

Route Level Results YTD May FY23

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(\$s in Millions)	YTD May FY 2023												
	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.	\$ 323.7	\$ 68.9	\$ 134.4	\$ 53.1	\$ 256.4	\$ 67.3	\$ 322.7	1,867.3	583.3	364.8	1.9	4,934.0	
Regional	509.9	131.6	195.5	108.4	435.5	74.4	500.1	5,586.5	1,600.2	997.3	3.4	8,926.4	
NEC Special Trains & Adjustments	4.9	0.3	2.1	6.5	8.9	(4.0)	1.6	0.0	4.2	0.0	0.0	252.0	
NEC	\$ 838.4	\$ 200.8	\$ 331.9	\$ 168.0	\$ 700.8	\$ 137.6	\$ 824.3	7,453.8	2,187.7	1,362.1	5.4	14,112.4	
State Supported:													
Ethan Allen Express	\$ 5.0	\$ 3.4	\$ 1.4	\$ 1.0	\$ 5.8	\$ (0.8)	\$ 1.7	55.4	28.1	5.1	0.1	263.7	
Vermonter	6.2	4.0	2.6	1.7	8.2	(1.9)	2.2	67.3	34.2	7.2	0.1	185.1	
Maple Leaf	25.4	14.8	9.1	3.9	27.8	(2.4)	12.4	274.1	161.0	51.9	0.5	1,015.8	
The Downeaster	12.1	6.9	4.0	2.6	13.5	(1.4)	6.5	322.3	93.7	27.4	0.3	2,375.0	
Berkshire Flyer	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.0	0.0	2.5	
New Haven - Springfield	14.6	9.0	10.8	4.3	24.1	(9.5)	5.2	274.7	58.6	15.3	0.3	3,815.6	
Keystone Service	20.5	10.9	42.9	13.7	67.5	(46.9)	17.0	717.1	198.7	45.4	0.6	3,379.6	
Empire Service	42.6	18.4	24.8	11.6	54.8	(12.2)	50.2	795.3	215.3	127.5	0.7	3,482.7	
Great River Service	0.1	0.0	0.0	0.0	0.1	0.0	-	0.0	0.0	0.0	0.0	0.0	
Chicago-St.Louis	17.8	13.8	11.7	3.4	28.8	(11.0)	11.1	320.1	144.5	63.3	0.5	1,555.4	
Hiawathas	12.9	9.2	8.8	2.2	20.2	(7.3)	9.6	387.9	67.1	31.2	0.3	3,234.0	
Wolverines	27.1	11.0	15.2	4.2	30.4	(3.3)	13.3	258.4	116.6	56.8	0.4	1,358.0	
Illini	8.9	8.2	6.0	1.9	16.1	(7.2)	5.1	175.3	106.5	28.5	0.3	821.0	
ILLINOIS Zephyr	5.7	6.0	4.2	1.4	11.7	(6.0)	2.4	69.2	29.0	11.5	0.2	819.0	
Heartland Flyer	4.7	2.4	2.2	1.3	5.9	(1.2)	1.3	46.8	18.2	8.5	0.1	484.0	
Pacific Surfliner	71.2	44.6	24.2	14.8	83.6	(12.4)	25.9	908.0	294.0	64.7	0.6	5,779.0	
Cascades	35.0	19.5	11.7	7.3	38.6	(3.5)	16.5	370.1	91.2	56.2	0.5	2,062.0	
Capitals	39.0	24.4	12.3	7.8	44.4	(5.4)	14.1	588.5	179.3	44.3	0.7	5,654.0	
San Joaquin	58.0	40.5	17.2	9.7	67.4	(9.4)	18.1	551.4	335.3	80.5	0.9	2,907.0	
Adirondack	3.2	2.6	(0.1)	0.5	3.0	0.2	0.8	9.9	5.5	1.8	0.0	72.8	
Blue Water	10.6	4.6	5.6	1.4	11.6	(1.0)	4.0	103.8	50.7	20.1	0.1	465.0	
Washington-Roanoke	7.3	6.5	4.5	2.1	13.1	(5.8)	8.5	206.9	87.5	28.2	0.2	389.4	
Washington - Newport News	10.5	7.1	5.8	2.0	15.0	(4.5)	9.0	221.1	74.7	26.0	0.2	355.1	
Washington - Norfolk	10.9	9.2	7.5	3.7	20.4	(9.5)	11.4	294.1	151.2	38.3	0.3	557.0	
Washington - Richmond	4.5	2.6	2.0	0.8	5.5	(1.0)	2.2	83.4	28.1	7.0	0.1	97.5	
Hoosier State	0.9	0.0	0.0	0.0	0.0	0.9	-	0.0	0.0	0.0	0.0	0.0	
Kansas City-St.Louis	11.7	6.3	4.2	1.3	11.8	(0.1)	3.3	91.1	58.5	17.0	0.3	604.6	
Pennsylvanian	10.5	5.6	5.7	2.6	13.9	(3.4)	7.4	125.7	51.6	26.9	0.2	385.8	
Gulf Coast Limited	0.4	0.4	0.4	0.6	1.4	(1.0)	0.4	0.0	0.5	0.0	0.0	134.0	
Pere Marquette	5.1	2.4	2.3	0.8	5.5	(0.4)	2.2	54.9	13.1	8.4	0.1	476.0	
Carolinian	13.4	8.9	4.2	2.0	15.2	(1.8)	10.4	203.2	80.8	44.6	0.2	329.1	
Piedmont	6.8	4.9	1.3	1.3	7.5	(0.8)	3.7	191.3	45.4	22.1	0.2	1,443.0	
Non Nec Special Trains & Adjustments	0.3	1.4	3.4	4.6	9.4	(9.1)	0.3	0.1	4.7	0.0	0.1	621.0	
State Supported	\$ 503.1	\$ 310.0	\$ 255.6	\$ 116.5	\$ 682.1	\$ (179.0)	\$ 276.3	7,767.3	2,823.6	965.5	9.1	45,123.8	
Long Distance:													
Silver Star	\$ 26.3	\$ 32.1	\$ 21.5	\$ 8.6	\$ 62.2	\$ (35.9)	\$ 25.6	232.9	173.5	100.6	0.7	483.0	
Cardinal	5.6	9.8	4.4	4.0	18.3	(12.6)	5.4	54.2	36.7	20.6	0.2	202.0	
Silver Meteor	25.6	23.4	17.5	7.8	48.8	(23.2)	25.6	174.9	162.4	94.1	0.6	453.0	
Empire Builder	29.8	48.2	15.6	12.4	76.1	(46.3)	29.1	206.8	308.2	136.7	1.1	858.0	
Capitol Limited	11.8	13.6	9.0	6.4	29.0	(17.2)	12.2	89.2	61.1	37.7	0.4	464.0	
California Zephyr	33.9	50.2	17.9	17.9	86.0	(52.1)	32.6	215.0	251.0	132.2	1.1	542.0	
Southwest Chief	26.2	44.5	22.8	12.3	79.7	(53.4)	26.1	155.9	226.6	135.4	1.1	475.0	
City of New Orleans	12.8	16.8	8.7	5.4	30.9	(18.1)	12.4	148.4	119.1	59.9	0.4	478.0	
Texas Eagle	16.8	24.9	10.7	6.0	41.6	(24.8)	16.1	191.4	120.3	89.5	0.6	482.0	
Sunset Limited	8.1	21.2	9.6	5.8	36.6	(28.5)	7.5	53.5	96.3	40.4	0.4	206.0	
Coast Starlight	27.2	34.3	15.3	10.3	59.9	(32.7)	25.9	222.2	149.4	94.6	0.6	471.0	
Lake Shore Limited	21.1	23.9	17.5	8.0	49.4	(28.3)	21.1	216.4	152.7	88.8	0.5	923.0	
Palmetto	17.9	13.2	10.4	5.0	28.6	(10.8)	17.2	201.1	110.0	50.9	0.4	486.0	
Crescent	24.1	23.8	20.2	8.2	52.2	(28.1)	23.7	179.0	160.4	73.8	0.6	486.0	
Auto Train	85.5	37.5	24.1	9.2	70.8	14.7	88.1	192.4	252.4	113.8	0.4	470.0	
Long Distance Adjustments	0.0	0.1	1.6	0.9	2.6	(2.6)	N/A	N/A	N/A	N/A	N/A	N/A	
Long Distance	\$ 372.9	\$ 417.5	\$ 226.9	\$ 128.3	\$ 772.7	\$ (399.8)	\$ 368.6	2,533.3	2,380.0	1,269.2	9.3	7,479.0	
Ancillary Infrastructure	274.3	44.5	146.5	67.8	258.9	15.5							
Amtrak	\$ 2,165.2	\$ 1,018.7	\$ 1,128.6	\$ 535.7	\$ 2,683.0	\$ (517.8)	\$ 1,469.2	17,754.4	7,391.3	3,596.9	23.7	66,715.1	

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

