

# Route Level Results YTD June FY22

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(\$s in Millions)	YTD June FY 2022										
	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	
<b>NEC:</b>											
Acela	\$ 243.0	\$ 255.7	\$ (12.7)	1,480.3	499.9	295.3	52%	80.3%	1.6	4,133.0	
Regional	419.8	432.3	(12.5)	4,904.5	1,465.0	875.2	57%	81.7%	3.4	9,229.3	
NEC Special Trains & Adjustments	5.0	8.6	(3.6)	0.0	3.9	0.0	N/A	N/A	0.0	316.0	
<b>NEC</b>	<b>\$ 667.8</b>	<b>\$ 696.5</b>	<b>\$ (28.8)</b>	<b>6,384.8</b>	<b>1,968.8</b>	<b>1,170.6</b>	<b>55%</b>	<b>81.4%</b>	<b>5.0</b>	<b>13,678.3</b>	
<b>State Supported:</b>											
Ethan Allen Express	\$ 2.4	\$ 4.9	\$ (2.4)	35.7	16.8	1.9	11%	92.1%	0.1	226.0	
Vermont	6.9	7.8	(0.9)	60.2	39.2	6.7	17%	91.3%	0.1	214.6	
Maple Leaf	25.0	29.7	(4.7)	275.0	175.3	52.2	29%	90.1%	0.5	1,131.1	
The Downeaster	13.0	14.9	(1.9)	295.3	115.4	25.9	22%	76.5%	0.4	2,696.0	
New Haven - Springfield	15.5	26.2	(10.7)	240.2	72.4	13.6	21%	90.7%	0.3	4,262.7	
Keystone Service	23.1	57.9	(34.7)	567.5	176.9	38.2	21%	91.4%	0.5	3,159.5	
Empire Service	41.4	60.2	(18.8)	731.6	217.2	118.7	52%	92.4%	0.7	3,347.9	
Chicago-St.Louis	28.6	30.7	(2.0)	339.4	173.8	64.9	39%	79.0%	0.6	2,122.8	
Hiawathas	15.8	18.8	(3.0)	337.6	62.4	27.2	37%	91.9%	0.3	3,499.0	
Wolverines	25.7	33.3	(7.6)	258.3	121.5	56.9	42%	62.4%	0.5	1,624.0	
Illini	14.8	11.9	3.0	172.5	103.7	28.2	28%	72.7%	0.2	758.0	
ILLINOIS Zephyr	13.7	12.8	0.8	100.1	54.7	16.4	29%	84.6%	0.3	1,086.0	
Heartland Flyer	5.4	6.2	(0.8)	44.9	20.9	8.2	37%	65.1%	0.1	539.0	
Pacific Surfliner	71.6	86.5	(14.9)	1,110.1	483.2	110.0	21%	81.5%	1.2	5,571.0	
Cascades	27.7	32.5	(4.8)	269.3	89.4	41.9	41%	57.8%	0.4	1,621.7	
Capitals	37.4	42.7	(5.4)	474.9	185.0	35.6	17%	83.0%	0.7	5,666.0	
San Joaquin	59.3	67.7	(8.3)	508.1	389.2	74.2	18%	76.8%	1.0	3,237.0	
Adirondack	1.4	1.5	(0.0)	0.0	0.0	0.0	0%	0.0%	0.0	0.0	
Blue Water	10.2	12.1	(1.9)	98.7	56.8	19.2	32%	63.8%	0.2	544.0	
Washington-Lynchburg	7.2	8.7	(1.5)	145.7	58.3	20.4	34%	61.2%	0.1	200.7	
Washington - Newport News	8.6	12.0	(3.5)	158.1	58.9	19.7	28%	71.0%	0.1	237.7	
Washington - Norfolk	11.0	15.4	(4.5)	187.1	100.7	25.3	22%	71.0%	0.2	360.1	
Washington - Richmond	7.3	5.5	1.8	57.7	29.1	4.9	15%	71.0%	0.1	126.2	
Hoosier State	-	-	-	0.0	0.0	0.0	0%	0.0%	0.0	0.0	
Kansas City-St.Louis	9.4	8.0	1.4	80.7	43.4	15.8	38%	25.6%	0.2	669.7	
Pennsylvanian	11.0	15.4	(4.5)	126.4	57.0	26.8	45%	66.7%	0.2	431.8	
Gulf Coast Limited	-	0.0	(0.0)	0.0	0.0	0.0	0%	0.0%	0.0	0.0	
Pere Marquette	5.4	7.6	(2.2)	58.1	19.6	8.9	43%	73.2%	0.1	541.0	
Carolinian	14.7	16.3	(1.5)	190.2	92.5	40.6	42%	77.6%	0.3	367.7	
Piedmont	6.2	6.7	(0.5)	149.4	44.7	17.6	37%	68.7%	0.3	1,598.0	
Non Nec Special Trains & Adjustments	0.9	13.7	(12.7)	0.0	3.7	0.0	N/A	N/A	0.1	667.0	
<b>State Supported</b>	<b>\$ 520.8</b>	<b>\$ 667.6</b>	<b>\$ (146.8)</b>	<b>7,072.9</b>	<b>3,061.7</b>	<b>920.1</b>	<b>28%</b>	<b>80.9%</b>	<b>9.7</b>	<b>46,506.2</b>	
<b>Long Distance:</b>											
Silver Star	\$ 38.8	\$ 82.3	\$ (43.6)	309.2	276.9	152.3	52%	37.4%	0.8	543.0	
Cardinal	5.9	20.1	(14.2)	59.1	39.6	20.8	46%	59.6%	0.3	228.0	
Silver Meteor	11.1	22.8	(11.7)	79.2	76.0	41.8	51%	N/A	0.3	214.0	
Empire Builder	31.5	79.9	(48.4)	204.9	296.0	141.1	42%	60.8%	1.2	902.0	
Capitol Limited	12.8	29.8	(17.0)	119.9	88.2	51.6	57%	33.9%	0.4	504.0	
California Zephyr	39.3	87.4	(48.1)	215.0	262.9	148.9	53%	38.9%	1.2	552.0	
Southwest Chief	28.5	73.1	(44.6)	154.3	237.1	135.6	54%	39.1%	1.1	470.0	
City of New Orleans	10.7	29.6	(18.9)	115.7	103.9	46.8	39%	78.0%	0.4	450.0	
Texas Eagle	16.5	40.2	(23.7)	180.7	134.2	88.2	60%	62.8%	0.7	508.0	
Sunset Limited	8.3	39.2	(30.9)	54.1	115.2	40.9	34%	30.9%	0.4	229.0	
Coast Starlight	31.9	66.6	(34.8)	247.7	201.5	111.0	51%	64.4%	0.7	506.0	
Lake Shore Limited	20.7	49.4	(28.7)	213.0	157.3	86.4	50%	71.3%	0.5	903.0	
Palmetto	18.6	31.1	(12.5)	207.9	114.4	48.3	39%	69.2%	0.4	517.0	
Crescent	20.5	48.7	(28.2)	152.5	142.9	63.7	43%	43.7%	0.6	460.0	
Auto Train	92.5	73.4	19.2	213.8	271.7	113.0	42%	44.0%	0.5	534.0	
Long Distance Adjustments	0.1	45.4	(45.3)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
<b>Long Distance</b>	<b>\$ 387.6</b>	<b>\$ 818.8</b>	<b>\$ (431.2)</b>	<b>2,526.9</b>	<b>2,517.9</b>	<b>1,290.4</b>	<b>48%</b>	<b>54.3%</b>	<b>9.4</b>	<b>7,520.0</b>	
Ancillary	278.3	272.9	5.4						0.0	3.0	
Infrastructure	189.0	312.0	(123.0)						6.0	479,072.7	
<b>Amtrak</b>	<b>\$ 2,043.4</b>	<b>\$ 2,767.9</b>	<b>\$ (724.5)</b>	<b>15,984.6</b>	<b>7,548.3</b>	<b>3,381.0</b>	<b>42%</b>	<b>78.0%</b>	<b>24.1</b>	<b>67,704.5</b>	

**NTS**      \$ 1,576.2    \$ 2,183.0 | \$ (606.8) | 15,984.6    7,548.3    3,381.0      24.1    67,704.5

**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

