

Route Level Results YTD February FY22

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(\$s in Millions)	YTD February 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	
NEC:											
Acela	\$ 103.8	\$ 127.9	\$ (24.0)	687.5	261.1	137.5	44%	82.2%	0.8	2,142.0	
Regional	202.4	221.3	(18.9)	2,409.1	819.7	433.4	51%	80.6%	1.9	5,112.4	
NEC Special Trains & Adjustments	2.3	3.3	(1.0)	0.0	1.7	0.0	N/A	N/A	0.0	115.0	
NEC	\$ 308.6	\$ 352.4	\$ (43.9)	3,096.6	1,082.4	570.8	49%	80.9%	2.7	7,369.4	
State Supported:											
Ethan Allen Express	\$ 0.9	\$ 2.3	\$ (1.4)	18.0	9.2	1.0	11%	93.4%	0.0	123.9	
Vermonter	3.7	3.8	(0.1)	32.2	21.4	3.7	17%	84.5%	0.1	116.0	
Maple Leaf	12.6	15.6	(3.0)	139.7	97.1	26.3	28%	82.8%	0.3	626.2	
The Downeaster	6.9	7.5	(0.5)	147.1	62.5	12.8	20%	82.1%	0.2	1,479.0	
New Haven - Springfield	9.1	13.5	(4.5)	122.5	40.3	7.1	21%	88.2%	0.2	2,374.0	
Keystone Service	12.8	28.5	(15.7)	283.4	90.2	19.4	20%	92.7%	0.3	1,627.7	
Empire Service	23.4	30.1	(6.7)	375.9	119.4	60.7	48%	91.6%	0.4	1,844.0	
Chicago-St.Louis	14.8	15.6	(0.8)	165.4	95.5	30.6	33%	78.0%	0.3	1,195.0	
Hiawathas	7.9	9.5	(1.6)	162.5	33.8	13.1	32%	94.4%	0.2	1,931.0	
Wolverines	13.8	16.2	(2.3)	126.8	69.2	27.7	39%	53.2%	0.3	892.0	
Illini	9.1	6.9	2.1	102.3	69.9	16.5	26%	57.3%	0.2	514.0	
ILLINOIS Zephyr	7.2	5.8	1.4	50.9	31.3	8.4	26%	87.2%	0.2	600.0	
Heartland Flyer	2.9	3.2	(0.3)	20.4	10.2	3.7	36%	78.9%	0.1	295.0	
Pacific Surfliner	38.3	44.8	(6.6)	523.7	269.9	51.7	18%	83.2%	0.6	3,057.0	
Cascades	14.6	16.5	(1.9)	132.2	49.4	20.5	36%	57.7%	0.2	898.0	
Capitals	20.1	22.0	(1.9)	237.6	103.3	17.8	15%	82.5%	0.4	3,127.0	
San Joaquin	31.5	34.8	(3.3)	251.6	213.7	36.7	17%	75.7%	0.5	1,777.0	
Adirondack	1.2	0.8	0.5	0.0	0.0	0.0	0%	0.0%	0.0	0.0	
Blue Water	5.5	6.2	(0.7)	49.7	32.2	9.5	29%	58.6%	0.1	300.0	
Washington-Lynchburg	3.8	4.5	(0.7)	66.9	31.2	9.6	30%	78.8%	0.1	109.2	
Washington - Newport News	3.4	7.2	(3.7)	90.3	37.0	11.4	26%	74.1%	0.1	154.0	
Washington - Norfolk	5.3	7.6	(2.3)	81.2	54.5	11.0	19%	74.1%	0.1	201.3	
Washington - Richmond	3.1	2.5	0.6	22.4	15.6	1.9	11%	74.1%	0.0	72.6	
Hoosier State	-	-	-	0.0	0.0	0.0	0%	0.0%	0.0	0.0	
Kansas City-St.Louis	5.7	4.9	0.8	44.8	29.3	8.4	32%	64.4%	0.1	477.0	
Pennsylvanian	5.2	7.9	(2.7)	64.5	31.5	13.5	42%	66.9%	0.1	238.1	
Gulf Coast Limited	-	0.0	(0.0)	0.0	0.0	0.0	0%	0.0%	0.0	0.0	
Pere Marquette	3.0	4.5	(1.6)	27.6	10.7	4.2	40%	69.4%	0.1	297.0	
Carolinian	7.9	8.1	(0.2)	91.2	53.0	19.4	38%	72.9%	0.1	203.2	
Piedmont	3.8	3.7	0.1	75.3	26.4	8.9	32%	74.9%	0.2	882.0	
Non Nec Special Trains & Adjustments	0.7	6.8	(6.1)	0.0	2.7	0.0	N/A	N/A	0.0	394.0	
State Supported	\$ 278.5	\$ 341.3	\$ (62.8)	3,506.0	1,710.5	455.3	26%	80.4%	5.4	25,805.1	
Long Distance:											
Silver Star	\$ 14.8	\$ 37.7	\$ (23.0)	131.3	117.6	59.7	48%	41.5%	0.4	299.0	
Cardinal	2.9	9.8	(6.9)	31.5	22.3	10.7	43%	56.6%	0.1	123.0	
Silver Meteor	11.0	22.3	(11.2)	79.2	76.0	41.8	51%	44.2%	0.3	214.0	
Empire Builder	14.9	42.9	(28.0)	110.4	172.4	68.7	38%	43.6%	0.7	523.0	
Capitol Limited	5.8	14.7	(8.8)	56.5	43.3	24.4	56%	34.6%	0.2	276.0	
California Zephyr	18.7	45.8	(27.1)	118.8	154.6	74.4	47%	45.2%	0.7	322.0	
Southwest Chief	14.4	38.5	(24.0)	78.3	136.7	67.7	49%	46.0%	0.6	276.0	
City of New Orleans	5.3	15.8	(10.5)	60.1	60.4	22.9	35%	76.0%	0.3	274.0	
Texas Eagle	8.2	20.2	(12.1)	89.4	68.1	43.1	58%	67.0%	0.4	280.0	
Sunset Limited	4.0	19.8	(15.8)	26.0	64.8	19.0	29%	39.8%	0.3	127.0	
Coast Starlight	14.7	35.0	(20.3)	119.6	109.1	52.6	46%	56.1%	0.4	278.0	
Lake Shore Limited	10.5	26.4	(15.8)	115.0	91.9	45.8	46%	60.8%	0.3	539.0	
Palmetto	8.4	16.0	(7.6)	99.5	63.2	22.9	35%	74.7%	0.2	295.0	
Crescent	10.7	26.7	(16.0)	84.7	87.0	33.6	38%	58.3%	0.4	288.0	
Auto Train	46.1	36.8	9.3	110.2	151.9	74.4	50%	32.6%	0.2	294.0	
Long Distance Adjustments	0.0	1.6	(1.6)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
Long Distance	\$ 190.4	\$ 409.8	\$ (219.4)	1,310.4	1,419.4	661.9	45%	51.6%	5.5	4,408.0	
Ancillary	141.1	135.3	5.8						0.0	3.0	
Infrastructure	104.8	155.2	(50.4)						3.3	260,989.0	
Amtrak	\$ 1,023.3	\$ 1,394.1	\$ (370.7)	7,913.1	4,212.3	1,688.0	38%	75.8%	13.7	37,582.6	

NTS \$ 777.5 \$ 1,103.6 \$ (326.1) 7,913.1 4,212.3 1,688.0 38% 75.8% 13.7 37,582.6

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

