



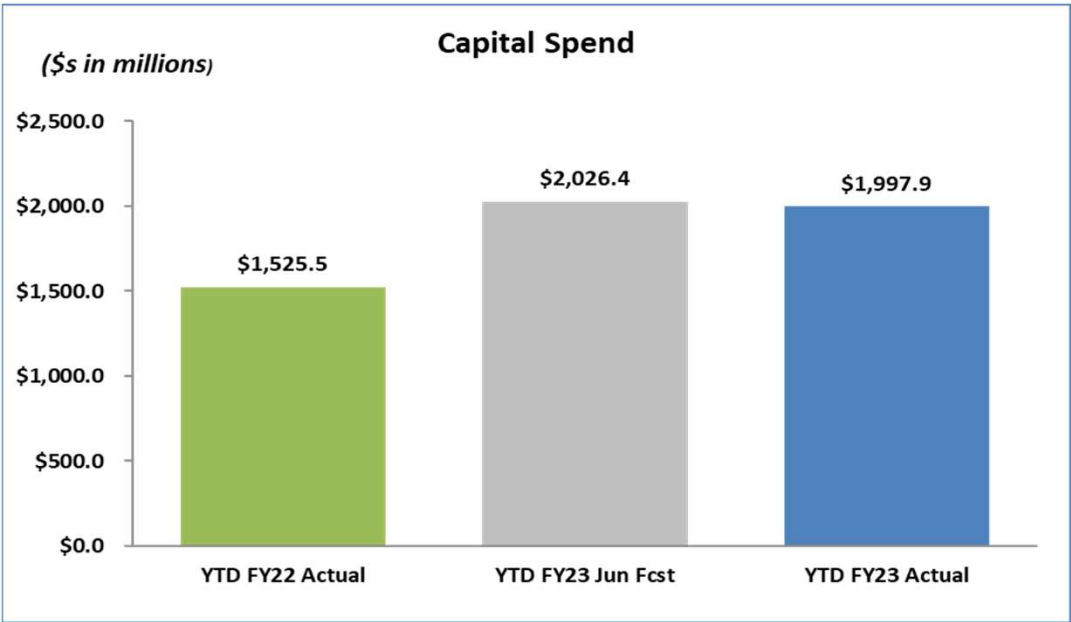
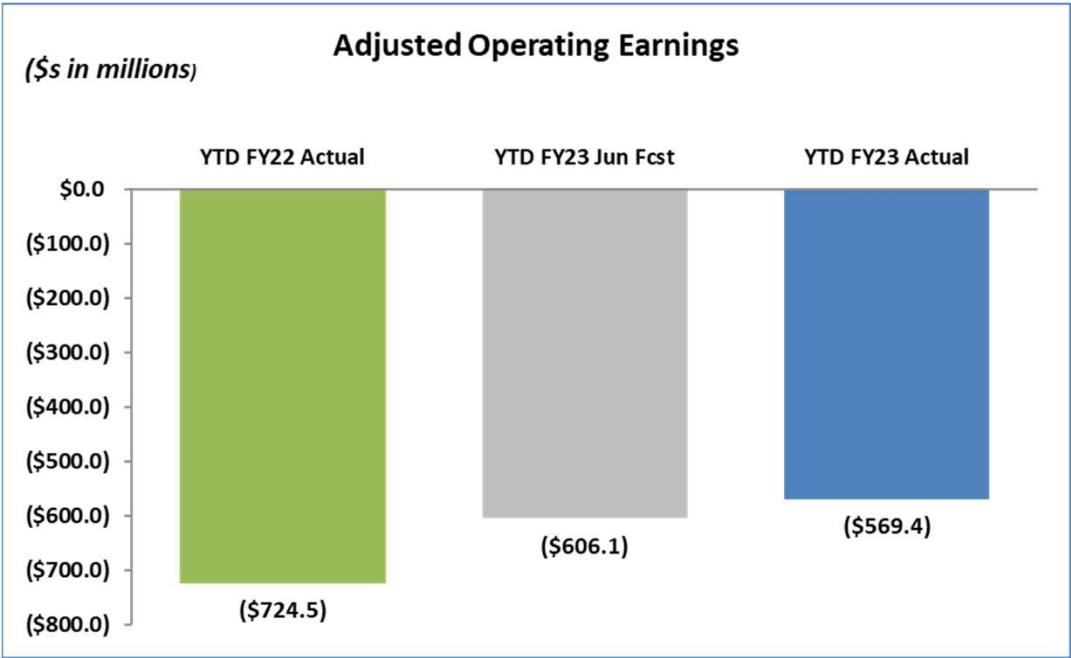
Monthly Performance Report

YTD June FY 2023

July 28, 2023

Operating: Adjusted Operating Earnings of **(\$569.4MM)** through June FY23 are \$36.7MM favorable vs June Forecast and \$155.0MM favorable vs prior year. Total revenue is \$22.5MM favorable (driven by Ticket Revenue) and total expenses are \$14.2MM favorable vs June Forecast driven by Salaries, Wages and Benefits, and Transfer to Capital & Ancillary Expense.

Capital: Capital spend of **\$1,997.9MM** for YTD June FY23 is (\$28.6MM) lower vs June Forecast (driven by lower Gateway, IMCS, and New Acela spend) and an increase of \$472.4MM vs prior year.



Operating Results

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| (\$s in Millions) | FY 2023 vs Prior Year | | | | FY 2023 vs Fcst_Jun | | | |
|---|-----------------------|---------------------|-----------------|--------------|---------------------|---------------------|--------------------------|-------------|
| | Prior Year | Actual | Y/Y Growth | | Jun Fcst | Actual | Fav/(Unfav) vs June Fcst | |
| | YTD Jun FY22 | YTD Jun FY23 | \$ | % | YTD Jun FY23 | YTD Jun FY23 | \$ | % |
| Ticket Revenue (Adjusted) | \$ 1,245.5 | \$ 1,644.3 | \$ 398.8 | 32.0% | \$ 1,625.8 | \$ 1,644.3 | \$ 18.5 | 1.1% |
| Food & Beverage | 29.5 | 39.6 | 10.1 | 34.4% | 39.5 | 39.6 | 0.2 | 0.4% |
| State Supported Train Revenue | 250.7 | 235.0 | (15.7) | (6.2%) | 230.8 | 235.0 | 4.2 | 1.8% |
| Subtotal Passenger Related Revenue | 1,525.7 | 1,919.0 | 393.3 | 25.8% | 1,896.1 | 1,919.0 | 22.9 | 1.2% |
| Other Core Revenue | 238.0 | 239.8 | 1.8 | 0.8% | 238.0 | 239.8 | 1.8 | 0.7% |
| Ancillary Revenue | 279.7 | 312.2 | 32.5 | 11.6% | 314.4 | 312.2 | (2.2) | (0.7%) |
| Total Revenue | 2,043.4 | 2,471.0 | 427.6 | 20.9% | 2,448.5 | 2,471.0 | 22.5 | 0.9% |
| Salaries | 314.8 | 381.8 | 67.0 | 21.3% | 386.6 | 381.8 | 4.8 | 1.2% |
| Wages & Overtime | 857.4 | 986.5 | 129.1 | 15.1% | 990.8 | 986.5 | 4.3 | 0.4% |
| Employee Benefits | 504.4 | 537.2 | 32.7 | 6.5% | 538.6 | 537.2 | 1.5 | 0.3% |
| Employee Related | 27.0 | 38.0 | 11.0 | 40.8% | 37.2 | 38.0 | (0.8) | (2.2%) |
| Salaries, Wages & Benefits | 1,703.6 | 1,943.5 | 239.9 | 14.1% | 1,953.2 | 1,943.5 | 9.7 | 0.5% |
| Train Operations | 214.2 | 251.3 | 37.2 | 17.4% | 249.5 | 251.3 | (1.8) | (0.7%) |
| Fuel, Power & Utilities | 211.4 | 251.7 | 40.3 | 19.0% | 253.3 | 251.7 | 1.6 | 0.6% |
| Materials | 122.6 | 134.8 | 12.2 | 10.0% | 134.5 | 134.8 | (0.3) | (0.3%) |
| Facility, Communication & Office | 149.6 | 172.1 | 22.4 | 15.0% | 171.1 | 172.1 | (1.0) | (0.6%) |
| Advertising and Sales | 60.9 | 75.3 | 14.5 | 23.8% | 75.3 | 75.3 | (0.1) | (0.1%) |
| Casualty and Other Claims | 67.9 | 27.1 | (40.9) | (60.2%) | 28.5 | 27.1 | 1.5 | 5.2% |
| Professional Fees & Data Processing | 154.6 | 182.1 | 27.5 | 17.8% | 183.0 | 182.1 | 0.9 | 0.5% |
| All Other Expense | 224.7 | 192.6 | (32.0) | (14.2%) | 194.1 | 192.6 | 1.4 | 0.7% |
| Transfer to Capital & Ancillary | (141.5) | (190.0) | (48.5) | (34.3%) | (187.8) | (190.0) | 2.3 | 1.2% |
| Total Expense | 2,767.9 | 3,040.4 | 272.6 | 9.8% | 3,054.6 | 3,040.4 | 14.2 | 0.5% |
| Adjusted Operating Earnings | \$ (724.5) | \$ (569.4) | \$ 155.0 | 21.4% | \$ (606.1) | \$ (569.4) | \$ 36.7 | 6.1% |
| OPEB's and Pension | 21.1 | 21.2 | 0.1 | 0.3% | 21.6 | 21.2 | (0.5) | (2.2%) |
| Project Related Revenue & Expense | (122.1) | (232.3) | (110.2) | (90.2%) | (213.0) | (232.3) | (19.2) | (9.0%) |
| Depreciation | (678.3) | (686.3) | (8.0) | (1.2%) | (686.1) | (686.3) | (0.2) | (0.0%) |
| Office of Inspector General | (18.4) | (20.1) | (1.7) | (9.5%) | (20.3) | (20.1) | 0.2 | 0.9% |
| State Capital Payment Amortization | 106.8 | 109.2 | 2.4 | 2.3% | 108.8 | 109.2 | 0.4 | 0.4% |
| Non-Operating Inc/(Exp) | 1.4 | 46.0 | 44.6 | N/A | 32.5 | 46.0 | 13.5 | 41.4% |
| Net Income/(Loss) | \$ (1,414.0) | \$ (1,329.0) | \$ 85.0 | 6.0% | \$ (1,362.6) | \$ (1,329.0) | \$ 33.6 | 2.5% |

Revenues: Total revenue of **\$2,471.0MM** through June FY23 is \$22.5MM favorable vs June Forecast and an increase of \$427.6MM 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 **\$3,040.4MM** through June FY23 are \$14.2MM favorable vs June Forecast. The increase of \$272.6MM vs prior year is mainly driven by Salaries, Wages and Benefits, Transfer to Capital & Ancillary Expense, and Fuel, Power and 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).

Capital Results

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| | FY 2023 vs Prior Year | | | | FY 2023 vs Fcst_Jun | | | |
|------------------------------------|------------------------|------------------------|-----------------|--------------|--------------------------|------------------------|--------------------------|---------------|
| (\$s in Millions) | Actual YTD Jun FY22 | Actual YTD Jun FY23 | Y/Y Growth | | Jun Fcst YTD Jun FY23 | Actual YTD Jun FY23 | Over/(Under) vs Jun Fcst | |
| | | | \$ | % | | | \$ | % |
| Infrastructure Services | \$ 534.9 | \$ 792.3 | \$ 257.4 | 48.1% | \$ 800.1 | \$ 792.3 | \$ (7.7) | (1.0%) |
| Mechanical | 277.2 | 279.3 | 2.1 | 0.8% | 282.3 | 279.3 | (3.0) | (1.1%) |
| Other Operations | 15.1 | 9.0 | (6.1) | (40.5%) | 9.4 | 9.0 | (0.4) | (4.6%) |
| Total Operations | 827.1 | 1,080.6 | 253.4 | 30.6% | 1,091.7 | 1,080.6 | (11.2) | (1.0%) |
| Digital Technology & Innovation | 98.0 | 206.9 | 109.0 | 111.2% | 206.7 | 206.9 | 0.3 | 0.1% |
| Commerical & Marketing | 0.1 | 2.0 | 1.9 | N/A | 2.0 | 2.0 | - | 0.0% |
| ADA | 72.2 | 96.5 | 24.3 | 33.7% | 98.8 | 96.5 | (2.3) | (2.3%) |
| Real Estate, Stations & Facilities | 27.7 | 46.3 | 18.6 | 67.1% | 47.0 | 46.3 | (0.7) | (1.4%) |
| APD &Emergency Management | 9.9 | 5.2 | (4.7) | (47.6%) | 5.6 | 5.2 | (0.4) | (7.5%) |
| Safety | 2.9 | 4.6 | 1.7 | 59.2% | 4.9 | 4.6 | (0.3) | (6.3%) |
| Enviromental | 5.3 | 4.4 | (0.9) | (16.3%) | 5.1 | 4.4 | (0.7) | (13.2%) |
| Procurement | 2.5 | 1.8 | (0.7) | (27.5%) | 1.8 | 1.8 | (0.0) | (0.5%) |
| New Acela | 143.4 | 126.7 | (16.6) | (11.6%) | 130.0 | 126.7 | (3.3) | (2.5%) |
| Gateway | 58.9 | 151.9 | 92.9 | 157.7% | 162.3 | 151.9 | (10.5) | (6.4%) |
| Planning & Strategy | 79.4 | 70.0 | (9.4) | (11.8%) | 68.0 | 70.0 | 2.0 | 2.9% |
| B&P Tunnel | 29.3 | 71.2 | 41.9 | 143.1% | 70.1 | 71.2 | 1.1 | 1.5% |
| Intercity Trainsets | 150.8 | 136.1 | (14.7) | (9.8%) | 136.1 | 136.1 | (0.0) | (0.0%) |
| Other, OVHD Adjustment | 18.0 | (6.3) | (24.3) | (134.8%) | (3.7) | (6.3) | (2.6) | (71.2%) |
| Total Capital Spend | \$ 1,525.5 | \$ 1,997.9 | \$ 472.4 | 31.0% | \$ 2,026.4 | \$ 1,997.9 | \$ (28.6) | (1.4%) |

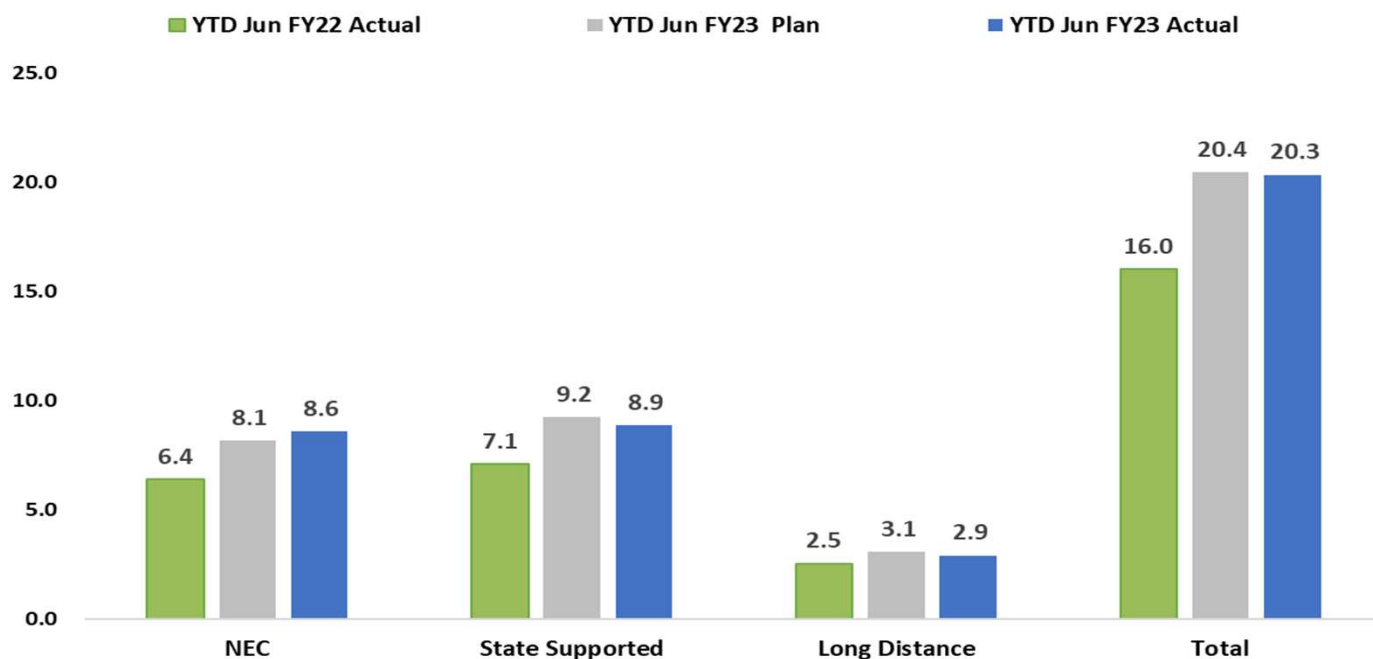
FY23 vs. June Forecast: YTD FY23 capital spend of \$1,997.9MM is (\$28.6MM) or (1.4%) vs June Forecast largely due to decreased Gateway, IMCS, and New Acela spend.

FY23 vs. Prior Year: YTD FY23 capital spend is \$472.4MM or 31.0% higher than prior year primarily driven by higher IMCS, Digital Technology & Innovation, and Gateway capital spend partially offset by lower spend on Intercity Trainsets and New Acela capital projects.

Key Performance Indicators

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Ridership (in millions)



Key Performance Indicators

Ridership (in thousands):

| | Prior Year YTD Jun FY22 | Plan YTD Jun FY23 | Actual YTD Jun FY23 | Fav/(Unfav) vs Plan | | Y/Y Growth | |
|--------------------|----------------------------|----------------------|------------------------|---------------------|------|------------|-----|
| | | | | # | % | # | % |
| Northeast Corridor | 6,386 | 8,141 | 8,562 | 421 | 5% | 2,176 | 34% |
| State Supported | 7,073 | 9,243 | 8,861 | (381) | (4%) | 1,788 | 25% |
| Long Distance | 2,527 | 3,057 | 2,901 | (155) | (5%) | 375 | 15% |
| Total Ridership | 15,986 | 20,441 | 20,325 | (116) | (1%) | 4,339 | 27% |

RASM (in cents)

| | | | | | | | |
|-----------------|--------|--------|--------|-------|----|-------|-----|
| RASM (in cents) | 20.9 c | 21.9 c | 23.4 c | 1.5 c | 7% | 2.6 c | 12% |
|-----------------|--------|--------|--------|-------|----|-------|-----|

CASM (in cents)

| | | | | | | | |
|-----------------|--------|--------|--------|---------|------|---------|------|
| CASM (in cents) | 28.9 c | 27.1 c | 29.2 c | (2.1) c | (8%) | (0.3) c | (1%) |
|-----------------|--------|--------|--------|---------|------|---------|------|

Cost Recovery Ratio (NTS)

| | | | | | | | |
|---------------------------|-------|-------|-------|----------|--|--------|--|
| Cost Recovery Ratio (NTS) | 72.2% | 80.8% | 80.2% | (0.6) pp | | 8.0 pp | |
|---------------------------|-------|-------|-------|----------|--|--------|--|

Customer Satisfaction Index (CSI)

| | | | | | | | |
|-----------------------------------|------|------|------|-------|--------|-------|--------|
| Customer Satisfaction Index (CSI) | 81.3 | 81.3 | 80.2 | (1.1) | (1.4%) | (1.1) | (1.4%) |
|-----------------------------------|------|------|------|-------|--------|-------|--------|

Other Indicators (in millions)

| | | | | | | | |
|-----------------|---------|---------|---------|---------|------|-----|-----|
| Seat Miles | 7,551.2 | 8,919.2 | 8,375.8 | (543.3) | (6%) | 825 | 11% |
| Passenger Miles | 3,381.2 | 4,170.2 | 4,141.6 | (28.6) | (1%) | 760 | 22% |
| Train Miles | 24.1 | 27.9 | 26.8 | (1.1) | (4%) | 2.7 | 11% |

Ridership: Ridership of **20.3MM** for FY23 is **(0.1MM)** lower vs Plan, and **4.3MM** higher vs prior year driven by increase in 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)

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(\$s in Thousands)

| YTD Jun FY23 | <u>Northeast Corridor Account</u> | <u>National Network Account</u> | <u>Total</u> |
|--|--|--|---------------------|
| Financial Sources | | | |
| Operating Sources (A) | 1,358,266 | 1,112,730 | 2,470,996 |
| Capital Sources | 435,946 | 238,165 | 674,111 |
| Federal Grants to Amtrak | 1,542,690 | 1,693,375 | 3,236,065 |
| Total Operating and Capital Sources | 3,336,902 | 3,044,271 | 6,381,173 |
| Financial Uses (Operating): | | | |
| Operating Uses (B) | 1,220,064 | 1,820,371 | 3,040,435 |
| Operating Surplus/Deficit (A-B) <i>(Operating Sources - Operating Uses)</i> | 138,202 | (707,641) | (569,439) |
| 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> | 2,116,838 | 1,223,899 | 3,340,737 |
| Financial Uses (Capital): | | | |
| Capital Expenditures | 1,144,881 | 852,976 | 1,997,857 |
| Legacy Debt and RRIF Repayments | 134,703 | 6,168 | 140,871 |
| Remaining Carryover Balance | \$ 837,254 | \$ 364,755 | \$ 1,202,010 |
| Transfers | - | - | - |

Federal funding includes ECRA and ARPA Funding

FY23 net change in cash flows is \$1,202.0MM for Consolidated Amtrak, \$837.3MM for NEC and \$364.8MM for National Network.

Route Level Results YTD June FY23

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| (\$s in Millions) | YTD June 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 |
| NEC: | | | | | | | | | | | | |
| Acela | \$ 372.3 | \$ 78.0 | \$ 151.4 | \$ 61.1 | \$ 290.5 | \$ 81.8 | \$ 371.1 | 2,141.1 | 663.0 | 418.7 | 2.1 | 5,582 |
| Regional | 583.1 | 148.9 | 219.8 | 124.5 | 493.1 | 89.9 | 571.7 | 6,420.8 | 1,816.9 | 1,146.0 | 3.9 | 10,053 |
| NEC Special Trains & Adjustments | 5.4 | 0.3 | 2.3 | 7.5 | 10.2 | (4.7) | 1.6 | 0.0 | 4.7 | 0.0 | 0.0 | 329 |
| NEC | \$ 960.8 | \$ 227.3 | \$ 373.5 | \$ 193.1 | \$ 793.8 | \$ 167.0 | \$ 944.5 | 8,561.8 | 2,484.5 | 1,564.7 | 6.1 | 15,964 |
| State Supported: | | | | | | | | | | | | |
| Ethan Allen Express | \$ 5.7 | \$ 3.6 | \$ 1.6 | \$ 1.1 | \$ 6.3 | \$ (0.7) | \$ 1.9 | 62.7 | 31.5 | 5.8 | 0.1 | 296 |
| Vermont | 7.2 | 4.5 | 2.9 | 1.9 | 9.3 | (2.1) | 2.5 | 78.1 | 38.3 | 8.4 | 0.1 | 207 |
| Maple Leaf | 28.7 | 16.7 | 10.4 | 4.5 | 31.6 | (2.9) | 14.1 | 314.9 | 180.4 | 60.1 | 0.6 | 1,143 |
| The Downeaster | 13.7 | 7.7 | 4.6 | 3.1 | 15.4 | (1.7) | 7.4 | 367.3 | 106.8 | 31.3 | 0.4 | 2,675 |
| Berkshire Flyer | 0.0 | 0.0 | 0.0 | 0.0 | 0.1 | (0.0) | 0.0 | 0.3 | 0.3 | 0.0 | 0.0 | 14 |
| New Haven - Springfield | 16.6 | 10.1 | 12.2 | 5.0 | 27.3 | (10.7) | 6.1 | 310.8 | 66.4 | 17.6 | 0.3 | 4,264 |
| Keystone Service | 26.1 | 12.3 | 46.5 | 16.1 | 74.8 | (48.7) | 19.3 | 817.1 | 223.9 | 51.8 | 0.6 | 3,808 |
| Empire Service | 48.3 | 20.7 | 28.7 | 13.4 | 62.8 | (14.5) | 57.3 | 906.9 | 243.3 | 146.2 | 0.8 | 3,930 |
| Great River Service | 0.1 | 0.0 | 0.0 | 0.0 | 0.1 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| Chicago-St.Louis | 19.7 | 15.2 | 13.3 | 3.9 | 32.4 | (12.7) | 12.8 | 368.3 | 164.1 | 73.4 | 0.6 | 1,766 |
| Hiawathas | 14.4 | 10.4 | 9.9 | 2.4 | 22.7 | (8.3) | 11.1 | 448.3 | 74.9 | 36.1 | 0.3 | 3,647 |
| Wolverines | 31.4 | 12.4 | 17.5 | 5.0 | 34.9 | (3.5) | 15.3 | 300.5 | 132.5 | 66.1 | 0.5 | 1,536 |
| Illini | 9.5 | 9.2 | 6.9 | 2.2 | 18.3 | (8.7) | 5.8 | 196.4 | 118.9 | 32.1 | 0.3 | 935 |
| ILLINOIS Zephyr | 6.1 | 6.8 | 4.9 | 1.6 | 13.3 | (7.2) | 2.8 | 80.3 | 34.0 | 13.3 | 0.2 | 939 |
| Heartland Flyer | 5.3 | 2.8 | 2.4 | 1.5 | 6.7 | (1.4) | 1.5 | 52.9 | 20.8 | 9.6 | 0.1 | 544 |
| Pacific Surfliner | 78.5 | 49.9 | 27.9 | 17.0 | 94.8 | (16.3) | 29.3 | 1,018.2 | 334.5 | 72.9 | 0.7 | 6,445 |
| Cascades | 39.8 | 22.2 | 12.7 | 8.8 | 43.7 | (3.9) | 19.7 | 440.9 | 107.8 | 67.2 | 0.6 | 2,360 |
| Capitol | 44.0 | 27.4 | 13.6 | 9.0 | 50.0 | (5.9) | 16.0 | 667.2 | 201.0 | 50.2 | 0.7 | 6,358 |
| San Joaquins | 65.0 | 45.3 | 19.7 | 11.2 | 76.1 | (11.1) | 20.3 | 625.7 | 376.7 | 91.3 | 1.0 | 3,266 |
| Adirondack | 4.2 | 3.3 | 0.0 | 0.6 | 4.0 | 0.2 | 1.0 | 15.9 | 8.1 | 2.9 | 0.0 | 103 |
| Blue Water | 12.4 | 5.2 | 6.6 | 1.7 | 13.5 | (1.0) | 4.5 | 118.9 | 57.4 | 23.0 | 0.2 | 523 |
| Washington-Roanoke | 7.9 | 7.2 | 5.1 | 2.5 | 14.8 | (6.9) | 9.5 | 234.3 | 97.3 | 32.0 | 0.3 | 441 |
| Washington - Newport News | 11.8 | 8.1 | 6.5 | 2.5 | 17.1 | (5.3) | 10.1 | 250.3 | 82.9 | 29.5 | 0.2 | 400 |
| Washington - Norfolk | 12.3 | 10.4 | 8.5 | 4.4 | 23.3 | (11.0) | 13.1 | 335.9 | 167.3 | 43.9 | 0.3 | 623 |
| Washington - Richmond | 5.0 | 3.0 | 2.2 | 1.0 | 6.2 | (1.2) | 2.5 | 95.4 | 31.0 | 8.0 | 0.1 | 110 |
| Hoosier State | 0.9 | 0.0 | 0.0 | 0.0 | 0.0 | 0.9 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0 |
| Kansas City-St.Louis | 13.6 | 6.6 | 4.6 | 1.5 | 12.7 | 0.8 | 3.9 | 105.9 | 66.7 | 19.7 | 0.3 | 692 |
| Pennsylvanian | 12.4 | 6.4 | 6.2 | 3.0 | 15.7 | (3.3) | 8.5 | 143.3 | 57.9 | 30.7 | 0.2 | 433 |
| Gulf Coast Limited | 0.4 | 0.5 | 0.4 | 5.2 | 6.2 | (5.8) | 0.4 | 0.0 | 0.5 | 0.0 | 0.0 | 154 |
| Pere Marquette | 6.0 | 2.8 | 2.8 | 0.9 | 6.5 | (0.5) | 2.5 | 62.5 | 14.7 | 9.5 | 0.1 | 536 |
| Carolinian | 15.2 | 10.1 | 4.8 | 2.4 | 17.3 | (2.1) | 11.9 | 231.6 | 90.8 | 51.3 | 0.3 | 370 |
| Piedmont | 7.6 | 5.5 | 1.5 | 1.5 | 8.4 | (0.8) | 4.1 | 210.6 | 50.5 | 24.2 | 0.3 | 1,623 |
| Non Nec Special Trains & Adjustments | 0.4 | 1.5 | 3.6 | 5.1 | 10.1 | (9.8) | 0.3 | 0.1 | 5.1 | 0.0 | 0.1 | 702 |
| State Supported | \$ 570.3 | \$ 347.8 | \$ 288.8 | \$ 139.9 | \$ 776.5 | \$ (206.2) | \$ 315.8 | 8,861.3 | 3,186.6 | 1,107.8 | 10.2 | 50,843 |
| Long Distance: | | | | | | | | | | | | |
| Silver Star | \$ 29.7 | \$ 35.9 | \$ 24.0 | \$ 10.1 | \$ 70.0 | \$ (40.3) | \$ 28.9 | 263.8 | 194.8 | 113.8 | 0.8 | 543 |
| Cardinal | 6.5 | 11.0 | 5.0 | 4.6 | 20.6 | (14.1) | 6.3 | 62.0 | 41.6 | 23.8 | 0.3 | 228 |
| Silver Meteor | 29.6 | 26.6 | 20.1 | 9.2 | 55.9 | (26.3) | 29.5 | 204.1 | 188.9 | 109.7 | 0.7 | 513 |
| Empire Builder | 37.3 | 54.5 | 16.6 | 14.6 | 85.6 | (48.4) | 36.5 | 243.5 | 355.3 | 167.3 | 1.3 | 972 |
| Capitol Limited | 13.2 | 15.2 | 10.2 | 7.2 | 32.5 | (19.4) | 13.6 | 98.8 | 66.6 | 41.8 | 0.4 | 524 |
| California Zephyr | 40.5 | 56.8 | 20.9 | 20.5 | 98.2 | (57.6) | 39.0 | 245.8 | 287.4 | 157.1 | 1.3 | 602 |
| Southwest Chief | 30.8 | 50.3 | 26.0 | 14.4 | 90.7 | (59.9) | 30.4 | 183.1 | 265.0 | 160.4 | 1.2 | 533 |
| City of New Orleans | 14.9 | 18.9 | 9.9 | 6.2 | 35.0 | (20.2) | 14.3 | 170.5 | 134.3 | 69.7 | 0.5 | 538 |
| Texas Eagle | 19.3 | 28.1 | 12.2 | 6.9 | 47.2 | (27.9) | 18.4 | 216.2 | 135.1 | 102.5 | 0.7 | 541 |
| Sunset Limited | 9.1 | 23.7 | 10.7 | 7.7 | 42.1 | (33.0) | 8.4 | 59.8 | 105.8 | 45.4 | 0.5 | 231 |
| Coast Starlight | 31.5 | 38.6 | 17.0 | 11.8 | 67.4 | (35.9) | 30.1 | 250.9 | 167.5 | 108.2 | 0.7 | 530 |
| Lake Shore Limited | 25.0 | 27.1 | 19.9 | 9.2 | 56.2 | (31.2) | 25.0 | 250.7 | 175.2 | 103.2 | 0.6 | 1,010 |
| Palmetto | 20.5 | 14.7 | 11.7 | 5.8 | 32.3 | (11.7) | 19.7 | 231.1 | 124.9 | 59.0 | 0.4 | 546 |
| Crescent | 27.5 | 26.7 | 22.9 | 9.5 | 59.1 | (31.6) | 26.9 | 203.2 | 181.1 | 85.1 | 0.7 | 546 |
| Auto Train | 95.5 | 41.5 | 27.6 | 10.7 | 79.8 | 15.7 | 98.3 | 217.9 | 281.2 | 122.2 | 0.5 | 530 |
| Long Distance Adjustments | 0.0 | 0.1 | 1.7 | 1.3 | 3.0 | (3.0) | N/A | N/A | N/A | N/A | N/A | N/A |
| Long Distance | \$ 430.9 | \$ 469.6 | \$ 256.3 | \$ 149.9 | \$ 875.7 | \$ (444.8) | \$ 425.4 | 2,901.5 | 2,704.7 | 1,469.1 | 10.5 | 8,387 |
| Ancillary Infrastructure | 309.7 | 50.0 | 166.5 | 75.9 | 292.4 | 17.3 | | | | | | |
| | 199.3 | 51.3 | 187.2 | 63.5 | 302.0 | (102.7) | | | | | | |
| Amtrak | \$ 2,471.0 | \$ 1,146.0 | \$ 1,272.3 | \$ 622.2 | \$ 3,040.4 | \$ (569.4) | \$ 1,685.6 | 20,324.6 | 8,375.8 | 4,141.6 | 26.8 | 75,194 |

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