

Route Level Results YTD July FY23

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YTD July FY 2023													
(<i>\$s in Millions</i>)	Frequency		Route		System/		Operating		Adjusted	Gross Ticket	Ridership	Passenger	Train Miles
	Operating	Variable	Variable	Costs	Fixed Cost	Expense	Earnings		Revenue	(in Thousands)	Seat Miles	Miles	(in Millions)
NEC:													
Acela.	\$ 415.4	\$ 87.1	\$ 169.2	\$ 66.8	\$ 323.1	\$ 92.2	\$ 412.4	2,420.1	741.5	474.8	2.4	6,222.0	
Regional	657.6	167.2	245.8	137.8	550.9	106.7	641.3	7,318.4	2,038.2	1,306.7	4.3	11,200.5	
NEC Special Trains & Adjustments	6.2	0.4	2.5	9.0	11.9	(5.6)	1.8	0.0	5.0	0.0	0.0	361.0	
NEC	\$ 1,079.2	\$ 254.7	\$ 417.5	\$ 213.6	\$ 885.9	\$ 193.3	\$ 1,055.6	9,738.5	2,784.7	1,781.6	6.8	17,783.5	
State Supported:													
Ethan Allen Express	\$ 6.1	\$ 4.0	\$ 1.9	\$ 1.1	\$ 7.0	\$ (0.9)	\$ 2.1	71.1	34.6	6.4	0.1	325.6	
Vermonter	7.9	4.9	3.1	2.0	10.0	(2.1)	2.7	85.6	41.0	9.1	0.1	218.2	
Maple Leaf	32.3	18.8	11.7	5.0	35.5	(3.2)	16.3	361.8	200.4	69.9	0.6	1,276.3	
The Downeaster	15.3	8.6	5.2	3.4	17.2	(1.9)	8.6	425.2	120.3	36.4	0.4	2,985.0	
Berkshire Flyer	0.1	0.0	0.1	0.1	0.2	(0.1)	0.0	0.7	0.6	0.0	0.0	25.3	
New Haven - Springfield	18.6	11.4	13.7	5.5	30.6	(12.0)	6.9	351.0	73.9	19.9	0.4	4,701.7	
Keystone Service	29.5	13.7	51.5	17.7	82.9	(53.4)	21.6	912.1	248.7	57.9	0.7	4,232.3	
Empire Service	53.9	23.0	33.0	14.7	70.8	(16.9)	64.6	1,015.9	269.8	164.7	0.9	4,375.1	
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	21.9	17.1	14.8	4.3	36.1	(14.2)	14.9	422.6	185.8	84.9	0.7	1,982.7	
Hiawathas	16.1	11.6	11.0	2.7	25.3	(9.2)	12.7	514.2	84.7	41.4	0.3	4,064.0	
Wolverines	34.8	13.8	19.0	5.6	38.4	(3.5)	17.6	347.5	148.9	76.2	0.5	1,719.0	
Illini	10.4	10.2	7.8	2.5	20.5	(10.1)	6.5	220.1	132.8	36.1	0.3	1,058.0	
ILLINOIS Zephyr	6.5	7.4	5.5	1.7	14.6	(8.1)	3.2	92.2	39.0	15.2	0.3	1,063.0	
Heartland Flyer	5.8	3.1	2.8	1.6	7.5	(1.7)	1.7	60.7	23.4	10.9	0.1	606.0	
Pacific Surfliner	91.2	54.9	31.6	18.7	105.2	(14.1)	34.6	1,177.0	383.0	86.7	0.8	7,101.0	
Cascades	45.5	25.3	14.8	9.6	49.6	(4.1)	23.6	519.8	124.9	79.4	0.7	2,668.2	
Capitols	49.6	30.5	15.4	9.8	55.7	(6.1)	17.9	744.8	223.2	56.1	0.8	7,073.0	
San Joaquin	73.4	49.7	21.9	12.3	84.0	(10.5)	22.8	704.0	421.0	102.9	1.1	3,638.0	
Adirondack	4.9	3.8	0.1	0.7	4.6	0.3	1.0	16.7	8.4	2.9	0.0	107.8	
Blue Water	13.9	5.8	7.2	1.8	14.9	(0.9)	5.2	136.4	64.6	26.3	0.2	585.0	
Washington-Roanoke	12.4	8.1	5.6	2.7	16.4	(4.0)	10.4	263.4	107.3	36.1	0.3	494.6	
Washington - Newport News	12.7	9.0	7.2	2.8	18.9	(6.3)	11.3	285.1	91.3	33.7	0.2	445.9	
Washington - Norfolk	17.2	11.6	9.4	4.8	25.9	(8.7)	14.7	384.4	183.1	50.6	0.4	689.8	
Washington - Richmond	5.5	3.2	2.5	1.1	6.8	(1.4)	2.8	108.6	33.9	9.1	0.1	121.8	
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	14.8	7.5	5.1	1.6	14.3	0.5	4.5	123.2	77.0	23.0	0.3	784.3	
Pennsylvanian	13.8	7.3	7.0	3.4	17.7	(3.9)	9.5	160.8	64.4	34.5	0.2	482.6	
Gulf Coast Limited	0.4	0.6	0.5	5.3	6.4	(5.9)	0.4	0.0	0.5	0.0	0.0	172.0	
Pere Marquette	6.7	3.1	3.0	1.0	7.2	(0.5)	2.8	70.6	16.5	10.7	0.1	598.0	
Carolinian	17.1	11.3	5.2	2.7	19.2	(2.1)	13.6	261.6	100.7	58.5	0.3	411.5	
Piedmont	8.4	6.3	1.7	1.6	9.6	(1.2)	4.6	236.3	58.1	27.1	0.3	1,853.0	
Non Nec Special Trains & Adjustments	0.5	1.6	4.0	5.7	11.4	(10.9)	0.4	0.1	5.5	0.0	0.1	782.0	
State Supported	\$ 648.2	\$ 387.3	\$ 323.5	\$ 153.6	\$ 864.4	\$ (216.2)	\$ 359.4	10,073.4	3,567.2	1,266.7	11.4	56,640.8	
Long Distance:													
Silver Star	\$ 33.7	\$ 39.8	\$ 26.3	\$ 11.3	\$ 77.5	\$ (43.8)	\$ 32.5	295.3	215.8	127.9	0.9	603.0	
Cardinal	7.4	12.4	5.7	5.2	23.2	(15.8)	7.1	69.3	46.6	26.8	0.3	254.0	
Silver Meteor	33.7	29.7	22.8	10.3	62.9	(29.1)	33.3	235.3	212.3	125.6	0.8	570.0	
Empire Builder	46.2	60.6	17.9	16.3	94.8	(48.6)	44.8	280.3	404.0	199.0	1.4	1,088.0	
Capitol Limited	14.6	16.8	11.3	8.0	36.1	(21.4)	14.9	107.8	72.3	45.7	0.5	584.0	
California Zephyr	47.9	63.1	23.6	22.5	109.1	(61.3)	45.7	275.5	325.2	182.2	1.4	664.0	
Southwest Chief	35.8	56.4	29.5	16.1	102.0	(66.2)	34.9	211.3	304.3	186.0	1.3	595.0	
City of New Orleans	17.1	21.1	11.0	7.0	39.2	(22.1)	16.5	193.6	150.3	80.0	0.6	600.0	
Texas Eagle	22.0	31.4	13.9	7.7	53.0	(31.0)	20.9	244.0	150.6	116.2	0.8	603.0	
Sunset Limited	10.4	26.4	12.1	8.4	46.9	(36.5)	9.5	67.1	116.0	51.0	0.5	258.0	
Coast Starlight	36.4	43.3	19.1	13.1	75.4	(39.1)	34.5	279.2	187.0	121.7	0.8	592.0	
Lake Shore Limited	29.8	30.3	22.5	10.4	63.2	(33.4)	29.5	287.6	199.9	119.7	0.7	1,133.0	
Palmetto	23.3	16.4	12.9	6.5	35.9	(12.5)	22.3	261.4	140.3	67.8	0.5	608.0	
Crescent	31.1	29.6	25.7	10.8	66.0	(34.9)	30.3	228.1	201.3	96.9	0.8	606.0	
Auto Train	105.4	45.5	30.7	11.7	88.0	17.4	107.9	243.0	309.0	134.0	0.5	592.0	
Long Distance Adjustments	0.0	0.1	1.8	1.4	3.2	(3.2)	N/A	N/A	N/A	N/A	N/A	N/A	
Long Distance	\$ 494.8	\$ 522.9	\$ 287.0	\$ 166.6	\$ 976.4	\$ (481.7)	\$ 484.5	3,277.0	3,034.8	1,680.5	11.7	9,350.0	
Ancillary	339.5	55.9	184.8	83.0	323.7	15.8							
Infrastructure	226.2	57.0	211.7	70.7	339.4	(113.1)							
Amtrak	\$ 2,788.0	\$ 1,277.9	\$ 1,424.4	\$ 687.5	\$ 3,389.8	\$ (601.8)	\$ 1,899.5	23,088.9	9,386.6	4,728.8	29.9	83,774.3	

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

