



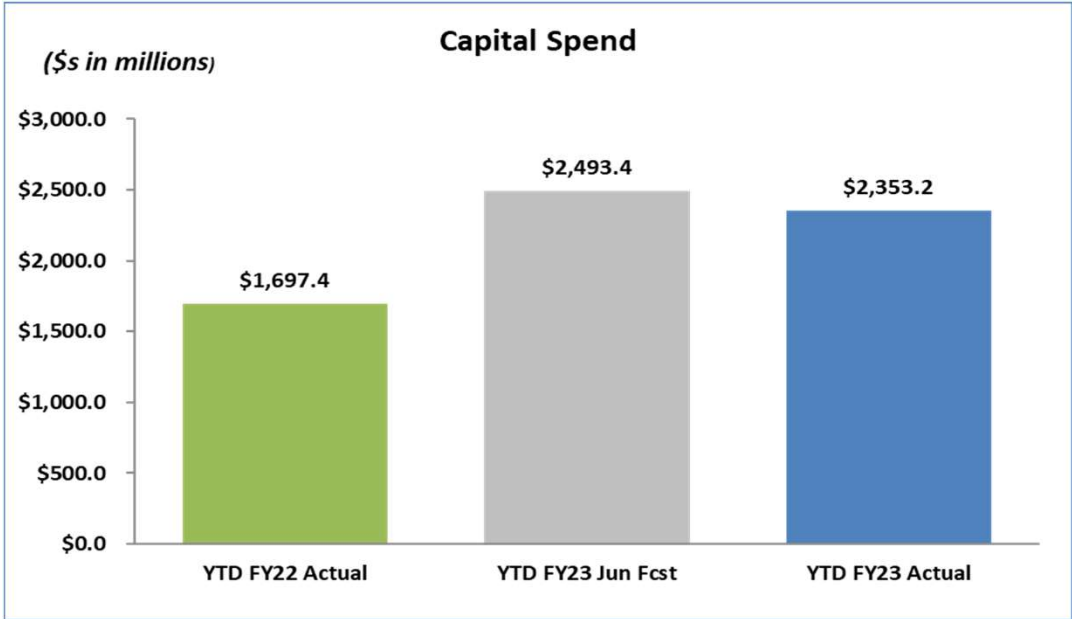
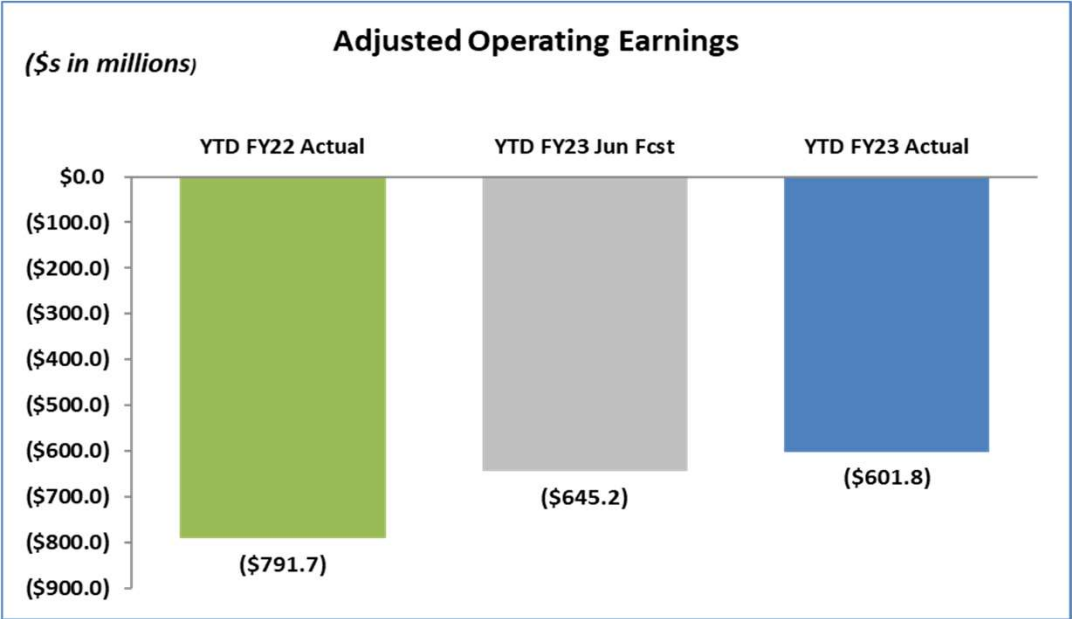
# Monthly Performance Report

YTD July FY 2023

August 30, 2023

**Operating:** Adjusted Operating Earnings of **(\$601.8MM)** through July FY23 are \$43.4MM favorable vs June Forecast and \$189.9MM favorable vs prior year. Total revenue is \$22.8MM favorable (driven by Ticket Revenue) and total expenses are \$20.6MM favorable vs June Forecast driven by Salaries, Wages and Benefits, and Ancillary Expense partially offset by unfavorable Materials and Transfer to Capital

**Capital:** Capital spend of **\$2,353.2MM** for YTD July FY23 is (\$140.2MM) lower vs June Forecast driven by lower Capital Renewal, Gateway and Mechanical spend and an increase of \$655.8MM vs prior year.



# Operating Results

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(\$s in Millions)	FY 2023 vs Prior Year				FY 2023 vs Fcst_Jun			
	Prior Year	Actual	Y/Y Growth		Jun Fcst	Actual	Fav/(Unfav) vs June Fcst	
	YTD Jul FY22	YTD Jul FY23	\$	%	YTD Jul FY23	YTD Jul FY23	\$	%
Ticket Revenue (Adjusted)	\$ 1,426.1	\$ 1,861.4	\$ 435.3	30.5%	\$ 1,824.3	\$ 1,861.4	\$ 37.0	2.0%
Food & Beverage	34.7	45.3	10.6	30.7%	45.1	45.3	0.2	0.4%
State Supported Train Revenue	279.6	265.1	(14.5)	(5.2%)	277.9	265.1	(12.9)	(4.6%)
<b>Subtotal Passenger Related Revenue</b>	<b>1,740.4</b>	<b>2,171.8</b>	<b>431.4</b>	<b>24.8%</b>	<b>2,147.4</b>	<b>2,171.8</b>	<b>24.4</b>	<b>1.1%</b>
Other Core Revenue	265.1	273.4	8.4	3.2%	265.9	273.4	7.6	2.8%
Ancillary Revenue	310.0	342.8	32.8	10.6%	351.9	342.8	(9.1)	(2.6%)
<b>Total Revenue</b>	<b>2,315.4</b>	<b>2,788.0</b>	<b>472.6</b>	<b>20.4%</b>	<b>2,765.2</b>	<b>2,788.0</b>	<b>22.8</b>	<b>0.8%</b>
Salaries	353.3	423.8	70.5	19.9%	430.0	423.8	6.1	1.4%
Wages & Overtime	963.7	1,104.6	140.8	14.6%	1,111.4	1,104.6	6.9	0.6%
Employee Benefits	562.2	596.4	34.2	6.1%	601.5	596.4	5.1	0.9%
Employee Related	30.4	42.3	11.9	39.3%	40.9	42.3	(1.4)	(3.4%)
Salaries, Wages & Benefits	1,909.6	2,167.1	257.5	13.5%	2,183.8	2,167.1	16.8	0.8%
Train Operations	236.9	279.5	42.6	18.0%	278.4	279.5	(1.1)	(0.4%)
Fuel, Power & Utilities	243.8	275.4	31.6	12.9%	278.6	275.4	3.2	1.1%
Materials	135.4	152.5	17.1	12.6%	148.6	152.5	(4.0)	(2.7%)
Facility, Communication & Office	169.5	192.1	22.6	13.3%	190.6	192.1	(1.4)	(0.8%)
Advertising and Sales	69.3	83.7	14.4	20.7%	84.0	83.7	0.3	0.4%
Casualty and Other Claims	77.8	34.8	(43.0)	(55.2%)	32.6	34.8	(2.3)	(7.1%)
Professional Fees & Data Processing	174.9	203.9	29.0	16.6%	207.2	203.9	3.3	1.6%
All Other Expense	246.8	215.1	(31.8)	(12.9%)	218.9	215.1	3.8	1.7%
Transfer to Capital & Ancillary	(156.9)	(214.2)	(57.3)	(36.5%)	(212.2)	(214.2)	2.0	0.9%
<b>Total Expense</b>	<b>3,107.2</b>	<b>3,389.8</b>	<b>282.6</b>	<b>9.1%</b>	<b>3,410.4</b>	<b>3,389.8</b>	<b>20.6</b>	<b>0.6%</b>
<b>Adjusted Operating Earnings</b>	<b>\$ (791.7)</b>	<b>\$ (601.8)</b>	<b>\$ 189.9</b>		<b>\$ (645.2)</b>	<b>\$ (601.8)</b>	<b>\$ 43.4</b>	
OPEB's and Pension	23.4	23.5	0.1	0.3%	24.9	23.5	(1.4)	(5.6%)
Project Related Revenue & Expense	(140.9)	(252.6)	(111.7)	(79.3%)	(233.0)	(252.6)	(19.6)	(8.4%)
Depreciation	(754.3)	(766.0)	(11.7)	(1.5%)	(763.5)	(766.0)	(2.5)	(0.3%)
Office of Inspector General	(20.3)	(22.4)	(2.0)	(10.0%)	(22.7)	(22.4)	0.4	1.6%
State Capital Payment Amortization	118.3	121.7	3.3	2.8%	120.6	121.7	1.1	0.9%
Non-Operating Inc/(Exp)	0.2	59.9	59.7	N/A	27.7	59.9	32.2	116.1%
<b>Net Income/(Loss)</b>	<b>\$ (1,565.3)</b>	<b>\$ (1,434.9)</b>	<b>\$ 130.4</b>		<b>\$ (1,491.2)</b>	<b>\$ (1,434.9)</b>	<b>\$ 56.3</b>	

**Revenues:** Total revenue of **\$2,788.0MM** through July FY23 is \$22.8MM favorable vs June Forecast and an increase of \$472.6MM 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 **\$3,389.8MM** through July FY23 are \$20.6MM favorable vs June Forecast. The increase of \$282.6MM vs prior year is mainly driven by Salaries, Wages and Benefits, Train Operations, and Fuel, Power & Utilities.

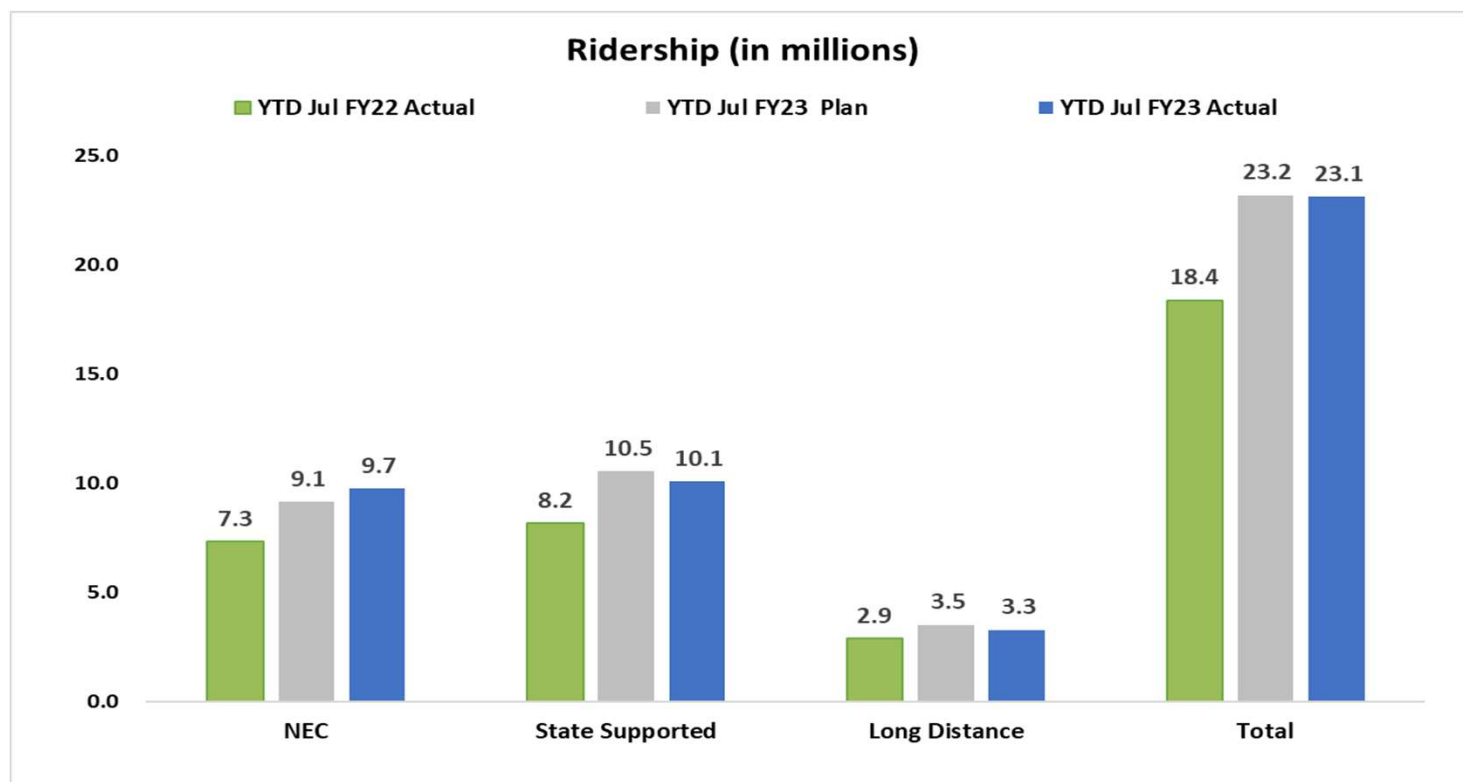
**Note:** Amtrak reports Adjusted Operating Earnings as the key financial measure to evaluate results, Net Income/(Loss) will continue to be reported for reference. Adjusted Operating earnings represents Amtrak's cash funding needs and is a reasonable proxy for Federal Operating Support needed in line 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).

	FY 2023 vs Prior Year				FY 2023 vs Fcst_Jun			
(\$s in Millions)	Actual YTD Jul FY22	Actual YTD Jul FY23	Y/Y Growth		Jun Fcst YTD Jul FY23	Actual YTD Jul FY23	Over/(Under) vs Jun Fcst	
			\$	%			\$	%
Infrastructure Services	\$ 627.4	\$ 893.8	\$ 266.4	42.5%	\$ 919.6	\$ 893.8	\$ (25.7)	(2.8%)
Mechanical	292.9	294.6	1.7	0.6%	314.8	294.6	(20.2)	(6.4%)
Other Operations	17.0	10.5	(6.5)	(38.4%)	11.5	10.5	(1.0)	(8.8%)
<b>Total Operations</b>	<b>937.3</b>	<b>1,199.0</b>	<b>261.7</b>	<b>27.9%</b>	<b>1,245.9</b>	<b>1,199.0</b>	<b>(47.0)</b>	<b>(3.8%)</b>
Digital Technology & Innovation	114.1	228.1	114.1	100.0%	232.7	228.1	(4.6)	(2.0%)
Commerical & Marketing	0.1	2.0	1.9	N/A	2.0	2.0	-	0.0%
ADA	82.0	106.6	24.5	29.9%	116.3	106.6	(9.7)	(8.3%)
Real Estate, Stations & Facilities	31.5	53.0	21.5	68.4%	57.7	53.0	(4.7)	(8.1%)
APD &Emergency Management	11.0	7.0	(4.0)	(36.6%)	4.7	7.0	2.3	48.2%
Safety	3.0	5.6	2.6	87.0%	6.2	5.6	(0.6)	(10.1%)
Enviromental	5.6	4.8	(0.8)	(13.6%)	5.9	4.8	(1.1)	(18.0%)
Procurement	2.9	2.2	(0.7)	(23.8%)	3.9	2.2	(1.7)	(44.2%)
New Acela	153.4	137.7	(15.7)	(10.2%)	146.7	137.7	(8.9)	(6.1%)
Gateway	66.4	193.6	127.2	191.5%	255.9	193.6	(62.3)	(24.3%)
Planning & Strategy	85.6	78.6	(7.0)	(8.2%)	76.4	78.6	2.2	2.9%
B&P Tunnel	33.6	75.7	42.1	125.4%	76.8	75.7	(1.2)	(1.5%)
Intercity Trainsets	153.0	265.7	112.7	73.7%	266.0	265.7	(0.3)	(0.1%)
Other, OVHD Adjustment	18.1	(6.2)	(24.3)	(134.4%)	(3.6)	(6.2)	(2.6)	(73.3%)
<b>Total Capital Spend</b>	<b>\$ 1,697.4</b>	<b>\$ 2,353.2</b>	<b>\$ 655.8</b>	<b>38.6%</b>	<b>\$ 2,493.4</b>	<b>\$ 2,353.2</b>	<b>\$ (140.2)</b>	<b>(5.6%)</b>

**FY23 vs. June Forecast:** YTD FY23 capital spend of \$2,353.2MM is (\$140.2MM) or (5.6%) vs June Forecast largely due to lower Gateway, IMCS, and Mechanical spend.

**FY23 vs. Prior Year:** YTD FY23 capital spend is \$655.8MM or 38.6% higher than prior year primarily driven by higher IMCS, Gateway, Digital Technology & Innovation, and Intercity Trainsets capital spend.



	Prior Year YTD Jul FY22	Plan YTD Jul FY23	Actual YTD Jul FY23	Fav/(Unfav) vs Plan		Y/Y Growth	
				#	%	#	%
<b>Key Performance Indicators</b>							
Ridership (in thousands):							
Northeast Corridor	7,318	9,134	9,739	604	7%	2,420	33%
State Supported	8,153	10,527	10,073	(454)	(4%)	1,920	24%
Long Distance	2,890	3,505	3,277	(228)	(7%)	387	13%
Total Ridership	18,361	23,167	23,089	(78)	(0%)	4,728	26%
RASM (in cents)	21.2 c	21.8 c	23.7 c	1.9 c	9%	2.5 c	12%
CASM (in cents)	28.9 c	26.8 c	29.0 c	(2.2) c	(8%)	(0.1) c	(0%)
Cost Recovery Ratio (NTS)	73.3%	81.3%	81.5%	0.2 pp		8.2 pp	
Customer Satisfaction Index (CSI)	81.2	81.1	79.3	(1.8)	(2.2%)	(1.9)	(2.3%)
<b>Other Indicators (in millions)</b>							
Seat Miles	8,472.4	10,026.5	9,386.6	(639.9)	(6%)	914	11%
Passenger Miles	3,919.8	4,778.1	4,728.8	(49.3)	(1%)	809	21%
Train Miles	27.0	31.3	29.9	(1.3)	(4%)	2.9	11%

**Ridership:** Ridership of **23.1MM** for FY23 is **(0.1MM)** lower vs Plan, and **4.7MM** higher vs prior year driven by increase in 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)

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(\$s in Thousands)

<b>YTD Jul FY23</b>	<b><u>Northeast Corridor Account</u></b>	<b><u>National Network Account</u></b>	<b><u>Total</u></b>
<b>Financial Sources</b>			
Operating Sources (A)	1,522,686	1,265,300	2,787,985
Capital Sources	491,552	263,783	755,336
Federal Grants to Amtrak	1,658,791	1,791,050	3,449,841
<b>Total Operating and Capital Sources</b>	<b>3,673,029</b>	<b>3,320,133</b>	<b>6,993,162</b>
<b>Financial Uses (Operating):</b>			
Operating Uses (B)	1,362,235	2,027,543	3,389,779
<b>Operating Surplus/Deficit (A-B)</b> <i>(Operating Sources - Operating Uses)</i>	<b>160,450</b>	<b>(762,243)</b>	<b>(601,793)</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>2,310,794</b>	<b>1,292,590</b>	<b>3,603,384</b>
<b>Financial Uses (Capital):</b>			
Capital Expenditures	1,367,055	986,159	2,353,215
Legacy Debt and RRIF Repayments	135,816	6,175	141,991
<b>Remaining Carryover Balance</b>	<b>\$ 807,922</b>	<b>\$ 300,255</b>	<b>\$ 1,108,178</b>
<b>Transfers</b>	-	-	-

Federal funding includes ECRA and ARPA Funding

FY23 net change in cash flows is \$1,108.2MM for Consolidated Amtrak, \$807.9MM for NEC and \$300.3MM for National Network.

# Route Level Results YTD July FY23

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YTD July FY 2023												
(\$ in Millions)	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	\$ 415.4	\$ 87.1	\$ 169.2	\$ 66.8	\$ 323.1	\$ 92.2	\$ 412.4	2,420.1	741.5	474.8	2.4	6,222.0
Regional	657.6	167.2	245.8	137.8	550.9	106.7	641.3	7,318.4	2,038.2	1,306.7	4.3	11,200.5
NEC Special Trains & Adjustments	6.2	0.4	2.5	9.0	11.9	(5.6)	1.8	0.0	5.0	0.0	0.0	361.0
<b>NEC</b>	<b>\$ 1,079.2</b>	<b>\$ 254.7</b>	<b>\$ 417.5</b>	<b>\$ 213.6</b>	<b>\$ 885.9</b>	<b>\$ 193.3</b>	<b>\$ 1,055.6</b>	<b>9,738.5</b>	<b>2,784.7</b>	<b>1,781.6</b>	<b>6.8</b>	<b>17,783.5</b>
<b>State Supported:</b>												
Ethan Allen Express	\$ 6.1	\$ 4.0	\$ 1.9	\$ 1.1	\$ 7.0	\$ (0.9)	\$ 2.1	71.1	34.6	6.4	0.1	325.6
Vermont	7.9	4.9	3.1	2.0	10.0	(2.1)	2.7	85.6	41.0	9.1	0.1	218.2
Maple Leaf	32.3	18.8	11.7	5.0	35.5	(3.2)	16.3	361.8	200.4	69.9	0.6	1,276.3
The Downeaster	15.3	8.6	5.2	3.4	17.2	(1.9)	8.6	425.2	120.3	36.4	0.4	2,985.0
Berkshire Flyer	0.1	0.0	0.1	0.1	0.2	(0.1)	0.0	0.7	0.6	0.0	0.0	25.3
New Haven - Springfield	18.6	11.4	13.7	5.5	30.6	(12.0)	6.9	351.0	73.9	19.9	0.4	4,701.7
Keystone Service	29.5	13.7	51.5	17.7	82.9	(53.4)	21.6	912.1	248.7	57.9	0.7	4,232.3
Empire Service	53.9	23.0	33.0	14.7	70.8	(16.9)	64.6	1,015.9	269.8	164.7	0.9	4,375.1
Great River Service	0.1	0.0	0.0	0.0	0.1	0.0	-	0.0	0.0	0.0	0.0	0.0
Chicago-St.Louis	21.9	17.1	14.8	4.3	36.1	(14.2)	14.9	422.6	185.8	84.9	0.7	1,982.7
Hiawathas	16.1	11.6	11.0	2.7	25.3	(9.2)	12.7	514.2	84.7	41.4	0.3	4,064.0
Wolverines	34.8	13.8	19.0	5.6	38.4	(3.5)	17.6	347.5	148.9	76.2	0.5	1,719.0
Illini	10.4	10.2	7.8	2.5	20.5	(10.1)	6.5	220.1	132.8	36.1	0.3	1,058.0
ILLINOIS Zephyr	6.5	7.4	5.5	1.7	14.6	(8.1)	3.2	92.2	39.0	15.2	0.3	1,063.0
Heartland Flyer	5.8	3.1	2.8	1.6	7.5	(1.7)	1.7	60.7	23.4	10.9	0.1	606.0
Pacific Surfliner	91.2	54.9	31.6	18.7	105.2	(14.1)	34.6	1,177.0	383.0	86.7	0.8	7,101.0
Cascades	45.5	25.3	14.8	9.6	49.6	(4.1)	23.6	519.8	124.9	79.4	0.7	2,668.2
Capitol	49.6	30.5	15.4	9.8	55.7	(6.1)	17.9	744.8	223.2	56.1	0.8	7,073.0
San Joaquins	73.4	49.7	21.9	12.3	84.0	(10.5)	22.8	704.0	421.0	102.9	1.1	3,638.0
Adirondack	4.9	3.8	0.1	0.7	4.6	0.3	1.0	16.7	8.4	2.9	0.0	107.8
Blue Water	13.9	5.8	7.2	1.8	14.9	(0.9)	5.2	136.4	64.6	26.3	0.2	585.0
Washington-Roanoke	12.4	8.1	5.6	2.7	16.4	(4.0)	10.4	263.4	107.3	36.1	0.3	494.6
Washington - Newport News	12.7	9.0	7.2	2.8	18.9	(6.3)	11.3	285.1	91.3	33.7	0.2	445.9
Washington - Norfolk	17.2	11.6	9.4	4.8	25.9	(8.7)	14.7	384.4	183.1	50.6	0.4	689.8
Washington - Richmond	5.5	3.2	2.5	1.1	6.8	(1.4)	2.8	108.6	33.9	9.1	0.1	121.8
Hoosier State	0.9	0.0	0.0	0.0	0.0	0.9	-	0.0	0.0	0.0	0.0	0.0
Kansas City-St.Louis	14.8	7.5	5.1	1.6	14.3	0.5	4.5	123.2	77.0	23.0	0.3	784.3
Pennsylvanian	13.8	7.3	7.0	3.4	17.7	(3.9)	9.5	160.8	64.4	34.5	0.2	482.6
Gulf Coast Limited	0.4	0.6	0.5	5.3	6.4	(5.9)	0.4	0.0	0.5	0.0	0.0	172.0
Pere Marquette	6.7	3.1	3.0	1.0	7.2	(0.5)	2.8	70.6	16.5	10.7	0.1	598.0
Carolinian	17.1	11.3	5.2	2.7	19.2	(2.1)	13.6	261.6	100.7	58.5	0.3	411.5
Piedmont	8.4	6.3	1.7	1.6	9.6	(1.2)	4.6	236.3	58.1	27.1	0.3	1,853.0
Non Nec Special Trains & Adjustments	0.5	1.6	4.0	5.7	11.4	(10.9)	0.4	0.1	5.5	0.0	0.1	782.0
<b>State Supported</b>	<b>\$ 648.2</b>	<b>\$ 387.3</b>	<b>\$ 323.5</b>	<b>\$ 153.6</b>	<b>\$ 864.4</b>	<b>\$ (216.2)</b>	<b>\$ 359.4</b>	<b>10,073.4</b>	<b>3,567.2</b>	<b>1,266.7</b>	<b>11.4</b>	<b>56,640.8</b>
<b>Long Distance:</b>												
Silver Star	\$ 33.7	\$ 39.8	\$ 26.3	\$ 11.3	\$ 77.5	\$ (43.8)	\$ 32.5	295.3	215.8	127.9	0.9	603.0
Cardinal	7.4	12.4	5.7	5.2	23.2	(15.8)	7.1	69.3	46.6	26.8	0.3	254.0
Silver Meteor	33.7	29.7	22.8	10.3	62.9	(29.1)	33.3	233.5	212.3	125.6	0.8	570.0
Empire Builder	46.2	60.6	17.9	16.3	94.8	(48.6)	44.8	280.3	404.0	199.0	1.4	1,088.0
Capitol Limited	14.6	16.8	11.3	8.0	36.1	(21.4)	14.9	107.8	72.3	45.7	0.5	584.0
California Zephyr	47.9	63.1	23.6	22.5	109.1	(61.3)	45.7	275.5	325.2	182.2	1.4	664.0
Southwest Chief	35.8	56.4	29.5	16.1	102.0	(66.2)	34.9	211.3	304.3	186.0	1.3	595.0
City of New Orleans	17.1	21.1	11.0	7.0	39.2	(22.1)	16.5	193.6	150.3	80.0	0.6	600.0
Texas Eagle	22.0	31.4	13.9	7.7	53.0	(31.0)	20.9	244.0	150.6	116.2	0.8	603.0
Sunset Limited	10.4	26.4	12.1	8.4	46.9	(36.5)	9.5	67.1	116.0	51.0	0.5	258.0
Coast Starlight	36.4	43.3	19.1	13.1	75.4	(39.1)	34.5	279.2	187.0	121.7	0.8	592.0
Lake Shore Limited	29.8	30.3	22.5	10.4	63.2	(33.4)	29.5	287.6	199.9	119.7	0.7	1,133.0
Palmetto	23.3	16.4	12.9	6.5	35.9	(12.5)	22.3	261.4	140.3	67.8	0.5	608.0
Crescent	31.1	29.6	25.7	10.8	66.0	(34.9)	30.3	228.1	201.3	96.9	0.8	606.0
Auto Train	105.4	45.5	30.7	11.7	88.0	17.4	107.9	243.0	309.0	134.0	0.5	592.0
Long Distance Adjustments	0.0	0.1	1.8	1.4	3.2	(3.2)	N/A	N/A	N/A	N/A	N/A	N/A
<b>Long Distance</b>	<b>\$ 494.8</b>	<b>\$ 522.9</b>	<b>\$ 287.0</b>	<b>\$ 166.6</b>	<b>\$ 976.4</b>	<b>\$ (481.7)</b>	<b>\$ 484.5</b>	<b>3,277.0</b>	<b>3,034.8</b>	<b>1,680.5</b>	<b>11.7</b>	<b>9,350.0</b>
Ancillary	339.5	55.9	184.8	83.0	323.7	15.8						
Infrastructure	226.2	57.0	211.7	70.7	339.4	(113.1)						
<b>Amtrak</b>	<b>\$ 2,788.0</b>	<b>\$ 1,277.9</b>	<b>\$ 1,424.4</b>	<b>\$ 687.5</b>	<b>\$ 3,389.8</b>	<b>\$ (601.8)</b>	<b>\$ 1,899.5</b>	<b>23,088.9</b>	<b>9,386.6</b>	<b>4,728.8</b>	<b>29.9</b>	<b>83,774.3</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