

Route Level Results YTD March FY23

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YTD March FY2023													
(\$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.	\$ 231.6	\$ 50.1	\$ 99.1	\$ 35.7	\$ 185.0	\$ 46.6	\$ 231.0	1,362.0	419.5	264.2	1.4	3,581.0	
Regional	369.3	97.9	147.2	77.1	322.2	47.1	361.7	4,032.1	1,183.8	724.6	2.6	6,681.6	
NEC Special Trains & Adjustments	3.5	0.2	1.7	4.8	6.7	(3.2)	1.3	0.0	3.5	0.0	0.0	189.0	
NEC	\$ 604.3	\$ 148.3	\$ 248.0	\$ 117.6	\$ 513.8	\$ 90.5	\$ 593.9	5,394.1	1,606.8	988.8	4.0	10,451.6	
State Supported:													
Ethan Allen Express	\$ 3.4	\$ 2.5	\$ 1.1	\$ 0.7	\$ 4.3	\$ (0.9)	\$ 1.3	42.9	21.0	4.0	0.1	197.2	
Vermont	4.6	2.9	1.9	1.2	6.1	(1.5)	1.7	51.4	25.3	5.6	0.1	136.3	
Maple Leaf	18.6	11.1	6.9	2.7	20.6	(2.0)	9.1	199.5	121.5	37.4	0.4	757.2	
The Downeaster	9.1	5.2	3.1	1.9	10.2	(1.1)	4.8	238.2	71.4	20.6	0.2	1,770.0	
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	11.2	6.7	8.2	3.0	18.0	(6.8)	3.9	204.4	44.2	11.4	0.2	2,843.4	
Keystone Service	15.4	8.2	30.7	9.4	48.3	(32.9)	12.3	515.1	149.2	33.0	0.4	2,533.3	
Empire Service	31.3	14.0	17.3	8.0	39.3	(8.0)	37.0	583.7	159.4	92.6	0.5	2,586.4	
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	14.4	10.1	8.5	2.2	20.8	(6.4)	8.0	232.8	105.3	45.9	0.4	1,131.9	
Hiawathas	10.0	7.1	6.5	1.5	15.1	(5.1)	6.9	280.6	52.1	22.6	0.2	2,417.0	
Wolverines	19.7	8.2	11.0	2.7	21.9	(2.2)	9.7	185.2	84.4	40.7	0.3	992.0	
Illini	7.4	5.9	4.5	1.1	11.5	(4.1)	3.7	126.9	74.5	20.6	0.2	580.0	
ILLINOIS Zephyr	5.0	4.3	3.0	0.9	8.2	(3.3)	1.7	47.9	18.9	8.0	0.1	579.0	
Heartland Flyer	3.6	1.9	1.8	0.9	4.6	(1.0)	1.0	35.3	13.0	6.4	0.1	362.0	
Pacific Surfliner	54.5	33.9	17.4	10.5	61.8	(7.3)	17.8	647.6	210.2	44.1	0.4	4,378.0	
Cascades	24.2	14.0	7.7	5.2	26.8	(2.6)	11.1	247.8	59.2	37.5	0.4	1,474.2	
Capitals	28.6	18.3	9.0	5.3	32.7	(4.1)	9.9	401.7	134.6	30.9	0.5	4,233.0	
San Joaquin	43.1	30.6	12.5	6.8	49.9	(6.8)	13.5	406.1	252.5	59.8	0.7	2,175.0	
Adirondack	1.5	1.2	(0.3)	0.1	1.0	0.5	0.2	0.0	0.0	0.0	0.0	0.0	
Blue Water	9.0	3.5	4.0	0.9	8.3	0.7	3.0	75.3	36.6	14.6	0.1	345.0	
Washington-Roanoke	5.5	4.9	3.4	1.5	9.8	(4.3)	6.2	157.6	66.6	21.3	0.2	283.3	
Washington - Newport News	7.8	5.4	4.4	1.3	11.1	(3.3)	6.6	163.1	56.3	19.2	0.1	258.3	
Washington - Norfolk	8.1	6.9	5.6	2.6	15.2	(7.1)	8.4	217.6	115.3	28.0	0.2	415.4	
Washington - Richmond	3.6	2.0	1.5	0.6	4.1	(0.6)	1.6	61.0	21.6	5.1	0.0	73.2	
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	7.3	4.6	2.8	0.8	8.2	(0.9)	2.4	65.5	41.4	12.3	0.2	424.2	
Pennsylvanian	7.8	4.1	4.3	1.8	10.2	(2.4)	5.7	94.2	38.8	20.4	0.1	288.9	
Gulf Coast Limited	0.0	0.0	(0.0)	0.0	0.0	(0.0)	-	0.0	0.0	0.0	0.0	0.0	
Pere Marquette	3.8	1.8	1.7	0.6	4.0	(0.3)	1.6	40.4	9.8	6.2	0.1	354.0	
Carolinian	10.1	6.8	3.2	1.4	11.4	(1.3)	7.6	148.1	60.4	32.4	0.2	246.2	
Piedmont	4.9	3.6	1.0	0.9	5.5	(0.6)	2.8	143.1	34.5	16.6	0.2	1,077.0	
Non Nec Special Trains & Adjustments	0.7	1.3	3.0	3.9	8.2	(7.5)	0.6	0.1	5.0	0.0	0.1	571.0	
State Supported	\$ 375.0	\$ 231.0	\$ 185.7	\$ 80.4	\$ 497.1	\$ (122.1)	\$ 200.2	5,613.2	2,082.8	697.4	6.7	33,482.4	
Long Distance:													
Silver Star	\$ 19.4	\$ 24.2	\$ 16.5	\$ 5.9	\$ 46.6	\$ (27.2)	\$ 18.8	171.8	130.0	74.7	0.5	361.0	
Cardinal	4.0	7.2	3.2	2.8	13.2	(9.2)	3.9	39.3	26.8	14.8	0.2	150.0	
Silver Meteor	18.1	17.3	13.1	5.3	35.7	(17.7)	18.0	123.6	116.2	67.0	0.5	331.0	
Empire Builder	20.7	36.5	11.9	8.1	56.5	(35.8)	20.3	150.4	224.0	95.8	0.8	633.0	
Capitol Limited	8.5	10.1	6.9	4.5	21.5	(13.0)	8.8	67.8	46.8	28.4	0.3	342.0	
California Zephyr	24.7	37.8	14.5	12.4	64.7	(40.1)	23.8	165.1	187.7	94.8	0.8	422.0	
Southwest Chief	18.7	33.0	17.4	8.4	58.8	(40.1)	18.6	113.1	163.9	97.8	0.8	355.0	
City of New Orleans	9.1	12.6	6.6	3.6	22.8	(13.7)	8.8	107.3	87.3	42.9	0.3	356.0	
Texas Eagle	12.4	18.4	8.2	4.0	30.6	(18.2)	11.8	142.7	89.7	66.0	0.5	360.0	
Sunset Limited	6.2	15.8	7.5	3.8	27.2	(21.0)	5.7	41.1	75.8	30.8	0.3	153.0	
Coast Starlight	19.9	25.7	12.1	7.1	44.9	(24.9)	19.0	167.4	114.4	70.2	0.5	349.0	
Lake Shore Limited	14.9	17.7	13.2	5.5	36.4	(21.5)	14.8	161.6	112.2	65.4	0.4	681.0	
Palmetto	12.6	9.9	7.9	3.4	21.2	(8.6)	12.1	141.2	79.8	35.9	0.3	364.0	
Crescent	17.4	17.8	15.5	5.6	38.9	(21.4)	17.1	130.4	117.5	53.8	0.5	364.0	
Auto Train	62.7	28.2	19.0	6.4	53.5	9.1	64.3	143.1	187.3	97.3	0.3	348.0	
Long Distance Adjustments	0.0	0.1	1.3	0.7	2.1	(2.1)	N/A	N/A	N/A	N/A	N/A	N/A	
Long Distance	\$ 269.1	\$ 312.3	\$ 174.7	\$ 87.6	\$ 574.5	\$ (305.5)	\$ 265.8	1,865.8	1,759.4	935.6	6.9	5,569.0	
Ancillary	204.0	33.5	108.8	51.1	193.5	10.5							
Infrastructure	131.7	34.8	127.6	35.1	197.5	(65.8)							
Amtrak	\$ 1,584.0	\$ 759.9	\$ 844.7	\$ 371.8	\$ 1,976.4	\$ (392.4)	\$ 1,059.9	12,873.1	5,449.0	2,621.8	17.5	49,503.0	

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

