



Monthly Performance Report

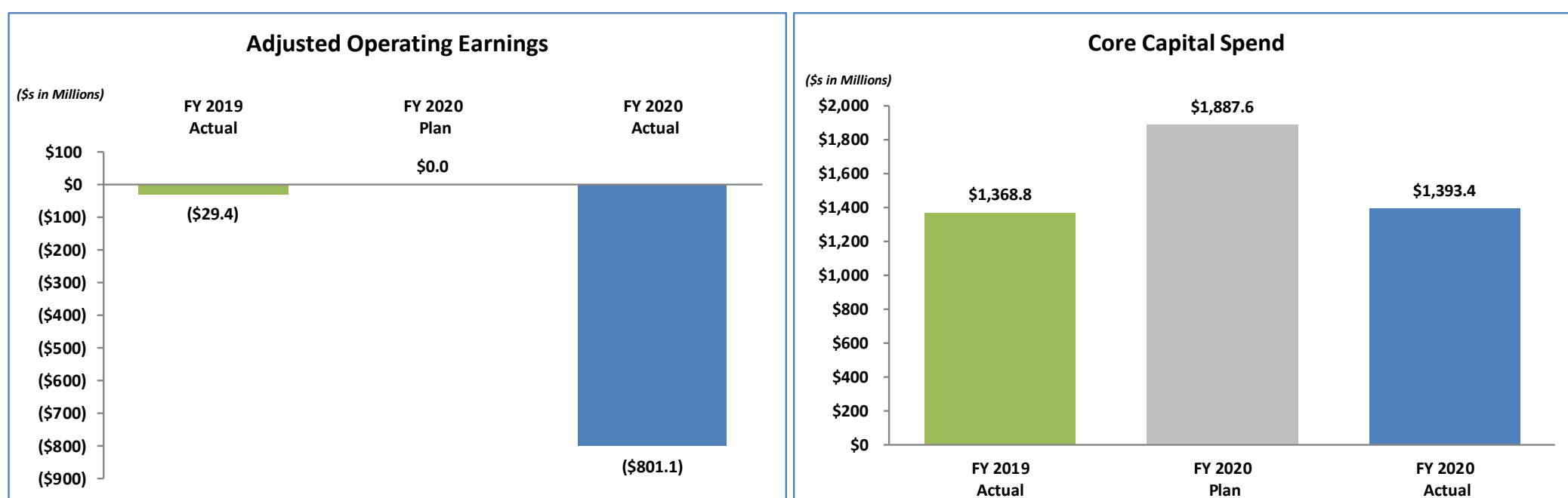
FY 2020

October 30, 2020

Financial Summary

Operating: Adjusted Operating Earnings of **(\$801.1MM)** for FY 2020 are (\$801.1MM) unfavorable to Plan and a decrease of (\$771.8MM) 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 **\$1,393.4MM** for FY 2020 is (\$494.2MM) underspent vs Plan and an increase of \$24.6MM compared to prior year. The underspend vs. Plan is primarily driven by stations and infrastructure delays and fleet projects.



Operating Results

(\$s in Millions)	FY 2020 vs Prior Year				FY 2020 vs Plan			
	Prior Year FY 2019	Actual FY 2020	Y/Y Growth		Plan FY 2020	Actual FY 2020	Fav/(Unfav) vs Plan	
			\$	%			\$	%
Ticket Revenue (Adjusted)	\$ 2,288.5	\$ 1,191.9	\$ (1,096.7)	(47.9%)	\$ 2,371.1	\$ 1,191.9	\$ (1,179.2)	(49.7%)
Food & Beverage	143.9	77.3	(66.6)	(46.3%)	145.5	77.3	(68.3)	(46.9%)
State Supported Train Revenue	234.2	342.1	107.9	46.1%	239.5	342.1	102.6	42.8%
Subtotal Passenger Related Revenue	2,666.6	1,611.2	(1,055.4)	(39.6%)	2,756.1	1,611.2	(1,144.9)	(41.5%)
Other Core Revenue	299.7	303.2	3.5	1.2%	304.5	303.2	(1.3)	(0.4%)
Ancillary Revenue	356.5	350.1	(6.5)	(1.8%)	360.1	350.1	(10.0)	(2.8%)
Total Revenue	3,322.9	2,264.5	(1,058.4)	(31.9%)	3,420.7	2,264.5	(1,156.2)	(33.8%)
Salaries, Wages & Benefits	2,142.8	1,970.7	(172.1)	(8.0%)	2,186.6	1,970.7	215.9	9.9%
Train Operations	306.5	275.6	(30.9)	(10.1%)	311.2	275.6	35.6	11.4%
Fuel, Power & Utilities	260.2	215.5	(44.7)	(17.2%)	274.8	215.5	59.3	21.6%
Materials	156.5	150.1	(6.3)	(4.0%)	156.0	150.1	5.9	3.8%
Facility, Communication & Office	171.1	164.2	(6.9)	(4.0%)	173.1	164.2	8.8	5.1%
Advertising and Sales	99.5	56.6	(42.9)	(43.1%)	101.1	56.6	44.5	44.0%
Casualty and Other Claims	65.6	58.6	(7.0)	(10.7%)	70.8	58.6	12.2	17.2%
Professional Fees & Data Processing	222.9	218.0	(4.9)	(2.2%)	242.6	218.0	24.6	10.1%
All Other Expense	116.1	128.3	12.3	10.6%	107.2	128.3	(21.1)	(19.7%)
Transfer to Capital & Ancillary	(188.9)	(172.0)	16.8	8.9%	(202.6)	(172.0)	(30.6)	(15.1%)
Total Expense	3,352.2	3,065.6	(286.6)	(8.5%)	3,420.7	3,065.6	355.1	10.4%
Adjusted Operating Earnings	\$ (29.4)	\$ (801.1)	\$ (771.8)	N/A	\$ 0.0	\$ (801.1)	\$ (801.1)	N/A
OPEB's and Pension	44.3	28.5	(15.7)	(35.6%)	42.6	28.5	(14.1)	(33.0%)
Project Related Revenue & Expense	(141.7)	(151.2)	(9.5)	(6.7%)	(215.8)	(151.2)	64.7	30.0%
Superstorm Sandy Insurance Proceeds	4.5	-	(4.5)	(100.0%)	-	-	-	N/A
Depreciation	(874.7)	(926.3)	(51.6)	(5.9%)	(865.0)	(926.3)	(61.3)	(7.1%)
Office of Inspector General	(23.5)	(22.4)	1.2	4.9%	(23.7)	(22.4)	1.3	5.6%
State Capital Payment Amortization	127.4	133.4	6.0	4.7%	121.9	133.4	11.5	9.4%
Non-Operating Inc/(Exp)	12.3	48.4	36.1	292.8%	8.1	48.4	40.3	497.7%
Net Income/(Loss)	\$ (880.9)	\$ (1,690.7)	\$ (809.8)	(91.9%)	\$ (931.9)	\$ (1,690.7)	\$ (758.8)	(81.4%)

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

Revenues: Total revenue of **\$2,264.5MM** for FY 2020 is (\$1,156.2MM) unfavorable to the Plan and a decrease of (\$1,058.4MM) over the prior year. Both are primarily driven by decreased adjusted ticket revenue due to the COVID-19 pandemic.

Expenses: Total expenses of **\$3,065.6MM** for FY 2020 are favorable \$355.1MM to the Plan primarily driven by favorable salary, wages, and benefits expenses. The decrease of (\$286.6MM) from the prior year is primarily driven by decreased expenses for salaries, wages, and benefits from the COVID-19 pandemic.

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 FY 2019	Actual FY 2020	Y/Y Growth		Plan FY 2020	Actual FY 2020	Over/(Under) Plan	
			\$	%			\$	%
Infrastructure	646.1	632.7	(13.5)	(2.1%)	802.1	632.7	(169.5)	(21.1%)
Stations & Real Estate	137.1	127.4	(9.7)	(7.0%)	279.3	127.4	(151.8)	(54.4%)
Fleet	330.0	285.8	(44.2)	(13.4%)	391.5	285.8	(105.7)	(27.0%)
Technology	110.6	101.1	(9.5)	(8.6%)	165.8	101.1	(64.8)	(39.1%)
ADA	78.2	109.9	31.7	40.6%	87.7	109.9	22.2	25.3%
Support	12.9	11.9	(1.0)	(7.6%)	18.8	11.9	(6.9)	(36.8%)
Acela 21	53.9	124.7	70.7	131.1%	142.4	124.7	(17.7)	(12.4%)
Subtotal Core Capital	\$ 1,368.8	\$ 1,393.4	\$ 24.6	1.8%	\$ 1,887.6	\$ 1,393.4	\$ (494.2)	(26.2%)
Fleet Acquisition	158.2	55.0	(103.2)	(65.2%)	133.0	55.0	(78.0)	(58.7%)
Other 3rd Party Dependent	43.0	137.5	94.4	219.5%	148.5	137.5	(11.0)	(7.4%)
Acela 21 Milestone Payments	2.6	301.6	299.1	N/A	268.5	301.6	33.1	12.3%
Gateway	36.9	25.1	(11.7)	(31.9%)	184.1	25.1	(159.0)	(86.4%)
Total Capital Spend	\$ 1,609.5	\$ 1,912.7	\$ 303.2	18.8%	\$ 2,621.7	\$ 1,912.7	\$ (709.0)	(27.0%)

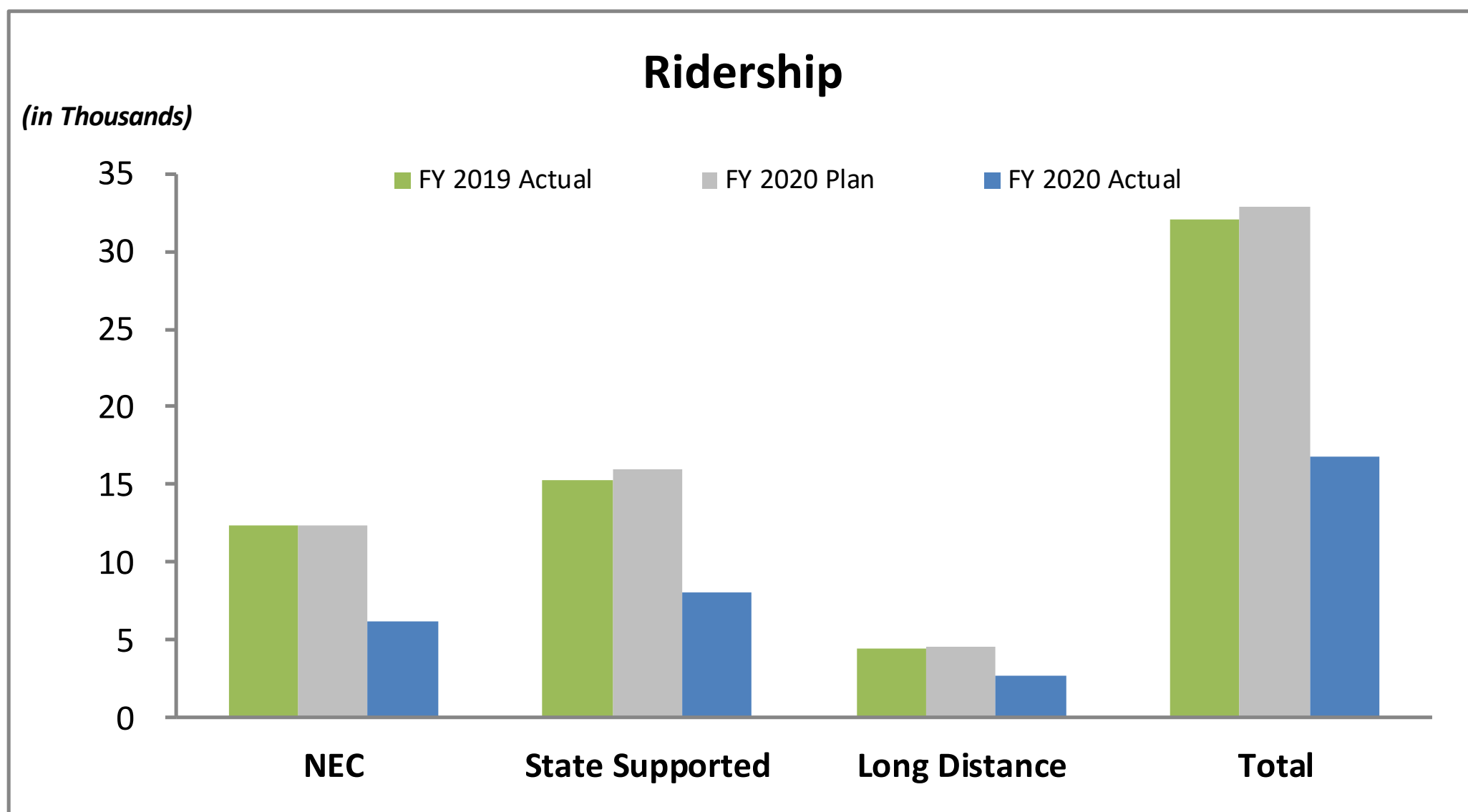
*Mt. Joy in-kind contribution of \$27.8MM excluded from figures

FY 2020 vs. Plan: FY 2020 core capital spend (excluding fleet acquisition, Gateway, Acela 21 milestone payments, and 3rd party dependent) of \$1,393.4MM is (\$494.2MM) under Plan driven by 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. Mt. Joy in-kind contribution of \$27.8MM is excluded from all financials presented here.

FY 2020 vs. Prior Year: FY 2020 core capital spend is \$24.6MM or 1.8% higher than prior year primarily driven by year over year increases in Acela 21 and ADA. This is partially offset by year over year declines in fleet, infrastructure, and technology.

Key Performance Indicators

	Prior Year	Plan	Actual	Fav/(Unfav) vs Plan		Y/Y Growth	
	FY 2019	FY 2020	FY 2020	#	%	#	%
Key Performance Indicators							
<i>Ridership (in thousands):</i>							
Northeast Corridor	12,333.4	12,405.8	6,147.4	(6,258.4)	(50.4%)	(6,186.0)	(50.2%)
State Supported	15,265.4	15,935.5	8,004.5	(7,931.1)	(49.8%)	(7,261.0)	(47.6%)
Long Distance	4,420.8	4,518.7	2,689.5	(1,829.2)	(40.5%)	(1,731.3)	(39.2%)
Total Ridership	32,019.6	32,860.1	16,841.4	(16,018.7)	(48.7%)	(15,178.3)	(47.4%)
RASM (in cents)	21.42	21.44	17.07	(4.37)	(20.4%)	(4.34)	(20.3%)
CASM (in cents)	21.13	21.02	24.57	(3.55)	(16.9%)	3.43	16.2%
Cost Recovery Ratio (NTS)	101%	102%	70%	N/A	(32.5%)	N/A	(31.8%)
Other Indicators (in millions)							
Seat Miles	12,702.8	13,137.3	9,771.7	(3,365.6)	(25.6%)	(2,931.1)	(23.1%)
Passenger Miles	6,487.2	6,664.5	3,450.2	(3,214.3)	(48.2%)	(3,037.0)	(46.8%)
Train Miles	38.1	39.2	31.0	(8.2)	(20.9%)	(7.1)	(18.6%)



Ridership: Ridership of **16.84MM** for FY 2020 is 16.02MM 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)

FY 2020			
	<u>Northeast Corridor Account</u>	<u>National Network Account</u>	<u>Total</u>
Financial Sources			
Operating Sources (A)	1,137,579	1,126,922	2,264,501
Capital Sources	654,482	277,036	931,518
Federal Grants to Amtrak	1,269,204	1,852,388	3,121,592
Total Operating and Capital Sources	3,061,265	3,256,346	6,317,611
Financial Uses (Operating):			
Operating Uses (B)	1,169,132	1,896,509	3,065,641
Operating Surplus/Deficit (A-B) <i>(Operating Sources - Operating Uses)</i>	(31,553)	(769,587)	(801,140)
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>	1,891,366	1,359,837	3,251,202
Financial Uses (Capital):			
Capital Expenditures	1,169,143	744,801	1,913,944
Legacy Debt Repayments	167,917	34,134	202,051
Remaining Carryover Balance	\$ 554,306	\$ 580,902	\$ 1,135,208

Federal funding includes CARES Act Funding

FY 2020 net change in cash flows of \$1,135.2MM for Consolidated Amtrak, \$554.3MM for NEC and \$580.9MM for National Network.

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>	635,748	-	-	-	-	635,748	277,338	275,816	-	7	683	-	553,845	1,189,592
<i>Charter/Special Trains</i>	1,572	-	-	-	-	1,572	1,377	-	-	-	-	-	1,377	2,949
<i>Food and Beverage</i>	21,817	-	-	-	-	21,817	12,739	42,715	-	-	-	-	55,454	77,271
Contractual Contribution (Operating)														
<i>PRIIA 209 Operating Payments</i>	-	-	-	-	-	-	342,095	-	-	-	-	-	342,095	342,095
<i>PRIIA 212 Operating Payments</i>	-	190,366	-	-	-	190,366	-	-	10,680	-	-	-	10,680	201,046
<i>Commuter Operations</i>	11	-	68,167	25	-	68,203	175	(8)	-	55,827	-	-	55,994	124,197
<i>Reimbursable Contracts</i>	9,426	10,820	0	99,779	3,755	123,781	3,309	1,848	2,159	267	46,084	769	54,437	178,217
<i>Access Revenue</i>	-	21,711	-	-	-	21,711	1	1	13,018	-	(198)	-	12,821	34,532
Commercial Revenue (incl. Pipe/Wire, Real Estate, Parking)	469	144	14	26	59,743	60,396	215	391	25	13	13	12,237	73,289	73,289
All Other Revenue (incl. Insurance Revenue, Cobranded Commissions, etc.)	13,984	1	1	0	0	13,986	11,383	15,958	0	1	(17)	0	27,326	41,312
Operating Sources Subtotal	683,027	223,042	68,181	99,831	63,498	1,137,579	648,632	336,721	25,883	56,115	46,565	13,006	1,126,922	2,264,501
Contractual Contribution (Capital)														
<i>PRIIA 209 Capital Payments</i>	-	-	-	-	-	-	58,145	-	-	-	-	-	58,145	58,145
<i>PRIIA 212 Capital Payments</i>	-	133,518	-	-	-	133,518	-	-	38,987	-	-	-	38,987	172,504
<i>Sole Benefit - Partners</i>	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Other State/Local Mutual Benefit</i>	9,595	9,996	46	33	6	19,675	22,741	8,333	13,381	14	1,005	1	45,475	65,150
<i>Amtrak Internal Cash</i>	54,057	25,870	458	2,448	958	83,790	46,393	56,652	11,672	1,423	18,028	247	134,416	218,206
Financing Proceeds Applied	417,498	-	-	-	-	417,498	5	9	-	-	-	-	14	417,512
Other Capital and Special Grants (incl., state/local sources)	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital Sources Subtotal	481,150	169,384	504	2,481	963	654,482	127,284	64,994	64,040	1,436	19,033	248	277,036	931,518
Federal Grants to Amtrak														
<i>Prior Year Carryover Capital Grant Funds</i>	64,518	13,351	5	28	-	77,902	25,902	163,821	4,138	194	60	-	194,114	272,016
<i>Current Year FAST Sec 11101 Grants</i>														
<i>Operating</i>	-	-	-	-	-	-	75,493	649,295	42,670	-	-	-	767,458	767,458
<i>Capital</i>	-	691,500	-	-	-	691,500	89,710	411,864	22,468	-	-	-	524,042	1,215,542
<i>CARES Act Grant</i>	492,000	-	-	-	-	492,000	78,022	287,000	-	-	-	-	365,022	857,022
<i>Other Federal Grants (incl., FRA/OST, FTA, DHS)</i>	1,219	6,529	19	31	5	7,802	668	973	79	18	13	1	1,751	9,553
Federal Grants to Amtrak Subtotal	557,737	711,380	23	58	5	1,269,204	269,795	1,512,952	69,355	212	72	1	1,852,388	3,121,592
Total Financial Sources	1,721,914	1,103,806	68,708	102,371	64,467	3,061,265	1,045,712	1,914,668	159,277	57,763	65,671	13,255	3,256,346	6,317,611
Financial Uses (Operating):														
Service Line Management	3,417	314	197	467	6,565	10,959	3,975	2,361	80	185	175	1,345	8,120	19,079
Transportation	193,517	49,281	31,758	4,550	534	279,640	304,437	486,821	14,765	31,788	1,015	109	838,936	1,118,576
Equipment	188,847	12,779	22,928	24,479	175	249,207	164,888	205,250	802	14,158	8,034	36	393,168	642,375
Infrastructure	81,221	107,499	312	71,325	4,391	264,749	17,587	17,879	20,791	667	35,570	899	93,393	358,142
Stations	40,013	25,027	264	33	2,102	67,438	76,612	70,385	12,523	107	142	430	160,200	227,639
National Assets and Corporate Services	183,292	79,920	10,426	20,119	3,381	297,138	156,626	203,320	19,591	10,972	11,490	692	402,692	699,830
Total Operating Uses	690,307	274,820	65,885	120,972	17,148	1,169,132	724,126	986,016	68,552	57,877	56,426	3,512	1,896,509	3,065,641
Operating Surplus/Deficit <i>(Operating Sources - Operating Uses)</i>	(7,280)	(51,779)	2,296	(21,141)	46,351	(31,553)	(75,493)	(649,295)	(42,670)	(1,762)	(9,861)	9,494	(769,587)	(801,140)
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>	1,030,840	828,985	2,823	(18,601)	47,319	1,891,366	321,586	928,652	90,725	(114)	9,245	9,743	1,359,837	3,251,202
Financial Uses (Capital):														
Service Line Management	548	171	11	15	3	749	662	907	7,543	11	7	1	9,131	9,879
Transportation	49,991	5,472	300	1,817	29	57,608	11,651	25,623	1,241	204	168	6	38,893	96,501
Equipment	403,722	30,592	55	4,527	429	439,326	85,092	201,360	5,308	870	1,979	88	294,697	734,022
Infrastructure	208,875	277,376	29	2,152	3,734	492,166	85,177	67,092	47,969	313	18,007	765	219,323	711,489
Stations	90,371	46,609	18	25	(1)	137,022	43,438	79,150	7,442	16	10	(0)	130,055	267,077
National Assets and Corporate Services	24,327	14,191	922	1,664	1,169	42,272	22,495	26,290	1,959	859	861	239	52,703	94,976
Capital Expenditures	777,834	374,410	1,336	10,201	5,363	1,169,143	246,515	400,422	71,462	2,272	21,031	1,098	744,801	1,913,944
Legacy Debt Repayments	130,953	7,002	-	-	29,961	167,917	13,015	21,012	-	-	-	107	34,134	202,051
Total Capital Uses	908,787	381,412	1,336	10,201	35,324	1,337,060	261,530	421,434	71,462	2,272	21,031	1,206	778,935	2,115,995
Remaining Carryover Balance	\$ 122,052	\$ 447,574	\$ 1,487	\$ (28,802)	\$ 11,995	\$ 554,306	\$ 60,056	\$ 507,218	\$ 19,263	\$ (2,386)	\$ (11,787)	\$ 8,537	\$ 580,902	\$ 1,135,208

Route Level Results

(\$s in Millions)	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	\$ 314.0	\$ 259.9	\$ 54.1	1,656.8	614.3	315.8	52%	87.4%
Regional	362.0	420.5	(58.5)	4,486.8	1,725.0	692.2	40%	86.7%
NEC Special Trains & Adjustments	7.1	10.0	(2.9)	3.9	5.6	0.6	N/A	N/A
NEC	\$ 683.0	\$ 690.3	\$ (7.3)	6,147.4	2,344.9	1,008.7	43%	86.9%
State Supported:								
Ethan Allen Express	\$ 2.9	\$ 2.8	\$ 0.2	23.3	11.4	4.4	35%	86.1%
Vermont	5.2	6.2	(1.0)	47.3	25.3	12.3	41%	84.6%
Maple Leaf	29.2	31.2	(2.0)	231.1	170.4	66.8	35%	71.4%
The Downeaster	12.8	13.4	(0.6)	269.5	102.5	21.8	23%	85.5%
New Haven - Springfield	20.2	23.7	(3.5)	271.0	40.4	16.0	0%	89.1%
Keystone Service	42.2	53.2	(11.0)	783.8	219.0	68.2	31%	93.7%
Empire Service	45.9	58.5	(12.6)	655.0	270.4	78.3	37%	93.0%
Chicago-St.Louis	21.1	29.6	(8.5)	334.5	183.9	61.6	35%	81.8%
Hiawathas	15.3	17.5	(2.2)	403.1	98.2	32.4	33%	92.5%
Wolverines	24.8	24.9	(0.0)	244.5	134.8	53.9	41%	38.7%
Illini	15.7	15.8	(0.0)	160.0	106.5	26.6	25%	54.1%
ILLINOIS Zephyr	11.6	12.2	(0.6)	100.3	59.5	16.5	29%	83.2%
Heartland Flyer	6.5	6.9	(0.4)	41.8	23.6	7.4	31%	68.1%
Pacific Surfliner	94.5	115.2	(20.7)	1,397.2	591.1	122.2	20%	80.2%
Cascades	42.2	43.9	(1.7)	343.5	130.0	53.2	42%	70.6%
Capitols	48.8	56.0	(7.2)	898.0	300.8	60.0	21%	85.1%
San Joaquins	73.6	84.0	(10.4)	606.7	407.2	82.2	19%	75.5%
Adirondack	6.8	7.1	(0.3)	44.2	20.1	12.7	47%	77.7%
Blue Water	14.2	13.8	0.4	98.2	80.3	18.9	24%	58.6%
Washington-Lynchburg	11.9	10.4	1.5	124.7	77.4	28.9	0%	79.2%
Washington - Newport News	12.6	17.3	(4.6)	182.5	96.1	36.1	0%	83.0%
Washington - Norfolk	16.5	15.7	0.8	152.6	111.1	37.2	0%	83.0%
Washington - Richmond	8.6	3.5	5.1	50.4	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	11.5	11.8	(0.2)	86.4	58.3	16.7	28%	71.6%
Pennsylvanian	22.7	14.9	7.8	127.7	65.8	29.0	39%	80.8%
Pere Marquette	5.0	4.9	0.1	47.2	20.4	7.2	35%	68.4%
Carolinian	19.0	17.2	1.8	150.4	96.8	40.5	34%	77.8%
Piedmont	5.7	6.2	(0.5)	113.9	42.2	13.0	34%	77.7%
Non Nec Special Trains & Adjustments	1.4	6.6	(5.2)	15.8	2.9	0.5	N/A	N/A
State Supported	\$ 648.6	\$ 724.1	\$ (75.5)	8,004.5	3,570.4	1,032.3	29%	80.9%
Long Distance:								
Silver Star	\$ 22.3	\$ 66.4	\$ (44.0)	218.5	237.5	98.3	46%	52.0%
Cardinal	5.6	27.9	(22.4)	63.2	66.1	22.6	40%	65.8%
Silver Meteor	25.7	68.1	(42.4)	200.1	261.1	109.1	47%	60.7%
Empire Builder	32.4	106.9	(74.5)	253.5	548.9	161.3	33%	64.4%
Capitol Limited	11.7	42.8	(31.0)	127.0	132.1	54.1	45%	45.2%
California Zephyr	32.8	108.0	(75.2)	247.5	426.2	155.1	39%	54.2%
Southwest Chief	27.3	99.3	(72.0)	186.5	402.8	152.2	42%	55.9%
City of New Orleans	11.5	40.0	(28.5)	132.7	165.1	53.3	34%	86.7%
Texas Eagle	17.0	52.7	(35.7)	196.1	218.1	90.3	32%	42.3%
Sunset Limited	7.6	43.3	(35.7)	55.1	152.6	40.9	32%	29.5%
Coast Starlight	28.0	83.2	(55.2)	258.2	291.7	116.8	45%	63.6%
Lake Shore Limited	19.3	62.3	(43.0)	220.2	250.9	90.7	42%	60.5%
Palmetto	17.3	38.2	(20.9)	199.2	161.7	50.7	31%	70.6%
Crescent	20.8	66.3	(45.5)	168.1	225.0	74.0	36%	46.2%
Auto Train	57.5	80.2	(22.7)	163.6	316.6	139.8	50%	61.1%
Long Distance Adjustments	0.0	0.8	(0.8)	N/A	N/A	N/A	N/A	N/A
Long Distance	\$ 336.7	\$ 986.0	\$ (649.3)	2,689.5	3,856.4	1,409.2	40%	58.7%
Ancillary Infrastructure	347.2	321.8	25.4					
	248.9	343.4	(94.4)					
Amtrak	\$ 2,264.5	\$ 3,065.6	\$ (801.1)	16,841.4	9,771.7	3,450.2	37%	79.7%

Note: CSI 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.