Route Level Results YTD September FY21

($s in Millions)	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)	Seat Miles (in Millions)	Passenger Miles (in Millions)	Average Load Factor	OTP	Train Miles (in Millions)	Frequencies
	YTD September FY 2021 PD13									
NEC:										
Acela	$ 122.9	$ 266.5	$ (143.6)	897.6	490.6	182.4	37%	82.8%	1.6	4,118.0
Regional	243.4	431.6	(188.1)	3,508.8	1,573.9	571.2	37%	84.3%	3.8	9,569.1
NEC Special Trains & Adjustments	7.8	10.2	(2.4)	2.4	6.2	0.4	N/A	N/A	0.0	395.0
NEC	**$ 374.1**	**$ 708.2**	**$ (334.1)**	**4,408.8**	**2,070.6**	**754.1**	**37%**	**84.0%**	**5.4**	**14,082.1**
State Supported:										
Ethan Allen Express	$ 1.6	$ 1.5	$ 0.1	12.5	4.9	2.2	49%	89.5%	0.0	65.1
Vermonter	2.6	1.9	0.6	18.6	11.2	4.7	45%	86.7%	0.0	63.9
Maple Leaf	25.4	27.1	(1.8)	245.1	167.1	71.6	43%	84.6%	0.5	1,110.8
The Downeaster	15.6	15.8	(0.2)	205.7	137.9	17.4	13%	75.1%	0.5	3,183.0
New Haven - Springfield	22.7	28.2	(5.5)	192.6	75.5	13.5	19%	90.4%	0.3	3,942.9
Keystone Service	39.8	63.8	(24.0)	394.3	211.8	36.8	17%	93.1%	0.6	4,721.2
Empire Service	49.2	63.1	(13.9)	613.2	276.2	71.7	26%	90.3%	0.9	5,076.1
Chicago-St.Louis	24.9	28.4	(3.6)	261.2	145.4	48.4	33%	80.2%	0.5	1,747.0
Hiawathas	18.6	19.7	(1.1)	241.6	60.3	19.5	32%	94.8%	0.3	3,347.0
Wolverines	18.8	21.3	(2.5)	153.9	91.0	35.2	39%	59.7%	0.3	921.0
Illini	14.8	8.6	6.2	150.1	119.7	24.0	20%	80.5%	0.3	866.0
ILLINOIS Zephyr	10.5	10.8	(0.3)	78.2	49.7	13.0	26%	88.8%	0.2	876.0
Heartland Flyer	6.6	7.9	(1.3)	42.3	24.4	7.6	31%	67.6%	0.1	712.0
Pacific Surfliner	76.8	94.6	(17.8)	841.0	451.6	78.2	17%	86.1%	1.0	5,019.0
Cascades	24.5	30.3	(5.8)	181.5	71.0	28.8	41%	58.7%	0.3	1,231.3
Capitols	41.8	47.2	(5.4)	354.4	194.6	25.0	13%	91.2%	0.7	5,925.0
San Joaquins	59.4	69.5	(10.1)	434.1	402.0	62.7	16%	82.2%	1.0	3,118.0
Adirondack	2.2	1.1	1.1	0.0	0.0	0.0	0%	0.0%	0.0	0.0
Blue Water	15.0	17.4	(2.4)	98.7	81.9	18.3	22%	68.5%	0.2	728.0
Washington-Lynchburg	13.0	11.1	1.9	113.6	72.6	28.0	38%	82.0%	0.2	275.8
Washington - Newport News	13.4	20.4	(7.0)	195.1	99.1	44.9	40%	80.2%	0.3	446.5
Washington - Norfolk	18.1	16.6	1.5	142.0	113.0	34.2	28%	80.2%	0.3	441.7
Washington - Richmond	8.7	0.2	8.5	0.5	0.5	0.1	19%	80.2%	0.0	0.6
Hoosier State	-	0.0	(0.0)	0.0	0.0	0.0	0%	0.0%	0.0	0.0
Kansas City-St.Louis	11.6	11.1	0.5	77.2	71.0	15.1	21%	77.5%	0.2	856.0
Pennsylvanian	15.5	17.8	(2.3)	128.5	76.7	29.8	39%	72.2%	0.3	573.1
Gulf Coast Limited	-	-	-	0.0	0.0	0.0			0.0	0.0
Pere Marquette	7.1	8.0	(0.9)	52.4	27.4	7.9	29%	75.7%	0.1	728.0
Carolinian	20.0	21.6	(1.6)	194.7	117.8	59.9	50%	69.2%	0.3	489.4
Piedmont	6.9	7.4	(0.5)	97.2	41.6	11.0	27%	77.4%	0.3	1,658.0
Non Nec Special Trains & Adjustments	0.1	12.4	(12.3)	0.1	3.5	0.0	N/A	N/A	0.1	734.0
State Supported	**$ 584.7**	**$ 684.8**	**$ (100.1)**	**5,519.9**	**3,199.4**	**809.6**	**25%**	**82.4%**	**9.8**	**48,856.4**
Long Distance:										
Silver Star	$ 21.4	$ 55.9	$ (34.5)	187.2	197.8	89.1	45%	44.6%	0.7	448.0
Cardinal	6.7	24.6	(17.9)	69.1	68.1	27.6	40%	54.1%	0.4	313.0
Silver Meteor	25.2	59.4	(34.2)	187.0	229.5	99.5	43%	55.0%	0.7	514.0
Empire Builder	38.4	85.6	(47.2)	220.7	362.0	168.0	47%	59.3%	1.2	942.0
Capitol Limited	11.2	28.0	(16.7)	96.9	71.5	42.3	59%	28.7%	0.4	458.0
California Zephyr	35.5	85.4	(49.9)	184.7	285.7	146.5	51%	37.6%	1.1	466.0
Southwest Chief	29.5	77.0	(47.5)	135.9	271.9	128.9	47%	36.3%	1.0	462.0
City of New Orleans	9.5	28.1	(18.6)	100.8	100.6	41.0	39%	85.0%	0.4	452.0
Texas Eagle	15.5	37.6	(22.1)	151.4	123.3	79.9	65%	52.0%	0.6	474.0
Sunset Limited	8.2	47.8	(39.6)	57.6	151.8	42.3	28%	27.1%	0.6	301.0
Coast Starlight	21.2	65.8	(44.7)	189.6	190.0	79.9	42%	56.8%	0.6	512.0
Lake Shore Limited	19.3	46.8	(27.5)	195.9	168.3	84.8	50%	55.1%	0.5	886.0
Palmetto	12.7	25.9	(13.2)	147.7	98.3	39.8	40%	60.7%	0.4	463.0
Crescent	15.8	46.2	(30.4)	114.3	122.6	54.8	45%	54.6%	0.6	452.0
Auto Train	87.9	85.6	2.3	199.4	308.7	170.5	56%	56.0%	0.6	718.0
Long Distance Adjustments	0.1	28.1	(28.0)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Long Distance	**$ 358.1**	**$ 827.8**	**$ (469.7)**	**2,238.1**	**2,750.0**	**1,294.9**	**47%**	**51.7%**	**9.8**	**7,861.0**
Ancillary	357.1	350.4	6.7						0.0	343.0
Infrastructure	259.0	392.0	(132.9)						7.7	624,064.9
Amtrak	**$ 1,933.1**	**$ 2,963.1**	**$ (1,030.0)**	**12,166.8**	**8,020.1**	**2,858.6**	**36%**	**77.5%**	**25.0**	**70,799.5**
NTS	**$ 1,316.9**	**$ 2,220.8**	**$ (903.8)**	**12,166.8**	**8,020.1**	**2,858.6**			**25.0**	**70,799.5**

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.

Note: CSI route scores reflect a 12 month rolling average