

Route Level Results YTD July FY22

7

YTD July FY 2022													
(\$ 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	\$ 275.3	\$ 66.8	\$ 155.7	\$ 63.3	\$ 285.8	\$ (10.5)	\$ 268.3	1,688.3	566.0	336.6	1.8	4,701.0	
Regional	477.4	140.4	213.7	132.6	486.7	(9.3)	452.2	5,628.8	1,649.8	1,008.5	3.8	10,339.3	
NEC Special Trains & Adjustments	5.3	0.6	2.0	6.6	9.2	(3.9)	1.4	0.0	4.0	0.0	0.0	335.0	
NEC	\$ 758.0	\$ 207.8	\$ 371.4	\$ 202.5	\$ 781.7	\$ (23.7)	\$ 721.9	7,317.2	2,219.8	1,345.1	5.7	15,375.3	
State Supported:													
Ethan Allen Express	\$ 3.1	\$ 3.2	\$ 1.0	\$ 1.3	\$ 5.5	\$ (2.5)	\$ 1.0	47.1	19.7	3.2	0.1	258.2	
Vermonter	7.8	4.8	1.8	2.4	8.9	(1.0)	2.3	70.0	43.7	7.9	0.1	239.4	
Maple Leaf	27.4	16.6	9.4	7.1	33.1	(5.7)	13.1	311.9	192.7	59.8	0.6	1,255.8	
The Downeaster	14.9	8.4	4.4	3.9	16.7	(1.8)	7.1	347.4	128.6	30.4	0.4	2,999.0	
Berkshire Flyer	0.1	0.0	0.0	0.0	0.0	0.0	0.1	1.3	0.1	0.2	0.0	2.1	
New Haven - Springfield	17.6	10.9	11.7	6.5	29.1	(11.6)	5.1	271.5	79.0	15.5	0.4	4,663.8	
Keystone Service	31.2	11.2	35.8	16.6	63.6	(32.3)	15.3	645.0	200.7	43.4	0.6	3,573.9	
Empire Service	48.4	20.6	29.4	16.9	66.9	(18.6)	47.9	823.6	241.1	133.6	0.7	3,742.9	
Great River Hiawatha	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0	0.0	
Chicago-St.Louis	32.6	16.3	12.6	5.3	34.2	(1.6)	12.4	391.4	194.7	76.1	0.7	2,349.1	
Hiawathas	18.1	10.3	7.9	3.0	21.2	(3.2)	9.7	395.2	69.7	31.9	0.3	3,919.0	
Wolverines	29.8	12.7	17.7	7.0	37.4	(7.6)	15.1	300.7	137.1	66.4	0.5	1,808.0	
Illini	16.5	7.6	2.9	2.7	13.1	3.4	5.5	190.9	110.9	31.5	0.3	820.0	
ILLINOIS Zephyr	15.2	7.5	4.3	2.6	14.4	0.8	3.2	112.5	59.2	18.4	0.3	1,210.0	
Heartland Flyer	6.0	3.4	1.9	1.7	7.0	(1.0)	1.5	52.7	23.5	9.6	0.1	601.0	
Pacific Surfliner	79.7	48.7	28.9	20.6	98.2	(18.5)	41.6	1,292.0	537.9	128.2	1.3	6,228.0	
Cascades	31.1	18.0	11.3	7.1	36.4	(5.4)	12.5	311.7	99.4	48.7	0.5	1,807.3	
Capitals	41.6	25.8	11.8	10.4	48.0	(6.4)	12.8	537.6	205.6	40.3	0.8	6,300.0	
San Joaquin	65.6	46.4	18.0	13.1	77.6	(11.9)	19.0	581.5	433.7	85.1	1.1	3,609.0	
Adirondack	1.6	1.5	(0.1)	0.2	1.6	0.0	-	0.0	0.0	0.0	0.0	0.0	
Blue Water	11.7	5.5	5.7	2.3	13.5	(1.8)	4.6	115.8	63.5	22.5	0.2	606.0	
Washington-Lynchburg	7.8	5.1	3.0	2.1	10.1	(2.4)	6.2	173.1	68.5	24.2	0.1	241.8	
Washington - Newport News	9.6	6.3	4.6	2.6	13.5	(3.9)	7.1	187.4	67.1	23.3	0.1	274.2	
Washington - Norfolk	12.0	8.3	5.6	3.9	17.8	(5.8)	8.1	227.9	117.5	30.8	0.3	417.6	
Washington - Richmond	8.0	3.0	2.2	1.6	6.9	1.1	1.9	70.6	37.3	6.0	0.1	154.8	
Hoosier State	-	(0.0)	-	-	(0.0)	0.0	-	0.0	0.0	0.0	0.0	0.0	
Kansas City-St.Louis	10.6	4.7	2.3	1.9	8.9	1.7	3.5	94.4	51.4	18.6	0.3	737.4	
Pennsylvanian	12.7	7.4	6.1	3.8	17.3	(4.6)	7.7	143.9	63.5	30.8	0.2	481.0	
Gulf Coast Limited	-	-	-	0.0	0.0	(0.0)	-	0.0	0.0	0.0	0.0	0.0	
Pere Marquette	6.0	2.9	2.5	2.7	8.2	(2.2)	2.7	68.3	21.8	10.4	0.1	603.0	
Carolinian	16.1	10.2	4.1	3.8	18.1	(2.0)	11.1	218.8	102.6	47.3	0.3	409.7	
Piedmont	7.0	5.4	0.4	1.8	7.6	(0.6)	3.5	168.8	49.7	19.8	0.3	1,768.0	
Non Nec Special Trains & Adjustments	2.8	1.4	4.2	9.5	15.0	(12.2)	2.7	0.0	4.1	0.0	0.1	745.0	
State Supported	\$ 592.5	\$ 334.1	\$ 251.4	\$ 164.5	\$ 750.0	\$ (157.5)	\$ 284.1	8,153.1	3,424.4	1,063.7	11.0	51,825.1	
Long Distance:													
Silver Star	\$ 45.1	\$ 43.8	\$ 28.5	\$ 20.3	\$ 92.6	\$ (47.5)	\$ 41.6	358.5	317.5	179.6	0.9	605.0	
Cardinal	6.8	11.0	4.9	6.6	22.5	(15.7)	6.1	66.5	44.1	24.0	0.3	255.0	
Silver Meteor	11.1	10.1	8.5	3.9	22.4	(11.4)	10.9	79.2	76.0	41.8	0.3	214.0	
Empire Builder	38.6	52.4	20.8	18.0	91.2	(52.6)	36.0	241.6	337.2	171.6	1.3	1,024.0	
Capitol Limited	15.1	15.0	10.4	8.6	33.9	(18.9)	14.4	137.7	100.1	59.7	0.4	566.0	
California Zephyr	45.6	55.9	23.0	20.9	99.8	(54.2)	42.4	242.8	296.4	173.7	1.3	616.0	
Southwest Chief	33.1	48.4	20.7	15.9	85.0	(51.9)	30.8	181.5	272.7	161.7	1.2	530.0	
City of New Orleans	12.1	16.7	9.0	7.2	32.9	(20.9)	11.2	130.7	113.8	53.6	0.5	492.0	
Texas Eagle	19.5	27.2	10.4	8.2	45.7	(26.3)	17.6	207.8	149.8	102.2	0.7	570.0	
Sunset Limited	9.6	24.6	11.3	8.5	44.3	(34.7)	8.6	63.1	129.1	47.8	0.5	256.0	
Coast Starlight	37.5	41.7	18.8	15.7	76.2	(38.7)	34.6	286.1	229.0	130.0	0.8	568.0	
Lake Shore Limited	24.2	25.4	18.9	11.5	55.8	(31.6)	22.8	250.9	179.0	101.8	0.6	988.0	
Palmetto	21.2	14.2	11.9	8.3	34.4	(13.2)	19.8	233.5	126.7	55.6	0.5	579.0	
Crescent	23.0	22.5	20.7	11.4	54.6	(31.5)	21.7	171.1	157.9	73.2	0.7	506.0	
Auto Train	103.0	39.1	27.8	15.0	81.9	21.1	101.2	238.8	298.9	134.4	0.5	596.0	
Long Distance Adjustments	0.1	0.3	41.6	4.3	46.2	(46.1)	N/A	N/A	N/A	N/A	N/A	N/A	
Long Distance	\$ 445.6	\$ 448.1	\$ 287.0	\$ 184.3	\$ 919.4	\$ (473.8)	\$ 419.7	2,889.7	2,828.2	1,510.9	10.5	8,365.0	
Ancillary Infrastructure	308.2	55.1	167.7	83.6	306.4	1.8					0.0	3.0	
Amtrak	\$ 2,315.4	\$ 1,095.3	\$ 1,300.4	\$ 711.5	\$ 3,107.2	\$ (791.7)	\$ 1,425.7	18,360.0	8,472.4	3,919.7	27.1	75,565.4	

NTS 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

