

Route Level Results YTD May FY22

YTD May FY 2022									
(<i>\$s in Millions</i>)	Operating Revenue			Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)	Seat Miles (in Millions)	Passenger Miles (in Millions)	Train Miles (in Millions)
NEC:									Frequencies
Acela	\$ 199.5	\$ 219.6	\$ (20.1)			1,250.2	431.7	249.4	1.4
Regional	355.7	375.0	(19.4)			4,212.8	1,294.7	751.8	3.0
NEC Special Trains & Adjustments	4.3	7.3	(3.0)			0.0	3.1	0.0	0.0
NEC	\$ 559.5	\$ 602.0	\$ (42.5)			5,463.1	1,729.5	1,001.2	4.4
State Supported:									
Ethan Allen Express	\$ 1.9	\$ 4.1	\$ (2.2)			30.6	14.9	1.7	0.0
Vermonter	6.0	6.5	(0.5)			52.1	34.8	5.8	0.1
Maple Leaf	22.0	25.9	(3.9)			240.4	156.1	45.4	0.5
The Downeaster	11.6	12.8	(1.2)			252.8	102.5	22.2	0.3
New Haven - Springfield	13.6	22.5	(8.9)			207.2	65.1	11.8	0.3
Keystone Service	20.4	49.9	(29.5)			487.7	153.0	33.0	0.4
Empire Service	35.9	49.5	(13.6)			635.8	192.7	103.3	0.6
Chicago-St.Louis	25.1	26.9	(1.8)			293.0	154.5	55.1	0.5
Hiawathas	13.7	16.3	(2.6)			286.2	55.1	23.1	0.3
Wolverines	22.2	27.8	(5.6)			221.7	106.3	48.8	0.4
Illini	13.5	10.6	3.0			155.4	96.2	25.2	0.2
ILLINOIS Zephyr	12.1	11.2	0.9			87.5	49.9	14.4	0.2
Heartland Flyer	4.9	5.4	(0.6)			37.8	18.2	6.9	0.1
Pacific Surfliner	63.2	76.8	(13.6)			955.8	431.9	94.6	1.0
Cascades	24.8	28.6	(3.8)			230.4	79.5	35.8	0.4
Capitals	33.4	37.7	(4.3)			410.8	164.7	30.9	0.6
San Joaquin	52.8	59.5	(6.7)			439.5	346.4	64.0	0.9
Adirondack	1.3	1.3	(0.1)			0.0	0.0	0.0	0.0
Blue Water	9.0	10.4	(1.4)			85.2	51.3	16.5	0.2
Washington-Lynchburg	6.1	7.6	(1.5)			124.1	51.4	17.5	0.1
Washington - Newport News	7.7	10.7	(3.0)			139.1	53.5	17.4	0.1
Washington - Norfolk	10.0	13.1	(3.1)			154.0	88.4	20.8	0.2
Washington - Richmond	6.3	4.6	1.7			45.8	25.7	3.9	0.1
Hoosier State	-	-	-			0.0	0.0	0.0	0.0
Kansas City-St.Louis	8.4	7.4	1.0			69.8	38.6	13.5	0.2
Pennsylvanian	9.6	13.6	(4.0)			109.1	50.7	23.0	0.2
Gulf Coast Limited	-	0.0	(0.0)			0.0	0.0	0.0	0.0
Pere Marquette	4.8	6.9	(2.1)			49.2	17.5	7.5	0.1
Carolinian	13.0	14.0	(1.1)			161.9	82.6	34.3	0.2
Piedmont	5.9	5.9	0.1			131.4	40.7	15.5	0.2
Non Nec Special Trains & Adjustments	0.9	12.0	(11.1)			0.0	3.3	0.0	0.1
State Supported	\$ 459.9	\$ 579.4	\$ (119.5)			6,094.3	2,725.6	791.9	8.6
Long Distance:									
Silver Star	\$ 31.3	\$ 70.1	\$ (38.9)			262.9	237.2	127.4	0.7
Cardinal	4.9	17.3	(12.4)			51.9	35.4	17.9	0.2
Silver Meteor	11.1	22.7	(11.6)			79.2	76.0	41.8	0.3
Empire Builder	24.1	69.0	(44.9)			169.6	256.3	111.6	1.0
Capitol Limited	10.0	25.4	(15.3)			99.8	74.5	42.6	0.3
California Zephyr	31.8	75.6	(43.8)			187.9	230.6	124.1	1.0
Southwest Chief	23.3	62.5	(39.2)			127.7	204.1	110.9	0.9
City of New Orleans	9.2	26.0	(16.8)			101.1	93.6	40.1	0.4
Texas Eagle	14.0	35.1	(21.1)			154.2	118.9	74.7	0.6
Sunset Limited	6.9	34.6	(27.7)			46.3	103.0	34.4	0.4
Coast Starlight	25.6	57.6	(32.0)			209.6	175.0	92.1	0.6
Lake Shore Limited	16.5	41.8	(25.3)			176.7	133.9	71.0	0.5
Palmetto	15.4	26.9	(11.5)			178.9	102.4	41.4	0.4
Crescent	17.7	42.6	(24.9)			136.1	129.2	55.7	0.5
Auto Train	79.2	63.9	15.3			188.3	243.9	99.0	0.4
Long Distance Adjustments	0.0	17.2	(17.1)			N/A	N/A	N/A	N/A
Long Distance	\$ 321.0	\$ 688.3	\$ (367.3)			2,170.2	2,214.1	1,084.5	8.3
Ancillary	243.3	234.1	9.2						0.0
Infrastructure	167.7	263.4	(95.7)						5.3
Amtrak	\$ 1,751.4	\$ 2,367.2	\$ (615.8)			13,727.6	6,669.1	2,877.7	21.3
NTS	\$ 1,340.4	\$ 1,869.7	\$ (529.3)			13,727.6	6,669.1	2,877.7	21.3
									59,969.3

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

