

Route Level Results YTD September FY22

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(\$(s in Millions)	Operating Revenue	Frequency Variable Costs	Route Variable Costs	System/Fixed Cost	Operating Expense	Adjusted Operating Earnings	Gross Ticket Revenue	Ridership (in Thousands)	Seat Miles (in Millions)	Passenger Miles (in Millions)	Train Miles (in Millions)	Frequencies
NEC:												
Acela.	\$ 344.9	\$ 83.1	\$ 186.7	\$ 78.8	\$ 348.6	\$ (3.8)	\$ 339.2	2,144.4	703.1	426.8	2.3	5,880.0
Regional	593.8	172.0	250.8	161.2	583.9	9.9	567.7	7,089.8	2,040.5	1,272.9	4.7	12,623.1
NEC Special Trains & Adjustments	6.8	0.7	2.3	9.8	12.8	(6.0)	1.7	0.0	5.2	0.0	0.0	386.0
NEC	\$ 945.5	\$ 255.8	\$ 439.8	\$ 249.8	\$ 945.3	\$ 0.2	\$ 908.7	9,234.2	2,748.8	1,699.7	7.0	18,889.1
State Supported:												
Ethan Allen Express	\$ 5.7	\$ 4.0	\$ 1.4	\$ 1.8	\$ 7.3	\$ (1.7)	\$ 1.4	63.4	26.7	4.6	0.1	324.2
Vermont	9.5	5.7	2.3	2.8	10.8	(1.3)	2.8	87.3	52.2	9.7	0.2	284.9
Maple Leaf	34.2	20.3	12.1	8.1	40.5	(6.3)	16.5	385.0	232.3	74.3	0.7	1,511.3
The Downeaster	18.1	10.3	5.5	4.6	20.4	(2.3)	9.1	444.8	155.0	38.9	0.5	3,603.0
Berkshire Flyer	0.1	0.0	0.0	0.0	0.1	(0.0)	0.0	1.6	0.5	0.2	0.0	18.6
New Haven - Springfield	20.5	12.9	13.7	7.6	34.2	(13.7)	6.2	324.3	90.8	18.7	0.4	5,357.8
Keystone Service	35.1	13.7	43.4	19.5	76.6	(41.5)	19.1	806.4	249.1	53.9	0.7	4,419.5
Empire Service	55.0	24.9	31.2	19.6	75.7	(20.6)	60.6	1,019.2	288.7	165.9	0.9	4,502.2
Great River Service	-	-	-	-	-	-	0.0	0.0	0.0	0.0	0.0	0.0
Chicago-St.Louis	40.1	19.4	15.4	6.2	41.0	(0.8)	15.1	476.1	230.7	93.1	0.8	2,725.4
Hiawathas	23.1	12.6	9.9	3.5	26.0	(3.0)	12.3	501.9	85.2	40.5	0.4	4,751.0
Wolverines	35.8	15.1	20.5	7.9	43.6	(7.8)	18.6	367.3	162.4	81.3	0.6	2,103.0
Illini	19.8	8.7	3.7	3.0	15.4	4.4	6.5	224.3	125.4	37.1	0.3	940.0
ILLINOIS Zephyr	18.0	8.9	5.4	3.0	17.3	0.8	3.9	134.2	67.2	22.0	0.4	1,434.0
Heartland Flyer	7.0	3.9	2.2	2.0	8.2	(1.1)	1.8	63.1	28.1	11.5	0.1	723.0
Pacific Surfliner	98.0	59.7	34.2	24.8	118.8	(20.8)	52.7	1,634.2	644.4	161.7	1.5	7,498.0
Cascades	38.2	22.1	13.7	8.4	44.1	(5.9)	16.0	390.2	119.5	61.1	0.6	2,185.7
Capitals	50.4	31.1	14.3	12.4	57.9	(7.4)	16.1	674.0	243.9	50.3	0.9	7,436.0
San Joaquin	81.4	56.4	22.3	15.5	94.3	(12.8)	23.2	709.9	520.0	103.6	1.3	4,339.0
Adirondack	2.0	1.9	(0.1)	0.2	1.9	0.0	-	0.0	0.0	0.0	0.0	0.0
Blue Water	14.0	6.7	6.6	2.5	15.9	(1.9)	5.7	145.1	76.8	28.2	0.2	728.0
Washington-Roanoke	9.9	6.6	4.2	2.5	13.3	(3.4)	7.9	230.0	91.4	31.8	0.2	337.6
Washington - Newport News	12.1	8.0	6.1	2.9	17.0	(4.9)	9.0	249.2	85.5	30.8	0.2	360.6
Washington - Norfolk	15.2	10.4	7.5	4.7	22.6	(7.3)	10.8	311.2	155.8	41.9	0.3	560.2
Washington - Richmond	6.7	3.9	3.0	2.1	9.0	(2.2)	2.4	93.3	39.6	7.9	0.1	164.0
Hoosier State	(0.9)	(0.0)	-	-	(0.0)	(0.8)	-	0.0	0.0	0.0	0.0	0.0
Kansas City-St.Louis	13.2	6.0	3.3	2.2	11.5	1.7	4.4	120.3	67.9	23.5	0.3	920.1
Pennsylvanian	15.0	9.0	7.3	4.4	20.7	(5.8)	9.5	176.1	76.4	37.8	0.3	577.9
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	7.1	3.5	3.1	3.0	9.5	(2.4)	3.4	86.1	26.0	13.1	0.1	725.0
Carolinian	19.2	12.3	5.2	4.2	21.7	(2.5)	13.8	270.1	122.6	59.2	0.3	492.3
Piedmont	8.2	6.5	0.9	2.2	9.6	(1.4)	4.3	212.6	59.3	24.8	0.4	2,132.0
Non Nec Special Trains & Adjustments	7.0	1.9	4.9	12.4	19.1	(12.1)	6.8	0.2	4.9	0.0	0.1	945.0
State Supported	\$ 718.9	\$ 406.7	\$ 303.0	\$ 194.2	\$ 903.9	\$ (185.0)	\$ 360.0	10,201.4	4,128.0	1,327.3	13.1	62,099.4
Long Distance:												
Silver Star	\$ 54.2	\$ 53.5	\$ 34.7	\$ 23.0	\$ 111.2	\$ (57.0)	\$ 50.9	434.8	387.0	220.9	1.1	716.0
Cardinal	8.1	13.5	5.8	7.7	27.0	(18.9)	7.5	80.3	52.9	29.6	0.3	307.0
Silver Meteor	11.1	10.2	8.5	3.9	22.6	(11.5)	10.9	79.2	76.0	41.8	0.3	214.0
Empire Builder	49.6	65.2	23.8	21.7	110.7	(61.1)	47.3	303.6	412.0	220.9	1.6	1,248.0
Capitol Limited	18.8	18.7	12.8	10.5	41.9	(23.1)	18.3	167.7	121.3	72.7	0.5	688.0
California Zephyr	55.1	68.6	27.2	25.0	120.8	(65.7)	52.3	290.4	356.8	213.6	1.6	730.0
Southwest Chief	39.8	58.7	26.1	19.4	104.2	(64.5)	37.8	223.7	336.5	199.5	1.5	646.0
City of New Orleans	14.1	20.1	10.6	8.3	39.0	(24.9)	13.3	155.6	134.4	63.8	0.5	578.0
Texas Eagle	23.3	33.4	12.7	9.7	55.8	(32.5)	21.4	253.5	179.7	124.0	0.9	688.0
Sunset Limited	11.1	29.7	13.4	9.8	52.9	(41.8)	10.2	73.9	152.4	56.3	0.6	302.0
Coast Starlight	46.3	51.6	22.8	18.5	93.0	(46.7)	43.6	352.7	278.6	160.7	0.9	684.0
Lake Shore Limited	30.6	31.5	23.0	13.6	68.1	(37.4)	29.4	319.3	223.6	130.6	0.7	1,215.0
Palmetto	25.5	16.7	14.1	9.6	40.3	(14.8)	24.1	280.6	151.2	68.2	0.6	701.0
Crescent	27.2	27.3	24.5	13.2	65.0	(37.8)	26.0	202.7	185.4	87.8	0.8	590.0
Auto Train	119.7	46.9	33.8	17.0	97.7	22.0	118.6	279.0	348.5	168.8	0.6	708.0
Long Distance Adjustments	0.1	0.4	42.2	4.7	47.3	(47.2)	N/A	N/A	N/A	N/A	N/A	N/A
Long Distance	\$ 534.6	\$ 545.9	\$ 336.1	\$ 215.6	\$ 1,097.5	\$ (563.0)	\$ 511.6	3,496.9	3,396.6	1,859.2	12.6	10,015.0
Ancillary	380.1	66.8	203.2	99.5	369.6	10.5						
Infrastructure	255.4	62.2	242.8	98.2	403.1	(147.7)						
Amtrak	\$ 2,834.5	\$ 1,337.3	\$ 1,524.9	\$ 857.3	\$ 3,719.5	\$ (884.9)	\$ 1,780.2	22,932.6	10,273.3	4,886.2	32.7	91,003.5

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

