7%</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.