

# Route Level Results

(\$s in Millions)	YTD May 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	\$ 192.9	\$ 109.6	1,576.3	509.9	299.6	59%	87.4%
Regional	328.6	293.7	34.8	4,002.2	1,335.4	613.8	46%	86.6%
NEC Special Trains & Adjustments	4.2	6.0	(1.8)	3.2	6.7	0.5	N/A	N/A
<b>NEC</b>	<b>\$ 635.3</b>	<b>\$ 492.6</b>	<b>\$ 142.7</b>	<b>5,581.6</b>	<b>1,852.0</b>	<b>913.9</b>	<b>49%</b>	<b>86.8%</b>
<b>State Supported:</b>								
Ethan Allen Express	\$ 3.1	\$ 2.9	\$ 0.2	23.3	11.4	4.4	39%	85.8%
Vermont	6.2	5.7	0.4	46.9	25.3	12.1	46%	83.1%
Maple Leaf	21.9	21.4	0.5	182.0	123.0	53.0	38%	70.1%
The Downeaster	9.7	9.5	0.2	248.0	74.9	20.0	29%	86.6%
New Haven - Springfield	13.3	15.8	(2.5)	231.4	29.5	14.0	0%	89.0%
Keystone Service	32.3	35.9	(3.7)	717.2	140.0	63.2	40%	93.6%
Empire Service	37.1	39.5	(2.4)	555.2	193.7	66.6	43%	93.0%
Chicago-St.Louis	19.7	21.5	(1.8)	288.4	143.7	53.4	39%	81.5%
Hiawathas	12.3	13.0	(0.7)	373.1	84.3	30.0	35%	92.4%
Wolverines	20.1	19.4	0.8	215.4	109.4	47.3	45%	32.6%
Illini	11.6	11.0	0.5	133.8	79.3	22.5	29%	50.6%
ILLINOIS Zephyr	8.9	9.3	(0.4)	87.4	48.7	14.4	31%	82.1%
Heartland Flyer	4.2	4.3	(0.1)	32.8	16.7	5.8	35%	67.4%
Pacific Surfliner	77.5	84.2	(6.7)	1,251.6	448.6	108.1	23%	78.9%
Cascades	35.8	35.0	0.9	318.6	113.1	49.3	45%	70.8%
Capitals	36.9	40.8	(3.8)	824.9	226.6	55.0	25%	84.8%
San Joaquin	53.9	60.3	(6.5)	500.0	305.9	67.3	21%	72.9%
Adirondack	6.9	6.5	0.4	44.2	20.1	12.7	47%	77.7%
Blue Water	8.0	8.4	(0.5)	77.1	53.8	15.1	28%	50.9%
Washington-Lynchburg	8.7	6.7	2.0	106.0	58.5	24.3	0%	77.1%
Washington - Newport News	11.5	12.1	(0.6)	154.9	75.2	29.4	0%	83.2%
Washington - Norfolk	12.6	11.2	1.4	126.7	90.1	30.3	0%	83.2%
Washington - Richmond	6.3	3.7	2.6	50.3	24.0	7.8	0%	83.2%
Hoosier State	(6.5)	0.0	(6.5)	0.0	0.0	0.0	0%	0.0%
Kansas City-St.Louis	8.6	8.5	0.1	70.3	38.1	13.5	34%	70.6%
Pennsylvanian	10.6	8.3	2.2	94.3	38.9	21.5	49%	83.1%
Pere Marquette	3.7	3.2	0.5	38.8	13.4	5.9	44%	65.8%
Carolinian	12.1	10.0	2.2	108.9	60.5	28.4	39%	79.2%
Piedmont	5.4	5.5	(0.1)	109.1	38.9	12.5	36%	77.1%
Non Nec Special Trains & Adjustments	1.4	5.1	(3.8)	15.8	2.0	0.5	N/A	N/A
<b>State Supported</b>	<b>\$ 493.6</b>	<b>\$ 518.8</b>	<b>\$ (25.2)</b>	<b>7,026.5</b>	<b>2,687.6</b>	<b>888.5</b>	<b>33%</b>	<b>80.4%</b>
<b>Long Distance:</b>								
Silver Star	\$ 17.4	\$ 44.5	\$ (27.1)	174.8	166.3	77.0	51%	53.7%
Cardinal	4.2	17.5	(13.4)	48.0	48.2	16.6	41%	66.9%
Silver Meteor	20.1	46.4	(26.3)	157.3	184.8	85.9	53%	60.1%
Empire Builder	21.5	68.7	(47.2)	181.5	335.1	109.3	37%	64.3%
Capitol Limited	8.2	27.8	(19.7)	89.9	77.4	38.5	53%	43.9%
California Zephyr	23.3	70.1	(46.8)	190.9	291.8	110.5	41%	55.0%
Southwest Chief	20.0	65.3	(45.3)	142.1	247.5	112.0	49%	54.3%
City of New Orleans	8.9	26.7	(17.9)	103.4	113.1	42.0	39%	86.9%
Texas Eagle	12.2	33.8	(21.6)	144.3	137.8	65.4	36%	40.4%
Sunset Limited	5.7	28.2	(22.5)	42.2	101.9	31.1	36%	29.1%
Coast Starlight	20.5	53.3	(32.9)	190.3	198.4	87.0	48%	59.5%
Lake Shore Limited	14.2	39.0	(24.8)	165.1	168.9	68.8	48%	58.5%
Palmetto	13.1	23.2	(10.1)	152.1	105.3	37.3	35%	71.3%
Crescent	15.2	41.8	(26.6)	126.2	148.6	54.8	40%	38.6%
Auto Train	44.3	56.8	(12.5)	121.4	226.6	103.8	51%	56.9%
Long Distance Adjustments	0.0	0.8	(0.8)	N/A	N/A	N/A	N/A	N/A
<b>Long Distance</b>	<b>\$ 248.6</b>	<b>\$ 644.0</b>	<b>\$ (395.4)</b>	<b>2,029.5</b>	<b>2,551.7</b>	<b>1,040.1</b>	<b>44%</b>	<b>57.4%</b>
Ancillary	227.8	204.8	23.0					
Infrastructure	162.9	222.1	(59.2)					
<b>Amtrak</b>	<b>\$ 1,768.2</b>	<b>\$ 2,082.3</b>	<b>\$ (314.1)</b>	<b>14,637.6</b>	<b>7,091.4</b>	<b>2,842.5</b>	<b>41%</b>	<b>79.8%</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.