



Monthly Performance Report

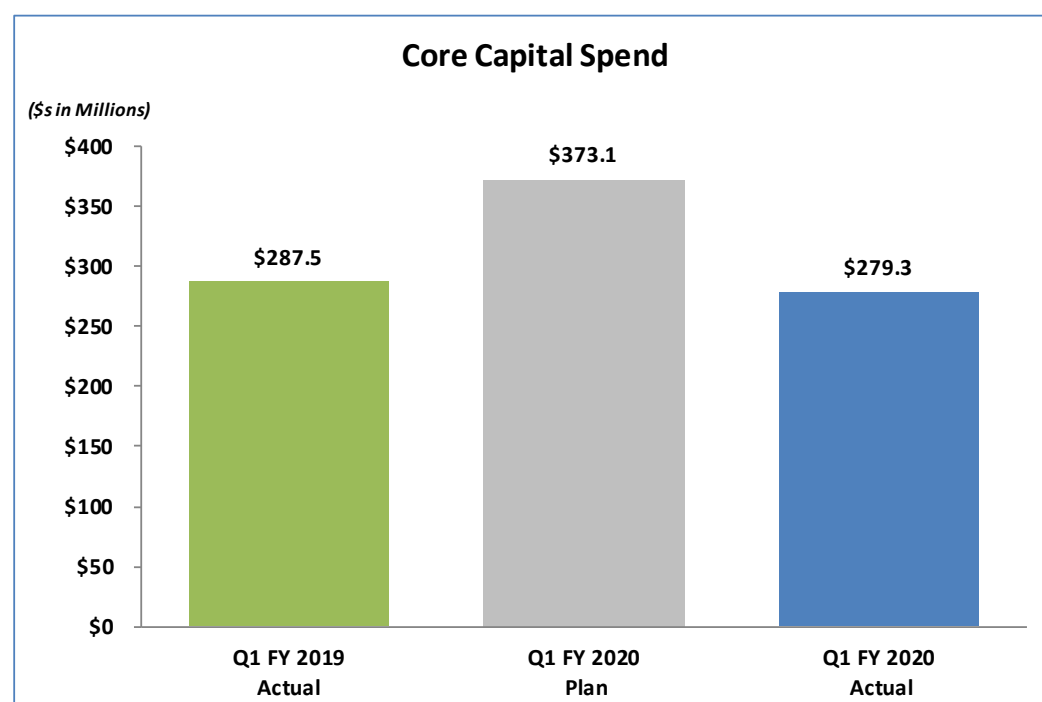
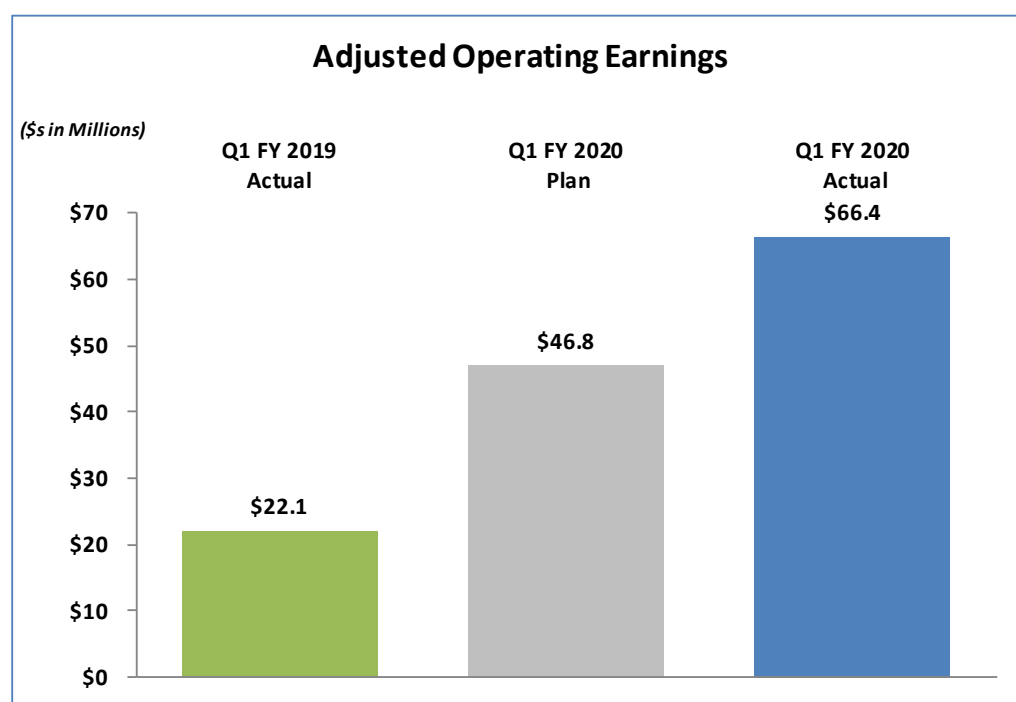
December FY 2020

January 29, 2020

Financial Summary

Operating: Adjusted Operating Earnings of **\$66.4M** for Q1 FY 2020 are \$19.5M favorable to Plan and an increase of \$44.3M over the prior year. For Plan, there is favorability for both total revenue (primarily driven by adjusted ticket revenue) and total expenses (primarily driven by fuel, power, and utilities).

Capital: Core capital spend of **\$279.3M** for Q1 FY 2020 is \$93.8M underspent vs Plan and a decrease of \$8.2M compared to Q1 FY 2019. The underspend vs. Plan is primarily driven by delays and timing for Infrastructure and Stations.



Operating Results

(\$s in Millions)	FY 2020 vs Prior Year				FY 2020 vs Plan			
	Actual	Actual	Y/Y Growth		Plan	Actual	Fav/(Unfav) vs Plan	
	Q1 FY 2019	Q1 FY 2020	\$	%	Q1 FY 2020	Q1 FY 2020	\$	%
Ticket Revenue (Adjusted)	\$ 598.4	\$ 628.4	\$ 30.0	5.0%	\$ 618.3	\$ 628.4	\$ 10.0	1.6%
Food & Beverage	37.7	36.1	(1.6)	(4.3%)	37.1	36.1	(0.9)	(2.5%)
State Supported Train Revenue	44.1	52.7	8.6	19.6%	55.6	52.7	(2.9)	(5.2%)
Subtotal Passenger Related Revenue	680.2	717.2	37.0	5.4%	711.0	717.2	6.2	0.9%
Other Core Revenue	74.0	77.2	3.2	4.3%	76.7	77.2	0.5	0.7%
Ancillary Revenue	84.3	86.8	2.5	3.0%	89.7	86.8	(2.9)	(3.3%)
Total Revenue	838.5	881.2	42.7	5.1%	877.4	881.2	3.8	0.4%
Salaries, Wages & Benefits	518.8	519.3	0.5	0.1%	527.1	519.3	7.8	1.5%
Train Operations	75.2	77.1	1.9	2.5%	77.6	77.1	0.5	0.7%
Fuel, Power & Utilities	66.9	57.2	(9.7)	(14.5%)	67.4	57.2	10.2	15.1%
Materials	36.5	37.3	0.7	1.9%	40.3	37.3	3.0	7.5%
Facility, Communication & Office	40.9	41.0	0.0	0.1%	42.5	41.0	1.6	3.7%
Advertising and Sales	22.5	24.8	2.3	10.4%	24.5	24.8	(0.4)	(1.5%)
Casualty and Other Claims	19.2	17.7	(1.5)	(7.9%)	17.7	17.7	0.0	0.1%
Professional Fees & Data Processing	51.3	51.8	0.5	1.0%	58.6	51.8	6.8	11.6%
All Other Expense	31.5	30.9	(0.5)	(1.7%)	23.4	30.9	(7.5)	(32.2%)
Transfer to Capital & Ancillary	(46.4)	(42.3)	4.2	9.0%	(48.5)	(42.3)	(6.2)	(12.8%)
Total Expense	816.4	814.9	(1.6)	(0.2%)	830.6	814.9	15.8	1.9%
Adjusted Operating Earnings	\$ 22.1	\$ 66.4	\$ 44.3	200.9%	\$ 46.8	\$ 66.4	\$ 19.5	41.7%
OPEB's and Pension	15.5	8.8	(6.7)	(43.4%)	10.6	8.8	(1.9)	(17.7%)
Project Related Revenue & Expense	(28.8)	(25.5)	3.4	11.7%	(40.6)	(25.5)	15.2	37.3%
Superstorm Sandy Insurance Proceeds	4.5	-	(4.5)	(100.0%)	-	-	-	N/A
Depreciation	(210.6)	(224.9)	(14.4)	(6.8%)	(215.6)	(224.9)	(9.3)	(4.3%)
Office of Inspector General	(4.8)	(5.8)	(1.0)	(19.7%)	(5.5)	(5.8)	(0.3)	(4.8%)
State Capital Payment Amortization	29.7	32.5	2.7	9.2%	30.5	32.5	2.0	6.5%
Non-Operating Inc/(Exp)	(2.2)	38.7	40.9	N/A	0.9	38.7	37.8	N/A
Net Income/(Loss)	\$ (174.7)	\$ (109.9)	\$ 64.8	37.1%	\$ (172.9)	\$ (109.9)	\$ 63.0	36.4%

Revenues: Total revenue of **\$717.2M** for Q1 FY 2020 is \$3.8M favorable to the Plan and primarily driven by adjusted ticket revenue. The increase of \$42.7M over the prior year is primarily driven by favorable variances across most of the revenue categories, especially ticket revenue.

Expenses: Total expenses of **\$814.9M** for Q1 FY 2020 are favorable \$15.8M to the Plan primarily driven by favorable fuel, power, and utilities expenses. The decrease of \$1.6M from the prior year is primarily driven by decreased expenses for fuel, power, and utilities expenses.

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

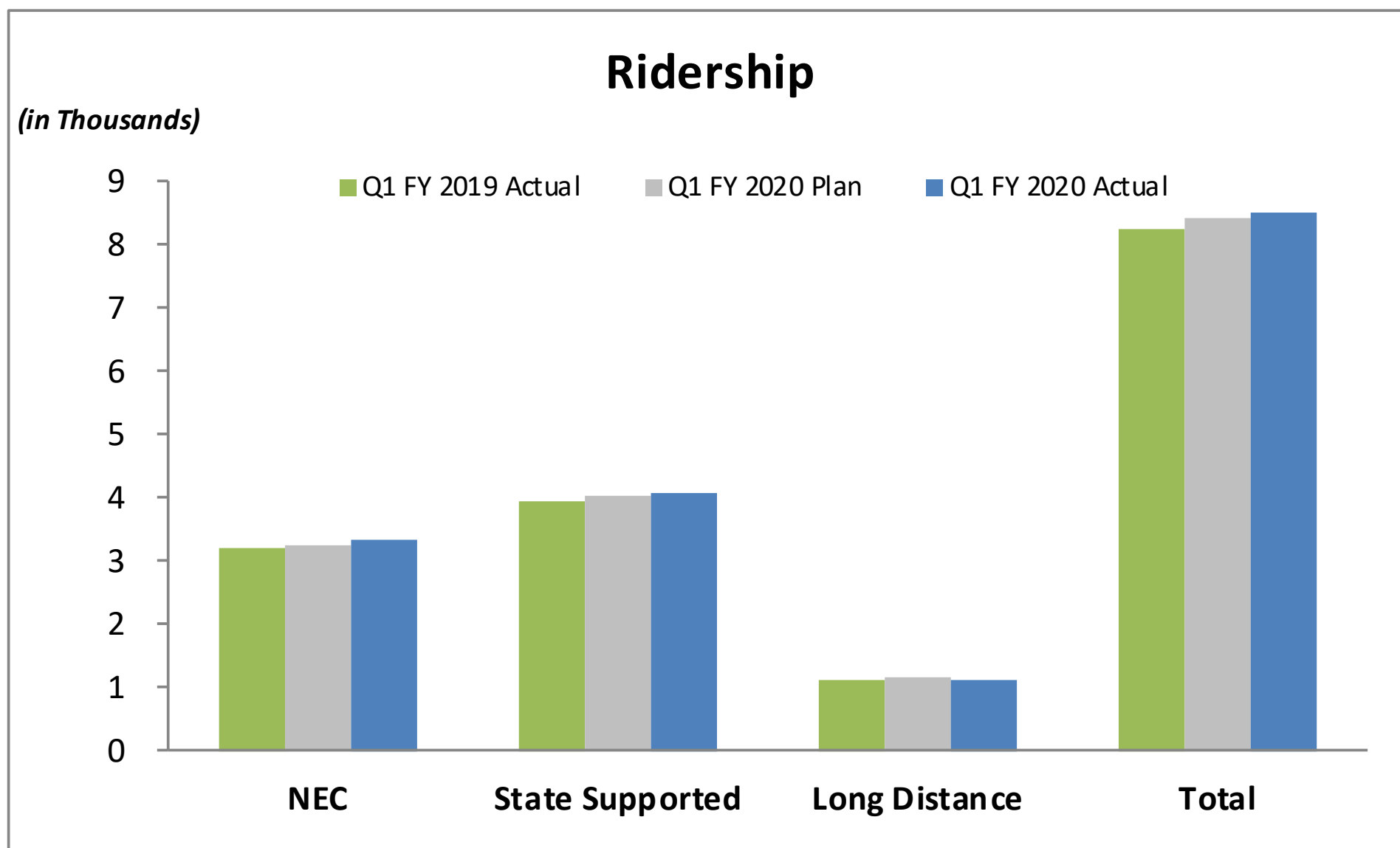
(\$s in Millions)	FY 2020 vs Prior Year				FY 2020 vs Plan			
	Actual	Actual	Y/Y Growth		Plan	Actual	Over/(Under) Plan	
	Q1 FY 2019	Q1 FY 2020	\$	%	Q1 FY 2020	Q1 FY 2020	\$	%
Infrastructure	130.2	129.2	(1.0)	(0.7%)	149.8	129.2	(20.6)	(13.7%)
Stations & Real Estate	26.3	16.0	(10.3)	(39.1%)	48.4	16.0	(32.5)	(67.0%)
Fleet	64.9	69.8	4.9	7.6%	93.1	69.8	(23.3)	(25.1%)
Technology	27.0	26.1	(0.9)	(3.4%)	33.1	26.1	(7.0)	(21.0%)
ADA	15.7	20.0	4.3	27.1%	21.5	20.0	(1.5)	(7.0%)
Support	2.1	3.6	1.5	70.0%	3.4	3.6	0.2	6.8%
Acela 21	21.3	14.6	(6.7)	(31.6%)	23.7	14.6	(9.2)	(38.7%)
Subtotal Core Capital	\$ 287.5	\$ 279.3	\$ (8.2)	(2.8%)	\$ 373.1	\$ 279.3	\$ (93.8)	(25.1%)
Fleet Acquisition	(0.0)	28.8	28.8	N/A	19.7	28.8	9.1	46.0%
Other 3rd Party Dependent	2.8	5.0	2.2	78.5%	17.2	5.0	(12.2)	(70.8%)
Acela 21 Milestone Payments	0.8	0.5	(0.3)	(34.7%)	133.8	0.5	(133.3)	(99.6%)
Gateway	6.0	5.3	(0.7)	(11.0%)	7.7	5.3	(2.4)	(31.5%)
Total Capital Spend	\$ 297.1	\$ 318.9	\$ 21.9	7.4%	\$ 551.5	\$ 318.9	\$ (232.6)	(42.2%)

Q1 FY 2020 vs. Plan: Q1 FY 2020 Core Capital spend (excluding Fleet acquisition, Gateway, Acela 21 milestone payments and 3rd Party dependent) of \$279.3M is (\$93.8M) or (25.1%) under Plan. Underspend to Plan is primarily driven by delayed Stations and Facilities projects, timing of Fleet refresh and overhaul activities, and Infrastructure delays. Total Capital spend of \$318.9M is (\$232.6M) underspent to Plan primarily due to timing of Acela 21 milestone payments.

Q1 FY 2020 vs. Prior Year: Core Capital spend is currently 2.8% lower than prior year due to track and major station improvement delays.

Key Performance Indicators

	Actual	Plan	Actual	Fav/(Unfav) vs Plan		Y/Y Growth	
	Q1 FY 2019	Q1 FY 2020	Q1 FY 2020	#	%	#	%
Key Performance Indicators							
<i>Ridership (in thousands):</i>							
Northeast Corridor	3,197.5	3,228.2	3,325.5	97.3	3.0%	128.0	4.0%
State Supported	3,920.0	4,036.3	4,060.3	23.9	0.6%	140.3	3.6%
Long Distance	1,126.9	1,131.7	1,114.7	(17.1)	(1.5%)	(12.2)	(1.1%)
Total Ridership	8,244.4	8,396.2	8,500.5	104.2	1.2%	256.1	3.1%
RASM (in cents)	21.61	22.10	22.31	0.20	0.9%	0.70	3.2%
CASM (in cents)	20.53	20.52	19.87	0.65	3.2%	(0.66)	(3.2%)
Cost Recovery Ratio (NTS)	105%	108%	112%	N/A	4.6%	N/A	7.0%
Customer Satisfaction Index (CSI)	86.9	87.8	88.1	0.3	0.4%	1.2	1.4%
Other Indicators (in millions)							
Seat Miles	3,209.6	3,288.0	3,287.2	(0.8)	(0.0%)	77.6	2.4%
Passenger Miles	1,655.0	1,686.5	1,646.5	(39.9)	(2.4%)	(8.5)	(0.5%)
Train Miles	9.7	9.8	9.8	(0.1)	(0.7%)	0.1	1.1%



Ridership: Ridership of **8.50M** for Q1 FY 2020 is 0.10M above Plan primarily from increased NEC ridership. Ridership is higher than prior year and is driven by increased ridership on most of the service lines.

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)

Q1 FY 2020			
	<u>Northeast Corridor Account</u>	<u>National Network Account</u>	<u>Total</u>
Financial Sources			
Operating Sources (A)	502,656	378,576	881,232
Capital Sources	44,215	32,962	77,177
Federal Grants to Amtrak	12,526	13,431	25,957
Total Operating and Capital Sources	559,398	424,969	984,367
Financial Uses (Operating):			
Operating Uses (B)	318,658	496,207	814,864
Operating Surplus/Deficit (A-B) <i>(Operating Sources - Operating Uses)</i>	183,999	(117,631)	66,368
Financial Uses (Debt Service Payments):			
Debt Service Payments	519	-	519
Available for Capital Uses <i>(Operating Surplus/Deficit - Debt Service Payments + Capital Sources + Federal Grants to Amtrak)</i>	240,222	(71,238)	168,984
Financial Uses (Capital):			
Capital Expenditures	156,698	162,233	318,931
Legacy Debt Repayments	82,320	9,016	91,336
Remaining Carryover Balance	\$ 1,204	\$ (242,487)	\$ (241,283)

Q1 FY 2020 Net change in Cash Flows of (\$241.3M) for Consolidated Amtrak, \$1.2M for NEC, and (\$242.5M) for National Network. Amtrak is still waiting for FY 2020 funding to be dispersed.

Sources and Uses Account (Level 2)

	Northeast Corridor (NEC) Account						National Network Account						National Network Account Total	Grand Total
	NEC	Infrastructure Access	Ancillary - NEC			NEC Account Total	State Supported	Long Distance	Infrastructure Access	Ancillary - National Network				
			Amtrak Services	Reimbursable Services	Real Estate/Commercial Services					Amtrak Services	Reimbursable Services	Real Estate/Commercial Services		
Financial Sources:														
Passenger Related Revenue														
<i>Ticket Revenue (Adjusted)</i>	368,785	-	-	-	-	368,785	144,703	113,037	-	6	-	-	257,746	626,531
<i>Charter/Special Trains</i>	583	-	-	-	-	583	1,253	-	-	-	-	-	1,253	1,837
<i>Food and Beverage</i>	12,597	-	-	-	-	12,597	6,862	16,677	-	-	-	-	23,539	36,136
Contractual Contribution (Operating)														
<i>PRR/A 209 Operating Payments</i>	-	-	-	-	-	-	52,714	-	-	-	-	-	52,714	52,714
<i>PRR/A 212 Operating Payments</i>	-	48,524	-	-	-	48,524	-	-	2,716	-	-	-	2,716	51,240
<i>Commuter Operations</i>	0	-	18,832	-	-	18,835	0	(0)	-	15,136	-	-	15,136	33,970
<i>Reimbursable Contracts</i>	1,291	1,091	1	20,971	509	23,864	637	206	223	2	9,998	104	11,169	35,033
<i>Access Revenue</i>	-	5,949	-	-	-	5,949	0	0	3,055	-	(48)	-	3,007	8,956
Commercial Revenue (incl. Pipe/Wire, Real Estate, Parking)	62	-	-	-	17,347	17,409	4	8	-	-	-	3,553	3,565	20,974
All Other Revenue (incl. Insurance Revenue, Cobranded Commissions, etc.)	6,110	0	0	0	0	6,110	4,068	3,649	0	0	14	0	7,731	13,841
Operating Sources Subtotal	389,428	55,565	18,834	20,974	17,856	502,656	210,242	133,577	5,993	15,144	9,963	3,657	378,576	881,232
Contractual Contribution (Capital)														
<i>PRR/A 209 Capital Payments</i>	-	-	-	-	-	-	14,559	-	-	-	-	-	14,559	14,559
<i>PRR/A 212 Capital Payments</i>	-	25,850	-	-	-	25,850	-	-	6,286	-	-	-	6,286	32,135
<i>Sole Benefit - Partners</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Other State/Local Mutual Benefit</i>	3,350	955	15	21	5	4,345	7,585	2,373	1,538	13	607	1	12,117	16,462
Financing Proceeds Applied	14,020	-	-	-	-	14,020	-	-	-	-	-	-	-	14,020
Other Capital and Special Grants (incl., state/local sources)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital Sources Subtotal	17,370	26,804	15	21	5	44,215	22,144	2,373	7,824	13	607	1	32,962	77,177
Federal Grants to Amtrak														
<i>Prior Year Carryover Capital Grant Funds</i>	9,400	1,959	19	46	-	11,424	6,124	5,365	1,332	39	2	-	12,862	24,286
<i>Current Year FAST Sec 11101 Grants</i>														
<i>Operating</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Capital</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Other Federal Grants (incl., FRA/OST, FTA, DHS)</i>	307	769	11	14	2	1,103	236	292	23	10	6	0	569	1,671
Federal Grants to Amtrak Subtotal	9,708	2,728	29	60	2	12,526	6,360	5,658	1,356	49	8	0	13,431	25,957
Total Financial Sources	416,506	85,097	18,878	21,054	17,863	559,398	238,746	141,607	15,173	15,206	10,578	3,659	424,969	984,367
Financial Uses (Operating):														
Service Line Management	1,104	35	63	81	1,724	3,007	1,101	581	7	58	36	353	2,135	5,142
Transportation	60,440	12,368	8,084	1,167	53	82,111	96,767	124,609	3,790	9,266	256	11	234,698	316,809
Equipment	49,341	3,670	5,824	5,403	46	64,282	45,433	52,580	214	3,561	432	9	102,229	166,511
Infrastructure	25,298	28,169	81	15,467	839	69,853	5,687	4,026	5,562	163	9,582	172	25,192	95,046
Stations	11,588	5,992	80	14	408	18,083	20,967	15,946	3,317	32	87	84	40,432	58,515
National Assets and Corporate Services	55,516	17,944	2,631	4,496	733	81,321	41,131	41,193	4,643	2,785	1,619	150	91,521	172,842
Total Operating Uses	203,286	68,178	16,762	26,628	3,803	318,658	211,085	238,934	17,532	15,865	12,011	779	496,207	814,864
Operating Surplus/Deficit <i>(Operating Sources - Operating Uses)</i>	186,142	(12,614)	2,072	(5,654)	14,053	183,999	(843)	(105,358)	(11,539)	(721)	(2,048)	2,878	(117,631)	66,368
Financial Uses (Debt Service Payments):														
RRIF debt repayments	519	-	-	-	-	519	-	-	-	-	-	-	-	519
Other/New financing repayments	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Debt Service Payments	519	-	-	-	-	519	-	-	-	-	-	-	-	519
Available for Capital Uses <i>(Capital Sources + Federal Grants to Amtrak + Operating Surplus/Deficit - Debt Service Payments)</i>	212,701	16,919	2,116	(5,574)	14,060	240,222	27,662	(97,327)	(2,360)	(659)	(1,433)	2,880	(71,238)	168,984
Financial Uses (Capital):														
Service Line Management	389	145	6	8	1	549	103	178	17	6	4	0	307	856
Transportation	3,143	(743)	48	82	4	2,534	1,922	4,319	67	68	49	1	6,426	8,960
Equipment	16,499	2,424	2	205	11	19,141	20,329	63,787	614	43	152	2	84,927	104,068
Infrastructure	45,233	57,336	3	182	149	102,902	16,231	7,927	10,655	6	859	31	35,708	138,611
Stations	15,890	5,764	17	23	(45)	21,648	9,600	9,619	1,323	15	9	(9)	20,556	42,204
National Assets and Corporate Services	6,274	2,745	265	351	290	9,925	6,501	6,793	540	250	164	59	14,309	24,234
Capital Expenditures	87,428	67,670	340	850	409	156,698	54,687	92,623	13,217	387	1,236	84	162,233	318,931
Legacy Debt Repayments	50,588	1,770	-	-	29,961	82,320	3,451	5,528	-	-	-	37	9,016	91,336
Total Capital Uses	138,016	69,440	340	850	30,370	239,018	58,138	98,151	13,217	387	1,236	121	171,249	410,267
Remaining Carryover Balance	\$ 74,684	\$ (52,521)	\$ 1,776	\$ (6,424)	\$ (16,310)	\$ 1,204	\$ (30,476)	\$ (195,479)	\$ (15,576)	\$ (1,046)	\$ (2,669)	\$ 2,759	\$ (242,487)	\$ (241,283)

Route Level Results

(\$s in Millions)	Q1 FY 2020									
	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)	Seat Miles (in Millions)	Passenger Miles (in Millions)	Average			
							CSI	Load Factor	OTP	
NEC:										
Acela	\$ 186.6	\$ 83.0	\$ 103.7	953.8	278.2	181.9	86.3	66%	85.5%	
Regional	201.5	118.3	83.2	2,369.7	641.9	369.3	88.1	59%	83.3%	
NEC Special Trains & Adjustments	1.3	2.0	(0.7)	2.0	1.7	0.3	N/A	N/A	N/A	
NEC	\$ 389.4	\$ 203.3	\$ 186.1	3,325.5	921.7	551.5	87.6	61%	83.9%	
State Supported:										
Ethan Allen Express	\$ 1.5	\$ 1.3	\$ 0.2	14.1	5.8	2.7	95.3	45%	81.8%	
Vermont	3.1	2.6	0.5	28.2	12.9	7.1	86.7	59%	75.8%	
Maple Leaf	9.0	8.1	0.8	104.5	54.7	30.9	88.9	48%	67.1%	
The Downeaster	4.2	4.0	0.2	144.2	39.0	11.7	97.5	33%	82.2%	
New Haven - Springfield	5.6	5.9	(0.2)	114.7	13.2	8.4	87.0	0%	86.0%	
Keystone Service	14.4	14.6	(0.2)	421.2	76.0	38.2	89.9	44%	92.2%	
Empire Service	14.4	16.1	(1.7)	324.9	91.7	38.9	88.8	55%	91.3%	
Chicago-St.Louis	8.8	8.5	0.3	165.3	64.7	30.8	87.0	50%	79.1%	
Hiawathas	5.4	6.0	(0.6)	221.5	44.4	17.8	92.6	40%	91.4%	
Wolverines	8.3	8.3	0.0	125.5	52.2	27.6	85.0	55%	23.4%	
Illini	4.7	4.3	0.4	75.2	33.9	12.8	91.4	39%	38.4%	
ILLINOIS Zephyr	3.7	3.8	(0.1)	51.7	23.7	8.4	93.3	37%	76.8%	
Heartland Flyer	1.7	1.6	0.0	18.8	7.1	3.3	88.7	47%	67.6%	
Pacific Surfliner	29.2	32.6	(3.4)	706.8	204.3	62.6	88.8	30%	73.0%	
Cascades	14.8	15.1	(0.4)	192.0	54.8	29.9	85.1	55%	73.0%	
Capitols	16.0	16.5	(0.5)	456.6	103.8	30.8	90.0	31%	84.0%	
San Joaquins	21.5	24.1	(2.6)	269.1	131.4	37.0	87.5	27%	66.2%	
Adirondack	3.3	3.2	0.0	29.5	12.0	8.5	86.0	53%	76.1%	
Blue Water	3.2	3.0	0.2	43.9	21.6	8.7	87.5	43%	39.1%	
Washington-Lynchburg	4.2	2.5	1.7	63.7	20.5	14.8	92.3	0%	71.1%	
Washington - Newport News	6.5	5.3	1.2	94.9	36.3	18.2	88.2	0%	78.6%	
Washington - Norfolk	6.4	4.6	1.7	96.6	39.6	19.1	86.3	0%	78.6%	
Washington - Richmond	1.9	1.6	0.3	31.2	11.8	4.9	88.8	0%	78.6%	
Hoosier State	0.0	0.0	(0.0)	0.0	0.0	0.0	N/A	0%	0.0%	
Kansas City-St.Louis	3.2	2.7	0.5	41.4	13.8	7.7	94.7	46%	71.6%	
Pennsylvanian	4.6	4.1	0.6	57.6	20.8	13.3	90.6	56%	80.2%	
Pere Marquette	1.8	1.5	0.3	24.0	7.5	3.6	95.4	48%	63.4%	
Carolinian	5.6	4.3	1.3	66.4	30.6	17.7	91.6	48%	76.2%	
Piedmont	2.2	2.3	(0.1)	63.7	19.8	7.3	95.0	42%	73.0%	
Non Nec Special Trains & Adjustments	1.3	2.4	(1.2)	13.0	0.3	0.4	N/A	N/A	N/A	
State Supported	\$ 210.2	\$ 211.1	\$ (0.8)	4,060.3	1,248.1	523.1	89.5	41%	77.1%	
Long Distance:										
Silver Star	\$ 9.4	\$ 16.6	\$ (7.2)	94.2	73.0	40.6	86.1	61%	45.5%	
Cardinal	2.5	6.2	(3.7)	29.0	21.8	9.7	70.9	50%	62.2%	
Silver Meteor	10.8	17.6	(6.8)	86.2	80.9	46.1	76.8	63%	52.7%	
Empire Builder	12.1	25.6	(13.4)	100.9	139.5	62.5	90.0	48%	63.2%	
Capitol Limited	4.6	10.4	(5.7)	49.7	34.2	21.3	85.3	64%	36.4%	
California Zephyr	12.9	25.8	(12.9)	95.9	126.1	62.8	91.0	54%	48.1%	
Southwest Chief	11.3	24.5	(13.2)	80.4	111.5	62.5	84.8	59%	42.0%	
City of New Orleans	4.8	9.9	(5.1)	57.0	43.7	23.1	89.6	54%	84.7%	
Texas Eagle	6.4	12.0	(5.6)	77.5	61.5	34.6	90.7	42%	45.8%	
Sunset Limited	3.1	10.3	(7.2)	23.2	40.9	17.0	87.6	46%	30.2%	
Coast Starlight	12.0	21.2	(9.2)	107.3	94.0	49.8	84.5	57%	54.0%	
Lake Shore Limited	8.3	14.4	(6.1)	98.6	86.1	41.6	86.1	54%	46.6%	
Palmetto	7.6	8.5	(0.8)	87.0	49.9	21.7	86.0	43%	66.3%	
Crescent	8.6	15.8	(7.2)	73.2	65.7	32.2	74.7	52%	35.2%	
Auto Train	19.1	19.8	(0.7)	54.5	88.5	46.6	83.1	58%	49.2%	
Long Distance Adjustments	0.0	0.4	(0.4)	N/A	N/A	N/A	N/A	N/A	N/A	
Long Distance	\$ 133.6	\$ 238.9	\$ (105.4)	1,114.7	1,117.4	572.0	85.2	54%	51.5%	
Ancillary	86.4	75.8	10.6							
Infrastructure	61.6	85.7	(24.2)							
Amtrak	\$ 881.2	\$ 814.9	\$ 66.4	8,500.5	3,287.2	1,646.5	88.1	51%	76.5%	

Note: eCSI route scores reflect a 12 month rolling average

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.