

# Route Level Results

(\$s in Millions)	YTD March 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	\$ 302.5	\$ 165.3	\$ 137.3	1,576.3	509.8	299.6	59%	87.4%
Regional	323.5	228.2	95.2	3,951.4	1,203.0	605.6	51%	86.5%
NEC Special Trains & Adjustments	3.4	4.4	(1.1)	3.2	3.4	0.5	N/A	N/A
<b>NEC</b>	<b>\$ 629.4</b>	<b>\$ 397.9</b>	<b>\$ 231.5</b>	<b>5,530.9</b>	<b>1,716.1</b>	<b>905.7</b>	<b>53%</b>	<b>86.7%</b>
<b>State Supported:</b>								
Ethan Allen Express	\$ 2.5	\$ 2.5	\$ (0.0)	23.3	11.4	4.4	39%	85.8%
Vermont	5.0	5.0	0.0	46.8	25.3	12.1	51%	82.8%
Maple Leaf	16.9	16.5	0.5	174.3	105.2	51.0	42%	69.5%
The Downeaster	7.8	7.9	(0.1)	247.7	74.2	19.9	29%	86.6%
New Haven - Springfield	10.3	11.7	(1.4)	225.0	25.1	13.7	0%	88.7%
Keystone Service	25.6	27.9	(2.3)	717.2	137.5	63.2	40%	93.6%
Empire Service	29.0	31.6	(2.6)	545.4	173.1	65.5	48%	92.9%
Chicago-St.Louis	17.1	17.3	(0.2)	279.6	124.0	51.9	44%	81.3%
Hiawathas	9.8	11.7	(2.0)	371.8	83.4	29.9	36%	92.4%
Wolverines	16.1	16.2	(0.1)	211.6	98.8	46.5	49%	31.6%
Illini	9.1	8.7	0.4	127.5	66.0	21.5	33%	48.9%
ILLINOIS Zephyr	7.0	7.6	(0.6)	84.7	43.9	13.9	33%	81.8%
Heartland Flyer	3.3	3.3	0.1	30.7	13.3	5.4	41%	66.0%
Pacific Surfliner	61.8	67.9	(6.1)	1,227.0	391.4	106.0	26%	78.6%
Cascades	28.8	28.9	(0.2)	314.0	104.1	48.7	48%	70.6%
Capitals	30.4	34.3	(3.9)	808.4	199.6	53.8	28%	84.6%
San Joaquin	43.8	48.3	(4.5)	469.3	252.9	63.1	24%	71.8%
Adirondack	5.9	6.0	(0.2)	44.2	20.1	12.7	47%	77.7%
Blue Water	6.2	6.0	0.2	73.7	40.4	14.5	36%	49.2%
Washington-Lynchburg	5.8	4.1	1.7	103.0	42.8	23.6	0%	76.6%
Washington - Newport News	10.5	10.2	0.3	151.5	65.9	28.7	0%	83.0%
Washington - Norfolk	10.3	8.8	1.4	123.4	74.9	29.5	0%	83.0%
Washington - Richmond	4.5	3.4	1.2	50.3	24.0	7.8	0%	83.0%
Hoosier State	-	0.0	(0.0)	0.0	0.0	0.0	0%	0.0%
Kansas City-St.Louis	6.1	6.3	(0.2)	67.3	30.6	12.9	40%	69.9%
Pennsylvanian	8.1	8.2	(0.1)	94.3	38.9	21.5	49%	83.1%
Pere Marquette	3.0	2.9	0.1	38.8	13.2	5.9	44%	65.8%
Carolinian	10.0	8.7	1.4	107.6	58.7	28.3	40%	79.1%
Piedmont	4.2	4.5	(0.3)	106.5	35.6	12.2	38%	76.8%
Non Nec Special Trains & Adjustments	1.4	4.3	(2.9)	15.8	1.3	0.5	N/A	N/A
<b>State Supported</b>	<b>\$ 400.2</b>	<b>\$ 420.5</b>	<b>\$ (20.3)</b>	<b>6,880.9</b>	<b>2,375.5</b>	<b>868.6</b>	<b>36%</b>	<b>80.2%</b>
<b>Long Distance:</b>								
Silver Star	\$ 16.0	\$ 34.1	\$ (18.1)	164.5	141.6	71.7	55%	53.3%
Cardinal	3.8	12.7	(8.9)	45.0	38.1	15.3	47%	66.7%
Silver Meteor	18.4	35.9	(17.5)	146.2	154.6	79.7	58%	60.2%
Empire Builder	19.4	52.7	(33.3)	166.2	259.3	101.0	42%	63.2%
Capitol Limited	7.5	20.7	(13.2)	82.6	60.5	35.4	60%	41.3%
California Zephyr	21.7	54.4	(32.7)	181.5	242.1	103.7	46%	53.7%
Southwest Chief	18.2	49.6	(31.4)	132.3	198.8	103.7	55%	52.3%
City of New Orleans	8.2	20.4	(12.2)	96.9	84.7	39.6	48%	86.9%
Texas Eagle	10.8	25.9	(15.0)	132.1	109.8	59.2	40%	37.9%
Sunset Limited	5.2	21.9	(16.7)	39.0	75.2	28.8	44%	26.1%
Coast Starlight	18.8	42.0	(23.1)	177.0	169.6	81.1	52%	57.9%
Lake Shore Limited	13.1	29.2	(16.2)	156.3	145.6	65.1	51%	57.6%
Palmetto	12.4	17.4	(5.0)	145.7	94.0	35.6	38%	70.8%
Crescent	13.6	31.0	(17.4)	117.7	123.5	50.7	44%	36.4%
Auto Train	38.5	41.5	(2.9)	108.1	173.6	92.4	59%	55.5%
Long Distance Adjustments	0.0	0.6	(0.6)	N/A	N/A	N/A	N/A	N/A
<b>Long Distance</b>	<b>\$ 225.6</b>	<b>\$ 489.9</b>	<b>\$ (264.3)</b>	<b>1,890.8</b>	<b>2,071.0</b>	<b>963.1</b>	<b>49%</b>	<b>56.2%</b>
Ancillary	177.5	153.7	23.7					
Infrastructure	124.9	167.3	(42.3)					
<b>Amtrak</b>	<b>\$ 1,557.6</b>	<b>\$ 1,629.3</b>	<b>\$ (71.7)</b>	<b>14,302.6</b>	<b>6,162.7</b>	<b>2,737.4</b>	<b>46%</b>	<b>79.7%</b>

**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.