Route Level Results YTD April FY23

($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.	$ 275.9	$ 59.5	$ 115.7	$ 42.5	$ 217.7	$ 58.2	$ 274.8	1,612.9	501.0	314.8	1.6	4,261.0
Regional	436.5	114.7	169.2	88.8	372.7	63.8	427.8	4,791.7	1,390.1	859.1	3.0	7,794.7
NEC Special Trains & Adjustments	4.2	0.2	1.9	5.6	7.7	(3.5)	1.5	0.0	4.0	0.0	0.0	219.0
NEC	**$ 716.6**	**$ 174.4**	**$ 286.9**	**$ 136.8**	**$ 598.1**	**$ 118.5**	**$ 704.1**	**6,404.6**	**1,895.0**	**1,173.8**	**4.7**	**12,274.7**
State Supported:												
Ethan Allen Express	$ 4.3	$ 3.0	$ 1.2	$ 0.8	$ 5.0	$ (0.7)	$ 1.5	49.4	24.5	4.6	0.1	229.9
Vermonter	5.3	3.4	2.3	1.4	7.1	(1.7)	2.0	59.3	29.7	6.4	0.1	160.3
Maple Leaf	21.9	13.0	7.9	3.1	24.0	(2.1)	10.6	234.9	140.9	44.1	0.4	884.0
The Downeaster	10.8	6.0	3.6	2.1	11.7	(0.9)	5.7	283.0	81.4	24.1	0.3	2,068.0
Berkshire Flyer	0.0	0.0	0.0	0.0	0.0	(0.0)	-	0.0	0.0	0.0	0.0	0.0
New Haven - Springfield	12.7	7.9	9.4	3.5	20.8	(8.1)	4.6	240.2	51.3	13.4	0.3	3,310.2
Keystone Service	18.2	9.5	35.6	10.9	56.0	(37.8)	14.7	618.5	172.8	39.3	0.5	2,935.0
Empire Service	36.9	16.2	20.5	9.4	46.1	(9.3)	43.1	687.4	186.7	109.4	0.6	3,026.1
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	16.0	11.9	9.9	2.6	24.3	(8.4)	9.4	275.3	125.1	54.1	0.5	1,338.1
Hiawathas	11.4	8.1	7.7	1.7	17.5	(6.1)	8.2	335.6	60.0	27.0	0.2	2,824.0
Wolverines	23.4	9.6	13.0	3.1	25.7	(2.3)	11.4	220.3	100.0	48.4	0.4	1,172.0
Illini	8.1	7.0	5.1	1.4	13.5	(5.4)	4.4	150.4	90.6	24.5	0.2	697.0
ILLINOIS Zephyr	5.3	5.1	3.5	1.1	9.7	(4.4)	2.0	58.2	23.9	9.7	0.2	695.0
Heartland Flyer	4.2	2.1	2.0	1.0	5.2	(1.0)	1.1	40.4	15.6	7.3	0.1	422.0
Pacific Surfliner	62.9	39.3	21.2	12.2	72.6	(9.8)	21.6	780.7	253.3	55.8	0.5	4,993.0
Cascades	29.2	16.6	10.4	5.8	32.8	(3.7)	13.6	307.1	74.6	46.5	0.4	1,760.8
Capitols	35.3	21.3	10.7	6.4	38.4	(3.2)	12.3	504.9	156.7	38.1	0.6	4,929.0
San Joaquins	51.3	35.5	15.1	8.1	58.7	(7.4)	15.8	479.5	293.2	70.2	0.8	2,535.0
Adirondack	2.4	1.8	(0.3)	0.2	1.8	0.7	0.5	3.1	2.4	0.5	0.0	33.5
Blue Water	9.3	4.0	4.7	1.0	9.7	(0.5)	3.5	88.9	43.5	17.2	0.1	403.0
Washington-Roanoke	5.7	5.7	3.9	1.7	11.4	(5.6)	7.4	180.5	77.5	24.4	0.2	335.4
Washington - Newport News	9.0	6.3	5.1	1.6	13.0	(4.0)	7.8	193.1	66.2	22.7	0.2	305.4
Washington - Norfolk	8.8	8.1	6.5	3.0	17.6	(8.8)	9.9	256.9	134.5	33.3	0.3	485.0
Washington - Richmond	3.4	2.4	1.7	0.7	4.8	(1.4)	1.9	72.4	25.1	6.0	0.1	85.4
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	10.1	5.4	3.5	1.0	9.9	0.2	2.8	77.3	50.1	14.4	0.2	513.9
Pennsylvanian	9.0	4.9	4.9	2.0	11.9	(2.8)	6.5	109.3	45.1	23.5	0.1	336.6
Gulf Coast Limited	0.4	0.3	0.2	0.3	0.8	(0.4)	0.4	0.0	1.1	0.0	0.0	112.0
Pere Marquette	4.4	2.1	1.9	0.7	4.7	(0.2)	1.9	47.6	11.5	7.3	0.1	414.0
Carolinian	11.7	7.8	3.8	1.6	13.1	(1.4)	9.1	176.1	70.4	38.5	0.2	287.0
Piedmont	5.8	4.3	1.1	1.0	6.4	(0.6)	3.3	168.5	40.0	19.5	0.2	1,257.0
Non Nec Special Trains & Adjustments	0.3	1.2	3.1	4.2	8.5	(8.2)	0.2	0.1	4.4	0.0	0.1	554.0
State Supported	**$ 438.6**	**$ 269.7**	**$ 219.5**	**$ 93.8**	**$ 583.0**	**$ (144.4)**	**$ 237.4**	**6,698.7**	**2,452.0**	**830.4**	**7.8**	**39,101.6**
Long Distance:												
Silver Star	$ 22.9	$ 28.1	$ 19.0	$ 6.8	$ 54.0	$ (31.0)	$ 22.2	202.2	151.4	88.2	0.6	421.0
Cardinal	4.8	8.4	3.7	3.2	15.4	(10.6)	4.6	46.7	31.8	17.7	0.2	176.0
Silver Meteor	22.0	20.3	15.3	6.1	41.8	(19.8)	21.9	148.5	138.1	80.7	0.5	391.0
Empire Builder	24.5	42.2	13.8	9.5	65.5	(41.0)	24.0	177.2	265.0	114.1	1.0	745.0
Capitol Limited	10.1	11.8	8.0	5.3	25.0	(14.9)	10.4	78.3	54.0	33.0	0.3	402.0
California Zephyr	28.7	43.7	16.3	14.3	74.3	(45.6)	27.7	189.2	218.1	112.1	1.0	480.0
Southwest Chief	22.0	38.8	20.2	9.7	68.8	(46.8)	21.9	132.3	192.9	114.9	0.9	413.0
City of New Orleans	10.8	14.6	7.8	4.2	26.5	(15.7)	10.4	126.8	103.0	50.8	0.4	416.0
Texas Eagle	14.4	21.6	9.4	4.7	35.7	(21.3)	13.7	165.8	104.8	77.0	0.5	420.0
Sunset Limited	7.1	18.5	8.7	4.5	31.7	(24.6)	6.5	47.2	86.0	35.4	0.4	179.0
Coast Starlight	23.3	29.8	13.6	8.2	51.7	(28.3)	22.3	194.3	131.9	82.2	0.5	409.0
Lake Shore Limited	17.6	20.7	15.3	6.4	42.4	(24.8)	17.6	187.6	131.6	76.2	0.5	800.0
Palmetto	15.2	11.6	9.1	3.9	24.6	(9.4)	14.6	171.0	94.8	43.7	0.3	424.0
Crescent	20.7	20.8	17.8	6.4	45.0	(24.3)	20.3	154.9	138.6	63.7	0.6	424.0
Auto Train	74.6	32.9	21.3	7.3	61.5	13.1	76.7	169.6	220.3	111.2	0.3	408.0
Long Distance Adjustments	0.0	0.1	1.6	0.8	2.5	(2.5)	N/A	N/A	N/A	N/A	N/A	N/A
Long Distance	**$ 318.9**	**$ 363.9**	**$ 201.1**	**$ 101.3**	**$ 666.3**	**$ (347.5)**	**$ 315.0**	**2,191.4**	**2,062.2**	**1,100.9**	**8.1**	**6,508.0**
Ancillary	238.3	39.1	128.1	58.8	225.9	12.4						
Infrastructure	154.7	40.2	145.5	41.7	227.4	(72.7)						
Amtrak	**$ 1,867.1**	**$ 887.4**	**$ 981.0**	**$ 432.4**	**$ 2,300.8**	**$ (433.7)**	**$ 1,256.6**	**15,294.6**	**6,409.3**	**3,105.1**	**20.6**	**57,884.3**

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

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