# MONTHLY PERFORMANCE REPORT

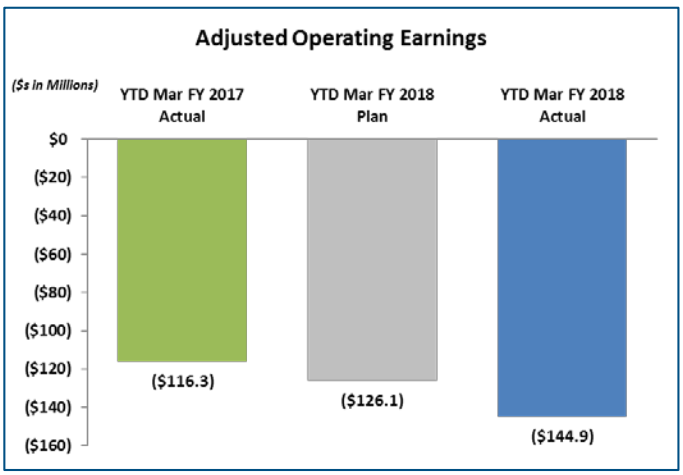
# MARCH FY 2018

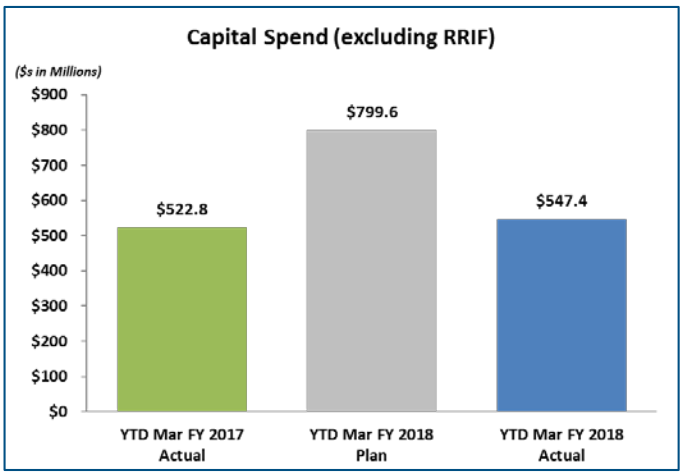
April 30, 2018

# Financial Summary

**Operating:** Adjusted Operating Earnings for YTD March FY18 is a loss of (**$144.9 million)**, ($18.8 million) or (14.9%) unfavorable to Plan, and a decline of ($28.5 million) or (24.5%) versus the prior year. Adjusted ticket revenue is behind Plan by ($19.1 million) or (1.8%), but is up $26.3 million or 2.5%, over the prior year. Total expenses were favorable $1.3 million or 0.1% to Plan largely due to lower wages, Ancillary, and other expense, partially offset by increased benefits expense and claims expense.

**Capital remains below planned spend:** Capital Spend (excluding RRIF) is **$547.4 million**, $252.2 million or 31.5% favorable to Plan as most projects continue to be slow to start. Compared to prior year, total capital was $24.6 million or 4.7% higher. Less third party work was offset by increased Federal Capital & PRIIA driven by Stations and Real Estate, Fleet, and Infrastructure spend.




**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 7) will reflect the change to Adjusted Operating Earnings, in line with consolidated financials.

# Operating Results

| ($s in Millions) | YTD March vs Prior Year: Prior Year YTD Mar FY 2017 | YTD March vs Prior Year: Actual YTD Mar FY 2018 | YTD March vs Prior Year: Y/Y Growth $ | YTD March vs Prior Year: Y/Y Growth % | YTD March vs Plan: Plan YTD Mar FY 2018 | YTD March vs Plan: Actual YTD Mar FY 2018 | YTD March vs Plan: Fav/(Unfav) vs Plan $ | YTD March vs Plan: Fav/(Unfav) vs Plan % |
|---|---|---|---|---|---|---|---|---|
| Ticket Revenue (Adjusted) | $ 1,042.7 | $ 1,069.0 | $ 26.3 | 2.5% | $ 1,088.1 | $ 1,069.0 | $ (19.1) | (1.8%) |
| Food & Beverage | 61.7 | 64.5 | 2.8 | 4.6% | 62.2 | 64.5 | 2.3 | 3.7% |
| State Supported Train Revenue | 125.8 | 115.7 | (10.1) | (8.0%) | 119.0 | 115.7 | (3.4) | (2.8%) |
| **Subtotal Passenger Related Revenue** | **1,230.1** | **1,249.2** | **19.1** | **1.5%** | **1,269.3** | **1,249.2** | **(20.1)** | **(1.6%)** |
| Other Core Revenue | 121.3 | 137.8 | 16.5 | 13.6% | 127.5 | 137.8 | 10.3 | 8.1% |
| Ancillary Revenue | 185.1 | 162.3 | (22.7) | (12.3%) | 172.5 | 162.3 | (10.2) | (5.9%) |
| **Total Revenue** | **1,536.5** | **1,549.4** | **12.9** | **0.8%** | **1,569.4** | **1,549.4** | **(20.0)** | **(1.3%)** |
| Salaries, Wages & Benefits | 980.1 | 972.7 | (7.5) | (0.8%) | 991.6 | 972.7 | 18.9 | 1.9% |
| Train Operations | 140.5 | 151.4 | 10.9 | 7.8% | 147.7 | 151.4 | (3.7) | (2.5%) |
| Fuel, Power & Utilities | 119.4 | 129.4 | 10.1 | 8.4% | 123.1 | 129.4 | (6.3) | (5.2%) |
| Materials | 60.3 | 59.7 | (0.6) | (1.0%) | 60.9 | 59.7 | 1.2 | 2.0% |
| Facility, Communication & Office | 76.1 | 78.9 | 2.9 | 3.8% | 81.7 | 78.9 | 2.8 | 3.4% |
| Advertising and Sales | 48.0 | 43.5 | (4.5) | (9.4%) | 44.5 | 43.5 | 1.1 | 2.4% |
| Casualty and Other Claims | 35.7 | 73.2 | 37.5 | 104.9% | 36.1 | 73.2 | (37.1) | (102.8%) |
| Professional Fees & Data Processing | 106.3 | 116.0 | 9.7 | 9.1% | 115.8 | 116.0 | (0.2) | (0.2%) |
| All Other Expense | 44.2 | 61.6 | 17.4 | 39.4% | 67.6 | 61.6 | 6.0 | 8.8% |
| Transfer to Capital & Ancillary | (108.9) | (113.7) | (4.7) | (4.4%) | (111.9) | (113.7) | 1.7 | 1.6% |
| **Core Expense** | **1,501.6** | **1,572.8** | **71.1** | **4.7%** | **1,557.1** | **1,572.8** | **(15.7)** | **(1.0%)** |
| Ancillary Expense | 151.2 | 121.4 | (29.8) | (19.7%) | 138.4 | 121.4 | 16.9 | 12.2% |
| **Total Expense** | **1,652.8** | **1,694.2** | **41.4** | **2.5%** | **1,695.5** | **1,694.2** | **1.3** | **0.1%** |
| **Adjusted Operating Earnings** | **$ (116.3)** | **$ (144.9)** | **$ (28.5)** | **(24.5%)** | **$ (126.1)** | **$ (144.9)** | **$ (18.8)** | **(14.9%)** |
| OPEB's and Pension | 62.2 | 69.6 | 7.4 | 11.9% | 66.7 | 69.6 | 2.9 | 4.3% |
| Projects | (68.4) | (63.3) | 5.1 | 7.4% | (53.1) | (63.3) | (10.2) | (19.2%) |
| Depreciation | (389.2) | (402.2) | (13.1) | (3.4%) | (422.2) | (402.2) | 20.0 | 4.7% |
| Office of Inspector General | (10.5) | (9.6) | 0.9 | 8.4% | (11.1) | (9.6) | 1.4 | 12.8% |
| State Capital Payment Amortization | (42.3) | (14.4) | 27.9 | 66.0% | (23.7) | (14.4) | 9.3 | 39.3% |
| Non-Operating Inc/(Exp) | 36.7 | 51.1 | 14.4 | 39.3% | 36.0 | 51.1 | 15.1 | 41.9% |
| **Net Income/(Loss)** | **$ (527.8)** | **$ (512.5)** | **$ 15.3** | **2.9%** | **$ (533.5)** | **$ (512.5)** | **$ 20.9** | **3.9%** |

**Revenues:** Total revenues were unfavorable ($20.0 million), or (1.3%), compared to Plan and increased $12.9 million, or 0.8%, compared to the prior year. Adjusted Ticket Revenue is below Plan by ($19.1 million) or (1.8%), and is up $26.3 million or 2.5%, over the prior year.

**Expenses:** Total expenses were favorable $1.3 million, or 0.1%, compared to Plan and increased $41.4 million, or 2.5%, compared to the prior year. The favorable variance to Plan was due to lower wages, Ancillary, and other expense, partially offset by increased benefits expense and claims expense. The increase versus the prior year is due to higher claims expense, salaries, benefits, and other expenses, partially offset by decreased wages and Ancillary expense.

**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 7) will 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

| ($ In Millions) | YTD March vs Prior Year | | | | YTD March vs Plan | | | |
|---|---|---|---|---|---|---|---|---|
| | Prior Year | Actual | Y/Y Growth | | Plan | Actual | Fav/ (Unfav) vs Plan | |
| Division | YTD Mar FY 2017 | YTD Mar FY 2018 | $ | % | YTD Mar FY 2018 | YTD Mar FY 2018 | $ | % |
| Infrastructure | $ 159.3 | $ 190.4 | $ 31.1 | 19.5% | $ 276.5 | $ 190.4 | $ 86.1 | 31.1% |
| Stations and Real Estate | 33.4 | 62.0 | 28.6 | 85.4% | 96.2 | 62.0 | 34.2 | 35.6% |
| Fleet | 123.8 | 151.7 | 27.9 | 22.6% | 196.8 | 151.7 | 45.0 | 22.9% |
| Information Technology | 44.8 | 38.1 | (6.7) | (14.9%) | 75.6 | 38.1 | 37.5 | 49.6% |
| ADA | 20.1 | 22.6 | 2.5 | 12.6% | 34.9 | 22.6 | 12.3 | 35.1% |
| Support | 3.6 | 3.5 | (0.0) | (1.2%) | 7.4 | 3.5 | 3.9 | 52.7% |
| **Total Amtrak Federal Capital & PRIIA** | **$ 385.0** | **$ 468.4** | **$ 83.4** | **21.7%** | **$ 687.4** | **$ 468.4** | **$ 219.0** | **31.9%** |
| **State Local and Other** | 137.8 | 79.0 | (58.8) | (42.7%) | 112.2 | 79.0 | 33.3 | 29.6% |
| **Total Capital (Excluding RRIF)** | $ 522.8 | $ 547.4 | $ 24.6 | 4.7% | $ 799.6 | $ 547.4 | $ 252.2 | 31.5% |
| ***RRIF*** | ***$ 237.0*** | ***$ 24.3*** | ***$ (212.7)*** | ***(89.8%)*** | ***$ 95.5*** | ***$ 24.3*** | ***$ 71.2*** | ***74.6%*** |

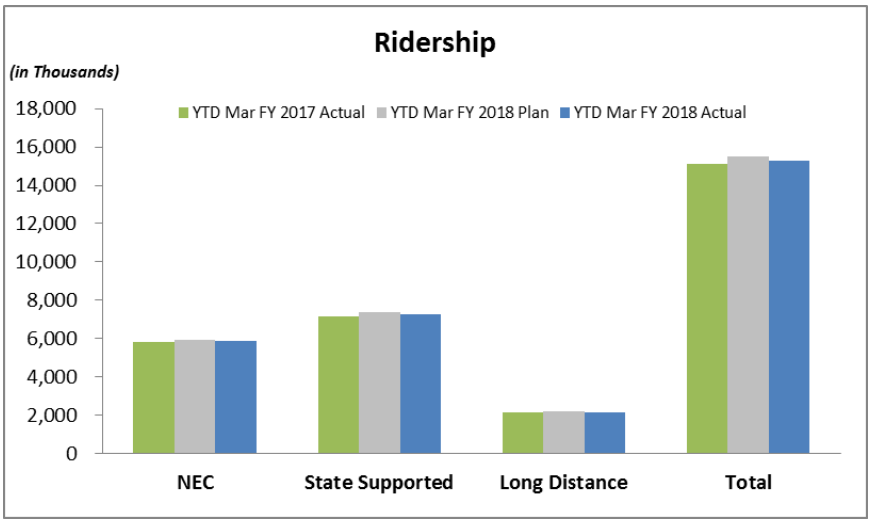
**YTD March FY 2018 vs. Plan**: Total capital spend was lower than Plan and finished at **$547.4 million**, $252.2 million favorable to Plan driven by Infrastructure, Fleet, Station related, and Information Technology spend.

**YTD March FY 2018 vs. Prior Year:** Compared to YTD March FY17, total capital was $24.6 million higher. Less third party work was offset by increased Federal Capital & PRIIA driven by Stations and Real Estate, Fleet, and Infrastructure spend.

# Key Performance Indicators

| | Prior Year YTD Mar FY 2017 | Plan YTD Mar FY 2018 | Actual YTD Mar FY 2018 | Fav/(Unfav) vs Plan # | Fav/(Unfav) vs Plan % | Y/Y Growth # | Y/Y Growth % |
|---|---|---|---|---|---|---|---|
| ***Key Performance Indicators*** | | | | | | | |
| Ridership *(in thousands):* | | | | | | | |
| Northeast Corridor | 5,827.9 | 5,921.0 | 5,886.1 | (34.9) | (0.6%) | 58.2 | 1.0% |
| State Supported | 7,143.0 | 7,392.2 | 7,253.9 | (138.3) | (1.9%) | 111.0 | 1.6% |
| Long Distance | 2,168.8 | 2,200.6 | 2,157.5 | (43.1) | (2.0%) | (11.3) | (0.5%) |
| Total Ridership | 15,139.6 | 15,513.7 | 15,297.5 | (216.2) | (1.4%) | 157.9 | 1.0% |
| RASM *(in cents)* | 20.11 | 19.89 | 20.52 | 0.64 | 3.2% | 0.41 | 2.1% |
| CASM *(in cents)* | 20.98 | 21.30 | 22.44 | (1.14) | (5.3%) | 1.46 | 7.0% |
| Cost Recovery Ratio (NTS) | 96% | 93% | 91% | N/A | (1.9%) | N/A | (4.4%) |
| Customer Satisfaction Index (eCSI) | 81.6 | 81.4 | 78.0 | (3.4) | (4.1%) | (3.5) | (4.3%) |
| ***Other Indicators (in millions)*** | | | | | | | |
| Seat Miles | 6,226.5 | 6,480.2 | 6,183.8 | (296.3) | (4.6%) | (42.7) | (0.7%) |
| Passenger Miles | 3,011.2 | 3,085.4 | 2,995.7 | (89.8) | (2.9%) | (15.5) | (0.5%) |
| Train Miles | 18.8 | 19.6 | 18.8 | (0.7) | (3.8%) | 0.0 | 0.3% |

***Note:*** *Customer Satisfaction Index (eCSI) Plan is for the full fiscal year, not a monthly goal.*




**Ridership** finished the year-to-date period (0.22 million) or (1.4%) below Plan, and 0.16 million or 1.0% higher than the prior year. System wide ridership is slightly below Plan and continues to be above the prior year.

**Note:** Key Performance Indicators and Other Indicators are representative of National Train Service (NEC, State Supported, and Long Distance) results

RASM is defined as operating revenue divided by seat miles.

CASM is defined as operating expenses divided by seat miles.

Cost Recovery Ratio is defined as operating revenue divided by operating expenses.

# Sources and Uses Account (Level 1)

| YTD March FY 2018 | | | |
|---|---|---|---|
| *($s in Thousands)* | Northeast Corridor Account | National Network Account | Total |
| **Financial Sources** | | | |
| Operating Sources (A) | 854,153 | 695,201 | 1,549,354 |
| Capital Sources | 101,211 | 79,962 | 181,174 |
| Federal Grants to Amtrak | 239,293 | 514,652 | 753,945 |
| **Total Operating and Capital Sources** | **1,194,658** | **1,289,815** | **2,484,473** |
| | | | |
| **Financial Uses (Operating):** | | | |
| Operating Uses (B) | 603,804 | 1,090,405 | 1,694,209 |
| | | | |
| **Operating Surplus/Deficit (A-B)** *(Operating Sources - Operating Uses)* | **250,349** | **(395,204)** | **(144,855)** |
| | | | |
| **Financial Uses (Debt Service Payments):** | | | |
| Debt Service Payments | 3,029 | - | 3,029 |
| | | | |
| **Available for Capital Uses** *(Operating Surplus/Deficit - Debt Service Payments + Capital Sources + Federal Grants to Amtrak)* | **587,824** | **199,410** | **787,234** |
| | | | |
| **Financial Uses (Capital):** | | | |
| Capital Expenditures | 319,259 | 252,383 | 571,642 |
| Legacy Debt Repayments | 78,970 | 21,980 | 100,950 |
| | | | |
| **Remaining Carryover Balance** | **$ 189,596** | **$ (74,953)** | **$ 114,642** |

YTD March FY18 Net change in Cash Flows is $114.6 million for Consolidated Amtrak, $189.6 million for NEC, and ($75.0) million for National Network.

Results are based on the $701.0 million Continuing Resolution (CR1-CR5) which expired March 23rd.

Capital expenditures, across both accounts, include funds from prior year grants and are seasonally low as most projects continue to be slow to start, and are expected to ramp up spending in the next few months.

# Route Level Results

| ($s in Millions) | Operating Revenue | Operating Expense | Adjusted Operating Earnings | Gross Ticket Revenue | Ridership (in Thousands) | Seat Miles (in Millions) | Passenger Miles (in Millions) | eCSI | Average Load Factor | OTP |
|---|---|---|---|---|---|---|---|---|---|---|
| | YTD March FY 2018 | | | | | | | | | |
| **NEC:** | | | | | | | | | | |
| Acela | $ 303.9 | $ 149.1 | $ 154.8 | $ 295.5 | 1,647.1 | 514.6 | 310.8 | 73.5 | 60% | 83.1% |
| Regional | 339.4 | 233.0 | 106.5 | 324.4 | 4,232.4 | 1,222.6 | 648.5 | 76.9 | 55% | 82.0% |
| NEC Special Trains & Adjustments | 2.2 | 6.9 | (4.7) | 0.8 | 6.5 | 3.2 | 0.8 | N/A | N/A | N/A |
| **NEC** | **$ 645.6** | **$ 389.0** | **$ 256.6** | **$ 620.7** | **5,886.1** | **1,740.4** | **960.1** | **76.0** | **56%** | **82.4%** |
| **State Supported:** | | | | | | | | | | |
| Ethan Allen Express | $ 2.1 | $ 2.5 | $ (0.4) | $ 1.5 | 24.5 | 11.7 | 4.7 | 83.7 | 38% | 86.3% |
| Vermonter | 5.7 | 5.1 | 0.6 | 3.3 | 48.7 | 26.1 | 12.5 | 74.3 | 48% | 67.7% |
| Maple Leaf | 14.8 | 16.8 | (2.1) | 11.1 | 174.4 | 113.6 | 50.9 | 79.7 | 40% | 80.8% |
| The Downeaster | 9.3 | 8.3 | 1.0 | 4.6 | 246.3 | 70.2 | 20.0 | 87.9 | 30% | 68.7% |
| New Haven - Springfield | 8.6 | 10.7 | (2.1) | 4.8 | 127.2 | 29.2 | 11.0 | 76.8 | N/A | N/A |
| Keystone Service | 25.7 | 28.4 | (2.7) | 23.0 | 752.6 | 148.0 | 66.2 | 84.4 | 38% | 86.6% |
| Empire Service | 23.8 | 34.5 | (10.7) | 26.2 | 572.6 | 181.4 | 68.9 | 80.6 | 46% | 81.3% |
| Chicago-St.Louis | 15.7 | 16.8 | (1.1) | 7.8 | 274.3 | 121.8 | 49.7 | 81.5 | 42% | 66.0% |
| Hiawathas | 10.8 | 11.0 | (0.1) | 9.0 | 395.2 | 87.3 | 31.7 | 89.5 | 36% | 93.7% |
| Wolverines | 14.8 | 17.5 | (2.6) | 10.7 | 234.9 | 93.5 | 49.4 | 75.3 | 54% | 67.8% |
| Illini | 8.6 | 8.9 | (0.2) | 3.5 | 124.4 | 57.5 | 21.9 | 66.2 | 38% | 19.1% |
| Illinois Zephyr | 7.8 | 7.5 | 0.3 | 2.6 | 92.7 | 42.8 | 15.3 | 88.1 | 37% | 89.3% |
| Heartland Flyer | 3.4 | 3.6 | (0.2) | 0.9 | 33.3 | 12.4 | 5.9 | 88.8 | 46% | 59.7% |
| Pacific Surfliner | 52.7 | 63.1 | (10.4) | 37.6 | 1,415.7 | 391.8 | 118.7 | 76.9 | 28% | 75.5% |
| Cascades | 29.4 | 32.0 | (2.7) | 14.8 | 354.0 | 110.5 | 54.8 | 83.4 | 49% | 56.5% |
| Capitols | 30.0 | 34.4 | (4.5) | 16.4 | 827.9 | 181.8 | 55.4 | 84.8 | 32% | 89.4% |
| San Joaquins | 40.1 | 46.9 | (6.7) | 17.0 | 532.0 | 212.8 | 73.4 | 82.3 | 32% | 81.1% |
| Adirondack | 6.3 | 6.9 | (0.6) | 3.1 | 51.0 | 22.9 | 14.7 | 74.8 | 47% | 76.1% |
| Blue Water | 5.6 | 6.8 | (1.2) | 3.1 | 88.7 | 41.3 | 17.1 | 80.3 | 42% | 67.8% |
| Washington-Lynchburg | 7.2 | 4.5 | 2.7 | 7.0 | 100.7 | 30.3 | 23.0 | 84.6 | N/A | 80.7% |
| Washington - Newport News | 12.0 | 9.4 | 2.6 | 10.6 | 156.0 | 57.0 | 32.7 | 74.3 | N/A | 78.2% |
| Washington - Norfolk | 5.6 | 4.6 | 1.1 | 4.4 | 72.6 | 36.5 | 13.7 | 86.3 | N/A | 78.2% |
| Washington - Richmond | 5.8 | 4.7 | 1.1 | 4.5 | 80.8 | 33.1 | 12.1 | 81.6 | N/A | 78.2% |
| Hoosier State | 1.8 | 2.9 | (1.1) | 0.5 | 13.6 | 6.1 | 2.1 | 77.5 | 37% | 63.9% |
| Kansas City-St.Louis | 7.3 | 7.3 | (0.1) | 2.6 | 80.1 | 54.5 | 15.1 | 88.3 | 29% | 85.6% |
| Pennsylvanian | 7.3 | 8.4 | (1.0) | 5.9 | 103.8 | 39.9 | 24.0 | 84.4 | 51% | 80.1% |
| Pere Marquette | 2.8 | 3.6 | (0.8) | 1.5 | 44.9 | 13.8 | 6.8 | 88.4 | 48% | 76.1% |
| Carolinian | 11.2 | 9.7 | 1.5 | 8.1 | 127.2 | 59.0 | 34.0 | 74.5 | 45% | 65.7% |
| Piedmont | 3.2 | 3.4 | (0.2) | 1.9 | 80.7 | 19.4 | 9.0 | 89.4 | 50% | 71.2% |
| Non Nec Special Trains & Adjustments | 3.4 | 29.1 | (25.7) | 1.5 | 23.1 | 1.4 | 1.5 | N/A | N/A | N/A |
| **State Supported** | **$ 382.7** | **$ 449.2** | **$ (66.5)** | **$ 249.5** | **7,253.9** | **2,307.7** | **916.0** | **81.5** | **38%** | **78.4%** |
| **Long Distance:** | | | | | | | | | | |
| Silver Star | $ 16.4 | $ 35.4 | $ (19.0) | $ 15.0 | 179.6 | 146.1 | 80.3 | 67.9 | 58% | 29.8% |
| Cardinal | 4.3 | 12.9 | (8.6) | 3.8 | 52.0 | 37.8 | 17.9 | 69.5 | 48% | 51.3% |
| Silver Meteor | 19.7 | 41.4 | (21.7) | 18.3 | 162.1 | 159.4 | 91.1 | 69.7 | 64% | 45.0% |
| Empire Builder | 22.9 | 56.0 | (33.1) | 20.9 | 199.7 | 258.1 | 125.5 | 77.3 | 51% | 70.8% |
| Capitol Limited | 9.2 | 24.2 | (15.0) | 8.6 | 96.9 | 70.5 | 42.4 | 74.9 | 65% | 45.3% |
| California Zephyr | 25.7 | 56.8 | (31.1) | 23.2 | 204.0 | 238.4 | 125.1 | 77.1 | 54% | 62.4% |
| Southwest Chief | 20.5 | 52.3 | (31.8) | 18.6 | 151.5 | 207.2 | 121.6 | 76.2 | 62% | 75.3% |
| City of New Orleans | 9.0 | 19.5 | (10.5) | 8.5 | 112.6 | 85.8 | 46.9 | 68.3 | 55% | 56.0% |
| Texas Eagle | 12.2 | 29.4 | (17.2) | 11.0 | 163.9 | 128.3 | 73.1 | 73.8 | 50% | 54.9% |
| Sunset Limited | 5.7 | 23.5 | (17.7) | 4.9 | 45.1 | 77.6 | 32.9 | 78.8 | 45% | 59.6% |
| Coast Starlight | 20.6 | 45.0 | (24.4) | 18.6 | 196.6 | 168.2 | 91.5 | 73.6 | 56% | 65.9% |
| Lake Shore Limited | 14.2 | 34.3 | (20.1) | 13.2 | 170.0 | 149.7 | 72.7 | 64.9 | 53% | 45.1% |
| Palmetto | 14.7 | 17.8 | (3.2) | 13.8 | 183.3 | 104.9 | 44.5 | 72.9 | 42% | 52.8% |
| Crescent | 15.7 | 35.9 | (20.2) | 14.7 | 129.8 | 136.4 | 58.6 | 60.9 | 46% | 20.3% |
| Auto Train | 36.4 | 45.0 | (8.6) | 36.1 | 110.6 | 167.4 | 95.3 | 77.0 | 62% | 70.7% |
| Long Distance Adjustments | (6.7) | 20.1 | (26.8) | N/A | N/A | N/A | N/A | N/A | N/A | N/A |
| **Long Distance** | **$ 240.6** | **$ 549.5** | **$ (308.8)** | **$ 229.2** | **2,157.5** | **2,135.7** | **1,119.5** | **72.2** | **55%** | **54.1%** |
| Ancillary | 166.1 | 152.4 | 13.7 | | | | | | | |
| Infrastructure | 114.3 | 154.1 | (39.8) | | | | | | | |
| **Amtrak** | **$ 1,549.4** | **$ 1,694.2** | **$ (144.9)** | **$ 1,099.3** | **15,297.5** | **6,183.8** | **2,995.7** | **78.0** | **49%** | **76.7%** |

**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.