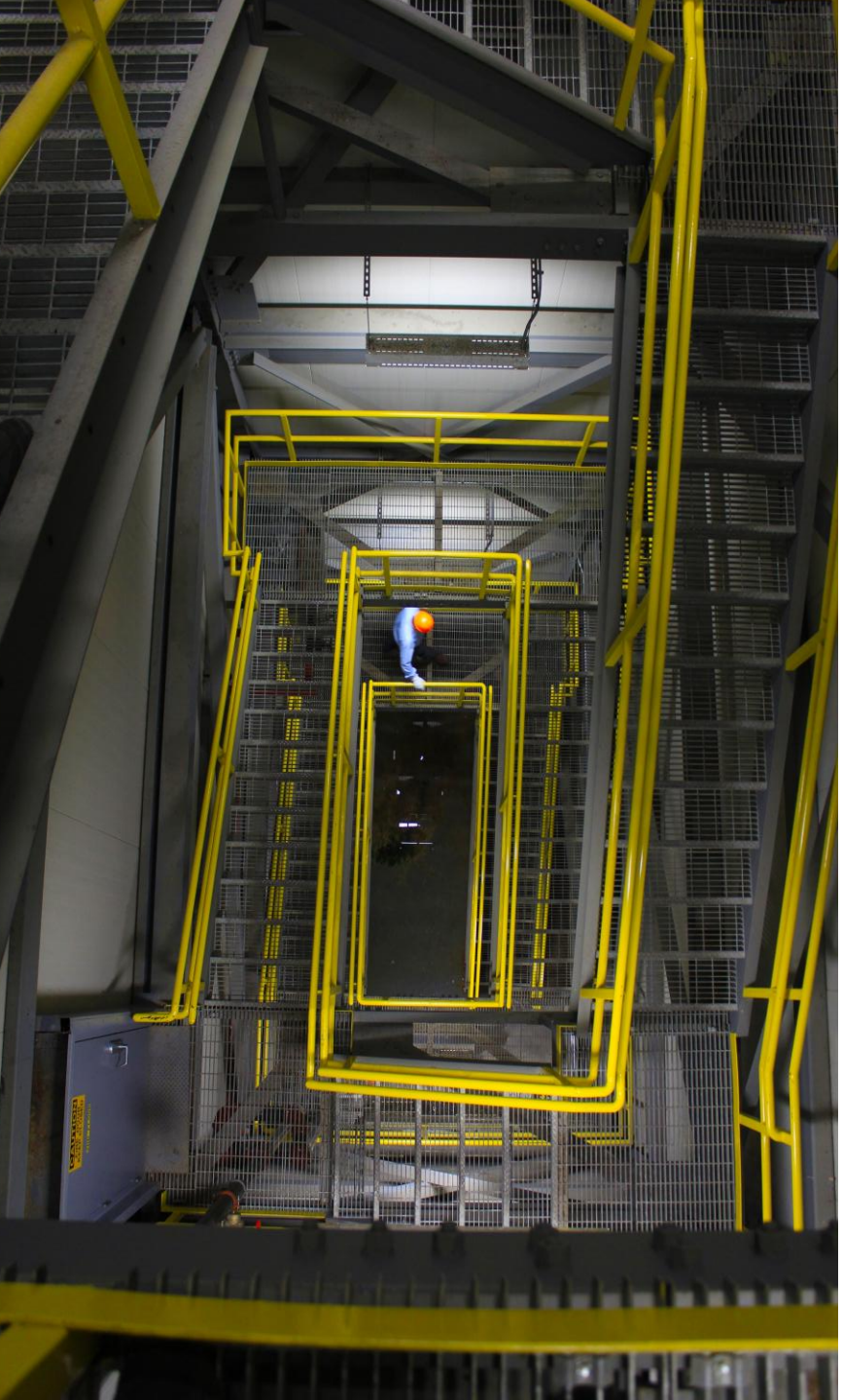
The Platform for Scalable Aviation Biofuel

NASDAQ: GEVO

gevo



Forward Looking Statement

This communication contains "forward-looking statements" within the meaning of Section 27A of the Securities Act of 1933, Section 21E of the Securities Exchange Act of 1934 and as defined in the Private Securities Litigation Reform Act of 1995. Forward-looking statements may be identified by the context of the statement and generally arise when the Company or its management is discussing its beliefs, estimates or expectations. Such statements generally include words such as "believes," "expects," "intends," "anticipates," "estimates," "continues," "may," "plan," "will," "goal," or similar expressions. Forward-looking statements are prospective in nature and are not based on historical facts, but rather on current expectations and projections of our management about future events and are therefore subject to risks and uncertainties, many of which are outside the Company's control, which could cause actual results to differ materially from what is contained in such forward-looking statements as a result of various factors, including, without limitation: the expected operational and financial synergies from the operation of Gevo North Dakota with the former Red Trail Energy, LLC assets; expected financial results (including adjusted EBITDA potential and expectations); competitiveness of Gevo's products; demand for Gevo's products; and other factors that could affect the Company's business. These and other factors are identified and described in more detail in the Company's Annual Report on Form 10-K for the year ended December 31, 2025, as well as the Company's subsequent filings and is available online at www.sec.gov. Readers are cautioned not to place undue reliance on the Company's projections and other forward-looking statements, which speak only as of the date thereof. Except as required by applicable law, the Company undertakes no obligation to update any forward-looking statement, or to make any other forward-looking statements, whether as a result of new information, future events or otherwise.

Strong Team With A Lot of Relevant Experience Across Agriculture, Fuels, Chemical Production, and Carbon

Paul Bloom, PhD
Chief Executive Officer

ADM
valspar

Chris Ryan, PhD
Chief Operating Officer

NatureWorks
Cargill
H.B. Fuller
Cargill Dow LLC

Greg Hanselman
Executive Vice President, Operations & Engineering

ADM
Ingredion
TATE & LYLE

Leke Agiri
Chief Financial Officer

Bank of America
OXY
Anadarko

Kimberly Bowron
Chief of Staff and President of Verity

CADRE
A U.S. SILICA COMPANY
TPC Group

Lindsay Fitzgerald
Chief Public Affairs Officer

EPA
REG

Andy Shafer
Chief Customer, Marketing and Brand Officer

Cargill
Cargill Dow LLC
Dow
Elevance
NatureWorks

Nancy Young
Chief Sustainability Officer

Airlines for America
We Connect the World
Beveridge & Diamond
The Environmental Law Firm

Alex Clayton
Chief Carbon Officer

Nufarm
AGRIsoma
gevo

More than 240 years of relevant experience

- Bio-based fuels and chemicals, fermentation, renewable energy market development
- **Multiple products taken from concept to commercialization**

Gevo is the Platform for Synthetic Aviation Fuel (SAF)

We combine existing feedstock, technologies, carbon capture and verification into one growth platform.

gevo Fuels



- Low carbon ethanol plus coproducts
- Carbon capture & sequestration (CCS)
- Alcohol-to-Jet (ATJ) growth projects

VERITY™

- End-to-end, track and trace solution
- Proprietary distributed ledger technology
- Software-as-a-Service
- Corn and soybean processor third party customers

gevo Chem



- +300 patents, technology improvements including ethanol-to-olefins
- Bio-based, drop-in materials create potential for renewable, sustainable consumer products
  - ~$400-500B market opportunity
- Strategic alliances with high quality partners (LGChem, Axens)
- Expected to reduce capital and opex costs for future ATJ

gevo RNG

- Methane capture from dairy manure
- Serves on-road transportation market
- Produces 350,000 – 400,000 MMBtu per year Renewable Natural Gas (RNG)

Alcohol-to-Jet is the Only Scalable Solution

- Uses **existing industry**
  - Cereal crops such as corn
  - Fermentation
  - Alcohol (ethanol) production
- Feedstock is ethanol from **plant sugar**
  - Renewable
  - Abundant
  - Low carbon
  - Nutrient-rich coproducts
- **Product is +90% jet fuel** and drop-in
  - No new aircraft or infrastructure required
- **Cash cost of production is expected to be competitive** with fossil jet fuel, and still provides environmental benefits

Field Corn

1/3 Sugar → Ethanol (→Jet Fuel, Diesel)

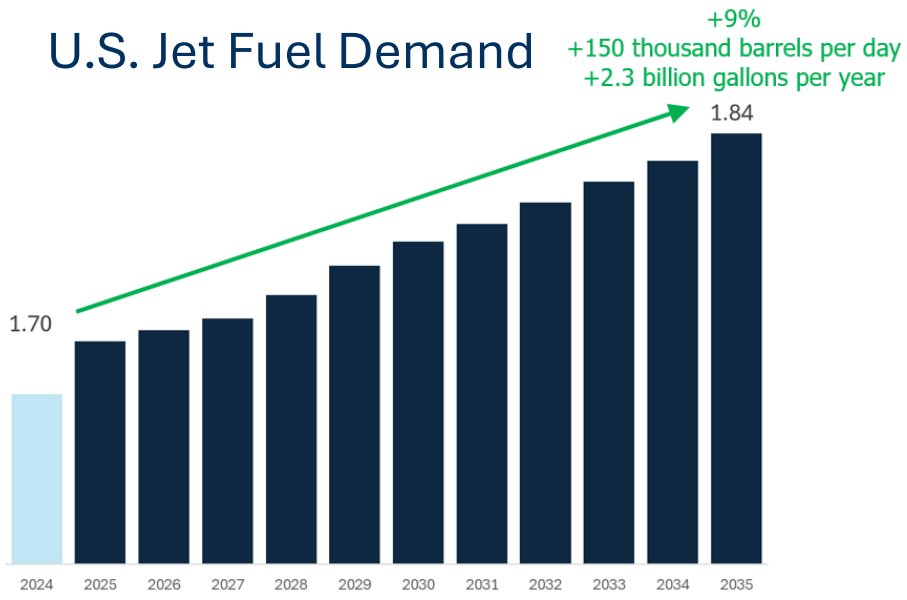
1/3 High Protein Animal Feed and Vegetable Oil

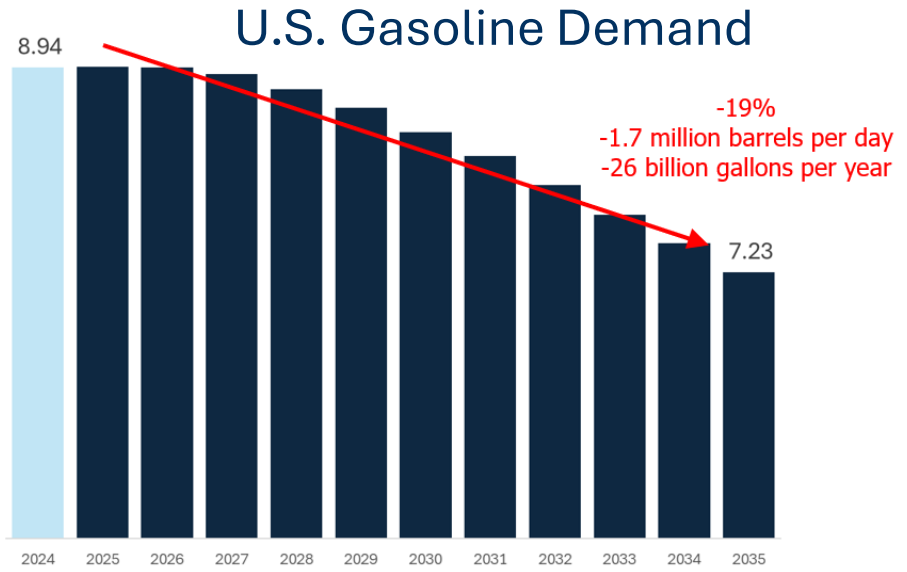
1/3 Carbon Dioxide (CO_2)

Gevo existing CCS well Richardton, North Dakota

The U.S. Needs More Jet Fuel

- **+2 billion gallons per year** additional jet fuel demand by 2035
- Refineries produce ~50% gasoline but only **~9% jet fuel**
- No new large U.S. refineries have been built in **~50 years**
- Expected to result in **higher prices + energy security risk**

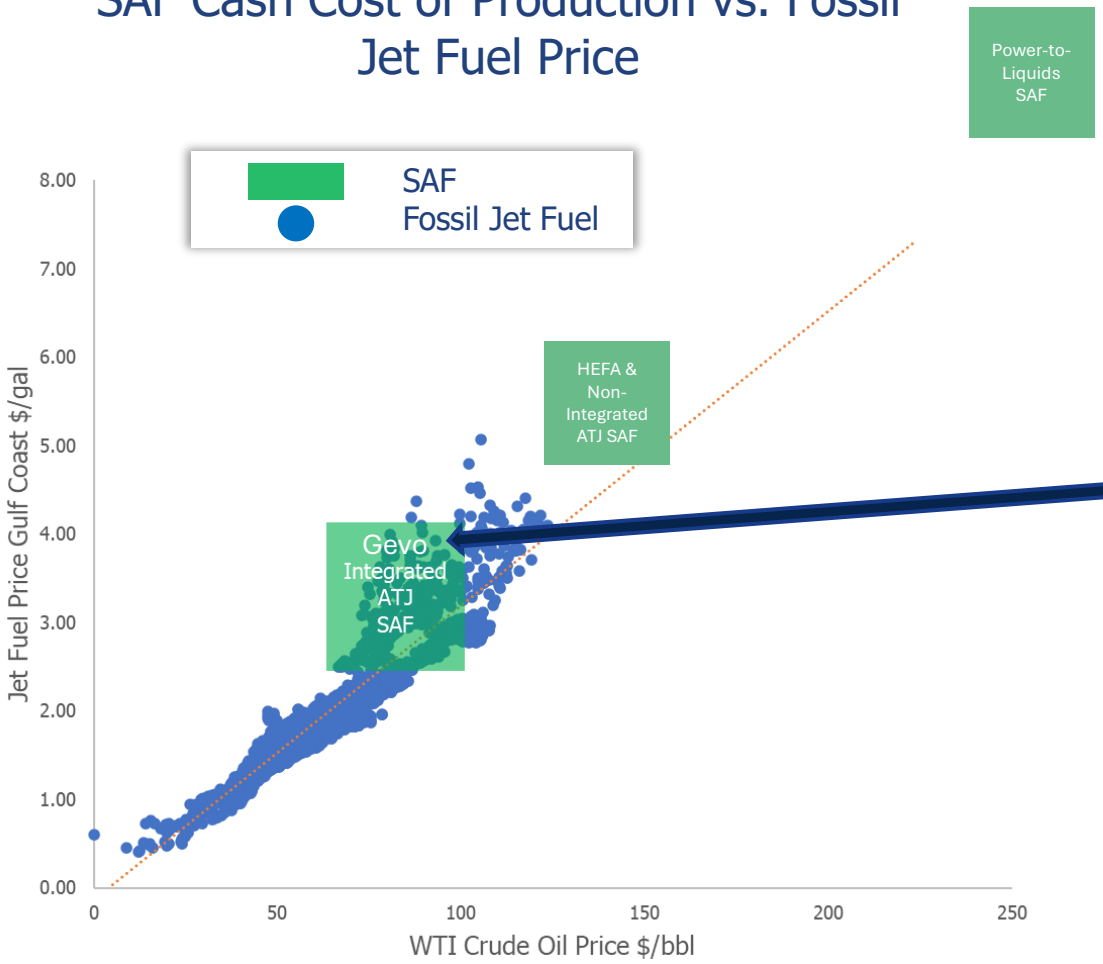




Source: US EIA, Annual Energy Outlook 2025, April 2025.

Cost Effective: Alcohol-to-Jet is the Most Competitive Cash Cost of Production Route to Make SAF

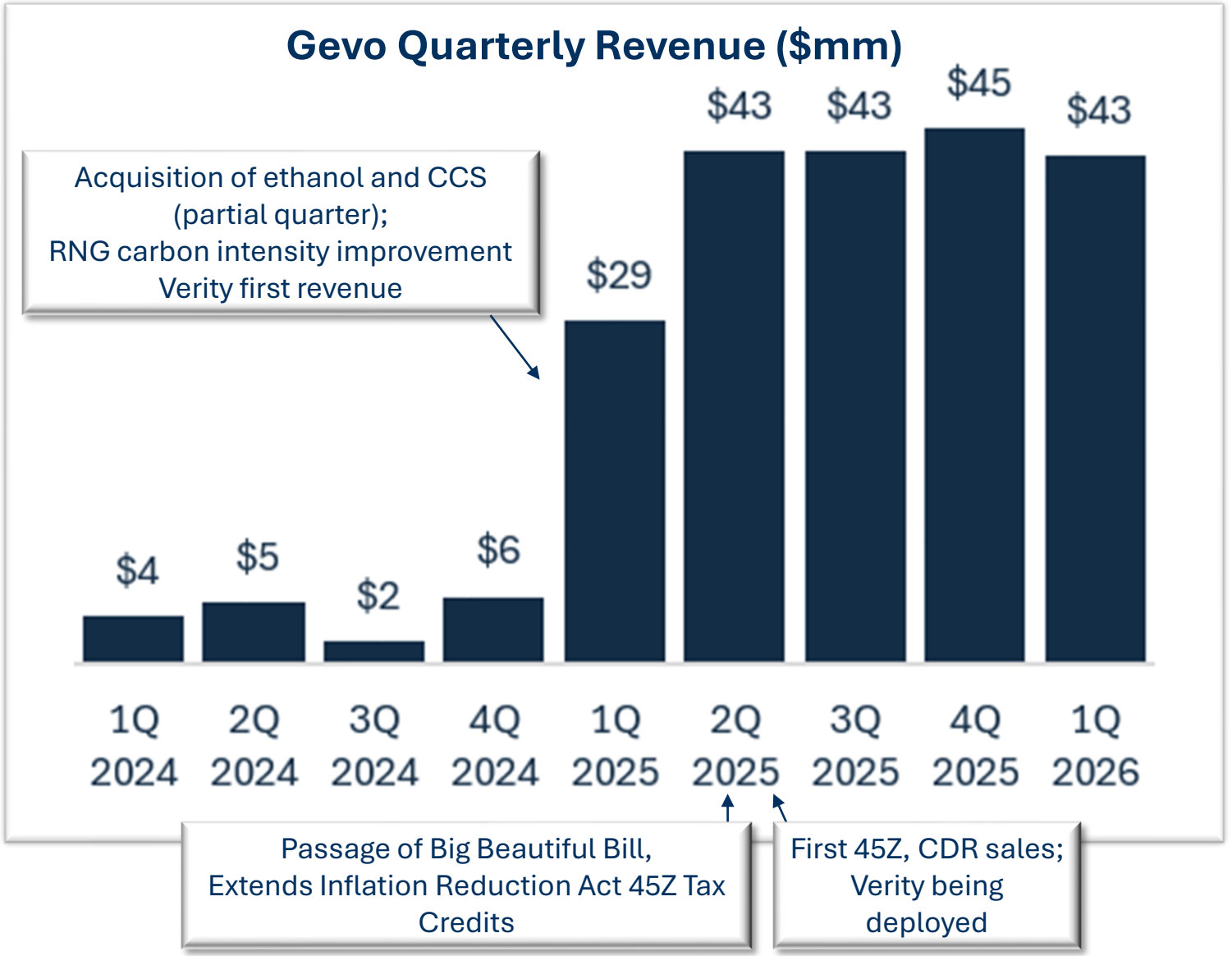
SAF Cash Cost of Production vs. Fossil Jet Fuel Price



- Gevo ATJ SAF cash cost of production is **expected to be competitive with fossil jet fuel prices,** even though ATJ SAF can deliver 100% or more carbon abatement per gallon
- Gevo's **proprietary integrated process** design and technologies lead to **most favored competitive position**
- Gevo design uses **proven and fully scaled up unit operations**
- **Alcohol-to-Jet**; is the **most competitive on a cash cost of production basis** with a raw material cost a fraction of HEFA
- Three plant designs: 30 MGPY, 60 MGPY, and 150 MGPY

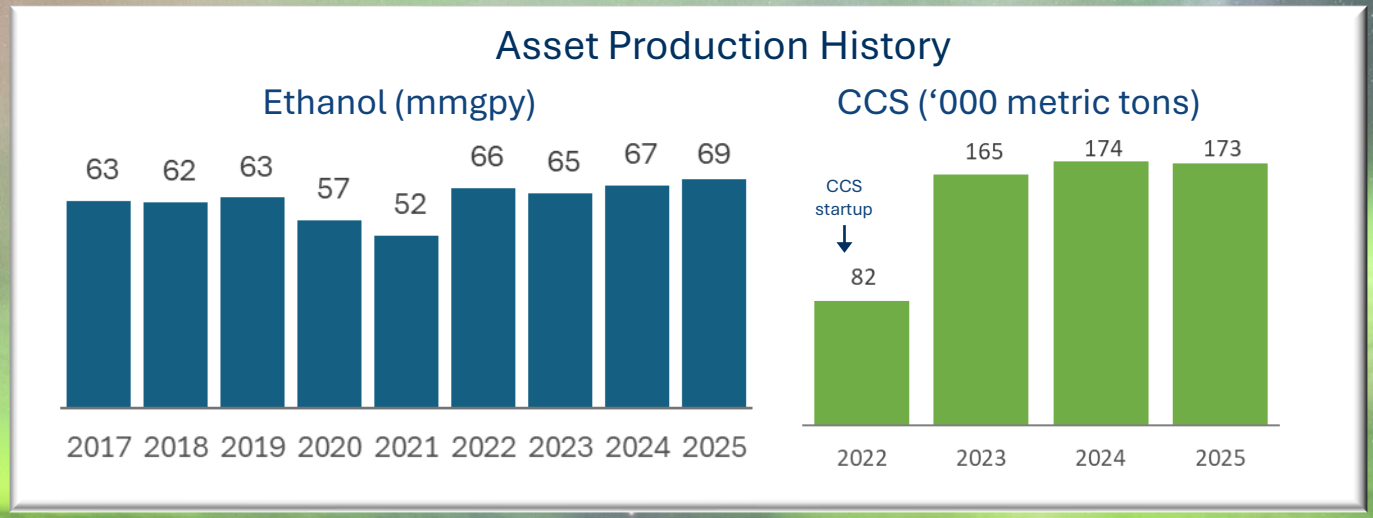
Cash cost of production represents total economic cost of production before capital cost. Does not include federal and state incentives.
Based on work done by an independent global consulting firm, Nexant, Cancawe-Aramco, and Gevo analysis. SAF production cash cost shown before Federal and state incentives such as RINs, LCFS, 45Z and other state SAF tax credits, and before new capital cost. AtJ SAF cost assumes approximately $5.00/bu corn for illustrative purposes; estimates dependent on feedstock prices and other assumptions.

2025 Was a Transformative Year for Us



Low-Carbon Ethanol and CCS Today, Aviation Biofuel (Jet fuel) Tomorrow

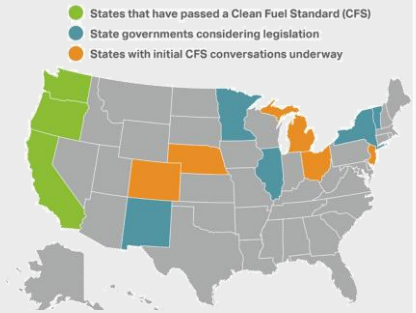
- **Ethanol capacity of +67 million gallons per year**
- **CCS with 1 million metric tons per year capacity**(1) / operating since 2022 utilizing ~17%, or +170,000mt/y
- **500 acres**, room for new construction



(1) Based on pore space lease agreements.
(2) CCS volume includes volumes based on Red Trail Energy, LLC disclosure prior to its acquisition by Gevo.

CO_2 is a Co-Product We Can Monetize in Multiple Ways

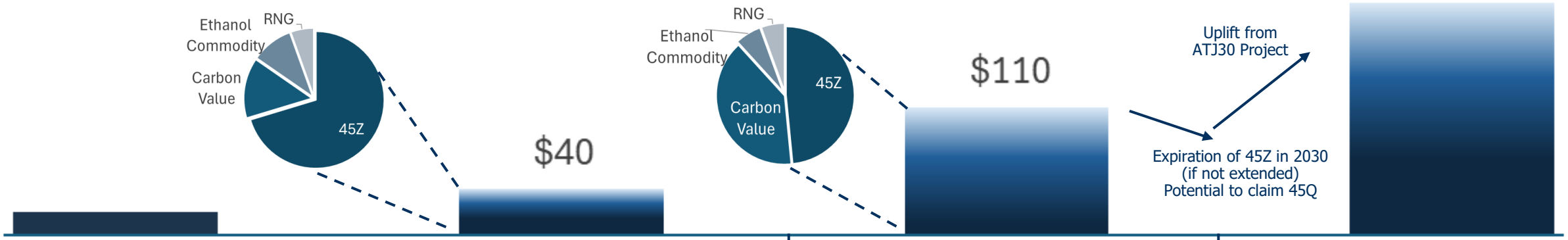
Two primary end markets to monetize our carbon value. By optimizing the mix, we can maximize value

	Low Carbon Fuel (LCF) Markets	Carbon Dioxide Removal (CDR) Markets
How it works	Biofuels can be transported to these end markets with the CCS value attached	Biofuels sold in non-LCF markets; CDRs can be detached and sold on a global marketplace without double counting
End Users	Canada (national Clean Fuel Reg), British Columbia, Washington, Oregon and California + other potential states 	Examples Nasdaq, Google, JPMorganChase, Microsoft, equinor, amazon
Illustrative Prices	**$50 – 200 per metric ton**	**$100 – 300 per metric ton** Enhances our optionality and our revenue stability

(1) LCFS prices based on recent ranges of British Columbia, Alberta, Oregon Washington and California. CDR prices based on average prices listed on https://www.cdr.fyi/ using Bioenergy with Carbon Capture and Sequestration credits (illustrative range shown with $200 per metric ton, the reported average price, as the midpoint).

Line of Sight to Substantial Growth Potential

Adjusted EBITDA Potential
($ in millions)



Today
3Q 2025 annualized

When We Optimize
does not require capital

- 45Z Production Tax Credit = up to $1.00[(1)] per ethanol gallon x 67 million gallons, plus annual inflation factor, less monetization cost
- Plus state or voluntary carbon credits = $50 – 300 per metric ton CO_2 sequestered x 165,000mtpa of CCS
- Plus commodity ethanol margin: variable depending on corn and ethanol prices (~$0.24 per gallon last 10 year average)
- Plus RNG ~$5mm and RNG 45Z of ~$5mm

When We Utilize
requires modest self-funded capital, 3rd party CO_2 volume

- Debottlenecking / plant expansion to increase ethanol and CO_2 volumes ~10-20%; high margins, high impact
- CCS potential is ~1 million tpa[(1)], we currently utilize 16%; potential to service the ~180 US ethanol plants which produce 100-200k mtpa CO_2 on average, may be transported by rail

When We Build
First SAF Project

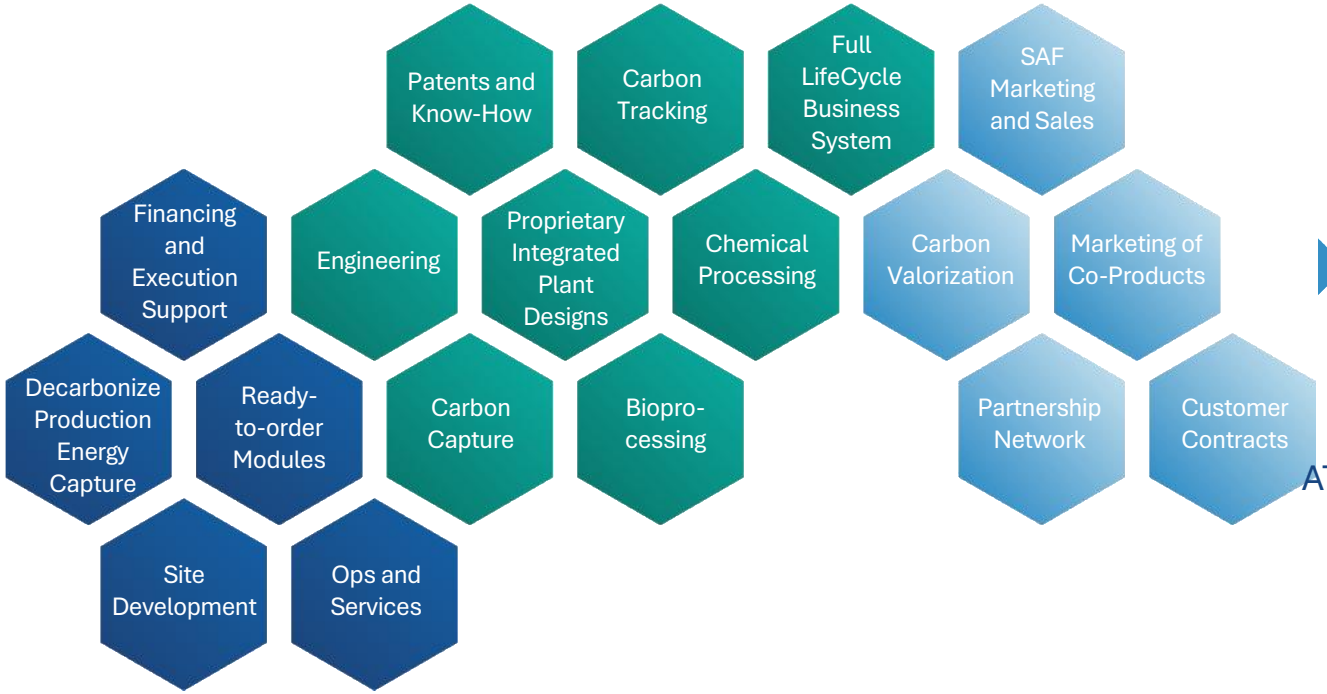
- Convert ethanol to jet fuel
- **Expected add of ~$150mm EBITDA**
- Target FID in 2026
- 2-3 years construction
- Targeting project-level, non dilutive funding

(1) Gross credit is valued at $0.02 per gallon per carbon intensity point below 50, up to $1.00 for 0 carbon intensity.
(2) Based on pore space lease agreements.
(3) Adjusted EBITDA potential is based on information currently available to the Company and based on certain assumptions made by the Company. Such figures are estimated consistent with relevant past practice. Adjusted EBITDA is a non-GAAP measure calculated by adding back depreciation and amortization, allocated intercompany expenses for shared service functions, non-cash stock-based compensation, and the change in fair value of derivative instruments to GAAP income (loss) from operations as well as monetized tax credits, if any. We are unable to provide a reconciliation of adjusted EBITDA potential to the most comparable GAAP measure without unreasonable effort because estimating such GAAP measures and providing a meaningful reconciliation is extremely difficult and requires a level of precision that is unavailable for these future periods, and the information needed to reconcile these measures is dependent upon future events, many of which are outside of our control.
(4) A reconciliation of adjusted EBITDA to GAAP income (loss) from operations for the three and nine months ended September 30, 2025 is provided in the Appendix.

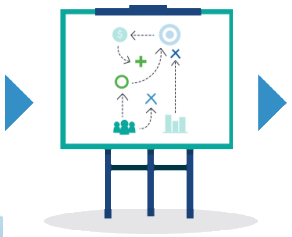
Project North Star: The Initiative to Drive EBITDA Growth and ATJ Without Depending on 45Z Credits

Expected to provide blueprint for growth

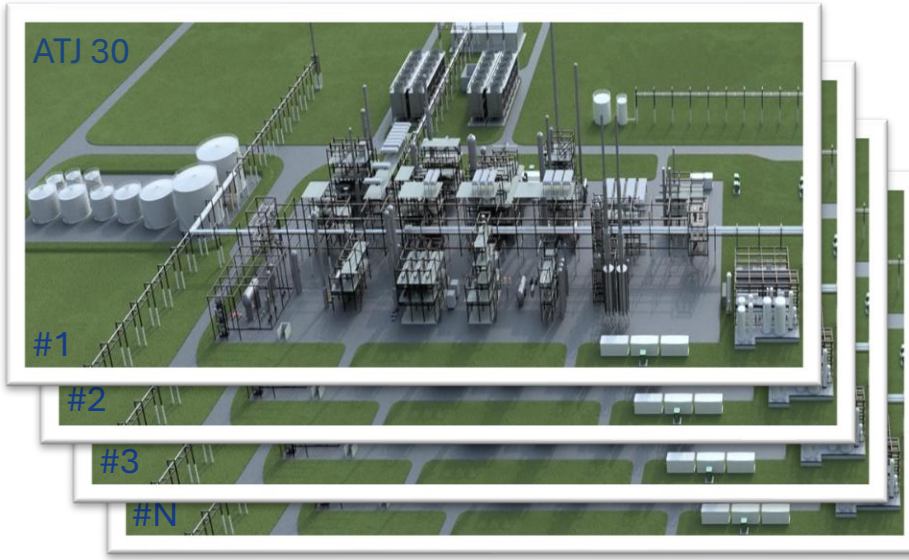
Putting the pieces together to deliver ATJ



Creating the winning playbook

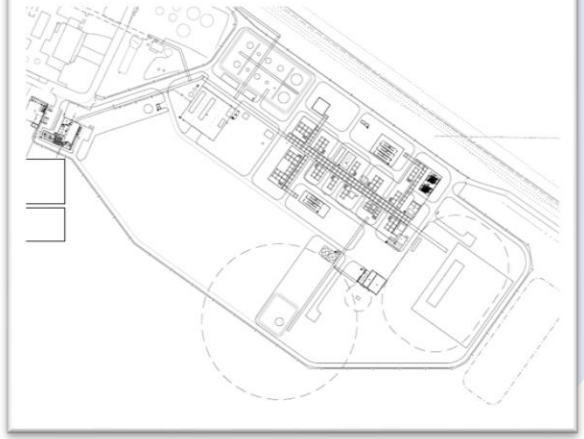


ATJ business system playbook for Copy-Edit-Paste



First SAF Project Will Utilize Existing Assets

ATJ-30 SAF Project



Richardton, North Dakota

Many Ethanol Plants Could Supply ATJ Plants

180 Ethanol Plants in Operation in US

+70 Alcohol-to-Jet Facilities Needed to Meet Jet Fuel Demand

Expected For Each Site:

- **+$100M/y EBITDA**
- **+$70M/y regional impact**
- **+400-600 jobs, direct and indirect**
- **+More uses for US corn**

2.3 billion gallons per year, of new jet fuel demand by 2035

Requires +70 Alcohol-to-Jet facilities, each producing 30 million gallons of jet fuel per year

Would consume 3.5 billion gallons of ethanol from plant starch – a renewable domestic resource

Improves energy security and diversification

Strong, Broad Based Policy Support

PRESIDENTIAL ACTIONS

DECLARING A NATIONAL ENERGY EMERGENCY

The White House | January 20, 2025

Sec. 8. Definitions. For purposes of this order, the following definitions shall apply:

(a) The term "energy" or "energy resources" means crude oil, natural gas, lease condensates, natural gas liquids, refined petroleum products, uranium, coal, biofuels, geothermal heat, the kinetic movement of flowing water, and critical minerals, as defined by 30 U.S.C. 1606 (a)(3).

(b) The term "production" means the extraction or creation of energy.

(c) The term "transportation" means the physical movement of energy, including through, but not limited to, pipelines.

(d) The term "refining" means the physical or chemical change of energy into a form that can be used by consumers or users, including, but not limited to, the creation of gasoline, diesel, ethanol, aviation fuel, or the beneficiation, enrichment, or purification of minerals.

Track Record of Industry Firsts (Selected)

First to produce ATJ SAF at demo scale plant

First to fly ATJ SAF flights (US Navy Warthog)

An A-10C Thunderbolt II “Warthog” flew over Florida's Gulf Coast on June 29, 2012, marking the second flight of an aircraft powered solely by an alcohol-derived jet fuel blend (supplied by Gevo). Source: Reuters

Gevo’s demonstration plant in Luverne, Minnesota. Most of the asset was sold in 2025 with Gevo retaining ownership of most of the isobutanol production assets for R&D and commercialization purposes.

First to certify ASTM, ISCC+ and RSB certifications for ATJ SAF

First commercial ATJ SAF airline flights in US, Australia and India

What's Next: Develop Project North Star, Grow AEBITDA

Grow	Grow the EBITDA of Gevo ND (even before ATJ-30 project) • Gevo North Dakota is a foundation, debottleneck capacity and reduce CI • Develop carbon markets for our 1 million/t per year of capacity
Deploy	Get the first large scale ATJ plant built adding further EBITDA to Gevo ND • Finance, then build a modular ATJ-30 at Gevo North Dakota
Copy-Paste	Copy-Paste ATJ plants (either licensor/developer model or build-own-operate) • In US • Around the world

Appendix

One Platform, Several Revenue Streams

Today

Agriculture "Done Right"

Low Carbon Corn

Bioprocessing

Milling

Carbohydrate

Fermentation

Co-Products

- Low-Carbon Animal Feed and Protein
- Low-Carbon Corn Oil
- Biogenic CO_2/Carbon Removal & Abatement
- RINS
- 45z tax credits
- State Level Incentives and Credits

Low Carbon Ethanol

Tomorrow

Chemical Processing

ATJ Process

- Carbon Abatement
- Diesel Fuel, Naptha
- RINS
- 45z tax credit
- State level Incentives and Credits

Fuels

Jet Fuel

To be successful, it takes a lot of skills:

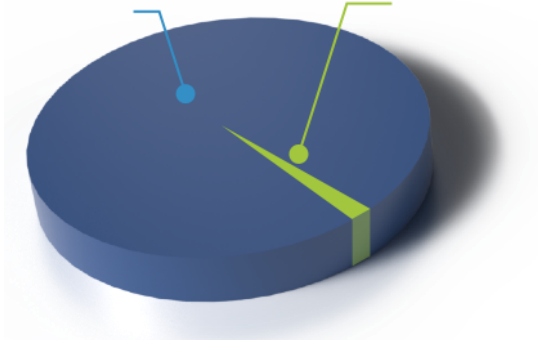
- Carbon Abatement Marketing and Sales
- Regulatory and Tax Valorization
- Feed and Food Product Marketing
- Operations of both bioprocessing and chemical plants
- IP, Engineering, and Plant Design
- Farmer Relationships
- Tracking and Tracing Services
- Commodity Trading
- Marketing and Brand Owner Management
- Project Development
- Technology and plant operations for both ethanol and Chemicals

The Corn We Use Isn't The Kind That Humans Eat

Field Corn Generates Large Quantities of Protein, Oil, and our raw material: Corn Carbohydrates

99% Field Corn

~1% sweet corn, popcorn, white corn, flint corn



Total US Corn Production (15 B Bu/yr)

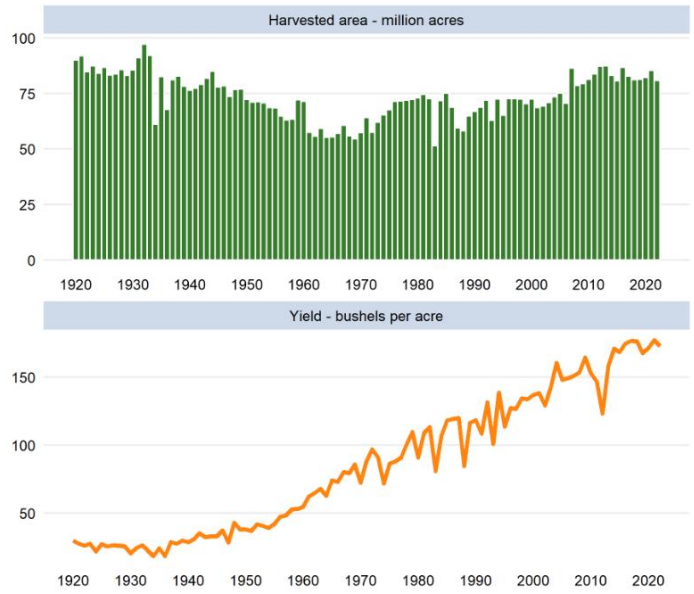
NEWS

High Yields, Poor Profits: Corn Farmers Search for New Demand to Drive Prices

The National Corn Growers Association has issued a call to action to Congress and the Trump administration to help find demand for the 16.7 billion bushel corn crop.

By **Michelle Rook**
Updated August 14, 2025 10:19 AM

U.S. corn area and yield



Updated: September 2022.
Source: USDA, National Agricultural Statistics Service; USDA, Economic Research Service.

https://www.nass.usda.gov/Publications/Todays_Reports/reports/acrg0624.pdf; https://nebraskacorn.gov/corn-101/growing-corn/

To Maximize Value: Verifiable Track and Trace is Required

Connects Sustainable Food and Energy with the World

VERITY™

Proprietary DLT based technology merged to carbon tracking, and delivering verifiable sustainability metrics and carbon intensity

IMMUTABLE **TRACEABLE** **AUDITABLE**

Proprietary DLT Based Reporting Engine

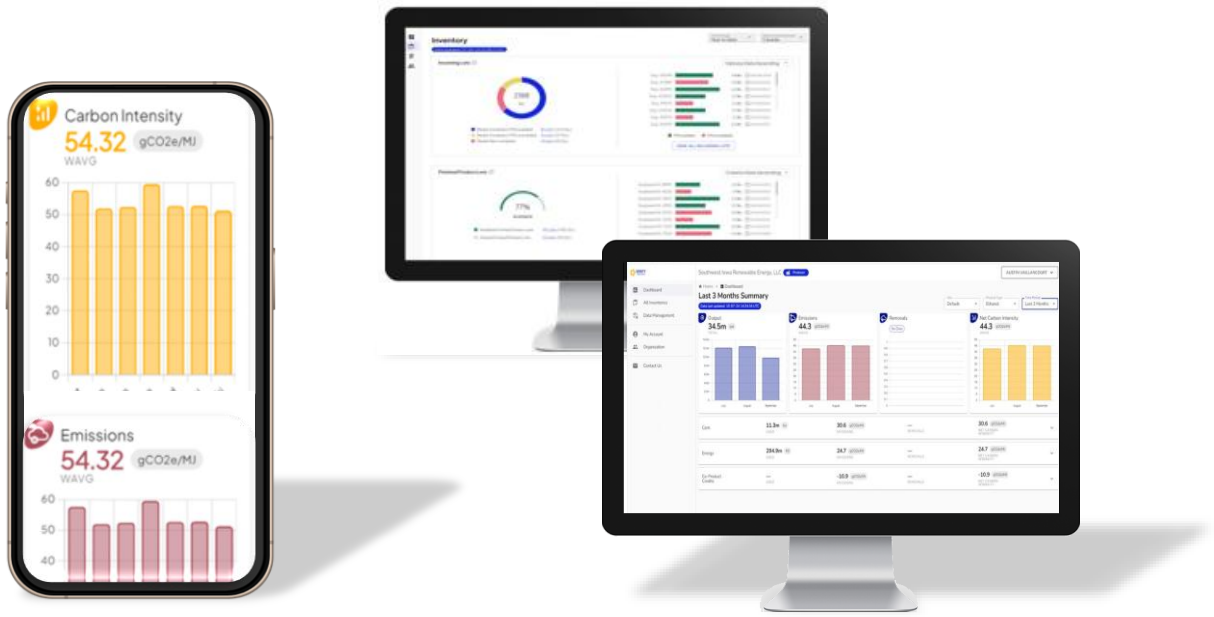
Sustainability Attributes

- ✓ Cover crops
- ✓ Reduced till
- ✓ Nitrification inhibitor
- ✓ Spring-only fertilizer
- ✓ Not from converted forest / prairie
- ✓ Insecticide
- ✓ Herbicide
- ✓ Soil organic carbon

Verifiable Sustainability Attributes (e.g., carbon value) that can be monetized

Verifiable Info and Data for ESG or Other Reports, and Regulatory Reporting

We’re Making Complicated Tracking Simple



- **Measure** sustainability attributes of every supplier
- **Track and Trace** attributes through complex supply chains
- **Manage** farm inventory
- **Data-driven** decisions
- **Audit trail**

First Revenue accomplished	**Several Customers** have signed agreements (corn, soybean processors)	**$1.5 – 3 billion** initial market opportunity(1)	**Capital light** growth model	**SaaS Fees** and profit-sharing revenue model

(1) Based on US ethanol production plants market size of over 15 billion gallons per year. Potential value pool dollar amount lower bound based on assuming half of US plants achieving a 10 CI point reduction valued at $0.02 per gallon per CI point under 50 gCO2e/MJ under 45Z tax credit.

Gevo Has a Track Record & Trusted Name in Fuels & Chemicals

We have over 300 patents and proprietary plant designs with proven technologies. Many Firsts in Alcohol to Hydrocarbons, Chemicals, Net-Zero and Carbon Negative Technologies

2008
First to make alcohol to hydrocarbon fuels in lab mini plant

2010
- First to make fully renewable synthetic butylene rubber.
- First to make renewable AvGas

2011
- First to produce alcohol-to-jet (ATJ) and gasoline at Demonstration Plant scale
- First to make fully renewable p-xylene and PET for bottles, films, and fibers

2012
First to prove commercial isobutanol (IBA) fermentation at scale

2014
- First successful demonstration of side-by-side commercial scale production of ethanol and isobutanol
- First commercial sale of isooctane for F1 racing

2014
- First ATJ SAF flights (US Navy Warthog)
- First to alcohol to polymer grade biobased propylene from alcohol

2015
First Commercial sale of IBA blended gasoline at retail

2016
- First to obtain ASTM approval for ATJ from IBA
- First to Fly with ATJ made From wood waste, flown by Alaska Airlines

2017
- First commercial sale of renewable premium gasoline
- Fly Green Day at O'Hare, all flights flew ATJ blended with fossil jet fuel

2018
- First ATJ Business Aviation off-take agreement (AvFuel)
- First ATJ in Australia, flown by Virgin Australia

2019
- First ATJ to fly 1 million km
- First to receive ISCC+ Certification for ATJ
- First long-term, take-or-pay ATJ agreement (Delta Air Lines)
- First to design an integrated net-zero alcohol and hydrocarbons plants with off-the-grid capability

2020
First to obtain certification from Roundtable for Sustainable Biomaterials (RSB)

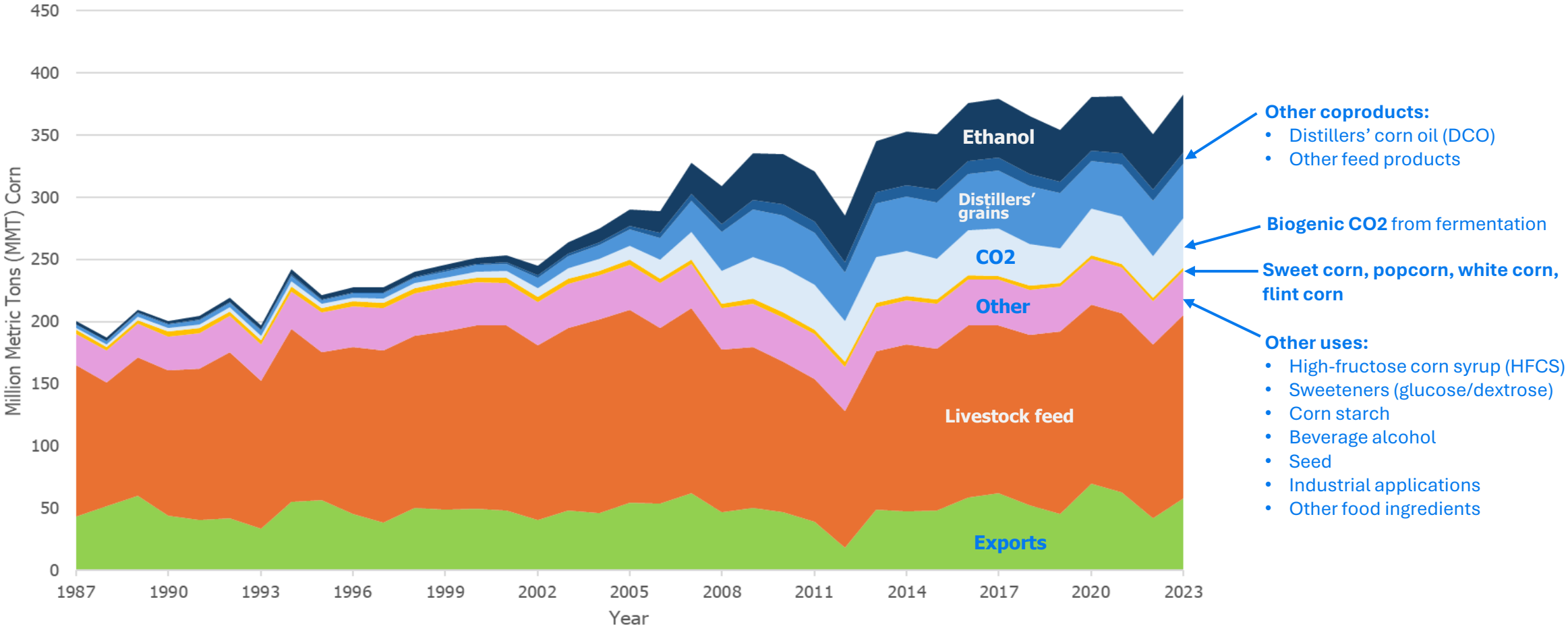
2022
- First to design a large scale Net Zero ATJ plant
- First to publish peer reviewed LCA of ATJ

2023
First to fly ATJ in India on commercial carrier

2024
Granted patent for breakthrough ethanol-to-olefin (ETO) process

2025
Purchase of RedTrail Energy (CCS & Future ATJ-30 location)

Uses of Corn

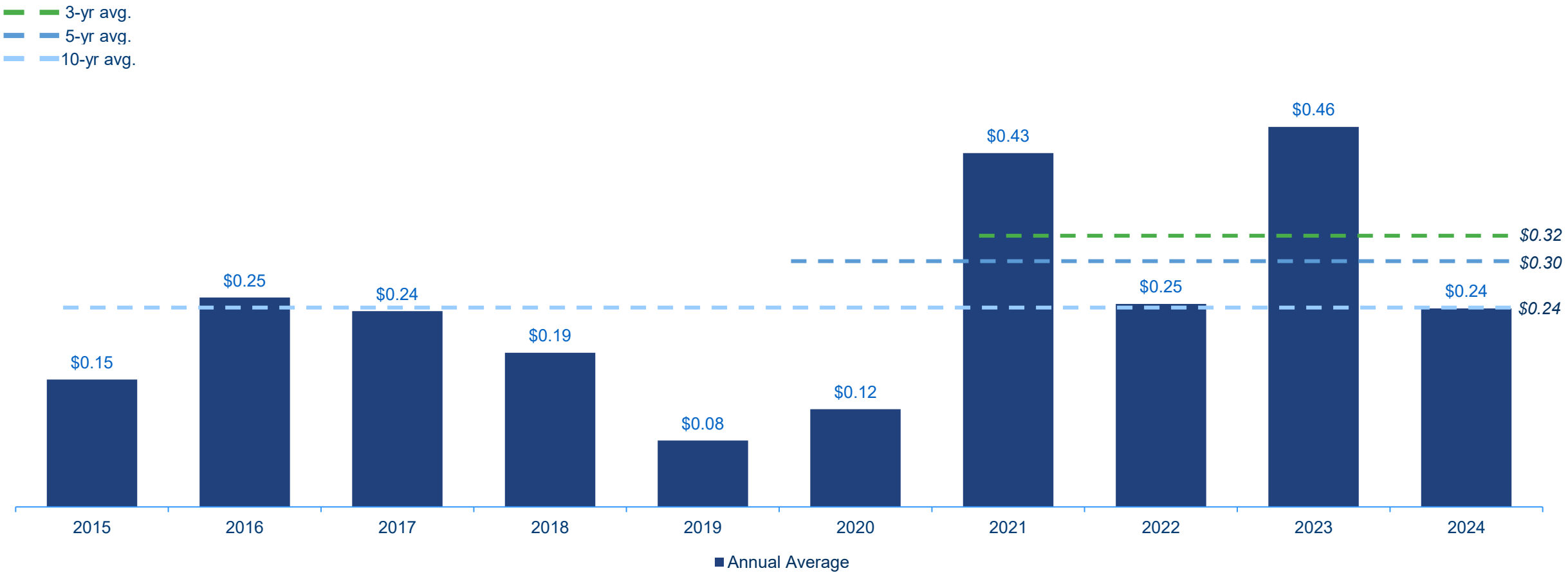


USDA ERS, U.S. Bioenergy Statistics: https://www.ers.usda.gov/data-products/us-bioenergy-statistics
USDA ERS, Feed Grains Database: https://www.ers.usda.gov/data-products/feed-grains-database/feed-grains-yearbook-tables
USDA, Vegetables Annual Summary: https://usda.library.cornell.edu/concern/publications/02870v86p
USDA, Grain Crushings and Co-Products Production: https://usda.library.cornell.edu/concern/publications/n583xt96p

Ethanol Industry (Without CCS) Historical EBITDA

EBITDA margins saw highs in 2021 and 2023, followed by a reversion toward long-term averages in 2024.

Average EBITDA Margins (2015-2024)

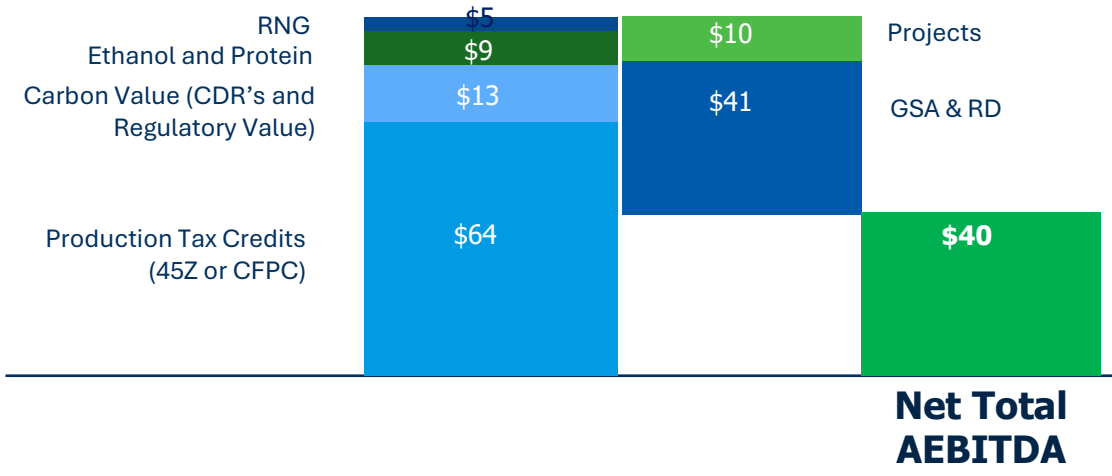


1) Source: Iowa State University, Center for Agricultural and Rural Development (CARD).
2) Note: EBITDA margin is defined as the difference between the revenues from ethanol plant outputs (ethanol, DDGS and corn oil) and the costs of variable production inputs (corn, natural gas, and other costs such as enzymes, labor, electricity and water).

Large Adjusted EBITDA Growth Potential Before Deploying ATJ Plants

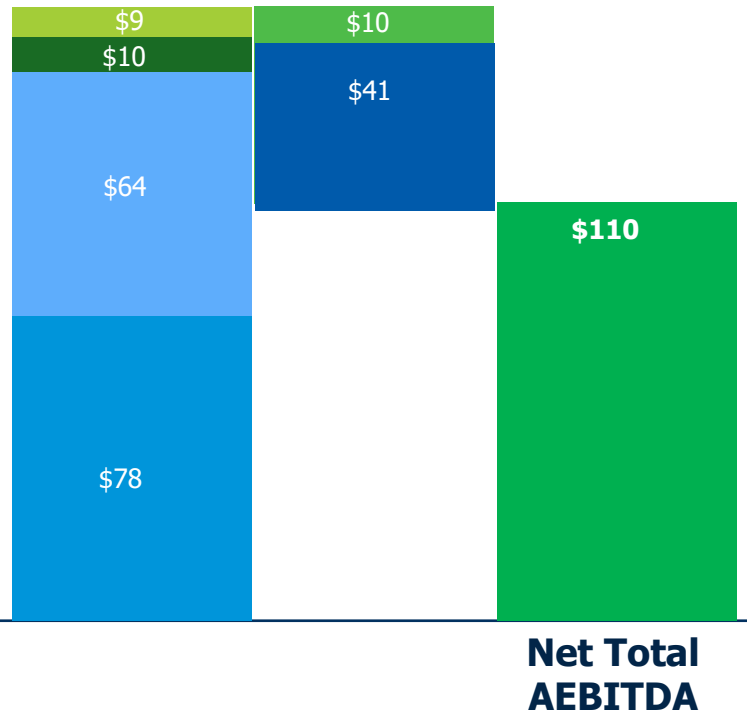
Adjusted EBITDA Potential from optimizing how we count and sell our carbon value (does not require capital)(1)

($ in millions, annualized)



Adjusted EBITDA Potential from debottlenecking (requires some capital) and increased utilization of CO_2 pore space (requires third party CO^2)(1)

($ in millions, annualized)



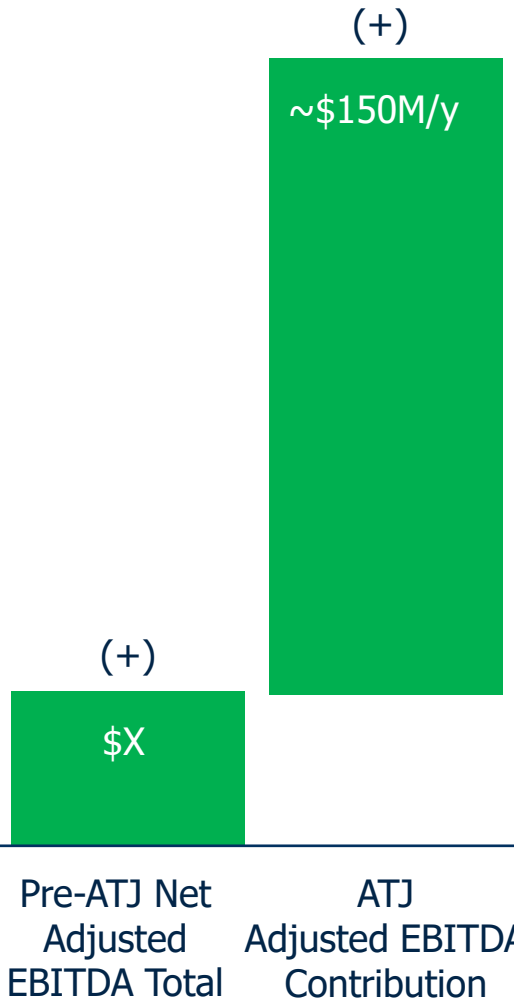
- Currently generating ~$20-30M/yr AEBITDA annualized based on 2Q25 and 3Q25 results
- Plan to increase margin by optimizing sales to the voluntary Carbon Dioxide Removals (CDR) markets or LCFS / state regulatory markets if that value is greater. Increasing capacity increases the product volume we can sell
- Increasing CO_2 capture from incremental increase of capacity, and bringing in third party CO_2 is expected to increase utilization of our well and generate more tax credits
- Potential to debottleneck and grow current production of ethanol and corresponding CO_2 production

(1) Adjusted EBITDA potential is based on information currently available to the Company and based on certain assumptions made by the Company. Such figures are estimated consistent with relevant past practice. Adjusted EBITDA is a non-GAAP measure calculated by adding back depreciation and amortization, allocated intercompany expenses for shared service functions, non-cash stock-based compensation, and the change in fair value of derivative instruments to GAAP income (loss) from operations as well as monetized tax credits, if any. We are unable to provide a reconciliation of adjusted EBITDA potential to the most comparable GAAP measure without unreasonable effort because estimating such GAAP measures and providing a meaningful reconciliation is extremely difficult and requires a level of precision that is unavailable for these future periods, and the information needed to reconcile these measures is dependent upon future events, many of which are outside of our control.

(2) A reconciliation of adjusted EBITDA to GAAP income (loss) from operations for the three and nine months ended September 30, 2025 is provided in the Appendix.

30 MGPY ATJ Production Expected to Add Significant Value to Ethanol Sites

- 50MGPY of Ethanol produces 30MGPY of jet fuel
- Must use the low cost (Gevo) production technology and plant design
- Carbon value must be captured through voluntary and regulatory markets



- Additional carbon abatement of +300,000 tons can be generated by manufacturing jet fuel with a zero CI
- Co-product value must be captured
- 30MGPY of production is "minimum" economic size to achieve economies of scale
- 60 MGPY would require 100MGPY of ethanol and generate about 2x the Adjusted EBITDA

Adjusted EBITDA potential is based on information currently available to the Company and based on certain assumptions made by the Company. Such figures are estimated consistent with relevant past practice. Adjusted EBITDA is a non-GAAP measure calculated by adding back depreciation and amortization, allocated intercompany expenses for shared service functions, non-cash stock-based compensation, and the change in fair value of derivative instruments to GAAP income (loss) from operations as well as monetized tax credits, if any. We are unable to provide a reconciliation of adjusted EBITDA potential to the most comparable GAAP measure without unreasonable effort because estimating such GAAP measures and providing a meaningful reconciliation is extremely difficult and requires a level of precision that is unavailable for these future periods, and the information needed to reconcile these measures is dependent upon future events, many of which are outside of our control.

Balance Sheet Summary

($ in millions)	Mar 30, 2026
Cash and Cash Equivalents	**$79**
Property, Plant and Equipment, Net	**358**
Total Assets	**654**
Loans Payable (Secured by GevoND)	**167**
Total Stockholder's Equity	**448**

Non-GAAP Adjusted EBITDA Reconciliation

	Three Months Ended March 31, 2026				
	Gevo	GevoFuels	GevoRNG	GevoND	Consolidated
Non-GAAP Adjusted EBITDA (Consolidated):					
Income (loss) from operations	$ (16,822)	$ (684)	$ 963	$ 11,645	$ (4,898)
Depreciation and amortization	902	—	948	5,010	6,860
Other amortization	49	—	278	120	447
Allocated intercompany expenses for shared service functions	(105)	—	105	—	—
Stock-based compensation	2,087	—	9	7	2,103
Change in fair value of derivative instruments	—	—	—	567	567
Executive severance	2,711	—	—	—	2,711
Non-recurring debt modification costs	—	—	—	742	742
Non-GAAP adjusted EBITDA (loss) (Consolidated)	$ (11,178)	$ (684)	$ 2,303	$ 18,091	$ 8,532

(1) Adjusted EBITDA is a non-GAAP measure calculated by adding back depreciation and amortization, allocated intercompany expenses for shared service functions, non-cash stock-based compensation, leadership related transition expenses, the change in fair value of derivative instruments and other non-recurring expenses to GAAP loss from operations. A reconciliation of adjusted EBITDA to GAAP loss from operations is provided in the financial statement tables following this release. See Non-GAAP Financial Information.

Non-GAAP Adjusted EBITDA Reconciliation

	Year Ended December 31, 2025				
	Gevo	GevoFuels	GevoRNG	GevoND	Consolidated
Non-GAAP Adjusted EBITDA (Consolidated):					
Income (loss) from operations	$ (62,583)	$ (2,992)	$ 3,321	$ 42,042	$ (20,212)
Depreciation and amortization	3,196	—	5,459	17,944	26,599
Allocated intercompany expenses for shared service functions	(1,261)	—	1,261	—	—
Stock-based compensation	9,208	—	(16)	17	9,209
Change in fair value of derivative instruments	—	—	—	(91)	(91)
Executive severance	932	—	—	—	932
Non-GAAP adjusted EBITDA (loss) (Consolidated)	$ (50,508)	$ (2,992)	$ 10,025	$ 59,912	$ 16,437

(1) Adjusted EBITDA is a non-GAAP measure calculated by adding back depreciation and amortization, allocated intercompany expenses for shared service functions, non-cash stock-based compensation, leadership related transition expenses, the change in fair value of derivative instruments and other non-recurring expenses to GAAP loss from operations. A reconciliation of adjusted EBITDA to GAAP loss from operations is provided in the financial statement tables following this release. See Non-GAAP Financial Information.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