

# Route Level Results YTD August FY22

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YTD August FY 2022													
(\$s in millions)						Adjusted Operating Earnings	Gross Ticket Revenue	Ridership (in Thousands)	Seat Miles (in Millions)	Passenger Miles (in Millions)	Train Miles (in Millions)	Frequencies	
	Operating Revenue	Frequency Variable Costs	Route Variable Costs	System/Fixed Cost	Operating Expense								
<b>NEC:</b>													
Acela	\$ 305.2	\$ 74.8	\$ 169.9	\$ 69.3	\$ 314.0	\$ (8.8)	\$ 299.9	1,913.8	636.7	381.4	2.1	5,310.0	
Regional	530.0	155.4	235.4	144.2	534.9	(5.0)	506.1	6,332.3	1,839.2	1,393.4	4.2	11,474.7	
NEC Special Trains & Adjustments	5.8	0.7	2.2	7.7	10.5	(4.7)	1.5	0.0	4.5	0.0	0.0	354.0	
<b>NEC</b>	<b>\$ 841.0</b>	<b>\$ 230.8</b>	<b>\$ 407.5</b>	<b>\$ 221.2</b>	<b>\$ 859.5</b>	<b>\$ (18.5)</b>	<b>\$ 807.5</b>	<b>8,246.1</b>	<b>2,480.4</b>	<b>1,520.8</b>	<b>6.3</b>	<b>17,138.7</b>	
<b>State Supported:</b>													
Ethan Allen Express	\$ 5.1	\$ 3.5	\$ 1.2	\$ 1.5	\$ 6.2	\$ (1.1)	\$ 1.2	56.2	23.2	4.0	0.1	291.5	
Vermont	8.5	5.3	1.9	2.6	9.8	(1.3)	2.6	80.2	48.3	9.0	0.2	264.3	
Maple Leaf	30.5	18.4	10.6	7.7	36.7	(6.2)	15.0	351.6	212.2	67.9	0.6	1,384.6	
The Downeaster	16.3	9.3	4.9	4.2	18.4	(2.2)	8.2	399.1	141.9	35.0	0.5	3,303.0	
Berkshire Flyer	(0.1)	0.0	0.0	0.0	0.1	(0.1)	0.0	1.6	0.4	0.2	0.0	16.1	
New Haven - Springfield	19.0	11.8	12.6	7.0	31.5	(12.4)	5.7	296.1	84.5	17.1	0.4	4,959.4	
Keystone Service	33.2	12.4	39.8	17.9	70.1	(36.9)	17.1	724.3	225.5	48.6	0.6	4,007.9	
Empire Service	54.0	22.7	32.1	18.3	73.1	(19.0)	54.6	922.3	265.0	150.5	0.8	4,130.8	
Great River Hiawatha	-	-	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0	
Chicago-St.Louis	36.3	17.8	13.8	5.7	37.3	(1.0)	13.8	435.4	213.1	85.2	0.8	2,544.1	
Hiawathas	20.3	11.3	8.9	3.3	23.5	(3.1)	11.1	450.5	77.0	36.3	0.4	4,340.0	
Wolverines	32.8	14.0	19.5	7.5	41.0	(8.1)	17.2	340.8	152.1	75.4	0.6	1,984.0	
Illini	18.1	8.1	3.2	2.8	14.2	3.9	6.0	207.5	118.2	34.3	0.3	882.0	
ILLINOIS Zephyr	16.6	8.2	4.7	2.8	15.6	1.0	3.6	123.0	62.8	20.1	0.3	1,314.0	
Heartland Flyer	6.6	3.6	2.1	1.9	7.6	(1.0)	1.6	58.4	26.2	10.6	0.1	663.0	
Pacific Surfliner	89.6	54.1	31.5	22.5	108.1	(18.5)	47.3	1,470.7	592.6	145.5	1.4	6,877.0	
Cascades	34.1	20.0	12.5	7.6	40.2	(6.0)	14.4	353.4	109.4	55.3	0.5	1,991.7	
Capitals	45.8	28.5	12.9	11.4	52.8	(7.0)	14.4	604.6	225.4	45.2	0.8	6,896.0	
San Joaquin	73.4	51.3	19.8	14.3	85.5	(12.1)	21.1	646.0	478.1	94.5	1.2	3,981.0	
Adirondack	1.8	1.7	(0.1)	0.2	1.8	0.0	-	0.0	0.0	0.0	0.0	0.0	
Blue Water	12.8	6.1	6.2	2.4	14.8	(2.0)	5.2	131.9	70.1	25.7	0.2	668.0	
Washington-Lynchburg	8.3	5.8	3.5	2.3	11.6	(3.3)	7.0	201.7	80.2	28.1	0.2	290.3	
Washington - Newport News	10.6	7.1	5.3	2.7	15.1	(4.5)	8.0	220.4	76.5	27.4	0.2	318.3	
Washington - Norfolk	12.9	9.4	6.5	4.3	20.2	(7.3)	9.5	273.6	138.1	37.0	0.3	491.9	
Washington - Richmond	5.2	3.5	2.7	2.0	8.2	(3.0)	2.1	82.4	46.2	7.0	0.1	185.8	
Hoosier State	-	(0.0)	-	-	(0.0)	0.0	-	0.0	0.0	0.0	0.0	0.0	
Kansas City-St.Louis	11.7	5.3	2.8	2.0	10.1	1.5	4.0	108.1	59.6	21.2	0.3	830.4	
Pennsylvanian	13.7	8.2	6.6	4.1	19.0	(5.3)	8.6	160.9	70.1	34.6	0.2	530.2	
Gulf Coast Limited	(0.0)	0.0	0.0	0.0	0.0	(0.0)	-	0.0	0.0	0.0	0.0	0.0	
Pere Marquette	6.5	3.2	2.8	2.9	8.9	(2.4)	3.1	78.1	24.1	11.9	0.1	665.0	
Carolinian	17.5	11.3	4.6	4.0	19.9	(2.5)	12.6	245.6	112.7	53.9	0.3	451.7	
Piedmont	7.6	5.9	0.7	2.0	8.6	(1.1)	3.9	188.4	53.8	22.0	0.3	1,952.0	
Non Nec Special Trains & Adjustments	5.0	1.6	4.6	10.4	16.6	(11.6)	4.9	0.2	4.7	0.0	0.1	876.0	
<b>State Supported</b>	<b>\$ 653.7</b>	<b>\$ 369.8</b>	<b>\$ 278.1</b>	<b>\$ 178.3</b>	<b>\$ 826.3</b>	<b>\$ (172.5)</b>	<b>\$ 323.6</b>	<b>9,213.0</b>	<b>3,791.9</b>	<b>1,203.3</b>	<b>12.1</b>	<b>57,089.9</b>	
<b>Long Distance:</b>													
Silver Star	\$ 50.3	\$ 49.2	\$ 31.8	\$ 21.8	\$ 102.8	\$ (52.5)	\$ 47.2	402.1	357.1	204.8	1.0	667.0	
Cardinal	7.4	12.3	5.4	7.1	24.8	(17.4)	6.8	73.4	48.5	27.0	0.3	281.0	
Silver Meteor	11.1	10.1	8.5	3.9	22.5	(11.4)	10.9	79.2	76.0	41.8	0.3	214.0	
Empire Builder	44.7	58.9	22.2	19.8	100.9	(56.2)	42.4	277.1	376.5	200.2	1.5	1,142.0	
Capitol Limited	17.1	16.9	11.5	9.5	37.9	(20.8)	16.6	153.9	111.0	67.0	0.5	628.0	
California Zephyr	50.9	62.4	24.9	23.0	110.3	(59.4)	48.2	269.3	330.6	196.7	1.5	678.0	
Southwest Chief	36.5	54.2	23.5	17.7	95.4	(58.8)	34.7	205.3	309.7	183.6	1.3	592.0	
City of New Orleans	13.2	18.5	9.7	7.7	35.9	(22.8)	12.4	144.1	124.6	59.3	0.5	538.0	
Texas Eagle	21.6	30.3	11.6	8.9	50.7	(29.2)	19.7	232.4	165.6	114.4	0.8	632.0	
Sunset Limited	10.2	27.0	12.3	9.1	48.5	(38.2)	9.4	69.1	141.2	52.6	0.6	280.0	
Coast Starlight	42.3	46.9	20.9	17.2	84.9	(42.6)	39.8	320.6	255.9	146.8	0.9	628.0	
Lake Shore Limited	27.7	28.5	21.1	12.7	62.3	(34.6)	26.6	288.9	202.3	118.3	0.7	1,104.0	
Palmetto	23.3	15.4	13.2	8.8	37.4	(14.1)	22.0	256.6	138.7	62.4	0.5	641.0	
Crescent	25.0	24.8	22.5	12.2	59.5	(34.5)	23.8	186.7	171.7	80.8	0.7	548.0	
Auto Train	113.1	43.1	31.1	15.9	90.2	22.9	112.0	263.3	325.5	155.3	0.6	656.0	
Long Distance Adjustments	0.1	0.4	42.1	5.1	47.6	(47.5)	N/A	N/A	N/A	N/A	N/A	N/A	
<b>Long Distance</b>	<b>\$ 494.4</b>	<b>\$ 498.8</b>	<b>\$ 312.2</b>	<b>\$ 200.6</b>	<b>\$ 1,011.6</b>	<b>\$ (517.2)</b>	<b>\$ 472.5</b>	<b>3,221.8</b>	<b>3,134.7</b>	<b>1,711.1</b>	<b>11.6</b>	<b>9,229.0</b>	
Ancillary	340.5	60.9	185.2	90.9	336.9	3.6							
Infrastructure	232.0	55.8	241.0	84.3	381.0	(149.0)							
<b>Amtrak</b>	<b>\$ 2,561.7</b>	<b>\$ 1,216.0</b>	<b>\$ 1,424.0</b>	<b>\$ 775.3</b>	<b>\$ 3,415.3</b>	<b>\$ (853.7)</b>	<b>\$ 1,603.7</b>	<b>20,680.9</b>	<b>9,407.0</b>	<b>4,435.3</b>	<b>30.1</b>	<b>83,457.5</b>	

**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

