



Monthly Performance Report

March FY 2020

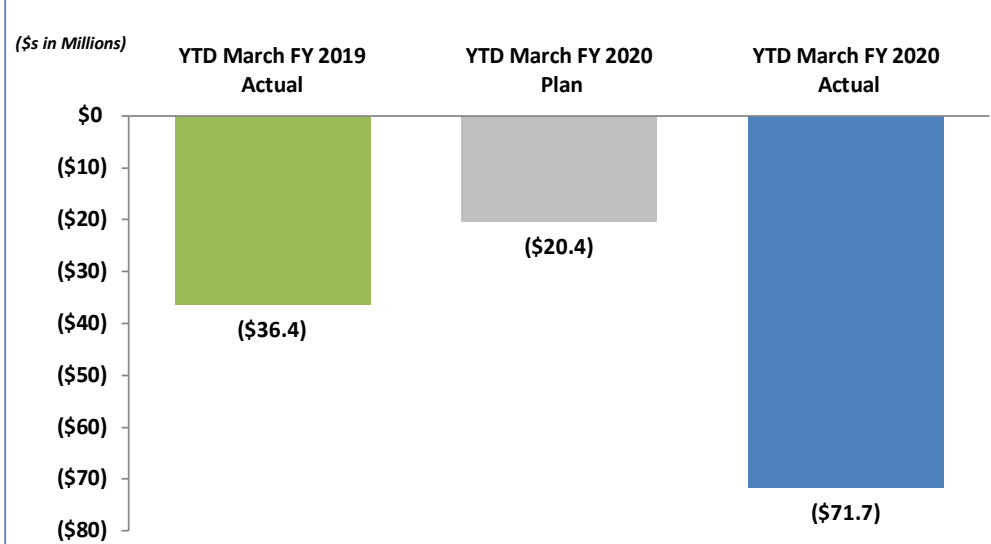
May 1, 2020

Financial Summary

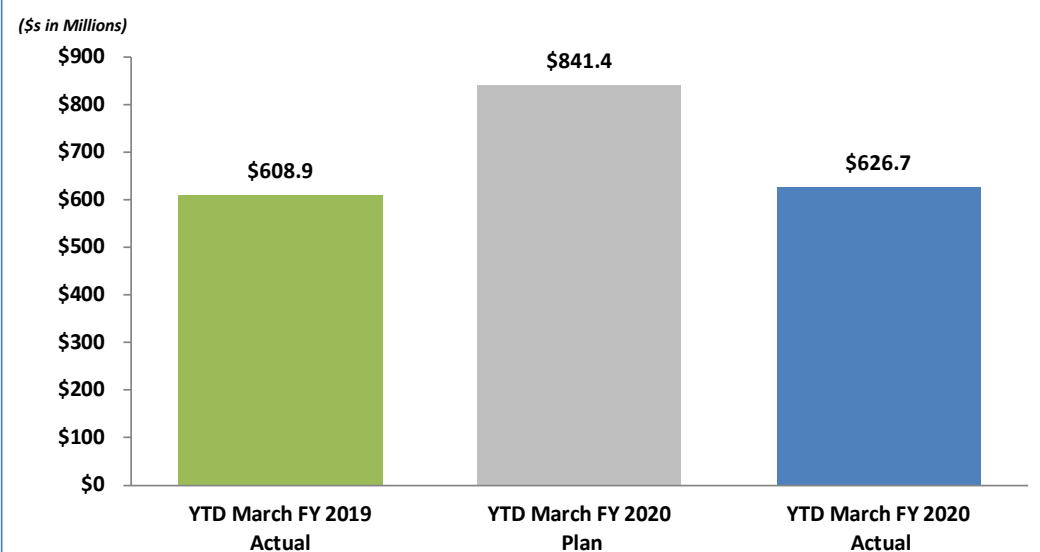
Operating: Adjusted Operating Earnings of **(\$71.7M)** for YTD March FY 2020 are (\$51.3M) unfavorable to Plan and a decrease of (\$35.3M) over the prior year. For Plan, there is unfavorability for total revenue (primarily driven by adjusted ticket revenue due to the COVID-19 pandemic) and favorability for total expenses (primarily driven by salary, wages, and benefits).

Capital: Core capital spend of **\$626.7M** for YTD March FY 2020 is (\$214.7M) underspent vs Plan and an increase of \$17.8M compared to YTD March FY 2019. The underspend vs. Plan is primarily driven by Stations and Infrastructure delays and Fleet projects.

Adjusted Operating Earnings



Core Capital Spend



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	
	YTD Mar FY 2019	YTD Mar FY 2020	\$	%	YTD Mar FY 2020	YTD Mar FY 2020	\$	%
Ticket Revenue (Adjusted)	\$ 1,090.3	\$ 1,019.0	\$ (71.2)	(6.5%)	\$ 1,132.6	\$ 1,019.0	\$ (113.6)	(10.0%)
Food & Beverage	67.0	59.0	(8.0)	(11.9%)	68.6	59.0	(9.6)	(14.0%)
State Supported Train Revenue*	121.0	144.3	23.3	19.3%	124.1	144.3	20.2	16.3%
Subtotal Passenger Related Revenue	1,278.3	1,222.3	(55.9)	(4.4%)	1,325.3	1,222.3	(103.0)	(7.8%)
Other Core Revenue	147.2	157.1	9.9	6.7%	152.4	157.1	4.7	3.1%
Ancillary Revenue	170.7	178.2	7.4	4.3%	177.7	178.2	0.4	0.3%
Total Revenue	1,596.2	1,557.6	(38.6)	(2.4%)	1,655.4	1,557.6	(97.8)	(5.9%)
Salaries, Wages & Benefits	1,034.1	1,004.3	(29.9)	(2.9%)	1,058.9	1,004.3	54.7	5.2%
Train Operations	151.1	156.0	4.9	3.2%	153.1	156.0	(2.9)	(1.9%)
Fuel, Power & Utilities	133.5	139.4	5.9	4.4%	137.9	139.4	(1.5)	(1.1%)
Materials	72.8	77.5	4.7	6.5%	79.5	77.5	1.9	2.4%
Facility, Communication & Office	80.4	84.9	4.5	5.6%	86.2	84.9	1.3	1.5%
Advertising and Sales	45.3	42.6	(2.7)	(5.9%)	47.4	42.6	4.8	10.1%
Casualty and Other Claims	39.1	39.5	0.4	1.1%	35.4	39.5	(4.1)	(11.5%)
Professional Fees & Data Processing	107.6	107.2	(0.5)	(0.4%)	118.5	107.2	11.4	9.6%
All Other Expense	62.0	63.6	1.5	2.5%	52.4	63.6	(11.2)	(21.4%)
Transfer to Capital & Ancillary	(93.3)	(85.7)	7.7	8.2%	(93.6)	(85.7)	(7.9)	(8.5%)
Total Expense	1,632.6	1,629.3	(3.4)	(0.2%)	1,675.8	1,629.3	46.5	2.8%
Adjusted Operating Earnings	\$ (36.4)	\$ (71.7)	\$ (35.3)	(96.8%)	\$ (20.4)	\$ (71.7)	\$ (51.3)	(251.4%)
OPEB's and Pension	30.5	17.5	(13.0)	(42.6%)	21.3	17.5	(3.8)	(17.8%)
Project Related Revenue & Expense	(65.2)	(71.4)	(6.2)	(9.5%)	(94.5)	(71.4)	23.1	24.4%
Superstorm Sandy Insurance Proceeds	4.5	-	(4.5)	(100.0%)	-	-	-	N/A
Depreciation	(422.3)	(453.6)	(31.3)	(7.4%)	(430.7)	(453.6)	(22.9)	(5.3%)
Office of Inspector General	(10.8)	(11.1)	(0.3)	(2.7%)	(11.5)	(11.1)	0.4	3.3%
State Capital Payment Amortization	60.1	64.9	4.8	7.9%	61.0	64.9	3.9	6.4%
Non-Operating Inc/(Exp)	(0.9)	43.1	44.0	N/A	0.9	43.1	42.2	N/A
Net Income/(Loss)	\$ (440.5)	\$ (482.3)	\$ (41.8)	(9.5%)	\$ (473.9)	\$ (482.3)	\$ (8.4)	(1.8%)

*State Supported Train Revenue – includes revenue from CARES Act Funding

Revenues: Total revenue of **\$1,557.6M** for YTD March FY 2020 is (\$97.8M) unfavorable to the Plan and a decrease of (\$38.6M) over the prior year. Both are primarily driven by decreased adjusted ticket revenue due to the COVID-19 pandemic.

Expenses: Total expenses of **\$1,629.3M** for YTD March FY 2020 are favorable \$46.5M to the Plan primarily driven by favorable salary, wages, and benefits expenses. The decrease of (\$3.4M) from the prior year is primarily driven by decreased expenses for salaries, wages, and benefits from the COVID-19 pandemic.

Given the uncertainty of the outlook associated with COVID-19, significant revenue and expense impacts are expected over the next few months.

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)	FY2020 vs Prior Year				FY2020 vs Plan			
	Actual	Actual	Y/Y Growth		Plan	Actual	Over/(Under) Plan	
	YTD Mar FY 2019	YTD Mar FY 2020	\$	%	YTD Mar FY 2020	YTD Mar FY 2020	\$	%
Infrastructure	278.7	294.1	15.5	5.5%	333.1	294.1	(38.9)	(11.7%)
Stations & Real Estate	52.5	44.7	(7.8)	(14.9%)	131.7	44.7	(87.0)	(66.0%)
Fleet	152.6	147.6	(5.0)	(3.3%)	190.7	147.6	(43.1)	(22.6%)
Technology	51.8	58.1	6.3	12.2%	78.2	58.1	(20.1)	(25.7%)
ADA	37.4	42.4	5.0	13.3%	42.2	42.4	0.2	0.5%
Support	4.8	6.5	1.6	34.0%	8.0	6.5	(1.5)	(19.0%)
Acela 21	31.1	33.3	2.2	7.2%	57.6	33.3	(24.3)	(42.2%)
Subtotal Core Capital	\$ 608.9	\$ 626.7	\$ 17.8	2.9%	\$ 841.4	\$ 626.7	\$ (214.7)	(25.5%)
Fleet Acquisition	92.2	30.4	(61.8)	(67.0%)	30.1	30.4	0.3	1.0%
Other 3rd Party Dependent	7.9	31.0	23.0	290.6%	35.0	31.0	(4.0)	(11.5%)
Acela 21 Milestone Payments	1.5	256.0	254.5	N/A	244.2	256.0	11.8	4.8%
Gateway	11.2	13.9	2.7	24.1%	128.3	13.9	(114.4)	(89.2%)
Total Capital Spend	\$ 721.8	\$ 958.0	\$ 236.2	32.7%	\$ 1,279.0	\$ 958.0	\$ (321.0)	(25.1%)

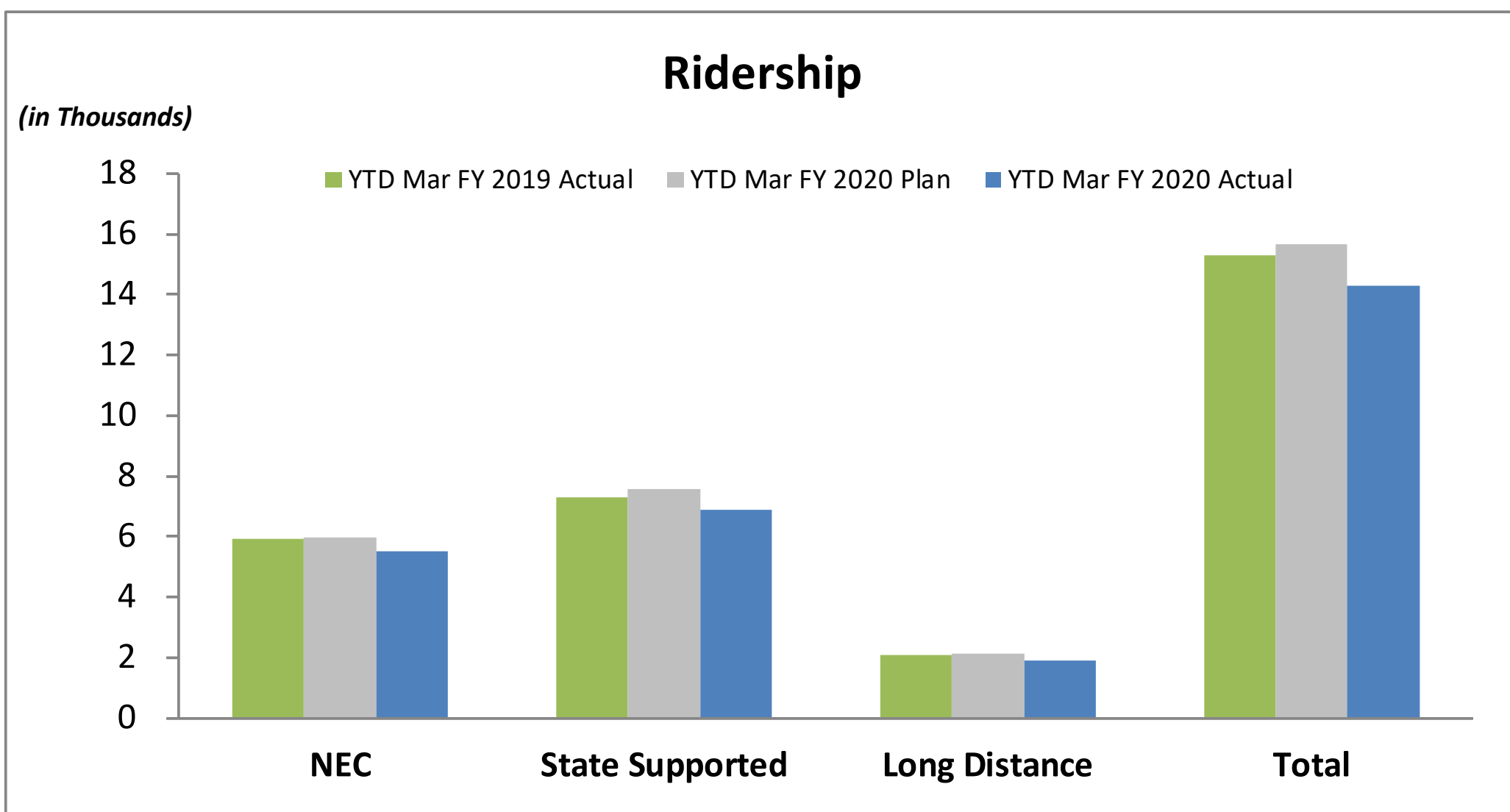
*Mt. Joy in-kind contribution of \$30.5M excluded from figures

YTD March FY 2020 vs. Plan: YTD March Core Capital spend (excluding Fleet acquisition, Gateway, Acela 21 milestone payments and 3rd Party dependent) \$626.7M is (\$214.7M) under Plan driven by Forecasting assumptions and reduced availability with delayed Stations and Facilities projects, Fleet special projects, equipment purchases, and general Infrastructure Structures and Catenary delays. Deferrals, cancellations, and delays from the COVID-19 pandemic will be reflected in the upcoming months. YTD March Total Capital spend of \$958.0M is (\$321.0M) or (25.1%) underspent to Plan primarily due to a planned Gateway purchase for NY Penn Station Assemblage of (\$56.5M). Mt. Joy in-kind contribution of \$30.5M is excluded from all financials presented here.

YTD March FY 2020 vs. Prior Year: YTD March Core Capital spend of \$626.7M is \$17.8M or 2.9% more than YTD March 2019. Growth in Infrastructure \$15.5M, Technology \$6.3M, and ADA \$5.0M offset by year over year decreases in Fleet (\$5.0M) and Stations & Real Estate (\$7.8M).

Key Performance Indicators

	Actual	Plan	Actual	Fav/(Unfav) vs Plan		Y/Y Growth	
	YTD Mar FY 2019	YTD Mar FY 2020	YTD Mar FY 2020	#	%	#	%
Key Performance Indicators							
<i>Ridership (in thousands):</i>							
Northeast Corridor	5,924.3	5,970.9	5,530.9	(440.0)	(7.4%)	(393.4)	(6.6%)
State Supported	7,292.4	7,586.1	6,880.9	(705.2)	(9.3%)	(411.5)	(5.6%)
Long Distance	2,069.8	2,123.8	1,890.8	(233.0)	(11.0%)	(179.0)	(8.6%)
Total Ridership	15,286.5	15,680.8	14,302.6	(1,378.2)	(8.8%)	(983.9)	(6.4%)
RASM (in cents)	21.13	21.13	20.37	(0.76)	(3.6%)	(0.76)	(3.6%)
CASM (in cents)	21.42	21.01	21.23	(0.22)	(1.1%)	(0.19)	(0.9%)
Cost Recovery Ratio (NTS)	99%	101%	96%	N/A	(4.6%)	N/A	(2.7%)
Customer Satisfaction Index (CSI)	87.8	88.1	88.8	0.8	0.9%	1.0	1.2%
Other Indicators (in millions)							
Seat Miles	6,170.3	6,417.4	6,162.7	(254.7)	(4.0%)	(7.6)	(0.1%)
Passenger Miles	3,014.4	3,109.8	2,737.4	(372.4)	(12.0%)	(277.0)	(9.2%)
Train Miles	18.9	19.5	18.8	(0.7)	(3.8%)	(0.1)	(0.6%)



Ridership: Ridership of **14.30M** for YTD March FY 2020 is 1.38M below Plan and lower than prior year due to lower ridership across all service lines 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)

YTD March FY 2020			
	<u>Northeast Corridor Account</u>	<u>National Network Account</u>	<u>Total</u>
Financial Sources			
Operating Sources (A)	857,849	699,772	1,557,621
Capital Sources	388,729	120,804	509,533
Federal Grants to Amtrak	566,446	1,050,203	1,616,649
Total Operating and Capital Sources	1,813,025	1,870,779	3,683,803
Financial Uses (Operating):			
Operating Uses (B)	624,520	1,004,765	1,629,285
Operating Surplus/Deficit (A-B) <i>(Operating Sources - Operating Uses)</i>	233,329	(304,993)	(71,663)
Financial Uses (Debt Service Payments):			
Debt Service Payments	767	-	767
Available for Capital Uses <i>(Operating Surplus/Deficit - Debt Service Payments + Capital Sources + Federal Grants to Amtrak)</i>	1,187,738	866,014	2,053,752
Financial Uses (Capital):			
Capital Expenditures	626,467	331,515	957,982
Legacy Debt Repayments	115,292	18,734	134,026
Remaining Carryover Balance	\$ 445,979	\$ 515,765	\$ 961,744

YTD March FY 2020 Net change in Cash Flows of \$961.7M for Consolidated Amtrak, \$446.0M for NEC, and \$515.8M for National Network. Amtrak has received a majority of the FY 2020 funding and the remaining fund will be received in April FY 2020.

Sources and Uses Account (Level 2)

	Northeast Corridor (NEC) Account						National Network Account						Grand Total	
	NEC	Infrastructure Access	Ancillary - NEC			NEC Account Total	State Supported	Long Distance	Infrastructure Access	Ancillary - National Network				National Network Account Total
			Amtrak Services	Reimbursable Services	Real Estate/Commercial Services					Amtrak Services	Reimbursable Services	Real Estate/Commercial Services		
Financial Sources:														
Passenger Related Revenue														
Ticket Revenue (Adjusted)	592,136	-	-	-	-	592,136	233,929	190,657	-	7	-	-	424,593	
Charter/Special Trains	917	-	-	-	-	917	1,368	-	-	-	-	-	1,368	
Food and Beverage	20,339	-	-	-	-	20,339	11,168	27,499	-	-	-	-	38,667	
Contractual Contribution (Operating)														
PRIIA 209 Operating Payments	-	-	-	-	-	-	144,318	-	-	-	-	-	144,318	
PRIIA 212 Operating Payments	-	96,491	-	-	-	96,491	-	-	5,340	-	-	-	5,340	
Commuter Operations	58	-	37,369	7	-	37,435	116	15	-	29,487	-	-	29,617	
Reimbursable Contracts	4,427	4,403	(0)	41,796	1,348	51,973	1,582	604	1,019	2	23,884	276	27,366	
Access Revenue	-	11,003	-	-	-	11,003	1	1	6,664	-	(99)	-	6,567	
Commercial Revenue (incl. Pipe/Wire, Real Estate, Parking)	120	-	-	-	36,025	36,145	9	17	-	-	-	7,379	7,404	
All Other Revenue (incl. Insurance Revenue, Cobranded Commissions, etc.)	11,409	1	1	0	0	11,411	7,743	6,801	0	1	(15)	0	14,531	
Operating Sources Subtotal	629,407	111,897	37,370	41,803	37,373	857,849	400,234	225,593	13,023	29,497	23,771	7,655	699,772	
Contractual Contribution (Capital)														
PRIIA 209 Capital Payments	-	-	-	-	-	-	30,025	-	-	-	-	-	30,025	
PRIIA 212 Capital Payments	-	-	-	-	-	-	-	-	-	-	-	-	-	
Sole Benefit - Partners	-	-	-	-	-	-	-	-	-	-	-	-	-	
Other State/Local Mutual Benefit	43,609	56,139	530	1,204	856	102,338	36,873	36,866	13,687	1,457	1,704	179	90,766	
Financing Proceeds Applied	286,391	-	-	-	-	286,391	4	8	-	-	-	-	12	
Other Capital and Special Grants (incl., state/local sources)	-	-	-	-	-	-	-	-	-	-	-	-	-	
Capital Sources Subtotal	330,000	56,139	530	1,204	856	388,729	66,903	36,874	13,687	1,457	1,704	179	120,804	
Federal Grants to Amtrak														
Prior Year Carryover Capital Grant Funds	40,078	6,626	0	0	-	46,704	10,904	68,382	1,654	19	46	-	81,004	
Current Year FAST Sec 11101 Grants														
Operating	-	-	-	-	-	-	20,251	264,278	22,066	-	-	-	306,594	
Capital	-	518,625	-	-	-	518,625	136,777	472,812	52,442	-	-	-	662,031	
Other Federal Grants (incl., FRA/OST, FTA, DHS)	366	728	9	12	2	1,117	231	298	31	8	5	0	574	
Federal Grants to Amtrak Subtotal	40,444	525,979	9	12	2	566,446	168,164	805,769	76,192	27	51	0	1,050,203	
Total Financial Sources	999,852	694,015	37,908	43,019	38,231	1,813,025	635,300	1,068,235	102,903	30,981	25,526	7,834	1,870,779	
Financial Uses (Operating):														
Service Line Management	1,955	79	124	303	3,655	6,116	2,377	1,222	15	115	80	749	4,556	
Transportation	116,383	24,944	16,532	2,247	107	160,213	191,637	248,651	7,780	17,521	458	22	466,069	
Equipment	99,557	7,066	11,982	9,930	90	128,625	91,883	104,375	426	7,450	3,933	19	208,085	
Infrastructure	48,579	54,220	172	31,370	2,026	136,368	9,369	7,695	11,256	297	18,507	415	47,539	
Stations	23,872	12,189	151	19	889	37,120	41,318	30,795	6,702	57	165	182	79,219	
National Assets and Corporate Services	107,594	33,677	4,944	8,286	1,578	156,079	83,901	97,133	8,911	5,181	3,847	323	199,296	
Total Operating Uses	397,939	132,175	33,906	52,154	8,347	624,520	420,485	489,870	35,089	30,621	26,990	1,710	1,004,765	
Operating Surplus/Deficit <i>(Operating Sources - Operating Uses)</i>	231,468	(20,278)	3,464	(10,351)	29,026	233,329	(20,251)	(264,278)	(22,066)	(1,124)	(3,219)	5,945	(304,993)	
Financial Uses (Debt Service Payments):														
RRIF debt repayments	767	-	-	-	-	767	-	-	-	-	-	-	767	
Other/New financing repayments	-	-	-	-	-	-	-	-	-	-	-	-	-	
Total Debt Service Payments	767	-	-	-	-	767	-	-	-	-	-	-	767	
Available for Capital Uses <i>(Capital Sources + Federal Grants to Amtrak + Operating Surplus/Deficit - Debt Service Payments)</i>	601,146	561,840	4,002	(9,135)	29,884	1,187,738	214,816	578,365	67,813	360	(1,464)	6,125	866,014	
Financial Uses (Capital):														
Service Line Management	319	120	12	16	4	471	280	317	702	12	8	1	1,319	
Transportation	8,030	1,245	139	153	19	9,586	4,869	8,668	201	193	102	4	14,035	
Equipment	297,422	12,829	10	1,502	142	311,904	46,227	103,044	2,131	1,004	735	29	153,171	
Infrastructure	101,204	131,958	(34)	916	2,354	236,398	39,544	22,009	21,689	(4)	1,338	482	85,058	
Stations	33,561	11,146	17	25	(14)	44,735	19,584	27,384	2,356	15	9	(3)	49,346	
National Assets and Corporate Services	15,997	5,288	539	683	867	23,374	13,498	12,983	1,046	525	356	178	28,585	
Capital Expenditures	456,532	162,585	684	3,294	3,371	626,467	124,002	174,405	28,124	1,744	2,549	690	331,515	
Legacy Debt Repayments	81,800	3,531	-	-	29,961	115,292	7,198	11,468	-	-	-	68	18,734	
Total Capital Uses	538,333	166,116	684	3,294	33,332	741,759	131,200	185,873	28,124	1,744	2,549	758	350,249	
Remaining Carryover Balance	\$ 62,813	\$ 395,725	\$ 3,318	\$ (12,429)	\$ (3,448)	\$ 445,979	\$ 83,616	\$ 392,492	\$ 39,689	\$ (1,385)	\$ (4,013)	\$ 5,366	\$ 515,765	

Route Level Results

(\$s in Millions)	YTD March FY 2020								
	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)	Seat Miles (in Millions)	Passenger Miles (in Millions)	Average Load Factor	OTP	
NEC:									
Acela	\$ 302.5	\$ 165.3	\$ 137.3	1,576.3	509.8	299.6	59%	87.4%	
Regional	323.5	228.2	95.2	3,951.4	1,203.0	605.6	51%	86.5%	
NEC Special Trains & Adjustments	3.4	4.4	(1.1)	3.2	3.4	0.5	N/A	N/A	
NEC	\$ 629.4	\$ 397.9	\$ 231.5	5,530.9	1,716.1	905.7	53%	86.7%	
State Supported:									
Ethan Allen Express	\$ 2.5	\$ 2.5	\$ (0.0)	23.3	11.4	4.4	39%	85.8%	
Vermont	5.0	5.0	0.0	46.8	25.3	12.1	51%	82.8%	
Maple Leaf	16.9	16.5	0.5	174.3	105.2	51.0	42%	69.5%	
The Downeaster	7.8	7.9	(0.1)	247.7	74.2	19.9	29%	86.6%	
New Haven - Springfield	10.3	11.7	(1.4)	225.0	25.1	13.7	0%	88.7%	
Keystone Service	25.6	27.9	(2.3)	717.2	137.5	63.2	40%	93.6%	
Empire Service	29.0	31.6	(2.6)	545.4	173.1	65.5	48%	92.9%	
Chicago-St.Louis	17.1	17.3	(0.2)	279.6	124.0	51.9	44%	81.3%	
Hiawathas	9.8	11.7	(2.0)	371.8	83.4	29.9	36%	92.4%	
Wolverines	16.1	16.2	(0.1)	211.6	98.8	46.5	49%	31.6%	
Illini	9.1	8.7	0.4	127.5	66.0	21.5	33%	48.9%	
ILLINOIS Zephyr	7.0	7.6	(0.6)	84.7	43.9	13.9	33%	81.8%	
Heartland Flyer	3.3	3.3	0.1	30.7	13.3	5.4	41%	66.0%	
Pacific Surfliner	61.8	67.9	(6.1)	1,227.0	391.4	106.0	26%	78.6%	
Cascades	28.8	28.9	(0.2)	314.0	104.1	48.7	48%	70.6%	
Capitols	30.4	34.3	(3.9)	808.4	199.6	53.8	28%	84.6%	
San Joaquins	43.8	48.3	(4.5)	469.3	252.9	63.1	24%	71.8%	
Adirondack	5.9	6.0	(0.2)	44.2	20.1	12.7	47%	77.7%	
Blue Water	6.2	6.0	0.2	73.7	40.4	14.5	36%	49.2%	
Washington-Lynchburg	5.8	4.1	1.7	103.0	42.8	23.6	0%	76.6%	
Washington - Newport News	10.5	10.2	0.3	151.5	65.9	28.7	0%	83.0%	
Washington - Norfolk	10.3	8.8	1.4	123.4	74.9	29.5	0%	83.0%	
Washington - Richmond	4.5	3.4	1.2	50.3	24.0	7.8	0%	83.0%	
Hoosier State	-	0.0	(0.0)	0.0	0.0	0.0	0%	0.0%	
Kansas City-St.Louis	6.1	6.3	(0.2)	67.3	30.6	12.9	40%	69.9%	
Pennsylvanian	8.1	8.2	(0.1)	94.3	38.9	21.5	49%	83.1%	
Pere Marquette	3.0	2.9	0.1	38.8	13.2	5.9	44%	65.8%	
Carolinian	10.0	8.7	1.4	107.6	58.7	28.3	40%	79.1%	
Piedmont	4.2	4.5	(0.3)	106.5	35.6	12.2	38%	76.8%	
Non Nec Special Trains & Adjustments	1.4	4.3	(2.9)	15.8	1.3	0.5	N/A	N/A	
State Supported	\$ 400.2	\$ 420.5	\$ (20.3)	6,880.9	2,375.5	868.6	36%	80.2%	
Long Distance:									
Silver Star	\$ 16.0	\$ 34.1	\$ (18.1)	164.5	141.6	71.7	55%	53.3%	
Cardinal	3.8	12.7	(8.9)	45.0	38.1	15.3	47%	66.7%	
Silver Meteor	18.4	35.9	(17.5)	146.2	154.6	79.7	58%	60.2%	
Empire Builder	19.4	52.7	(33.3)	166.2	259.3	101.0	42%	63.2%	
Capitol Limited	7.5	20.7	(13.2)	82.6	60.5	35.4	60%	41.3%	
California Zephyr	21.7	54.4	(32.7)	181.5	242.1	103.7	46%	53.7%	
Southwest Chief	18.2	49.6	(31.4)	132.3	198.8	103.7	55%	52.3%	
City of New Orleans	8.2	20.4	(12.2)	96.9	84.7	39.6	48%	86.9%	
Texas Eagle	10.8	25.9	(15.0)	132.1	109.8	59.2	40%	37.9%	
Sunset Limited	5.2	21.9	(16.7)	39.0	75.2	28.8	44%	26.1%	
Coast Starlight	18.8	42.0	(23.1)	177.0	169.6	81.1	52%	57.9%	
Lake Shore Limited	13.1	29.2	(16.2)	156.3	145.6	65.1	51%	57.6%	
Palmetto	12.4	17.4	(5.0)	145.7	94.0	35.6	38%	70.8%	
Crescent	13.6	31.0	(17.4)	117.7	123.5	50.7	44%	36.4%	
Auto Train	38.5	41.5	(2.9)	108.1	173.6	92.4	59%	55.5%	
Long Distance Adjustments	0.0	0.6	(0.6)	N/A	N/A	N/A	N/A	N/A	
Long Distance	\$ 225.6	\$ 489.9	\$ (264.3)	1,890.8	2,071.0	963.1	49%	56.2%	
Ancillary	177.5	153.7	23.7						
Infrastructure	124.9	167.3	(42.3)						
Amtrak	\$ 1,557.6	\$ 1,629.3	\$ (71.7)	14,302.6	6,162.7	2,737.4	46%	79.7%	

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.