GATX®

2026 COMPANY OVERVIEW

Updated as of 3/31/2026 to reflect the acquisition of Wells Fargo's rail assets, where applicable.

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Forward-Looking Statements

Statements in this presentation not based on historical facts are "forward-looking statements" within the meaning of the Private Securities Litigation Reform Act of 1995 and, accordingly, involve known and unknown risks and uncertainties that are difficult to predict and could cause our actual results, performance, or achievements to differ materially from those discussed. Forward-looking statements include statements as to our future expectations, beliefs, plans, strategies, objectives, events, conditions, financial performance, prospects, or future events. In some cases, forward-looking statements can be identified by the use of words such as "may," "could," "expect," "intend," "plan," "seek," "anticipate," "believe," "estimate," "predict," "potential," "outlook," "continue," "likely," "will," "would," and similar words and phrases. Forward-looking statements are necessarily based on estimates and assumptions that, while considered reasonable by us and our management, are inherently uncertain. Accordingly, you should not place undue reliance on forward-looking statements, which speak only as of the date they are made, and are not guarantees of future performance. We do not undertake any obligation to publicly update or revise these forward-looking statements, except to the extent required by applicable law.

The following factors, in addition to those discussed in our press releases and filings with the U.S. Securities and Exchange Commission ("SEC"), could cause actual results to differ materially from our current expectations expressed in forward-looking statements:

- a significant decline in customer demand for our transportation assets or services, including as a result of:
  - prolonged inflation or deflation
  - high interest rates
  - weak macroeconomic conditions and world trade policies
  - weak market conditions in our customers' businesses
  - adverse changes in the price of, or demand for, commodities
  - changes in railroad operations, efficiency, pricing and service offerings
  - changes in, or disruptions to, supply chains
  - availability of pipelines, trucks, and other alternative modes of transportation
  - changes in conditions affecting the aviation industry, including geopolitical tensions or conflicts (such as hostilities in the Middle East), geographic exposure, customer concentrations and energy costs
  - customers' desire to buy, rather than lease, our transportation assets
  - other operational or commercial needs or decisions of our customers
- reduced demand for our rail assets resulting from a change in pricing, service offerings, or operating conditions of North American railroads
- competitive factors in our primary markets
- threatened or implemented changes in tariffs or other global trade policies
- higher costs associated with increased assignments of our transportation assets following non-renewal of leases or a significant increase in compliance-based maintenance events
- events having an adverse impact on assets, customers, or regions where we have a concentrated investment exposure
- financial and operational risks associated with long-term purchase commitments for transportation assets
- reduced opportunities to generate asset remarketing income
- inability to successfully consummate and manage ongoing acquisition and divestiture activities, including the recent acquisition of the Wells Fargo fleet
- U.S. and global political conditions and the impact of increased geopolitical tension, civil unrest and armed conflict, including the war with Iran, on domestic and global economic conditions
- potential obsolescence of our assets
- risks related to our international operations and expansion into new geographic markets, including laws, regulations, tariffs, taxes, treaties or trade barriers affecting our activities in the countries where we do business
- failure to successfully negotiate collective bargaining agreements with the unions representing a substantial portion of our employees
- inability to attract, retain, and motivate qualified personnel, including key management personnel
- inability to protect our information technology from cybersecurity threats
- risks posed by artificial intelligence
- exposure to damages, fines, criminal and civil penalties, and reputational harm arising from a negative outcome in litigation, including claims arising from an accident involving transportation assets
- changes in, or failure to comply with, laws, rules, and regulations
- environmental liabilities and remediation costs
- operational, functional and regulatory risks associated with climate change, severe weather events, and other environmental concerns
- risks associated with sustainability concerns
- prolonged inflation or deflation or interest rate increases
- deterioration of conditions in the capital markets, reductions in our credit ratings, or increases in our financing costs
- fluctuations in foreign exchange rates
- inability to obtain cost-effective insurance
- changes in assumptions, increases in funding requirements or investment losses in our pension and post-retirement plans
- inadequate allowances to cover credit losses in our portfolio
- asset impairment charges we may be required to recognize
- inability to maintain effective internal control over financial reporting and disclosure controls and procedures
- risks of a widespread health crisis

History and Business Overview

VISION STATEMENT

EMPOWERING OUR CUSTOMERS TO PROPEL THE WORLD FORWARD

GATX 125+Year History

1898 — Established as railcar lessor with 28 railcars

1907 — Began manufacturing railcars

1919 — Initiated quarterly dividend

1920 — Began listing on the NYSE

1936 — Began rail investment in Canada

1984 — Exited railcar manufacturing

1994 — Began rail investment in Europe & Mexico

1998 — Formed Rolls-Royce & Partners Finance affiliates

2003 — Acquired 100% ownership in European rail joint venture & formed GATX Rail Europe (GRE)

2012 — Began rail investments in India

2020 — Acquired Trifleet, one of the largest tank container lessors globally

2021 — Formed GATX Engine Leasing (GEL)

2026 — Acquired ~101,000 railcars through GABX, a joint venture with Brookfield Infrastructure

As of 1/1/2026

GATX Business Segments

RAIL NORTH AMERICA

- A premier railcar lessor in North America with a diversified fleet of approximately 206,000 railcars
- The only diversified lessor with wholly owned, full-scale, network-wide repair and maintenance capability for tank and freight cars
- Strong customer credit quality, diversification across car types and commodities carried
- ~$3.9 billion of contractual lease receipts as of 12/31/25

$11.8B

NBV

RAIL INTERNATIONAL

- GATX Rail Europe (GRE) is a leading European tank car and freight car lessor with over 36,600 railcars
  - Strong customer credit quality, diversification across car types, geography, and commodities carried
- GATX Rail India is the largest private railcar lessor in India with over 12,500 railcars

$2.6B

NBV

ENGINE LEASING

- Composed of our 50% ownership in the Rolls-Royce and Partners Finance joint ventures (collectively, the "RRPF" affiliates) and our wholly owned aircraft spare engine leasing entity, GATX Engine Leasing ("GEL")
- RRPF, a leading worldwide lessor of aircraft spare engines, owns 460 engines, while GEL owns 46 engines
- ~$3.0 billion of contractual lease receipts at RRPF as of 12/31/25

$2.9B*

RRPF NBV
(GATX's share)

$1.0B

GEL NBV

TRIFLEET

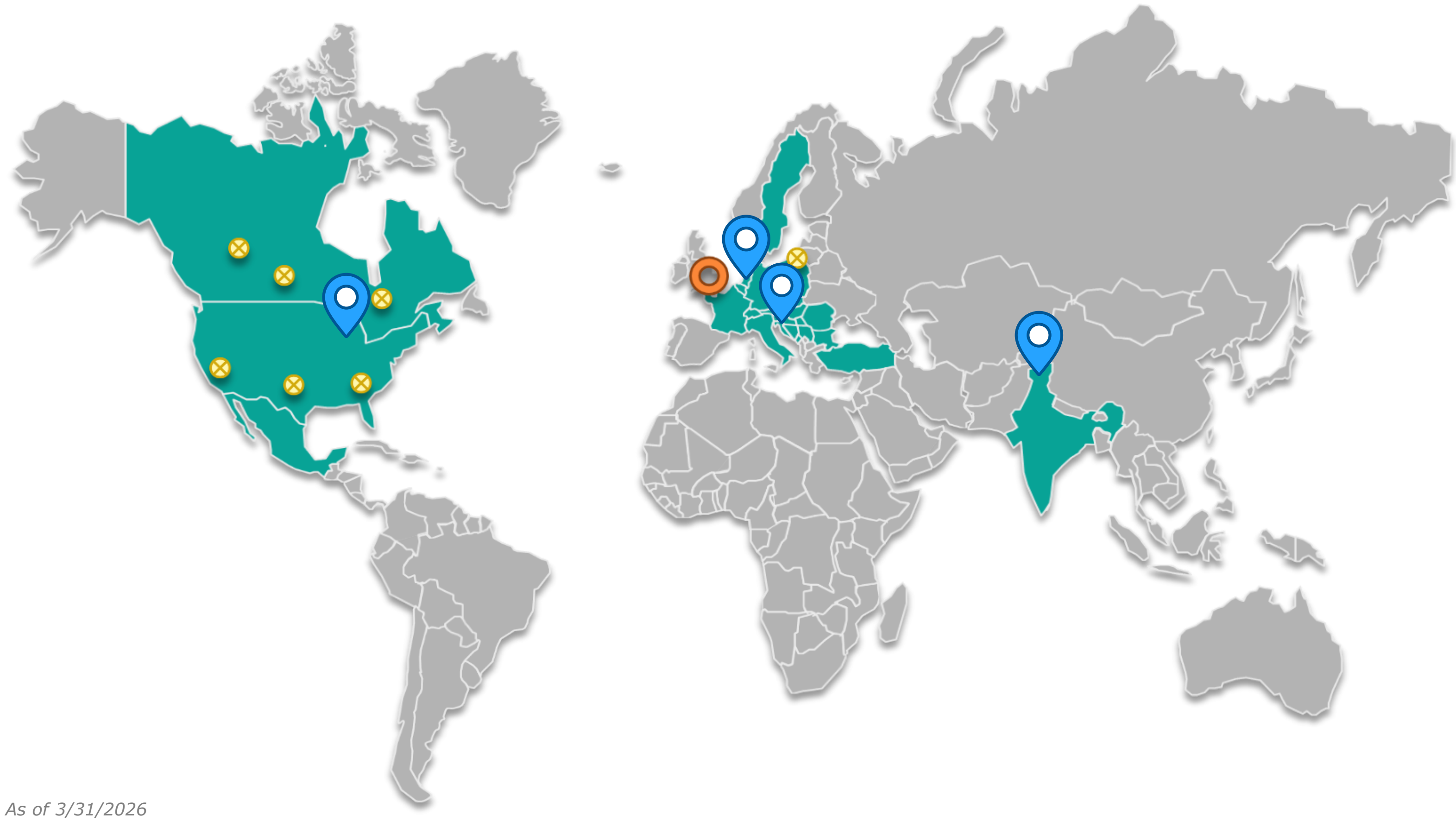
- One of the largest tank container lessors in the world with an owned and managed fleet of over 26,000 tank containers
- Trifleet's tank containers transport a variety of liquids and gases and are leased to a diverse base of customers in the chemical, industrial gas, energy, food grade, and pharmaceutical industries

$224M

NBV

As of 3/31/2026, except as otherwise noted.
**GATX's reported investment in RRPF, using the equity method of accounting, was $752.4 million as of 3/31/26.*

GATX's Strong Global Presence



GATX Primary Rail Operations Footprint

GATX Headquarters Locations
- GATX Corporation Headquarters *(Chicago, IL)*
- GATX Rail Europe *(Vienna, Austria)*
- GATX Rail India *(Gurgaon, India)*
- Trifleet *(Dordrecht, Netherlands)*

Major Maintenance Facilities

Rolls-Royce & Partners Finance
- Headquarters *(London, United Kingdom)*

As of 3/31/2026

GATX's Portfolio Includes:

APPROXIMATELY **278,000** OWNED AND MANAGED RAILCARS

INTEREST IN OVER **500** AIRCRAFT SPARE ENGINES

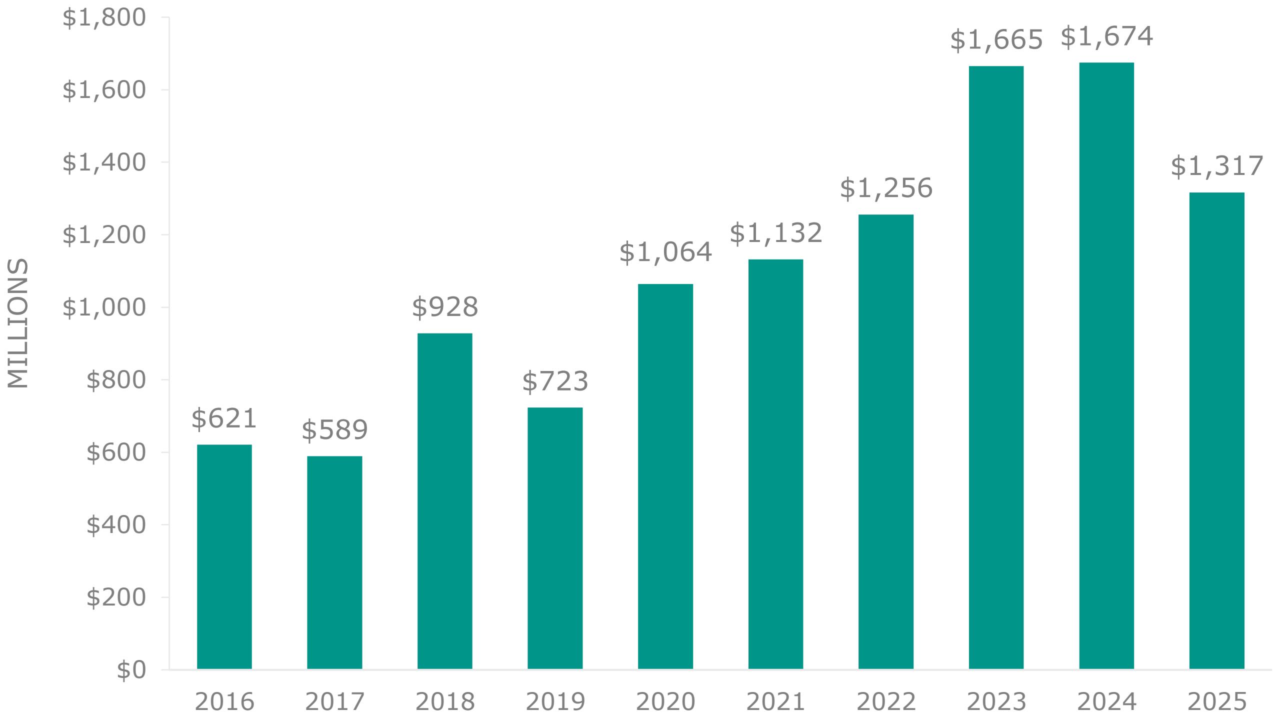
Capital Allocation Framework

Priority 1

Invest in long-lived, widely used, service-intensive assets while maximizing shareholder value

$11 billion of investments over the past decade

Investment Volume*



The 2016 information has not been recast to conform to discontinued operations presentation; 2017-2025 reflects continuing operations. Investment volume may include non-cash items.

Capital Allocation Framework

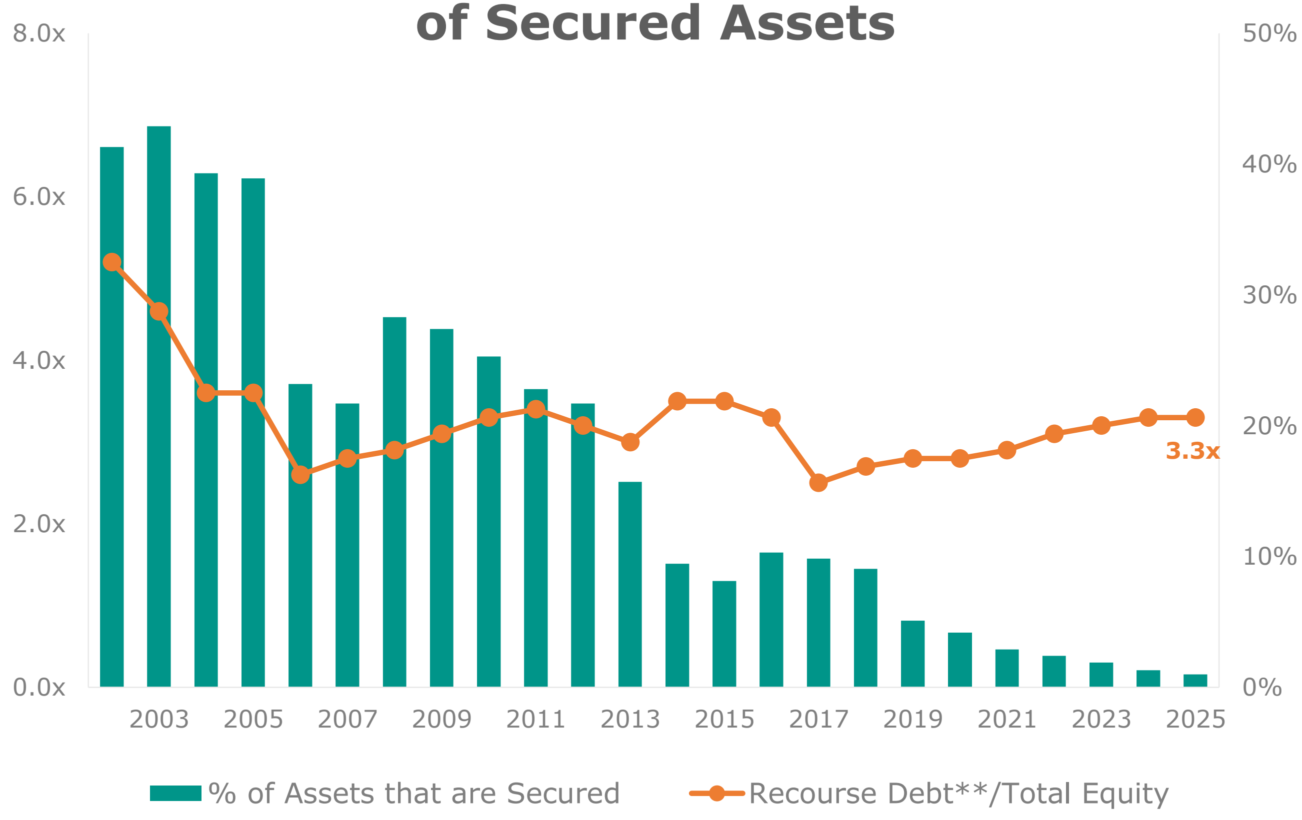
Priority 2

Maintain solid investment grade ratings; currently rated Baa1/BBB+/BBB*

Optimize the balance sheet

Maintain capacity for opportunistic investments

Leverage and Reduction of Secured Assets



*GATXs long-term issuer rating as of 03/31/26 by Moody's, Fitch Ratings, and Standard & Poor's, respectively.
**Total Recourse Debt = On-Balance Sheet Recourse Debt + Off-Balance Sheet Recourse Debt + Finance and Operating Lease Obligations + Commercial Paper and Bank Credit Facilities, Net of Unrestricted Cash and Short-Term Investments (In accordance with the lease accounting standard, off-balance sheet assets and recourse debt are no longer applicable beginning in 2019); the reduction in recourse leverage from 2016 to 2017 is due to the increase in shareholders' equity resulting from the impact of the 2017 Tax Cuts and Jobs Act.

Capital Allocation Framework

Priority 3

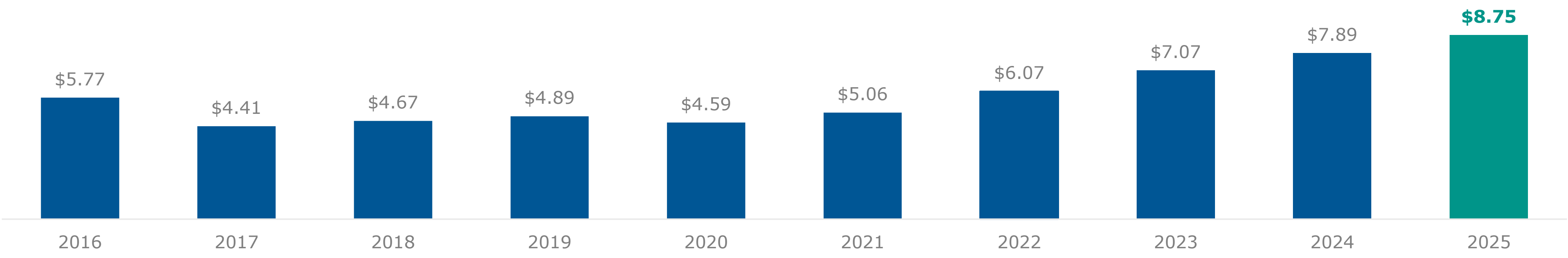
Return excess cash to shareholders

Over the past decade, approximately $1.4 billion returned to shareholders

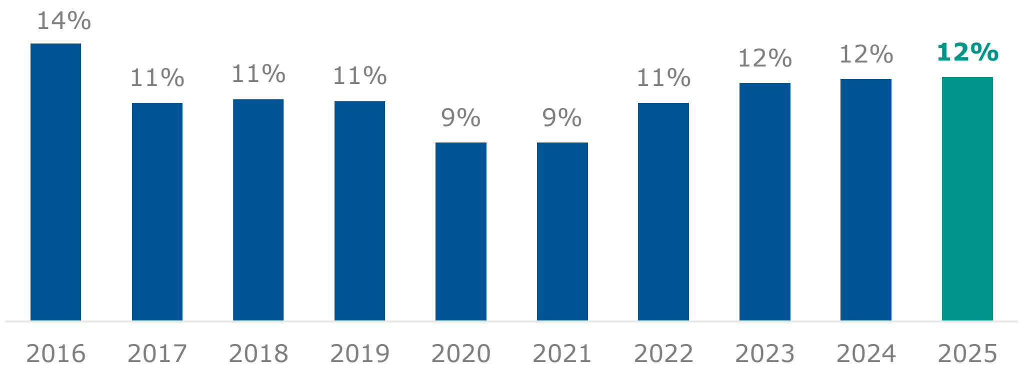
Cumulative Cash Returned to Shareholders

GATX Financial Highlights

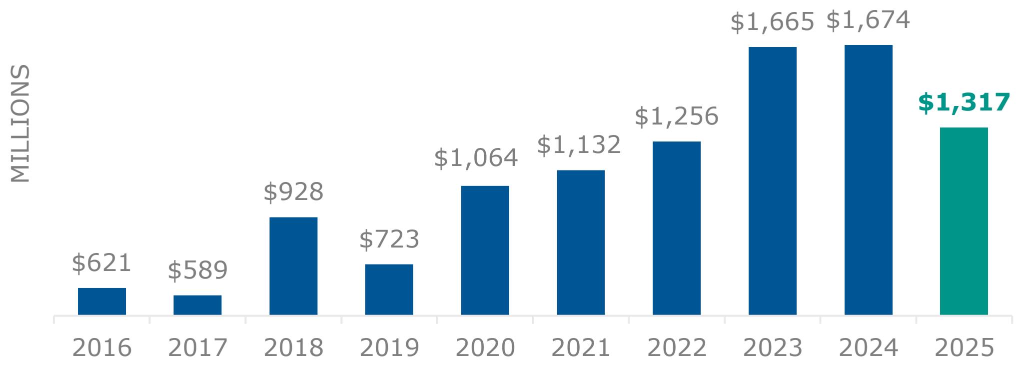
Diluted Earnings per Share attributable to GATX, excluding tax adjustments and other items (non-GAAP)*



Return on Equity attributable to GATX, excluding tax adjustments and other items (non-GAAP)**



Investment Volume*



Note: See Appendix for Reconciliation of Non-GAAP Measures.
** The information for 2016 has not been recast for discontinued operations presentation; 2017-2025 reflects continuing operations; Investment volume may include non-cash items.*
***Equity used in the calculation for 2016 was increased by $16.5 million for 2017 from what was reported to reflect tax benefits recorded related to the 2017 Tax Cuts and Jobs Act.*

We Believe GATX is a Compelling Investment Opportunity

Disciplined Management Team

Long-term focused and experienced in managing through business cycles

Market Leadership in Essential Businesses Globally

Leading positions across the markets in which we operate

Superior Asset Allocation

Highly diversified global transportation asset portfolio; North American fleet with ~170 railcar types serving over 500 commodities across 1,000+ customers

Critical Service Offerings

Valued by customers across business segments worldwide

Operational Excellence

Strong safety record while delivering best-in-class service to customers

High-Quality Cash Flow

Supported by long-term contractual lease receipts from a diverse customer base

Effective Capital Allocation

Well-positioned with a strong balance sheet to capitalize on attractive investment opportunities

Consistent Return of Capital to Shareholders

2026 marks our 108th consecutive year of paying a dividend

As of 3/31/2026

Railcar Leasing Business Model

Proven Business Model

BUY

the railcar at an economically attractive and competitively advantaged price at the right time

LEASE

the railcar to a quality customer at an attractive rate for a term that reflects the business cycle

SERVICE

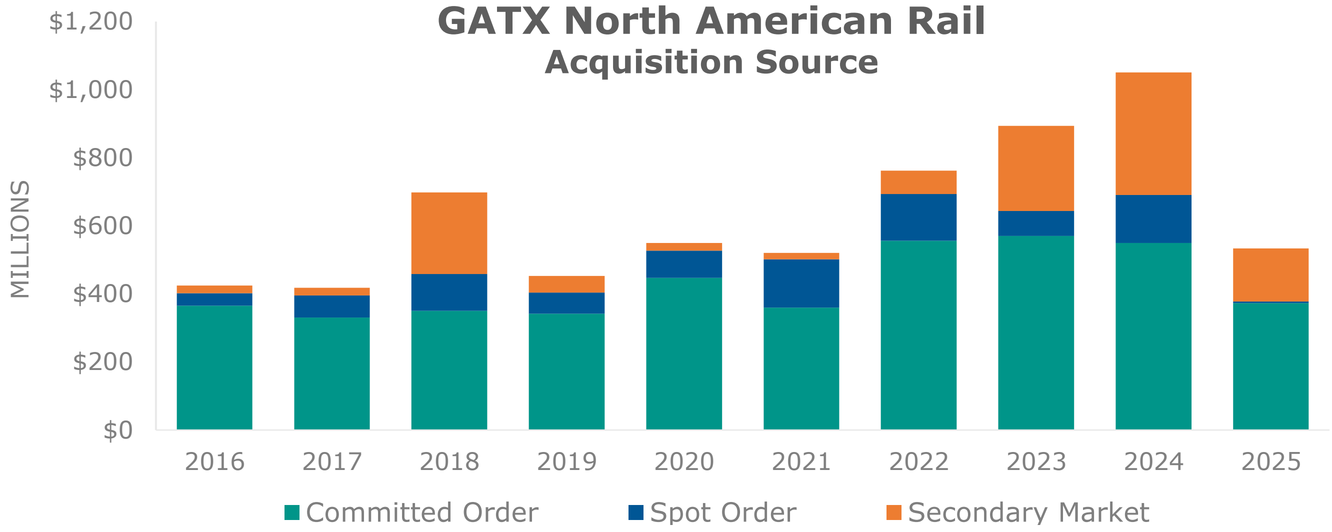
the railcar in a manner that maximizes safety, quality, and customer satisfaction

MAXIMIZE

the value of the railcar by selling or scrapping at the optimal time

Business Model: BUY

GATX ADVANTAGE



DISCIPLINED INVESTMENT APPROACH

GATX recognizes that railcars are long-lived assets and investment returns are achieved over decades.

We avoid chasing short-term, unsustainable market trends.

COMPETITIVE ASSET COST

GATX places committed orders at appropriate points in the business cycle.

We use multiple manufacturing sources to achieve attractive, competitively advantaged new-build railcar costs.

OPPORTUNISTIC INVESTMENT

GATX consistently identifies economically attractive opportunities across the business cycle.

We acquire new railcars in the spot market and used railcars in the secondary market.

BEST-IN-CLASS TECHNICAL CAPABILITIES

GATX's engineering team works with customers to customize railcar specifications to meet their needs.

Our quality team inspects both repaired and newly manufactured cars to ensure they meet specifications.

Business Model: BUY

GATX'S RAILCAR SOURCING STRATEGY

Acquiring railcars from a variety of sources rather than manufacturing internally

GATX's Railcar Sourcing Options

- Large, multi-year orders for new cars
- Spot orders for new cars to meet specific customer demand
- Fleet acquisitions of existing cars from other industry participants

Benefits of GATX's Railcar Sourcing Strategy

- Access to attractively priced railcars
- Ability to grow our high-quality fleet and reliably meet customer demand
- Avoids volatility, high fixed costs, and sub-optimal asset allocation often associated with railcar manufacturing

Business Model: LEASE

Customers value GATX for our diverse fleet, deep technical expertise, and superior ongoing service

HIGH FLEET UTILIZATION

- Focus on keeping the fleet deployed, adjusting rates and lease terms to capture maximum value across cycles
  - ~99% average utilization for over a decade
- Continued investment in maintenance capabilities to support customers' needs

CAR AVAILABILITY

- Maintain the most diversified fleet in the industry to meet a wide range of customer demands
- Utilize multi-year committed orders with railcar manufacturers to help ensure a steady pipeline of high-quality, modern, and cost-advantaged railcars

~99% Average Utilization

1,000+ Customers*

CUSTOMER VALUE

~170 Railcar Types

~36K Service Events Completed in 2025

STRONG CUSTOMER RELATIONSHIPS

- Deploy a large sales force to service and develop a high-quality, diversified base of 1,000+ Rail North America customers*
- Focus on long-term customer relationships
  - Average tenure of top 10 North America customers of 47 years*

DELIVERY

- Develop lease structures tailored to customers' needs
- Deploy industry-leading quality and inspection teams to help ensure railcars meet GATX and customer specifications prior to acceptance

All data as of 12/31/2025, except as otherwise noted
**As of 3/31/2026*

Business Model: SERVICE

GATX has established a strong market position through a focus on full-service leasing in North America and Europe

MAINTENANCE

- Customers utilize GATX to assist with managing the complex process of railcar maintenance
- Premium service reduces railcar quality issues and unplanned downtime
- Efficient maintenance network, including seven GATX-owned facilities in North America and one in Europe
- Completed approximately 36,000 service events in 2025 across GATX-owned facilities and the North America third-party maintenance network

ENGINEERING

- GATX's engineering team includes mechanical, structural, operational, and chemical engineers
- Our engineers tailor railcar solutions to customers' needs, considering commodity carried, location, and facility layout
- Extensive experience preparing railcars for new services, supporting evolving customer needs while maximizing the value of our fleet

TRAINING

- GATX provides training at our headquarters, customer sites, and maintenance facilities, and through the TankTrainer™ rolling classroom
- The TankTrainer™ program has delivered training to thousands of customers, first responders, and employees across North America for more than 30 years

TECHNOLOGY

- MyGATXRail.com provides Rail North America customers with near real-time fleet management capability and maintenance data
- The proprietary Shop Portal equips GATX Rail North America personnel with state-of-the-art technology for railcar inspection, maintenance instructions, and reporting
- RailPulse™ is a joint venture focused on facilitating the adoption of telematics across the North American industry railcar fleet to support growth

REGULATORY

- As a railcar lessor, GATX takes an active role within the complex regulatory environment
- GATX employees are actively involved in key industry groups across North America and Europe
- Customers choose GATX for support in managing the complex, labor-intensive processes associated with ongoing railcar compliance

As of 12/31/2025

Business Model: MAXIMIZE

GATX maximizes fleet value through ongoing portfolio optimization, including secondary market sales and scrapping. A fleet of cost-advantaged, well-maintained modern railcars leased to high-quality customers enables GATX to generate meaningful remarketing income across cycles.

REMARKETING INCOME *(Income from sale of owned assets)*

- GATX strives to opportunistically sell railcars in the secondary market to optimize a diversified, high-performing fleet
- Over the past 10 years, GATX Rail North America has generated an average of approximately $79 million in annual remarketing income

Rail North America	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Approximate # of units sold*	2,700	1,600	3,200	3,700	1,700	3,900	6,800	3,300	2,300	3,600
Remarketing income ($ millions)	$46.3	$44.6	$66.1	$58.9	$39.2	$81.6	$104.6	$112.1	$119.9	$117.0

SCRAPPING GAINS

- GATX typically realizes gains when railcars are scrapped at the end of their useful lives
- Over the past 10 years, GATX Rail North America has generated an average of approximately $8 million of annual scrapping gains

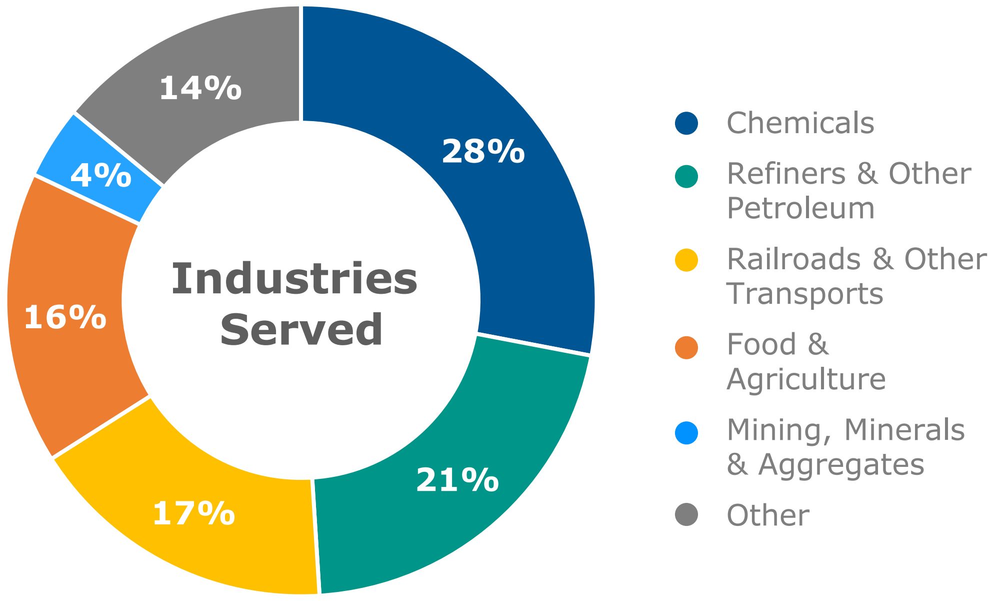
Rail North America	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Approximate # of units scrapped*	3,200	4,000	2,800	3,100	3,600	4,000	2,400	1,700	2,800	3,800
Scrapping gains/(loss) ($ millions)	$1.5	$5.2	$10.8	($3.9)**	($0.6)**	$15.1	$15.1	$8.4	$12.9	$16.6

**Includes boxcars and locomotives.*
***2019 and 2020 scrapping losses include a $3.9 million scrap loss related to customer-damaged railcars that was largely offset by an early termination fee, and a $0.6 million loss primarily related to scrapped locomotives, respectively.*

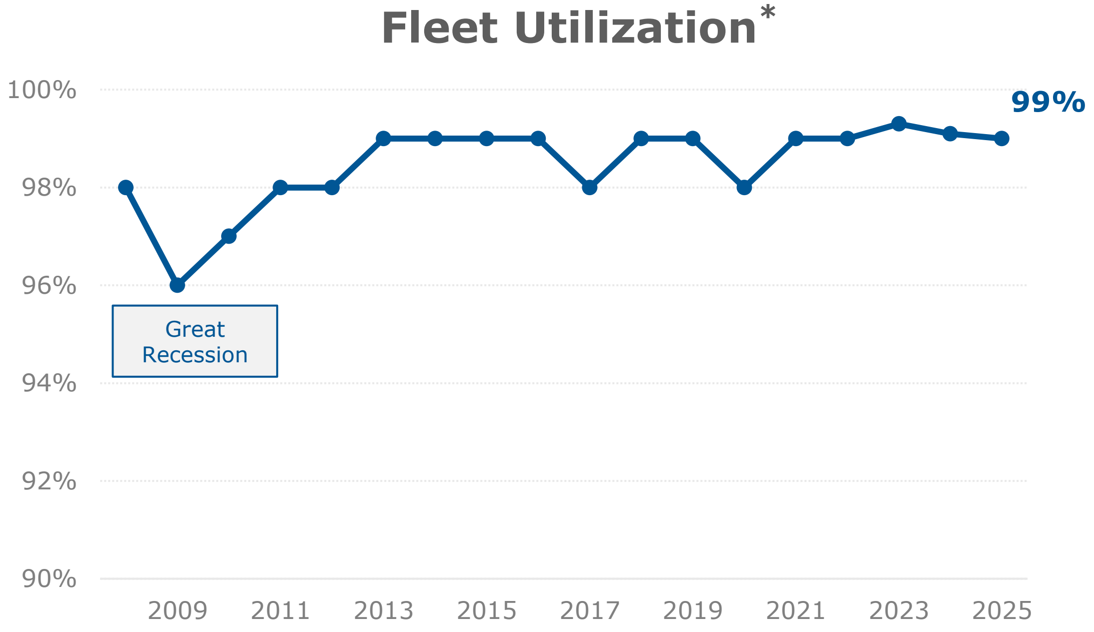
Rail North America

GATX Rail North America Overview

Q1 2026 OVERVIEW	FLEET COUNT	CAR TYPE COUNT	AVERAGE FLEET AGE	LOCOMOTIVE COUNT	NUMBER OF CUSTOMERS	COUNTRIES OF OPERATION
	206,000+	~170	~19 years	800+	1,000+	U.S., Canada & Mexico



Based on 2025 Rail North America Revenue



Excludes boxcar fleet

Wells Fargo Rail Portfolio Acquisition

On January 1, 2026, GATX completed the acquisition of Wells Fargo's rail operating lease portfolio through a joint venture with Brookfield Infrastructure ("Brookfield")

- Adds **~101,000 railcars** to GATX's North American platform for a purchase price of **~$4.2 billion**
- Expands and diversifies fleet, **enhancing our ability to serve customers**
- **GATX will manage both** the joint venture operating lease portfolio ("GABX") and Brookfield's wholly owned finance lease portfolio, which consists of ~22,000 railcars and ~400 locomotives
- Transaction structure provides GATX with **options to acquire Brookfield's interest** in the joint venture over time, allowing GATX to maintain **financial flexibility to pursue investment opportunities across our global businesses**

Industry Ownership:
North America

Market Share | Approximately 1.65 million railcars

RAILROADS

- Ownership of railcars continues to decline
- Focusing capital investment on infrastructure

28% (2008) → **14% (2026)**

LESSORS

- Shift from railroad- and shipper-owned railcars to lessors
- Lessors have a significant presence in the tank car segment due to complex services and compliance requirements

44% (2008) → **58% (2026)**

SHIPPERS

- Shipper ownership share has declined slightly
- Alternative focus of capital on core business versus railcar investments
- Railcar maintenance and management not a core competency

19% (2008) → **17% (2026)**

TTX

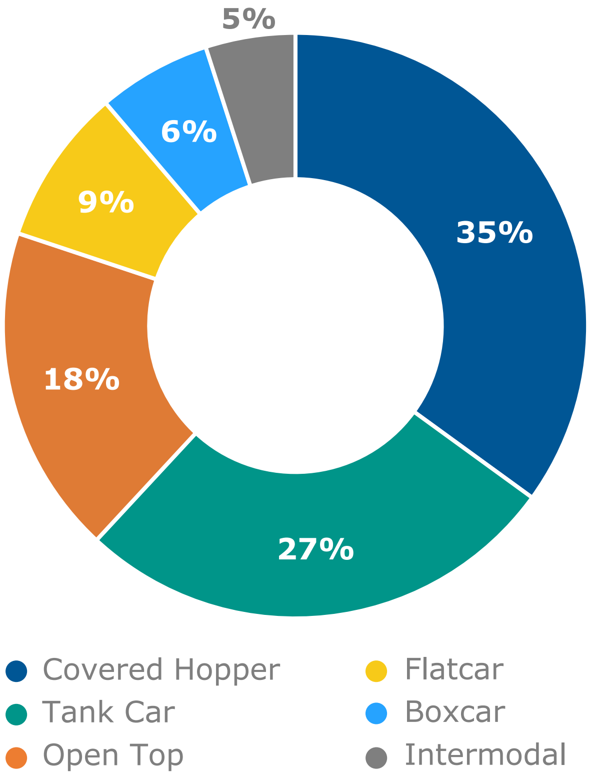
- Railroad-owned equipment pool focused on box, flat, intermodal, and gondola cars
- Overall market share has remained relatively steady over time

9% (2008) → **11% (2026)**

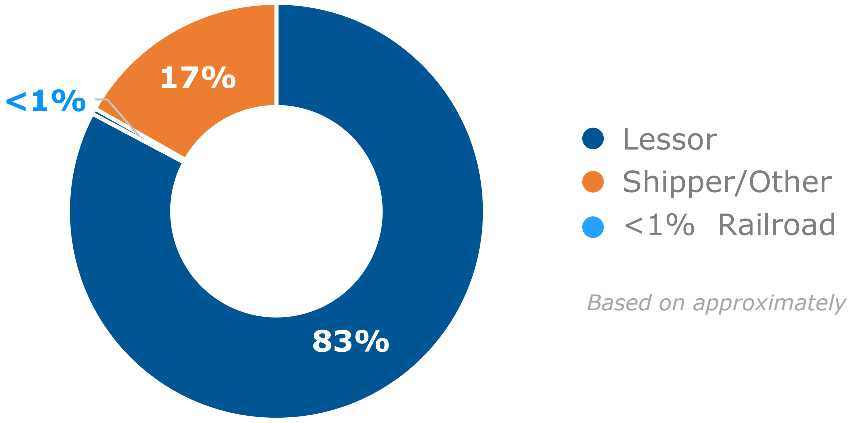
Source: Umler as of January 2026

Industry Fleet and Ownership Mix:
North America

Railcars by Type
(Approximately 1.65M railcars)

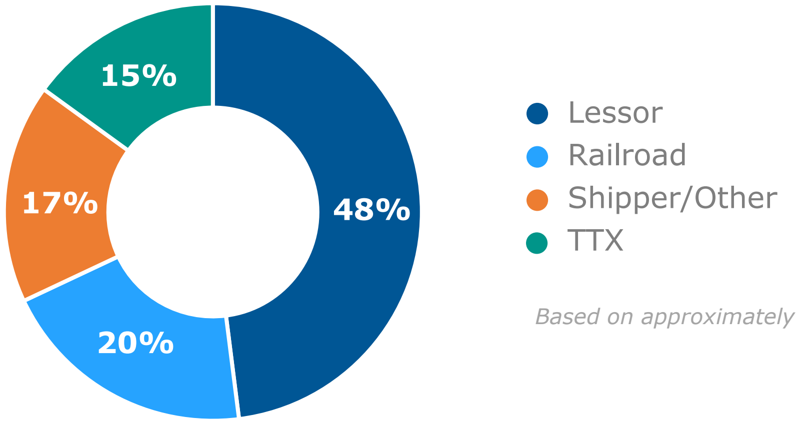


Tank Car Ownership Share



Based on approximately 446K tank cars

Freight Car Ownership Share

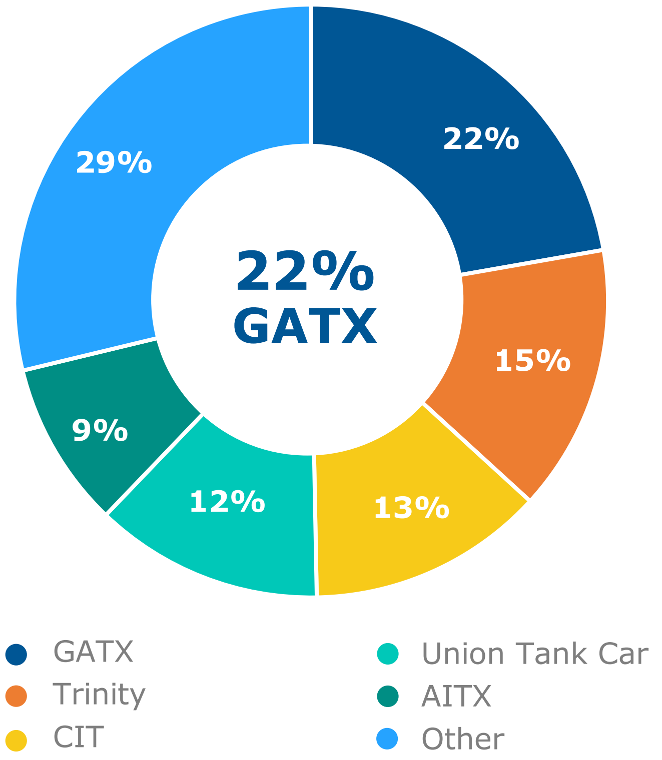


Based on approximately 1.2M freight cars

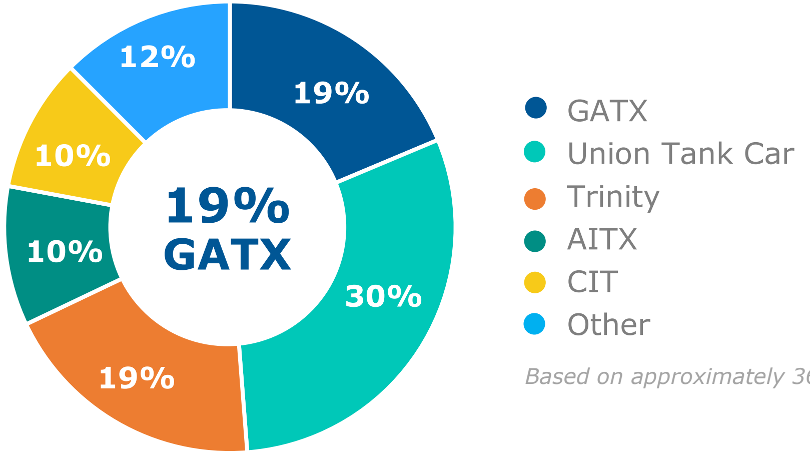
Source: Umler as of January 2026

Lessor Market Share:
North America

Lessor Ownership Share
(Based on approximately 950K lessor-owned railcars)

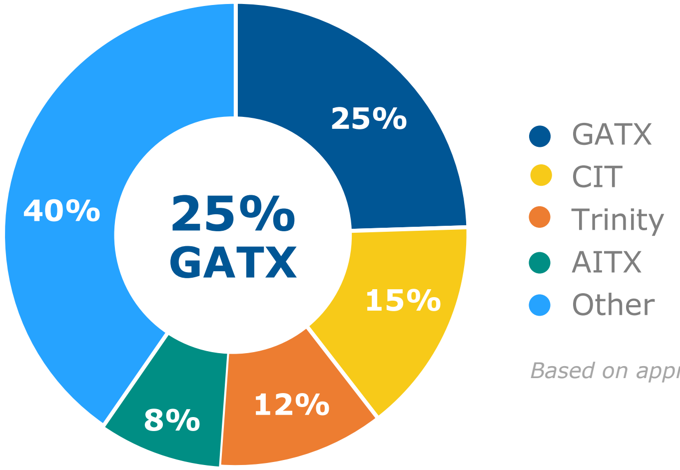


Tank Car Lessor Ownership Share



Based on approximately 369K lessor-owned tank cars

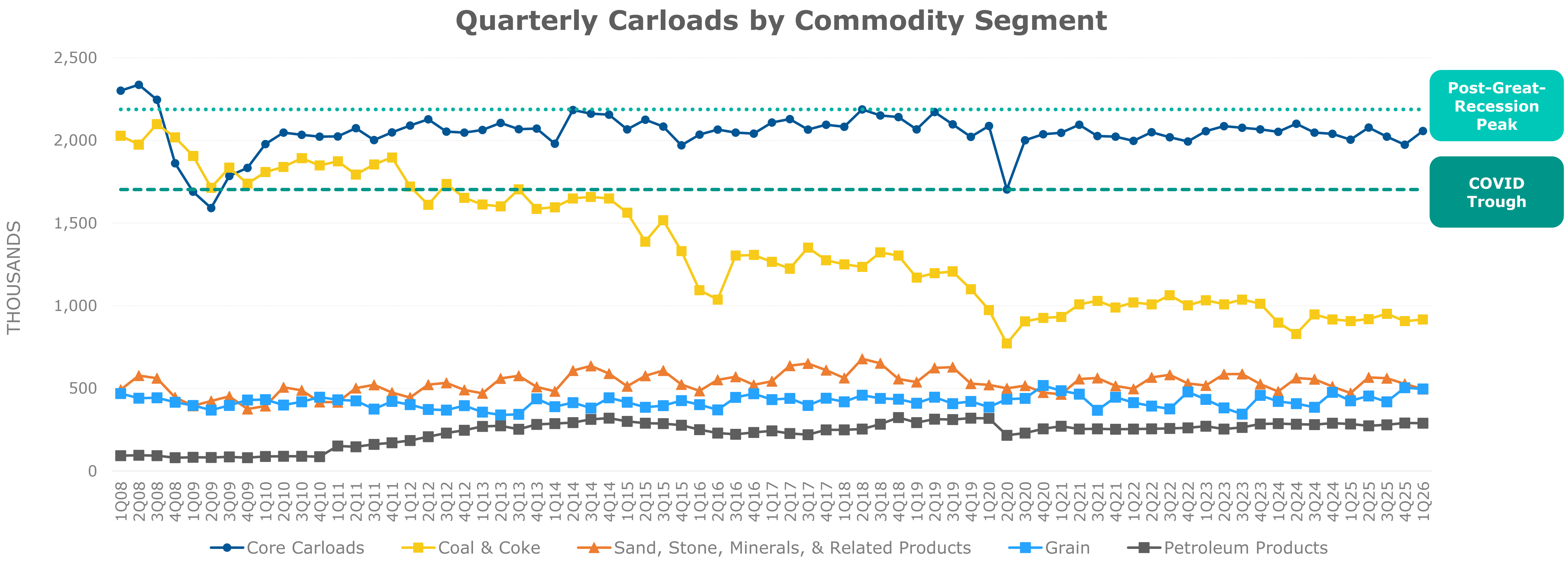
Freight Car Lessor Ownership Share



Based on approximately 581K lessor-owned freight cars

Source: Umler as of January 2026; GATX share includes GABX railcars.

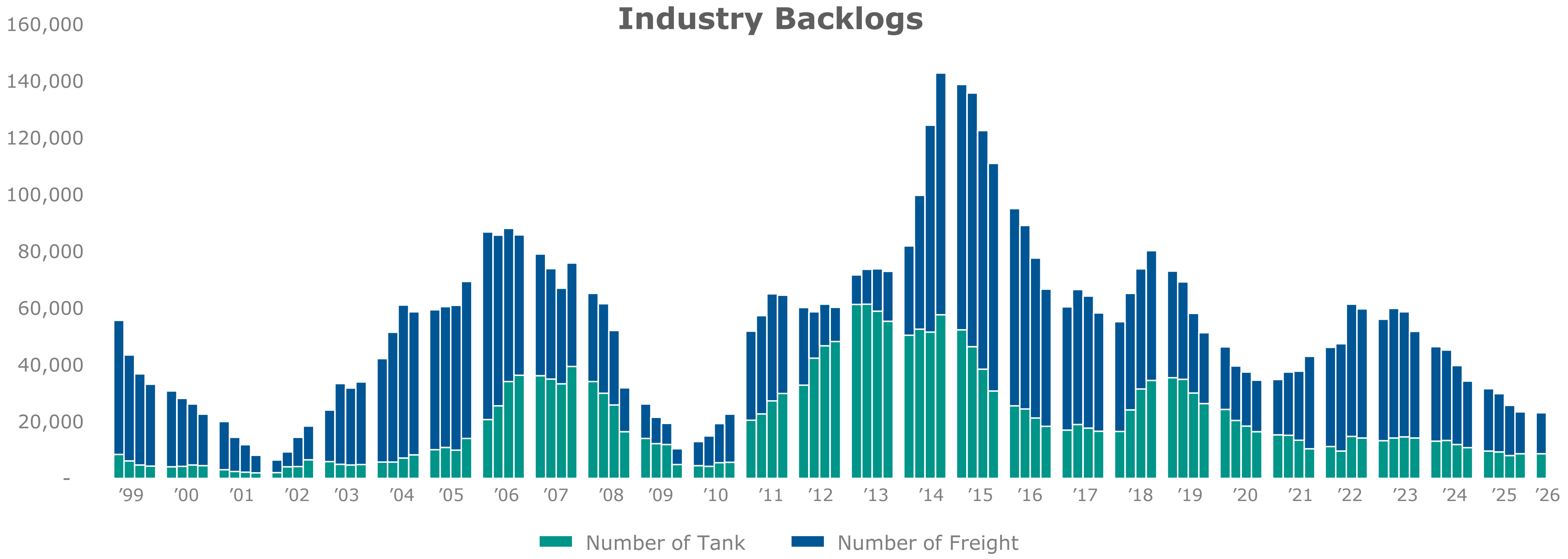
Industry Commodity Carloadings:
North America



Source: Association of American Railroads

Industry Backlog:
North America

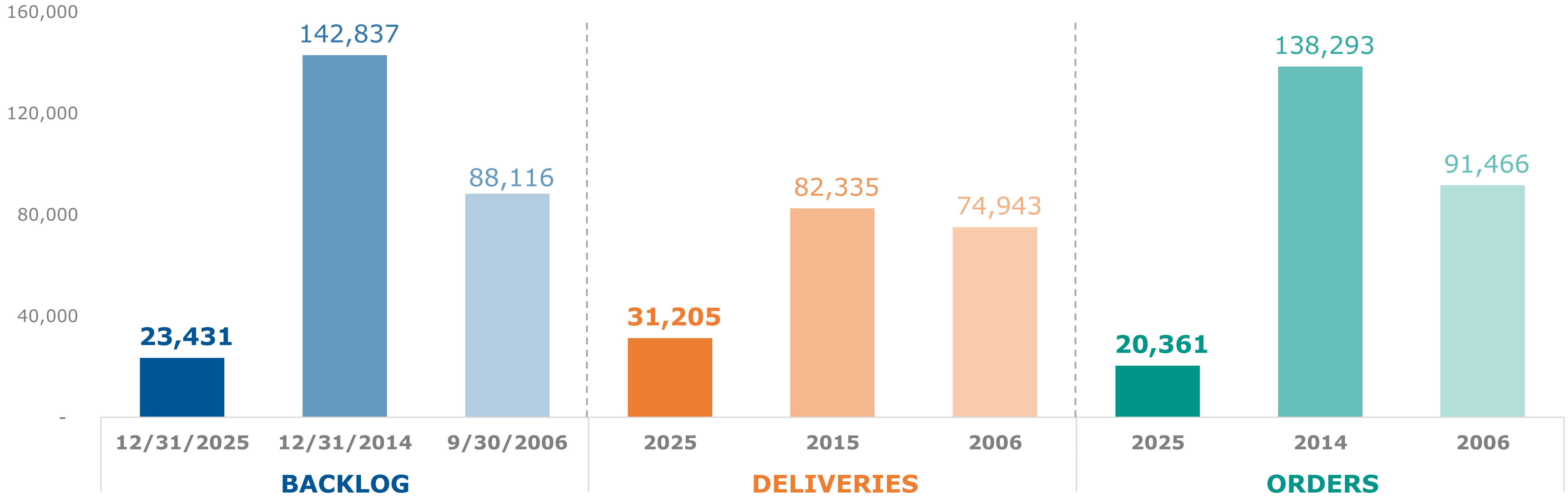
Industry Cyclicality Reflected in Railcar Manufacturer Order Backlogs



Source: Railway Supply Institute as of April 2026

Historical Comparison of Industry Production: North America

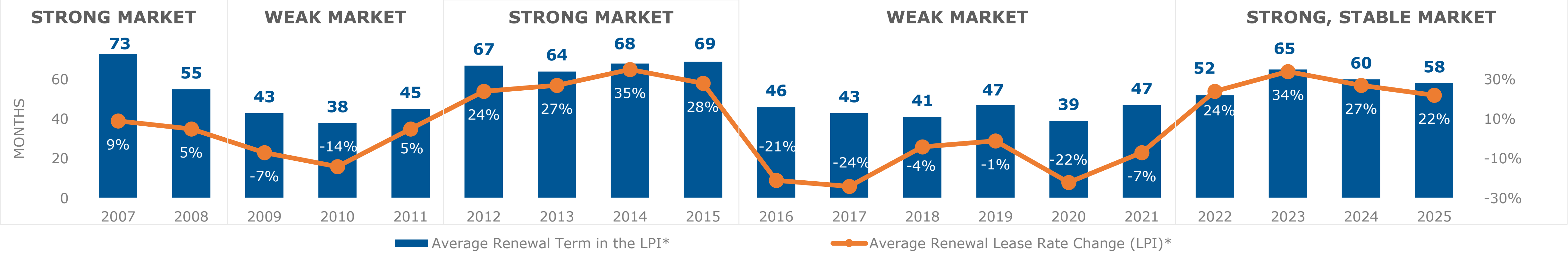
Recent railcar production metrics are muted compared to the prior two production peaks



Source: Railway Supply Institute as of January 2026

GATX Rail North America:
Actively Managing Through Cycles

GATX adjusts our offered term structure of rates based on market conditions—maximizing lease term during strong markets and preserving future remarketing optionality during weaker markets



	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Approximate # of railcars scheduled for renewal	17,500	15,000	17,000	21,000	20,000	21,000	20,000	17,000	12,500	15,100	13,900	17,800	17,800	20,000	18,500	18,700	19,400	21,500
Renewal Success Rate*	60%	54%	62%	77%	82%	81%	86%	81%	67%	75%	83%	82%	71%	83%	86%	84%	85%	87%
Utilization*	98%	96%	97%	98%	98%	99%	99%	99%	99%	98%	99%	99%	98%	99%	99%	99%	99%	99%

**Excludes boxcar fleet.*
LPI = Lease Price Index: Calculation includes all renewal activity based on a 12-month trailing average, excluding boxcars, and the renewals are weighted by the count of all renewals over the 12-month period. The average renewal lease rate change is reported as the percentage change between the average renewal lease rate and the average expiring lease rate. The average renewal lease term is reported in months and reflects the average renewal lease term in the LPI.
Renewal Success Rate: The percentage of expiring leases that were renewed with the existing lessee.
As of 12/31/2025

GATX Rail North America:
Diverse Fleet

	CAR TYPE	COMMODITIES CARRIED	% OF FLEET	% of NBV*
TANK CARS	General Service Tank Cars: *20k-25k gallon*	Liquid fertilizers, asphalt, food-grade oils	**8.4%**	**7.7%**
	General Service Tank Cars *>25k gallon*	Food-grade oils, lubricating oils, light chemicals	**7.6%**	**9.1%**
	High-Pressure Tank Cars	LPG, VCM, propylene, carbon dioxide	**5.6%**	**5.0%**
	DOT-117 for Flammable Liquids	Ethanol & methanol, light petroleum products (crude oil, fuel oils, diesels, gasoline, etc.), chemicals (styrene, glycols, etc.), alcohol, resins	**5.3%**	**12.2%**
	General Service Tank Cars: *13k-19k gallon*	Molten sulfur, clay slurry, caustic soda, corn syrup	**4.0%**	**5.1%**
	Other Specialty Tank Cars	Acids (sulfuric, hydrochloric, phosphoric, acetic, nitric, etc.), coal tar pitch, specialty chemicals	**2.1%**	**2.9%**
	TOTAL TANK		**33.0%**	**42.0%**
FREIGHT CARS	Gravity Covered Hoppers: *>4k cubic feet*	Grain, sugar, fertilizer, potash, lime, soda ash, bentonite	**18.1%**	**15.7%**
	Boxcars	Paper products, lumber, canned goods, food and beverages	**4.8%**	**6.3%**
	Pneumatic and Specialty Covered Hoppers	Plastic pellets, flour, corn starch, mineral powder, lime, clay, cement	**11.6%**	**9.0%**
	Open-top Cars	Aggregates, coal, coke, woodchips, scrap metal, steel coils	**12.8%**	**6.7%**
	Gravity Covered Hoppers: *<4k cubic feet*	Sand, cement, roofing granules, fly ash, dry chemicals	**10.5%**	**7.1%**
	Intermodal Railcars	Containerized goods	**2.2%**	**4.1%**
	Other	Flatcars (lumber and steel), automotive (finished vehicles)	**7.0%**	**9.1%**
	TOTAL FREIGHT		**67.0%**	**58.0%**

As of 3/31/2026

GATX Rail North America:
Maintenance Network

GATX Has a Strong Reputation for Safety, Integrity, and Superior Execution

EXTENSIVE MAINTENANCE NETWORK

- Seven maintenance facilities strategically located throughout the U.S. and Canada
- Three customer site locations
- Three railcar mobile repair units

CUSTOMERS RELY ON GATX

- GATX Rail North America provides maintenance services on railcars and locomotives
- In 2025, GATX completed ~36,000 maintenance events through our owned and third-party maintenance network

RANGE OF SERVICES

- Routine maintenance and regulatory programs
- Maintenance services include:
  - Mechanical repairs
  - Interior cleaning
  - Interior/exterior blasting
  - Interior/exterior coatings
  - Valve maintenance
  - Qualification & more

As of 12/31/2025

GATX Rail North America:
Maintenance Network

Recent shop investments have increased the number of repairs completed within GATX's owned maintenance network, which we believe is the most efficient in the industry

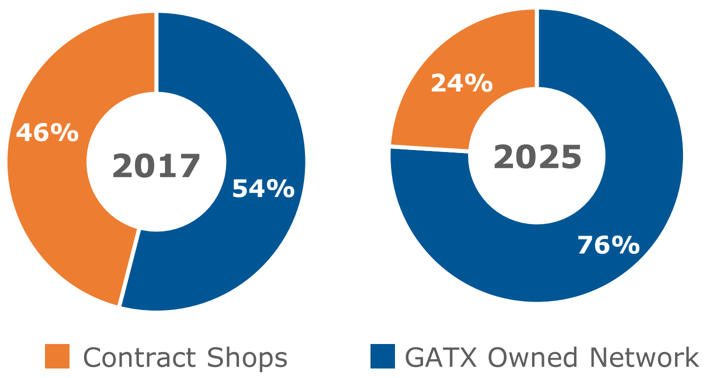
All while continuing to prioritize and maintain the highest level of safety and quality at our shops

TECHNOLOGY
- Implemented new platform and system aimed at streamlining work content, work instructions, and billing

NETWORK RATIONALIZATION
- Closed/sold 19 cost ineffective locations since 2017, while increasing the share of repairs completed within our owned network from 54%* in 2017 to 76%* in 2025 (see chart)

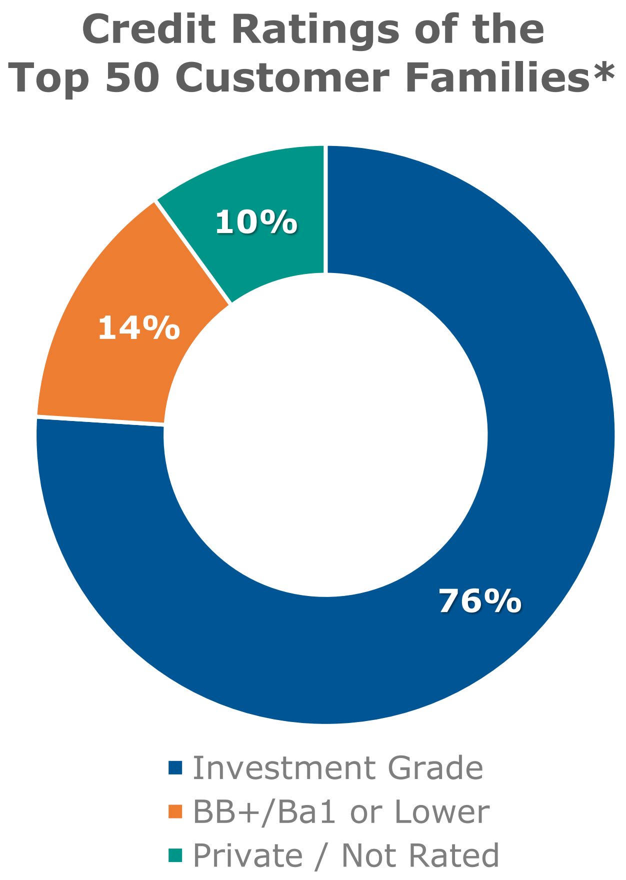
INFRASTRUCTURE INVESTMENT IN OUR CORE NETWORK
- Focused on expanding capacity, increasing capabilities to service more car types within our core network

Repairs Completed in Owned Network* vs. Contract Shops



As of 12/31/2025
**Based on the number of service events completed at our seven major maintenance facilities.*

GATX Rail North America:
Diverse Customer Portfolio



1 GATX serves more than **1,000 individual customers**

2 Largest customer represents **less than 6%** of total lease revenue

3 Average relationship tenure of top 10 customers is **47 years**

4 Top 10 customers account for **less than 24% of total lease revenue**

Top customers based on first-quarter 2026 revenue; credit ratings as of 5/31/2026; all other data as of 3/31/2026.
**Customer families may include more than one customer account; ratings generally reflect the credit quality of the rated parent entity; lease obligations of subsidiaries are not necessarily guaranteed by that parent.*

GATX Rail North America:
Training and Regulatory Participation

Deep Knowledge on Industry Regulations

GATX employees are actively involved in numerous regulatory committees and trade and supplier associations.

Association of American Railroads

RAILWAY SUPPLY INSTITUTE
Support, Connection, Advocacy

Railway Association of Canada™

Training and Safety

GATX has delivered tank car operations and safety training through our one-of-a-kind TankTrainer™ program since 1993 and maintains partnerships with the American Chemistry Council, the Chemistry Industry Association of Canada, and Responsible Care.

American Chemistry Council℠

RESPONSIBLE CARE®
OUR COMMITMENT TO SUSTAINABILITY

CHEMISTRY INDUSTRY ASSOCIATION OF CANADA

As of 12/31/2025

GATX Rail North America:
Technology Focus

RailPulse™ is a coalition of forward-thinking railcar owners who have joined together to **facilitate and accelerate the adoption of GPS and other telematics technology** across the North American railcar network. RailPulse™ is creating a new railcar telematics technology platform that will transform rail shipping and enhance the customer experience.

CREATED TO DEVELOP A NEW TECHNOLOGY PLATFORM

that provides real-time data via GPS and other telematics technology across the North American Railcar fleet

Current RailPulse Members

GATX, WATCO, G&W, TRINITYRAIL, NORFOLK SOUTHERN, THE GREENBRIER COMPANIES, UNION PACIFIC, RDC, BUNGE, CPKC, CSX, TTX

RailPulse™ members represent

~45%

of North American industry railcar fleet

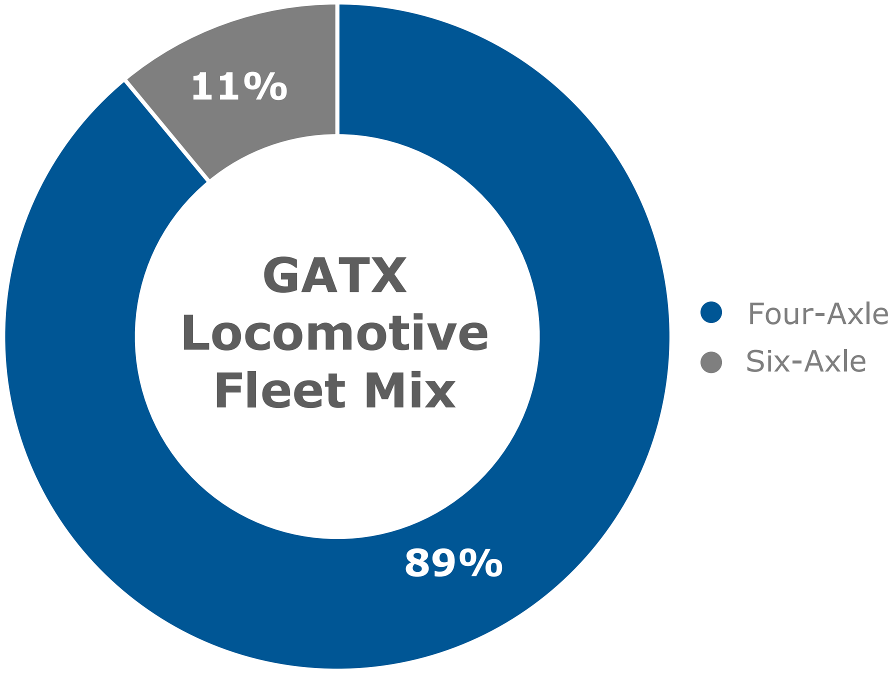
Full public launch completed in

2024

As of 12/31/2025

GATX Rail North America:
Locomotive Leasing

GATX owns more than 800 locomotives



~$159M NBV

KEY ATTRIBUTES

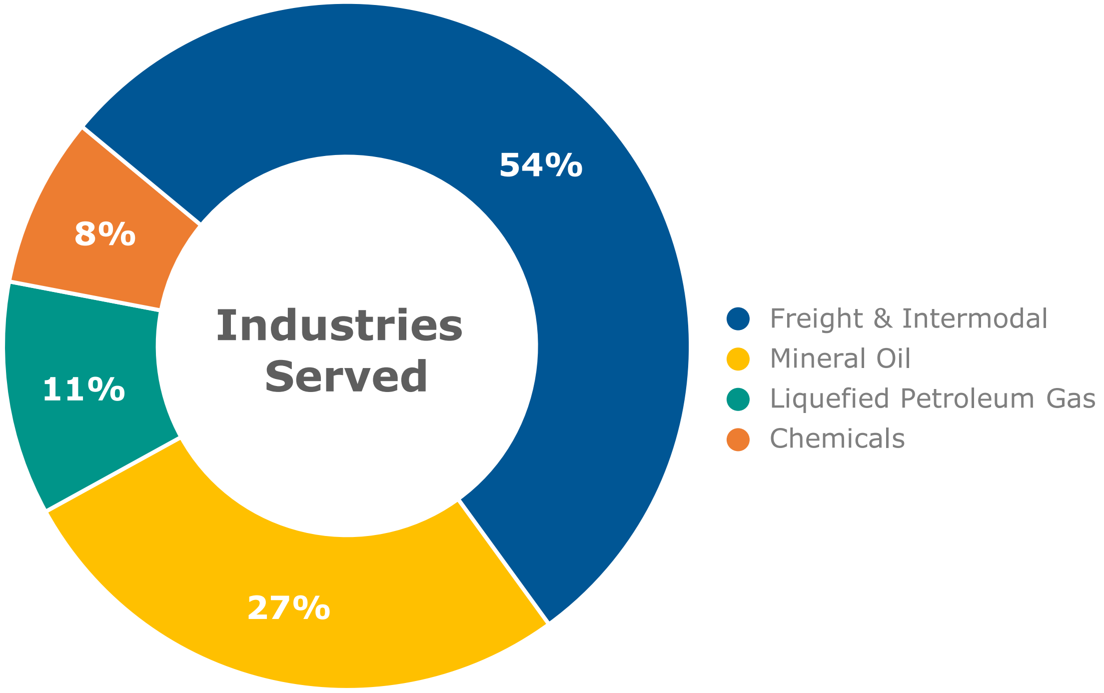
Four-Axle Locomotives	Six-Axle Locomotives
▪ Low/Medium Horsepower ▪ Typically used in lighter-duty applications ▪ Predominantly used by industrial users and regional and short-line railroads	▪ Mostly High Horsepower ▪ Typically used in mainline and heavy-haul applications ▪ More often used by large railroads

As of 3/31/2026

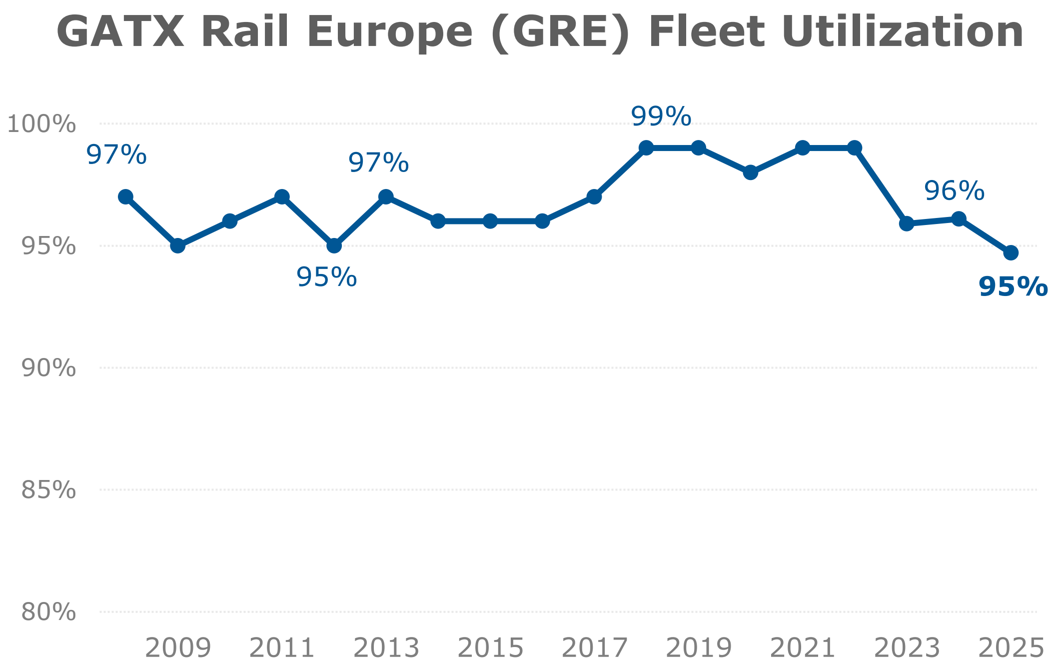
Rail International

GATX Rail International Overview

2025 OVERVIEW	FLEET COUNT	AVERAGE FLEET AGE (GRE)	NUMBER OF CUSTOMERS	PRIMARY COUNTRIES OF OPERATION
	Europe (GRE): 36,400+ India: 12,100+	17 years	~320	Germany, Poland, India, Austria, Switzerland, France, Hungary, Romania, The Netherlands, Belgium



Based on 2025 Rail International Fleet Count



Industry Snapshot:
Europe

1 **Balanced Manufacturing Footprint**

Manufacturing supply and industry demand generally in balance

2 **Older Industry Fleet**

Key segments continue to offer opportunities to replace aging, lower capacity, and less efficient railcars

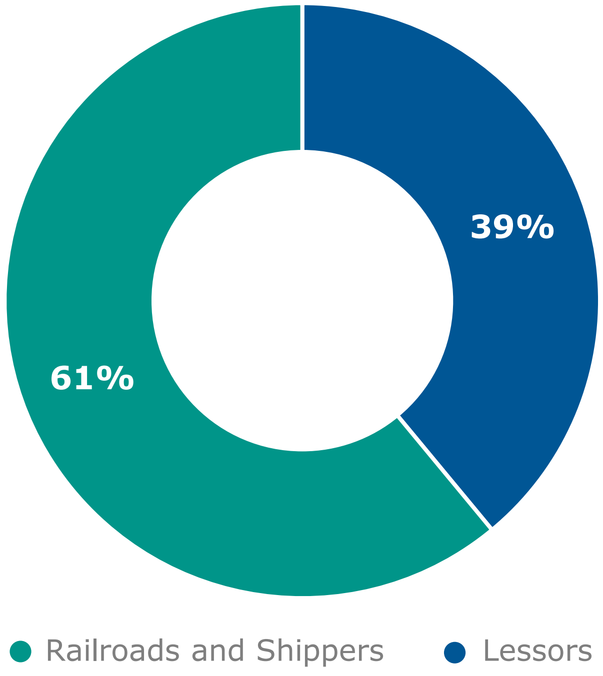
3 **Green Initiatives Driving Modal Share Shift From Road To Rail**

The European Green Deal, adopted in 2019, committed to turning the EU into the first climate neutral continent by 2050

- Target of doubling EU's rail freight traffic by 2050 (for example, freight rail modal share in Germany at ~20% in 2025)**

Railcar Ownership*

(Based on approximately 670K railcars)



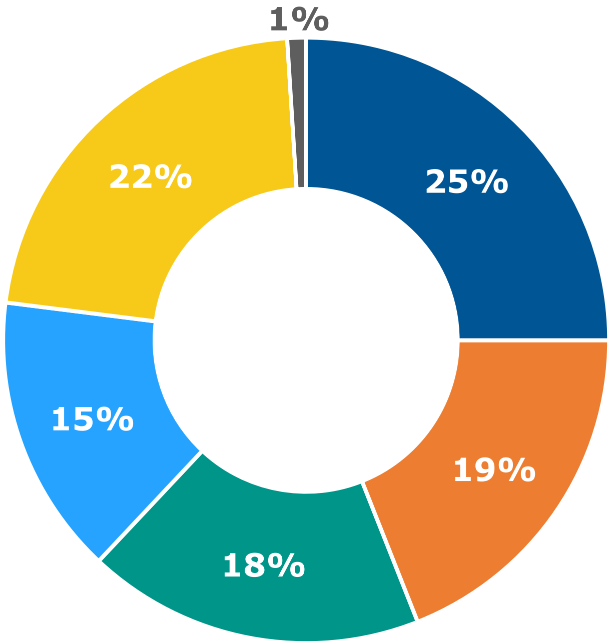
*Based on GATX management estimates as of January 2026.

**Source: European Commission, "Sustainable and Smart Mobility Strategy", 2020; Federal Statistical Office of Germany, "Freight Transport by Railway", 2025.

Estimated Industry and Fleet Ownership:
Europe

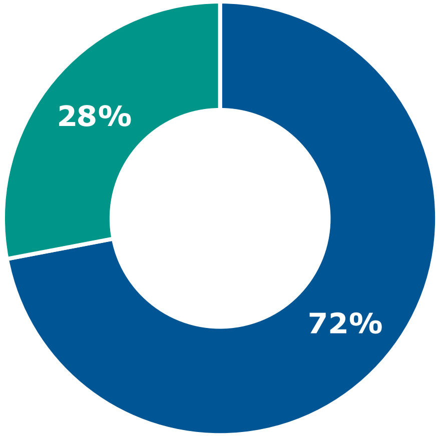
Railcars by Type

(Approximately 670K railcars)



- Open Wagons
- Flat Wagons
- Tank Wagons
- Intermodal Wagons
- Covered Wagons
- Other

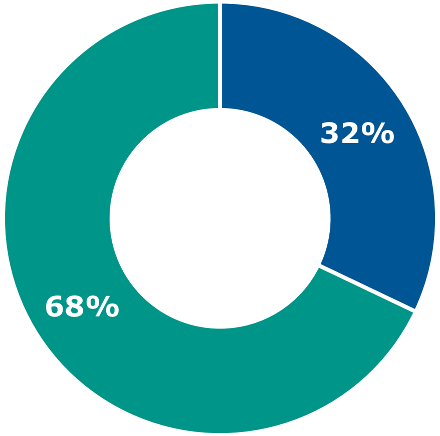
Tank Car Ownership Share



- Lessor
- Railroad & Privately Owned

Based on approximately 119K tank cars

Freight Car Ownership Share



- Lessor
- Railroad & Privately Owned

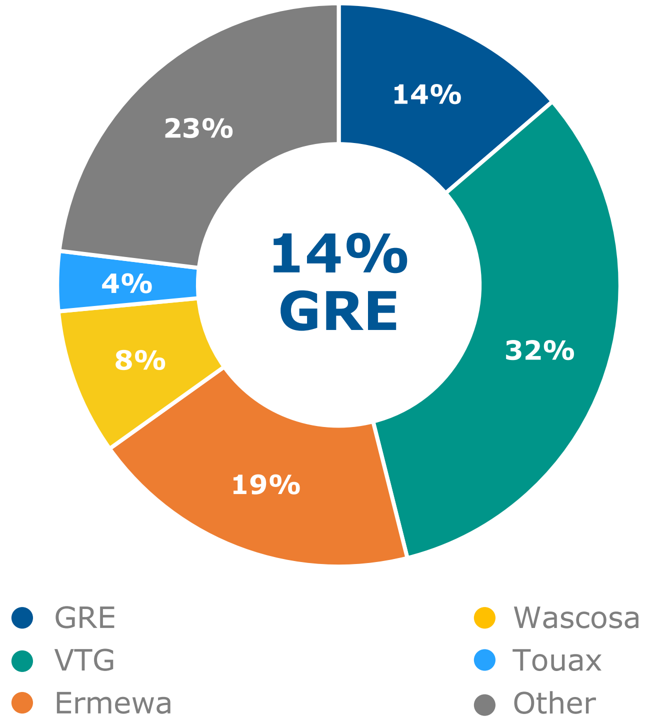
Based on approximately 551K freight cars

Source: GATX management estimates as of January 2026.

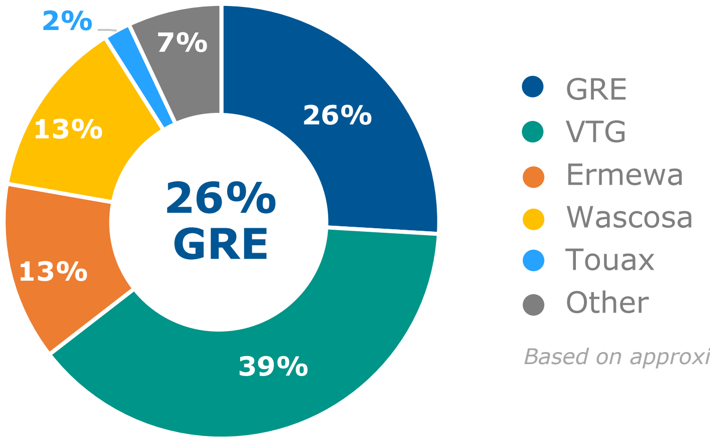
Estimated Lessor Market Share: Europe

Lessor Ownership Share

(Based on approximately 263K lessor-owned railcars)

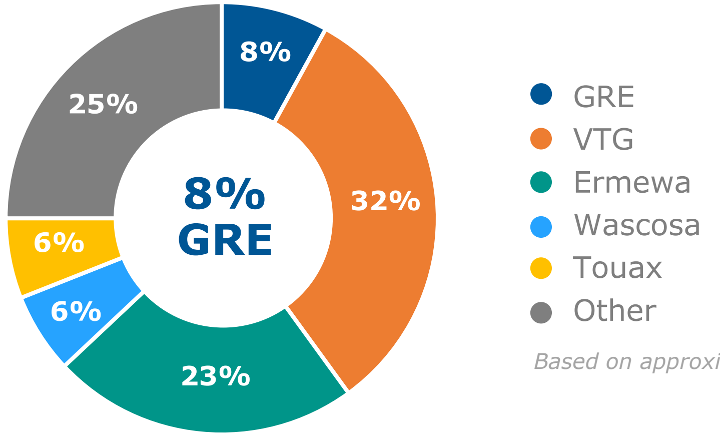


Tank Car Lessor Ownership Share



Based on approximately 86K lessor-owned tank cars

Freight Car Lessor Ownership Share

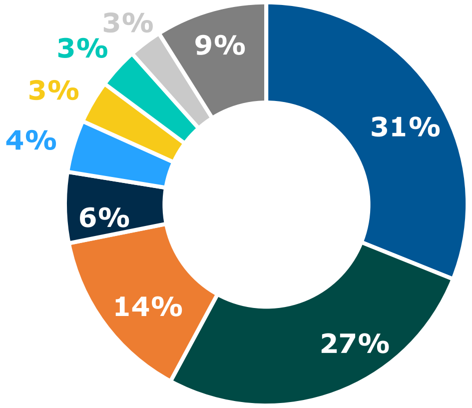


Based on approximately 177K lessor-owned freight cars

Source: GATX management estimates as of January 2026.

GATX Rail Europe (GRE):
Major Rail Markets

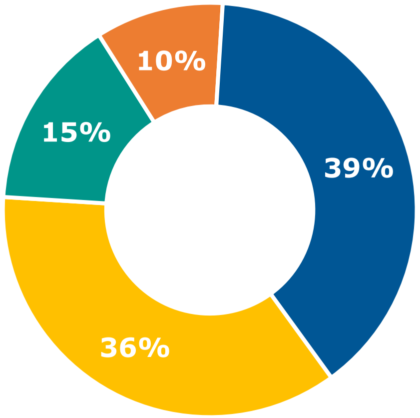
Over 70% of GRE's revenue is generated in Germany, Poland, and Austria—markets with strong freight rail transport economies



Countries Served

- Germany
- Poland
- Austria
- Switzerland
- France
- Hungary
- Romania
- The Netherlands
- Other

Based on 2025 GRE Revenues



Industries Served

- Freight & Intermodal
- Mineral Oil
- Liquefied Petroleum Gas
- Chemicals

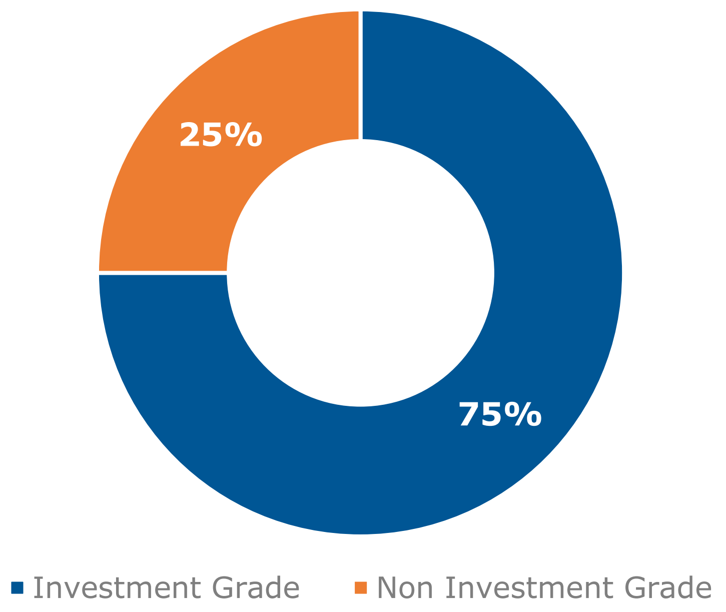
Based on 2025 Rail Europe Fleet Count

CAR TYPE	COMMODITIES CARRIED
Mineral Oil	Light mineral oil (gasoline, jet fuel, diesel oils, light heating oils), dark mineral oil (heavy heating oils, lubricating oils, coal tar, bitumen, asphalt), crude oil, bio diesel, styrene, acetone, methanol, ethanol
Liquefied Petroleum Gas (LPG)	Propane, butane, propylene, butadiene, light carbohydrate fractions, cooling gas mixtures, chloromethanes
Chemicals	Liquid fertilizers, acids (hydrochloric, sulfur, phosphoric, etc.), bases (carbohydrates, solutions, soda lye, sodium hypochlorite, etc.), aromatics (benzene, toluene, xylenes, phenol, etc.), liquid sulfur, hydrogen peroxide, resins and glues, solvents
Freight and Intermodal	Containers/trailers, steel coils, timber, lime, cement, coal, coke, gravel, sand, silica sand

GATX Rail Europe (GRE):
Diverse Customer Portfolio

GRE's newer and higher capacity railcar fleet attracts top-tier customers

Credit Ratings of Top 20 Customer Families*



Top 20 customers based on 2025 revenue

1. Diverse customer base with approximately **300 customers**
2. 9 of top 10 customers have done business with us for **over 20 years, four for 30 years**
3. Average remaining lease term of **26 months**
4. Renewal success rates have been **consistently high**

Top customers based on 2025 revenue;
**Customer families may include more than one customer account; The ratings noted generally reflect the credit quality of the rated parent entity; Lease obligations of subsidiaries are not necessarily guaranteed by the rated parent entity.*
As of 12/31/2025

GATX Rail Europe (GRE):
Service Offerings

MAINTENANCE

- Focused on maximizing railcar availability for customers
- Demonstrated track record of high safety standards and deep technical expertise
- Operates an owned workshop in Poland alongside certified contract shop partners
- Integrates tank and freight car cleaning with scheduled repairs to reduce downtime

ENGINEERING

- Decades of engineering experience
- Ability to adapt specialized railcars in GRE’s owned workshop to meet customer needs
- Assists customers throughout the process from design concepts to construction and delivery of new and modernized railcars

ASSEMBLY

- Ability to assemble new railcars for GRE at its owned Ostróda, Poland workshop
- GRE’s owned assembly capability, combined with its extensive modernization expertise, supports high safety and quality standards
- Delivers tailored solutions to meet customer requirements

SUPPORT

- Comprehensive, customer-focused service offering
- Telematics & sensor-based solutions to better serve customers
- Deep industry expertise combined with a strong understanding of individual transportation needs

MODERNIZATION

- Over the last 10 years, GRE has invested over $1.7 billion to grow and diversify its railcar fleet
- GRE has one of the youngest and most modern railcar fleets in Europe
- Customer-specific adaptations and additional equipment can be implemented across many railcar types

As of 12/31/2025

Industry Overview:
India

Indian Railways has implemented several initiatives aimed at increasing the country's freight rail modal share

Rail Freight Transport

SIGNIFICANT POTENTIAL

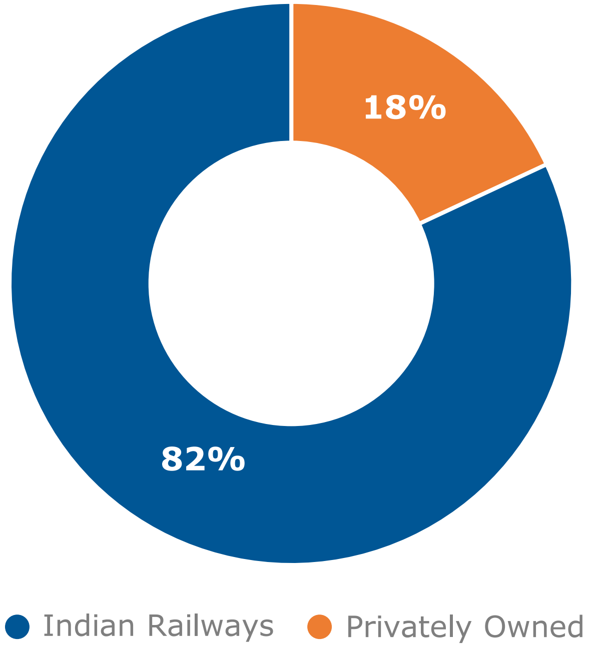
- Large railway network historically focused on passenger service
- Commodities transported over long distances
- Increased investments in rail infrastructure and manufacturing capacity
- Higher domestic consumption and new rail-linked terminals serving major demand centers expected to support higher rail traffic

GOVERNMENT INITIATIVES

- Targeting ~40-45% freight rail modal share by 2030 (currently ~30%); with freight loading expected to roughly double from current levels
- Rail-based freight supports national emissions-reduction objectives
- Advancing initiatives to encourage increased private ownership and leasing of railcars
- Significant investment in dedicated freight corridors
  - ~96% operational across Eastern and Western corridors (combined investment of ~$15B)
  - Four new corridors proposed

Railcar Ownership

(Based on approximately 410K railcars)

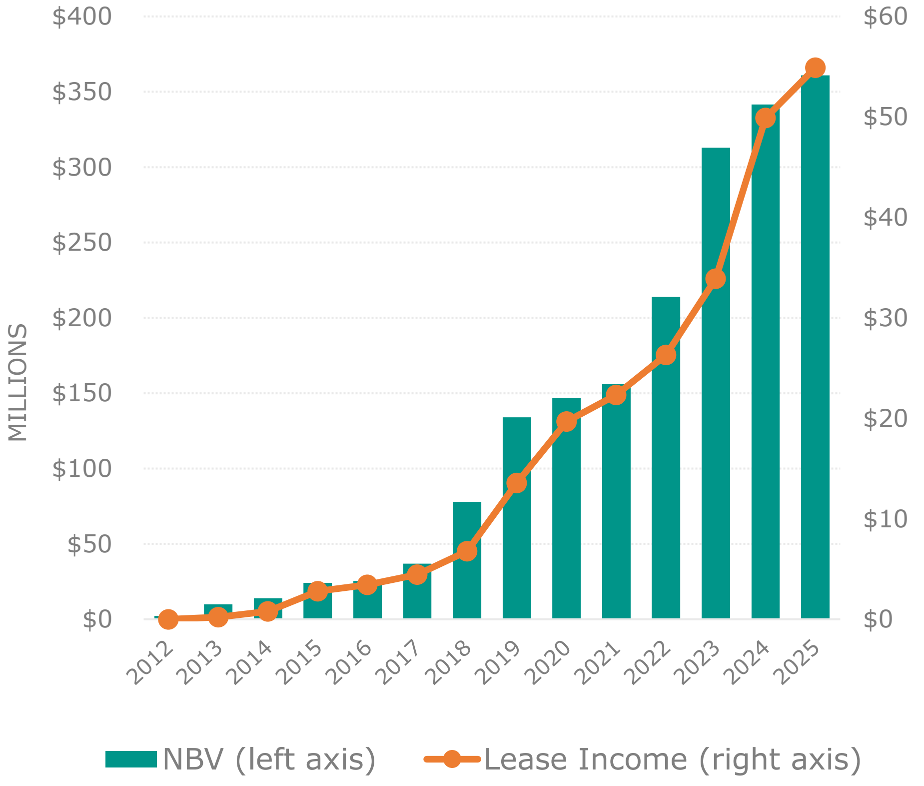


As of 12/31/2025
Source: Indian Railways (official publications and data releases, including its Annual Report); FICCI–PwC, "Container Train Operations After 20 Years of Deregulation" (April 2025); and GATX management estimates.

GATX Rail India Overview

GATX obtained the first-ever wagon leasing license in India in 2012 and is the largest private railcar lessor in the country

GATX's Growth in India



Key Attributes

1. **High Growth Opportunity**
   Actively seeks attractive investment opportunities to grow and diversify the fleet

2. **Strong Utilization and Long Lease Term**
   100% fleet utilization with average remaining lease term of 6 years

3. **Wholly Owned Fleet of Over 12,100 Railcars**
   Serving customers in the automotive, container, steel, cement, and bulk commodities transport sector

4. **Local Technical and Operational Capabilities**
   Leverages GATX's fleet management expertise to generate competitive advantages and premium customer services

As of 12/31/2025

Engine Leasing

Engine Leasing Overview

2025 OVERVIEW	SPARE ENGINE COUNT	AVERAGE FLEET AGE	ESTIMATED USEFUL LIFE	TYPICAL LEASE TERM	RRPF FLEET UTILIZATION
	RRPF: 456 GEL: 46	RRPF: 11 years GEL: 5 years	25-30 years	5-12 years	98.7%

Rolls-Royce & Partners Finance (RRPF) affiliates

The RRPF affiliates, our 50% owned group of joint ventures with Rolls-Royce plc, lease aircraft spare engines to commercial aircraft operators worldwide and to Rolls-Royce for their engine maintenance programs

RRPF NBV:
$5.8 Billion
(GATX's share: $2.9B)

GATX Engine Leasing (GEL)

GATX directly invests in aircraft spare engines when opportunities arise through GEL, our wholly owned entity, with the assets managed by RRPF

GEL NBV:
$1.0 Billion

As of 12/31/2025

Aircraft Spare Engine Leasing Industry

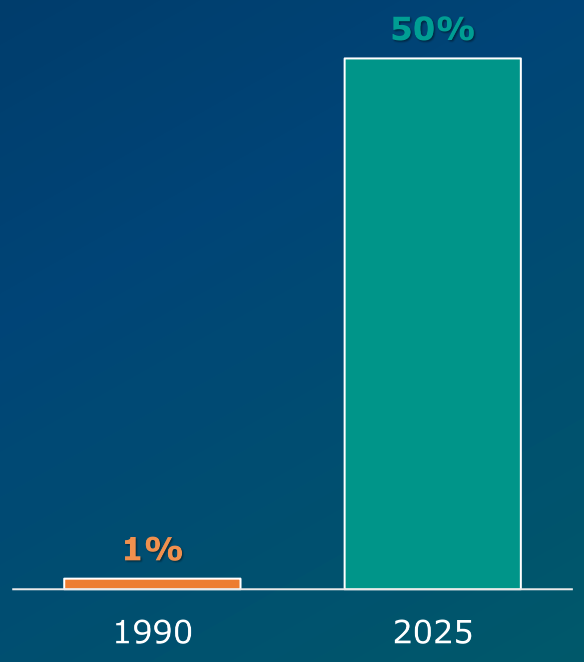
Aircraft spare engines are attractive and reliable leasing assets

- Robust residual value characteristics
- Typically retain value better over the long term compared to the aircraft

Aircraft engines undergo regular scheduled maintenance every 3-5 years, with each visit typically lasting 90-120 days

- Spare engines are maintained to help ensure uninterrupted fleet operations
- Manufacturer and industry guidance generally recommends spare engine ratios, relative to installed engines, of approximately **8–10% for narrowbody** and **10–15% for widebody**.

Percentage of Industry's Aircraft Spare Engines Leased Rather Than Owned Has Increased Over Time*



*Based on RRPF management estimate as of 12/31/2025.

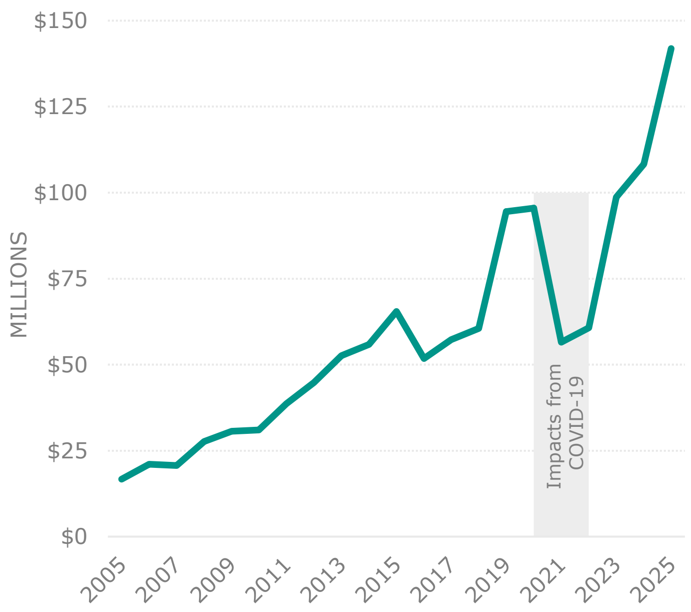
RRPF Affiliates Overview

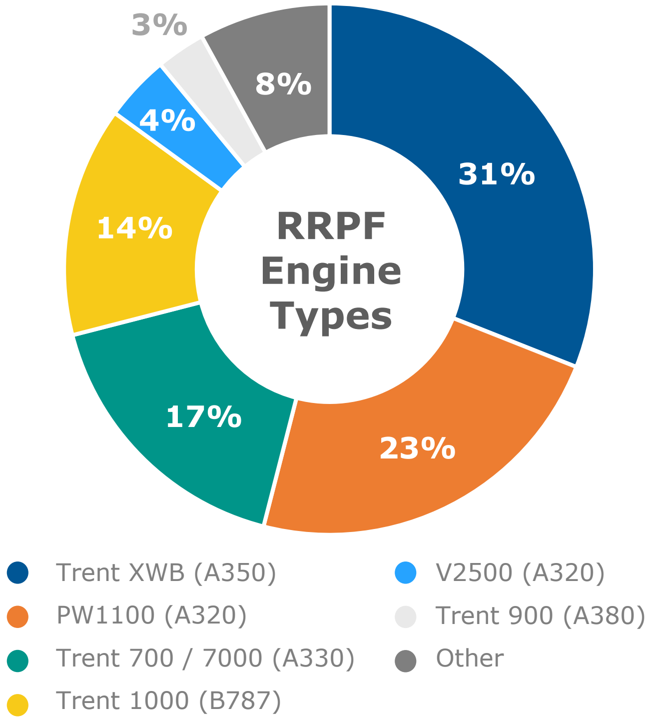
ROLLS-ROYCE & PARTNERS FINANCE (RRPF)

RRPF's portfolio consists of 456 aircraft spare engines with a net book value of $5.8 billion, of which GATX owns 50%

GATX's Share of RRPF Pre-Tax Income

Excluding Tax Adjustments and Other Items (Non-GAAP)





Based on NBV of approximately $5.8B; 100% of RRPF's portfolio, of which GATX has a 50% ownership

The RRPF affiliates portfolio has contractual future lease receipts of $3.0 Billion

(100% basis)

As of 12/31/2025

GATX Engine Leasing (GEL) Overview

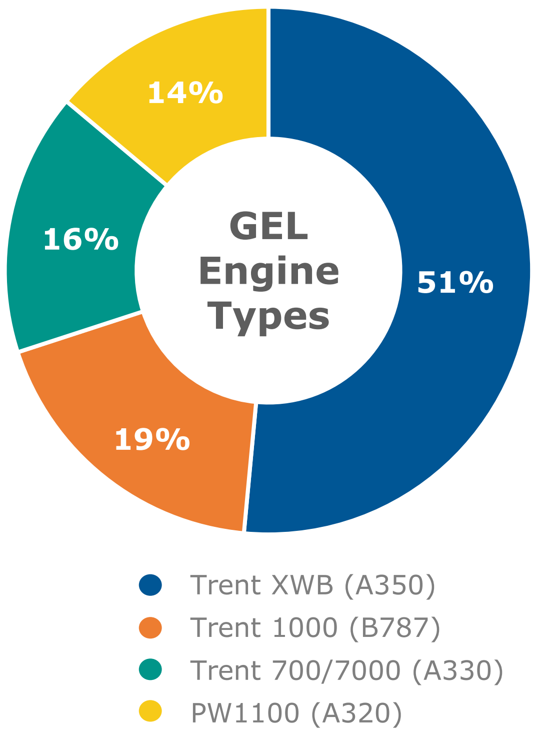
GATX ENGINE LEASING (GEL)

GEL reflects GATX's wholly owned aircraft spare engine leasing assets

GEL owns 46 aircraft spare engines with a net book value of $1.04 billion

- 21 engines are on long-term leases with airline customers
- 25 engines are employed in an engine capacity agreement with Rolls-Royce plc for use in its engine maintenance programs

All engines at GEL are managed by the RRPF affiliates



Based on NBV of $1.04B

As of 12/31/2025


CUYPERS
trifleet
TIFU 176648 4
TIFU 176677 7
22K2 T11
UN PORTABLE TANK
TIFU 778301 0
22K2 T12 L4BH

Trifleet

Trifleet Overview

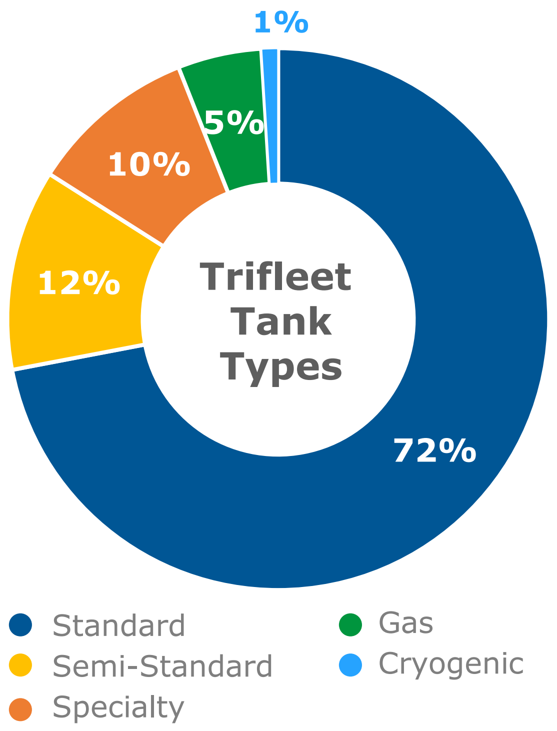
2025 OVERVIEW	FLEET COUNT	AVERAGE FLEET AGE	ESTIMATED USEFUL LIFE	TYPICAL LEASE TERM	NUMBER OF CUSTOMERS	PRIMARY COUNTRIES OF OPERATION
	25,600+ owned and managed tank containers	8 years	15-25 years	1-5 years	~300	Singapore, China, Germany, The Netherlands, U.S.

Trifleet Attributes

- Experienced management team
- Strong safety track record
- Excellent brand and customer service
- Attractive fleet and global network
- Opportunities for growth

Tank Container Attributes

- Tank containers transport a variety of liquids and gases and can be transported and stored as standard dry box containers for ship, rail, and road journeys
- Tank containers offer a safe, flexible, and efficient mode of transport

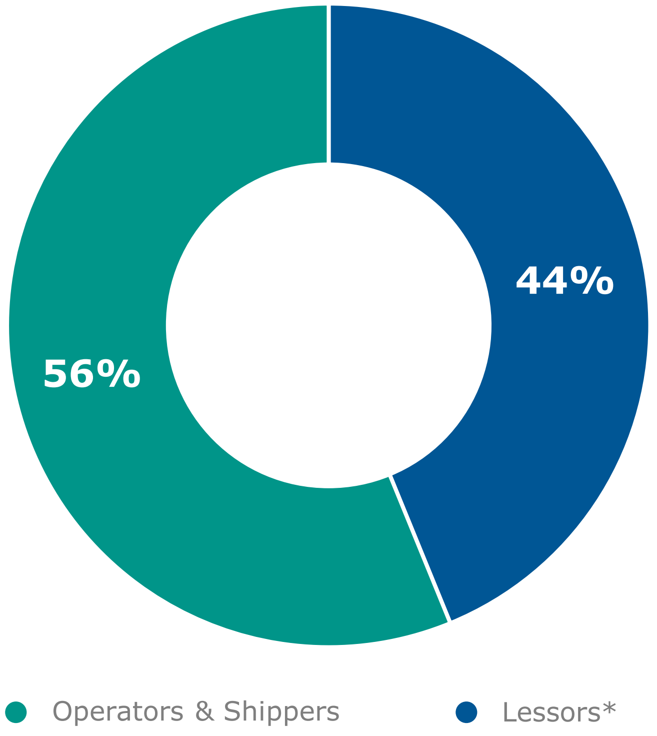


As of 12/31/2025

Industry Ownership and Market Share

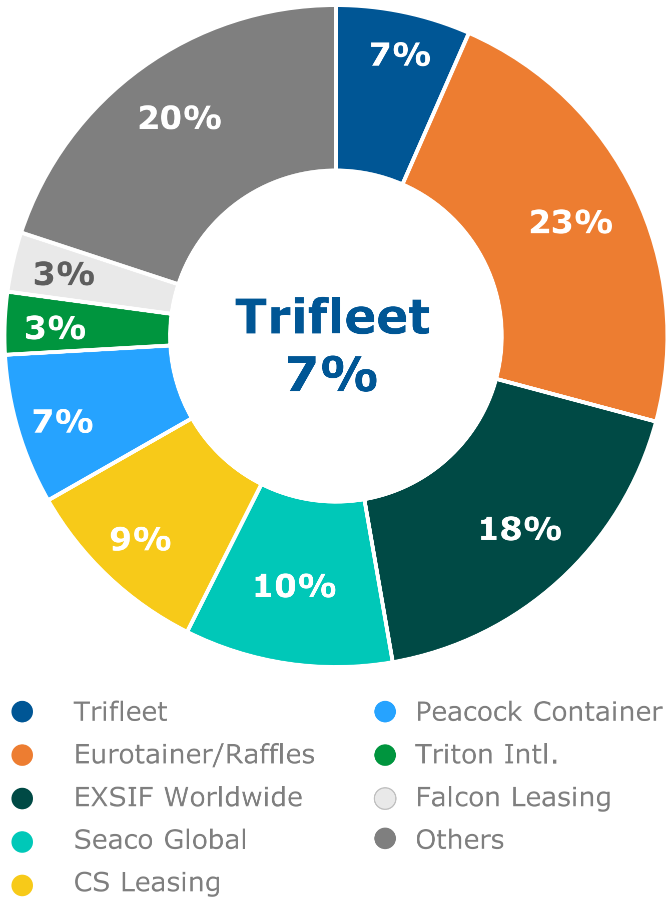
Industry Ownership

(Based on global tank container fleet of approximately 899K)



Top Lessors Ownership Share*

(Based on approximately 394K tank containers in leasing company fleets)



Source: International Tank Container Organization, 2026 Global Tank Container Fleet Survey.
**Includes owned and managed tank containers.*

Financial Highlights

Financial Profile Summary

FUNDING AND LIQUIDITY

- Strong, stable, and predictable cash flow
- Contractual future lease receipts from a high-quality, diversified customer base
- Consistent access to capital markets across cycles
- Robust contingent funding plan supported by diverse funding sources
- Capital spending flexibility

CAPITALIZATION AND LEVERAGE

- Strong balance sheet; mostly unsecured debt
- Well-balanced debt maturity profile

EARNINGS AND PROFITABILITY

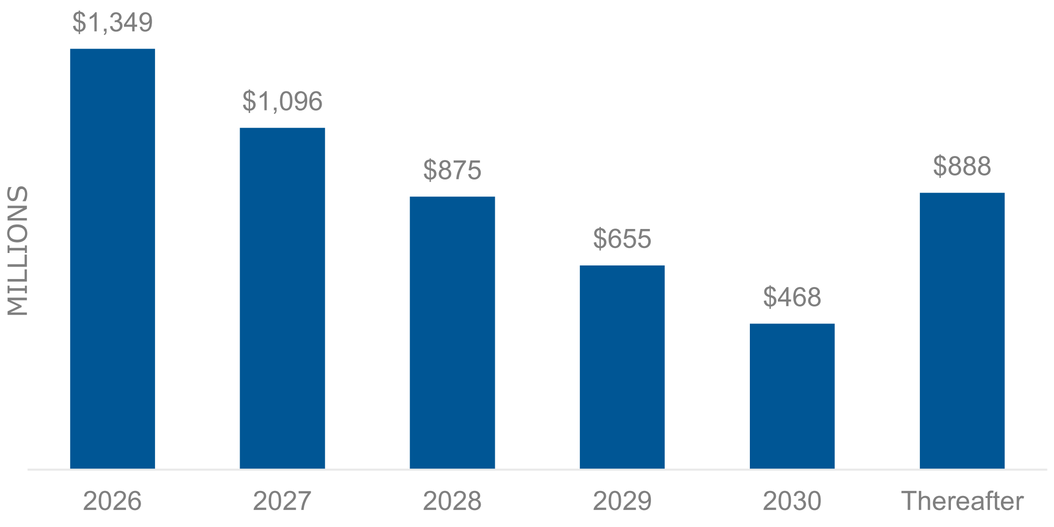
- Proven strategy of investing and generating attractive returns across market cycles

ASSET QUALITY

- Market leader in railcar leasing with deep asset knowledge
- Primarily long-lived, widely used transportation assets with a service component
- Active use of the secondary market to optimize fleet quality and diversification
- Solid, long-standing customer relationships

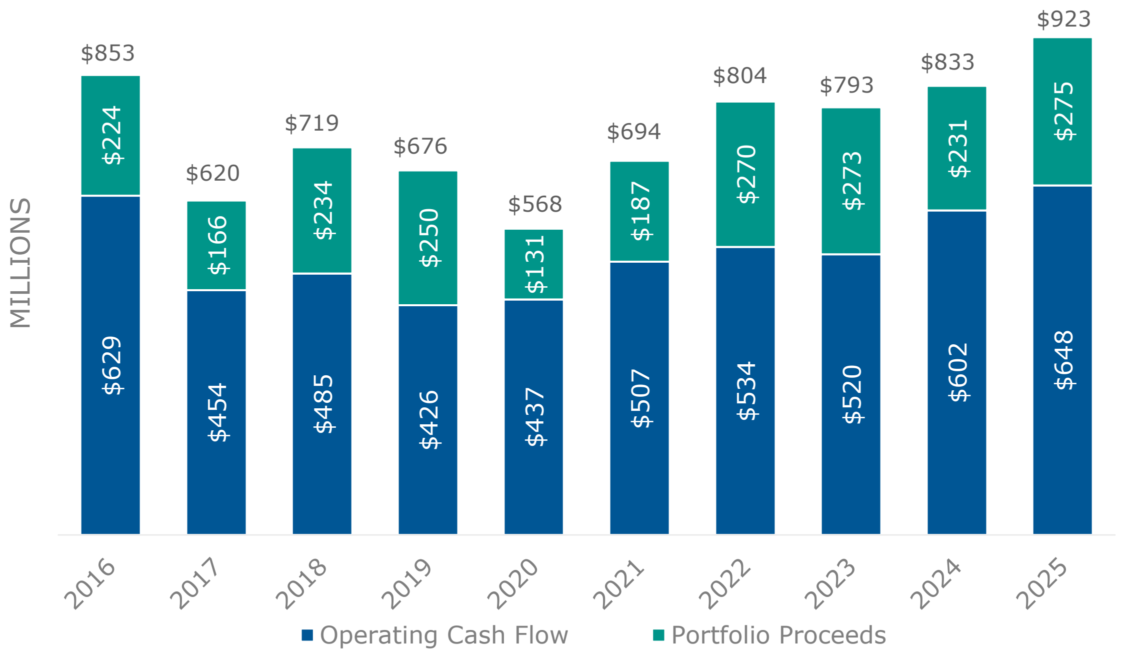
Financial Highlights:
High-Quality and Consistent Cash Flows

GATX Contractual Future Lease Receipts*



GATX has over $5.3 billion in contractual future lease receipts

Operating Cash Flow & Portfolio Proceeds**

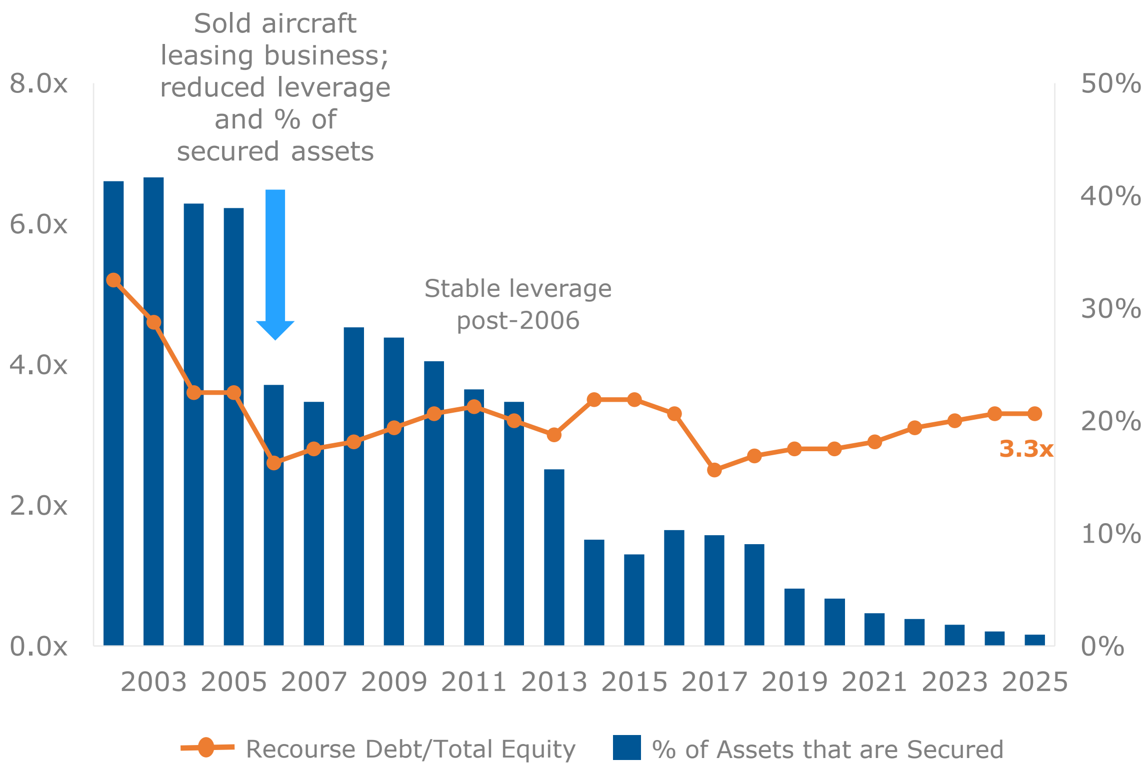


Our strong operating cash flow provides solid capital allocation flexibility

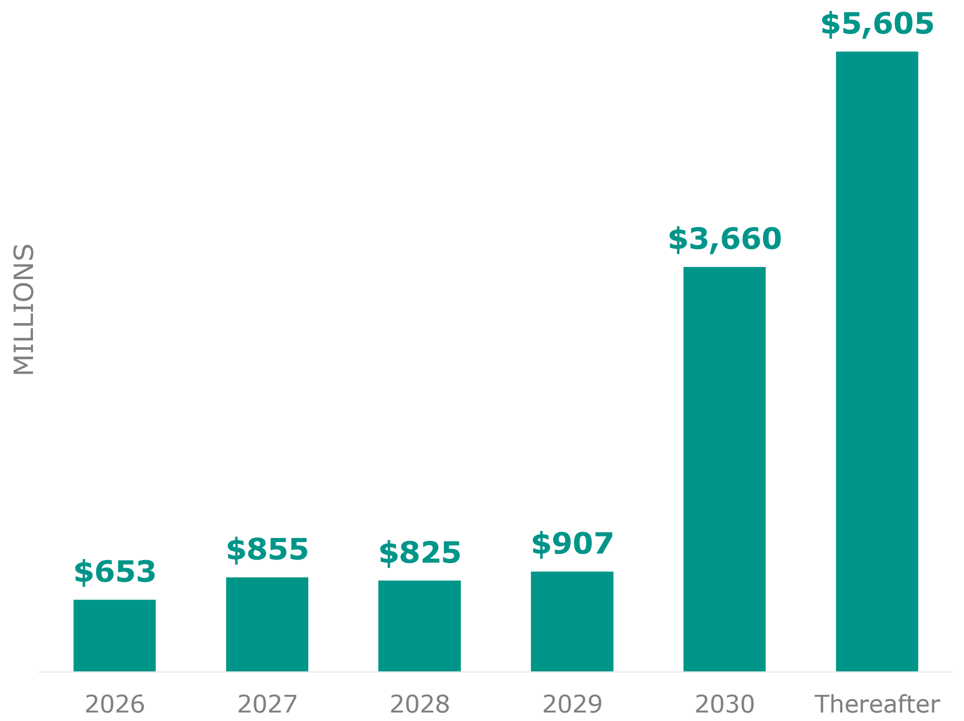
**Reflects GATX's consolidated operations, excluding RRPF.*
*** The 2016 information has not been recast to conform to discontinued operations presentation; 2017-2025 reflects continuing operations.*
As of 12/31/2025

Financial Highlights:
Strong Balance Sheet

Leverage & Reduction of Secured Assets*



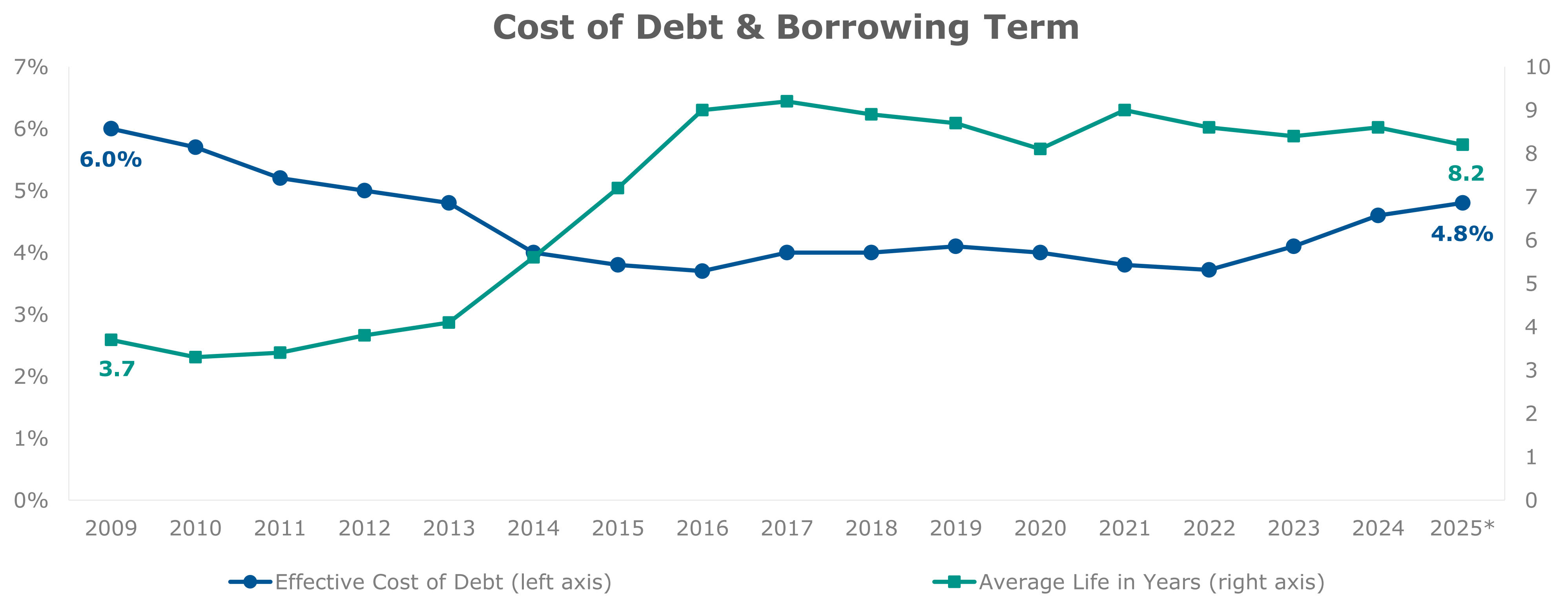
Future Debt Obligations**



As of 12/31/2025
**Total Recourse Debt = On-Balance Sheet Recourse Debt + Off-Balance Sheet Recourse Debt + Finance and Operating Lease Obligations + Commercial Paper and Bank Credit Facilities, Net of Unrestricted Cash and Short-Term Investments (In accordance with the new lease accounting standard, off-balance sheet assets and recourse debt are no longer applicable beginning in 2019); the reduction in recourse leverage from 2016 to 2017 is due to the increase in shareholders' equity resulting from the impact of the 2017 Tax Cuts and Jobs Act.*
***2030 maturities include GABX's $2,959.0 million term loan (guaranteed by GATX).*

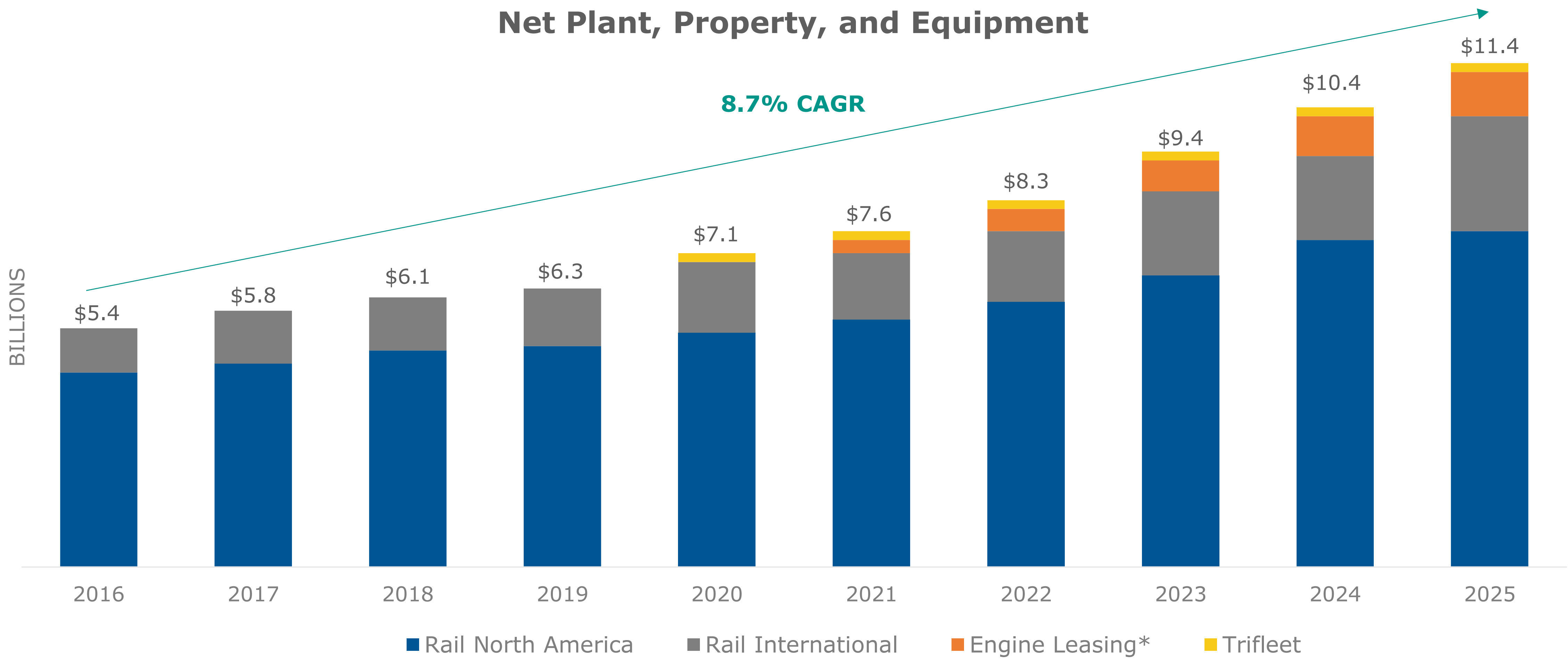
Financial Highlights:
Focus on Balance Sheet Optimization

Over the past 15 years, GATX has lowered borrowing costs while lengthening the average borrowing term



The 2025 Effective Cost of Debt excludes GABX's $2,959.0 million term loan (guaranteed by GATX) and related restricted cash.
As of 12/31/2025

Financial Highlights:
Consistent Growth in Asset Base



As of 12/31/2025
**Excludes RRPF*

Appendix:
Reconciliation of Non-GAAP Measures

Reconciliation of Non-GAAP Measures

Net Income *(in millions)*	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Net income (GAAP)	$ 257.1	$ 502.0	$ 211.3	$ 211.2	$ 151.3	$ 143.1	$ 155.9	$ 259.2	$ 284.2	333.3
Less: Net income from discontinued operations (GAAP)	n/a	34.2	20.8	30.4	1.1	-	-	-	-	-
Net income from continuing operations (GAAP)	$ 257.1	$ 467.8	$ 190.5	$ 180.8	$ 150.2	$ 143.1	$ 155.9	$ 259.2	$ 284.2	$ 333.3
Less: Net income attributable to non-controlling interest	-	-	-	-	-	-	-	-	-	-
Net Income from continuing operations attributable to GATX	$ 257.1	$ 467.8	$ 190.5	$ 180.8	$ 150.2	$ 143.1	$ 155.9	$ 259.2	$ 284.2	$ 333.3
Adjustments to pre-tax income from continuing operations attributable to GATX:										
Acquisition-related expenses	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 6.5
Litigation Claims settlements	-	-	-	-	-	-	-	-	3.3	-
Net (gain) loss on Specialized Gas Vessels at Engine Leasing (formerly Portfolio Management)	-	-	-	-	-	-	34.3	4.0	(0.6)	-
Net (gain) loss on Rail Russia at Rail International	-	-	-	-	-	-	14.6	(0.3)	-	-
Environmental reserves	-	-	-	-	-	-	5.9	-	10.7	-
Net insurance proceeds	-	-	-	-	-	(5.3)	-	-	-	-
Debt extinguishment costs	-	-	-	-	-	4.5	-	-	-	-
Cost attributable to the closure of a maintenance facility at Rail International	-	-	9.5	-	-	-	-	-	-	-
Net loss (gain) on wholly owned Engine Leasing (formerly Portfolio Management) marine investments	2.5	(1.8)	-	-	-	-	-	-	-	-
Railcar impairment at Rail North America	29.8	-	-	-	-	-	-	-	-	-
Residual sharing settlement at Engine Leasing (formerly Portfolio Management)	(49.1)	-	-	-	-	-	-	-	-	-
Total adjustments to pre-tax income from continuing operations attributable to GATX	$ (16.8)	$ (1.8)	$ 9.5	$ -	$ -	$ (0.8)	$ 54.8	$ 3.7	$ 13.4	$ 6.5
Income taxes thereon, based on applicable effective tax rate	$ 7.2	$ 0.7	$ (3.1)	$ -	$ -	$ 0.2	$ (1.5)	$ -	$ (3.5)	$ (1.6)
Other income tax adjustments to income from continuing operations attributable to GATX:										
Income tax rate changes	$ -	$ -	$ -	$ (2.8)	$ -	$ -	$ (3.0)	$ (3.0)	$ (6.0)	$ (13.3)
Net operating loss valuation allowance adjustment	-	-		-	-	-	-	(2.3)	-	6.4
Impact of the Tax Cuts and Jobs Act of 2017	-	(293.2)	(16.7)	-	-	-	-	-	-	-
Foreign tax credit utilization	(7.1)	-	(1.4)	-	-	-	-	-	-	-
Total other income tax adjustments to income from continuing operations attributable to GATX	$ (7.1)	$ (293.2)	$ (18.1)	$ (2.8)	$ -	$ -	$ (3.0)	$ (5.3)	$ (6.0)	$ (6.9)
Adjustments attributable to affiliates' earnings from continuing operations, net of taxes:										
Insurance proceeds	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ (11.5)
Aircraft spare engine impairment at RRPF	-	-	-	-	-	-	11.5	-	-	-
Income tax rate changes	(3.9)	-	-	-	12.3	39.7	-	-	-	-
Net loss (gain) on Engine Leasing (formerly Portfolio Management) marine affiliate	(0.6)	-	-	-	-	-	-	-	-	-
Total adjustments attributable to affiliates' earnings from continuing operations, net of taxes	$ (4.5)	$ -	$ -	$ -	$ 12.3	$ 39.7	$ 11.5	$ -	$ -	$ (11.5)
Net Income from continuing operations attributable to GATX, excluding tax adjustments and other items (non-GAAP)	$ 235.9	$ 173.5	$ 178.8	$ 178.0	$ 162.5	$ 182.2	$ 217.7	$ 257.6	$ 288.1	$ 319.8
Adjustments attributable to discontinued operations, net of taxes:										
Net casualty gain at ASC	n/a	-	-	(8.1)	-	-	-	-	-	-
Impact of the Tax Cuts and Jobs Act of 2017	n/a	(22.7)	0.2	-	-	-	-	-	-	-
Total adjustments attributable to discontinued operations, net of taxes	n/a	$ (22.7)	$ 0.2	$ (8.1)	$ -	$ -	$ -	$ -	$ -	$ -
Net income from discontinued operations, excluding tax adjustments and other items (non-GAAP)	n/a	$ 11.5	$ 21.0	$ 22.3	$ 1.1	$ -	$ -	$ -	$ -	$ -
Net income from continuing operations attributable to GATX, excluding tax adjustments and other items (non-GAAP)	**$ 235.9**	**$ 185.0**	**$ 199.8**	**$ 200.3**	**$ 163.6**	**$ 182.2**	**$ 217.7**	**$ 257.6**	**$ 288.1**	**$ 319.8**

Note: The 2016 information has not been recast to conform to discontinued operations presentation.

Reconciliation of Non-GAAP Measures

Earnings per Share	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Diluted earnings per share from continuing operations (GAAP)	$ 6.29	$ 11.88	$ 4.98	$ 4.97	$ 4.24	$ 3.98	$ 4.35	$ 7.12	$ 7.78	9.12
Diluted earnings per share from discontinued operations (GAAP)	n/a	0.87	0.54	0.84	0.03	-	-	-	-	-
Diluted earnings per share (GAAP)	$ 6.29	$ 12.75	$ 5.52	$ 5.81	$ 4.27	$ 3.98	$ 4.35	$ 7.12	$ 7.78	$ 9.12
Diluted earnings per share from continuing operations, excluding tax adjustments and other items (non-GAAP)	$ 5.77	$ 4.41	$ 4.67	$ 4.89	$ 4.59	$ 5.06	$ 6.07	$ 7.07	$ 7.89	8.75
Diluted earnings per share from discontinued operations, excluding tax adjustments and other items (non-GAAP)	n/a	0.29	0.55	0.62	0.03	-	-	-	-	-
Diluted earnings per share, excluding tax adjustments and other items (non-GAAP)	$ 5.77	$ 4.70	$ 5.22	$ 5.51	$ 4.62	$ 5.06	$ 6.07	$ 7.07	$ 7.89	$ 8.75

Note: The 2016 information has not been recast to conform to discontinued operations presentation.

Reconciliation of Non-GAAP Measures

On- and Off-Balance Sheet Assets	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Total assets (GAAP)	$ 7,105.4	$ 7,422.4	$ 7,616.7	$ 8,285.1	$ 8,937.6	$ 9,541.7	$ 10,072.0	$ 11,326.0	$ 12,296.5	17,999.5
Off-balance sheet assets (1):										
Rail North America	456.5	435.7	430.2	-	-	-	-	-	-	-
Discontinued operations	2.6	-	-	-	-	-	-	-	-	-
Total off-balance sheet assets	$ 459.1	$ 435.7	$ 430.2	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Total assets, as adjusted (non-GAAP)	$7,564.5	$7,858.1	$8,046.9	$8,285.1	$8,937.6	$9,541.7	$10,072.0	$11,326.0	$12,296.5	$17,999.5

(1) Off-balance sheet assets apply to 2018 and prior years. Beginning in 2019, off-balance sheet assets are no longer applicable under the lease accounting standard.