Route Level Results YTD August FY21

ervice Line Results and Metrics

($s in Millions)	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
	YTD August FY 2021									
NEC:										
Acela	$ 98.9	$ 239.2	$ (140.4)	755.2	440.7	154.0	35%	83.4%	1.4	3,707.0
Regional	201.8	388.7	(186.9)	2,997.0	1,409.0	489.9	35%	85.1%	3.4	8,522.5
NEC Special Trains & Adjustments	7.4	10.3	(2.9)	2.0	5.7	0.4	N/A	N/A	0.0	375.0
NEC	**$ 308.1**	**$ 638.2**	**$ (330.2)**	**3,754.2**	**1,855.4**	**644.3**	**35%**	**84.8%**	**4.9**	**12,604.5**
State Supported:										
Ethan Allen Express	$ 1.1	$ 1.1	$ 0.0	8.9	3.0	1.6	58%	89.4%	0.0	36.9
Vermonter	1.4	1.1	0.3	12.7	7.0	3.2	52%	87.7%	0.0	40.6
Maple Leaf	23.8	24.5	(0.7)	219.1	148.4	64.1	43%	84.6%	0.5	979.8
The Downeaster	14.1	14.5	(0.4)	173.0	125.3	14.7	12%	74.0%	0.4	2,887.0
New Haven - Springfield	20.0	25.5	(5.5)	169.5	65.9	11.6	18%	90.5%	0.3	3,467.5
Keystone Service	36.2	57.2	(21.0)	339.1	193.6	31.5	16%	94.9%	0.5	4,392.1
Empire Service	45.7	57.9	(12.2)	547.3	256.4	64.1	25%	90.6%	0.8	4,758.4
Chicago-St.Louis	21.6	25.8	(4.2)	227.5	128.6	42.3	33%	79.4%	0.4	1,511.0
Hiawathas	16.1	17.9	(1.8)	203.9	53.1	16.5	31%	94.8%	0.3	2,941.0
Wolverines	15.4	18.4	(3.0)	128.8	76.8	29.7	39%	57.5%	0.2	753.0
Illini	13.1	7.4	5.7	128.4	102.3	20.5	20%	80.3%	0.2	746.0
ILLINOIS Zephyr	9.3	9.9	(0.6)	67.6	43.4	11.2	26%	89.4%	0.2	756.0
Heartland Flyer	6.1	7.4	(1.4)	38.5	22.6	6.9	30%	67.3%	0.1	654.0
Pacific Surfliner	71.5	86.0	(14.5)	744.0	415.1	70.7	17%	87.1%	0.9	4,414.0
Cascades	22.2	27.1	(4.9)	156.2	61.3	24.7	40%	56.6%	0.3	1,054.3
Capitols	37.7	42.6	(4.9)	306.6	174.3	21.7	12%	91.4%	0.7	5,304.0
San Joaquins	52.5	62.6	(10.1)	387.7	365.7	56.0	15%	82.1%	0.9	2,818.0
Adirondack	2.0	0.9	1.1	0.0	0.0	0.0	0%	0.0%	0.0	0.0
Blue Water	13.9	16.3	(2.4)	88.5	75.0	16.4	22%	68.3%	0.2	668.0
Washington-Lynchburg	11.7	10.2	1.5	100.6	66.4	25.0	38%	83.1%	0.2	253.0
Washington - Newport News	11.8	18.6	(6.8)	173.6	90.5	40.4	39%	80.8%	0.2	410.1
Washington - Norfolk	16.6	15.0	1.6	126.2	103.0	30.5	27%	80.8%	0.2	403.7
Washington - Richmond	8.5	0.1	8.4	0.1	0.0	0.0	0%	80.8%	0.0	0.0
Hoosier State	-	0.0	(0.0)	0.0	0.0	0.0	0%	0.0%	0.0	0.0
Kansas City-St.Louis	10.1	9.8	0.2	67.2	63.1	13.3	21%	79.9%	0.2	736.0
Pennsylvanian	14.4	16.1	(1.7)	115.3	70.6	26.6	38%	72.2%	0.2	527.1
Pere Marquette	6.5	7.4	(0.9)	46.5	25.2	7.0	28%	75.3%	0.1	668.0
Carolinian	18.4	20.0	(1.6)	176.8	108.2	54.8	50%	68.4%	0.3	449.3
Piedmont	6.1	6.6	(0.5)	83.2	37.4	9.4	25%	77.1%	0.3	1,480.0
Non Nec Special Trains & Adjustments	0.1	11.5	(11.4)	0.1	3.2	0.0	N/A	N/A	0.1	676.0
State Supported	**$ 527.7**	**$ 619.6**	**$ (91.9)**	**4,836.4**	**2,885.3**	**714.2**	**25%**	**82.5%**	**8.8**	**43,784.8**
Long Distance:										
Silver Star	$ 19.0	$ 50.1	$ (31.1)	168.5	182.1	81.1	44%	43.0%	0.6	388.0
Cardinal	5.8	22.6	(16.8)	62.2	63.7	25.2	39%	54.3%	0.3	287.0
Silver Meteor	22.3	53.7	(31.4)	169.7	212.3	90.7	42%	54.6%	0.6	454.0
Empire Builder	31.9	76.4	(44.5)	195.6	321.3	146.9	46%	59.0%	1.1	830.0
Capitol Limited	8.9	24.5	(15.6)	82.5	61.7	35.9	58%	30.4%	0.3	398.0
California Zephyr	28.9	76.0	(47.1)	160.5	252.6	126.3	50%	38.6%	1.0	406.0
Southwest Chief	24.2	69.5	(45.3)	118.9	241.5	113.0	47%	33.7%	0.9	402.0
City of New Orleans	8.8	25.9	(17.1)	92.4	91.5	38.3	40%	84.7%	0.4	392.0
Texas Eagle	13.4	33.5	(20.1)	133.1	108.3	70.8	66%	51.4%	0.5	414.0
Sunset Limited	7.4	43.5	(36.1)	53.4	139.3	39.0	28%	26.1%	0.5	276.0
Coast Starlight	17.8	57.8	(40.1)	164.7	167.6	68.5	41%	57.3%	0.5	452.0
Lake Shore Limited	15.8	41.4	(25.5)	172.3	148.2	74.5	50%	54.2%	0.5	767.0
Palmetto	10.8	23.0	(12.2)	126.8	85.4	35.0	40%	59.6%	0.3	405.0
Crescent	13.8	41.1	(27.3)	101.7	108.9	49.2	45%	52.2%	0.5	392.0
Auto Train	79.0	78.9	0.1	183.2	281.9	156.6	56%	54.3%	0.6	658.0
Long Distance Adjustments	0.0	1.8	(1.8)	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Long Distance	**$ 307.8**	**$ 719.8**	**$ (412.1)**	**1,985.3**	**2,466.4**	**1,151.1**	**47%**	**51.1%**	**8.6**	**6,921.0**
Ancillary	314.7	308.9	5.9						0.0	284.0
Infrastructure	233.9	358.5	(124.6)						7.1	571,820.4
Amtrak	**$ 1,692.2**	**$ 2,645.1**	**$ (952.9)**	**10,575.9**	**7,207.1**	**2,509.6**	**35%**	**77.6%**	**22.3**	**63,310.3**
NTS	**$ 1,143.5**	**$ 1,977.7**	**$ (834.2)**	**10,575.9**	**7,207.1**	**2,509.6**			**22.3**	**63,310.3**

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