

Route Level Results YTD September FY23

YTD September PD13 FY 2023

(\$s in Millions)						Adjusted Operating Earnings			Ridership			Passenger Miles		Train Miles	
	Operating Revenue	Frequency Variable Costs	Route Variable Costs	System/Fixed Cost	Operating Expense		Gross Ticket Revenue	(in Thousands)	Seat Miles (in Millions)	(in Millions)	(in Millions)	(in Millions)	(in Millions)	Frequencies	
NEC:															
Acela.	\$ 499.0	\$ 105.5	\$ 206.8	\$ 84.9	\$ 397.2	\$ 101.8	\$ 495.9	2,959.4	899.9	581.1	2.9	7,512.0			
Regional	787.7	203.4	302.6	173.8	679.8	108.0	768.2	9,162.4	2,483.5	1,626.9	5.3	13,556.1			
NEC Special Trains & Adjustments	7.8	0.6	2.8	11.3	14.7	(6.9)	1.9	0.0	5.6	0.0	0.1	453.0			
NEC	\$ 1,294.5	\$ 309.5	\$ 512.2	\$ 270.0	\$ 1,091.7	\$ 202.8	\$ 1,266.0	12,121.8	3,389.0	2,208.0	8.2	21,521.1			
State Supported:															
Ethan Allen Express	\$ 7.4	\$ 4.7	\$ 2.2	\$ 1.3	\$ 8.3	\$ (0.9)	\$ 2.6	86.6	41.5	7.7	0.1	391.0			
Vermonter	8.7	5.9	3.5	2.3	11.7	(3.0)	3.2	101.9	48.2	10.6	0.2	254.0			
Maple Leaf	39.1	22.8	14.0	6.5	43.3	(4.2)	20.0	452.7	237.8	88.5	0.7	1,527.6			
The Downeaster	18.7	10.6	6.4	4.4	21.4	(2.7)	10.9	539.9	146.4	46.3	0.5	3,584.0			
Berkshire Flyer	0.2	0.1	0.1	0.1	0.3	(0.1)	0.0	1.2	1.1	0.1	0.0	44.6			
New Haven - Springfield	23.1	13.9	16.8	6.1	36.8	(13.7)	8.2	439.0	90.4	24.9	0.4	5,656.3			
Keystone Service	34.4	16.5	61.1	22.9	100.5	(66.1)	26.1	1,106.3	298.3	70.1	0.8	5,083.6			
Empire Service	64.2	27.7	40.5	19.0	87.1	(22.9)	78.3	1,245.6	326.6	202.6	1.1	5,300.5			
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	0.0		
Chicago-St.Louis	41.4	20.8	18.4	5.6	44.9	(3.5)	18.4	523.3	228.6	104.9	0.8	2,409.2			
Hiawathas	26.3	13.9	13.4	3.7	31.0	(4.8)	15.7	635.0	105.4	51.1	0.4	4,891.0			
Wolverines	42.0	16.5	23.1	7.1	46.7	(4.8)	21.2	420.6	174.0	91.6	0.6	2,005.0			
Illini	19.7	12.5	9.8	3.3	25.6	(5.9)	7.9	270.0	163.8	44.0	0.4	1,302.0			
ILLINOIS Zephyr	17.8	8.9	7.0	2.3	18.2	(0.5)	3.9	114.5	48.4	18.9	0.3	1,305.0			
Heartland Flyer	7.0	3.8	3.7	1.7	9.2	(2.2)	1.9	72.4	27.8	13.0	0.1	725.0			
Pacific Surfliner	108.9	66.2	38.2	23.6	128.0	(19.1)	46.1	1,516.7	494.9	119.4	1.0	8,314.0			
Cascades	56.2	31.6	16.7	12.7	61.0	(4.9)	30.6	668.4	157.6	102.5	0.8	3,268.8			
Capitals	60.2	37.0	18.6	12.3	67.9	(7.6)	21.8	905.4	267.7	68.0	1.0	8,499.0			
San Joaquin	86.4	59.5	26.5	15.4	101.5	(15.1)	27.2	846.9	506.0	123.4	1.3	4,370.0			
Adirondack	6.4	4.8	0.1	0.9	5.7	0.7	1.2	24.7	11.8	3.7	0.1	155.3			
Blue Water	17.5	7.1	9.0	2.4	18.5	(1.0)	6.3	168.8	78.5	32.4	0.2	705.0			
Washington-Roanoke	15.4	9.8	6.9	3.5	20.3	(4.8)	12.0	324.6	127.0	44.4	0.3	595.8			
Washington - Newport News	15.0	10.9	8.9	3.5	23.2	(8.3)	13.2	355.7	108.2	42.2	0.3	534.9			
Washington - Norfolk	20.7	14.1	11.4	6.2	31.8	(11.1)	17.4	479.5	215.1	63.7	0.5	824.6			
Washington - Richmond	7.3	3.9	3.1	1.4	8.4	(1.1)	3.4	135.2	39.9	11.3	0.1	146.6			
Hoosier State	(1.1)	0.0	0.0	0.0	0.0	(1.1)	-	0.0	0.0	0.0	0.0	0.0	0.0		
Kansas City-St.Louis	18.5	9.2	6.4	2.2	17.8	0.8	5.6	153.2	98.3	28.5	0.4	964.8			
Pennsylvanian	16.6	9.0	8.3	4.4	21.7	(5.1)	11.2	192.7	77.2	41.3	0.3	579.3			
Gulf Coast Limited	0.4	0.8	0.6	5.4	6.7	(6.3)	0.4	0.0	0.6	0.0	0.0	207.0			
Pere Marquette	8.2	3.8	3.6	1.4	8.8	(0.6)	3.4	85.8	19.8	13.0	0.1	718.0			
Carolinian	20.7	13.6	6.5	3.4	23.5	(2.8)	16.2	315.8	121.1	70.9	0.3	494.5			
Piedmont	10.5	7.8	2.2	2.1	12.1	(1.5)	5.6	290.0	73.5	33.4	0.4	2,331.0			
Non Nec Special Trains & Adjustments	0.9	1.9	4.8	7.3	14.1	(13.2)	0.4	0.1	6.2	0.0	0.1	971.0			
State Supported	\$ 818.9	\$ 469.8	\$ 391.8	\$ 194.7	\$ 1,056.2	\$ (237.4)	\$ 440.5	12,472.5	4,341.7	1,572.3	13.9	68,158.3			
Long Distance:															
Silver Star	\$ 39.5	\$ 47.6	\$ 31.7	\$ 14.6	\$ 93.9	\$ (54.3)	\$ 38.1	351.7	257.1	151.8	1.1	719.0			
Cardinal	8.9	14.9	6.9	6.6	28.4	(19.6)	8.5	82.7	55.9	32.2	0.3	303.0			
Silver Meteor	40.1	36.1	28.4	13.5	78.0	(37.9)	39.4	283.9	256.3	152.4	1.0	688.0			
Empire Builder	61.1	74.3	20.3	21.5	116.1	(55.0)	59.5	349.0	500.5	254.7	1.7	1,323.0			
Capitol Limited	17.5	20.3	13.9	9.9	44.1	(26.6)	17.9	126.3	85.0	54.0	0.5	704.0			
California Zephyr	59.2	77.3	28.4	28.2	134.0	(74.8)	56.7	328.7	395.3	225.1	1.7	786.0			
Southwest Chief	43.1	68.6	35.8	20.5	124.9	(81.8)	42.1	253.8	363.9	222.4	1.6	717.0			
City of New Orleans	20.6	25.7	13.3	9.1	48.1	(27.5)	19.8	233.9	182.1	96.2	0.7	722.0			
Texas Eagle	26.4	38.1	17.1	10.1	65.2	(38.9)	25.1	294.4	181.3	138.5	0.9	725.0			
Sunset Limited	11.8	31.6	14.3	10.6	56.5	(44.7)	10.9	77.3	134.3	58.5	0.6	306.0			
Coast Starlight	44.8	52.8	22.3	17.0	92.1	(47.3)	42.5	337.4	225.5	148.8	0.9	714.0			
Lake Shore Limited	37.0	36.8	27.1	13.2	77.1	(40.1)	36.7	351.0	246.1	147.0	0.8	1,368.0			
Palmetto	27.9	19.3	15.7	8.2	43.2	(15.3)	26.7	318.0	169.3	82.2	0.6	730.0			
Crescent	36.6	35.5	31.0	13.6	80.1	(43.5)	35.7	270.6	240.5	115.7	1.0	728.0			
Auto Train	121.6	54.2	37.1	14.8	106.0	15.6	124.3	283.6	361.7	163.6	0.6	710.0			
Long Distance Adjustments	0.0	0.1	2.1	2.6	4.7	(4.7)	N/A	N/A	N/A	N/A	N/A	N/A			
Long Distance	\$ 596.0	\$ 633.0	\$ 345.3	\$ 214.1	\$ 1,192.4	\$ (596.4)	\$ 584.1	3,942.4	3,655.0	2,042.8	14.1	11,243.0			
Ancillary Infrastructure	410.2	67.5	224.9	100.2	392.6	17.6									
	271.2	68.8	255.0	91.2	415.1	(143.9)									
Amtrak	\$ 3,390.7	\$ 1,548.6	\$ 1,729.2	\$ 870.2	\$ 4,148.0	\$ (757.2)	\$ 2,290.5	28,536.6	11,385.6	5,823.2	36.2	100,922.5			

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

