

# Route Level Results YTD January FY22

7

(\$s in Millions)	YTD January 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	\$ 87.4	\$ 101.0	\$ (13.6)	564.9	210.8	113.0	44%	82.3%	0.7	1,732.0	
Regional	174.1	178.2	(4.1)	2,016.9	680.8	364.1	51%	80.1%	1.6	4,243.1	
NEC Special Trains & Adjustments	1.9	2.7	(0.8)	0.0	1.3	0.0	N/A	N/A	0.0	93.0	
<b>NEC</b>	<b>\$ 263.4</b>	<b>\$ 281.9</b>	<b>\$ (18.5)</b>	<b>2,581.7</b>	<b>892.9</b>	<b>477.1</b>	<b>49%</b>	<b>80.6%</b>	<b>2.3</b>	<b>6,068.1</b>	
<b>State Supported:</b>											
Ethan Allen Express	\$ 0.7	\$ 1.8	\$ (1.1)	15.1	7.5	0.8	11%	93.2%	0.0	101.3	
Vermonter	2.8	3.1	(0.3)	27.8	17.8	3.2	18%	83.7%	0.1	97.1	
Maple Leaf	9.3	12.6	(3.2)	117.5	78.8	22.3	29%	82.9%	0.2	510.4	
The Downeaster	5.4	6.0	(0.6)	119.5	50.3	10.3	20%	82.5%	0.2	1,199.0	
New Haven - Springfield	6.7	11.0	(4.3)	103.3	32.5	6.0	23%	87.9%	0.2	1,977.8	
Keystone Service	9.7	22.2	(12.5)	239.4	73.7	16.4	20%	93.0%	0.2	1,330.6	
Empire Service	25.5	23.7	1.8	314.6	98.6	50.9	49%	92.1%	0.3	1,539.8	
Chicago-St.Louis	11.9	12.2	(0.3)	137.8	78.1	25.6	33%	79.8%	0.3	981.0	
Hiawathas	6.1	7.3	(1.2)	138.9	28.9	11.2	31%	94.8%	0.1	1,652.0	
Wolverines	10.7	12.5	(1.8)	105.8	58.1	23.1	39%	56.7%	0.2	734.0	
Illini	7.5	6.0	1.5	89.8	62.6	14.5	26%	59.1%	0.1	462.0	
ILLINOIS Zephyr	6.0	4.5	1.5	42.9	25.7	7.1	27%	88.6%	0.1	488.0	
Heartland Flyer	2.3	2.5	(0.2)	17.6	8.8	3.2	36%	80.5%	0.1	245.0	
Pacific Surfliner	30.6	35.6	(5.0)	425.5	217.7	42.2	18%	83.3%	0.5	2,469.0	
Cascades	11.0	13.4	(2.4)	110.0	40.2	17.1	35%	56.1%	0.2	730.0	
Capitals	16.4	17.6	(1.1)	199.3	85.2	14.9	15%	83.7%	0.3	2,543.0	
San Joaquin	25.7	28.1	(2.4)	208.6	173.1	30.7	18%	76.0%	0.4	1,441.0	
Adirondack	0.5	0.6	(0.0)	0.0	0.0	0.0	0%	0.0%	0.0	0.0	
Blue Water	4.2	4.8	(0.6)	42.7	27.3	8.2	30%	63.3%	0.1	246.0	
Washington-Lynchburg	2.5	3.5	(1.0)	57.4	25.2	8.3	33%	80.0%	0.1	88.2	
Washington - Newport News	3.1	6.0	(3.0)	80.5	32.1	10.2	26%	72.9%	0.1	134.9	
Washington - Norfolk	3.9	5.9	(2.1)	68.4	44.0	9.2	19%	72.9%	0.1	163.8	
Washington - Richmond	1.6	1.9	(0.3)	18.3	12.5	1.5	11%	72.9%	0.0	58.5	
Hoosier State	-	-	-	0.0	0.0	0.0	0%	0.0%	0.0	0.0	
Kansas City-St.Louis	4.7	4.3	0.4	40.6	26.6	7.5	32%	62.9%	0.1	427.0	
Pennsylvanian	4.8	6.2	(1.4)	55.1	25.6	11.7	45%	65.3%	0.1	193.7	
Gulf Coast Limited	-	0.0	(0.0)	0.0	0.0	0.0	0%	0.0%	0.0	0.0	
Pere Marquette	2.1	3.2	(1.0)	23.8	8.8	3.7	42%	72.0%	0.0	246.0	
Carolinian	6.4	6.5	(0.1)	77.3	43.7	16.6	39%	70.9%	0.1	165.2	
Piedmont	3.0	2.9	0.0	61.9	22.4	7.4	31%	75.2%	0.1	717.0	
Non Nec Special Trains & Adjustments	0.7	5.3	(4.5)	0.0	0.9	0.0	N/A	N/A	0.0	287.0	
<b>State Supported</b>	<b>\$ 226.1</b>	<b>\$ 271.1</b>	<b>\$ (45.1)</b>	<b>2,939.5</b>	<b>1,406.8</b>	<b>383.8</b>	<b>26%</b>	<b>80.7%</b>	<b>4.4</b>	<b>21,228.3</b>	
<b>Long Distance:</b>											
Silver Star	\$ 11.2	\$ 27.2	\$ (16.0)	102.9	89.2	45.3	47%	40.7%	0.4	243.0	
Cardinal	2.5	7.7	(5.3)	27.3	18.5	9.2	43%	56.0%	0.1	101.0	
Silver Meteor	11.0	21.8	(10.8)	79.2	76.0	41.8	51%	44.2%	0.3	214.0	
Empire Builder	13.1	35.1	(22.0)	97.1	151.2	60.6	39%	45.2%	0.6	445.0	
Capitol Limited	5.3	12.3	(7.0)	50.5	38.1	21.9	57%	35.7%	0.2	238.0	
California Zephyr	16.1	37.4	(21.3)	97.5	132.5	65.1	47%	43.7%	0.6	258.0	
Southwest Chief	12.8	31.8	(19.0)	68.9	117.4	59.4	50%	46.1%	0.5	236.0	
City of New Orleans	4.6	13.0	(8.4)	51.8	50.9	19.9	36%	76.6%	0.2	238.0	
Texas Eagle	7.1	16.5	(9.4)	77.1	58.0	37.2	58%	67.7%	0.3	240.0	
Sunset Limited	3.3	15.6	(12.3)	22.3	52.6	16.3	31%	40.5%	0.2	103.0	
Coast Starlight	13.2	29.2	(16.0)	105.5	94.2	46.7	46%	54.9%	0.3	238.0	
Lake Shore Limited	9.4	22.0	(12.7)	101.3	80.8	40.8	46%	61.4%	0.3	460.0	
Palmetto	6.9	12.3	(5.4)	79.6	49.4	18.3	35%	73.0%	0.2	239.0	
Crescent	9.3	21.5	(12.3)	71.4	72.6	28.8	39%	56.4%	0.3	236.0	
Auto Train	37.3	29.4	7.9	89.3	123.3	72.2	60%	25.9%	0.2	238.0	
Long Distance Adjustments	0.0	1.4	(1.4)	N/A	N/A	N/A	N/A	N/A	N/A	N/A	
<b>Long Distance</b>	<b>\$ 163.0</b>	<b>\$ 334.3</b>	<b>\$ (171.3)</b>	<b>1,121.7</b>	<b>1,204.7</b>	<b>583.7</b>	<b>46%</b>	<b>50.8%</b>	<b>4.7</b>	<b>3,727.0</b>	
Ancillary	110.4	108.5	1.9						0.0	3.0	
Infrastructure	84.2	123.1	(39.0)						2.7	212,509.6	
<b>Amtrak</b>	<b>\$ 847.1</b>	<b>\$ 1,119.0</b>	<b>\$ (271.9)</b>	<b>6,642.9</b>	<b>3,504.4</b>	<b>1,444.6</b>	<b>39%</b>	<b>75.6%</b>	<b>11.4</b>	<b>31,023.4</b>	

**NTS**      \$ 652.5      \$ 887.4      \$ (234.9)      6,642.9      3,504.4      1,444.6      11.4      31,023.4

**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

