



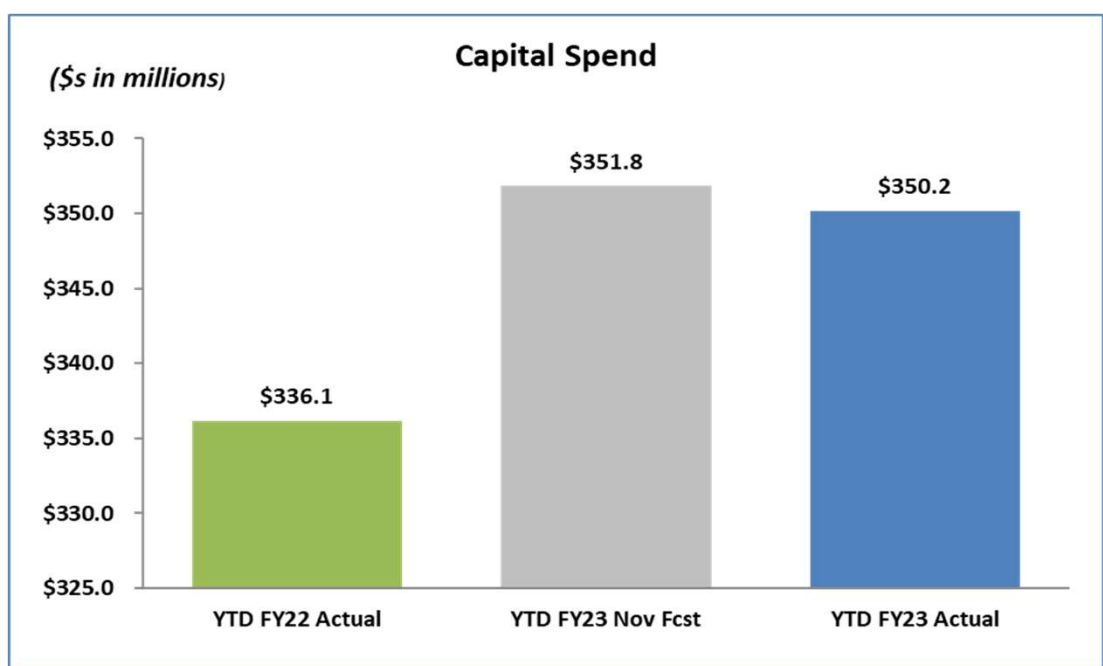
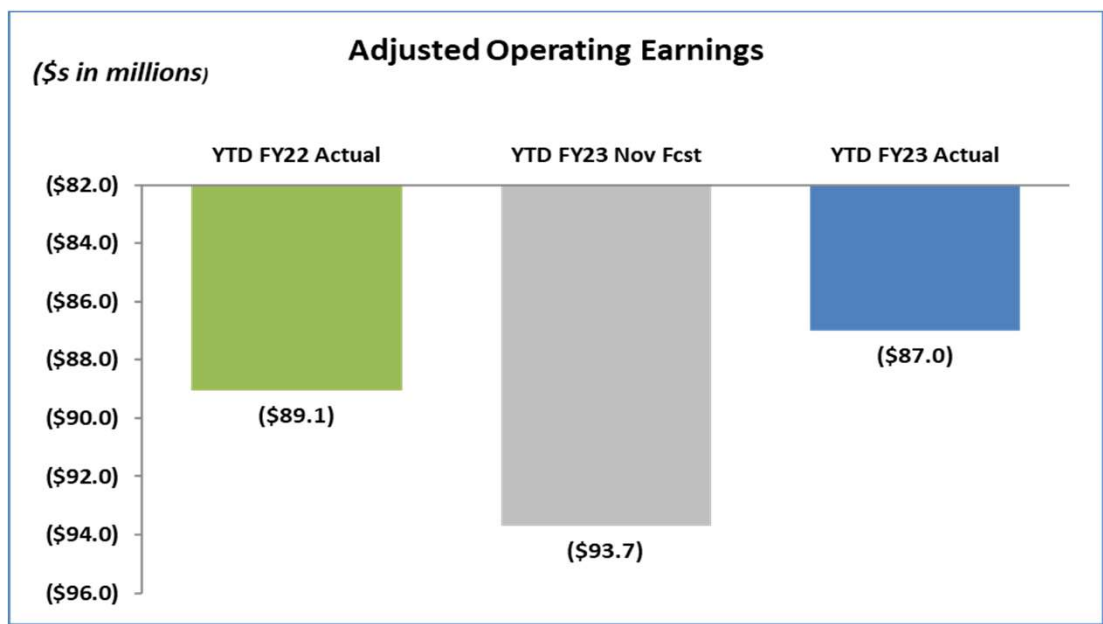
# Monthly Performance Report

YTD November FY 2023

December 29, 2022

**Operating:** Adjusted Operating Earnings of **(\$87.0MM)** through November FY23 are \$6.7MM favorable vs November Forecast and \$2.1MM favorable vs prior year. Total revenue is \$10.5MM favorable (driven by higher ancillary, and ticket revenue) and total expenses are (\$3.9MM) unfavorable vs November Forecast driven by Casualty & Other Claims, Salaries, Wages & Benefits.

**Capital:** Capital spend of **\$350.2MM** for YTD Nov FY23 is (\$1.7MM) vs November Forecast and an increase of \$14.0MM vs prior year. Lower spend vs November Forecast is mainly driven by Mechanical, Real Estate, Stations & Facilities, and Safety.



# Operating Results

(\$s in Millions)	FY 2023 vs Prior Year				FY 2023 vs Fcst_Nov			
	Prior Year	Actual	Y/Y Growth		Nov Fcst	Actual	Fav/(Unfav) vs Nov Fcst	
	YTD Nov FY22	YTD Nov FY23	\$	%	YTD Nov FY23	YTD Nov FY23	\$	%
Ticket Revenue (Adjusted)	\$ 288.8	\$ 392.5	\$ 103.7	35.9%	\$ 387.6	\$ 392.5	\$ 4.9	1.3%
Food & Beverage	6.3	9.8	3.5	55.2%	10.1	9.8	(0.3)	(2.7%)
State Supported Train Revenue	49.4	47.9	(1.5)	(3.0%)	47.7	47.9	0.2	0.4%
<b>Subtotal Passenger Related Revenue</b>	<b>344.5</b>	<b>450.2</b>	<b>105.7</b>	<b>30.7%</b>	<b>445.4</b>	<b>450.2</b>	<b>4.8</b>	<b>1.1%</b>
Other Core Revenue	52.6	50.7	(1.8)	(3.5%)	51.7	50.7	(1.0)	(1.9%)
Ancillary Revenue	53.6	72.1	18.6	34.6%	65.5	72.1	6.7	10.2%
<b>Total Revenue</b>	<b>450.7</b>	<b>573.1</b>	<b>122.4</b>	<b>27.2%</b>	<b>562.6</b>	<b>573.1</b>	<b>10.5</b>	<b>1.9%</b>
Salaries	63.0	81.3	18.3	29.0%	79.8	81.3	(1.5)	(1.8%)
Wages & Overtime	185.4	212.0	26.6	14.4%	210.9	212.0	(1.1)	(0.5%)
Employee Benefits	92.0	100.8	8.8	9.6%	100.4	100.8	(0.4)	(0.4%)
Employee Related	5.4	10.8	5.5	102.1%	10.0	10.8	(0.8)	(7.8%)
Salaries, Wages & Benefits	345.8	404.9	59.2	17.1%	401.2	404.9	(3.7)	(0.9%)
Train Operations	46.1	51.7	5.6	12.2%	51.7	51.7	(0.1)	(0.1%)
Fuel, Power & Utilities	42.9	58.2	15.3	35.8%	59.5	58.2	1.3	2.2%
Materials	19.3	28.9	9.7	50.2%	28.8	28.9	(0.1)	(0.3%)
Facility, Communication & Office	30.6	35.4	4.8	15.6%	34.9	35.4	(0.5)	(1.3%)
Advertising and Sales	13.6	20.6	7.0	51.5%	20.7	20.6	0.1	0.5%
Casualty and Other Claims	3.8	11.9	8.1	211.5%	9.4	11.9	(2.6)	(27.4%)
Professional Fees & Data Processing	28.5	43.6	15.0	52.7%	42.9	43.6	(0.7)	(1.6%)
All Other Expense	36.4	42.2	5.9	16.1%	42.7	42.2	0.4	1.0%
Transfer to Capital & Ancillary	(27.2)	(37.4)	(10.2)	(37.5%)	(35.6)	(37.4)	1.8	5.2%
<b>Total Expense</b>	<b>539.7</b>	<b>660.1</b>	<b>120.4</b>	<b>22.3%</b>	<b>656.2</b>	<b>660.1</b>	<b>(3.9)</b>	<b>(0.6%)</b>
<b>Adjusted Operating Earnings</b>	<b>\$ (89.1)</b>	<b>\$ (87.0)</b>	<b>\$ 2.1</b>	<b>2.3%</b>	<b>\$ (93.7)</b>	<b>\$ (87.0)</b>	<b>\$ 6.7</b>	<b>7.1%</b>
OPEB's and Pension	5.4	5.0	(0.4)	(6.6%)	5.5	5.0	(0.5)	(8.8%)
Project Related Revenue & Expense	(23.0)	(47.4)	(24.5)	(106.6%)	(34.6)	(47.4)	(12.8)	(37.0%)
Depreciation	(149.5)	(148.0)	1.5	1.0%	(147.6)	(148.0)	(0.5)	(0.3%)
Office of Inspector General	(3.9)	(4.2)	(0.3)	(8.4%)	(4.4)	(4.2)	0.2	4.0%
State Capital Payment Amortization	23.7	24.1	0.4	1.6%	23.9	24.1	0.2	1.0%
Non-Operating Inc/(Exp)	(4.7)	6.9	11.6	248.8%	(1.3)	6.9	8.2	637.9%
<b>Net Income/(Loss)</b>	<b>\$ (241.0)</b>	<b>\$ (250.6)</b>	<b>\$ (9.7)</b>	<b>(4.0%)</b>	<b>\$ (252.1)</b>	<b>\$ (250.6)</b>	<b>\$ 1.5</b>	<b>0.6%</b>

**Revenues:** Total revenue of **\$573.1MM** through November FY23 is \$10.5MM favorable vs November Forecast and an increase of \$122.4MM vs prior year. YOY variance is mainly driven by higher passenger related revenue due to recovery from the COVID-19 pandemic.

**Expenses:** Total expenses of **\$660.1MM** for November FY23 are (\$3.9MM) unfavorable vs November Forecast. The increase of \$120.4MM vs prior year is mainly driven by higher Salaries, Wages & Benefits, Fuel, Power & Utilities and Professional Fees & Data Processing.

**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 8) 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).

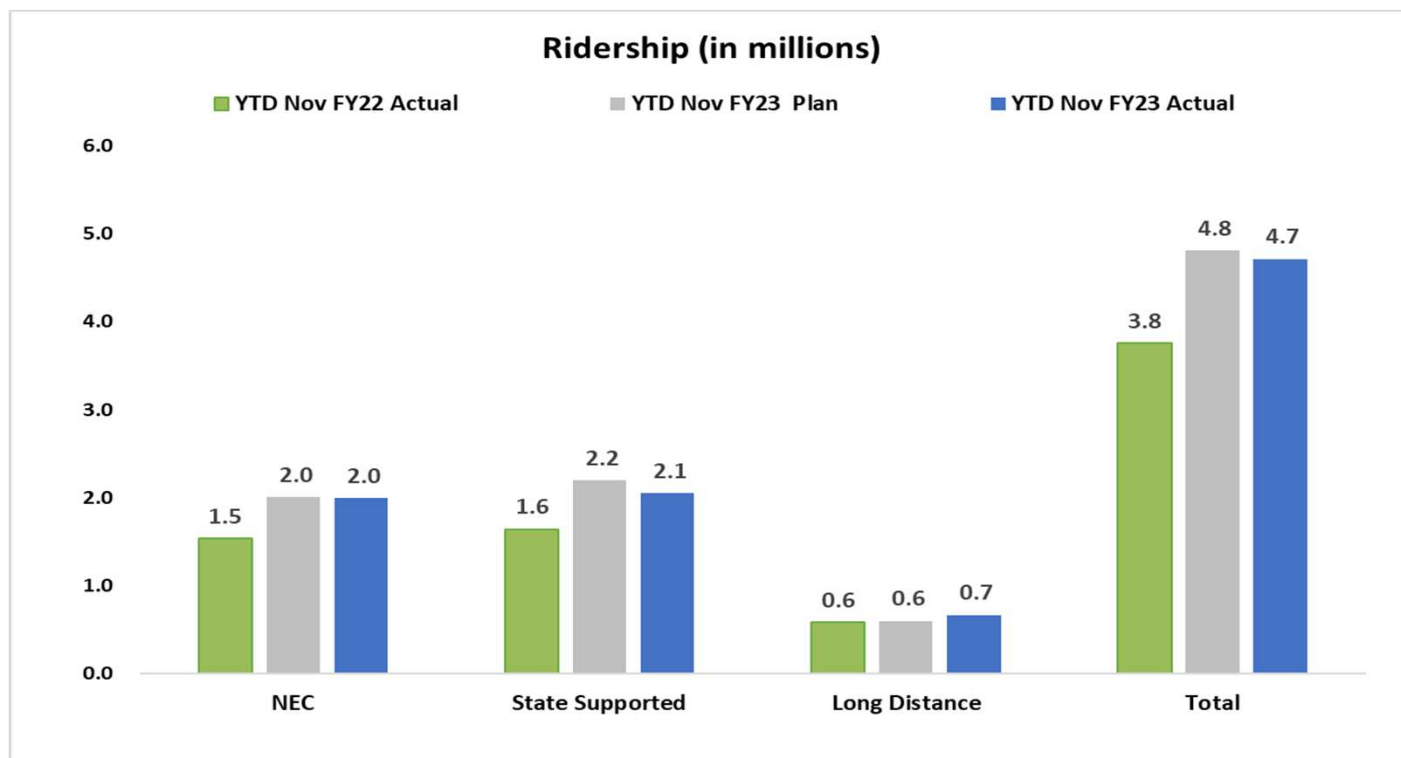
(\$s in Millions)	FY 2023 vs Prior Year					FY 2023 vs Fcst_Nov				
	Actual		Y/Y Growth		Nov Fcst		Actual		Over/(Under) vs Nov Fcst	
	YTD Nov FY22	YTD Nov FY23	\$	%	YTD Nov FY23	YTD Nov FY23	\$	%		
Infrastructure Services	\$ 91.5	153.5	\$ 62.0	67.8%	\$ 145.6	\$ 153.5	\$ 7.9	5.5%		
Mechanical	51.1	46.8	(4.2)	(8.2%)	50.1	46.8	(3.3)	(6.5%)		
Other Operations	3.2	1.7	(1.5)	(48.1%)	2.1	1.7	(0.4)	(20.6%)		
<b>Total Operations</b>	<b>145.8</b>	<b>202.1</b>	<b>56.3</b>	<b>38.6%</b>	<b>197.8</b>	<b>202.1</b>	<b>4.2</b>	<b>2.1%</b>		
Digital Technology & Innovation	14.2	39.9	25.7	180.9%	39.5	39.9	0.5	1.1%		
Commerical & Marketing	0.0	-	(0.0)	(100.0%)	0.1	-	(0.1)	(100.0%)		
ADA	14.4	21.0	6.6	46.0%	21.2	21.0	(0.3)	(1.3%)		
Real Estate, Stations & Facilities	30.8	20.4	(10.3)	(33.6%)	23.3	20.4	(2.8)	(12.1%)		
APD & Emergency Management	1.0	1.2	0.2	17.4%	0.8	1.2	0.4	49.3%		
Safety	1.2	8.6	7.4	609.0%	10.5	8.6	(1.9)	(18.2%)		
Enviromental	1.5	0.7	(0.9)	(56.4%)	(0.1)	0.7	0.8	774.3%		
Procurement	0.2	0.5	0.3	201.5%	1.0	0.5	(0.5)	(49.1%)		
New Acela	23.1	17.1	(6.0)	(25.9%)	16.9	17.1	0.2	1.4%		
Gateway	4.7	12.8	8.1	172.1%	14.1	12.8	(1.3)	(9.3%)		
Planning & Strategy	6.6	8.0	1.3	19.6%	8.4	8.0	(0.5)	(5.7%)		
B&P Tunnel	3.4	8.3	4.8	140.9%	8.3	8.3	(0.0)	(0.4%)		
Intercity Trainsets	89.1	9.6	(79.5)	(89.2%)	9.9	9.6	(0.3)	(3.5%)		
Other, OVHD Adjustment	0.1	0.1	0.1	112.6%	0.2	0.1	(0.0)	(8.9%)		
<b>Total Capital Spend</b>	<b>\$ 336.1</b>	<b>\$ 350.2</b>	<b>\$ 14.0</b>	<b>4.2%</b>	<b>\$ 351.8</b>	<b>\$ 350.2</b>	<b>\$ (1.7)</b>	<b>(0.5%)</b>		

**FY23 vs. November Forecast:** YTD FY23 capital spend of \$350.2MM is (\$1.7MM) or (0.5%) lower vs November Forecast driven by lower spend for the Mechanical, Real Estate, Stations & Facilities, and Safety capital projects.

**FY23 vs. Prior Year:** YTD FY23 capital spend is \$14.0MM or 4.2% higher than prior year primarily driven by higher IMCS and DT&I capital spend partially offset by lower spend on Intercity Trainsets capital projects.

# Key Performance Indicators

	Prior Year	Plan	Actual	Fav/(Unfav) vs Plan		Y/Y Growth		
	YTD Nov FY22	YTD Nov FY23	YTD Nov FY23	#	%	#	%	
<b><u>Key Performance Indicators</u></b>								
<i>Ridership (in thousands):</i>								
Northeast Corridor	1,532	2,008	1,993	(15)	(1%)	462	30%	
State Supported	1,640	2,199	2,053	(145)	(7%)	413	25%	
Long Distance	582	599	666	67	11%	84	14%	
<b>Total Ridership</b>	<b>3,754</b>	<b>4,806</b>	<b>4,712</b>	<b>(93)</b>	<b>(2%)</b>	<b>959</b>	<b>26%</b>	
RASM (in cents)	20.0 c	21.3 c	24.8 c	3.6 c	17%	4.8 c	24%	
CASM (in cents)	24.3 c	25.1 c	28.4 c	(3.3) c	(13%)	(4.1) c	(17%)	
Cost Recovery Ratio (NTS)	82.6%	84.9%	87.5%	2.6 pp		4.9 pp		
Customer Satisfaction Index (CSI)	80.1	81.9	78.3	(3.6)	(4.4%)	(1.8)	(2.2%)	
<b><u>Other Indicators (in millions)</u></b>								
Seat Miles	1,777.5	2,008.9	1,842.9	(165.9)	(8%)	65	4%	
Passenger Miles	790.9	947.7	945.1	(2.7)	(0%)	154	19%	
Train Miles	5.8	6.2	5.9	(0.3)	(4%)	0.1	2%	



**Ridership:** Ridership of **4.7MM** for FY23 is marginally below Plan mainly due to lower state supported ridership, and **1.0MM** higher vs prior year driven by higher ridership across all service lines due to the recovery from the COVID-19 pandemic.

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

RASM is defined as NTS (NEC, State Supported, and Long Distance) operating revenue divided by seat miles.

CASM is defined as NTS (NEC, State Supported, and Long Distance) operating expenses divided by seat miles.

Cost Recovery Ratio is defined as NTS (NEC, state supported, long distance) operating revenue divided by operating expenses

# Sources and Uses Account (Level 1)

<i>YTD Nov FY23</i>	<u>Northeast Corridor Account</u>	<u>National Network Account</u>	<u>Total</u>
<b>Financial Sources</b>			
Operating Sources (A)	320,969	252,137	573,106
Capital Sources	125,346	87,160	212,505
Federal Grants to Amtrak	42,278	48,923	91,200
<b>Total Operating and Capital Sources</b>	<b>488,593</b>	<b>388,219</b>	<b>876,812</b>
<b>Financial Uses (Operating):</b>			
Operating Uses (B)	271,779	388,326	660,105
<b>Operating Surplus/Deficit (A-B)</b> <i>(Operating Sources - Operating Uses)</i>	<b>49,190</b>	<b>(136,189)</b>	<b>(86,999)</b>
<b>Financial Uses (Debt Service Payments):</b>			
Debt Service Payments	-	-	-
<b>Available for Capital Uses</b> <i>(Operating Surplus/Deficit - Debt Service Payments + Capital Sources + Federal Grants to Amtrak)</i>	<b>216,813</b>	<b>(107)</b>	<b>216,707</b>
<b>Financial Uses (Capital):</b>			
Capital Expenditures	195,675	154,499	350,174
Legacy Debt and RRIF Repayments	85,819	6,120	91,939
<b>Remaining Carryover Balance</b>	<b>\$ (64,680)</b>	<b>\$ (160,726)</b>	<b>\$ (225,406)</b>
<b>Transfers</b>	-	-	-

Federal funding includes ECRA and ARPA Funding

FY23 net change in cash flows is (\$0.23MM) for Consolidated Amtrak, (\$0.07MM) for NEC and (\$0.16MM) for National Network.

# Route Level Results YTD November FY23

(\$ in Millions)	YTD November FY 2023											
	Operating Revenue	Frequency Variable Costs	Route Variable Costs	System/Fixed Cost	Operating Expense	Adjusted Operating Earnings	Gross Ticket Revenue	Ridership (in Thousands)	Seat Miles (in Millions)	Passenger Miles (in Millions)	Train Miles (in Millions)	Frequencies
<b>NEC:</b>												
Acela	\$ 88.0	\$ 16.7	\$ 32.3	\$ 12.0	\$ 61.0	\$ 27.0	\$ 88.0	498.3	142.9	96.6	0.5	1,218.0
Regional	142.1	32.5	50.4	26.6	109.5	32.7	139.9	1,495.0	406.2	270.0	0.9	2,240.3
NEC Special Trains & Adjustments	1.1	0.1	0.4	1.9	2.4	(1.4)	0.5	0.0	1.6	0.0	0.0	74.0
<b>NEC</b>	<b>\$ 231.2</b>	<b>\$ 49.3</b>	<b>\$ 83.1</b>	<b>\$ 40.4</b>	<b>\$ 172.8</b>	<b>\$ 58.3</b>	<b>\$ 228.5</b>	<b>1,993.2</b>	<b>550.6</b>	<b>366.6</b>	<b>1.4</b>	<b>3,532.3</b>
<b>State Supported:</b>												
Ethan Allen Express	\$ 1.0	\$ 0.7	\$ 0.4	\$ 0.2	\$ 1.3	\$ (0.3)	\$ 0.5	15.8	7.1	1.5	0.0	66.4
Vermont	1.2	0.9	0.6	0.3	1.9	(0.6)	0.7	21.3	8.5	2.3	0.0	45.5
Maple Leaf	6.1	3.7	2.3	0.8	6.7	(0.6)	3.3	70.9	40.9	13.4	0.1	253.2
The Downeaster	3.2	1.8	1.1	0.6	3.6	(0.4)	2.3	91.5	25.7	7.8	0.1	600.0
Berkshire Flyer	0.0	0.0	0.0	0.0	0.0	(0.0)	-	0.0	0.0	0.0	0.0	0.0
New Haven - Springfield	3.4	2.2	2.7	1.1	6.1	(2.7)	1.5	74.0	15.3	4.2	0.1	990.7
Keystone Service	5.8	2.8	9.9	3.1	15.8	(10.0)	4.4	188.6	50.0	12.1	0.1	852.9
Empire Service	10.5	4.4	5.7	2.2	12.4	(1.9)	13.4	205.8	48.9	32.3	0.2	753.9
Great River Service	-	0.0	0.0	0.0	0.1	(0.1)	-	0.0	0.0	0.0	0.0	0.0
Chicago-St.Louis	6.3	2.8	2.3	0.8	6.0	0.3	2.9	81.4	31.4	16.2	0.1	331.3
Hiawathas	4.7	2.5	2.0	0.6	5.1	(0.4)	2.7	107.0	19.4	8.6	0.1	833.0
Wolverines	6.1	2.7	3.2	0.9	6.9	(0.7)	3.5	65.8	25.9	14.5	0.1	314.0
Illini	2.9	1.4	0.8	0.3	2.5	0.4	1.2	38.2	15.9	6.4	0.0	122.0
ILLINOIS Zephyr	3.0	1.4	0.9	0.3	2.6	0.3	0.7	20.3	8.0	3.4	0.1	204.0
Heartland Flyer	1.3	0.7	0.6	0.2	1.6	(0.3)	0.4	12.5	4.5	2.3	0.0	122.0
Pacific Surfliner	17.2	11.5	4.9	3.1	19.5	(2.4)	6.8	238.9	70.1	16.0	0.2	1,469.0
Cascades	7.4	4.5	1.9	1.9	8.3	(0.9)	3.8	83.3	19.0	12.6	0.1	491.0
Capitol	9.4	6.4	3.0	1.8	11.2	(1.8)	3.8	157.4	46.7	11.8	0.2	1,411.0
San Joaquins	14.7	10.5	4.4	2.3	17.1	(2.5)	5.1	151.5	88.9	22.2	0.2	731.0
Adirondack	0.3	0.3	(0.3)	0.1	0.1	0.3	-	0.0	0.0	0.0	0.0	0.0
Blue Water	2.6	1.2	1.2	0.3	2.7	(0.1)	1.1	29.1	12.9	5.6	0.0	118.0
Washington-Roanoke	2.0	1.7	1.2	0.5	3.4	(1.4)	2.5	58.7	22.9	7.9	0.1	94.9
Washington - Newport News	2.9	1.8	1.3	0.5	3.7	(0.8)	2.5	58.8	18.6	7.0	0.0	85.9
Washington - Norfolk	2.7	2.2	2.0	0.9	5.1	(2.3)	3.1	78.3	39.6	10.0	0.1	138.6
Washington - Richmond	0.7	0.7	0.5	0.2	1.5	(0.8)	0.6	21.7	7.4	1.8	0.0	24.4
Hoosier State	-	-	-	-	-	-	-	0.0	0.0	0.0	0.0	0.0
Kansas City-St.Louis	2.5	1.0	0.7	0.3	2.0	0.5	0.9	24.8	12.5	4.5	0.1	106.7
Pennsylvanian	2.6	1.7	1.4	0.6	3.7	(1.1)	2.1	35.3	13.3	7.7	0.0	96.8
Gulf Coast Limited	0.0	0.0	(0.0)	0.0	0.0	(0.0)	-	0.0	0.0	0.0	0.0	0.0
Pere Marquette	1.2	0.6	0.4	0.2	1.2	(0.1)	0.6	15.3	3.5	2.3	0.0	122.0
Carolinian	3.4	2.2	1.1	0.5	3.8	(0.4)	2.8	54.6	20.9	11.8	0.1	82.7
Piedmont	1.6	1.2	0.4	0.3	1.8	(0.2)	1.1	52.6	12.5	6.2	0.1	355.0
Non Nec Special Trains & Adjustments	3.9	0.4	0.8	1.8	3.0	0.9	3.9	0.1	0.7	0.0	0.0	149.0
<b>State Supported</b>	<b>\$ 130.5</b>	<b>\$ 76.0</b>	<b>\$ 57.6</b>	<b>\$ 27.0</b>	<b>\$ 160.5</b>	<b>\$ (30.0)</b>	<b>\$ 78.2</b>	<b>2,053.4</b>	<b>691.2</b>	<b>252.1</b>	<b>2.2</b>	<b>10,964.8</b>
<b>Long Distance:</b>												
Silver Star	\$ 6.4	\$ 8.1	\$ 5.6	\$ 2.0	\$ 15.6	\$ (9.3)	\$ 6.2	55.9	44.1	24.2	0.2	119.0
Cardinal	1.5	2.5	0.7	1.0	4.1	(2.6)	1.5	15.1	8.7	5.4	0.1	52.0
Silver Meteor	4.6	4.4	3.7	1.3	9.5	(4.9)	4.5	33.4	28.7	17.7	0.1	89.0
Empire Builder	9.0	12.7	3.5	2.7	18.9	(10.0)	8.6	55.7	78.4	38.2	0.3	232.0
Capitol Limited	3.6	3.4	2.4	1.5	7.4	(3.7)	3.7	29.1	20.3	12.2	0.1	120.0
California Zephyr	8.9	12.5	4.4	3.5	20.4	(11.4)	8.6	51.8	59.2	35.8	0.3	122.0
Southwest Chief	7.1	11.3	5.8	2.7	19.8	(12.7)	7.0	41.6	53.0	35.6	0.3	122.0
City of New Orleans	3.0	4.1	2.3	1.1	7.6	(4.6)	2.9	38.0	29.3	14.3	0.1	118.0
Texas Eagle	4.7	6.4	2.7	1.3	10.5	(5.8)	4.1	51.2	31.2	23.4	0.2	122.0
Sunset Limited	2.2	5.5	2.4	1.2	9.1	(6.9)	2.0	14.6	26.5	10.9	0.1	52.0
Coast Starlight	8.4	9.4	4.4	2.5	16.3	(7.9)	8.0	70.0	48.1	29.2	0.2	122.0
Lake Shore Limited	6.1	6.0	4.5	1.8	12.3	(6.2)	5.9	66.2	43.7	25.9	0.1	230.0
Palmetto	4.8	3.0	2.6	1.1	6.8	(2.0)	4.6	52.2	29.6	12.8	0.1	122.0
Crescent	6.3	5.8	5.4	2.0	13.1	(6.8)	6.2	46.1	40.0	20.0	0.2	122.0
Auto Train	19.4	9.5	6.1	2.2	17.8	1.5	19.9	44.7	60.5	20.9	0.1	116.0
Long Distance Adjustments	(0.0)	0.0	0.4	0.3	0.7	(0.7)	N/A	N/A	N/A	N/A	N/A	N/A
<b>Long Distance</b>	<b>\$ 96.0</b>	<b>\$ 104.6</b>	<b>\$ 56.9</b>	<b>\$ 28.3</b>	<b>\$ 189.9</b>	<b>\$ (93.8)</b>	<b>\$ 93.9</b>	<b>665.7</b>	<b>601.1</b>	<b>326.3</b>	<b>2.4</b>	<b>1,860.0</b>
Ancillary	71.7	11.6	39.2	18.2	69.0	2.7						
Infrastructure	43.7	11.3	44.6	11.9	67.8	(24.2)						
<b>Amtrak</b>	<b>\$ 573.1</b>	<b>\$ 252.8</b>	<b>\$ 281.4</b>	<b>\$ 125.9</b>	<b>\$ 660.1</b>	<b>\$ (87.0)</b>	<b>\$ 400.6</b>	<b>4,712.4</b>	<b>1,842.9</b>	<b>945.1</b>	<b>5.9</b>	<b>16,357.0</b>

**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.

**Note:** CSI route scores reflect a 12 month rolling average