



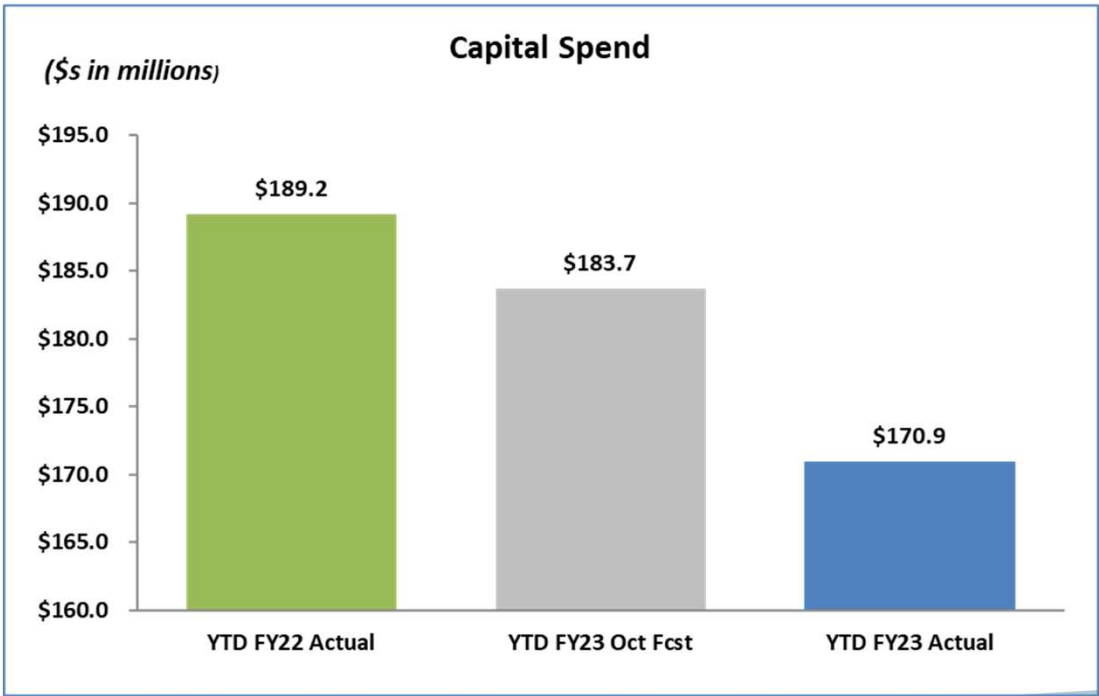
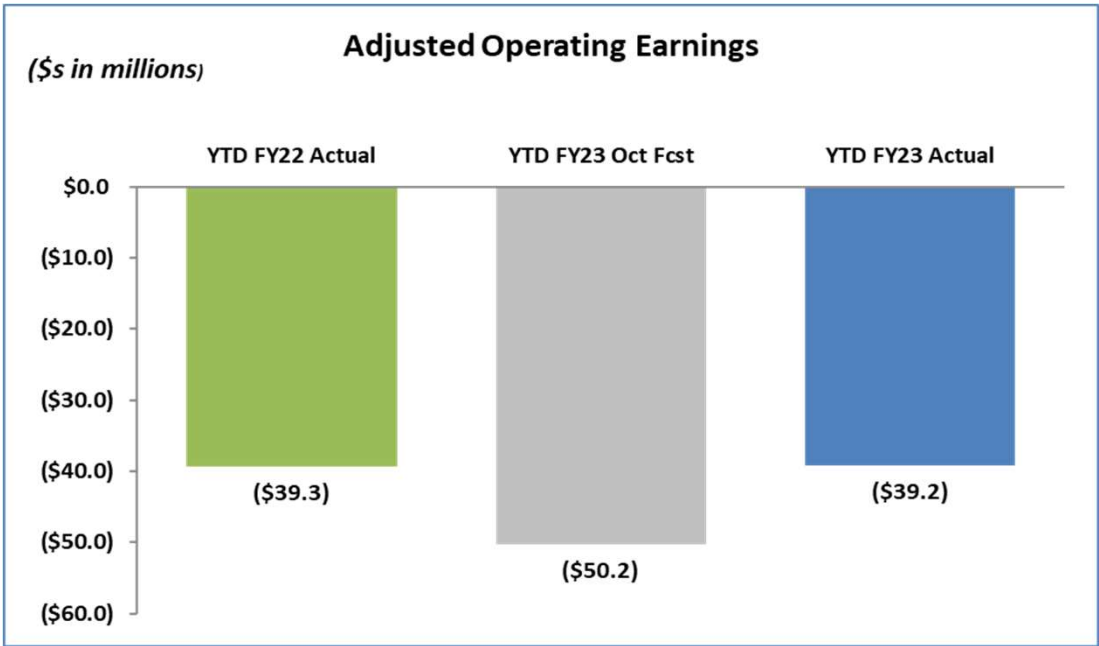
Monthly Performance Report

YTD October FY 2023

November 30, 2022

Operating: Adjusted Operating Earnings of **(\$39.2MM)** through October FY23 are \$11.0MM favorable vs October Forecast and \$0.1MM favorable vs prior year. Total revenue is \$4.2MM favorable (driven by higher ticket revenue) and total expenses are \$6.8MM favorable vs October Forecast driven by lower Employee Benefits, Wages & Overtime, Train Operations and Fuel, Power & Utilities.

Capital: Capital spend of **\$170.9MM** for Oct FY23 is (\$12.9MM) vs October Forecast and a decrease of (\$18.2MM) vs prior year. Lower spend vs October Forecast is mainly driven by Intercity Trainsets and Gateway capital projects.



| (\$s in Millions) | FY 2023 vs Prior Year | | | | FY 2023 vs Fcst_Oct | | | |
|---|-----------------------|-------------------|-----------------|---------------|---------------------|-------------------|-------------------------|--------------|
| | Prior Year | Actual | Y/Y Growth | | Oct Fcst | Actual | Fav/(Unfav) vs Oct Fcst | |
| | YTD Oct FY22 | YTD Oct FY23 | \$ | % | YTD Oct FY23 | YTD Oct FY23 | \$ | % |
| Ticket Revenue (Adjusted) | \$ 136.3 | \$ 191.0 | \$ 54.8 | 40.2% | \$ 183.0 | \$ 191.0 | \$ 8.0 | 4.4% |
| Food & Beverage | 3.3 | 5.1 | 1.8 | 56.7% | 4.8 | 5.1 | 0.3 | 6.6% |
| State Supported Train Revenue | 31.0 | 28.0 | (3.1) | (9.8%) | 27.8 | 28.0 | 0.2 | 0.7% |
| Subtotal Passenger Related Revenue | 170.5 | 224.1 | 53.6 | 31.4% | 215.6 | 224.1 | 8.5 | 3.9% |
| Other Core Revenue | 26.2 | 25.7 | (0.4) | (1.7%) | 26.7 | 25.7 | (1.0) | (3.6%) |
| Ancillary Revenue | 25.5 | 31.5 | 6.0 | 23.4% | 34.8 | 31.5 | (3.3) | (9.6%) |
| Total Revenue | 222.2 | 281.3 | 59.1 | 26.6% | 277.1 | 281.3 | 4.2 | 1.5% |
| Salaries | 30.6 | 39.9 | 9.4 | 30.6% | 37.6 | 39.9 | (2.3) | (6.2%) |
| Wages & Overtime | 89.0 | 101.4 | 12.4 | 13.9% | 102.7 | 101.4 | 1.3 | 1.3% |
| Employee Benefits | 42.6 | 48.7 | 6.1 | 14.4% | 52.4 | 48.7 | 3.7 | 7.1% |
| Employee Related | 2.4 | 5.3 | 2.9 | 121.6% | 3.7 | 5.3 | (1.6) | (41.6%) |
| Salaries, Wages & Benefits | 164.5 | 195.3 | 30.8 | 18.7% | 196.5 | 195.3 | 1.2 | 0.6% |
| Train Operations | 23.2 | 24.3 | 1.1 | 4.9% | 26.7 | 24.3 | 2.3 | 8.8% |
| Fuel, Power & Utilities | 22.3 | 29.5 | 7.2 | 32.1% | 33.0 | 29.5 | 3.4 | 10.5% |
| Materials | 11.3 | 15.1 | 3.8 | 33.1% | 16.0 | 15.1 | 0.9 | 5.4% |
| Facility, Communication & Office | 15.0 | 17.3 | 2.3 | 15.2% | 18.7 | 17.3 | 1.4 | 7.3% |
| Advertising and Sales | 6.0 | 9.9 | 3.9 | 65.0% | 9.5 | 9.9 | (0.4) | (4.4%) |
| Casualty and Other Claims | 4.6 | 5.7 | 1.1 | 22.8% | 1.6 | 5.7 | (4.1) | (262.3%) |
| Professional Fees & Data Processing | 12.7 | 20.3 | 7.5 | 59.1% | 22.0 | 20.3 | 1.7 | 7.8% |
| All Other Expense | 15.6 | 22.6 | 7.0 | 45.3% | 20.5 | 22.6 | (2.1) | (10.5%) |
| Transfer to Capital & Ancillary | (13.9) | (19.6) | (5.7) | (40.8%) | (17.0) | (19.6) | 2.6 | 15.2% |
| Total Expense | 261.5 | 320.5 | 59.0 | 22.6% | 327.3 | 320.5 | 6.8 | 2.1% |
| Adjusted Operating Earnings | \$ (39.3) | \$ (39.2) | \$ 0.1 | 0.3% | \$ (50.2) | \$ (39.2) | \$ 11.0 | 21.9% |
| OPEB's and Pension | 2.7 | 2.6 | (0.1) | (4.4%) | 2.9 | 2.6 | (0.4) | (13.0%) |
| Project Related Revenue & Expense | (11.3) | (23.2) | (11.9) | (105.1%) | (5.5) | (23.2) | (17.8) | (325.6%) |
| Depreciation | (74.7) | (73.3) | 1.4 | 1.9% | (76.3) | (73.3) | 3.0 | 3.9% |
| Office of Inspector General | (1.9) | (2.1) | (0.1) | (6.3%) | (2.3) | (2.1) | 0.3 | 10.9% |
| State Capital Payment Amortization | 11.6 | 12.1 | 0.5 | 4.4% | 11.8 | 12.1 | 0.3 | 2.7% |
| Non-Operating Inc/(Exp) | (2.3) | 2.1 | 4.4 | 190.3% | (3.4) | 2.1 | 5.5 | 162.0% |
| Net Income/(Loss) | \$ (115.3) | \$ (121.0) | \$ (5.7) | (4.9%) | \$ (122.9) | \$ (121.0) | \$ 1.9 | 1.6% |

Revenues: Total revenue of **\$281.3MM** for October FY23 is \$4.2MM favorable vs October Forecast and an increase of \$59.1MM vs prior year. YOY variance is mainly driven by higher passenger related revenue due to recovery from the COVID-19 pandemic.

Expenses: Total expenses of **\$320.5MM** for October FY23 are \$6.8MM favorable vs October Forecast. The increase of \$59.0MM vs prior year is mainly driven by higher Salaries, Wages & Benefits, Professional Fees & Data Processing, and Fuel, Power & Utilities.

Note: Amtrak reports Adjusted Operating Earnings as the key financial measure to evaluate results, Net Income/(Loss) will continue to be reported for reference. 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 results (reported on page 8) reflect the change to Adjusted Operating Earnings, in line with consolidated financials.

Note: 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).

| | FY 2023 vs Prior Year | | | | FY 2023 vs Fcst_Oct | | | |
|------------------------------------|------------------------|------------------------|------------------|---------------|--------------------------|------------------------|--------------------------|---------------|
| (\$s in Millions) | Actual YTD Oct FY22 | Actual YTD Oct FY23 | Y/Y Growth | | Oct Fcst YTD Oct FY23 | Actual YTD Oct FY23 | Over/(Under) vs Oct Fcst | |
| | | | \$ | % | | | \$ | % |
| Infrastructure Services | \$ 43.1 | 75.0 | \$ 31.9 | 74.1% | \$ 69.4 | \$ 75.0 | \$ 5.6 | 8.0% |
| Mechanical | 19.4 | 26.8 | 7.4 | 38.0% | 24.6 | 26.8 | 2.1 | 8.5% |
| Other Operations | 0.8 | 0.8 | (0.0) | (3.0%) | 1.0 | 0.8 | (0.2) | (19.7%) |
| Total Operations | 63.2 | 102.5 | 39.3 | 62.1% | 95.0 | 102.5 | 7.5 | 7.9% |
| Digital Technology & Innovation | 7.4 | 20.6 | 13.1 | 177.4% | 16.0 | 20.6 | 4.5 | 28.1% |
| Commerical & Marketing | - | - | - | N/A | 0.1 | - | (0.1) | (100.0%) |
| ADA | 6.5 | 10.9 | 4.4 | 67.6% | 13.0 | 10.9 | (2.1) | (16.3%) |
| Real Estate, Stations & Facilities | 5.9 | 9.9 | 4.0 | 67.6% | 9.5 | 9.9 | 0.4 | 4.5% |
| APD & Emergency Management | 0.6 | 0.4 | (0.2) | (25.7%) | - | 0.4 | 0.4 | N/A |
| Safety | 0.8 | 4.9 | 4.0 | 489.8% | 5.1 | 4.9 | (0.3) | (4.9%) |
| Enviromental | 0.8 | (0.9) | (1.7) | (207.8%) | 0.4 | (0.9) | (1.3) | (305.8%) |
| Procurement | (0.1) | 0.1 | 0.1 | 259.2% | 0.2 | 0.1 | (0.2) | (65.1%) |
| New Acela | 9.8 | 8.9 | (0.9) | (9.5%) | 12.1 | 8.9 | (3.3) | (27.1%) |
| Gateway | 0.7 | (0.0) | (0.8) | (106.5%) | 6.9 | (0.0) | (7.0) | (100.7%) |
| Planning & Strategy | 3.3 | 4.1 | 0.7 | 22.1% | 3.9 | 4.1 | 0.1 | 3.4% |
| B&P Tunnel | 1.9 | 3.9 | 2.0 | 105.8% | 4.6 | 3.9 | (0.7) | (14.4%) |
| Intercity Trainsets | 88.2 | 5.7 | (82.4) | (93.5%) | 16.6 | 5.7 | (10.9) | (65.5%) |
| Other, OVHD Adjustment | 0.0 | 0.0 | 0.0 | 39.4% | 0.1 | 0.0 | (0.0) | (49.1%) |
| Total Capital Spend | \$ 189.2 | \$ 170.9 | \$ (18.2) | (9.6%) | \$ 183.7 | \$ 170.9 | \$ (12.9) | (7.0%) |

FY23 vs. October Forecast: YTD FY23 capital spend of \$170.9MM is (\$12.9MM) or 7.0% lower vs October Forecast driven by lower spend for the Intercity Trainsets (payment timing), and Gateway projects.

FY23 vs. Prior Year: YTD FY23 capital spend is (\$18.2MM) or (9.6%) lower than prior year primarily driven by the following: Capital Renewal spend is higher \$31.9MM due to increase in track replacement and improvement programs as well as equipment purchases; Mechanical spend is higher due to an increase in Locomotive acquisition spend; and Intercity Trainsets is lower based on the timing of milestone payments for trainset acquisitions.

Key Performance Indicators

5

Key Performance Indicators

Ridership (in thousands):

| | Prior Year YTD Oct FY22 | Plan YTD Oct FY23 | Actual YTD Oct FY23 | Fav/(Unfav) vs Plan | | Y/Y Growth | |
|--------------------|----------------------------|----------------------|------------------------|---------------------|------|------------|-----|
| | | | | # | % | # | % |
| Northeast Corridor | 774 | 1,010 | 1,032 | 22 | 2% | 257 | 33% |
| State Supported | 794 | 1,101 | 1,016 | (85) | (8%) | 221 | 28% |
| Long Distance | 277 | 283 | 328 | 45 | 16% | 51 | 18% |
| Total Ridership | 1,846 | 2,394 | 2,375 | (19) | (1%) | 529 | 29% |

RASM (in cents)

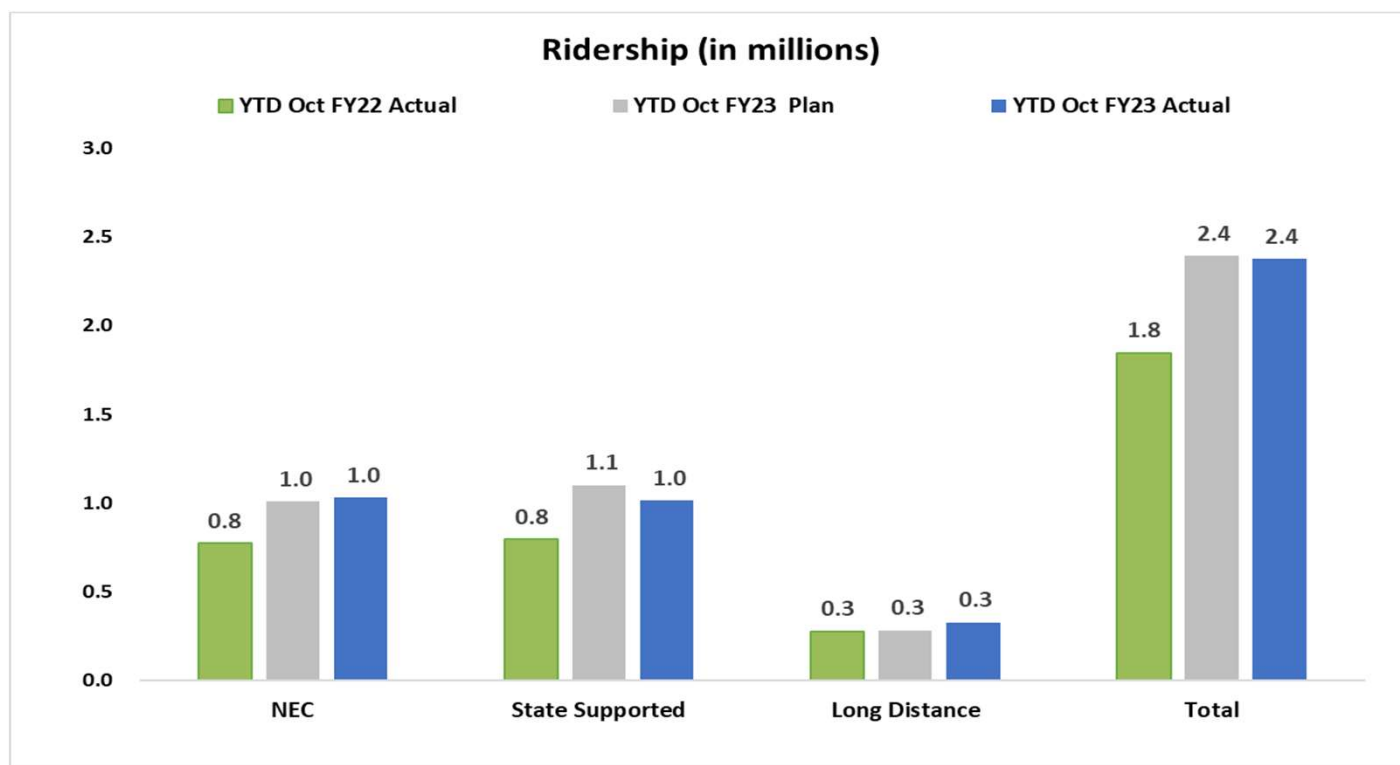
CASM (in cents)

Cost Recovery Ratio (NTS)

Customer Satisfaction Index (CSI)

Other Indicators (in millions)

| | | | | | | | |
|-----------------------------------|--------|---------|--------|---------|--------|---------|--------|
| RASM (in cents) | 19.9 c | 21.0 c | 24.7 c | 3.7 c | 17% | 4.7 c | 24% |
| CASM (in cents) | 23.8 c | 25.1 c | 27.6 c | (2.5) c | (10%) | (3.8) c | (16%) |
| Cost Recovery Ratio (NTS) | 83.7% | 83.8% | 89.4% | 5.6 pp | | 5.6 pp | |
| Customer Satisfaction Index (CSI) | 80.9 | 81.9 | 79.6 | (2.3) | (2.8%) | (1.3) | (1.6%) |
| Seat Miles | 881.8 | 1,008.5 | 922.0 | (86.5) | (9%) | 40 | 5% |
| Passenger Miles | 389.8 | 469.5 | 483.7 | 14.2 | 3% | 94 | 24% |
| Train Miles | 3.0 | 3.1 | 3.1 | (0.1) | (3%) | 0.1 | 4% |



Ridership: Ridership of **2.4MM** for FY23 is marginally below Plan due to lower state supported ridership, and **0.5MM** higher vs prior year driven by higher ridership across all service lines due to the recovery from the COVID-19 pandemic.

Note: Key Performance Indicators and Other Indicators are representative of National Train Service (NTS) (NEC, State Supported, and Long Distance) results

RASM is defined as NTS (NEC, State Supported, and Long Distance) operating revenue divided by seat miles.

CASM is defined as NTS (NEC, State Supported, and Long Distance) operating expenses divided by seat miles.

Cost Recovery Ratio is defined as NTS (NEC, state supported, long distance) operating revenue divided by operating expenses

Sources and Uses Account (Level 1)

6

| YTD Oct FY23 | <u>Northeast Corridor Account</u> | <u>National Network Account</u> | <u>Total</u> |
|--|--|--|---------------------|
| Financial Sources | | | |
| Operating Sources (A) | 154,370 | 126,931 | 281,301 |
| Capital Sources | 56,818 | 50,612 | 107,430 |
| Federal Grants to Amtrak | 871,855 | 1,463,902 | 2,335,756 |
| Total Operating and Capital Sources | 1,083,043 | 1,641,444 | 2,724,487 |
| Financial Uses (Operating): | | | |
| Operating Uses (B) | 131,607 | 188,885 | 320,492 |
| Operating Surplus/Deficit (A-B) <i>(Operating Sources - Operating Uses)</i> | 22,763 | (61,954) | (39,191) |
| Financial Uses (Debt Service Payments): | | | |
| Debt Service Payments | - | - | - |
| Available for Capital Uses <i>(Operating Surplus/Deficit - Debt Service Payments + Capital Sources + Federal Grants to Amtrak)</i> | 951,435 | 1,452,560 | 2,403,995 |
| Financial Uses (Capital): | | | |
| Capital Expenditures | 86,225 | 84,715 | 170,940 |
| Legacy Debt and RRIF Repayments | 132 | 7 | 138 |
| Remaining Carryover Balance | \$ 865,079 | \$ 1,367,838 | \$ 2,232,916 |
| Transfers | - | - | - |

Federal funding includes ECRA and ARPA Funding

FY23 net change in cash flows is \$2.23MM for Consolidated Amtrak, \$0.87MM for NEC and \$1.37MM for National Network.

Route Level Results YTD October 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 | \$ 43.3 | \$ 8.3 | \$ 15.0 | \$ 5.8 | \$ 29.2 | \$ 14.1 | \$ 43.3 | 250.5 | 70.8 | 48.8 | 0.2 | 604.0 |
| Regional | 68.5 | 16.1 | 24.4 | 13.0 | 53.5 | 15.0 | 67.4 | 781.0 | 203.2 | 139.5 | 0.5 | 1,138.3 |
| NEC Special Trains & Adjustments | 0.4 | 0.1 | 0.2 | 0.9 | 1.1 | (0.7) | 0.4 | 0.0 | 1.1 | 0.0 | 0.0 | 40.0 |
| NEC | \$ 112.2 | \$ 24.5 | \$ 39.7 | \$ 19.7 | \$ 83.8 | \$ 28.4 | \$ 111.0 | 1,031.5 | 275.1 | 188.3 | 0.7 | 1,782.3 |
| State Supported: | | | | | | | | | | | | |
| Ethan Allen Express | \$ 0.6 | \$ 0.3 | \$ 0.2 | \$ 0.1 | \$ 0.6 | \$ (0.0) | \$ 0.2 | 7.8 | 3.6 | 0.7 | 0.0 | 33.8 |
| Vermont | 0.9 | 0.4 | 0.3 | 0.2 | 0.9 | (0.0) | 0.3 | 9.6 | 4.5 | 1.0 | 0.0 | 24.9 |
| Maple Leaf | 3.4 | 1.8 | 1.2 | 0.4 | 3.4 | (0.0) | 1.6 | 36.3 | 21.4 | 6.9 | 0.1 | 131.9 |
| The Downeaster | 2.1 | 1.0 | 0.5 | 0.3 | 1.8 | 0.4 | 1.3 | 47.8 | 13.3 | 4.1 | 0.0 | 306.0 |
| 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 | 2.1 | 1.0 | 1.4 | 0.6 | 3.0 | (0.9) | 0.7 | 36.2 | 7.8 | 2.1 | 0.0 | 504.7 |
| Keystone Service | 3.5 | 1.3 | 4.6 | 1.6 | 7.5 | (4.1) | 2.1 | 92.3 | 25.4 | 5.9 | 0.1 | 431.7 |
| Empire Service | 5.0 | 2.2 | 2.7 | 1.1 | 6.0 | (1.0) | 6.7 | 106.0 | 24.7 | 16.4 | 0.1 | 382.4 |
| Great River Service | - | 0.0 | 0.0 | 0.0 | 0.1 | (0.1) | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Chicago-St.Louis | 3.1 | 1.4 | 1.3 | 0.4 | 3.0 | 0.0 | 1.3 | 39.9 | 15.5 | 7.9 | 0.1 | 154.0 |
| Hiawathas | 2.2 | 1.2 | 1.2 | 0.2 | 2.7 | (0.5) | 1.4 | 54.3 | 9.9 | 4.4 | 0.0 | 423.0 |
| Wolverines | 3.0 | 1.3 | 1.5 | 0.4 | 3.2 | (0.2) | 1.6 | 29.9 | 10.5 | 6.6 | 0.0 | 135.0 |
| Illini | 1.3 | 0.7 | 0.4 | 0.1 | 1.2 | 0.0 | 0.6 | 19.3 | 7.9 | 3.2 | 0.0 | 62.0 |
| ILLINOIS Zephyr | 1.5 | 0.7 | 0.5 | 0.2 | 1.5 | 0.0 | 0.4 | 11.4 | 4.8 | 1.9 | 0.0 | 120.0 |
| Heartland Flyer | 0.7 | 0.4 | 0.3 | 0.1 | 0.8 | (0.1) | 0.2 | 6.2 | 2.2 | 1.2 | 0.0 | 62.0 |
| Pacific Surfliner | 8.9 | 5.3 | 2.3 | 1.6 | 9.3 | (0.3) | 3.1 | 110.3 | 33.7 | 7.4 | 0.1 | 689.0 |
| Cascades | 3.6 | 2.3 | 0.9 | 1.0 | 4.2 | (0.5) | 1.9 | 42.1 | 9.7 | 6.4 | 0.1 | 248.0 |
| Capitol | 4.5 | 3.1 | 1.5 | 1.0 | 5.5 | (1.0) | 1.8 | 78.5 | 22.0 | 5.8 | 0.1 | 712.0 |
| San Joaquin | 7.7 | 5.1 | 2.4 | 1.2 | 8.6 | (0.9) | 2.3 | 72.5 | 44.3 | 10.4 | 0.1 | 371.0 |
| Adirondack | 0.0 | 0.2 | (0.1) | 0.0 | 0.1 | (0.1) | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Blue Water | 1.2 | 0.6 | 0.6 | 0.2 | 1.4 | (0.1) | 0.6 | 15.0 | 6.9 | 2.9 | 0.0 | 61.0 |
| Washington-Roanoke | 1.1 | 0.9 | 0.5 | 0.3 | 1.7 | (0.6) | 1.1 | 28.9 | 11.6 | 3.8 | 0.0 | 48.1 |
| Washington - Newport News | 1.3 | 0.6 | 0.5 | 0.3 | 1.5 | (0.1) | 1.1 | 28.2 | 9.2 | 3.3 | 0.0 | 43.5 |
| Washington - Norfolk | 1.7 | 1.1 | 0.9 | 0.4 | 2.5 | (0.7) | 1.4 | 37.1 | 20.0 | 4.7 | 0.0 | 70.5 |
| Washington - Richmond | 0.6 | 0.3 | 0.3 | 0.1 | 0.7 | (0.1) | 0.3 | 10.4 | 3.7 | 0.9 | 0.0 | 12.1 |
| Hoosier State | - | - | - | - | - | - | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Kansas City-St.Louis | 1.0 | 0.6 | 0.5 | 0.2 | 1.3 | (0.3) | 0.5 | 14.9 | 7.6 | 2.5 | 0.0 | 77.0 |
| Pennsylvanian | 1.4 | 0.8 | 0.6 | 0.3 | 1.8 | (0.4) | 1.0 | 17.4 | 6.5 | 3.7 | 0.0 | 49.2 |
| 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 | 0.6 | 0.3 | 0.3 | 0.1 | 0.6 | (0.0) | 0.3 | 7.7 | 1.7 | 1.2 | 0.0 | 62.0 |
| Carolinian | 1.7 | 1.1 | 0.5 | 0.2 | 1.8 | (0.2) | 1.3 | 27.4 | 10.2 | 5.7 | 0.0 | 42.0 |
| Piedmont | 0.9 | 0.6 | 0.2 | 0.1 | 0.9 | (0.0) | 0.6 | 28.1 | 6.8 | 3.3 | 0.0 | 176.0 |
| Non Nec Special Trains & Adjustments | 2.3 | 0.2 | 0.4 | 0.9 | 1.6 | 0.7 | 2.3 | 0.0 | 0.6 | 0.0 | 0.0 | 92.0 |
| State Supported | \$ 67.8 | \$ 37.0 | \$ 28.5 | \$ 13.5 | \$ 79.0 | \$ (11.2) | \$ 37.8 | 1,015.5 | 346.1 | 124.1 | 1.2 | 5,524.8 |
| Long Distance: | | | | | | | | | | | | |
| Silver Star | \$ 2.9 | \$ 4.2 | \$ 2.6 | \$ 1.0 | \$ 7.8 | \$ (4.9) | \$ 2.8 | 26.0 | 22.8 | 11.2 | 0.1 | 59.0 |
| Cardinal | 0.8 | 1.2 | 0.2 | 0.5 | 1.9 | (1.2) | 0.7 | 8.0 | 4.4 | 2.7 | 0.0 | 26.0 |
| Silver Meteor | 1.5 | 1.7 | 1.3 | 0.5 | 3.5 | (2.0) | 1.5 | 11.5 | 10.7 | 6.1 | 0.0 | 33.0 |
| Empire Builder | 5.1 | 6.4 | 1.4 | 1.4 | 9.2 | (4.1) | 4.9 | 29.0 | 41.2 | 21.7 | 0.2 | 122.0 |
| Capitol Limited | 1.9 | 1.7 | 1.1 | 0.8 | 3.6 | (1.8) | 1.9 | 14.4 | 10.3 | 6.1 | 0.0 | 60.0 |
| California Zephyr | 4.5 | 6.2 | 2.1 | 1.7 | 10.0 | (5.5) | 4.3 | 25.7 | 29.1 | 18.5 | 0.2 | 62.0 |
| Southwest Chief | 3.6 | 5.4 | 2.5 | 1.3 | 9.2 | (5.6) | 3.5 | 21.3 | 25.9 | 18.4 | 0.1 | 62.0 |
| City of New Orleans | 1.4 | 2.1 | 1.0 | 0.6 | 3.7 | (2.2) | 1.4 | 18.6 | 14.5 | 7.0 | 0.1 | 58.0 |
| Texas Eagle | 2.3 | 3.3 | 1.3 | 0.7 | 5.4 | (3.1) | 2.1 | 25.8 | 15.9 | 11.8 | 0.1 | 62.0 |
| Sunset Limited | 1.1 | 2.8 | 1.0 | 0.6 | 4.4 | (3.4) | 1.0 | 6.8 | 13.3 | 5.3 | 0.1 | 26.0 |
| Coast Starlight | 3.9 | 4.9 | 2.0 | 1.2 | 8.1 | (4.2) | 3.8 | 33.9 | 24.2 | 14.4 | 0.1 | 62.0 |
| Lake Shore Limited | 3.3 | 3.0 | 2.0 | 1.0 | 6.0 | (2.7) | 3.2 | 34.6 | 23.1 | 13.8 | 0.1 | 123.0 |
| Palmetto | 2.3 | 1.5 | 1.2 | 0.6 | 3.3 | (0.9) | 2.2 | 26.5 | 15.0 | 6.2 | 0.0 | 62.0 |
| Crescent | 3.1 | 2.9 | 2.6 | 1.0 | 6.5 | (3.4) | 3.1 | 23.3 | 20.4 | 10.1 | 0.1 | 62.0 |
| Auto Train | 9.7 | 4.7 | 3.0 | 1.0 | 8.7 | 1.0 | 10.1 | 22.4 | 30.1 | 18.1 | 0.1 | 60.0 |
| Long Distance Adjustments | (0.0) | 0.0 | 0.2 | 0.1 | 0.3 | (0.3) | N/A | N/A | N/A | N/A | N/A | N/A |
| Long Distance | \$ 47.4 | \$ 52.0 | \$ 25.6 | \$ 14.1 | \$ 91.7 | \$ (44.3) | \$ 46.6 | 327.9 | 300.7 | 171.3 | 1.2 | 939.0 |
| Ancillary | 31.2 | 5.9 | 17.7 | 8.3 | 31.8 | (0.6) | | | | | | |
| Infrastructure | 22.6 | 5.8 | 22.3 | 6.1 | 34.2 | (11.5) | | | | | | |
| Amtrak | \$ 281.3 | \$ 125.1 | \$ 133.8 | \$ 61.7 | \$ 320.5 | \$ (39.2) | \$ 195.4 | 2,374.9 | 922.0 | 483.7 | 3.1 | 8,246.0 |

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