



MONTHLY PERFORMANCE REPORT

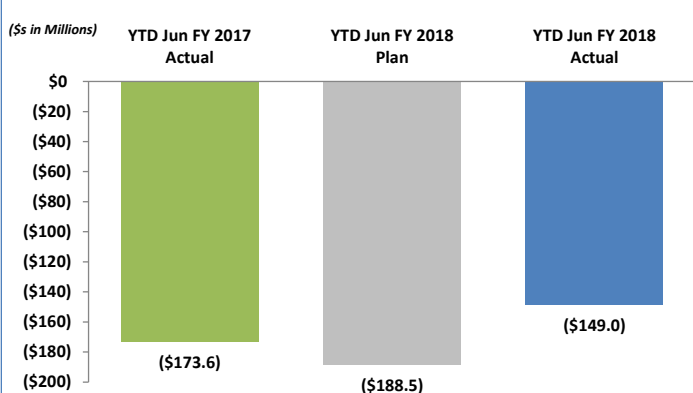
JUNE FY 2018

July 31, 2018

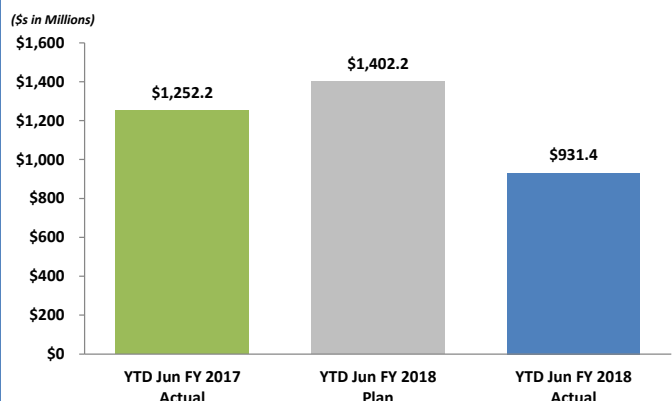
Operating: Adjusted Operating Earnings for YTD June FY18 is a loss of **(\$149.0 million)**, \$39.5 million or 20.9% favorable to Plan, and an increase of \$24.6 million or 14.2% versus the prior year. Adjusted ticket revenue is behind Plan by (\$38.5 million) or (2.3%), but is up \$20.1 million or 1.2%, over the prior year. Total expenses were favorable \$78.8 million or 3.0% to Plan largely due to lower wages, Ancillary, and other expense, partially offset by increased in fuel and claims expenses.

Capital: Capital Spend is **\$931.4 million**, \$470.8 million or 33.6% favorable to Plan as most projects continue to be slow to start. Compared to prior year, total capital is (\$320.8 million) or (25.6%) lower. Less third party work and RRIF were offset by increased Federal Capital & PRIIA driven by Infrastructure, Stations & Real Estate, and Fleet spend.

Adjusted Operating Earnings



Capital 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) reflect the change to Adjusted Operating Earnings, in line with consolidated financials.

Operating Results



	YTD June vs Prior Year				YTD June vs Plan			
	Prior Year YTD Jun FY 2017	Actual YTD Jun FY 2018	Y/Y Growth		Plan YTD Jun FY 2018	Actual YTD Jun FY 2018	Fav/(Unfav) vs Plan	
(\$s in Millions)			\$	%			\$	%
Ticket Revenue (Adjusted)	\$ 1,627.2	\$ 1,647.3	\$ 20.1	1.2%	\$ 1,685.8	\$ 1,647.3	\$ (38.5)	(2.3%)
Food & Beverage	98.3	99.8	1.5	1.5%	97.2	99.8	2.5	2.6%
State Supported Train Revenue	179.6	180.1	0.5	0.3%	179.2	180.1	0.9	0.5%
Subtotal Passenger Related Revenue	1,905.1	1,927.2	22.1	1.2%	1,962.3	1,927.2	(35.1)	(1.8%)
Other Core Revenue	179.8	211.8	32.0	17.8%	191.6	211.8	20.2	10.5%
Ancillary Revenue	281.8	238.8	(43.1)	(15.3%)	263.2	238.8	(24.5)	(9.3%)
Total Revenue	2,366.8	2,377.8	11.0	0.5%	2,417.1	2,377.8	(39.3)	(1.6%)
Salaries, Wages & Benefits	1,518.3	1,473.2	(45.1)	(3.0%)	1,546.5	1,473.2	73.3	4.7%
Train Operations	210.1	224.0	13.9	6.6%	227.8	224.0	3.9	1.7%
Fuel, Power & Utilities	173.4	193.3	19.9	11.5%	182.8	193.3	(10.5)	(5.8%)
Materials	93.4	87.6	(5.8)	(6.2%)	90.3	87.6	2.7	2.9%
Facility, Communication & Office	116.0	118.2	2.3	2.0%	121.5	118.2	3.2	2.7%
Advertising and Sales	75.4	67.8	(7.7)	(10.2%)	72.3	67.8	4.5	6.2%
Casualty and Other Claims	53.6	94.4	40.8	76.2%	54.1	94.4	(40.3)	(74.4%)
Professional Fees & Data Processing	163.5	171.2	7.7	4.7%	173.1	171.2	1.9	1.1%
All Other Expense	75.3	92.9	17.7	23.5%	102.2	92.9	9.2	9.0%
Transfer to Capital & Ancillary	(169.6)	(180.1)	(10.4)	(6.1%)	(175.4)	(180.1)	4.6	2.6%
Core Expense	2,309.3	2,342.6	33.4	1.4%	2,395.1	2,342.6	52.4	2.2%
Ancillary Expense	231.1	184.2	(47.0)	(20.3%)	210.6	184.2	26.4	12.5%
Total Expense	2,540.4	2,526.8	(13.6)	(0.5%)	2,605.6	2,526.8	78.8	3.0%
Adjusted Operating Earnings	\$ (173.6)	\$ (149.0)	\$ 24.6	14.2%	\$ (188.5)	\$ (149.0)	\$ 39.5	20.9%
OPEB's and Pension	92.5	93.9	1.4	1.5%	100.0	93.9	(6.1)	(6.1%)
Project Related Revenue & Expense	(98.0)	(96.3)	1.6	1.7%	(87.8)	(96.3)	(8.5)	(9.7%)
Depreciation	(587.0)	(601.0)	(14.0)	(2.4%)	(636.2)	(601.0)	35.2	5.5%
Office of Inspector General	(15.9)	(15.0)	0.9	5.6%	(16.6)	(15.0)	1.6	9.7%
State Capital Payment Amortization	(53.4)	(18.0)	35.4	66.2%	(35.5)	(18.0)	17.5	49.2%
Non-Operating Inc/(Exp)	56.5	81.8	25.3	44.7%	54.0	81.8	27.8	51.5%
Net Income/(Loss)	\$ (774.8)	\$ (689.1)	\$ 85.7	11.1%	\$ (810.6)	\$ (689.1)	\$ 121.5	15.0%

Revenues: Total revenues were unfavorable (\$39.3 million), or (1.6%), compared to Plan and increased \$11.0 million, or 0.5%, compared to the prior year. Adjusted Ticket Revenue is below Plan by (\$38.5 million) or (2.3%), and is up \$20.1 million or 1.2%, over the prior year.

Expenses: Total expenses were favorable \$78.8 million, or 3.0%, compared to Plan and decreased (\$13.6 million), or (0.5%), compared to the prior year. The favorable variance to Plan was due to lower wages, Ancillary, and other expense, partially offset by increases in fuel and claims expenses. The increase versus the prior year is due to higher claims expense, benefits, fuel, 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) 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)	YTD June vs Prior Year				YTD June vs Plan			
	Prior Year	Actual	YTD Jun FY 2018		Plan	Actual	Fav/ (Unfav) vs Plan	
	YTD June FY 2017	YTD June FY 2018	\$	%	YTD June FY 2018	YTD June FY 2018	\$	%
Infrastructure	\$ 243.6	\$ 327.1	\$ 83.5	34.3%	\$ 437.7	\$ 327.1	\$ 110.6	25.3%
Stations and Real Estate	67.3	110.4	43.1	64.1%	167.5	110.4	57.1	34.1%
Fleet	197.3	226.7	29.4	14.9%	293.9	226.7	67.3	22.9%
Information Technology	71.3	63.1	(8.2)	(11.6%)	119.2	63.1	56.2	47.1%
ADA	29.4	33.8	4.4	14.9%	57.6	33.8	23.8	41.3%
Support	5.0	5.4	0.4	7.9%	12.0	5.4	6.6	55.1%
Gateway	28.7	18.6	(10.0)	(35.0%)	30.8	18.6	12.2	39.6%
Total YTD Amtrak Federal Capital & PRIIA	\$ 642.6	\$ 785.1	\$ 142.5	22.2%	\$ 1,118.8	\$ 785.1	\$ 333.7	29.8%
State Local and Other	214.6	111.3	(103.3)	(48.1%)	137.6	111.3	26.3	19.1%
RRIF	395.0	35.0	(360.0)	(91.1%)	145.7	35.0	110.7	76.0%
Total YTD Capital Spend Plan	\$ 1,252.2	\$ 931.4	\$ (320.8)	(25.6%)	\$ 1,402.2	\$ 931.4	\$ 470.8	33.6%
Portal North Bridge Reserve	-	-	-	N/A	21.2	-	21.2	100.0%
Hudson Property Acquisition Reserve	-	-	-	N/A	33.0	0.0	33.0	100.0%
Total YTD Reserves	\$ -	\$ -	\$ -	N/A	\$ 54.2	\$ 0.0	\$ 54.2	100.0%
Total YTD Capital	\$ 1,252.2	\$ 931.4	\$ (320.8)	(25.6%)	\$ 1,456.4	\$ 931.4	\$ 525.0	36.0%

YTD June FY 2018 vs. Plan: Total capital spend of **\$931.4 million** was favorability across all departments with key variances in Infrastructure, Fleet, Station & Real Estate, and Information Technology spend.

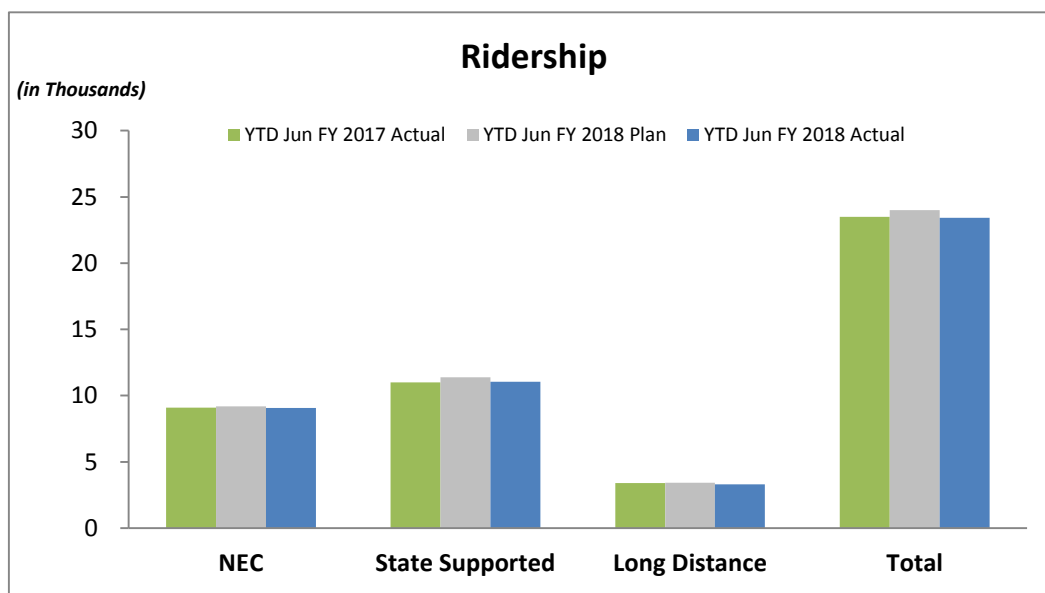
YTD June FY 2018 vs. Prior Year: Compared to YTD June FY17, total capital was (\$320.8 million) lower. Less third party work and RRIF were offset by increased Federal Capital & PRIIA driven by Infrastructure, Stations & Real Estate, and Fleet.

Key Performance Indicators



	Prior Year YTD Jun FY 2017	Plan YTD Jun FY 2018	Actual YTD Jun FY 2018	Fav/(Unfav) vs Plan		Y/Y Growth	
				#	%	#	%
<u>Key Performance Indicators</u>							
Ridership (in thousands):							
Northeast Corridor	9,087.6	9,202.2	9,069.6	(132.5)	(1.4%)	(17.9)	(0.2%)
State Supported	11,007.7	11,379.6	11,046.5	(333.1)	(2.9%)	38.8	0.4%
Long Distance	3,405.6	3,424.6	3,308.3	(116.3)	(3.4%)	(97.3)	(2.9%)
Total Ridership	23,500.8	24,006.3	23,424.5	(581.9)	(2.4%)	(76.4)	(0.3%)
RASM (in cents)							
RASM (in cents)	20.43	20.27	20.83	0.56	2.8%	0.40	1.9%
CASM (in cents)	21.15	21.65	21.97	(0.32)	(1.5%)	0.82	3.9%
Cost Recovery Ratio (NTS)	96%	94%	95%	N/A	1.2%	N/A	(1.2%)
Customer Satisfaction Index (eCSI)	80.5	81.4	78.0	(3.4)	(4.2%)	(2.5)	(3.1%)
<u>Other Indicators (in millions)</u>							
Seat Miles	9,472.4	9,824.7	9,395.7	(429.0)	(4.4%)	(76.7)	(0.8%)
Passenger Miles	4,761.3	4,852.2	4,631.5	(220.8)	(4.6%)	(129.8)	(2.7%)
Train Miles	28.2	29.4	28.3	(1.1)	(3.8%)	0.0	0.1%

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



Ridership finished the year-to-date period (0.58 million) or (2.4%) below Plan, and (0.08) million or (0.3%) lower than the prior year. Ridership is unfavorable to Plan across all segments and long distance is the key driver of lower ridership over 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 June FY 2018

	<u>Northeast Corridor Account</u>	<u>National Network Account</u>	<u>Total</u>
Financial Sources			
Operating Sources (A)	1,309,566	1,068,207	2,377,773
Capital Sources	146,057	122,439	268,496
Federal Grants to Amtrak	376,684	698,938	1,075,623
Total Operating and Capital Sources	1,832,307	1,889,585	3,721,891
Financial Uses (Operating):			
Operating Uses (B)	907,973	1,618,828	2,526,801
Operating Surplus/Deficit (A-B) <i>(Operating Sources - Operating Uses)</i>	401,593	(550,621)	(149,028)
Financial Uses (Debt Service Payments):			
Debt Service Payments	3,791	-	3,791
Available for Capital Uses <i>(Operating Surplus/Deficit - Debt Service Payments + Capital Sources + Federal Grants to Amtrak)</i>	920,542	270,757	1,191,299
Financial Uses (Capital):			
Capital Expenditures	527,171	404,220	931,391
Legacy Debt Repayments	134,290	29,774	164,064
Remaining Carryover Balance	\$ 259,082	\$ (163,237)	\$ 95,844

YTD June FY18 Net change in Cash Flows is \$95.8 million for Consolidated Amtrak, \$259.0 million for NEC, and (\$163.2) 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 low as most projects continue to be slow to start, and are expected to ramp up spending in the next few months.

Sources and Uses Account (Level 2)



	Northeast Corridor (NEC) Account						YTD June FY 2018										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)	944,563	-	-	-	-	944,563	373,976	314,463	-	-	11,647	-	700,086	1,644,649			
Charter/Special Trains	1,231	-	-	-	-	1,231	1,442	-	-	-	-	-	1,442	2,673			
Food and Beverage	32,639	-	-	-	-	32,639	17,039	50,076	-	-	-	-	67,115	99,754			
Contractual Contribution (Operating)																	
PRIIA 209 Operating Payments	-	-	-	-	-	-	180,138	-	-	-	-	-	180,138	180,138			
PRIIA 212 Operating Payments	-	113,276	-	-	-	113,276	-	-	4,941	-	-	-	4,941	118,217			
Commuter Operations	-	106	50,162	-	-	50,269	-	-	-	46,490	-	-	46,490	96,779			
Reimbursable Contracts	5,765	7,204	(93)	49,639	1,751	64,267	2,184	721	1,470	155	30,632	359	35,522	99,789			
Access Revenue	1,865	34,690	14	5	29	36,603	143	2	11,133	137	(230)	6	11,191	47,794			
Commercial Revenue (incl. Pipe/Wire, Real Estate, Parking)	177	-	-	0	52,448	52,626	12	24	20	-	0	10,742	10,799	63,424			
All Other Revenue (incl. Insurance Revenue, Cobranded Commissions, etc.)	13,265	745	27	31	6	14,073	8,974	8,335	(4)	(6,847)	24	1	10,483	24,556			
Operating Sources Subtotal	999,506	156,020	50,129	49,676	54,235	1,309,566	583,909	373,622	17,561	39,934	42,073	11,108	1,068,207	2,377,773			
Contractual Contribution (Capital)																	
PRIIA 209 Capital Payments	-	-	-	-	-	-	41,412	-	-	-	-	-	41,412	41,412			
PRIIA 212 Capital Payments	-	73,851	-	-	-	73,851	-	-	9,008	-	-	-	9,008	82,859			
Sole Benefit - Partners	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Other State/Local Mutual Benefit	13,844	28,124	-	-	(0)	41,968	45,126	2,891	19,236	-	-	-	67,253	109,221			
Financing Proceeds Applied	30,238	-	-	-	-	30,238	2,526	2,240	-	-	-	-	4,766	35,004			
Other Capital and Special Grants (incl. state/local sources)	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Capital Sources Subtotal	44,082	101,975	-	-	(0)	146,057	89,064	5,131	28,244	-	-	-	122,439	268,496			
Federal Grants to Amtrak																	
Prior Year Carryover Capital Grant Funds	169,551	49,176	-	-	-	218,727	61,304	74,186	13,429	-	-	-	148,919	367,646			
Current Year FAST Sec 11101 Grants																	
Operating	-	-	-	-	-	-	73,237	443,517	8,413	-	-	-	525,167	525,167			
Capital	126,905	25,247	-	-	-	152,152	23,654	-	-	-	-	-	23,654	175,806			
Other Federal Grants (incl., FRA/OST, FTA, DHS)	4,280	1,526	-	-	-	5,805	499	698	-	-	-	-	1,198	7,003			
Federal Grants to Amtrak Subtotal	300,735	75,949	-	-	-	376,684	158,695	518,401	21,842	-	-	-	698,938	1,075,623			
Total Financial Sources	1,344,323	333,944	50,129	49,676	54,235	1,832,307	831,668	897,155	67,646	39,934	42,073	11,108	1,889,585	3,721,891			
Financial Uses (Operating):																	
Service Line Management	3,413	152	180	226	0	3,971	4,232	1,985	28	199	137	0	6,580	10,551			
Transportation	175,110	28,624	37,387	2,838	92	244,051	275,996	403,973	8,256	37,065	939	19	726,248	970,299			
Equipment	116,694	8,840	15,230	11,234	126	152,124	130,482	167,012	283	12,167	2,225	26	312,195	464,319			
Infrastructure	58,067	73,172	486	43,833	2,724	178,281	20,448	16,230	12,643	614	27,169	558	77,661	255,943			
Stations	29,090	10,599	252	6	254	40,201	57,519	49,400	1,685	52	498	52	109,158	149,357			
National Assets and Corporate Services	200,272	67,536	122	11,095	10,317	289,344	166,470	185,935	22,542	(540)	8,469	2,113	386,988	676,333			
Total Operating Uses	582,647	188,925	53,657	69,231	13,514	907,973	657,147	824,534	45,437	49,504	39,438	2,768	1,618,828	2,526,801			
Operating Surplus/Deficit (Operating Sources - Operating Uses)	416,859	(32,905)	(3,528)	(19,555)	40,721	401,593	(73,237)	(450,912)	(27,876)	(9,570)	2,634	8,340	(550,621)	(149,028)			
Financial Uses (Debt Service Payments):																	
RRIF debt repayments	3,791	-	-	-	-	3,791	-	-	-	-	-	-	-	3,791			
Other/New financing repayments	-	-	-	-	-	-	-	-	-	-	-	-	-	-			
Total Debt Service Payments	3,791	-	-	-	-	3,791	-	-	-	-	-	-	-	3,791			
Available for Capital Uses (Capital Sources + Federal Grants to Amtrak + Operating Surplus/Deficit - Debt Service Payments)	757,885	145,019	(3,528)	(19,555)	40,721	920,542	174,522	72,621	22,210	(9,570)	2,634	8,340	270,757	1,191,299			
Financial Uses (Capital):																	
Service Line Management	722	127	-	-	626	1,476	87	162	-	-	-	-	249	1,725			
Transportation	11,179	5,156	-	-	-	16,335	13,683	5,395	12,154	-	-	-	31,231	47,566			
Equipment	75,291	15,489	-	-	-	90,781	65,205	99,073	434	-	-	-	164,712	255,493			
Infrastructure	160,842	157,484	-	-	-	318,326	62,896	33,265	16,871	-	-	-	113,032	431,358			
Stations	40,658	26,884	-	-	9,676	77,418	27,924	25,301	10,225	-	-	1,296	64,746	142,163			
National Assets and Corporate Services	22,819	18	-	-	-	22,837	21,628	8,618	4	-	-	-	30,249	53,086			
Capital Expenditures	311,711	205,158	-	-	10,302	527,171	191,423	171,813	39,688	-	1,296	404,220	931,391				
Legacy Debt Repayments	126,905	5,342	-	-	2,043	134,290	11,319	18,346	-	-	-	109	29,774	164,064			
Total Capital Uses	438,616	210,500	-	-	12,345	661,461	202,742	190,160	39,688	-	-	1,405	433,994	1,095,455			
Remaining Carryover Balance	\$ 319,269	\$ (65,481)	\$ (3,528)	\$ (19,555)	\$ 28,376	\$ 259,082	\$ (28,220)	\$ (117,539)	\$ (17,478)	\$ (9,570)	\$ 2,634	\$ 6,936	\$ (163,237)	\$ 95,844			

Route Level Results



YTD June FY 2018								
(\$s in Millions)	Operating Revenue	Operating Expense	Adjusted Operating Earnings	Ridership (in Thousands)	eCSI	Average Load Factor	OTP	
NEC:								
Acela	\$ 476.3	\$ 223.2	\$ 253.1	2,588.8	73.5	62%	83.6%	
Regional	519.7	353.7	166.0	6,473.2	76.6	56%	80.9%	
NEC Special Trains & Adjustments	3.5	5.8	(2.2)	7.6	N/A	N/A	N/A	
NEC	\$ 999.5	\$ 582.6	\$ 416.9	9,069.6	75.7	58%	82.0%	
State Supported:								
Ethan Allen Express	\$ 3.8	\$ 3.9	\$ (0.1)	37.0	81.9	38%	85.2%	
Vermont	8.5	7.6	0.8	71.3	75.2	48%	71.1%	
Maple Leaf	22.8	24.9	(2.1)	264.7	79.3	38%	76.2%	
The Downeaster	13.2	12.5	0.8	386.1	89.2	31%	68.6%	
New Haven - Springfield	13.4	16.5	(3.2)	202.3	78.0	0%	N/A	
Keystone Service	38.7	41.8	(3.1)	1,140.4	84.5	39%	87.5%	
Empire Service	35.7	49.9	(14.1)	856.6	79.6	44%	79.0%	
Chicago-St.Louis	24.3	23.9	0.5	423.0	81.0	44%	66.3%	
Hiawathas	16.8	15.6	1.2	606.9	88.8	37%	93.3%	
Wolverines	22.4	24.3	(1.8)	351.2	75.4	55%	60.8%	
Illini	12.9	12.7	0.2	183.4	68.7	40%	24.4%	
Illinois Zephyr	11.6	11.0	0.6	140.7	87.6	37%	88.1%	
Heartland Flyer	5.0	5.4	(0.4)	50.7	88.8	46%	51.8%	
Pacific Surfliner	82.0	95.2	(13.3)	2,152.0	79.2	29%	78.4%	
Cascades	44.8	48.5	(3.7)	557.8	82.0	51%	58.4%	
Capitol	46.2	52.4	(6.2)	1,268.4	85.1	33%	88.8%	
San Joaquins	61.4	69.9	(8.5)	804.8	83.1	33%	80.7%	
Adirondack	9.7	9.9	(0.2)	76.0	74.5	43%	73.9%	
Blue Water	9.0	9.7	(0.7)	134.6	81.0	43%	67.2%	
Washington-Lynchburg	10.9	7.0	3.9	155.2	83.2	0%	73.5%	
Washington - Newport News	18.1	13.9	4.2	236.8	74.0	0%	72.4%	
Washington - Norfolk	8.5	7.0	1.5	112.3	84.9	0%	72.4%	
Washington - Richmond	8.6	7.1	1.5	121.4	80.6	0%	72.4%	
Hoosier State	2.8	4.1	(1.4)	20.0	80.3	40%	73.1%	
Kansas City-St.Louis	11.3	10.6	0.7	124.0	87.3	30%	85.2%	
Pennsylvanian	11.0	12.8	(1.8)	158.1	84.6	52%	75.7%	
Pere Marquette	4.8	5.2	(0.3)	69.4	87.9	50%	76.7%	
Carolinian	17.0	14.7	2.3	192.3	72.7	46%	57.7%	
Piedmont	4.7	5.1	(0.4)	119.2	88.3	47%	62.3%	
Non Nec Special Trains & Adjustments	3.8	33.9	(30.0)	30.1	N/A	N/A	N/A	
State Supported	\$ 583.9	\$ 657.1	\$ (73.2)	11,046.5	81.9	38%	78.1%	
Long Distance:								
Silver Star	\$ 25.1	\$ 53.8	\$ (28.7)	275.8	68.8	58%	29.4%	
Cardinal	5.7	17.8	(12.1)	72.9	69.9	47%	54.3%	
Silver Meteor	29.9	63.5	(33.6)	251.1	69.1	63%	43.5%	
Empire Builder	37.7	81.9	(44.1)	303.6	75.4	51%	66.8%	
Capitol Limited	15.0	36.9	(21.9)	156.6	70.7	66%	36.8%	
California Zephyr	41.1	88.3	(47.3)	303.9	75.8	56%	58.1%	
Southwest Chief	32.7	78.2	(45.5)	237.1	73.5	59%	66.1%	
City of New Orleans	14.1	30.2	(16.1)	173.1	71.0	57%	61.9%	
Texas Eagle	18.8	44.5	(25.7)	249.8	72.4	51%	52.6%	
Sunset Limited	9.2	36.4	(27.2)	71.1	77.7	47%	58.5%	
Coast Starlight	30.3	68.5	(38.1)	296.7	74.4	53%	69.2%	
Lake Shore Limited	21.3	50.3	(29.0)	252.9	66.1	55%	44.8%	
Palmetto	23.0	27.3	(4.2)	289.5	70.2	43%	48.0%	
Crescent	24.7	56.5	(31.8)	203.4	57.7	47%	14.6%	
Auto Train	56.7	70.5	(13.7)	170.8	75.9	64%	66.8%	
Long Distance Adjustments	(11.6)	20.1	(31.7)	N/A	N/A	N/A	N/A	
Long Distance	\$ 373.6	\$ 824.5	\$ (450.9)	3,308.3	71.2	55%	51.7%	
Ancillary	247.2	228.1	19.0					
Infrastructure	173.6	234.4	(60.8)					
Amtrak	\$ 2,377.8	\$ 2,526.8	\$ (149.0)	23,424.5	78.0	50%	76.2%	

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.