

# Route Level Results YTD August FY23

YTD August FY 2023

(\$s in Millions)	YTD August 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
<b>NEC:</b>												
Acela.	\$ 452.2	\$ 96.2	\$ 186.7	\$ 73.8	\$ 356.7	\$ 95.5	\$ 449.1	2,694.1	824.1	529.3	2.7	6,894.0
Regional	719.6	185.1	271.1	152.4	608.6	111.1	701.8	8,207.2	2,260.8	1,465.1	4.8	12,373.2
NEC Special Trains & Adjustments	6.7	0.5	2.6	11.1	14.2	(7.5)	1.9	0.0	5.4	0.0	0.1	412.0
<b>NEC</b>	<b>\$ 1,178.5</b>	<b>\$ 281.8</b>	<b>\$ 460.4</b>	<b>\$ 237.3</b>	<b>\$ 979.5</b>	<b>\$ 199.0</b>	<b>\$ 1,152.8</b>	<b>10,901.3</b>	<b>3,090.2</b>	<b>1,994.4</b>	<b>7.5</b>	<b>19,679.2</b>
<b>State Supported:</b>												
Ethan Allen Express	\$ 6.9	\$ 4.3	\$ 2.0	\$ 1.2	\$ 7.5	\$ (0.6)	\$ 2.4	80.1	38.1	7.2	0.1	358.3
Vermonter	8.5	5.4	3.3	2.1	10.8	(2.3)	3.0	94.6	44.5	9.9	0.1	235.2
Maple Leaf	35.8	20.8	12.7	5.6	39.2	(3.4)	18.3	411.3	218.6	80.3	0.7	1,400.3
The Downeaster	16.9	9.5	5.7	3.9	19.1	(2.2)	9.8	486.9	133.4	41.8	0.5	3,286.0
Berkshire Flyer	0.1	0.1	0.1	0.1	0.2	(0.1)	0.0	1.0	0.9	0.0	0.0	35.4
New Haven - Springfield	20.7	12.6	15.9	5.4	34.0	(13.3)	7.6	395.1	82.4	22.5	0.4	5,196.9
Keystone Service	31.7	15.1	56.4	19.8	91.2	(59.5)	23.9	1,010.9	274.5	64.2	0.8	4,672.2
Empire Service	58.8	25.4	36.6	16.4	78.3	(19.5)	71.9	1,135.5	298.9	184.8	1.0	4,861.7
Great River Service	0.1	0.0	0.0	0.1	0.0	-	0.0	0.0	0.0	0.0	0.0	0.0
Chicago-St.Louis	37.1	19.0	16.6	4.8	40.3	(3.3)	16.7	474.8	207.5	95.5	0.7	2,200.0
Hiawathas	19.1	12.8	12.1	3.1	28.0	(8.9)	14.3	578.3	94.5	46.5	0.4	4,485.0
Wolverines	38.6	15.2	20.8	6.2	42.2	(3.7)	19.4	383.9	160.6	83.6	0.6	1,857.0
Illini	17.6	11.4	8.9	2.7	23.0	(5.4)	7.2	243.2	147.7	39.8	0.4	1,182.0
ILLINOIS Zephyr	16.0	8.2	6.3	1.9	16.4	(0.4)	3.5	103.3	43.9	17.0	0.3	1,185.0
Heartland Flyer	6.4	3.5	3.3	1.5	8.3	(2.0)	1.8	66.7	25.9	12.0	0.1	665.0
Pacific Surfliner	98.9	60.6	34.4	20.8	115.7	(16.8)	40.5	1,353.8	440.4	103.7	0.9	7,707.0
Cascades	49.6	28.5	14.9	11.0	54.4	(4.8)	27.3	597.3	141.2	91.5	0.7	2,972.8
Capitals	55.0	33.7	16.8	10.8	61.3	(6.3)	19.8	824.2	245.7	62.0	0.9	7,801.0
San Joaquin	79.7	54.6	24.1	13.6	92.3	(12.6)	25.0	774.6	464.3	113.2	1.2	4,010.0
Adirondack	6.0	4.2	0.0	0.7	4.9	1.1	1.1	19.5	9.3	3.0	0.0	122.7
Blue Water	15.5	6.5	8.0	2.1	16.5	(1.0)	5.8	153.6	71.5	29.5	0.2	645.0
Washington-Roanoke	14.1	8.9	6.2	3.0	18.1	(4.0)	11.2	293.5	117.2	40.2	0.3	547.3
Washington - Newport News	13.8	10.0	7.8	3.1	20.9	(7.0)	12.3	321.6	100.0	38.2	0.2	492.9
Washington - Norfolk	19.1	12.9	10.4	5.3	28.6	(9.5)	16.1	435.2	199.5	57.7	0.4	759.4
Washington - Richmond	6.2	3.6	2.8	1.2	7.6	(1.4)	3.1	122.1	37.0	10.2	0.1	134.4
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	16.6	8.3	5.7	1.8	15.9	0.6	5.1	138.7	88.2	25.9	0.4	877.0
Pennsylvanian	15.0	8.1	7.7	3.8	19.5	(4.6)	10.4	177.2	71.0	38.2	0.2	531.8
Gulf Coast Limited	0.4	0.7	0.5	5.3	6.5	(6.1)	0.4	0.0	0.5	0.0	0.0	188.0
Pere Marquette	7.4	3.5	3.3	1.2	7.9	(0.5)	3.1	78.7	18.1	11.9	0.1	658.0
Carolinian	18.5	12.4	5.9	3.0	21.2	(2.7)	15.0	289.9	111.1	65.3	0.3	453.7
Piedmont	9.5	7.1	1.8	1.9	10.8	(1.3)	5.0	260.8	65.8	29.9	0.4	2,093.0
Non Nec Special Trains & Adjustments	0.9	1.8	4.4	6.7	12.9	(12.0)	0.4	0.1	5.7	0.0	0.1	874.0
<b>State Supported</b>	<b>\$ 741.3</b>	<b>\$ 428.6</b>	<b>\$ 355.4</b>	<b>\$ 169.9</b>	<b>\$ 953.9</b>	<b>\$ (212.6)</b>	<b>\$ 401.4</b>	<b>11,306.3</b>	<b>3,957.7</b>	<b>1,425.5</b>	<b>12.7</b>	<b>62,488.1</b>
<b>Long Distance:</b>												
Silver Star	\$ 36.7	\$ 43.5	\$ 29.0	\$ 12.4	\$ 84.9	\$ (48.2)	\$ 35.4	322.8	235.6	140.4	1.0	659.0
Cardinal	8.2	13.7	6.5	5.7	25.9	(17.7)	7.8	76.1	51.4	29.7	0.3	279.0
Silver Meteor	37.1	32.8	25.6	11.4	69.8	(32.7)	36.5	259.4	235.8	140.3	0.9	628.0
Empire Builder	54.3	67.7	18.6	18.2	104.6	(50.3)	52.7	317.0	453.2	229.0	1.6	1,206.0
Capitol Limited	15.9	18.5	12.4	8.7	39.7	(23.8)	16.2	116.6	78.0	49.6	0.5	644.0
California Zephyr	53.7	70.6	26.2	24.8	121.7	(68.0)	51.4	302.0	362.6	204.8	1.6	726.0
Southwest Chief	39.6	62.4	32.6	17.9	112.9	(73.3)	38.7	233.2	335.1	205.1	1.5	657.0
City of New Orleans	18.8	23.4	12.0	7.8	43.2	(24.4)	18.1	213.6	166.5	88.2	0.6	662.0
Texas Eagle	24.3	34.9	15.5	8.6	59.0	(34.7)	23.1	269.9	166.1	128.3	0.9	665.0
Sunset Limited	11.1	28.9	13.3	9.2	51.4	(40.4)	10.2	72.0	125.2	54.6	0.6	282.0
Coast Starlight	41.1	48.3	20.5	14.5	83.3	(42.2)	39.0	309.7	207.8	136.2	0.9	654.0
Lake Shore Limited	33.7	33.5	24.7	11.5	69.8	(36.0)	33.4	320.9	222.8	134.7	0.7	1,249.0
Palmetto	25.6	17.5	14.4	7.1	39.0	(13.4)	24.5	289.1	154.7	75.3	0.5	670.0
Crescent	33.8	32.7	28.1	11.8	72.6	(38.7)	33.0	248.7	219.4	106.4	0.9	668.0
Auto Train	114.6	49.8	33.8	12.8	96.4	18.2	117.1	266.9	334.9	149.3	0.6	650.0
Long Distance Adjustments	0.0	0.1	1.8	2.2	4.1	(4.1)	N/A	N/A	N/A	N/A	N/A	N/A
<b>Long Distance</b>	<b>\$ 548.5</b>	<b>\$ 578.6</b>	<b>\$ 315.0</b>	<b>\$ 184.7</b>	<b>\$ 1,078.3</b>	<b>\$ (529.8)</b>	<b>\$ 537.3</b>	<b>3,617.9</b>	<b>3,349.2</b>	<b>1,872.0</b>	<b>12.9</b>	<b>10,299.0</b>
Ancillary	373.8	61.8	203.8	92.2	357.7	16.1					0.0	0.0
Infrastructure	248.1	63.0	233.9	77.4	374.3	(126.2)					7.4	613,355.3
<b>Amtrak</b>	<b>\$ 3,090.2</b>	<b>\$ 1,413.7</b>	<b>\$ 1,568.5</b>	<b>\$ 761.6</b>	<b>\$ 3,743.7</b>	<b>\$ (653.5)</b>	<b>\$ 2,091.5</b>	<b>25,825.4</b>	<b>10,397.1</b>	<b>5,291.9</b>	<b>33.1</b>	<b>92,466.3</b>

**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

