



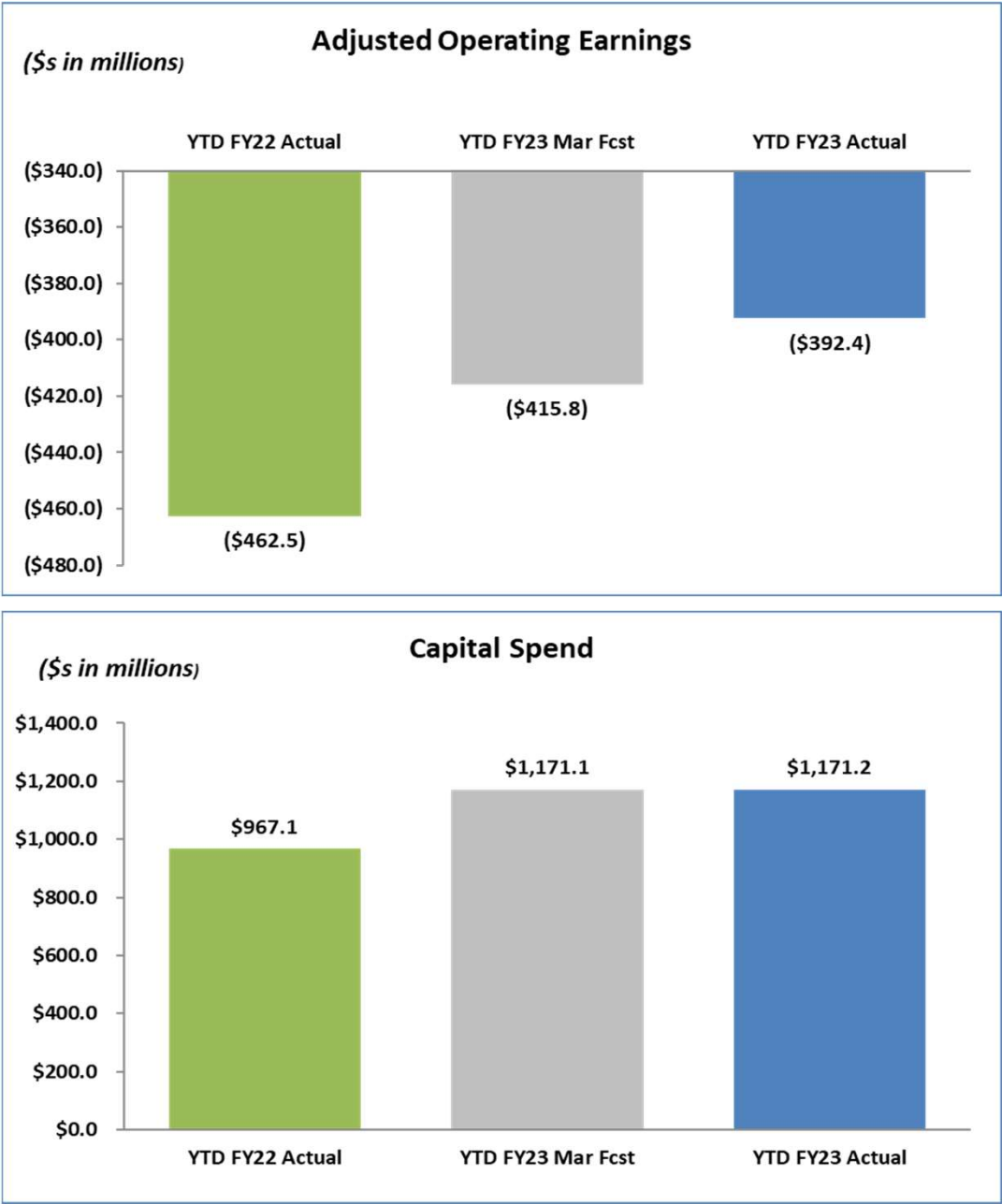
# Monthly Performance Report

YTD March FY 2023

April 28, 2023

**Operating:** Adjusted Operating Earnings of **(\$392.4MM)** through March FY23 are \$23.5MM favorable vs March Forecast and \$70.2MM favorable vs prior year. Total revenue is \$1.6MM favorable (driven by Ticket revenue) and total expenses are \$21.9MM favorable vs March Forecast driven by Casualty & Other Claims, Professional Fees and Transfer to Capital.

**Capital:** Capital spend of **\$1,171.2MM** for YTD March FY23 is \$0.1MM higher vs March Forecast and an increase of \$204.1MM vs prior year.



# Operating Results

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(\$s in Millions)	FY 2023 vs Prior Year				FY 2023 vs Fcst_Mar			
	Prior Year	Actual	Y/Y Growth		Mar Fcst	Actual	Fav/(Unfav) vs Feb Fcst	
	YTD Mar FY22	YTD Mar FY23	\$	%	YTD Mar FY23	YTD Mar FY23	\$	%
Ticket Revenue (Adjusted)	\$ 730.6	\$ 1,035.6	\$ 305.0	41.7%	\$ 1,032.2	\$ 1,035.6	\$ 3.4	0.3%
Food & Beverage	17.0	24.4	7.5	44.1%	24.1	24.4	0.4	1.5%
State Supported Train Revenue	175.7	162.6	(13.1)	(7.5%)	161.4	162.6	1.3	0.8%
<b>Subtotal Passenger Related Revenue</b>	<b>923.3</b>	<b>1,222.6</b>	<b>299.3</b>	<b>32.4%</b>	<b>1,217.7</b>	<b>1,222.6</b>	<b>5.0</b>	<b>0.4%</b>
Other Core Revenue	158.9	156.0	(2.9)	(1.8%)	156.9	156.0	(0.9)	(0.6%)
Ancillary Revenue	174.4	205.4	31.0	17.8%	207.9	205.4	(2.5)	(1.2%)
<b>Total Revenue</b>	<b>1,256.6</b>	<b>1,584.0</b>	<b>327.5</b>	<b>26.1%</b>	<b>1,582.5</b>	<b>1,584.0</b>	<b>1.6</b>	<b>0.1%</b>
Salaries	202.8	255.4	52.6	25.9%	256.2	255.4	0.9	0.3%
Wages & Overtime	569.8	651.4	81.7	14.3%	648.2	651.4	(3.3)	(0.5%)
Employee Benefits	292.7	308.2	15.5	5.3%	308.1	308.2	(0.0)	(0.0%)
Employee Related	15.5	23.8	8.2	53.0%	24.0	23.8	0.2	0.8%
Salaries, Wages & Benefits	1,080.8	1,238.7	158.0	14.6%	1,236.5	1,238.7	(2.2)	(0.2%)
Train Operations	142.1	164.5	22.4	15.7%	161.8	164.5	(2.8)	(1.7%)
Fuel, Power & Utilities	129.0	175.8	46.8	36.3%	174.6	175.8	(1.3)	(0.7%)
Materials	70.4	89.1	18.7	26.6%	87.9	89.1	(1.2)	(1.4%)
Facility, Communication & Office	94.0	113.4	19.4	20.7%	111.3	113.4	(2.0)	(1.8%)
Advertising and Sales	37.0	50.8	13.8	37.4%	50.2	50.8	(0.6)	(1.1%)
Casualty and Other Claims	31.2	19.4	(11.8)	(37.9%)	35.5	19.4	16.1	45.5%
Professional Fees & Data Processing	96.3	118.4	22.1	22.9%	122.2	118.4	3.8	3.1%
All Other Expense	123.3	121.0	(2.3)	(1.9%)	129.1	121.0	8.1	6.3%
Transfer to Capital & Ancillary	(85.0)	(114.7)	(29.7)	(35.0%)	(110.8)	(114.7)	4.0	3.6%
<b>Total Expense</b>	<b>1,719.1</b>	<b>1,976.4</b>	<b>257.3</b>	<b>15.0%</b>	<b>1,998.3</b>	<b>1,976.4</b>	<b>21.9</b>	<b>1.1%</b>
<b>Adjusted Operating Earnings</b>	<b>\$ (462.5)</b>	<b>\$ (392.4)</b>	<b>\$ 70.2</b>	<b>15.2%</b>	<b>\$ (415.8)</b>	<b>\$ (392.4)</b>	<b>\$ 23.5</b>	<b>5.6%</b>
OPEB's and Pension	15.4	14.4	(1.0)	(6.2%)	15.3	14.4	(0.9)	(5.9%)
Project Related Revenue & Expense	(75.2)	(145.7)	(70.4)	(93.7%)	(132.7)	(145.7)	(12.9)	(9.7%)
Depreciation	(452.6)	(454.9)	(2.3)	(0.5%)	(454.0)	(454.9)	(0.9)	(0.2%)
Office of Inspector General	(12.4)	(13.5)	(1.1)	(9.1%)	(13.6)	(13.5)	0.1	1.0%
State Capital Payment Amortization	71.9	73.0	1.1	1.6%	72.6	73.0	0.5	0.6%
Non-Operating Inc/(Exp)	(15.2)	20.2	35.3	232.9%	10.9	20.2	9.3	85.4%
<b>Net Income/(Loss)</b>	<b>\$ (930.6)</b>	<b>\$ (898.8)</b>	<b>\$ 31.8</b>	<b>3.4%</b>	<b>\$ (917.4)</b>	<b>\$ (898.8)</b>	<b>\$ 18.6</b>	<b>2.0%</b>

**Revenues:** Total revenue of **\$1,584.0MM** through March FY23 is \$1.6MM favorable vs March Forecast and an increase of \$327.5MM 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 **\$1,976.4MM** through March FY23 are \$21.9MM favorable vs March Forecast. The increase of \$257.3MM vs prior year is mainly driven by higher Salaries, Wages & Benefits, Fuel, Power & Utilities and Train Operations.

**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).

# Capital Results

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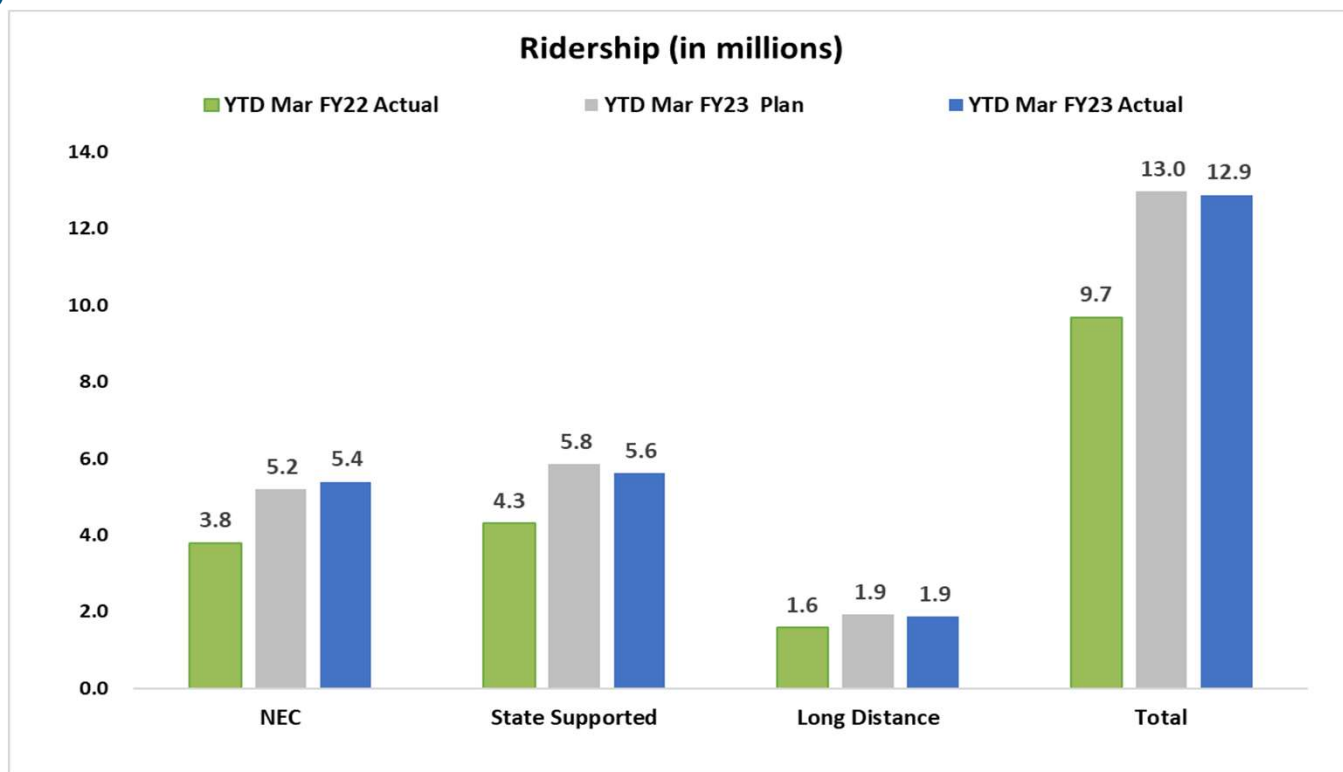
	FY 2023 vs Prior Year				FY 2023 vs Fcst_Mar			
(\$s in Millions)	Actual	Actual	Y/Y Growth		Mar Fcst	Actual	Over/(Under) vs Mar Fcst	
	YTD Mar FY22	YTD Mar FY23	\$	%	YTD Mar FY23	YTD Mar FY23	\$	%
Infrastructure Services	\$ 318.1	\$ 491.0	\$ 172.9	54.4%	\$ 486.0	\$ 491.0	\$ 5.0	1.0%
Mechanical	140.8	158.5	17.7	12.6%	157.0	158.5	1.5	0.9%
Other Operations	11.1	4.5	(6.6)	(59.4%)	4.1	4.5	0.4	9.6%
<b>Total Operations</b>	<b>469.9</b>	<b>654.0</b>	<b>184.1</b>	<b>39.2%</b>	<b>647.1</b>	<b>654.0</b>	<b>6.9</b>	<b>1.1%</b>
Digital Technology & Innovation	52.4	130.1	77.6	148.0%	133.5	130.1	(3.4)	(2.6%)
Commerical & Marketing	0.1	-	(0.1)	(100.0%)	1.3	-	(1.3)	(100.0%)
ADA	42.3	56.8	14.6	34.5%	56.0	56.8	0.9	1.5%
Real Estate, Stations & Facilities	14.5	24.5	10.0	68.9%	22.9	24.5	1.6	7.0%
APD &Emergency Management	5.2	4.8	(0.4)	(7.4%)	5.2	4.8	(0.4)	(8.5%)
Safety	2.2	3.1	1.0	44.9%	3.9	3.1	(0.8)	(20.6%)
Enviromental	4.2	1.6	(2.6)	(61.9%)	1.5	1.6	0.1	6.7%
Procurement	1.0	1.5	0.5	48.1%	2.4	1.5	(0.9)	(36.3%)
New Acela	115.8	92.2	(23.6)	(20.4%)	94.6	92.2	(2.4)	(2.6%)
Gateway	39.7	91.7	52.0	130.8%	92.6	91.7	(0.9)	(1.0%)
Planning & Strategy	49.5	45.8	(3.7)	(7.5%)	45.9	45.8	(0.0)	(0.1%)
B&P Tunnel	17.6	39.8	22.2	126.0%	37.2	39.8	2.6	6.9%
Intercity Trainsets	147.3	29.2	(118.1)	(80.2%)	28.6	29.2	0.6	2.1%
Other, OVHD Adjustment	5.3	(3.9)	(9.2)	(172.7%)	(1.5)	(3.9)	(2.4)	(155.1%)
<b>Total Capital Spend</b>	<b>\$ 967.1</b>	<b>\$ 1,171.2</b>	<b>\$ 204.1</b>	<b>21.1%</b>	<b>\$ 1,171.1</b>	<b>\$ 1,171.2</b>	<b>\$ 0.1</b>	<b>0.0%</b>

**FY23 vs. March Forecast:** YTD FY23 capital spend of \$1,171.2MM is \$0.1MM or 0.0% vs March Forecast.

**FY23 vs. Prior Year:** YTD FY23 capital spend is \$204.1MM or 21.1% higher than prior year primarily driven by higher Infrastructure Maintenance & Construction Services, Gateway, and Digital Technology & Innovation capital spend partially offset by lower spend on Intercity Trainsets capital projects.

# Key Performance Indicators

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## Key Performance Indicators

### Ridership (in thousands):

	Prior Year YTD Mar FY22	Plan YTD Mar FY23	Actual YTD Mar FY23	Fav/(Unfav) vs Plan		Y/Y Growth	
				#	%	#	%
Northeast Corridor	3,790	5,201	5,394	193	4%	1,604	42%
State Supported	4,309	5,847	5,613	(234)	(4%)	1,304	30%
Long Distance	1,583	1,920	1,866	(54)	(3%)	282	18%
Total Ridership	9,683	12,968	12,873	(95)	(1%)	3,191	33%

### RASM (in cents)

RASM (in cents)	19.1 c	22.1 c	22.9 c	0.8 c	4%	3.8 c	20%
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CASM (in cents)	27.1 c	27.8 c	29.1 c	(1.3) c	(5%)	(2.0) c	(7%)
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Cost Recovery Ratio (NTS)	70.5%	79.5%	78.7%	(0.8) pp		8.2 pp	
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Customer Satisfaction Index (CSI)	81.7	81.9	80.6	(1.3)	(1.6%)	(1.1)	(1.3%)
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### Other Indicators (in millions)

Seat Miles	5,008.2	5,694.3	5,449.0	(245.3)	(4%)	441	9%
Passenger Miles	2,040.9	2,608.5	2,621.8	13.3	1%	581	28%
Train Miles	16.2	18.2	17.5	(0.7)	(4%)	1.4	9%

**Ridership:** Ridership of **12.9MM** for FY23 is in line with Plan, and **3.2MM** 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)

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<b>YTD Mar FY23</b>	<b><u>Northeast Corridor Account</u></b>	<b><u>National Network Account</u></b>	<b><u>Total</u></b>
<i>(\$s in Thousands)</i>			
<b>Financial Sources</b>			
Operating Sources (A)	866,400	717,627	1,584,026
Capital Sources	326,229	147,710	473,939
Federal Grants to Amtrak	364,735	563,190	927,924
<b>Total Operating and Capital Sources</b>	<b>1,557,363</b>	<b>1,428,526</b>	<b>2,985,889</b>
<b>Financial Uses (Operating):</b>			
Operating Uses (B)	793,681	1,182,696	1,976,377
<b>Operating Surplus/Deficit (A-B)</b> <i>(Operating Sources - Operating Uses)</i>	<b>72,719</b>	<b>(465,070)</b>	<b>(392,351)</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>763,682</b>	<b>245,830</b>	<b>1,009,512</b>
<b>Financial Uses (Capital):</b>			
Capital Expenditures	693,011	477,854	1,170,865
Legacy Debt and RRIF Repayments	107,348	6,147	113,495
<b>Remaining Carryover Balance</b>	<b>\$ (36,677)</b>	<b>\$ (238,171)</b>	<b>\$ (274,849)</b>
<b>Transfers</b>	-	-	-

Federal funding includes ECRA and ARPA Funding

FY23 net change in cash flows is (\$0.275MM) for Consolidated Amtrak, (\$0.037MM) for NEC and (\$0.238MM) for National Network.

# Route Level Results YTD March FY23

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YTD March 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	\$ 231.6	\$ 50.1	\$ 99.1	\$ 35.7	\$ 185.0	\$ 46.6	\$ 231.0	1,362.0	419.5	264.2	1.4	3,581.0
Regional	369.3	97.9	147.2	77.1	322.2	47.1	361.7	4,032.1	1,183.8	724.6	2.6	6,681.6
NEC Special Trains & Adjustments	3.5	0.2	1.7	4.8	6.7	(3.2)	1.3	0.0	3.5	0.0	0.0	189.0
<b>NEC</b>	<b>\$ 604.3</b>	<b>\$ 148.3</b>	<b>\$ 248.0</b>	<b>\$ 117.6</b>	<b>\$ 513.8</b>	<b>\$ 90.5</b>	<b>\$ 593.9</b>	<b>5,394.1</b>	<b>1,606.8</b>	<b>988.8</b>	<b>4.0</b>	<b>10,451.6</b>
<b>State Supported:</b>												
Ethan Allen Express	\$ 3.4	\$ 2.5	\$ 1.1	\$ 0.7	\$ 4.3	\$ (0.9)	\$ 1.3	42.9	21.0	4.0	0.1	197.2
Vermont	4.6	2.9	1.9	1.2	6.1	(1.5)	1.7	51.4	25.3	5.6	0.1	136.3
Maple Leaf	18.6	11.1	6.9	2.7	20.6	(2.0)	9.1	199.5	121.5	37.4	0.4	757.2
The Downeaster	9.1	5.2	3.1	1.9	10.2	(1.1)	4.8	238.2	71.4	20.6	0.2	1,770.0
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	11.2	6.7	8.2	3.0	18.0	(6.8)	3.9	204.4	44.2	11.4	0.2	2,843.4
Keystone Service	15.4	8.2	30.7	9.4	48.3	(32.9)	12.3	515.1	149.2	33.0	0.4	2,533.3
Empire Service	31.3	14.0	17.3	8.0	39.3	(8.0)	37.0	583.7	159.4	92.6	0.5	2,586.4
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	14.4	10.1	8.5	2.2	20.8	(6.4)	8.0	232.8	105.3	45.9	0.4	1,131.9
Hiawathas	10.0	7.1	6.5	1.5	15.1	(5.1)	6.9	280.6	52.1	22.6	0.2	2,417.0
Wolverines	19.7	8.2	11.0	2.7	21.9	(2.2)	9.7	185.2	84.4	40.7	0.3	992.0
Illini	7.4	5.9	4.5	1.1	11.5	(4.1)	3.7	126.9	74.5	20.6	0.2	580.0
ILLINOIS Zephyr	5.0	4.3	3.0	0.9	8.2	(3.3)	1.7	47.9	18.9	8.0	0.1	579.0
Heartland Flyer	3.6	1.9	1.8	0.9	4.6	(1.0)	1.0	35.3	13.0	6.4	0.1	362.0
Pacific Surfliner	54.5	33.9	17.4	10.5	61.8	(7.3)	17.8	647.6	210.2	44.1	0.4	4,378.0
Cascades	24.2	14.0	7.7	5.2	26.8	(2.6)	11.1	247.8	59.2	37.5	0.4	1,474.2
Capitol	28.6	18.3	9.0	5.3	32.7	(4.1)	9.9	401.7	134.6	30.9	0.5	4,233.0
San Joaquins	43.1	30.6	12.5	6.8	49.9	(6.8)	13.5	406.1	252.5	59.8	0.7	2,175.0
Adirondack	1.5	1.2	(0.3)	0.1	1.0	0.5	0.2	0.0	0.0	0.0	0.0	0.0
Blue Water	9.0	3.5	4.0	0.9	8.3	0.7	3.0	75.3	36.6	14.6	0.1	345.0
Washington-Roanoke	5.5	4.9	3.4	1.5	9.8	(4.3)	6.2	157.6	66.6	21.3	0.2	283.3
Washington - Newport News	7.8	5.4	4.4	1.3	11.1	(3.3)	6.6	163.1	56.3	19.2	0.1	258.3
Washington - Norfolk	8.1	6.9	5.6	2.6	15.2	(7.1)	8.4	217.6	115.3	28.0	0.2	415.4
Washington - Richmond	3.6	2.0	1.5	0.6	4.1	(0.6)	1.6	61.0	21.6	5.1	0.0	73.2
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	7.3	4.6	2.8	0.8	8.2	(0.9)	2.4	65.5	41.4	12.3	0.2	424.2
Pennsylvanian	7.8	4.1	4.3	1.8	10.2	(2.4)	5.7	94.2	38.8	20.4	0.1	288.9
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	3.8	1.8	1.7	0.6	4.0	(0.3)	1.6	40.4	9.8	6.2	0.1	354.0
Carolinian	10.1	6.8	3.2	1.4	11.4	(1.3)	7.6	148.1	60.4	32.4	0.2	246.2
Piedmont	4.9	3.6	1.0	0.9	5.5	(0.6)	2.8	143.1	34.5	16.6	0.2	1,077.0
Non Nec Special Trains & Adjustments	0.7	1.3	3.0	3.9	8.2	(7.5)	0.6	0.1	5.0	0.0	0.1	571.0
<b>State Supported</b>	<b>\$ 375.0</b>	<b>\$ 231.0</b>	<b>\$ 185.7</b>	<b>\$ 80.4</b>	<b>\$ 497.1</b>	<b>\$ (122.1)</b>	<b>\$ 200.2</b>	<b>5,613.2</b>	<b>2,082.8</b>	<b>697.4</b>	<b>6.7</b>	<b>33,482.4</b>
<b>Long Distance:</b>												
Silver Star	\$ 19.4	\$ 24.2	\$ 16.5	\$ 5.9	\$ 46.6	\$ (27.2)	\$ 18.8	171.8	130.0	74.7	0.5	361.0
Cardinal	4.0	7.2	3.2	2.8	13.2	(9.2)	3.9	39.3	26.8	14.8	0.2	150.0
Silver Meteor	18.1	17.3	13.1	5.3	35.7	(17.7)	18.0	123.6	116.2	67.0	0.5	331.0
Empire Builder	20.7	36.5	11.9	8.1	56.5	(35.8)	20.3	150.4	224.0	95.8	0.8	633.0
Capitol Limited	8.5	10.1	6.9	4.5	21.5	(13.0)	8.8	67.8	46.8	28.4	0.3	342.0
California Zephyr	24.7	37.8	14.5	12.4	64.7	(40.1)	23.8	165.1	187.7	94.8	0.8	422.0
Southwest Chief	18.7	33.0	17.4	8.4	58.8	(40.1)	18.6	113.1	163.9	97.8	0.8	355.0
City of New Orleans	9.1	12.6	6.6	3.6	22.8	(13.7)	8.8	107.3	87.3	42.9	0.3	356.0
Texas Eagle	12.4	18.4	8.2	4.0	30.6	(18.2)	11.8	142.7	89.7	66.0	0.5	360.0
Sunset Limited	6.2	15.8	7.5	3.8	27.2	(21.0)	5.7	41.1	75.8	30.8	0.3	153.0
Coast Starlight	19.9	25.7	12.1	7.1	44.9	(24.9)	19.0	167.4	114.4	70.2	0.5	349.0
Lake Shore Limited	14.9	17.7	13.2	5.5	36.4	(21.5)	14.8	161.6	112.2	65.4	0.4	681.0
Palmetto	12.6	9.9	7.9	3.4	21.2	(8.6)	12.1	141.2	79.8	35.9	0.3	364.0
Crescent	17.4	17.8	15.5	5.6	38.9	(21.4)	17.1	130.4	117.5	53.8	0.5	364.0
Auto Train	62.7	28.2	19.0	6.4	53.5	9.1	64.3	143.1	187.3	97.3	0.3	348.0
Long Distance Adjustments	0.0	0.1	1.3	0.7	2.1	(2.1)	N/A	N/A	N/A	N/A	N/A	N/A
<b>Long Distance</b>	<b>\$ 269.1</b>	<b>\$ 312.3</b>	<b>\$ 174.7</b>	<b>\$ 87.6</b>	<b>\$ 574.5</b>	<b>\$ (305.5)</b>	<b>\$ 265.8</b>	<b>1,865.8</b>	<b>1,759.4</b>	<b>935.6</b>	<b>6.9</b>	<b>5,569.0</b>
Ancillary Infrastructure	204.0	33.5	108.8	51.1	193.5	10.5						
	131.7	34.8	127.6	35.1	197.5	(65.8)						
<b>Amtrak</b>	<b>\$ 1,584.0</b>	<b>\$ 759.9</b>	<b>\$ 844.7</b>	<b>\$ 371.8</b>	<b>\$ 1,976.4</b>	<b>\$ (392.4)</b>	<b>\$ 1,059.9</b>	<b>12,873.1</b>	<b>5,449.0</b>	<b>2,621.8</b>	<b>17.5</b>	<b>49,503.0</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