

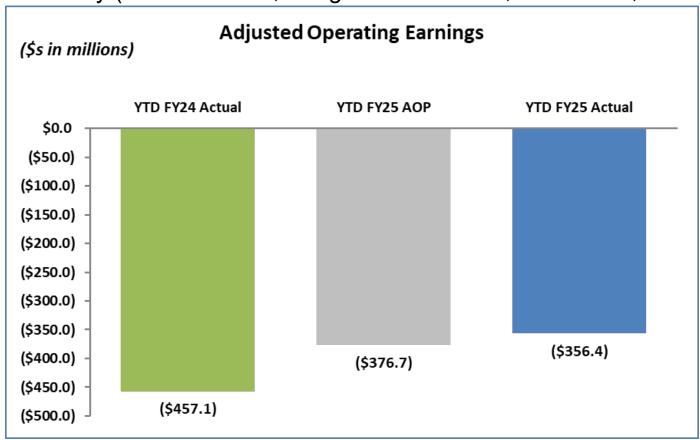
Monthly Performance Report

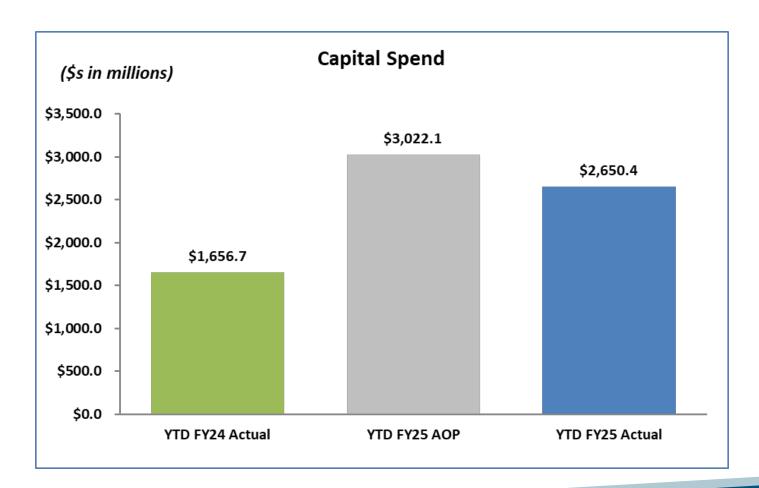
YTD March FY 2025

April 30, 2025

Operating: Adjusted Operating Earnings of **(\$356.4MM)** through YTD March FY25 is \$20.3MM favorable to AOP and \$100.7MM favorable vs prior year. Total Revenue is \$20.9MM favorable (driven by Ticket Revenue and Other Core Revenue) and Total Expense is (\$0.6MM) unfavorable to AOP (driven by Salaries, Wages & Benefits, offset by Materials, Casualty and Other Claims, and Train Operations expenses).

Capital: Capital spend of **\$2,650.4MM** through YTD March FY25 is (\$371.7MM) lower vs. AOP and is \$993.7MM higher vs. Prior Year. The lower spend vs. AOP is largely driven by lower spend on Capital Delivery (AIRO Trainset, Bridges and Tunnels, New Acela, and Major Stations).







	Prior Year		ior Year Actual			Y/Y Growth			АОР		Actual		Fav/(Unfav) vs AOP	
(\$s in Millions)	YTI	O Mar FY24	YTE	Mar FY25		\$	%	YTE	D Mar FY25	YTE	O Mar FY25		\$	%
Ticket Revenue (Adjusted)	\$	1,156.8	\$	1,261.6	\$	104.8	9.1%	\$	1,200.0	\$	1,261.6	\$	61.6	5.1%
Food & Beverage		28.6		32.0		3.4	11.7%		31.7		32.0		0.3	1.0%
State Supported Train Revenue		157.1		135.1		(22.0)	(14.0%)		181.0		135.1		(45.9)	(25.4%)
Subtotal Passenger Related Revenue		1,342.6		1,428.7		86.1	6.4%		1,412.7		1,428.7		16.0	1.1%
Other Core Revenue		179.3		195.5		16.2	9.0%		182.0		195.5		13.5	7.4%
Ancillary Revenue		207.8		235.5		27.7	13.3%		244.1		235.5		(8.7)	(3.5%)
Total Revenue	_	1,729.7		1,859.7	-	130.0	7.5%		1,838.8		1,859.7		20.9	1.1%
Salaries, Wages & Benefits		1,409.9		1,474.2		64.3	4.6%		1,454.0		1,474.2		(20.2)	(1.4%)
Train Operations		202.4		215.1		12.7	6.3%		221.4		215.1		6.3	2.8%
Fuel, Power & Utilities		173.6		168.6		(5.0)	(2.9%)		174.7		168.6		6.1	3.5%
Materials		92.4		84.3		(8.1)	(8.7%)		106.4		84.3		22.1	20.8%
Facility, Communication & Office		115.7		122.7		6.9	6.0%		128.7		122.7		6.1	4.7%
Advertising and Sales		53.8		51.1		(2.7)	(5.0%)		51.9		51.1		0.8	1.5%
Casualty and Other Claims		25.1		25.0		(0.1)	(0.4%)		34.3		25.0		9.3	27.1%
Professional Fees & Data Processing		129.1		144.3		15.2	11.8%		132.4		144.3		(12.0)	(9.0%)
All Other Expense		149.5		148.9		(0.5)	(0.3%)		147.5		148.9		(1.4)	(1.0%)
Transfer to Capital & Ancillary		(164.7)		(218.2)		(53.6)	(32.5%)		(235.9)		(218.2)		(17.7)	(7.5%)
Total Expense		2,186.8		2,216.1		29.2	1.3%		2,215.5		2,216.1		(0.6)	(0.0%)
Adjusted Operating Earnings	\$	(457.1)	\$	(356.4)	\$	100.7		\$	(376.7)	\$	(356.4)	\$	20.3	
OPEB's and Pension		15.1		13.8		(1.3)	(8.6%)		15.6		13.8		(1.8)	(11.6%)
Project Related Revenue & Expense		(230.5)		(192.8)		37.7	16.4%		(202.4)		(192.8)		9.6	4.7%
Depreciation		(480.8)		(521.3)		(40.5)	(8.4%)		(504.6)		(521.3)		(16.7)	(3.3%)
Saas Implementation		(1.6)		(5.5)		(3.9)	(246.7%)		(1.6)		(5.5)		(3.9)	(243.5%)
Office of Inspector General		(12.0)		(12.6)		(0.6)	(4.7%)		(0.3)		(12.6)		(12.3)	N/A
State Capital Payment Amortization		76.1		78.2		2.1	2.8%		-		78.2		78.2	N/A
Non-Operating Inc/(Exp)		62.8		51.9		(11.0)	(17.4%)		(6.6)		51.9		58.5	885.7%
Net Income/(Loss)	\$	(1,021.9)	\$	(944.6)	\$	77.4		\$	(1,076.7)	\$	(944.6)	\$	132.1	

Revenues: Total revenue of **\$1,859.7MM** through March FY25 is \$20.9MM favorable to AOP (driven by Ticket Revenue and Other Core Revenue). Total revenue increased \$130.0MM vs prior year. YOY variance is mainly driven by higher ticket revenue from increase in ridership and capacity growth.

Expenses: Total expenses of **\$2,216.1MM** through March FY25 are (\$0.6MM) unfavorable to AOP (driven by Salaries, Wages & Benefits, offset by Materials, Casualty and Other Claims, and Train Operations). The increase of \$29.2MM vs prior year is mainly driven by Salaries, Wages & Benefits, Professional Fees & Data Processing, and Train Operations, partially offset by Transfer to Capital & Ancillary expense.

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).

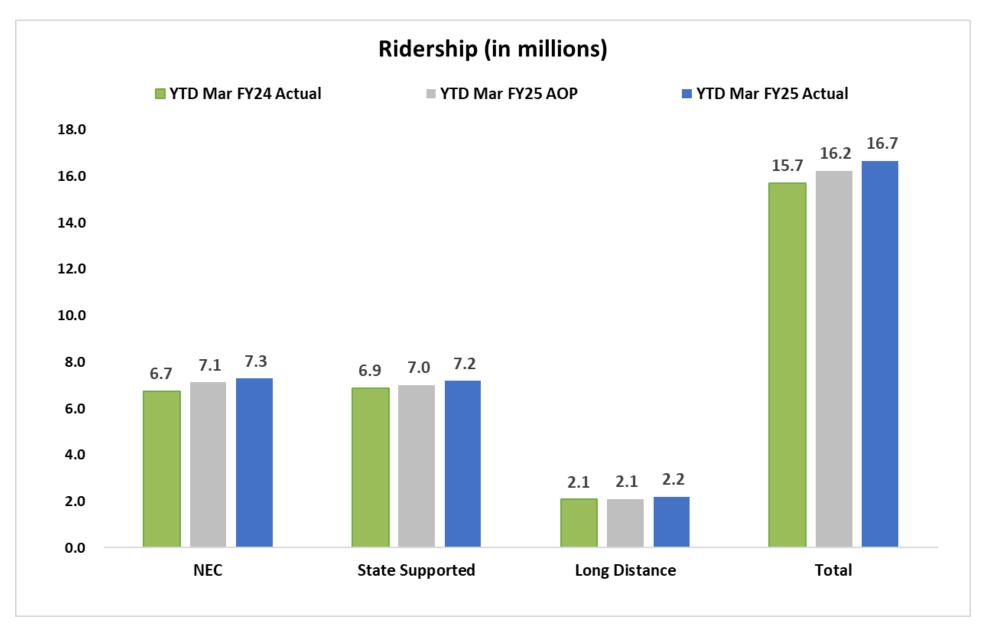


Capital Results

(\$s in Millions)	Prior Year	Actual	Y/Y Gro	owth	АОР	Actual	Over/(Under) vs AOP
	YTD Mar FY24	YTD Mar FY25	\$	%	YTD Mar FY25	YTD Mar FY25	\$	%
Capital Renewal	\$ 441.3	\$ 514.0	\$ 72.8	16.5%	\$ 493.7	\$ 514.0	\$ 20.3	4.1%
Bridges and Tunnels	367.7	542.3	174.7	47.5%	673.1	542.3	(130.8)	(19.4%)
Power	16.3	10.9	(5.4)	(33.3%)	25.6	10.9	(14.7)	(57.5%)
Facilites	34.1	165.9	131.8	386.5%	185.3	165.9	(19.4)	(10.5%)
Long Distance	2.8	3.8	1.0	35.9%	6.7	3.8	(3.0)	(43.9%)
Major Stations	74.3	121.8	47.5	64.0%	168.4	121.8	(46.6)	(27.7%)
B&P Tunnel	53.2	162.2	109.0	205.0%	171.3	162.2	(9.0)	(5.3%)
New Acela	94.9	72.8	(22.1)	(23.3%)	188.0	72.8	(115.3)	(61.3%)
Mega Program	27.4	18.7	(8.8)	(31.9%)	61.9	18.7	(43.2)	(69.9%)
AIRO	13.7	23.6	9.9	71.9%	162.4	23.6	(138.8)	(85.5%)
Capital Delivery Total	1,125.6	1,636.0	510.3	45.3%	2,136.4	1,636.0	(500.4)	(23.4%)
APD & Emergency Management	7.3	2.0	(5.3)	(72.1%)	4.7	2.0	(2.7)	(56.9%)
Safety	1.3	0.9	(0.3)	(26.3%)	2.5	0.9	(1.5)	(61.7%)
Environmental	2.5	1.6	(0.9)	(35.7%)	4.3	1.6	(2.7)	(62.3%)
SH&E Total	11.1	4.6	(6.5)	(58.6%)	11.5	4.6	(6.9)	(59.9%)
ADA	62.6	89.1	26.4	42.2%	107.4	89.1	(18.3)	(17.1%)
Stations & Facilities	35.3	37.6	2.2	6.3%	57.3	37.6	(19.7)	(34.4%)
Accessibility, Stations and Facilities Total	98.0	126.7	28.7	29.3%	164.7	126.7	(38.1)	(23.1%)
Real Estate, Strategy & Planning	51.9	113.0	61.1	117.7%	136.6	113.0	(23.6)	(17.3%)
Strategy and Planning Total	51.9	113.0	61.1	117.7%	136.6	113.0	(23.6)	(17.3%)
Mechanical	204.4	350.3	145.9	71.4%	365.1	350.3	(14.8)	(4.1%)
Operations	8.4	13.2	4.9	58.5%	16.5	13.2	(3.3)	(19.7%)
Service, Delivery and Operations Total	212.7	363.6	150.8	70.9%	381.6	363.6	(18.1)	(4.7%)
Digital Technology & Innovation	152.6	152.6	0.1	0.0%	171.5	152.6	(18.9)	(11.0%)
Procurement & Other	0.9	(4.5)	(5.5)	(584.7%)	17.8	(4.5)	(22.3)	(125.4%)
Total Capital Spend	\$ 1,656.7	\$ 2,650.4	\$ 993.7	60.0%	\$ 3,022.1	\$ 2,650.4	\$ (371.7)	(12.3%)

FY25 vs. AOP: YTD FY25 capital spend of **\$2,650.4MM** is (\$371.7MM) or (12.3%) lower vs AOP, driven by lower spend on Capital Delivery (AIRO Trainset, Bridges & Tunnels, New Acela, and Major Stations).

FY25 vs. Prior Year: YTD FY25 capital spend of **\$2,650.4MM** is \$993.7MM or 60.0% higher than prior year primarily driven by higher spend on Capital Delivery (Bridges and Tunnels, Facilities, B&P Tunnel, and Capital Renewal), and Service, Delivery and Operations.



	Prior Year	AOP	Actual	Fav/(Unfav) vs	AOP	Y/Y Grow	th
	YTD Mar FY24	YTD Mar FY25	YTD Mar FY25	#	%	#	%
Key Performance Indicators							
Ridership (in thousands):							
Northeast Corridor	6,748	7,137	7,287	151	2%	539	8%
State Supported	6,884	7,008	7,185	177	3%	301	4%
Long Distance	2,084	2,099	2,197	98	5%	113	5%
Total Ridership	15,716	16,243	16,669	426	3%	953	6%
RASM (in cents)	28.9 ¢	28.7 ¢	28.6¢	(0.1) ¢	(0%)	(0.3)¢	(1%)
CASM (in cents)	36.5 ¢	34.6¢	34.0 ¢	0.5 ¢	2%	2.5 ¢	7%
Cost Recovery Ratio	79.1%	83.0%	83.9%	0.9 pp		4.8 pp	
Customer Satisfaction Index (CSI)	79.8	79.1	78.1	(1.0)	(1.3%)	(1.7)	(2.1%)
Capacity (in millions)							
Seat Miles	5,990.2	6,407.5	6,510.4	102.9	2%	520	9%
Passenger Miles	3,087.4	3,176.0	3,301.6	125.6	4%	214	7%
Train Miles	18.9	19.0	19.3	0.3	1%	0.3	2%

Ridership: Ridership of **16.7MM** YTD FY25 is trending **3**% better than AOP, and **6**% higher vs prior year, driven by increases across all service lines.

Note: Key Performance Indicators and Capacity are representative of National Train Service (NTS) (NEC, State Supported, and Long Distance) results RASM is defined as Total Amtrak operating revenue divided by seat miles.

<u>CASM</u> is defined as Total Amtrak operating expenses divided by seat miles.

Cost Recovery Ratio is defined as Total Amtrak operating revenue divided by operating expenses



YTD Mar FY25	Northeast Corridor Account	National Network Account	<u>Total</u>
Financial Sources			
Operating Sources (A)	1,057,595	802,077	1,859,672
Capital Sources	726,957	165,496	892,453
Federal Grants to Amtrak	1,015,774	844,279	1,860,053
Total Operating and Capital Sources	2,800,326	1,811,852	4,612,178
Financial Uses (Operating):			
Operating Uses (B)	900,362	1,315,712	2,216,074
Operating Surplus/(Deficit) (A-B) (Operating Sources - Operating Uses)	157,233	(513,635)	(356,402)
Financial Uses (Debt Service Payments):			
Debt Service Payments	-	-	-
Available for Capital Uses (Operating Surplus/(Deficit) - Debt Service Payments + Capital Sources + Federal Grants to Amtrak)	1,899,964	496,140	2,396,104
Financial Uses (Capital):			
Capital Expenditures	1,742,625	907,746	2,650,371
Legacy Debt and RRIF Repayments	132,641	-	132,641
Remaining Carryover Balance	\$ 24,699	\$ (411,606)	\$ (386,907)
Transfers		-	_

FY25 net change in cash flows is (\$386.9MM) for Consolidated Amtrak, \$24.7MM for NEC and (\$411.6MM) for National Network.



Route Level Results YTD Mar FY25

Net: Accio \$ 7/07 \$ 191.8 \$ 7.89 \$ 7.89 \$ 7.80 \$ 1.588.9 455.7 \$ 308.	(\$s in Millions)	0	perating	Op	erating		djusted perating	Gr	oss Ticket	Ridership		Passenger Miles	Train Miles	
Acotha S 707 S 1918 S 789 S 709 S 7018 1,588 362 700 3007 3007 31 8.0	NFC:	R	levenue	Ex	cpense	Ea	arnings		Revenue	(in Thousands)	(in Millions)	(in Millions)	(in Millions)	Frequencies
Regional 1465 3880 785 4533 57681 1,5467 8890 3.1 8.8 1.0 1.		\$	270.7	\$	191 8	ج	78.9	\$	270 4	1 538 9	455.7	308.7	1 5	3,927
NC Special Trains & Adjustments 1.1 1.		Ψ		Ψ				Y						8,932
NEC S 738.3 S 509 S 267.3 S 728.7 S	_													245
Ethan Allen Express \$ 2.6 \$ 4.1 \$ 1.4 \$ 1.4 \$ 1.6 \$ 0.0 \$ 0.3 \$ 4.3 \$ 0.1 \$ 1.5 \$ 1.6 \$ 0.0 \$ 0.5 \$ 6.7 \$ 0.1 \$ 1.5 \$ 1.6 \$ 0.0 \$ 0.5 \$ 6.7 \$ 0.1 \$ 1.5 \$ 1.6 \$ 0.0 \$ 0.5 \$ 6.7 \$ 0.1 \$ 1.5 \$ 1.6 \$ 0.0 \$ 0.5 \$ 6.7 \$ 0.1 \$ 1.5 \$ 1.6 \$ 0.0 \$ 0.5 \$ 6.7 \$ 0.1 \$ 1.5 \$ 1.6 \$ 0.0 \$ 0.5 \$ 6.7 \$ 0.1 \$ 1.5 \$ 1.6 \$ 0.0 \$ 0.5 \$ 0.7 \$ 0.5 \$ 0.7 \$ 0.1 \$ 0.5 \$ 0.7 \$ 0.7		\$		\$		\$		\$						13,104
Vermonter	State Supported:													
Maghe leaf	Ethan Allen Express	\$	2.6	\$	4.1	\$	(1.4)	\$	1.4	41.6	20.3	4.3	0.1	197
The Demonstart Section	Vermonter		4.8		6.4		(1.6)		1.6	60.6	26.5	6.7	0.1	145
New Nation	Maple Leaf		23.9		21.0		2.9		9.9	225.9	115.9	42.1	0.4	774
Keystone Service 17.3 36.6 19.3 14.8 639.4 145.5 38.9 0.4 22.5 Boreals 2.8 46.8 10.2 10.1 10.2 1.5 10.8 10.5 10.5 10.5 10.5 10.5 Boreals 2.9 10.1 10.2 10.1 10.2 1.5 10.8 10.5 10.5 10.5 10.5 10.5 10.5 Hawatha's 10.2 2.2 2.2 10.0 11.4 28.3 11.6 25.3 0.1 2.2 Hawatha's 18.9 23.7 (7.7 5.1 19.3 37.9 25.2 0.2 2.2 Hoverhere 18.9 23.7 (7.7 5.1 19.3 37.9 25.2 0.2 2.2 Hearland Flyer 2.2 38 (7.5 2.3 19.9 35.1 11.2 0.2 0.2 1.2 Hearland Flyer 4.2 4.6 (0.3 1.1 38.0 13.0 6.8 0.1 3.5 Hearland Flyer 59.6 68.5 (8.9 3.1 38.0 13.0 6.8 0.1 3.5 Hearland Flyer 59.6 68.5 (8.9 3.1 3.2 22.2 96.0 347.3 6.9 3.5 0.5 Cascades 36.3 43.0 (6.8 18.5 467.0 138.7 6.9 3.5 0.5 Cascades 36.3 43.0 (6.8 18.5 467.0 138.7 6.9 3.5 0.5 Cascades 36.3 43.0 (6.8 18.5 467.0 138.7 6.9 0.5 0.4 San Jacquins 48.0 2.2 (1.7 3.8 38.0 38.6 1.6 0.1 3.5 San Jacquins 48.0 2.2 (1.7 3.8 38.0 38.6 1.6 0.1 3.5 Blue Water 7.5 9.2 (1.7 3.8 38.0 38.6 1.6 0.1 3.5 Washington- Newport News 7.2 9.5 (1.2 4.2 7.3 19.5 5.5 2.2 0.1 3.5 Washington- Sherhori 10.5 15.3 (1.4 3.3 3.0 3.6 4.6 0.2 3.5 Washington- Sherhori 10.9 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 0.5 Washington- Sherhori 10.9 0.5	The Downeaster		8.9		11.2		(2.3)		6.5	267.8	76.8	23.6	0.3	1,799
Empire Service 25.8 46.8 (21.0 (24.1) 56.0 17.5 (17.1) 0.6 (22.1) 1.0 1.0	New Haven - Springfield		10.3		22.3		(12.1)		4.3	243.7	49.7	14.3	0.2	2,602
Boresis	Keystone Service		17.3		36.6		(19.3)		14.8	639.4	145.5	38.9	0.4	2,467
Chicago-St-Ioulis 12-9 12-9 10-10 11-4 18-33 11-40 18-57 0-4 13-7 14-14 18-34 11-5 0-5	Empire Service				46.8					680.8			0.6	2,803
Hawathla's 10.2 14.1 13.9 8.2 290.3 54.8 22.5 0.2 0.2 1.0 18.1 18.1 19.2 12.8 86.3 19.3 14.1 18.1 19.3 19.3 19.3 19.3 19.3 19.3 19.3 19	Borealis		8.9		11.0				5.6	108.5	40.1	25.3	0.1	352
Wolverines 18.9 23.7 44.8 12.7 212.8 87.3 46.7 0.3 14.1 18.1 18.1 19.3 77.7 5.1 15.9 37.9 25.2 0.2 7.5 11.1 18.0 18.1 18.0 6.8 0.1 3.5 18.5	Chicago-St.Louis		12.9		22.9					283.3			0.4	1,247
Illin					14.1					290.3				2,049
ILINOS Zaphyr 2.2 9.8 (7.5) 2.3 69.9 35.1 11.2 O.2 3.4 Padific suffliner 9.96 68.5 (8.9) 22.2 96.0 347.3 95.4 0.7 3.3 Capitols 31.0 36.1 (5.1) 13.2 52.8 46.7 138.7 69.3 0.6 2.2 Capitols 31.0 36.1 (5.1) 13.2 52.3 133.1 38.9 0.5 4.6 Sarl Jacquins 48.0 7.3 0.8 1.8 40.7 23.5 7.2 0.1 2.8 All Condack 8.0 7.3 0.8 1.8 40.7 23.5 7.2 0.1 2.8 Blue Water 7.5 9.2 (1.7) 3.8 83.0 38.6 16.0 0.1 2.2 Washington - Newport News 7.9 12.1 (4.2) 7.3 192.5 55.5 22.5 0.1 2.2 4.2 4.2 4.2	Wolverines									212.8				1,033
Heartland Fiver	Illini				13.7					159.3				714
Pacific Surfliner					9.8									717
Casacades 36.3 43.0 (6.8) 18.5 467.0 138.7 69.3 0.6 2.2 Capitols 31.0 36.1 15.11 13.2 23.8 33.3 38.9 0.5 4.4 San Joaquins 48.0 52.5 (4.5) 15.0 447.0 274.7 63.9 0.7 2.3 Madrington-Roande 7.5 9.92 (1.7) 3.8 83.0 38.6 16.0 0.1 2.3 Washington-Neoport News 7.9 9.1 (4.2) 7.3 192.5 55.5 52.5 12.4 0.2 2.3 Washington-Neoport News 7.9 12.1 (4.2) 7.3 192.5 55.5 22.5 0.1 2.2 4.0 0.2 2.2 4.0 0.2 2.2 4.0 0.2 2.2 4.0 0.2 3.4 9.3 5.2 17.1 0.2 2.2 4.2 4.2 4.2 4.2 4.2 4.2 4.2 4.2 <th< td=""><td>•</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>362</td></th<>	•													362
Capitols 31.0 36.1 (5.1) 13.2 52.8 133.1 88.9 0.5 4.7 San Joaquins 48.0 52.5 (4.5) 15.0 44.7 23.5 7.2 0.1 2.7 Adirondack 8.0 7.3 0.8 1.8 40.7 23.5 7.2 0.1 2.8 Blue Water 7.5 9.2 (1.7) 3.8 83.0 83.6 16.0 0.1 2.6 Washington - Newport News 7.9 12.1 (4.2) 7.3 192.5 55.5 22.5 0.1 2.2 Washington - Richmond 2.8 3.9 (1.2) 1.9 72.1 20.7 6.2 0.0 0.0 Washington - Richmond 2.8 3.9 (1.2) 1.9 72.1 20.7 6.2 0.0 0.0 Washington - Richmond 2.8 3.9 (1.2) 1.9 72.1 20.7 6.2 0.0 0.1 2.2 1.2 1.0 0	Pacific Surfliner				68.5				32.2	966.0				3,501
San Josquins	Cascades		36.3		43.0				18.5	467.0	138.7	69.3	0.6	2,451
Adriondack 8.0 7.3 0.8 1.8 40.7 23.5 7.2 0.1 2.5 Marker 7.5 9.2 (1.7) 3.8 8.3.0 38.6 16.0 0.1 2.5 Markington-Reaport News 7.9 12.1 (4.2) 7.3 192.5 55.5 22.5 0.1 2.4 Washington-Newport News 7.9 12.1 (4.2) 7.3 192.5 55.5 22.5 0.1 2.4 Washington-Newport News 7.9 12.1 (4.2) 7.3 192.5 55.5 22.5 0.1 2.4 Washington-Newport News 7.9 12.1 (4.2) 7.3 192.5 55.5 22.5 0.1 2.4 Washington-Richmond 2.8 3.9 (1.2) 1.9 7.2 1.2 0.7 6.2 34.3 0.2 3.4 Washington-Richmond 2.8 3.9 (1.2) 1.9 7.2 1.2 0.7 6.2 34.3 0.2 3.4 Washington-Richmond 2.8 3.9 (1.2) 1.9 7.2 1.2 0.7 6.2 34.3 0.2 3.4 Washington-Richmond 8.2 11.2 (3.0 6.2 116.2 41.3 23.7 0.1 2.5 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2 1.2	Capitols		31.0		36.1				13.2	523.8	133.1		0.5	4,238
Blue Water	San Joaquins				52.5				15.0	447.0			0.7	2,181
Washington-Roanoke 7,2 9,5 (2,3) 6,6 180,6 65,1 24,6 0,2 2 Washington - Norfolk 10,5 15,3 (4,8) 9,8 263,7 106,2 34,3 0,2 2 Washington - Norfolk 10,5 15,3 (4,8) 9,8 263,7 106,2 34,3 0,2 2 Washington - Richmond 2,8 3.9 (1,2) 1,9 72,1 20,7 6,2 0,0 Kansas City-Stouis 9,1 9,7 70,0 0,6 34,3 35,5 52,5 17,1 0,2 9 Pennsylvanian 8,2 11,2 (3,0) 6,2 116,2 41,3 23,7 0,1 2 Pernsylvanian 10,6 11,7 (1,0) 1,9 42,9 12,9 6,6 0,1 3 Pernsylvanian 10,6 11,7 (1,1) 8,1 1,0 0,0 0,0 0,0 0,0 0,0 Growing	Adirondack				7.3		0.8			40.7			0.1	230
Washington - Newport News 7.9 12.1 (4.2) 7.3 192.5 55.5 22.5 0.1 2.2 Washington - Norfolk 10.5 15.3 (4.8) 9.8 263.7 106.2 34.3 0.2 3.3 Washington - Norfolk 9.1 9.7 (0.6) 3.4 93.5 52.5 17.1 0.2 5.8 Kansas City-Statouis 9.1 9.7 (0.6) 3.4 93.5 52.5 17.1 0.2 5.8 Pennsylvanian 8.2 11.2 (3.0) 6.2 116.2 413.2 23.7 0.1 2 Mard Gras Service 0.0 0.5 (0.5) - 0.0	Blue Water		7.5		9.2					83.0				363
Washington - Norfolk 10.5 15.3 (4.8) 9.8 263.7 106.2 34.3 0.2 3.3 Washington - Richmond 2.8 3.9 (1.2) 1.9 72.1 20.7 6.2 0.0 3.2 Kansas City-St.Louis 9.1 9.7 (0.6) 3.4 93.5 52.5 17.1 0.2 5.8 Pennsylvanian 8.2 11.2 (3.0) 6.2 116.2 41.3 23.7 0.1 2.7 Mardi Gras Service 0.0 0.0 5.0 0.0 0.0 0.0 0.0 Pere Marquette 4.7 4.7 (0.0) 1.9 42.9 12.9 6.6 0.1 3.5 0.2 2.2 Piedmont 5.8 7.9 (2.1) 4.3 210.1 46.7 24.6 0.3 1.4 Non Nec Special Trains & Adjustments 1.0 4.8 3.8 1.0 0.0 2.5 0.0 0.1 3.2 State Supported <	Washington-Roanoke		7.2		9.5		(2.3)		6.6	180.6	65.1	24.6	0.2	290
Mashington - Richmond 2,8 3,9 (1,2) 1,9 7,2,1 20,7 6,2 0,0 1,0	Washington - Newport News		7.9		12.1					192.5			0.1	234
Ransa City-St.Louis 9.1 9.7 (0.6) 3.4 93.5 52.5 17.1 0.2 5.5 Pennsylvanian 8.2 11.2 (3.0) 6.2 116.2 41.3 23.7 0.1 2.7 Pennsylvanian 8.2 11.2 (3.0) 6.2 116.2 41.3 23.7 0.1 2.7 Pennsylvanian 8.2 11.2 (3.0) 6.2 116.2 41.3 23.7 0.1 2.7 Pennsylvanian 8.2 11.2 (3.0) 6.2 116.2 41.3 23.7 0.1 2.7 Pennsylvanian 8.2 11.2 (0.0) 1.9 42.9 12.9 6.6 0.1 0.0 Per Warquette 4.7 4.7 (0.0) 1.9 42.9 12.9 6.6 0.1 0.2 Piedmont 5.8 7.9 (2.1) 4.3 210.1 46.7 24.6 0.3 1.4 Non Nec Special Trains & Adjustments 1.0 4.8 (3.8) 1.0 0.0 2.5 0.0 0.1 3.3 State Supported \$ 415.2 \$ 5556.2 \$ (140.9) \$ 264.9 7,184.9 2,448.5 921.8 Foliage State \$ 3.8 \$ 12.3 \$ (8.5) \$ 3.6 38.1 25.8 14.3 0.1 Cardinal 5.1 15.7 (10.6) 4.9 51.0 33.2 17.6 0.2 1.4 Silver Meteor 24.2 45.9 (21.7) 23.9 163.8 153.8 85.8 0.5 3.6 Silver Meteor 24.2 45.9 (21.7) 23.9 163.8 153.8 85.8 0.5 3.6 Empire Builder 24.8 63.9 (39.1) 24.2 170.0 271.7 107.4 0.9 0.0 Capitol Limited 2.9 6.7 (3.8) 2.9 18.5 14.4 7.4 0.1 California Zephyr 32.8 75.4 (42.6) 31.5 214.9 220.8 118.6 0.9 4.0 California Zephyr 32.8 75.4 (42.6) 31.5 214.9 220.8 118.6 0.9 4.0 City of New Orleans 11.2 27.5 (16.3) 10.9 118.7 88.2 47.1 0.3 3.6 City of New Orleans 11.2 27.5 (16.3) 10.9 118.7 88.2 47.1 0.3 3.6 Sunset Limited 6.8 30.6 (23.8) 6.2 46.7 78.8 30.6 0.3 1.0 Sunset Limited 14.6 22.7 (8.1) 13.9 176.8 91.4 45.5 0.3 1.0 Coast Sarlight 23.8 48.5 (24.7) 22.7 188.5 142.3 83.6 0.5 3.5 Auto Train 58.8 54.5 4.3 60.1 130.4 191.7 111.5 0.3 3.5 Auto Train 58.8 54.5 54.5 4.3 60.1 130.4 191.7 111.5 0.3 3	_				15.3				9.8	263.7			0.2	392
Pennsylvanian 8.2 11.2 (3.0) 6.2 116.2 41.3 23.7 0.1 2.5	_		2.8		3.9				1.9	72.1		6.2	0.0	70
Mardi Gras Service 0.0 0.5 (0.5) - 0.0 0.0 0.0 Pere Marquette 4.7 4.7 (0.0) 1.9 4.29 12.9 6.6 0.1 3 2 4 3 2 1.0 0.0 0.2 2 0 0.1 3 1.4 0.0 0.2 2 0 0 0.1 3 1.5 0 0 0.1 3 2 2 2 4 4 4 4 4 4 4 4 4 4 4 4 4	Kansas City-St.Louis				9.7					93.5			0.2	521
Pere Marquette 4.7 4.7 (0.0) 1.9 42.9 12.9 6.6 0.1 3 Carolinian 10.6 11.7 (1.1) 8.1 163.8 57.0 35.5 0.2 2 Priedmont 5.8 7.9 (2.1) 4.3 210.1 46.7 24.6 0.3 1.4 Non Nec Special Trains & Adjustments 1.0 4.8 (3.8) 1.0 0.0 2.5 0.0 0.1 33.4 Long Distance: 5 5.56.2 \$ 12.3 \$ (8.5) \$ 3.6 38.1 25.8 14.3 0.1 Cardinal 5.1 15.7 (10.6) 4.9 51.0 33.2 17.6 0.2 33.4 Cardinal 5.1 15.7 (10.6) 4.9 51.0 33.2 17.6 0.2 33.2 Silver Meteor 24.2 45.9 (21.7) 23.9 163.8 153.8 85.8 0.5 35.8 Capitol Limited 2.9	•								6.2					290
Carolinian 10.6 11.7 (1.1) 8.1 163.8 57.0 35.5 0.2 2.7 Piedmont 5.8 7.9 (2.1) 4.3 210.1 46.7 24.6 0.3 1.4 Non Nes Special Trains & Adjustments 1.0 4.8 (3.8) 1.0 0.0 2.5 0.0 0.1 State Supported \$ 415.2 \$ 556.2 \$ (140.9) \$ 264.9 7,184.9 2,485 921.8 Cardinal 5.1 15.7 (10.6) 4.9 51.0 33.2 17.6 0.2 2.5 Silver Star 2.8 3.8 5 12.3 (8.5) 5 3.6 38.1 25.8 14.3 0.1 Cardinal 5.1 15.7 (10.6) 4.9 51.0 33.2 17.6 0.2 2.5 Silver Meteor 24.2 45.9 (21.7) 23.9 163.8 153.8 85.8 0.5 3.5 Empire Builder 24.8 63.9 (39.1) 24.2 170.0 271.7 107.4 0.9 6.6 Capitol Limited 2.9 6.7 (3.8) 2.9 18.5 14.4 7.4 0.1 California Zephyr 32.8 75.4 (42.6) 31.5 214.9 220.8 118.6 0.9 4.4 Southwest Chief 21.7 63.0 (41.3) 21.1 135.1 200.5 110.7 0.8 3.5 Floridian 21.7 52.3 (30.6) 21.3 223.7 171.0 100.1 0.6 2.7 Texas Eagle 15.5 34.0 (18.4) 15.0 181.9 126.4 74.0 0.5 3.5 Coast Starlight 23.8 48.5 (24.7) 22.7 188.5 142.3 83.6 0.5 3.5 Coast Starlight 23.8 48.5 (24.7) 22.7 188.5 14.2 38.6 0.5 3.5 Crescent 17.8 40.6 (22.8) 17.3 152.6 105.1 55.6 0.5 0.5 Crescent 17.8 40.6 (22.8) 17.3 152.6 105.1 55.6 0.5 0.5 Lake Shore Limited 58.8 54.5 4.3 60.1 130.4 191.7 111.5 0.3 3.5 Coag Distance Adjustments - 1.3 (1.3) - 0.0 0.0 0.0 0.0 0.0 Long Distance Adjustments - 1.3 (1.3) - 0.0 0.0 0.0 0.0 0.0 Long Distance Adjustments - 1.3 (1.3) - 0.0 0.0 0.0 0.0 0.0 0.0 Long Distance Adjustments 167.7 17.9 17.9 17.1 17.5 5.5 Ancillary 163.4 217.1 164.7 17.9 17.9 17.1 17.5 5.5 Lake Shore Limited 162.4 163.4 163.4 163.4 163.4 163.4 163.4 163.4 163.4 163.4 163.													0.0	2
Piedmont S.8 7.9 (2.1) 4.3 210.1 46.7 24.6 0.3 1.4			4.7		4.7					42.9			0.1	364
Non Nec Special Trains & Adjustments 1.0 4.8 (3.8) 1.0 0.0 2.5 0.0 0.1 3.5														241
State Supported \$ 415.2 \$ 556.2 \$ (140.9) \$ 264.9 7,184.9 2,448.5 921.8 7.6 34,45 14.5														1,452
Silver Star \$ 3.8 \$ 12.3 \$ (8.5) \$ 3.6 38.1 25.8 14.3 0.1														394
Silver Star \$ 3.8 \$ 12.3 \$ (8.5) \$ 3.6 38.1 25.8 14.3 0.1 Cardinal 5.1 15.7 (10.6) 4.9 51.0 33.2 17.6 0.2 17.5 Silver Meteor 24.2 45.9 (21.7) 23.9 163.8 153.8 85.8 0.5 32.8 14.4 17.4 0.9 67.5 10.5	State Supported	\$	415.2	\$	556.2	\$	(140.9)	\$	264.9	7,184.9	2,448.5	921.8	7.6	34,474
Cardinal 5.1 15.7 (10.6) 4.9 51.0 33.2 17.6 0.2 17.6 Silver Meteor 24.2 45.9 (21.7) 23.9 163.8 153.8 85.8 0.5 3 Empire Builder 24.8 63.9 (39.1) 24.2 170.0 271.7 107.4 0.9 6 Capitol Limited 2.9 6.7 (3.8) 2.9 18.5 14.4 7.4 0.1 California Zephyr 32.8 75.4 (42.6) 31.5 214.9 220.8 118.6 0.9 4 Southwest Chief 21.7 63.0 (41.3) 21.1 135.1 200.5 110.7 0.8 3 City of New Orleans 11.2 27.5 (16.3) 10.9 118.7 88.2 47.1 0.3 3 Floridian 21.7 52.3 (30.6) 12.3 223.7 171.0 100.1 0.6 2 Sunset Limited 6.8 30.6	_	۲.	2.0	<u>د</u>	12.2	ے ا	(0.5)	Ċ	2.6	20.1	25.0	14.2	0.1	77
Silver Meteor 24.2 45.9 (21.7) 23.9 163.8 153.8 85.8 0.5 35.8 Empire Builder 24.8 63.9 (39.1) 24.2 170.0 271.7 107.4 0.9 67.8 Capitol Limited 2.9 6.7 (3.8) 2.9 18.5 14.4 7.4 0.1 California Zephyr 32.8 75.4 (42.6) 31.5 214.9 220.8 118.6 0.9 4 Southwest Chief 21.7 63.0 (41.3) 21.1 135.1 200.5 110.7 0.8 3 City of New Orleans 11.2 27.5 (16.3) 10.9 118.7 88.2 47.1 0.3 3 Floridian 21.7 52.3 (30.6) 21.3 223.7 171.0 100.1 0.6 2 Texas Eagle 15.5 34.0 (18.4) 15.0 181.9 126.4 74.0 0.5 3 Sunset Limited 6.8		Ş		Ş		۶		Ş						77 154
Empire Builder 24.8 63.9 (39.1) 24.2 170.0 271.7 107.4 0.9 67 (20) 107.4 (20) 6.7 (3.8) 2.9 18.5 14.4 7.4 0.1 (20) 6.7 (154 360
Capitol Limited 2.9 6.7 (3.8) 2.9 18.5 14.4 7.4 0.1 California Zephyr 32.8 75.4 (42.6) 31.5 214.9 220.8 118.6 0.9 24 Southwest Chief 21.7 63.0 (41.3) 21.1 135.1 200.5 110.7 0.8 3 City of New Orleans 11.2 27.5 (16.3) 10.9 118.7 88.2 47.1 0.3 3 Floridian 21.7 52.3 (30.6) 21.3 223.7 171.0 100.1 0.6 27 Texas Eagle 15.5 34.0 (18.4) 15.0 181.9 126.4 74.0 0.5 3 Sunset Limited 6.8 30.6 (23.8) 6.2 46.7 78.8 30.6 0.3 3 Coast Starlight 23.8 48.5 (24.7) 22.7 188.5 142.3 83.6 0.5 3 Lake Shore Limited 19.2 41.0 (21.8) 19.1 186.4 137.4 72.4 0.4 64 Palmetto 19.2 41.0 (21.8) 19.1 186.4 137.4 72.4 0.4 64 Palmetto 19.2 41.0 (22.8) 17.3 152.6 105.1 55.6 0.5 3 Crescent 17.8 40.6 (22.8) 17.3 152.6 105.1 55.6 0.5 3 Auto Train 58.8 54.5 4.3 60.1 130.4 191.7 111.5 0.3 3 Long Distance Adjustments - 1.3 (1.3) - 0.0 0.0 0.0 0.0 0.0 Long Distance \$ 304.9 \$ 635.9 \$ (331.0) \$ 298.7 2,197.2 2,055.5 1,082.2 7.1 5,5														683
California Zephyr 32.8 75.4 (42.6) 31.5 214.9 220.8 118.6 0.9 42 50 50 50 50 50 50 50 50 50 50 50 50 50	' ·													81
Southwest Chief 21.7 63.0 (41.3) 21.1 135.1 200.5 110.7 0.8 3 City of New Orleans 11.2 27.5 (16.3) 10.9 118.7 88.2 47.1 0.3 3 Floridian 21.7 52.3 (30.6) 21.3 223.7 171.0 100.1 0.6 2 Texas Eagle 15.5 34.0 (18.4) 15.0 181.9 126.4 74.0 0.5 3 Sunset Limited 6.8 30.6 (23.8) 6.2 46.7 78.8 30.6 0.3 1 Coast Starlight 23.8 48.5 (24.7) 22.7 188.5 142.3 83.6 0.5 3 Lake Shore Limited 19.2 41.0 (21.8) 19.1 186.4 137.4 72.4 0.4 6 Palmetto 14.6 22.7 (8.1) 13.9 176.8 91.4 45.5 0.3 3 Crescent 17.8														499
City of New Orleans 11.2 27.5 (16.3) 10.9 118.7 88.2 47.1 0.3 3 Floridian 21.7 52.3 (30.6) 21.3 223.7 171.0 100.1 0.6 2 Texas Eagle 15.5 34.0 (18.4) 15.0 181.9 126.4 74.0 0.5 3 Sunset Limited 6.8 30.6 (23.8) 6.2 46.7 78.8 30.6 0.3 1 Coast Starlight 23.8 48.5 (24.7) 22.7 188.5 142.3 83.6 0.5 3 Lake Shore Limited 19.2 41.0 (21.8) 19.1 186.4 137.4 72.4 0.4 6 Palmetto 14.6 22.7 (8.1) 13.9 176.8 91.4 45.5 0.3 3 Crescent 17.8 40.6 (22.8) 17.3 152.6 105.1 55.6 0.5 3 Auto Train 58.8 54.5 4.3 60.1 130.4 191.7 111.5 0.3 3 Long Distance \$ 304.9 \$ 635.9 \$ (331.0) \$ 298.7 2,197.2 2,052.5 1,082.2 7.1 5,8 </td <td>. ,</td> <td></td> <td>358</td>	. ,													358
Floridian 21.7 52.3 (30.6) 21.3 223.7 171.0 100.1 0.6 27 Texas Eagle 15.5 34.0 (18.4) 15.0 181.9 126.4 74.0 0.5 33 Sunset Limited 6.8 30.6 (23.8) 6.2 46.7 78.8 30.6 0.3 12 Coast Starlight 23.8 48.5 (24.7) 22.7 188.5 142.3 83.6 0.5 33 Lake Shore Limited 19.2 41.0 (21.8) 19.1 186.4 137.4 72.4 0.4 64 Palmetto 14.6 22.7 (8.1) 13.9 176.8 91.4 45.5 0.3 33 Crescent 17.8 40.6 (22.8) 17.3 152.6 105.1 55.6 0.5 33 Auto Train 58.8 54.5 4.3 60.1 130.4 191.7 111.5 0.3 33 Long Distance Adjustments - 1.3 (1.3) - 0.0 0.0 0.0 0.0 Long Distance S 304.9 \$ 635.9 \$ (331.0) \$ 298.7 2,197.2 2,052.5 1,082.2 7.1 5,5 Ancillary 234.0 216.0 17.9 Infrastructure 167.4 217.1 (49.7)														356
Texas Eagle 15.5 34.0 (18.4) 15.0 181.9 126.4 74.0 0.5 35 35 35 34.0 (18.4) 15.0 181.9 126.4 74.0 0.5 35 35 35 34.0 (18.4) 15.0 181.9 126.4 74.0 0.5 35 35 34.0 (18.4) 15.0 181.9 126.4 74.0 0.5 35 35 36 36 36 36 36 36 36 36 36 36 36 36 36														282
Sunset Limited 6.8 30.6 (23.8) 6.2 46.7 78.8 30.6 0.3 1 Coast Starlight 23.8 48.5 (24.7) 22.7 188.5 142.3 83.6 0.5 3 Lake Shore Limited 19.2 41.0 (21.8) 19.1 186.4 137.4 72.4 0.4 6 Palmetto 14.6 22.7 (8.1) 13.9 176.8 91.4 45.5 0.3 3 Crescent 17.8 40.6 (22.8) 17.3 152.6 105.1 55.6 0.5 3 Auto Train 58.8 54.5 4.3 60.1 130.4 191.7 111.5 0.3 3 Long Distance Adjustments - 1.3 (1.3) - 0.0 0.0 0.0 0.0 Long Distance \$ 304.9 \$ 635.9 \$ (331.0) \$ 298.7 2,197.2 2,052.5 1,082.2 7.1 5,5 Ancillary 167.4 217.1 (49.7) 17.9 17.9 17.9 17.9 17.9 17.9														370
Coast Starlight 23.8 48.5 (24.7) 22.7 188.5 142.3 83.6 0.5 33.6 Lake Shore Limited 19.2 41.0 (21.8) 19.1 186.4 137.4 72.4 0.4 66.7 Palmetto 14.6 22.7 (8.1) 13.9 176.8 91.4 45.5 0.3 33.6 Crescent 17.8 40.6 (22.8) 17.3 152.6 105.1 55.6 0.5 33.6 Auto Train 58.8 54.5 4.3 60.1 130.4 191.7 111.5 0.3 33.6 Long Distance Adjustments - 1.3 (1.3) - 0.0 0.0 0.0 0.0 0.0 Long Distance \$ 304.9 \$ 635.9 \$ (331.0) \$ 298.7 2,197.2 2,052.5 1,082.2 7.1 5,5 Ancillary 234.0 216.0 17.9 (49.7) (49.7) 17.1 (49.7) 17.1 17.1 17.1 17.1 17.1 17.1 17.1 17.1 17.1 17.1 17.1 <td< td=""><td>_</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>152</td></td<>	_													152
Lake Shore Limited 19.2 41.0 (21.8) 19.1 186.4 137.4 72.4 0.4 6 Palmetto 14.6 22.7 (8.1) 13.9 176.8 91.4 45.5 0.3 3 Crescent 17.8 40.6 (22.8) 17.3 152.6 105.1 55.6 0.5 3 Auto Train 58.8 54.5 4.3 60.1 130.4 191.7 111.5 0.3 3 Long Distance Adjustments - 1.3 (1.3) - 0.0 0.0 0.0 0.0 Long Distance \$ 304.9 \$ 635.9 \$ (331.0) \$ 298.7 2,197.2 2,052.5 1,082.2 7.1 5,5 Ancillary 234.0 216.0 17.9 17.9 17.9 17.1 17.9 17.1 17.9 17.1 17.9 17.1														366
Palmetto 14.6 22.7 (8.1) 13.9 176.8 91.4 45.5 0.3 3 Crescent 17.8 40.6 (22.8) 17.3 152.6 105.1 55.6 0.5 3 Auto Train 58.8 54.5 4.3 60.1 130.4 191.7 111.5 0.3 3 Long Distance Adjustments - 1.3 (1.3) - 0.0 0.0 0.0 0.0 0.0 Long Distance \$ 304.9 \$ 635.9 \$ (331.0) \$ 298.7 2,197.2 2,052.5 1,082.2 7.1 5,5 Ancillary 234.0 216.0 17.9 (49.7) (49.7) 17.9 (49.7) (49.7) (49.7) 17.1 (49.7) 17.1	_													682
Crescent 17.8 40.6 (22.8) 17.3 152.6 105.1 55.6 0.5 3 Auto Train 58.8 54.5 4.3 60.1 130.4 191.7 111.5 0.3 3 Long Distance Adjustments - 1.3 (1.3) - 0.0 0.0 0.0 0.0 Long Distance \$ 304.9 \$ 635.9 \$ (331.0) \$ 298.7 2,197.2 2,052.5 1,082.2 7.1 5,5 Ancillary 234.0 216.0 17.9 (49.7) <td></td> <td>364</td>														364
Auto Train 58.8 54.5 4.3 60.1 130.4 191.7 111.5 0.3 3 Long Distance Adjustments - 1.3 (1.3) - 0.0 0.0 0.0 0.0 Long Distance \$ 304.9 \$ 635.9 \$ (331.0) \$ 298.7 2,197.2 2,052.5 1,082.2 7.1 5,5 Ancillary 234.0 216.0 17.9 167.4 217.1 (49.7) 17.9 17														364
Long Distance Adjustments - 1.3 (1.3) - 0.0 0.0 0.0 0.0 0.0 1.0 0.0														353
Long Distance \$ 304.9 \$ 635.9 \$ (331.0) \$ 298.7 2,197.2 2,052.5 1,082.2 7.1 5,5 Ancillary 234.0 216.0 17.9 Infrastructure 167.4 217.1 (49.7)			50.0						-					-
Ancillary 234.0 216.0 17.9 Infrastructure 167.4 217.1 (49.7)	-	\$	304.9	\$		\$		\$	298.7					5,501
Infrastructure 167.4 217.1 (49.7)	-				216.0									
Amtrak \$ 1.859,7 \$ 2.216.1 \$ (356.4) \$ 1.289.1 16.669.2 6.510.4 3.301.6 19.3 53.0														
, -,	Amtrak	\$	1,859.7	\$	2,216.1	\$	(356.4)	\$	1,289.1	16,669.2	6,510.4	3,301.6	19.3	53,079

Adjusted Operating Earnings is defined by us as GAAP Net Loss excluding: (1) certain non-cash items (depreciation, non-cash portion of pension and other post retirement employment benefits, and state capital payment amortization); (2) GAAP income statement items funded with capital, debt, or other grants (project related revenue/costs, expense related to Inspector General's office; and (3) non-operating expenditures (income tax expense and interest income, 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.

