

Route Level Results YTD July FY21

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(\$s in Millions)	YTD July FY 2021														
	Operating Revenue			Operating Expense		Adjusted Operating Earnings	Seat Miles			Passenger Miles		Average Load Factor		Train Miles	
	Ridership (Thousands)	Miles (Millions)	Passenger Miles (Millions)	Average Load Factor	OTP	(Millions)	Frequencies								
NEC:															
Acela	\$ 80.2	\$ 215.6	\$ (135.5)	608	387.1	123.8	32%	83%	1.3	3,263					
Regional	166.6	350.1	(183.4)	2,475	1,240.4	403.3	33%	85%	3.0	7,506					
NEC Special Trains & Adj	6.6	8.9	(2.3)	1	4.9	0.2	N/A	N/A	0.0	336					
NEC	\$ 253.4	\$ 574.6	\$ (321.2)	3,084	1,632.3	527.4	33%	85%	4.3	11,105					
State Supported:															
Ethan Allen Express	\$ 0.9	\$ 0.7	\$ 0.2	3	0.9	0.5	58%	91%	0.0	8					
Vermonter	0.4	0.3	0.1	4	2.7	1.0	54%	92%	0.0	18					
Maple Leaf	21.5	22.2	(0.7)	182	129.5	52.6	40%	87%	0.4	853					
The Downeaster	12.6	13.1	(0.6)	134	112.1	11.4	10%	73%	0.4	2,581					
New Haven - Springfield	17.5	23.0	(5.4)	144	56.0	9.4	17%	90%	0.2	2,969					
Keystone Service	33.1	53.0	(19.9)	289	177.9	26.6	15%	95%	0.5	4,065					
Empire Service	40.5	53.2	(12.7)	461	232.3	54.0	23%	91%	0.7	4,365					
Chicago-St.Louis	18.9	23.1	(4.3)	190	109.8	35.2	32%	78%	0.4	1,263					
Hiawathas	13.9	16.1	(2.2)	164	45.7	13.3	29%	94%	0.2	2,519					
Wolverines	12.8	15.9	(3.0)	105	66.0	24.1	37%	54%	0.2	629					
Illini	11.5	6.1	5.4	110	84.8	17.5	21%	83%	0.2	622					
ILLINOIS Zephyr	8.3	8.8	(0.5)	57	36.6	9.4	26%	91%	0.2	632					
Heartland Flyer	5.5	6.8	(1.4)	34	20.0	6.1	30%	67%	0.1	592					
Pacific Surfliner	62.6	77.4	(14.8)	618	367.8	59.1	16%	88%	0.8	3,858					
Cascades	18.7	24.0	(5.3)	123	51.4	19.3	38%	60%	0.3	872					
Capitals	33.1	38.3	(5.2)	260	153.5	18.4	12%	92%	0.6	4,662					
San Joaquin	47.5	55.6	(8.0)	340	327.6	48.9	15%	82%	0.8	2,508					
Adirondack	1.8	0.8	1.0	0	0.0	0.0	0%	0%	0.0	-					
Blue Water	12.5	15.0	(2.4)	74	67.9	13.6	20%	72%	0.2	606					
Washington-Lynchburg	9.7	9.4	0.3	85	59.7	21.1	35%	84%	0.1	230					
Washington - Newport News	9.9	17.0	(7.1)	148	81.5	34.3	36%	81%	0.2	371					
Washington - Norfolk	15.0	13.6	1.4	105	92.2	25.4	25%	81%	0.2	365					
Washington - Richmond	8.5	0.1	8.4	0	0.0	0.0	0%	81%	0.0	-					
Hoosier State	-	0.0	(0.0)	0	0.0	0.0	0%	0%	0.0	-					
Kansas City-St.Louis	8.6	8.8	(0.2)	57	54.1	11.3	21%	80%	0.2	620					
Pennsylvanian	13.2	14.6	(1.5)	98	64.1	22.5	35%	73%	0.2	478					
Pere Marquette	5.9	6.8	(0.9)	38	22.9	5.8	25%	76%	0.1	606					
Carolinian	16.5	18.6	(2.0)	153	98.0	46.8	47%	69%	0.3	407					
Piedmont	5.3	5.9	(0.7)	71	33.2	8.0	24%	78%	0.2	1,294					
Non Nec Special Trains & Adj	0.1	10.2	(10.1)	0	2.8	0.0	N/A	N/A	0.1	570					
State Supported	\$ 466.3	\$ 558.4	\$ (92.1)	4,047	2,551.0	595.6	23%	83%	7.7	38,563					
Long Distance:															
Silver Star	\$ 16.5	\$ 44.8	\$ (28.3)	148	165.7	70.8	43%	42%	0.5	326					
Cardinal	5.1	20.9	(15.8)	55	59.4	22.3	37%	55%	0.3	261					
Silver Meteor	19.3	48.5	(29.2)	151	194.9	79.7	41%	53%	0.5	392					
Empire Builder	25.1	67.4	(42.4)	161	275.0	118.2	43%	58%	0.9	706					
Capitol Limited	7.1	21.6	(14.4)	67	52.7	28.6	54%	32%	0.3	336					
California Zephyr	23.9	67.1	(43.2)	136	220.0	105.3	48%	40%	0.8	344					
Southwest Chief	20.1	61.8	(41.6)	100	210.7	95.3	45%	33%	0.8	340					
City of New Orleans	7.6	23.0	(15.4)	79	77.8	32.9	40%	83%	0.3	330					
Texas Eagle	11.4	29.8	(18.3)	114	92.6	60.5	65%	53%	0.5	352					
Sunset Limited	6.6	39.8	(33.2)	48	126.7	34.6	27%	28%	0.5	251					
Coast Starlight	16.6	53.2	(36.6)	148	153.1	63.5	42%	58%	0.4	383					
Lake Shore Limited	12.6	36.3	(23.7)	141	126.5	59.7	47%	56%	0.4	646					
Palmetto	8.6	20.4	(11.8)	100	70.1	27.7	39%	58%	0.3	343					
Crescent	11.6	36.3	(24.7)	87	94.8	41.8	44%	50%	0.4	330					
Auto Train	69.8	72.4	(2.6)	161	258.4	138.0	54%	56%	0.5	596					
Long Distance Adj	0.0	1.5	(1.5)	N/A	N/A	N/A	N/A	N/A	N/A	N/A					
Long Distance	\$ 262.1	\$ 644.9	\$ (382.8)	1,696	2,178.4	979.0	45%	51%	7.4	5,936					
Ancillary	282.4	277.6	4.8							0.0	259				
Infrastructure	212.0	330.7	(118.7)							6.4	519,487				
Amtrak	\$ 1,476.3	\$ 2,386.3	\$ (910.0)	8,827	6,361.7	2,102.0	33%	78%	19.5	55,604					

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