Monthly Performance Report

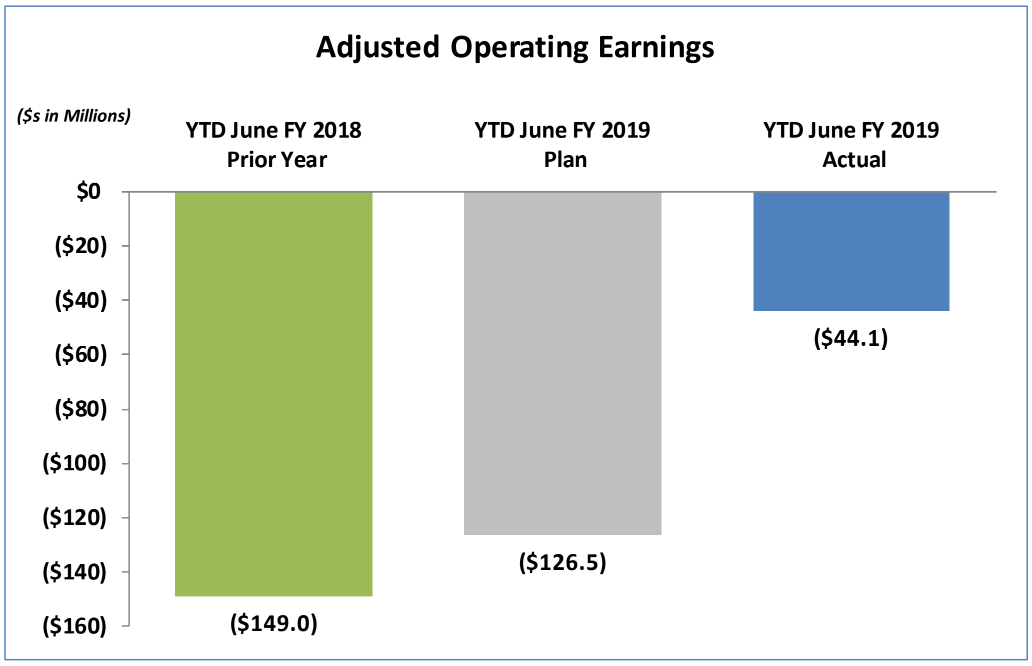
June FY 2019

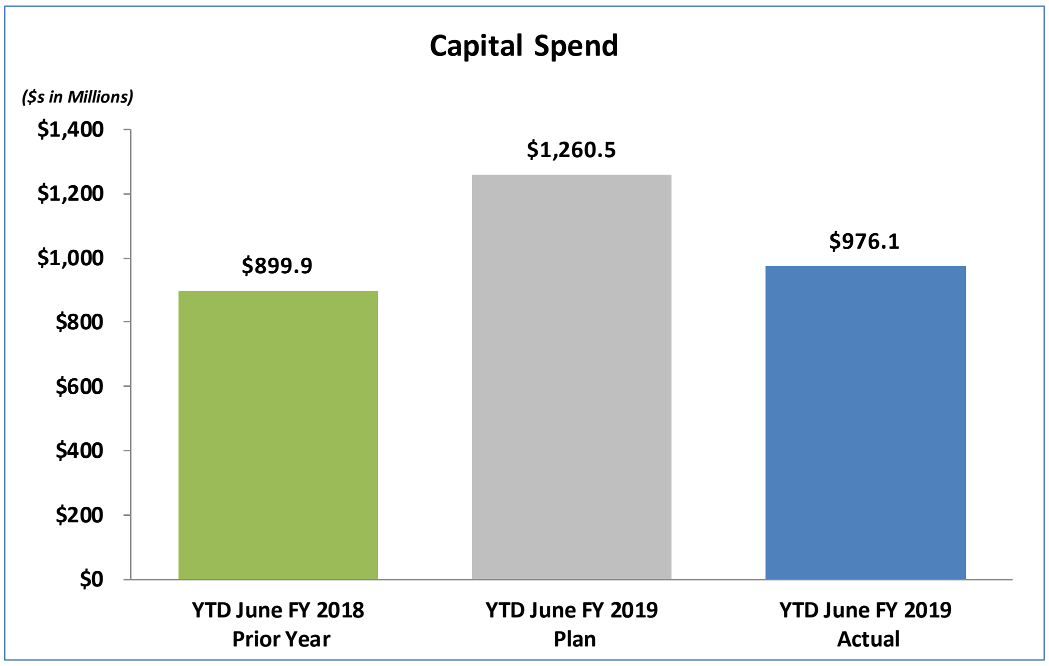
July 31, 2019

Financial Summary

Operating: Adjusted Operating Earnings of (**$44.1M)** for YTD June FY 2019 are $82.4M favorable to Plan and an increase of $104.9M over the prior year. Both total revenue ($18.3M) and total expenses ($64.1M) were favorable to Plan. Key drivers for favorable total expenses include benefits and professional fees and data processing.

Capital: Core capital spend of **$976.1M** for YTD June FY 2019 is $284.5M underspent vs Plan and an increase of $76.1M over prior year. The $284.5M underspend is primarily driven by Stations and Real Estate, Infrastructure, Fleet, and Acela 21 related work.





Operating Results

($s in Millions)	YTD June vs Prior Year				YTD June vs Plan			
	Prior Year YTD Jun FY 2018	Actual YTD Jun FY 2019	Y/Y Growth $	Y/Y Growth %	Plan YTD Jun FY 2019	Actual YTD Jun FY 2019	Fav/(Unfav) vs Plan $	Fav/(Unfav) vs Plan %
Ticket Revenue (Adjusted)	$ 1,647.3	$ 1,702.7	$ 55.3	3.4%	$ 1,702.6	$ 1,702.7	$ 0.1	0.0%
Food & Beverage	99.8	104.7	5.0	5.0%	99.7	104.7	5.0	5.0%
State Supported Train Revenue	180.1	182.1	2.0	1.1%	187.7	182.1	(5.6)	(3.0%)
Subtotal Passenger Related Revenue	**1,927.2**	**1,989.5**	**62.3**	**3.2%**	**1,989.9**	**1,989.5**	**(0.5)**	**(0.0%)**
Other Core Revenue	211.8	221.7	9.9	4.7%	218.9	221.7	2.8	1.3%
Ancillary Revenue	238.8	260.9	22.1	9.3%	244.9	260.9	16.0	6.5%
Total Revenue	**2,377.8**	**2,472.0**	**94.2**	**4.0%**	**2,453.8**	**2,472.0**	**18.3**	**0.7%**
Salaries, Wages & Benefits	1,566.0	1,621.0	55.0	3.5%	1,646.5	1,621.0	25.5	1.6%
Train Operations	225.9	226.4	0.4	0.2%	228.2	226.4	1.8	0.8%
Fuel, Power & Utilities	201.2	196.8	(4.4)	(2.2%)	205.6	196.8	8.8	4.3%
Materials	96.4	108.9	12.5	13.0%	101.9	108.9	(7.0)	(6.9%)
Facility, Communication & Office	127.4	122.9	(4.6)	(3.6%)	131.3	122.9	8.5	6.4%
Advertising and Sales	67.8	73.9	6.1	8.9%	75.3	73.9	1.5	1.9%
Casualty and Other Claims	94.4	54.9	(39.5)	(41.9%)	52.2	54.9	(2.7)	(5.1%)
Professional Fees & Data Processing	179.2	163.0	(16.2)	(9.0%)	179.6	163.0	16.6	9.2%
All Other Expense	104.8	95.5	(9.3)	(8.9%)	103.7	95.5	8.3	8.0%
Transfer to Capital & Ancillary	(136.4)	(147.1)	(10.7)	(7.8%)	(144.2)	(147.1)	2.9	2.0%
Total Expense	**2,526.8**	**2,516.1**	**(10.7)**	**(0.4%)**	**2,580.2**	**2,516.1**	**64.1**	**2.5%**
Adjusted Operating Earnings	**$ (149.0)**	**$ (44.1)**	**$ 104.9**	**70.4%**	**$ (126.5)**	**$ (44.1)**	**$ 82.4**	**65.1%**
OPEB's and Pension	93.9	44.5	(49.4)	(52.6%)	36.4	44.5	8.1	22.1%
Project Related Revenue & Expense	(96.3)	(100.4)	(4.0)	(4.2%)	(182.2)	(100.4)	81.8	44.9%
Superstorm Sandy Insurance Proceeds	14.5	4.5	(10.1)	(69.3%)	-	4.5	4.5	N/A
Depreciation	(601.0)	(643.8)	(42.8)	(7.1%)	(619.3)	(643.8)	(24.5)	(4.0%)
Office of Inspector General	(15.0)	(17.0)	(2.0)	(13.2%)	(17.2)	(17.0)	0.2	1.2%
State Capital Payment Amortization	81.8	91.9	10.1	12.4%	90.2	91.9	1.7	1.9%
Non-Operating Inc/(Exp)	(18.0)	4.3	22.3	123.8%	(9.5)	4.3	13.8	145.2%
Net Income/(Loss)	**$ (689.1)**	**$ (660.0)**	**$ 29.1**	**4.2%**	**$ (828.0)**	**$ (660.0)**	**$ 167.9**	**20.3%**

Revenues: Total revenue of **$2,472.0M** for YTD June FY 2019 is $18.3M favorable to the Plan primarily driven by favorable variances for ancillary, food and beverage, and other core revenue. This is partially offset by an unfavorable variance for state supported train revenue. The increase of $94.2M over the prior year is primarily driven by favorable variances across all of the revenue categories.

Expenses: Total expenses of **$2,516.1M** for YTD June FY 2019 are favorable $64.1M to the Plan primarily driven by favorable variances for benefits and professional fees and data processing expenses. The decrease of ($10.7M) from the prior year is primarily driven by one-time expenses in FY 2018 for salaries and benefits associated with a reduction in force and casualty and claims expenses associated with Trains 501 and 91. This is partially offset by a favorable one-time retro wage adjustment.

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

	YTD June vs Prior Year				YTD June vs Plan			
($s in Millions)	Prior Year YTD Jun FY 2018	Actual YTD Jun FY 2019	Y/Y Growth $	Y/Y Growth %	Current Plan YTD Jun FY 2019	Actual YTD Jun FY 2019	Over/(Under) AOP $	Over/(Under) AOP %
Infrastructure	$ 389.0	$ 467.1	$ 78.1	20.1%	$ 528.7	$ 467.1	$ (61.7)	(11.7%)
Stations & Real Estate	128.0	80.3	(47.8)	(37.3%)	162.5	80.3	(82.3)	(50.6%)
Fleet	235.9	241.6	5.7	2.4%	301.5	241.6	(59.9)	(19.9%)
Technology	64.0	81.7	17.7	27.7%	98.8	81.7	(17.1)	(17.3%)
ADA	34.9	57.1	22.2	63.4%	57.2	57.1	(0.1)	(0.2%)
Support	10.3	7.5	(2.8)	(27.1%)	16.6	7.5	(9.1)	(54.6%)
Acela 21	37.8	40.8	3.0	7.9%	95.1	40.8	(54.3)	(57.1%)
Total Core Capital Spend	**$ 899.9**	**$ 976.1**	**$ 76.1**	**8.5%**	**$ 1,260.5**	**$ 976.1**	**$ (284.5)**	**(22.6%)**
Fleet Acquisition	-	138.8	138.8	N/A	139.9	138.8	(1.1)	(0.8%)
Gateway	31.5	33.6	2.1	6.7%	64.4	33.6	(30.8)	(47.9%)
Total Capital Spend	**$ 931.4**	**$ 1,148.4**	**$ 217.0**	**23.3%**	**$ 1,464.8**	**$ 1,148.4**	**$ (316.4)**	**(21.6%)**

FY 2019 vs. Plan: YTD Core Capital spend of **$976.1M** is $284.5M underspent vs Plan, driven primarily by a slow ramp up of spend and delays around Stations and Real Estate, Infrastructure related work, and Fleet overhauls. Additional underspend includes delays and scope reductions for Acela 21.

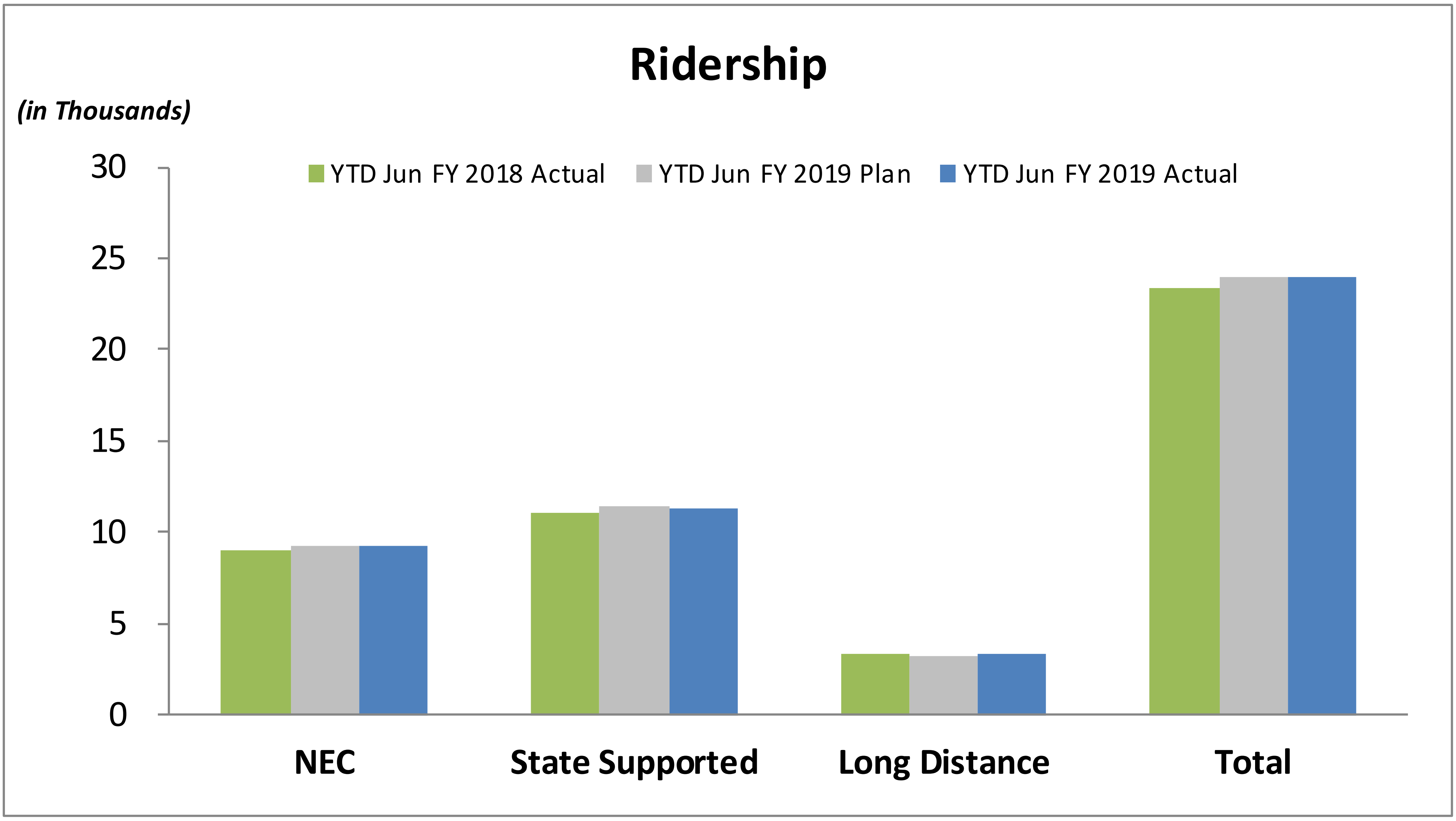
Total Capital spend of $1,148.4M is $316.4M or 21.6% underspent compared to Plan (this includes Fleet acquisition and Gateway).

FY 2019 vs. Prior Year: While YTD Core Capital spend is only 67.3% of the full year forecasted spend, construction season activity is expected to continue and equipment purchases will progress at a quicker pace. YTD June spend is 8.5% higher compared to prior year.

Key Performance Indicators

	Prior Year YTD Jun FY 2018	Plan YTD Jun FY 2019	Actual YTD Jun FY 2019	Fav/(Unfav) vs Plan #	Fav/(Unfav) vs Plan %	Y/Y Growth #	Y/Y Growth %
Key Performance Indicators							
Ridership *(in thousands)*:							
Northeast Corridor	9,069.6	9,262.5	9,312.7	50.3	0.5%	243.1	2.7%
State Supported	11,046.5	11,492.8	11,294.3	(198.5)	(1.7%)	247.8	2.2%
Long Distance	3,308.3	3,273.2	3,324.1	50.8	1.6%	15.7	0.5%
Total Ridership	23,424.5	24,028.5	23,931.1	(97.4)	(0.4%)	506.6	2.2%
RASM *(in cents)*	20.95	21.25	21.54	0.29	1.4%	0.59	2.8%
CASM *(in cents)*	21.97	22.50	21.63	0.87	3.9%	(0.34)	(1.6%)
Cost Recovery Ratio (NTS)	95%	94%	100%	N/A	5.1%	N/A	4.2%
Customer Satisfaction Index (eCSI)	87.6	87.7	87.4	(0.3)	(0.4%)	(0.2)	(0.2%)
Other Indicators (in millions)							
Seat Miles	9,395.6	9,513.2	9,413.7	(99.5)	(1.0%)	18.0	0.2%
Passenger Miles	4,631.5	4,701.6	4,717.5	15.9	0.3%	86.0	1.9%
Train Miles	28.3	29.2	28.5	(0.8)	(2.6%)	0.2	0.7%

Note: CSI methodology changed in FY 2019 (not comparable to FY 2018)



Ridership: Ridership of **23.93M** for YTD June FY 2019 is lower than the Plan and primarily driven by decreased ridership on the State Supported service line. Ridership is higher than prior year primarily from increased ridership on the NEC and State Supported 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)

YTD June FY 2019			
	Northeast Corridor Account	**National Network Account**	**Total**
Financial Sources			
Operating Sources (A)	1,374,842	1,097,172	2,472,015
Capital Sources	142,733	97,037	239,770
Federal Grants to Amtrak	663,479	1,499,383	2,162,862
Total Operating and Capital Sources	**2,181,054**	**2,693,593**	**4,874,647**
Financial Uses (Operating):			
Operating Uses (B)	958,737	1,557,368	2,516,105
Operating Surplus/Deficit (A-B) *(Operating Sources - Operating Uses)*	**416,105**	**(460,196)**	**(44,090)**
Financial Uses (Debt Service Payments):			
Debt Service Payments	26,432	-	26,432
Available for Capital Uses *(Operating Surplus/Deficit - Debt Service Payments + Capital Sources + Federal Grants to Amtrak)*	**1,195,885**	**1,136,225**	**2,332,110**
Financial Uses (Capital):			
Capital Expenditures	568,767	579,583	1,148,351
Legacy Debt Repayments	142,772	30,383	173,155
Remaining Carryover Balance	**$ 484,346**	**$ 526,259**	**$ 1,010,604**

FY 2019 Net change in Cash Flows of $1,010.6M for Consolidated Amtrak, $484.3M for NEC, and $526.3M for National Network.

Sources and Uses Account (Level 2)

0	YTD June FY 2019													
	Northeast Corridor (NEC) Account						National Network Account							
			Ancillary - NEC							Ancillary - National Network				
	NEC	Infrastructure Access	Amtrak Services	Reimbursable Services	Real Estate/ Commercial Services	NEC Account Total	State Supported	Long Distance	Infrastructure Access	Amtrak Services	Reimbursable Services	Real Estate/ Commercial Services	National Network Account Total	Grand Total
Financial Sources:														
Passenger Related Revenue														
Ticket Revenue (Adjusted)	984,000	-	-	-	-	984,000	385,974	329,261	-	(1)	1	-	715,235	1,699,235
Charter/Special Trains	1,303	-	-	-	-	1,303	2,125	-	-	-	-	-	2,125	3,428
Food and Beverage	36,169	-	-	-	-	36,169	18,832	49,722	-	-	-	-	68,554	104,723
Contractual Contribution (Operating)														
PRIIA 209 Operating Payments	-	-	-	-	-	-	182,101	-	-	-	-	-	182,101	182,101
PRIIA 212 Operating Payments	-	137,511	-	-	-	137,511	-	-	7,885	-	-	-	7,885	145,396
Commuter Operations	-	488	59,729	123	-	60,341	57	-	-	43,154	-	-	43,211	103,551
Reimbursable Contracts	5,436	9,290	4,515	49,520	1,779	70,540	1,852	440	1,527	169	35,380	364	39,732	110,272
Access Revenue	-	17,882	-	0	-	17,883	3	4	10,453	-	(144)	-	10,317	28,200
Commercial Revenue (incl. Pipe/Wire, Real Estate, Parking)	181	-	-	-	53,659	53,840	11	24	4	-	-	10,990	11,029	64,869
All Other Revenue (incl. Insurance Revenue, Cobranded Commissions, etc.)	13,206	15	0	34	0	13,256	8,987	8,009	0	0	(12)	0	16,984	30,240
Operating Sources Subtotal	**1,040,296**	**165,187**	**64,245**	**49,677**	**55,438**	**1,374,842**	**599,942**	**387,459**	**19,869**	**43,321**	**35,226**	**11,355**	**1,097,172**	**2,472,015**
Contractual Contribution (Capital)														
PRIIA 209 Capital Payments	-	-	-	-	-	-	46,604	-	-	-	-	-	46,604	46,604
PRIIA 212 Capital Payments	-	85,841	-	-	-	85,841	-	-	19,020	-	-	-	19,020	104,861
Sole Benefit - Partners	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other State/Local Mutual Benefit	8,796	10,595	0	7	1	19,398	16,027	681	14,286	(65)	484	0	31,413	50,810
Financing Proceeds Applied	37,494	-	-	-	-	37,494	-	-	-	-	-	-	-	37,494
Other Capital and Special Grants (incl., state/local sources)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital Sources Subtotal	**46,290**	**96,436**	**0**	**7**	**1**	**142,733**	**62,631**	**681**	**33,306**	**(65)**	**484**	**0**	**97,037**	**239,770**
Federal Grants to Amtrak														
Prior Year Carryover Capital Grant Funds	14,250	4,485	137	143	-	19,016	17,662	194,627	1,087	111	187	-	213,674	232,690
Current Year FAST Sec 11101 Grants														
Operating	135,388	5,398	-	-	1,986	142,772	57,133	380,299	33,479	-	-	-	470,911	613,682
Capital	-	498,978	-	-	-	498,978	198,611	551,784	61,836	-	-	-	812,231	1,311,210
Other Federal Grants (incl., FRA/OST, FTA, DHS)	1,038	1,559	54	54	9	2,713	1,042	1,254	191	50	29	2	2,568	5,281
Federal Grants to Amtrak Subtotal	**150,676**	**510,420**	**191**	**198**	**1,994**	**663,479**	**274,448**	**1,127,964**	**96,593**	**160**	**216**	**2**	**1,499,383**	**2,162,862**
Total Financial Sources	**1,237,262**	**772,042**	**64,436**	**49,881**	**57,433**	**2,181,054**	**937,021**	**1,516,104**	**149,769**	**43,417**	**35,926**	**11,357**	**2,693,593**	**4,874,647**
Financial Uses (Operating):														
Service Line Management	3,788	124	143	191	-	4,246	3,587	1,942	28	142	138	-	5,837	10,083
Transportation	177,965	44,634	25,499	4,013	96	252,206	285,642	368,352	14,460	27,823	1,485	20	697,782	949,988
Equipment	136,694	12,997	26,504	13,481	147	189,824	137,456	150,726	412	10,147	2,949	30	301,721	491,545
Infrastructure	61,536	82,282	512	37,038	2,584	183,952	13,420	11,805	14,748	604	27,346	529	68,452	252,404
Stations	33,782	12,594	273	13	211	46,873	61,962	50,218	2,682	4	83	43	114,992	161,865
National Assets and Corporate Services	197,313	62,696	336	11,156	10,136	281,636	155,008	184,715	21,018	(286)	6,054	2,076	368,584	650,220
Total Operating Uses	**611,078**	**215,327**	**53,267**	**65,891**	**13,173**	**958,737**	**657,075**	**767,758**	**53,348**	**38,434**	**38,055**	**2,698**	**1,557,368**	**2,516,105**
Operating Surplus/Deficit *(Operating Sources - Operating Uses)*	**429,218**	**(50,140)**	**10,977**	**(16,214)**	**42,265**	**416,105**	**(57,133)**	**(380,299)**	**(33,479)**	**4,888**	**(2,829)**	**8,657**	**(460,196)**	**(44,090)**
Financial Uses (Debt Service Payments):														
RRIF debt repayments	26,432	-	-	-	-	26,432	-	-	-	-	-	-	-	26,432
Other/New financing repayments	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Debt Service Payments	**26,432**	**-**	**-**	**-**	**-**	**26,432**	**-**	**-**	**-**	**-**	**-**	**-**	**-**	**26,432**
Available for Capital Uses *(Capital Sources + Federal Grants to Amtrak + Operating Surplus/Deficit - Debt Service Payments)*	**599,751**	**556,715**	**11,168**	**(16,010)**	**44,260**	**1,195,885**	**279,946**	**748,345**	**96,421**	**4,984**	**(2,129)**	**8,659**	**1,136,225**	**2,332,110**
Financial Uses (Capital):														
Service Line Management	1,146	170	16	18	5	1,355	247	395	170	14	9	1	836	2,191
Transportation	8,919	5,132	431	224	48	14,754	11,381	9,910	8,229	1,407	275	10	31,211	45,965
Equipment	65,584	13,039	(7)	1,205	105	79,926	56,819	247,912	2,912	3,339	491	21	311,494	391,420
Infrastructure	168,406	198,739	30	1,208	2,524	370,908	58,920	38,039	41,840	28	799	517	140,143	511,050
Stations	53,377	21,784	5	15	(12)	75,169	20,434	34,939	4,765	4	3	(2)	60,143	135,312
National Assets and Corporate Services	17,774	7,176	698	769	239	26,655	16,016	17,079	1,448	673	491	49	35,757	62,412
Capital Expenditures	**315,206**	**246,040**	**1,174**	**3,439**	**2,909**	**568,767**	**163,816**	**348,275**	**59,363**	**5,465**	**2,069**	**596**	**579,583**	**1,148,351**
Legacy Debt Repayments	135,388	5,398	-	-	1,986	142,772	11,507	18,766	-	-	-	110	30,383	173,155
Total Capital Uses	**450,594**	**251,438**	**1,174**	**3,439**	**4,895**	**711,539**	**175,324**	**367,040**	**59,363**	**5,465**	**2,069**	**705**	**609,966**	**1,321,505**
Remaining Carryover Balance	**$ 149,157**	**$ 305,278**	**$ 9,995**	**$ (19,448)**	**$ 39,365**	**$ 484,346**	**$ 104,622**	**$ 381,305**	**$ 37,058**	**$ (482)**	**$ (4,198)**	**$ 7,953**	**$ 526,259**	**$1,010,604**

AMTRAK®

Route Level Results

($s in Millions)	YTD June FY 2019						
	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)	eCSI	Average Load Factor	OTP
NEC:							
Acela	$ 504.8	$ 248.8	$ 256.0	2,696.1	84.2	63%	85.5%
Regional	531.3	354.4	176.8	6,609.8	86.1	56%	84.4%
NEC Special Trains & Adjustments	4.2	7.9	(3.7)	6.8	N/A	N/A	N/A
NEC	**$ 1,040.3**	**$ 611.1**	**$ 429.2**	**9,312.7**	**85.6**	**58%**	**84.8%**
State Supported:							
Ethan Allen Express	$ 4.0	$ 4.3	$ (0.3)	34.9	91.9	41%	75.2%
Vermonter	8.5	8.1	0.5	71.9	89.0	48%	87.5%
Maple Leaf	24.1	26.6	(2.4)	277.5	93.1	41%	58.0%
The Downeaster	11.9	13.3	(1.4)	393.3	94.1	30%	56.5%
New Haven - Springfield	16.8	18.9	(2.2)	267.1	89.3	0.0%	83.6%
Keystone Service	39.3	42.2	(2.9)	1,188.2	92.0	40%	80.1%
Empire Service	38.4	48.7	(10.3)	899.8	89.4	50%	71.7%
Chicago-St.Louis	24.3	24.3	(0.0)	461.8	91.2	49%	85.7%
Hiawathas	16.2	17.3	(1.1)	642.8	91.5	40%	70.3%
Wolverines	23.2	25.1	(1.8)	364.8	87.6	59%	89.6%
Illini	12.8	12.3	0.5	198.9	89.4	43%	67.2%
ILLINOIS Zephyr	11.1	11.4	(0.4)	142.4	93.7	38%	48.9%
Heartland Flyer	4.8	4.9	(0.1)	50.1	93.7	45%	93.3%
Pacific Surfliner	87.3	102.9	(15.6)	1,983.5	88.0	29%	77.2%
Cascades	46.5	52.2	(5.7)	582.4	89.8	56%	60.5%
Capitols	47.3	55.0	(7.7)	1,326.3	91.3	31%	79.0%
San Joaquins	64.0	73.8	(9.8)	802.7	89.4	29%	26.2%
Adirondack	9.5	10.1	(0.6)	79.3	85.4	49%	69.5%
Blue Water	8.6	9.2	(0.5)	131.7	91.4	43%	92.4%
Washington-Lynchburg	11.0	8.0	3.0	162.9	90.7	0%	45.3%
Washington - Newport News	18.1	14.4	3.7	245.2	90.1	0%	50.1%
Washington - Norfolk	10.8	9.4	1.3	150.6	92.5	0%	68.9%
Washington - Richmond	7.1	6.1	1.0	100.2	92.0	0%	39.1%
Hoosier State	2.9	4.1	(1.2)	20.9	92.0	43%	76.7%
Kansas City-St.Louis	10.2	10.2	(0.0)	110.6	92.2	48%	69.5%
Pennsylvanian	11.0	12.9	(1.9)	156.9	90.8	52%	66.4%
Pere Marquette	4.3	4.5	(0.2)	70.1	94.2	50%	68.8%
Carolinian	17.0	14.4	2.7	193.4	90.2	48%	59.3%
Piedmont	6.4	7.2	(0.8)	162.6	95.7	40%	84.1%
Non Nec Special Trains & Adjustments	2.4	5.2	(2.8)	21.7	N/A	N/A	N/A
State Supported	**$ 599.9**	**$ 657.1**	**$ (57.1)**	**11,294.3**	**90.6**	**40%**	**75.2%**
Long Distance:							
Silver Star	$ 27.0	$ 49.2	$ (22.2)	296.0	82.5	60%	55.1%
Cardinal	6.1	18.0	(11.9)	80.0	83.1	54%	67.3%
Silver Meteor	31.3	58.7	(27.4)	262.0	81.9	65%	47.9%
Empire Builder	36.5	81.1	(44.5)	298.2	85.3	51%	27.6%
Capitol Limited	14.2	33.4	(19.2)	148.4	79.8	66%	49.2%
California Zephyr	37.9	83.0	(45.1)	299.1	85.9	54%	45.1%
Southwest Chief	32.9	77.5	(44.6)	240.2	83.9	65%	65.8%
City of New Orleans	13.4	31.2	(17.7)	177.5	83.9	53%	46.2%
Texas Eagle	18.4	41.8	(23.4)	237.1	83.5	54%	29.7%
Sunset Limited	9.1	33.5	(24.4)	70.4	84.7	49%	36.1%
Coast Starlight	32.8	67.3	(34.6)	307.9	83.4	58%	21.5%
Lake Shore Limited	21.2	47.2	(26.0)	255.0	81.7	53%	25.4%
Palmetto	20.9	26.6	(5.7)	256.0	80.3	44%	0.0%
Crescent	24.6	52.7	(28.1)	217.4	78.6	51%	0.0%
Auto Train	61.0	65.7	(4.6)	179.0	87.5	62%	0.0%
Long Distance Adjustments	(0.0)	1.0	(1.0)	N/A	N/A	N/A	N/A
Long Distance	**$ 387.5**	**$ 767.8**	**$ (380.3)**	**3,324.1**	**83.1**	**56%**	**43.9%**
Ancillary	259.3	211.5	47.7				
Infrastructure	185.1	268.7	(83.6)				
Amtrak	**$ 2,472.0**	**$ 2,516.1**	**$ (44.1)**	**23,931.1**	**87.4**	**51%**	**74.7%**

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.