

Route Level Results YTD June FY23

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YTD June FY 2023																		
(\$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	\$ 372.3	\$ 78.0	\$ 151.4	\$ 61.1	\$ 290.5	\$ 81.8	\$ 371.1	2,141.1	663.0	418.7	2.1	5,582						
Regional	583.1	148.9	219.8	124.5	493.1	89.9	571.7	6,420.8	1,816.9	1,146.0	3.9	10,053						
NEC Special Trains & Adjustments	5.4	0.3	2.3	7.5	10.2	(4.7)	1.6	0.0	4.7	0.0	0.0	329						
NEC	\$ 960.8	\$ 227.3	\$ 373.5	\$ 193.1	\$ 793.8	\$ 167.0	\$ 944.5	8,561.8	2,484.5	1,564.7	6.1	15,964						
State Supported:																		
Ethan Allen Express	\$ 5.7	\$ 3.6	\$ 1.6	\$ 1.1	\$ 6.3	\$ (0.7)	\$ 1.9	62.7	31.5	5.8	0.1	296						
Vermontner	7.2	4.5	2.9	1.9	9.3	(2.1)	2.5	78.1	38.3	8.4	0.1	207						
Maple Leaf	28.7	16.7	10.4	4.5	31.6	(2.9)	14.1	314.9	180.4	60.1	0.6	1,113						
The Downeaster	13.7	7.7	4.6	3.1	15.4	(1.7)	7.4	367.3	106.8	31.3	0.4	2,675						
Berkshire Flyer	0.0	0.0	0.0	0.0	0.1	(0.0)	0.0	0.3	0.3	0.0	0.0	14						
New Haven - Springfield	16.6	10.1	12.2	5.0	27.3	(10.7)	6.1	310.8	66.4	17.6	0.3	4,264						
Keystone Service	26.1	12.3	46.5	16.1	74.8	(48.7)	19.3	817.1	223.9	51.8	0.6	3,808						
Empire Service	48.3	20.7	28.7	13.4	62.8	(14.5)	57.3	906.9	243.3	146.2	0.8	3,930						
Great River Service	0.1	0.0	0.0	0.0	0.1	0.0	-	0.0	0.0	0.0	0.0	0						
Chicago-St.Louis	19.7	15.2	13.3	3.9	32.4	(12.7)	12.8	368.3	164.1	73.4	0.6	1,766						
Hiawathas	14.4	10.4	9.9	2.4	22.7	(8.3)	11.1	448.3	74.9	36.1	0.3	3,647						
Wolverines	31.4	12.4	17.5	5.0	34.9	(3.5)	15.3	300.5	132.5	66.1	0.5	1,536						
Illini	9.5	9.2	6.9	2.2	18.3	(8.7)	5.8	196.4	118.9	32.1	0.3	935						
ILLINOIS Zephyr	6.1	6.8	4.9	1.6	13.3	(7.2)	2.8	80.3	34.0	13.3	0.2	939						
Heartland Flyer	5.3	2.8	2.4	1.5	6.7	(1.4)	1.5	52.9	20.8	9.6	0.1	544						
Pacific Surfliner	78.5	49.9	27.9	17.0	94.8	(16.3)	29.3	1,018.2	334.5	72.9	0.7	6,445						
Cascades	39.8	22.2	12.7	8.8	43.7	(3.9)	19.7	440.9	107.8	67.2	0.6	2,360						
Capitals	44.0	27.4	13.6	9.0	50.0	(5.9)	16.0	667.2	201.0	50.2	0.7	6,358						
San Joaquin	65.0	45.3	19.7	11.2	76.1	(11.1)	20.3	625.7	376.7	91.3	1.0	3,266						
Adirondack	4.2	3.3	0.0	0.6	4.0	0.2	1.0	15.9	8.1	2.9	0.0	103						
Blue Water	12.4	5.2	6.6	1.7	13.5	(1.0)	4.5	118.9	57.4	23.0	0.2	523						
Washington-Roanoke	7.9	7.2	5.1	2.5	14.8	(6.9)	9.5	234.3	97.3	32.0	0.3	441						
Washington - Newport News	11.8	8.1	6.5	2.5	17.1	(5.3)	10.1	250.3	82.9	29.5	0.2	400						
Washington - Norfolk	12.3	10.4	8.5	4.4	23.3	(11.0)	13.1	335.9	167.3	43.9	0.3	623						
Washington - Richmond	5.0	3.0	2.2	1.0	6.2	(1.2)	2.5	95.4	31.0	8.0	0.1	110						
Hoosier State	0.9	0.0	0.0	0.0	0.0	0.9	-	0.0	0.0	0.0	0.0	0						
Kansas City-St.Louis	13.6	6.6	4.6	1.5	12.7	0.8	3.9	105.9	66.7	19.7	0.3	692						
Pennsylvanian	12.4	6.4	6.2	3.0	15.7	(3.3)	8.5	143.3	57.9	30.7	0.2	433						
Gulf Coast Limited	0.4	0.5	0.4	5.2	6.2	(5.8)	0.4	0.0	0.5	0.0	0.0	154						
Pere Marquette	6.0	2.8	2.8	0.9	6.5	(0.5)	2.5	62.5	14.7	9.5	0.1	536						
Carolinian	15.2	10.1	4.8	2.4	17.3	(2.1)	11.9	231.6	90.8	51.3	0.3	370						
Piedmont	7.6	5.5	1.5	1.5	8.4	(0.8)	4.1	210.6	50.5	24.2	0.3	1,623						
Non Nec Special Trains & Adjustments	0.4	1.5	3.6	5.1	10.1	(9.8)	0.3	0.1	5.1	0.0	0.1	702						
State Supported	\$ 570.3	\$ 347.8	\$ 288.8	\$ 139.9	\$ 776.5	\$ (206.2)	\$ 315.8	8,861.3	3,186.6	1,107.8	10.2	50,843						
Long Distance:																		
Silver Star	\$ 29.7	\$ 35.9	\$ 24.0	\$ 10.1	\$ 70.0	\$ (40.3)	\$ 28.9	263.8	194.8	113.8	0.8	543						
Cardinal	6.5	11.0	5.0	4.6	20.6	(14.1)	6.3	62.0	41.6	23.8	0.3	228						
Silver Meteor	29.6	26.6	20.1	9.2	55.9	(26.3)	29.5	204.1	188.9	109.7	0.7	513						
Empire Builder	37.3	54.5	16.6	14.6	85.6	(48.4)	36.5	243.5	355.3	167.3	1.3	972						
Capitol Limited	13.2	15.2	10.2	7.2	32.5	(19.4)	13.6	98.8	66.6	41.8	0.4	524						
California Zephyr	40.5	56.8	20.9	20.5	98.2	(57.6)	39.0	245.8	287.4	157.1	1.3	602						
Southwest Chief	30.8	50.3	26.0	14.4	90.7	(59.9)	30.4	183.1	265.0	160.4	1.2	533						
City of New Orleans	14.9	18.9	9.9	6.2	35.0	(20.2)	14.3	170.5	134.3	69.7	0.5	538						
Texas Eagle	19.3	28.1	12.2	6.9	47.2	(27.9)	18.4	216.2	135.1	102.5	0.7	541						
Sunset Limited	9.1	23.7	10.7	7.7	42.1	(33.0)	8.4	59.8	105.8	45.4	0.5	231						
Coast Starlight	31.5	38.6	17.0	11.8	67.4	(35.9)	30.1	250.9	167.5	108.2	0.7	530						
Lake Shore Limited	25.0	27.1	19.9	9.2	56.2	(31.2)	25.0	250.7	175.2	103.2	0.6	1,010						
Palmetto	20.5	14.7	11.7	5.8	32.3	(11.7)	19.7	231.1	124.9	59.0	0.4	546						
Crescent	27.5	26.7	22.9	9.5	59.1	(31.6)	26.9	203.2	181.1	85.1	0.7	546						
Auto Train	95.5	41.5	27.6	10.7	79.8	15.7	98.3	217.9	281.2	122.2	0.5	530						
Long Distance Adjustments	0.0	0.1	1.7	1.3	3.0	(3.0)	N/A	N/A	N/A	N/A	N/A	N/A						
Long Distance	\$ 430.9	\$ 469.6	\$ 256.3	\$ 149.9	\$ 875.7	\$ (444.8)	\$ 425.4	2,901.5	2,704.7	1,469.1	10.5	8,387						
Ancillary Infrastructure	309.7	50.0	166.5	75.9	292.4	17.3												
Amtrak	\$ 2,471.0	\$ 1,146.0	\$ 1,272.3	\$ 622.2	\$ 3,040.4	\$ (569.4)	\$ 1,685.6	20,324.6	8,375.8	4,141.6	26.8	75,194						

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

