

Quarterly Report on the Performance and Service Quality of Intercity Passenger Train Operations



Covering the Quarter Ending December 2021
(First Quarter of Fiscal Year 2022)

Federal Railroad Administration
U.S. Department of Transportation

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Abbreviations, Acronyms, and Phrases in this Report

Term	Meaning
C.F.R.	Code of Federal Regulations
FRA	Federal Railroad Administration
FY	Fiscal Year (October 1 to September 30)
NEC	Northeast Corridor, rail line between Boston, Massachusetts, and Washington, D.C.
OTP	On-Time Performance
P.L.	Public Law
PRIIA	<i>Passenger Rail Investment and Improvement Act of 2008</i> , P.L. 110-432
MSA	Metropolitan Statistical Area
U.S.C.	United States Code
U.S. DOT	United States Department of Transportation

I. Executive Summary

The Federal Railroad Administration (FRA) must publish a quarterly report on the performance and service quality of intercity train operations, in accordance with Section 207 of the Passenger Rail Investment and Improvement Act of 2008, Pub. L. 110-432, 122 Stat. 4907 (PRIIA). This report, covering the first quarter of FY 2022 from October 1 to December 31, 2021, includes data about Amtrak's on-time performance, minutes of delay, causes of delay, cost recovery, ridership, onboard services, stations, public benefits and other services.

In addition to the data in this report, other supporting data files and information about FRA's quarterly reporting requirements are available at railroads.dot.gov. Key highlights from the FY 2022 first quarter report are below.

Customer On-Time Performance

Customer on-time performance is included in this quarterly report for all routes and train in operation during the first quarter of FY2022, regardless of schedule status. The previous report, which covered the fourth quarter of FY2021, did not include route or train OTP for the more than 20 routes that had one or more disputed train schedules on either a section or the entirety of the route.

The routes with the highest OTP in FY2022 Q1 were the Hiawatha (95.1 percent), Ethan Allen (93.3 percent), and the Keystone (93.2%), and those with the lowest were the Auto Train (24.2%), Capitol Ltd (35.0%), and the Sunset Ltd (40.0%). The FY2022 first quarter report provides the first opportunity to apply the customer OTP minimum standard described in the rule: 80 percent for any two consecutive calendar quarters. Of the trains that operated in either quarter, 70.4 percent met the standard, 14.2 percent did not meet the standard, and 15.4 percent had either a disputed schedule in FY21 Q4 or did not operate in one of the two quarters.

Train Delays

Delay minutes are tracked for each Amtrak train according to 40 individual delay codes across three major categories: Host Responsible Delays (including freight train interference and slow orders on the track), Amtrak Responsible Delays (including equipment problems and delays related to passenger loading and unloading), and Third Party Responsible Delays (primarily weather-related).

Amtrak trains experienced approximately 1.3 million minutes of delay during the first quarter of FY 2022, up 9 percent from the previous quarter. System-wide, train miles increased by 8 percent from the fourth quarter of FY 2021 to the first quarter of FY 2022 (from 8,168,324 train miles to 8,790,595 train miles), as Amtrak continued to restore service. The largest cause of delays was freight train interference at 299,252 minutes of delay – 22 percent of total delay minutes, an increase of 12

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percent from the previous quarter. The following host railroads were responsible for 92 percent of the freight train interference delay minutes: Union Pacific (84,000 minutes), Norfolk Southern (69,116 minutes), BNSF Railway (69,079 minutes), and CSX Transportation (54,810 minutes). Other significant causes of delay were unused recovery time, passenger train interference, and slow orders.

Customer Service

Responses to Amtrak's customer satisfaction survey are reported by route in this report. Customers rated the majority (31 of 41) of routes as 80 percent or higher in terms of overall satisfaction, with only one route below 70 percent (Auto Train). Several routes, including the Cardinal, Carolinian, California Zephyr, and Palmetto improved their customer service scores from the previous quarter.

Financial

Financial metrics are tracked across several categories, including cost recovery and ridership. System-wide, Amtrak earned \$672M in adjusted operating revenue and incurred \$823M in fully allocated operating expenses, achieving a cost recovery ratio of 82 percent. Routes that operated in the first quarter with high cost recovery ratios include the Auto Train (131 percent), Illini/Saluki (124 percent), Northeast Regional (115 percent), and Hiawatha (114 percent).

Amtrak had 5,530,225 total riders during the quarter, an increase of 7 percent over the previous quarter. The Northeast Regional (1,706,419 riders), Acela Express (478,441 riders), and Pacific Surfliner (349,304 riders) accounted for approximately 46 percent of the total ridership. These routes, along with the Auto Train, also accounted for 41 percent of Amtrak's adjusted operating revenue: Northeast Regional (\$151.9M), Acela Express (\$76.7M), Auto Train (\$27.6M), and Pacific Surfliner (\$22.3M).

Public Benefits

Public benefits metrics are reported annually, and they are included for the first time in the FY2022 first quarter report, covering all of FY2021. The public benefits metrics track connectivity, missed connections, community access, and service availability across Amtrak's network. In FY2021, 12.4 percent of Amtrak trips included a connection to another route: 6.4 percent of Northeast Corridor trips, 16.6 percent of State-supported trips, and 17.7 percent of Long Distance trips. Of all multi-leg Amtrak trips in FY2021, 2 percent included a missed connection, with the highest number on the San Joaquins, Pacific Surfliner, and Southwest Chief routes. In FY2021, Amtrak served 67,835 riders (0.56 percent of all riders) in areas not well-served by other modes of intercity transportation.

II. Introduction

This report responds to Section 207 of the Passenger Rail Investment and Improvement Act of 2008, Pub. L. 110-432, 122 Stat. 4907 (PRIIA) that requires the Federal Railroad Administrator to collect the necessary data and publish a quarterly report on the performance and service quality of intercity passenger train operations, including Amtrak's cost recovery, ridership, on-time performance, minutes of delay, causes of delay, onboard services, stations, and other services.

The Federal Railroad Administration (FRA) published a final rule on November 16, 2020 (see 49 C.F.R 273) that established metrics and minimum standards for measuring the performance and service quality of intercity passenger train operations. Consistent with the rule (preamble section IV), this third quarterly report covers the third full calendar quarter 3 months after the publication of the final rule in the Federal Register, which is the first quarter (Q1) of Federal fiscal year (FY) 2022, running from October 1, 2021, to December 31, 2021. This report provides an overview of the metrics and standards established in FRA's final rule, a description of Amtrak's route structure, and metrics reporting tables for the first quarter of FY 2022. Additional information about the final rule and the supporting data files are available at railroads.dot.gov.

The FY2022 first quarter report includes customer on-time performance for all trains in operation in FY2022 Q1 and, for the first time, the public benefits metrics, which are reported annually.

FRA is pleased to publish this third report and set of quarterly data using the metrics established in 2020. Standardized, consistent reporting will provide key stakeholders, including host railroads, Congress, and the Surface Transportation Board (STB), along with Amtrak's customers and the public, a way to measure the performance of intercity passenger train operations.

III. Summary of Metrics and Standards

49 C.F.R. Part 273 establishes metrics and minimum standards for measuring the performance and service quality of intercity passenger train operations in four categories: on-time performance (OTP) and train delays, customer service, financial, and public benefits. FRA will publish quarterly reports on the metrics and minimum standards according to the reporting structure established in the final rule. See Table 1 for a summary of the metrics and reporting schedule.

Table 1. Metrics Summary and Reporting Schedule

Category	Metric	First Period Reported	Summary Description
OTP & Delays	Customer OTP	July 1 – September 30, 2021 (except disputed schedules) October 1 – December 31, 2021 (all schedules)	Standard: 80% for two consecutive quarters Percentage of all customers on an intercity passenger rail train who arrive at their detraining point no later than 15 minutes after their published scheduled arrival time
	Ridership data	Prior Month	Number of host railroads to whom Amtrak has provided host-specific ridership data
	Certified schedules	Prior Month	Number of certified schedules, uncertified schedules, and disputed schedules
	Train delays	April 1 – June 30, 2021	Minutes of delay for all Amtrak-responsible delays, host-responsible delays, and third-party delays, reported by delay code.
	Train delays per 10K train miles	April 1 – June 30, 2021	Minutes of delay per 10,000 train miles for all Amtrak-responsible and host-responsible delays
	Station performance	July 1 – September 30, 2021	Number of detraining passengers, the number of late passengers, and the average minutes late that late customers arrive at their detraining stations
	Host running time	July 1 – September 30, 2021	Average actual running time and the median actual running time compared with the scheduled running time between the first and final reporting points for a host railroad set forth in the Amtrak schedule skeleton

Category	Metric	First Period Reported	Summary Description
Customer Service	Customer satisfaction	April 1 – June 30, 2021	Percent of respondents who provided a score of 70 percent or greater for their “overall satisfaction” on a 100-point scale for their most recent trip, shown both adjusted for performance and unadjusted
	Amtrak personnel	April 1 – June 30, 2021	Average score from respondents for their overall review of Amtrak personnel
	Information given	April 1 – June 30, 2021	Average score from respondents for their overall review of information provided by Amtrak
Customer Service	On-board comfort	April 1 – June 30, 2021	Average score from respondents for their overall review of on-board comfort
	On-board cleanliness	April 1 – June 30, 2021	Average score from respondents for their overall review of on-board cleanliness
	On-board food service	April 1 – June 30, 2021	Average score from respondents for their overall review of on-board food service
Financial	Cost recovery	April 1 – June 30, 2021	Amtrak’s adjusted operating revenue divided by Amtrak’s adjusted operating expense
	Avoidable operating costs covered by passenger revenue	April 1 – June 30, 2021	Percent of avoidable operating costs divided by passenger revenue for each route, shown with and without State operating payments
	Fully allocated costs covered by passenger revenue	April 1 – June 30, 2021	Percent of fully allocated core operating costs divided by passenger revenue for each route, shown with and without State operating payments
	Average ridership	April 1 – June 30, 2021	Number of passenger-miles divided by train-miles for each route
	Total ridership	April 1 – June 30, 2021	Total number of passengers



Category	Metric	First Period Reported	Summary Description
Public Benefits	Connectivity	October 1 – December 31, 2021 (covering all of FY2021)	Percent of passengers connecting to and from other Amtrak routes
	Missed connections	October 1 – December 31, 2021 (covering all of FY2021)	Percent of passengers connecting to/from other Amtrak routes who missed connections due to a late arrival from another Amtrak train
	Community access	October 1 – December 31, 2021 (covering all of FY2021)	Percent of Amtrak passenger-trips to and from not well-served communities
	Service availability	October 1 – December 31, 2021 (covering all of FY2021)	Total number of daily Amtrak trains per 100,000 residents in a metropolitan statistical area (MSA) for each of the top 100 MSAs in the United States, shown in total and adjusted for time of day



IV. Amtrak Route Structure and Descriptions

Amtrak provides intercity passenger rail service across the nation, serving more than 500 destinations in 46 states. Amtrak has three operating service lines: **Northeast Corridor (NEC)**, which provides service between Boston, MA, and Washington, DC; **State-Supported**, which provides service on corridor routes of not more than 750 miles through cost-sharing agreements with State Partners; and **Long Distance**, which includes all routes over 750 miles nationwide. See Table 2 for a description of the service lines and routes.

Table 2. Route Descriptions

Service Line	Route Name	Sub Service	Route Description
Northeast Corridor	Acela Express	Acela Express	Between Boston, New York (Penn Station), and Washington, DC
	Northeast Regional	On Spine Northeast Regional	Between Boston, Springfield, New Haven, New York (Penn Station), and Washington, DC
State-Supported	Capitol Corridor	Capitol Corridor	Between Auburn, Oakland Coliseum, Oakland (Jack London Square Station), and San Jose
	Carolinian	Carolinian	Between Charlotte, NC and New York (Penn Station)
	Cascades	Cascades	Between Eugene, Portland, Seattle, and Vancouver
	Downeaster	Downeaster	Between Boston (North Station), Portland, and Brunswick, ME
	Empire	Adirondack	Between New York (Penn Station) and Montreal
	Empire	Ethan Allen Express	Between New York (Penn Station) and Rutland, VT
	Empire	Maple Leaf	Between New York (Penn Station) and Toronto
	Empire	New York - Albany	Between New York (Penn Station) and Albany, NY
	Empire	New York - Niagara Falls	Between New York (Penn Station) and Niagara Falls
	Heartland Flyer	Heartland Flyer	Between Fort Worth, TX and Oklahoma City, OK
	Hiawatha	Hiawatha	Between Chicago and Milwaukee, WI
	Illinois	Carl Sandburg / Illinois Zephyr	Between Chicago and Quincy, IL
	Illinois	Illini / Saluki	Between Chicago and Carbondale
	Illinois	Lincoln Service	Between Chicago and St. Louis



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Service Line	Route Name	Sub Service	Route Description
State Supported	Keystone	Keystone	Between Harrisburg, PA, Philadelphia, and New York (Penn Station)
	Michigan	Blue Water	Between Chicago and Port Huron
	Michigan	Pere Marquette	Between Chicago and Grand Rapids
	Michigan	Wolverine	Between Chicago and Pontiac
	Missouri	Missouri	Between Kansas City and St. Louis
	Northeast Regional	Richmond / Newport News / Norfolk	Between Norfolk, Newport News, Richmond, New York (Penn Station) and Boston
	Northeast Regional	Roanoke	Between Lynchburg/Roanoke, VA and Boston
	Northeast Regional	Springfield Shuttles	Between New Haven, CT, and Springfield, MA
	Pacific Surfliner	Pacific Surfliner	Between San Luis Obispo, Goleta, Los Angeles, and San Diego, CA
	Pennsylvanian	Pennsylvanian	Between New York (Penn Station) and Pittsburgh
	Piedmont	Piedmont	Between Charlotte and Raleigh, NC
	San Joaquins	San Joaquins	Between Bakersfield, Oakland (Jack London Square Station), and Sacramento, CA
	Vermont	Vermont	Between St. Albans, VT, and Washington, DC
Long Distance	Auto Train	Auto Train	Between Lorton, VA, and Sanford, FL
	California Zephyr	California Zephyr	Between Chicago and Emeryville, CA
	Capitol Ltd	Capitol Ltd	Between Chicago and Washington, DC
	Cardinal	Cardinal	Between Chicago and New York (Penn Station) via Cincinnati
	City Of New Orleans	City Of New Orleans	Between Chicago and New Orleans
	Coast Starlight	Coast Starlight	Between Los Angeles and Seattle
	Crescent	Crescent	Between New York (Penn Station) and New Orleans
	Empire Builder	Empire Builder	Between Chicago, Portland, and Seattle
	Lake Shore Ltd	Lake Shore Ltd	Between Chicago, New York (Penn Station), and Boston via Cleveland and Buffalo
	Palmetto	Palmetto	Between New York (Penn Station) and Savannah, GA
	Silver Meteor	Silver Meteor	Between New York (Penn Station) and Miami via Charleston, SC



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Service Line	Route Name	Sub Service	Route Description
Long Distance	Silver Star	Silver Star	Between New York (Penn Station) and Miami via Columbia, SC
	Southwest Chief	Southwest Chief	Between Chicago and Los Angeles
	Sunset Ltd	Sunset Ltd	Between Los Angeles and New Orleans
	Texas Eagle	Texas Eagle	Between Chicago and San Antonio

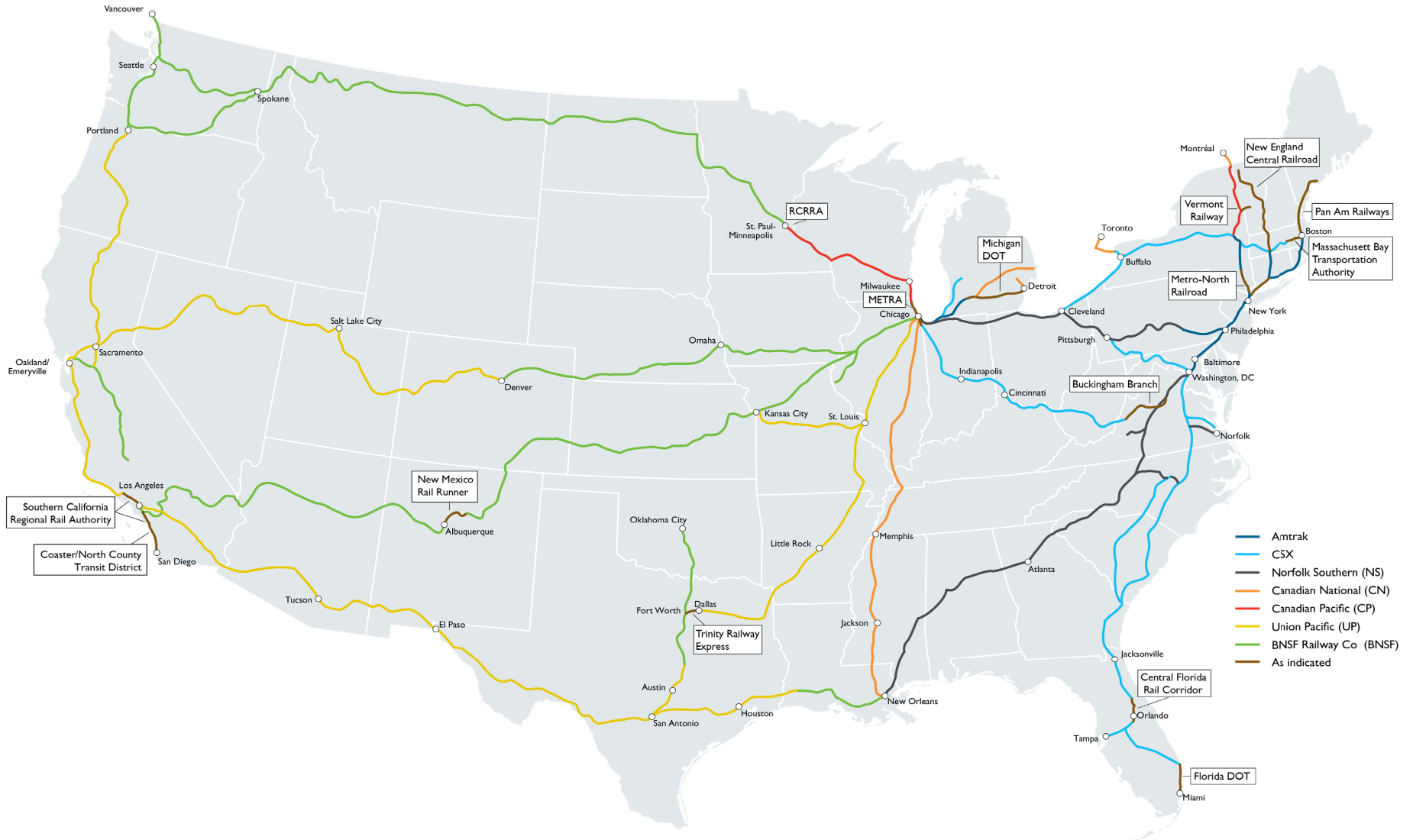


Figure 1. Amtrak Route Map



All route/map data provided by Amtrak

Figure 2. Amtrak Host Map



All route/map data provided by Amtrak

FRA Quarterly Report | IV. Amtrak Route Structure and Descriptions

For some routes, Amtrak reports operational (train performance) data differently than it reports financial or ridership data. In some State-supported service arrangements, a State, under a contractual agreement with Amtrak, will provide financial support for a portion of a larger route.

Amtrak has two route hierarchies within its reporting systems to account for these arrangements. The first route hierarchy is used to track the physical versions of the routes on the network. This hierarchy includes the entire physical train that moves between its origin and ultimate destination. The second hierarchy, financial routes, are a financial construction in Amtrak’s accounting that breaks the physical train up into the Amtrak-supported portion of the route and State-supported portion of the route. These financial routes exist to allocate financials between the State-supported segment and the Amtrak-Supported segment for various accounting purposes. See Table 3 for a summary of where financial routes may be different from physical routes.

In this quarterly report, all OTP and train delay metrics will be reported using the physical route structure (Table 2), and financial, customer service, and public benefits metrics will be reported using the financial route structure (Table 3).

Table 3. Financial Routes Descriptions Different than Physical Routes

Route	Physical Route	Financial Route
Adirondack	New York, NY – Montreal, Canada	New York, NY – Albany, NY (Empire Service)
		Albany, NY – Montreal, Canada (Adirondack Service)
Carolinian	Charlotte, NC – New York, NY	Charlotte, NC – Washington, DC
Cascades	Eugene, OR – Vancouver, WA	Eugene – Portland, OR (Oregon Service)
		Portland, OR – Vancouver, WA (Washington Service)
Empire West / Maple Leaf	New York, NY – Niagara Falls, NY	New York – Albany, NY (Empire Service)
		Albany – Niagara Falls, NY (Empire West/Maple Leaf Service)
Ethan Allen	New York, NY – Rutland, VT	New York – Albany, NY (Empire Service)
		Albany, NY – Rutland, VT (Ethan Allen Service)
Keystone	Harrisburg, PA – New York, NY	Harrisburg – Philadelphia, PA

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Route	Physical Route	Financial Route
Lynchburg/ Roanoke	Lynchburg/Roanoke – New Haven, CT/ Boston, MA	Lynchburg, VA – Washington, DC
Newport News	Newport News, VA – New Haven, CT/ Boston, MA	Newport News, VA – Washington, DC
Norfolk	Norfolk, VA – New Haven, CT/Boston, MA	Norfolk, VA – Washington, DC
Springfield Shuttles	Washington, DC – New Haven, CT/ Boston, MA	New Haven, CT – Springfield, MA
Pennsylvanian	Pittsburgh, PA – New York, NY	Pittsburgh – Philadelphia, PA
Richmond	Richmond – New Haven, CT/Boston, MA	Richmond, VA – Washington, DC
Vermont	Washington, DC – St. Albans, VT	New Haven, CT – Springfield, MA; Springfield, MA – St. Albans, VT



V. Quarterly Reporting Data Categories

A. On-Time Performance and Train Delays

This section includes definitions of each of the metrics and any associated standard. There are also descriptions of the reported data for each metric, including definitions of key terms, and other notes as needed. This section includes reporting tables and charts for selected metrics; to access the complete data files, please visit railroads.dot.gov.

The only service not in operation during FY22 Q1 was the Adirondack, although many routes were still operating at reduced frequency from pre-COVID service levels during FY22 Q1, including: Northeast Regional, Acela, Capitol Corridor, Cascades, Empire Service, Keystone, Pacific Surfliner, and San Joaquins.

Table 4. On-Time Performance and Train Delays Metrics – Definitions and Notes

Metric	Definition	Data Description and Notes
Customer On-Time Performance	<p>The percentage of all customers on an intercity passenger rail train who arrive at their detraining point no later than 15 minutes after their published scheduled arrival time, reported by train and by route.</p> <p>The customer on-time performance minimum standard is 80 percent for any 2 consecutive quarters.</p>	Customer on-time performance for all schedules, at the route-level and by train, are included in this FY 2022 first quarter (Q1) report covering October 1 – December 31, 2021.

FRA Quarterly Report | V. Quarterly Reporting Data Categories

Metric	Definition	Data Description and Notes
Ridership Data	The number of host railroads to whom Amtrak has provided ridership data reported by host railroad and by month.	<p>Ridership data means, in a machine-readable format: the total number of passengers, by train and by day; the station-specific number of detraining passengers, reported by host railroad, whose railroad right-of-way serves the station, by train and by day; and the station-specific number of on-time passengers reported by host railroad whose railroad right-of-way serves the station, by train and by day.</p> <p>There are two host railroads not listed in the data over which Amtrak does not currently operate: Florida East Coast Railway and Sound Transit. Ridership data will be provided to these host railroads in advance of operations. Amtrak provided ridership data to Portland Terminal Railroad Company via BNSF Railway.</p>
Certified Schedules	The number of certified schedules, uncertified schedules, and disputed schedules, reported by train, by route, and by host railroad (excluding switching and terminal railroads), identified in a notice to the Federal Railroad Administrator by Amtrak.	<p>The metric was reported monthly through May 2021 after which is reported annually, most recently in the FY2021 Quarter 4 report available at railroads.dot.gov.</p> <p><i>Certified schedule</i> means a published train schedule that Amtrak and the host railroad jointly certify is aligned with the customer on-time performance metric and standard.</p> <p><i>Uncertified schedule</i> means a published train schedule that has not been reported as a certified schedule or a disputed schedule.</p> <p><i>Disputed schedule</i> means: (1) A published train schedule for which a specific change is sought: (i) that is the only subject of a non-binding dispute resolution process led by a neutral third-party and involving Amtrak and one or more host railroads; (ii) that is the only subject of a non-binding dispute resolution process led by a neutral third-party that has been initiated by one or more host railroads and Amtrak has not consented to participate in the process within 30 calendar days; or (iii) that is the only subject of a non-binding dispute resolution process led by a neutral third-party that has been initiated by Amtrak and the host railroad has not consented to participate in the process within 30 calendar days.</p>



FRA Quarterly Report | V. Quarterly Reporting Data Categories

Metric	Definition	Data Description and Notes
Train Delays	<p>The train delays metric is the minutes of delay for all Amtrak-responsible delays, host-responsible delays, and third-party delays, for the host railroad territory within each route. The train delays metric is reported by delay code; total minutes of delay; Amtrak-responsible delays; Amtrak's host-responsible delays; Amtrak's host-responsible delays and Amtrak-responsible delays combined; non-Amtrak host-responsible delays; and third-party delays. The train delays metric is also reported by the number of non-Amtrak host-responsible delay minutes disputed by host railroad and not resolved by Amtrak.</p>	<p><i>Amtrak-responsible</i> delays means delays recorded by Amtrak, in accordance with Amtrak procedures, as Amtrak-responsible delays, including passenger-related delays at stations, Amtrak equipment failures, holding for connections, injuries, initial terminal delays, servicing delays, crew and system delays, and other miscellaneous Amtrak-responsible delays.</p> <p><i>Host-responsible</i> delays means delays recorded by Amtrak, in accordance with Amtrak procedures, as host-responsible delays, including freight train interference, slow orders, signals, routing, maintenance of way, commuter train interference, passenger train interference, catenary or wayside power system failure, and detours.</p> <p><i>Third-party</i> delays means delays recorded by Amtrak, in accordance with Amtrak procedures, as third-party delays, including bridge strikes, debris strikes, customs, drawbridge openings, police-related delays, trespassers, vehicle strikes, utility company delays, weather-related delays (including heat or cold orders, storms, floods/washouts, earthquake-related delays, slippery rail due to leaves, flash-flood warnings, wayside defect detector actuations caused by ice, and high-wind restrictions), acts of God, or waiting for scheduled departure time. In this quarterly dataset, the third-party delays are coded as "Neither."</p>
Disputed Train Delays		<p><i>Delay minutes disputed by host railroad and not resolved by Amtrak</i> means delay minutes for which a host railroad disputed the code used by Amtrak to classify the delay, or the number of delay minutes assigned to the host railroad, but were not changed by Amtrak after the host's initial request. Ultimately, Amtrak and the host railroads may agree that a different delay code or number of delay minutes is appropriate following further discussion; this data only reports delay minutes that were not adjusted after the host railroad's initial request for reclassification.</p> <p>Delays are reported by operating business line, which is similar to the service line structure (see Amtrak Route Structure and Descriptions). The NEC business line includes the following routes: Acela, Northeast Regional, Northeast Regional – Richmond / Newport News / Norfolk, Northeast Regional – Roanoke, and Northeast Regional – Springfield Shuttles. See Table 4 for a list of host railroads and abbreviated host railroad codes used in the delay reports. See Table 5 for a list of the delay codes, abbreviations, and responsibilities.</p>
Train Delays per 10,000 Train Miles	<p>The minutes of delay per 10,000 train-miles for all Amtrak-responsible and host-responsible delays, for the host railroad territory within each route.</p>	<p><i>Delays per 10,000 train-miles</i> is the number of minutes of delay normalized by train-miles so that routes of different lengths, and hosts with different amounts of Amtrak service, can be compared to each other. Specifically, it is the number of minutes of host-responsible delay, divided by the number of Amtrak train-miles operated over that host, multiplied by 10,000. Data is available for download at railroads.dot.gov.</p>

FRA Quarterly Report | V. Quarterly Reporting Data Categories

Metric	Definition	Data Description and Notes
Station Performance	The number of detraining passengers, the number of late passengers, and the average minutes late that late customers arrive at their detraining stations, reported by route, by train, and by station. The average minutes late per late customer calculation excludes on-time customers that arrive no later than 15 minutes after their scheduled time.	Data is available for download at railroads.dot.gov .
Host Running Time	The average actual running time and the median actual running time compared with the scheduled running time between the first and final reporting points for a host railroad set forth in the Amtrak schedule skeleton, reported by route, by train, and by host railroad (excluding switching and terminal railroads).	<p><i>Actual running time</i> means the actual elapsed travel time of a train's travel on a host railroad, between the departure time at the first reporting point for a host railroad segment and the arrival time at the reporting point at the end of the host railroad segment.</p> <p><i>Scheduled running time</i> means the scheduled duration of a train's travel on a host railroad, as set forth in the Amtrak schedule skeleton.</p> <p><i>Schedule skeleton</i> means a schedule grid used by Amtrak and host railroads to communicate the public schedule of an Amtrak train and the schedule of operations of an Amtrak train on host railroads.</p> <p>Data is available for download at railroads.dot.gov.</p>



Table 5. Host Railroad Names and Codes

Host Railroad Name	Host Railroad Code
Amtrak	AM
Belt Railway of Chicago	BR
BNSF Railway Company	BN
Buckingham Branch Railroad	BB
Central Florida Rail Corridor	FR
Chicago Terminal	CT
CN – IC (Former GTW and IC)	CC
Conrail Shared Assets	CR
CP Rail (Soo Line)	CP
CSX Corporation	CS
Delaware & Hudson (CP Rail)(StL&H)	DH
Florida DOT (CSX Dispatched) ¹	FL
Kansas City Terminal	KC
Long Island Railroad	LG
Massachusetts DOT	MA
MBTA	MT
Metra	ME
Metro-North Railroad	MN
Michigan DOT	MI
Minnesota Commercial	MC
New England Central	NE
New Mexico DOT	NM
Norfolk Southern	NS
Pan Am Railways (formerly Guilford)	GT
S.C.R.R.A (Moorpark to LAX)	SC
San Diego Northern	SN
Sound Transit (XNI-XTW =Tacoma, WA vicinity)	ST
Terminal Railroad Assn. Of St. Louis (TRRA)	TR
Trinity Rail Express	TE
Union Pacific	UP
Vermont Railway	VR

1 CSX does not dispatch this segment of railroad. Amtrak has corrected the host name in its data systems, and it will appear as Florida DOT in the next report covering FY2022 Q2.

Table 6. Amtrak Delay Code Definitions

Responsibility	Code	Code Description	Explanation
Amtrak-responsible delays	ADA	Passenger-related	All delays related to disabled passengers, wheelchair lifts, guide dogs, etc.
	CAR	Car failure	Mechanical failure on all types of cars
	CCR	Cab car failure	Mechanical failure on Cab Cars
	CON	Hold for guaranteed connection	Holding for connections from other trains or buses
	CTC	CETC system failure	Failure of the Centralized Electrification and Traffic Control (CETC) train control system
	ENG	Locomotive failure	Mechanical failure on engines
	HLD	Passenger-related	All delays related to passengers, checked baggage, large groups, etc.
	INJ	Injured/Ill guest/ Employee	Delay due to injured passengers or employees
	ITI	Initial terminal delay	Delay at initial terminal due to late arriving inbound trains causing late release of equipment
	MTI	Disabled train ahead	Disabled train ahead due to mechanical failure
	OTH	Miscellaneous delays	Lost-on-run, heavy trains, unable to make normal speed, etc.
	SVS	Servicing	All switching and servicing delays
	SYS	Crew & system	Delays related to crews including lateness, lone-engineer delays
Host-responsible delays	CTI	Commuter train interference	Delays for meeting or following commuter trains
	CTP	Commuter train problems	Delays directly caused by abnormal occurrences to commuter trains
	DBB	B&B work due to defect	Delays caused by bridge or building maintenance
	DCS	C&S work due to defect	Signal failure or other signal delays, wayside defect-detector false alarms, defective road crossing protection, efficiency tests, drawbridge stuck open
	DCT	Defective concrete ties	Delays caused by the replacement of concrete ties
	DDA	Defect detector actuation	Delays caused by train inspection following a defect detector actuation
	DET	ET work due to defect	Catenary or other electrical maintenance
	DMW	M/W work due to defect	Maintenance of Way delays including holds for track repairs or MW foreman to clear
	DSR	Slow order delays	Temporary slow orders, except heat or cold orders

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Responsibility	Code	Code Description	Explanation
Host-responsible delays	FTI	Freight train interference	Delays from freight trains
	PBB	Planned B&B work	Scheduled bridge and building maintenance
	PET	Planned ET work	Scheduled catenary or other electrical work
	PSC	Planned C&S work	Scheduled communications and signal work
	PSR	Planned speed restrictions	Scheduled speed restrictions
	PTI	Passenger train interference	Delays for meeting or following other passenger trains (not commuter trains)
	RTE	Routing delays, including late bulletins	Routing-dispatching delays including diversions, late track bulletins, etc.
	SMW	Scheduled M/W work	Scheduled maintenance of way work
Third-party delays	BSP	Bridge strike	Delay due to train striking an overhead bridge
	CUI	Customs and immigration	U.S. and Canadian customs delays; Immigration-related delays
	DBS	Debris strike, damage, set outs	Debris strikes
	MBO	Movable bridge opening	Movable bridge openings for marine traffic where no bridge failure is involved
	NOD	Unused recovery time	Waiting for scheduled departure time at a station
	POL	Police-related delay	Police/fire department holds on right-of-way or on board trains
	TRS	Trespasser incident	Trespasser incidents including road crossing accidents, trespasser/animal strikes, vehicle stuck on track ahead, bridge strikes
	UTL	Utility company failure	Failure due to utility company issue
	WTR	Weather-related	All severe-weather delays, landslides or washouts, earthquake-related delays, heat or cold orders



Table 7. Customer On-Time Performance by Route

Service Line / Route	OTP
Long Distance	
Auto Train	24.2%
California Zephyr	47.1%
Capitol Ltd	35.0%
Cardinal	58.3%
City Of New Orleans	79.9%
Coast Starlight	54.0%
Crescent	56.8%
Empire Builder	45.6%
Lake Shore Ltd	59.8%
Palmetto	71.9%
Silver Meteor	42.3%
Silver Star	41.6%
Southwest Chief	44.6%
Sunset Ltd	40.0%
Texas Eagle	66.1%
Northeast Corridor	
Acela Express	83.0%
On Spine Northeast Regional	84.8%
Richmond / Newport News / Norfolk	74.1%
Roanoke	81.5%
Springfield Shuttles	87.7%
State Supported	
Blue Water	66.5%
Capitol Corridor	82.4%
Carl Sandburg / Illinois Zephyr	89.3%
Carolinian	70.6%
Cascades	54.5%
Downeaster	81.7%
Ethan Allen Express	93.3%
Heartland Flyer	80.8%
Hiawatha	95.1%
Illini / Saluki	60.4%
Keystone	93.2%
Lincoln Service	80.1%
Maple Leaf	83.9%
Missouri	60.1%
New York - Albany	92.2%
New York - Niagara Falls	78.7%
Pacific Surfliner	81.9%
Pennsylvanian	63.8%
Pere Marquette	73.0%
Piedmont	73.8%
San Joaquins	75.0%
Vermont	85.1%
Wolverine	58.8%



Figure 3. Customer OTP by Service Line & Route

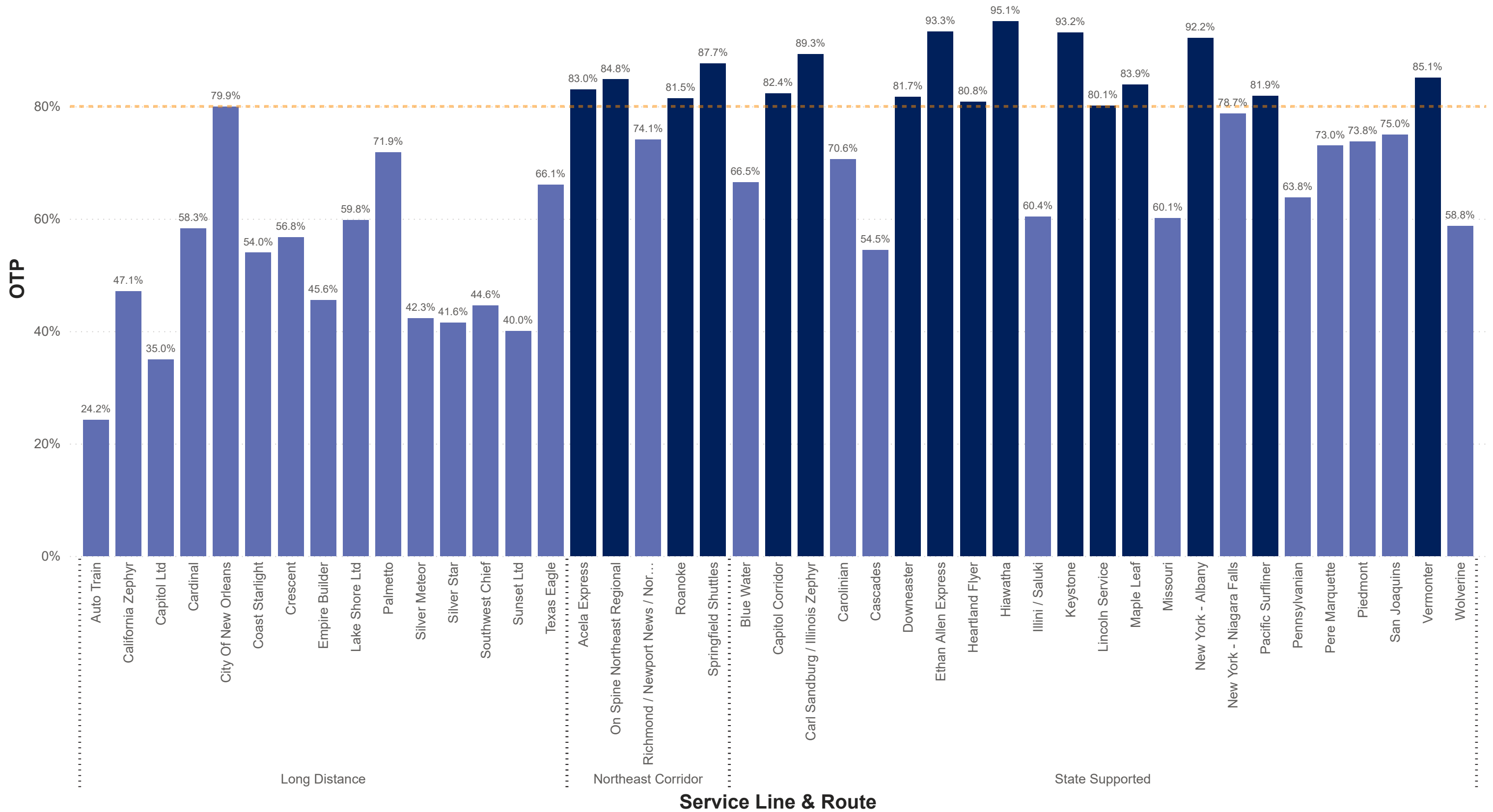


Figure 4. Customer OTP by Route

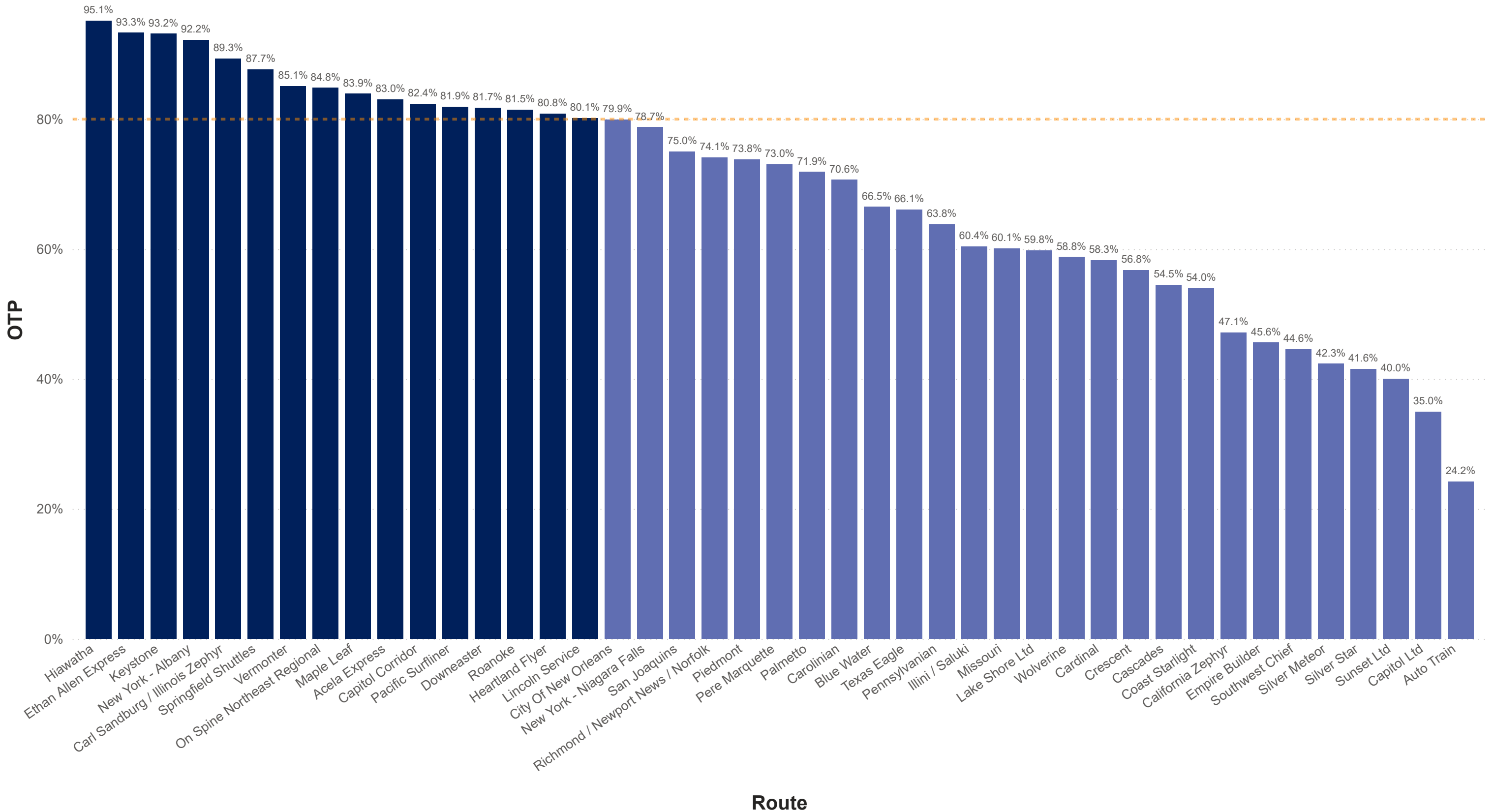


Table 8. Ridership Data Metrics

Host Railroad Name	October 2021	November 2021	December 2021
Belt Railway Company of Chicago	Yes	Yes	Yes
BNSF Railway	Yes	Yes	Yes
Buckingham Branch Railroad	Yes	Yes	Yes
Canadian National	Yes	Yes	Yes
Canadian Pacific	Yes	Yes	Yes
Central Florida Rail Corridor (Florida Rail)	Yes	Yes	Yes
Conrail	Yes	Yes	Yes
CSX Transportation	Yes	Yes	Yes
Golden Isles Terminal Railroad	Yes	Yes	Yes
Kansas City Terminal Railway	Yes	Yes	Yes
Massachusetts Bay Transportation Authority	Yes	Yes	Yes
Massachusetts Department of Transportation	Yes	Yes	Yes
Metra	Yes	Yes	Yes
Metro-North Railroad	Yes	Yes	Yes
Michigan Department of Transportation	Yes	Yes	Yes
Minnesota Commercial Railway	Yes	Yes	Yes
New England Central Railroad	Yes	Yes	Yes
New Mexico Department of Transportation	Yes	Yes	Yes
Norfolk Southern	Yes	Yes	Yes
North County Transit District (San Diego Northern)	Yes	Yes	Yes
Pan Am Railways	Yes	Yes	Yes
Portland Terminal Railroad Company	Yes	Yes	Yes
Regional Transportation District (Denver Union Station)	Yes	Yes	Yes
South Florida Regional Transportation Authority (Florida Department of Transportation)	Yes	Yes	Yes
Southern California Regional Rail Authority	Yes	Yes	Yes
Terminal Railroad Association of St. Louis	Yes	Yes	Yes
Trinity Railway Express	Yes	Yes	Yes
Union Pacific Railroad	Yes	Yes	Yes
Vermont Railway	Yes	Yes	Yes



Table 9. Disputed Delay Minutes

Host Railroad	Disputed Delay Minutes	Unresolved Disputed Delay Minutes
Buckingham Branch	49	0
Canadian National	10,364	0
Canadian Pacific	3	0
Norfolk Southern	1,593	0
Union Pacific	618	0
Total	12,627	0



Table 11. Host Railroad Responsible Train Delay Minutes

Service Line / Route	Delay Cause															Total		
	CTI	CTP	DBB	DCS	DDA	DET	DMW	DSR	DTR	FTI	PET	PSC	PSR	PTI	RTE		SMW	
Long Distance																		
Auto Train	380			1,051			106	4,531		12,834				6,153	1,236		26,291	
California Zephyr	505			4,900			1,595	7,961	68	22,667				4,950	3,495		46,141	
Capitol Ltd	80			982			200	1,242		15,209				2,145	3,323		23,181	
Cardinal	219	9		932		15	255	1,213		3,056			47	1,064	1,010	149	7,969	
City Of New Orleans	35			1,001			266	1,927		4,989				2,341	1,739		12,298	
Coast Starlight	532			5,046			718	5,261	339	12,767				9,002	943		34,608	
Crescent	492	5		3,598			183	2,389		25,295			54	3,159	2,292	177	37,644	
Empire Builder	515			2,985			1,587	5,752		26,567				3,094	1,237		41,737	
Lake Shore Ltd	4,074			1,254			893	1,856		13,192				3,928	2,528		27,725	
Palmetto	139	21		964		15	487	1,933		5,599			65	2,968	363	216	12,770	
Silver Meteor	2,208	16		1,363		69	293	3,774		9,794			77	5,065	1,106	409	24,174	
Silver Star	1,314			2,175	15		586	5,155	0	6,922			36	5,817	1,439	263	23,722	
Southwest Chief	1,959			5,279			939	8,414	0	13,806				4,311	1,226		35,934	
Sunset Ltd	63			1,906			619	3,723		15,777				416	3,976		26,480	
Texas Eagle	213			2,441			675	6,013	298	20,386				2,915	1,955		34,896	
Northeast Corridor																		
Acela Express	2,615	196	186	1,165	57	425	904	5,714	10	29			46	2,090	775	422	3,281	17,915
On Spine Northeast Regional	6,336	283	42	1,229		571	636	7,737	7	52			24	1,679	1,029	449	2,851	22,925
Richmond / Newport News / Norfolk	4,970	126	51	3,858	40	421	1,685	6,266	315	5,610	3	4	1,059	4,110	4,281	2,162		34,961
Roanoke	1,076	18	45	615	18	15	226	1,034	21	1,179				219	791	114	224	5,595
Springfield Shuttles	244	13		301			3	298	2	707				34	814	253	31	2,700
State Supported																		
Blue Water	7			335			167	118		3,198				609	223			4,657
Capitol Corridor	1,086			3,584			461	1,624	18	1,778				5,617	1,692			15,860
Carl Sandburg / Illinois Zephyr	829			330			190	602	2	2,388				200	686			5,227
Carolinian	193			1,214	9	31	579	1,365		2,903				67	3,063	1,499	287	11,210
Cascades	251			2,362			719	3,700	8	8,090				4,008	1,651			20,789
Downeaster	1,768			1,892			765	3,495	20	1,198				3,218	272			12,628
Ethan Allen Express	713			190			87	668		153				190	414			2,415
Heartland Flyer	24			172			76	2,690		2,294				2	77			5,335
Hiawatha	2,576			1,032			548	511		413				347	195			5,622
Illini / Saluki	473			689			499	2,183	7	2,918				2,930	317			10,016
Keystone	739	287		325		124	249	162		17	13	1	2,295	542	64	712		5,530
Lincoln Service	113			2,249			618	615	332	10,996				4,768	1,509			21,200
Maple Leaf	548	2		521			229	1,020		2,208				612	1,589	65		6,794
Missouri				900			603	4,157		7,451				1,992	568			15,671
New York - Albany	5,650	13	38	408			410	1,647		17				618	1,422	17		10,240
New York - Niagara Falls	2,093	5		1,118			915	2,219		3,857				905	2,795			13,907
Pacific Surfliner	7,734			10,418			1,501	4,288	13	2,313				10,990	2,292			39,549
Pennsylvanian	41	2		536	8	45	351	331		4,610				303	194	1,096	80	7,597
Pere Marquette	2			255			50	70		1,875				661	89			3,002
Piedmont				1,222			80	1,283		2,394				1,207	229			6,415
San Joaquins	82			3,280			1,411	3,305		13,918				14,526	631			37,153
Vermont	499	37		469		51	380	6,174	13	117				194	474	156	427	8,991
Wolverine	198			1,497			375	2,118		7,709				5,344	924			18,165

Table 12. Third Party Responsible Train Delay Minutes

Service Line / Route	Delay Cause									Total
	BSP	CUI	DBS	MBO	NOD	POL	TRS	UTL	WTR	
Long Distance										
Auto Train			59		523	311	1,803		466	3,162
California Zephyr			582	413	9,413	1,059	2,123		4,445	18,035
Capitol Ltd			241	108	2,584	440	392		216	3,981
Cardinal			230	31	1,997	362	229	4	391	3,244
City Of New Orleans			245	83	9,127	453	273		2,311	12,492
Coast Starlight			204	369	7,838	1,483	2,216		2,393	14,503
Crescent	11		59	118	7,039	435	970	23	297	8,952
Empire Builder			93	233	10,816	927	876		2,886	15,831
Lake Shore Ltd			47	135	3,656	317	169	21	313	4,658
Palmetto	3		40	5	1,323	365	505	44	90	2,375
Silver Meteor	23		391		3,017	702	339	28	163	4,663
Silver Star	26		220	12	2,097	750	1,463	3	474	5,045
Southwest Chief			323	194	7,086	834	861		480	9,778
Sunset Ltd		13	82	28	3,030	351	1,371		94	4,969
Texas Eagle			42	77	14,474	848	1,117		971	17,529
Northeast Corridor										
Acela Express	292		88	188	1,937	772	1,230	574	2,341	7,422
On Spine Northeast Regional	249		380	125	2,108	1,462	1,471	338	4,386	10,519
Richmond / Newport News / Norfolk	99		223	133	5,465	909	1,547	205	3,166	11,747
Roanoke	25		26	19	1,398	124	321	29	852	2,794
Springfield Shuttles					738	383	286		2,285	3,692
State Supported										
Blue Water			10	182	3,321	290	319		266	4,388
Capitol Corridor			290	2,981	2,533	2,114	4,658		453	13,029
Carl Sandburg / Illinois Zephyr			21		1,119	75	73		48	1,336
Carolinian	14		40		1,961	601	220	22	139	2,997
Cascades			150	498	1,008	373	953		1,105	4,087
Downeaster			9		3,061	475	96		291	3,932
Ethan Allen Express					1,033	8			70	1,111
Heartland Flyer					81	11	154		72	318
Hiawatha			1	2	742	9	166		3	923
Illini / Saluki			10	59	93	124	504		238	1,028
Keystone	146		36	16		174	170	15	1,251	1,808
Lincoln Service			13	56	9,333	242	313		442	10,399
Maple Leaf			11		1,785	151	181		240	2,368
Missouri			80		940	40	164		334	1,558
New York - Albany			23		990	117	43	57	192	1,422
New York - Niagara Falls			7	21	1,541	96	235		696	2,596
Pacific Surfliner			449		13,301	2,684	2,553		552	19,539
Pennsylvanian	2		214		34	66	136	9	243	704
Pere Marquette				129	263		155		280	827
Piedmont			68		846	380	652		213	2,159
San Joaquins			294		5,933	2,742	1,437		547	10,953
Vermont	40		70	20	503	417	339	20	469	1,878
Wolverine			161	591	705	803	1,917		1,752	5,929

Figure 5. Delay Minutes by Service Line

Delay Responsibility ● Amtrak ● Host Railroad ● Third Party

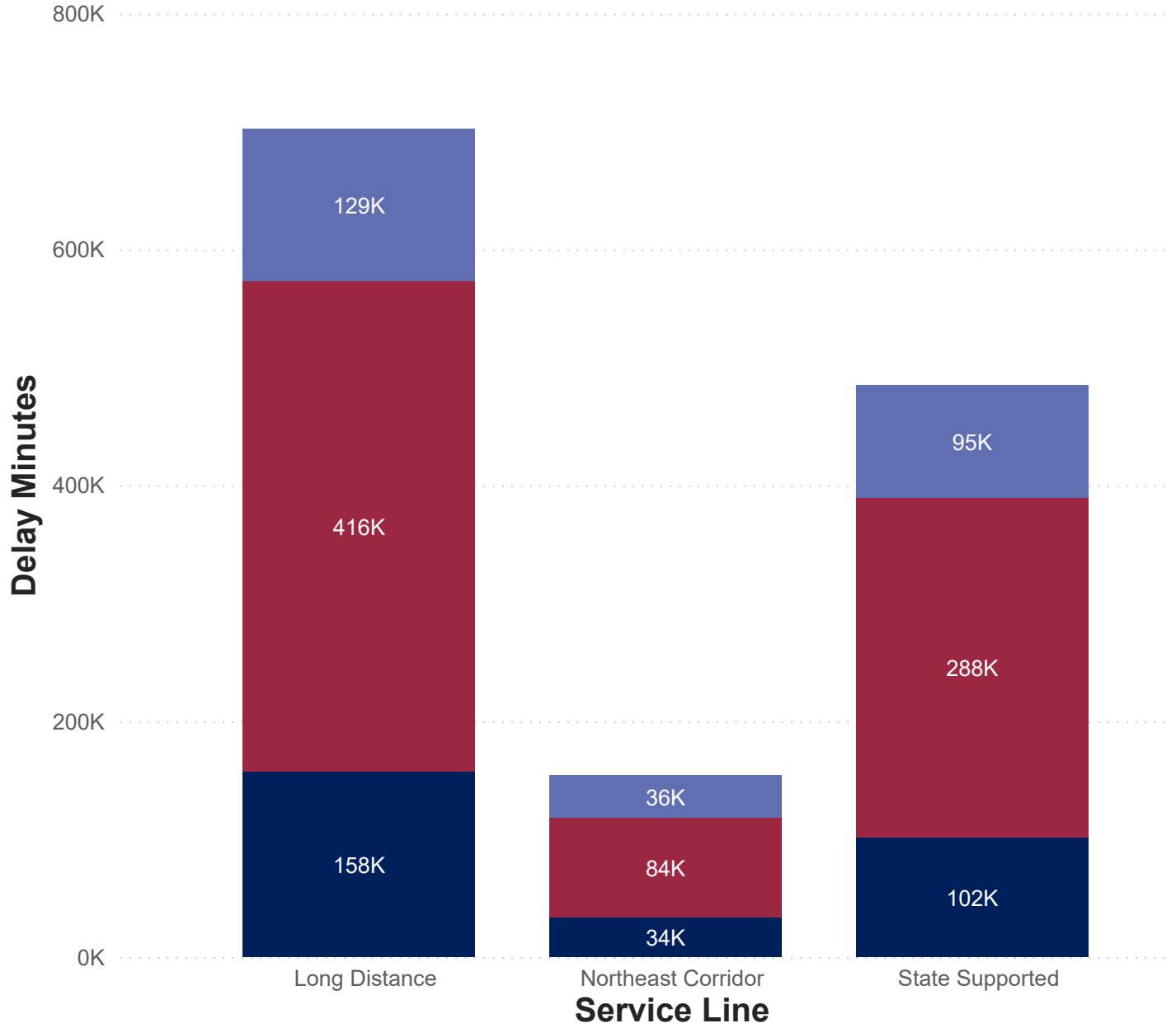


Figure 6. Delay Minutes by Route

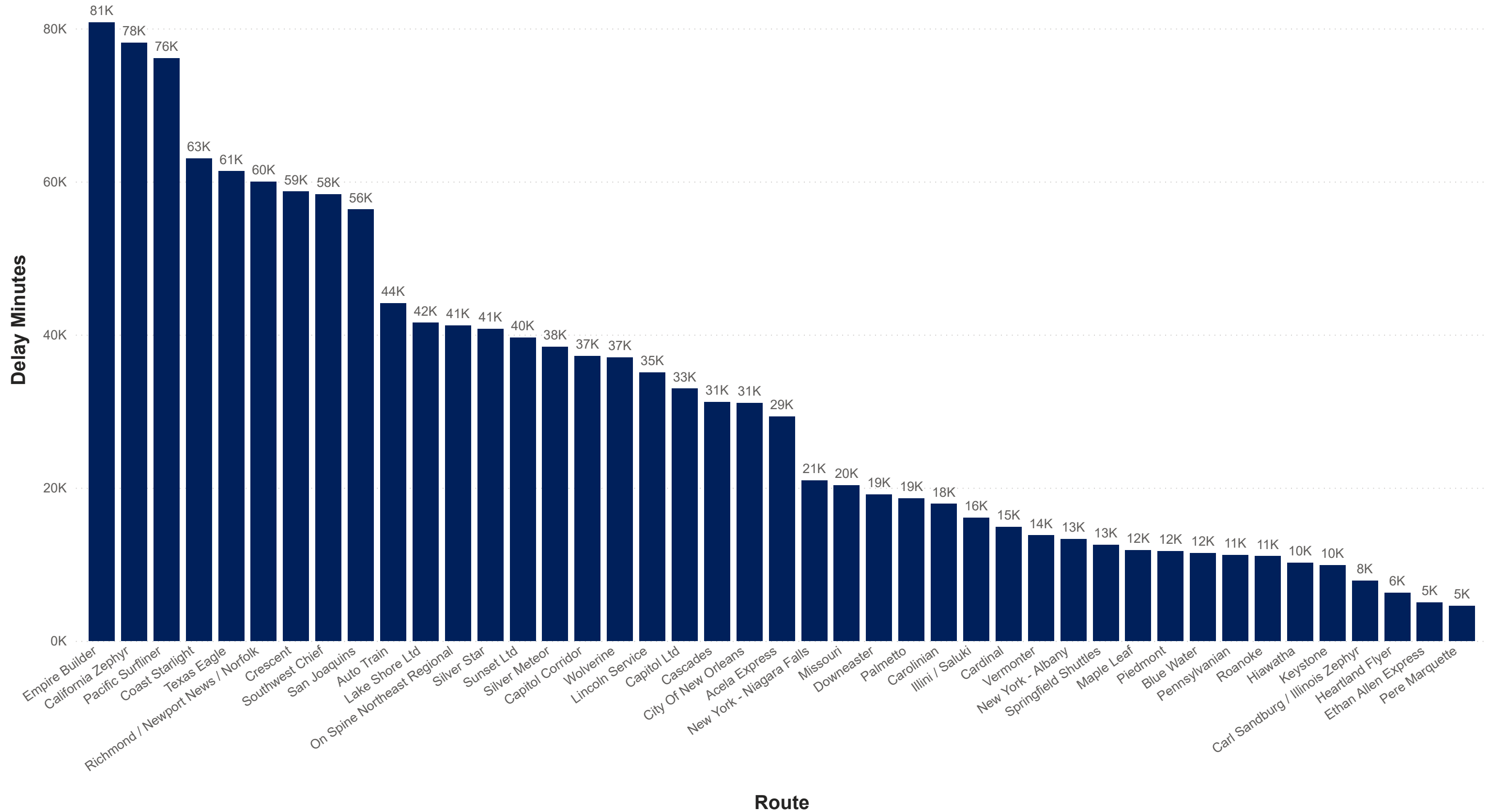


Figure 7. Class I Host Responsible Train Delay Minutes

Delay Code ● CTI ● DCS ● DMW ● DSR ● DTR ● FTI ● PTI ● RTE

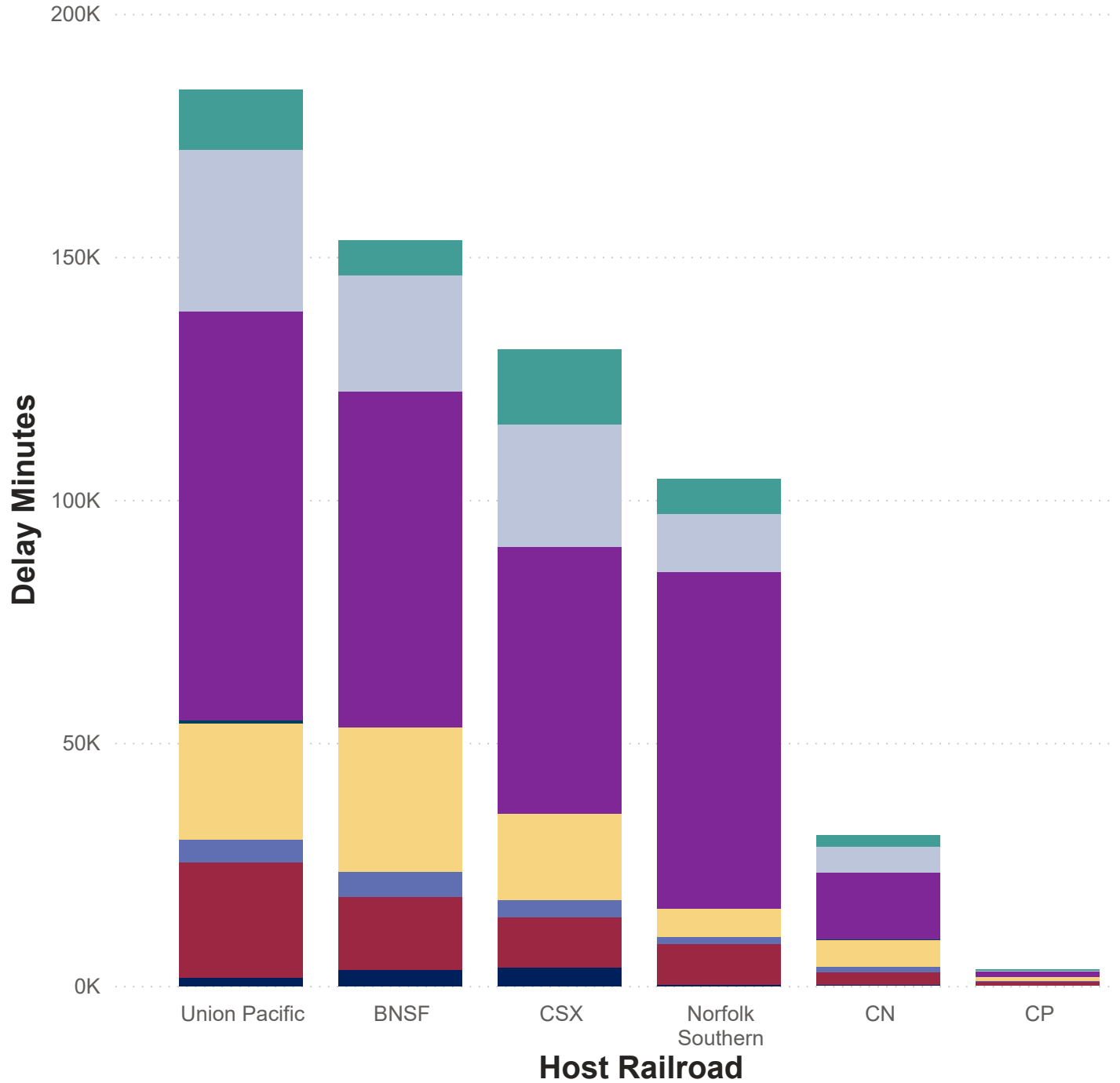
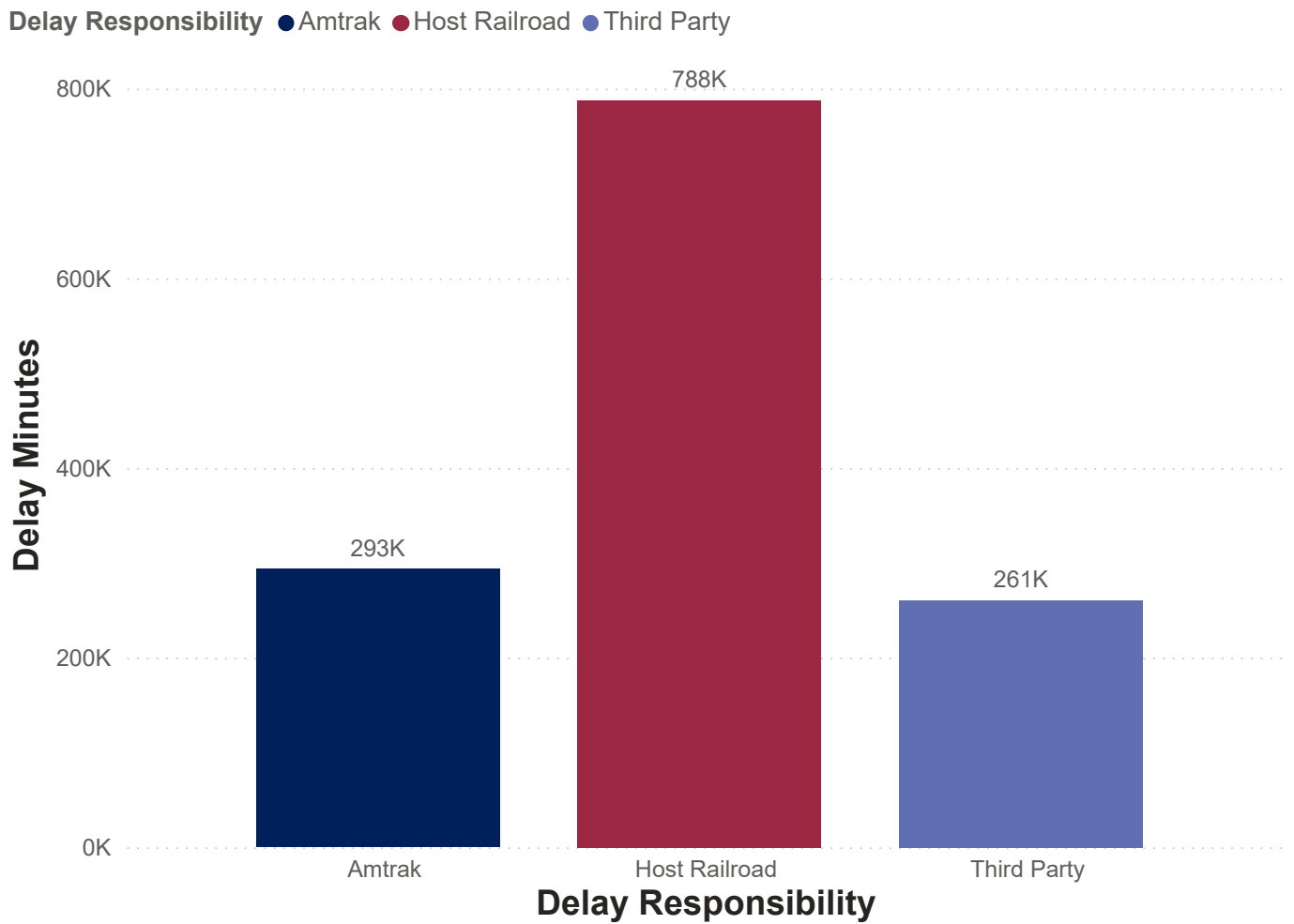


Figure 8. Train Delay Minutes by Responsibility



B. Customer Service

Amtrak’s customer satisfaction survey means a market-research survey that measures Amtrak’s satisfaction score as measured by specific service attributes that cover the entire customer journey.

FRA will publish information about Amtrak’s customer satisfaction survey (including the survey questions and methodology) annually as an appendix to the quarterly report. See Appendix 4 of the FY2021 Quarter 4 report.

Amtrak adjusts overall satisfaction score performance by removing passengers who arrive at their destinations on State-supported and long-distance routes excessively late (30 minutes late for State-supported routes and 120 minutes for long-distance routes) from the system-wide calculation. Amtrak provided the percent of respondents to the Amtrak customer satisfaction survey who provided a score of 70 percent or greater for their overall satisfaction (Top 4) and the percent of respondents who provided a score of 80 percent or greater (Top 3). The tables and charts in this report reflect the percent of respondents to the Amtrak customer satisfaction survey who provided a score of 70 percent or greater for their overall satisfaction (Top 4).

The only service not in operation during FY22 Q1 was the Adirondack. In addition, many routes were still operating at reduced frequency from pre-COVID service levels during FY22 Q1, including: Northeast Regional, Acela, Capitol Corridor, Cascades, Empire Service, Keystone, Pacific Surfliner, and San Joaquins.

Table 13. Customer Service Metrics – Definitions and Notes

Metric	Definition
Customer Satisfaction	The percent of respondents to the Amtrak customer satisfaction survey who provided a score of 70 percent or greater for their “overall satisfaction” on a 100-point scale for their most recent trip, by route, shown both adjusted for performance and unadjusted
Amtrak Personnel	The average score from respondents to the Amtrak customer satisfaction survey for their overall review of Amtrak personnel on their most recent trip, by route.
Information Given	The average score from respondents to the Amtrak customer satisfaction survey for their overall review of information provided by Amtrak on their most recent trip, by route.
On-board Comfort	The average score from respondents to the Amtrak customer satisfaction survey for their overall review of onboard comfort on their most recent trip, by route.
On-board Cleanliness	The average score from respondents to the Amtrak customer satisfaction survey for their overall review of onboard cleanliness on their most recent trip, by route.
On-board food service	The average score from respondents to the Amtrak customer satisfaction survey for their overall review of on-board food service on their most recent trip, by route.

Table 14. Customer Satisfaction by Route - Not Adjusted for Train Performance

Service Line / Route	Overall Service	Amtrak Personnel	Information Given	On-Board Comfort	On-Board Cleanliness	On-Board Food Service
Long Distance						
Auto Train	66%	86%	64%	70%	80%	56%
California Zephyr	77%	85%	73%	82%	71%	62%
Capitol Limited	74%	86%	72%	81%	79%	58%
Cardinal	77%	83%	76%	82%	78%	63%
City of New Orleans	85%	90%	83%	87%	87%	65%
Coast Starlight	75%	87%	71%	82%	77%	59%
Crescent	71%	85%	70%	80%	78%	56%
Empire Builder	76%	85%	71%	80%	73%	58%
Lake Shore Ltd	78%	86%	77%	81%	80%	57%
Palmetto	84%	85%	83%	89%	86%	69%
Silver Meteor	76%	85%	74%	79%	77%	58%
Silver Star	78%	84%	74%	82%	77%	59%
Southwest Chief	80%	88%	76%	82%	78%	68%
Sunset Limited	79%	86%	72%	83%	78%	69%
Texas Eagle	77%	84%	78%	82%	75%	58%
Northeast Corridor						
Acela Express	89%	91%	88%	90%	90%	74%
Northeast Regional	87%	89%	83%	91%	90%	68%
State Supported						
Blue Water	87%	89%	82%	89%	91%	69%
Capitol Corridor	87%	93%	84%	91%	90%	74%
Carolinian	84%	89%	83%	88%	85%	72%
Cascades	81%	93%	78%	85%	86%	62%
Downeaster	90%	94%	85%	94%	94%	82%
Empire South	90%	92%	88%	92%	93%	49%
Empire West/Maple Leaf	90%	92%	87%	91%	89%	70%
Ethan Allen	89%	91%	86%	90%	91%	70%
Heartland Flyer	90%	91%	85%	91%	88%	77%
Hiawatha	93%	95%	93%	95%	94%	54%
Illini / Saluki	85%	90%	83%	90%	87%	71%
Illinois Zephyr/Carl Sandburg	91%	90%	88%	93%	94%	80%
Keystone	92%	93%	89%	94%	92%	52%
Lincoln Service	86%	89%	86%	87%	88%	70%
Missouri River Runner	82%	92%	81%	90%	82%	66%
New Haven - Springfield	89%	92%	82%	91%	90%	69%
Pacific Surfliner	86%	90%	82%	92%	88%	77%
Pennsylvanian	85%	91%	83%	90%	86%	66%
Pere Marquette	92%	95%	91%	94%	93%	74%
Piedmont	93%	94%	91%	94%	95%	73%
San Joaquin	84%	90%	84%	88%	83%	67%
Vermont	88%	93%	85%	92%	89%	67%
Washington- Lynchburg/Roanoke	86%	89%	82%	89%	86%	67%
Washington-Newport News	83%	88%	77%	88%	86%	71%
Washington-Norfolk	88%	91%	82%	92%	86%	70%
Washington-Richmond	88%	92%	76%	92%	88%	68%
Wolverine	79%	89%	77%	86%	85%	64%

Table 15. Customer Satisfaction by Route - Adjusted for Train Performance

Service Line / Route	Overall Service	Amtrak Personnel	Information Given	On-Board Comfort	On-Board Cleanliness	On-Board Food Service
Long Distance						
Auto Train	79%	90%	82%	74%	86%	62%
California Zephyr	82%	87%	79%	84%	74%	65%
Capitol Limited	77%	87%	75%	82%	80%	59%
Cardinal	80%	84%	79%	82%	79%	64%
City of New Orleans	87%	91%	86%	88%	88%	66%
Coast Starlight	81%	89%	77%	86%	80%	62%
Crescent	78%	87%	76%	83%	81%	58%
Empire Builder	82%	87%	77%	83%	77%	60%
Lake Shore Ltd	81%	87%	79%	82%	81%	58%
Palmetto	86%	86%	84%	89%	86%	70%
Silver Meteor	80%	86%	78%	81%	79%	60%
Silver Star	81%	86%	77%	83%	79%	60%
Southwest Chief	83%	89%	80%	83%	80%	69%
Sunset Limited	83%	88%	76%	83%	78%	70%
Texas Eagle	79%	84%	80%	83%	76%	59%
Northeast Corridor						
Acela Express	89%	91%	88%	90%	90%	74%
Northeast Regional	87%	89%	83%	91%	90%	68%
State Supported						
Blue Water	90%	90%	86%	90%	91%	70%
Capitol Corridor	91%	94%	88%	93%	92%	75%
Carolinian	88%	89%	87%	89%	86%	74%
Cascades	87%	94%	85%	89%	89%	66%
Downeaster	92%	95%	89%	95%	95%	85%
Empire South	91%	92%	89%	92%	93%	49%
Empire West/Maple Leaf	91%	92%	89%	91%	90%	70%
Ethan Allen	89%	91%	86%	90%	91%	71%
Heartland Flyer	92%	92%	88%	93%	90%	79%
Hiawatha	94%	95%	93%	95%	94%	54%
Illini / Saluki	89%	91%	86%	91%	89%	72%
Illinois Zephyr/Carl Sandburg	92%	90%	89%	93%	94%	81%
Keystone	93%	94%	90%	94%	93%	52%
Lincoln Service	88%	89%	88%	88%	88%	71%
Missouri River Runner	87%	94%	86%	92%	85%	70%
New Haven - Springfield	91%	93%	85%	92%	91%	70%
Pacific Surfliner	90%	92%	86%	93%	90%	79%
Pennsylvanian	89%	93%	87%	91%	87%	68%
Pere Marquette	93%	95%	92%	95%	94%	75%
Piedmont	96%	95%	93%	95%	96%	75%
San Joaquin	88%	91%	87%	90%	85%	68%
Vermonter	90%	93%	87%	92%	89%	68%
Washington- Lynchburg/ Roanoke	89%	90%	85%	90%	88%	69%
Washington-Newport News	87%	90%	81%	90%	87%	73%
Washington-Norfolk	91%	93%	86%	93%	87%	71%
Washington-Richmond	93%	94%	80%	94%	90%	71%
Wolverine	87%	92%	85%	90%	88%	67%

Figure 9. Customer Satisfaction by Service Line and Route - Adjusted and Not Adjusted for Train Performance

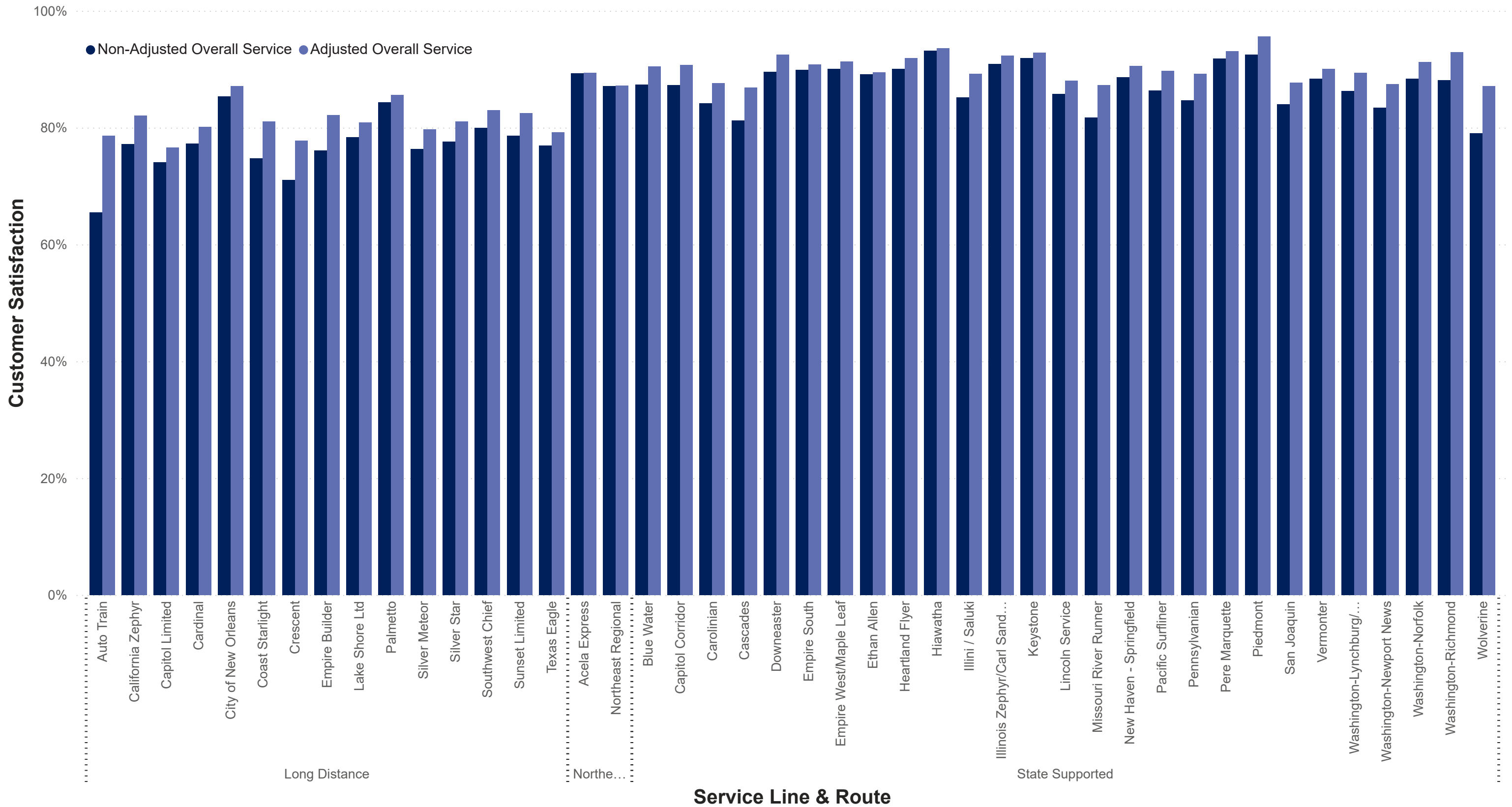
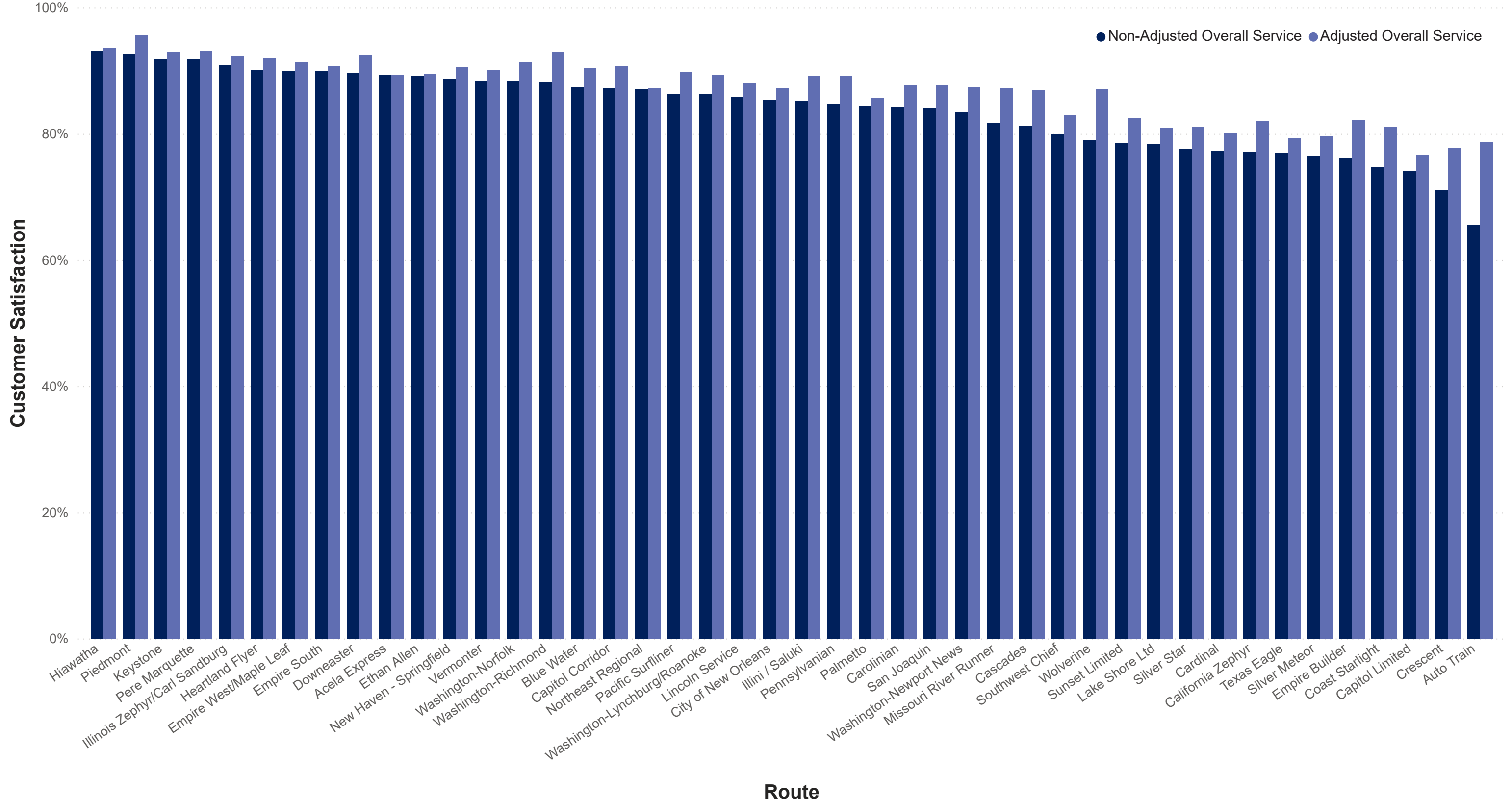


Figure 10. Customer Satisfaction by Route - Adjusted and Not Adjusted for Train Performance



C. Financial

The only service not operating during FY22 Q1 was the Adirondack, although many routes were still operating at reduced frequency from pre-COVID service levels during FY22 Q1, including: Northeast Regional, Acela, Capitol Corridor, Cascades, Empire Service, Keystone, Pacific Surfliner, and San Joaquins.

Table 16. Financial Metrics – Definitions and Notes

Metric	Definition	Data Description and Notes
Cost Recovery	Amtrak’s adjusted operating revenue divided by Amtrak’s adjusted operating expense. This metric is reported at the corporate level/system-wide and for each route and is reported in constant dollars of the reporting year based on the Office of Management and Budget’s gross domestic product chain deflator.	<p><i>Adjusted operating expenses</i> means Amtrak’s operating expenses adjusted to exclude certain Amtrak expenses that are not considered core to operating the business. The major exclusions are depreciation, capital project-related expenditures not eligible for capitalization, the non-cash portion of pension and post-retirement benefits, and Amtrak’s Office of Inspector General expenses. Adjusted operating expenses do not include any operating expenses for State-supported routes that are paid for separately by States.</p> <p><i>System-wide</i> (Total Amtrak) includes Ancillary and Infrastructure expenses not related to train operations. National Train Service includes expenses from all train operations and routes. Special Trains includes expenses related to contracting of Amtrak’s equipment crews for private excursion.</p>
Avoidable Operating Costs Covered by Passenger Revenue	The percent of avoidable operating costs divided by passenger revenue for each route, shown with and without State operating payments.	<p><i>Avoidable operating costs</i> means costs incurred by Amtrak to operate train service along a route that would no longer be incurred if the route were no longer operated. For this quarterly report, Avoidable Operating Expense is calculated by adding Frequency Variable & Route Variable costs.</p> <p><i>Passenger revenue</i> means intercity passenger rail revenue generated from passenger train operations, including ticket revenue, food and beverage sales, operating payments collected from States or other sponsoring entities, special trains, and private car operations.</p>
Fully Allocated Core Operating Costs Covered by Passenger Revenue	The percent of fully allocated core operating costs divided by passenger revenue for each route, shown with and without State operating payments.	<p><i>Fully allocated core operating costs</i> means Amtrak’s total costs associated with operating an Amtrak route, including direct operating expenses, a portion of shared expenses, and a portion of corporate overhead expenses. Fully allocated core operating costs exclude ancillary and other expenses that are not directly reimbursed by passenger revenue to match revenues with expenses.</p> <p><i>Passenger revenue</i> means intercity passenger rail revenue generated from passenger train operations, including ticket revenue, food and beverage sales, operating payments collected from States or other sponsoring entities, special trains, and private car operations.</p>
Average Ridership	The number of passenger-miles divided by train-miles for each route	None.
Total Ridership	The total number of passengers on Amtrak trains, reported by route	None.

Table 17. Cost Recovery by Service Line and Route

Service Line / Route	Cost Recovery
Long Distance	
Auto Train	131%
California Zephyr	48%
Capitol Limited	48%
Cardinal	38%
City of New Orleans	39%
Coast Starlight	52%
Crescent	49%
Empire Builder	41%
Lake Shore Ltd	48%
Palmetto	65%
Silver Meteor	55%
Silver Star	44%
Southwest Chief	45%
Sunset Limited	23%
Texas Eagle	48%
Northeast Corridor	
Acela Express	103%
NEC Special Trains	88%
Northeast Regional	115%
State Supported	
Adirondack	133%
Blue Water	91%
Capitol Corridor	93%
Carolinian	100%
Cascades	91%
Downeaster	95%
Empire South	96%
Empire West/Maple Leaf	56%
Ethan Allen	51%
Heartland Flyer	94%
Hiawatha	114%
Illini / Saluki	124%
Illinois Zephyr/Carl Sandburg	111%
Keystone	45%
Lincoln Service	100%
Missouri River Runner	111%
New Haven - Springfield	60%
Non-NEC Special Trains	27%
Pacific Surfliner	86%
Pennsylvanian	77%
Pere Marquette	62%
Piedmont	99%
San Joaquin	92%
Vermont	94%
Washington-Lynchburg/Roanoke	80%
Washington-Newport News	57%
Washington-Norfolk	65%
Washington-Richmond	70%
Wolverine	91%
System-Wide	
National Train Service	81%
System-wide (Total Amtrak)	82%

Figure 11. Cost Recovery by Service Line and Route

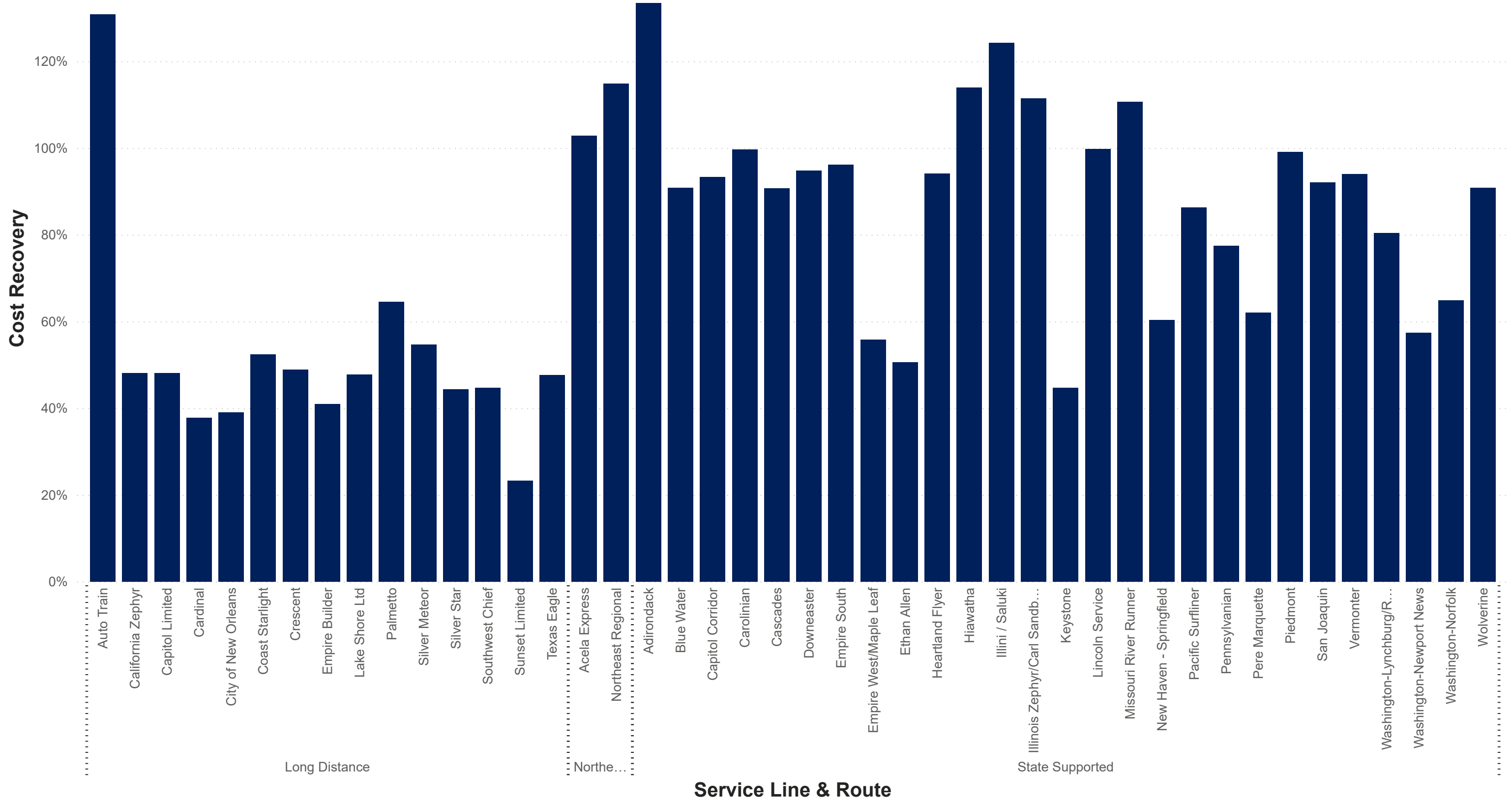


Figure 12. Cost Recovery by Route

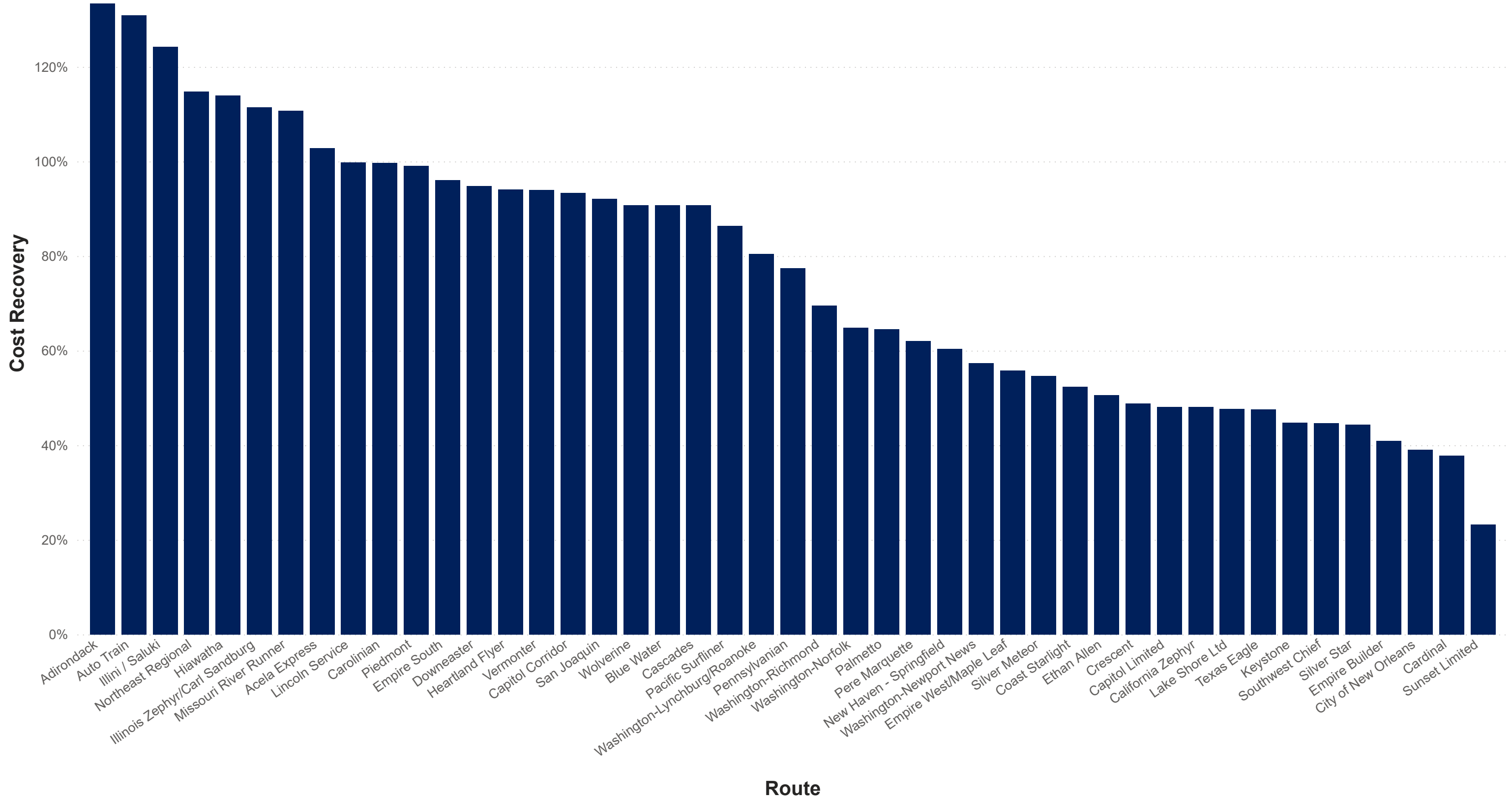


Table 18. Avoidable Operating Expenses Covered By Passenger Revenue

Service Line	Without State Operating Payments	With State Operating Payments
Long Distance		
Auto Train	146%	146%
California Zephyr	54%	54%
Capitol Limited	59%	59%
Cardinal	49%	49%
City of New Orleans	45%	45%
Coast Starlight	60%	60%
Crescent	57%	57%
Empire Builder	45%	45%
Lake Shore Ltd	54%	54%
Palmetto	77%	77%
Silver Meteor	63%	63%
Silver Star	52%	52%
Southwest Chief	50%	50%
Sunset Limited	25%	25%
Texas Eagle	51%	51%
Northeast Corridor		
Acela Express	120%	120%
NEC Special Trains	167%	167%
Northeast Regional	144%	144%
State Supported		
Adirondack ¹	0%	139%
Blue Water	53%	103%
Capitol Corridor	38%	110%
Carolinian	85%	114%
Cascades	50%	106%
Downeaster	57%	114%
Empire South	109%	114%
Empire West/Maple Leaf	56%	63%
Ethan Allen	21%	57%
Heartland Flyer	30%	115%
Hiawatha	63%	125%
Illini / Saluki	59%	148%
Illinois Zephyr/Carl Sandburg	41%	132%
Keystone	40%	54%
Lincoln Service	49%	112%
Missouri River Runner	47%	127%
New Haven - Springfield	27%	73%
Non-NEC Special Trains	65%	65%
Pacific Surfliner	56%	102%
Pennsylvanian	69%	92%
Pere Marquette	58%	101%
Piedmont	69%	119%
San Joaquin	35%	104%
Vermont	43%	110%
Washington-Lynchburg/Roanoke	100%	92%
Washington-Newport News	75%	64%
Washington-Norfolk	68%	74%
Washington-Richmond	43%	79%
Wolverine	63%	103%
System-Wide		
National Train Service	82%	95%
System-wide (Total Amtrak)	66%	76%

1 Service suspended.

Figure 13. Avoidable Operating Expenses Covered By Passenger Revenue By Service Line and Route

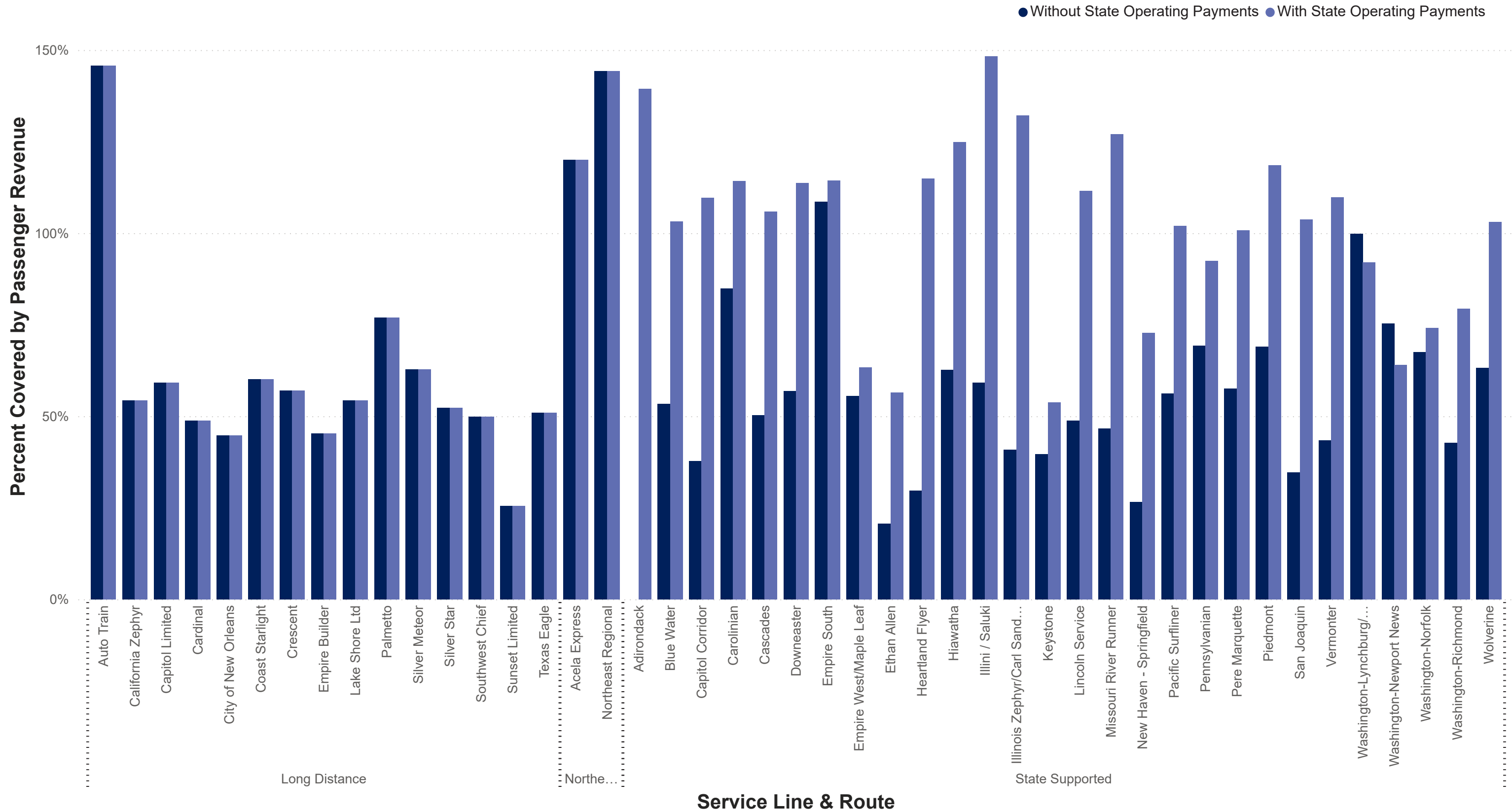


Figure 14. Avoidable Operating Expenses Covered By Passenger Revenue By Route

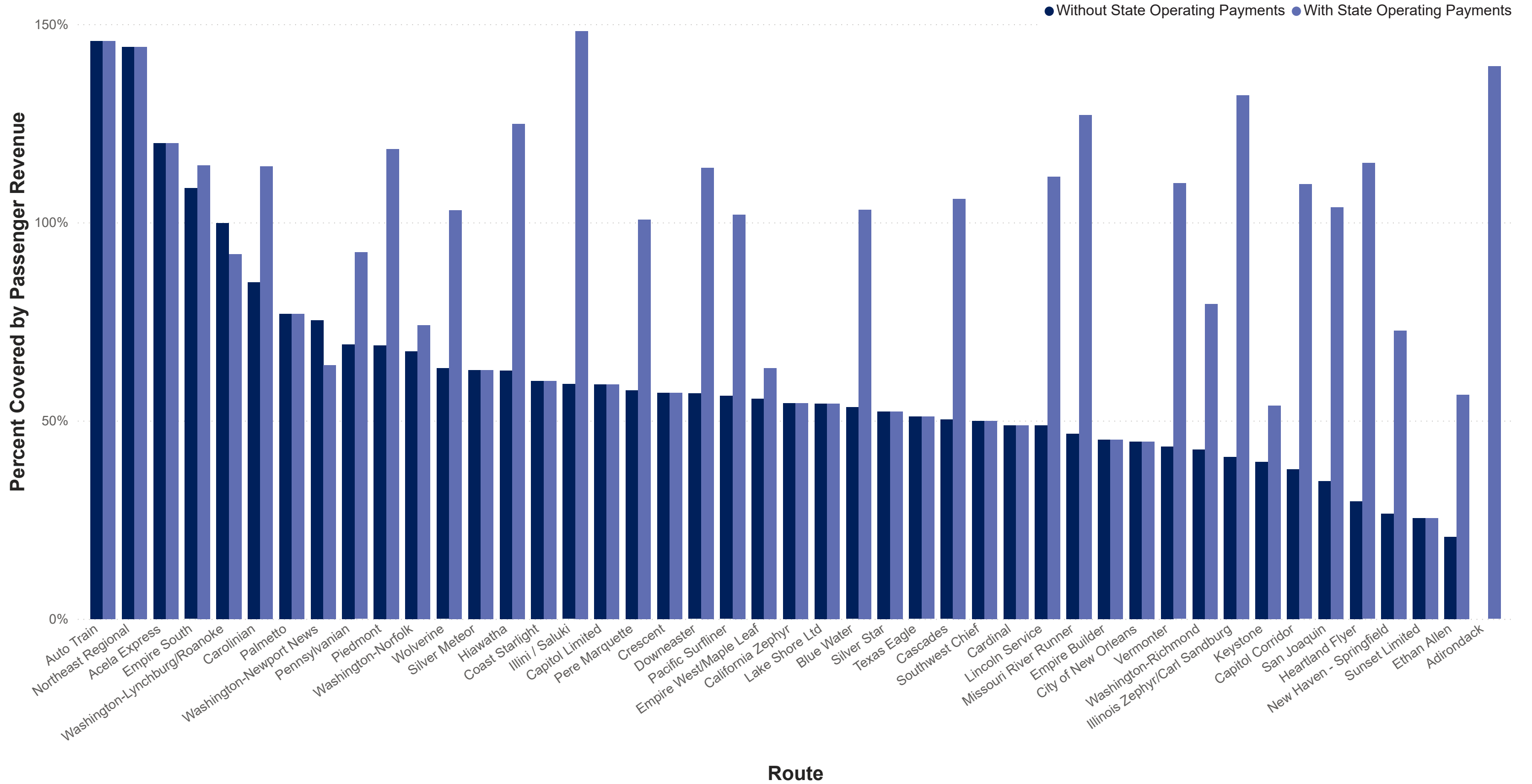


Table 19. Fully Allocated Costs Covered by Passenger Revenue by Route

Service Line	Without State Operating Payments	With State Operating Payments
Long Distance		
Auto Train	128%	128%
California Zephyr	46%	46%
Capitol Limited	46%	46%
Cardinal	36%	36%
City of New Orleans	37%	37%
Coast Starlight	51%	51%
Crescent	47%	47%
Empire Builder	39%	39%
Lake Shore Ltd	45%	45%
Palmetto	62%	62%
Silver Meteor	53%	53%
Silver Star	42%	42%
Southwest Chief	43%	43%
Sunset Limited	22%	22%
Texas Eagle	44%	44%
Northeast Corridor		
Acela Express	100%	100%
NEC Special Trains	87%	87%
Northeast Regional	111%	111%
State Supported		
Adirondack ¹	0%	133%
Blue Water	46%	89%
Capitol Corridor	32%	92%
Carolinian	72%	97%
Cascades	42%	89%
Downeaster	45%	91%
Empire South	87%	92%
Empire West/Maple Leaf	46%	52%
Ethan Allen	18%	49%
Heartland Flyer	24%	93%
Hiawatha	56%	111%
Illini / Saluki	48%	121%
Illinois Zephyr/Carl Sandburg	34%	109%
Keystone	31%	41%
Lincoln Service	43%	98%
Missouri River Runner	40%	109%
New Haven - Springfield	21%	59%
Non-NEC Special Trains	27%	27%
Pacific Surfliner	47%	85%
Pennsylvanian	56%	75%
Pere Marquette	34%	60%
Piedmont	56%	96%
San Joaquin	30%	91%
Vermont	36%	91%
Washington-Lynchburg/Roanoke	84%	77%
Washington-Newport News	64%	55%
Washington-Norfolk	57%	62%
Washington-Richmond	36%	67%
Wolverine	54%	88%
System-Wide		
National Train Service	68%	78%
System-wide (Total Amtrak)	53%	62%

1 Service suspended.

Figure 15. Fully Allocated Costs Covered by Passenger Revenue by Service Line and Route

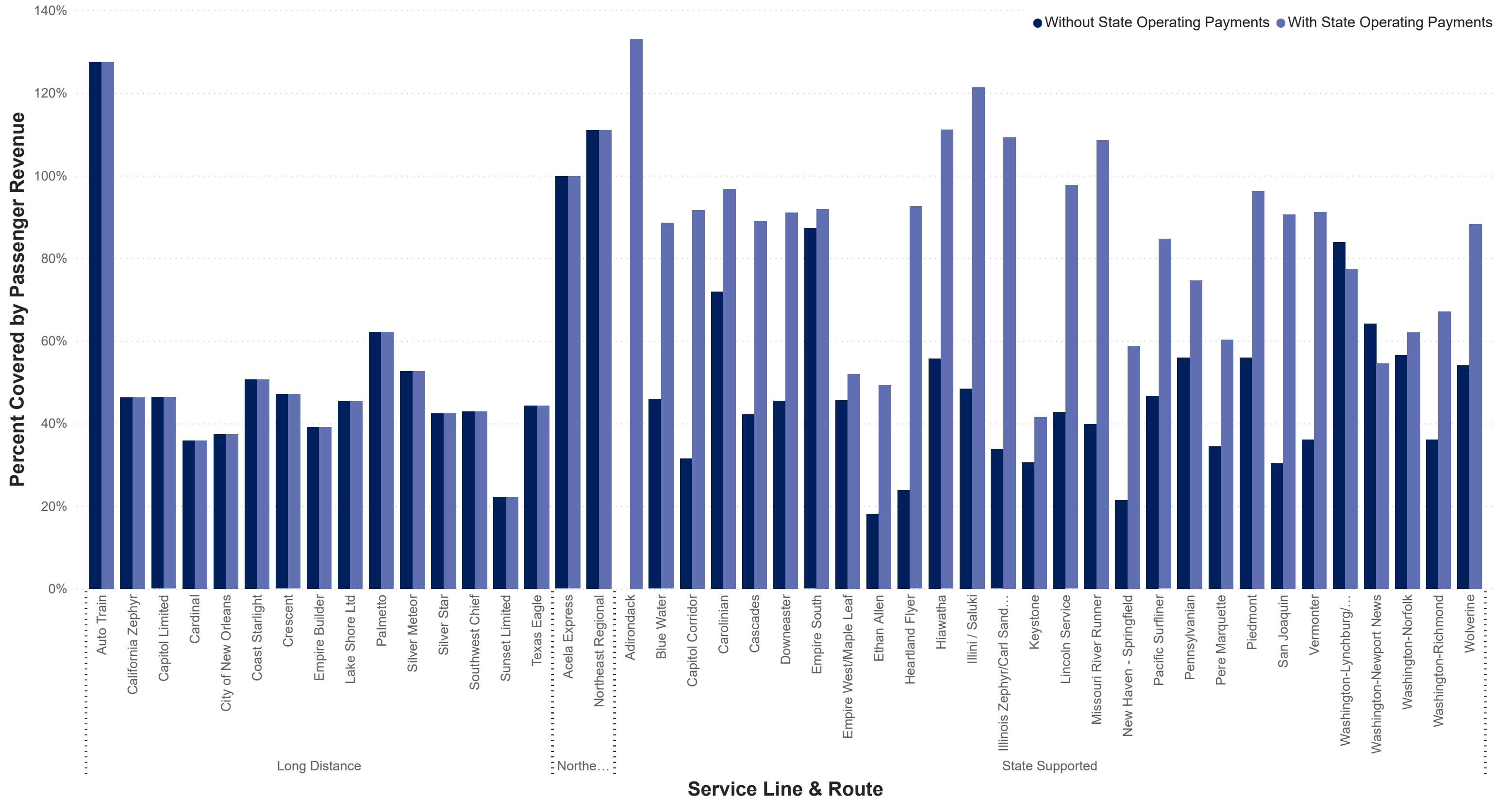


Figure 16. Fully Allocated Costs Covered by Passenger Revenue by Route

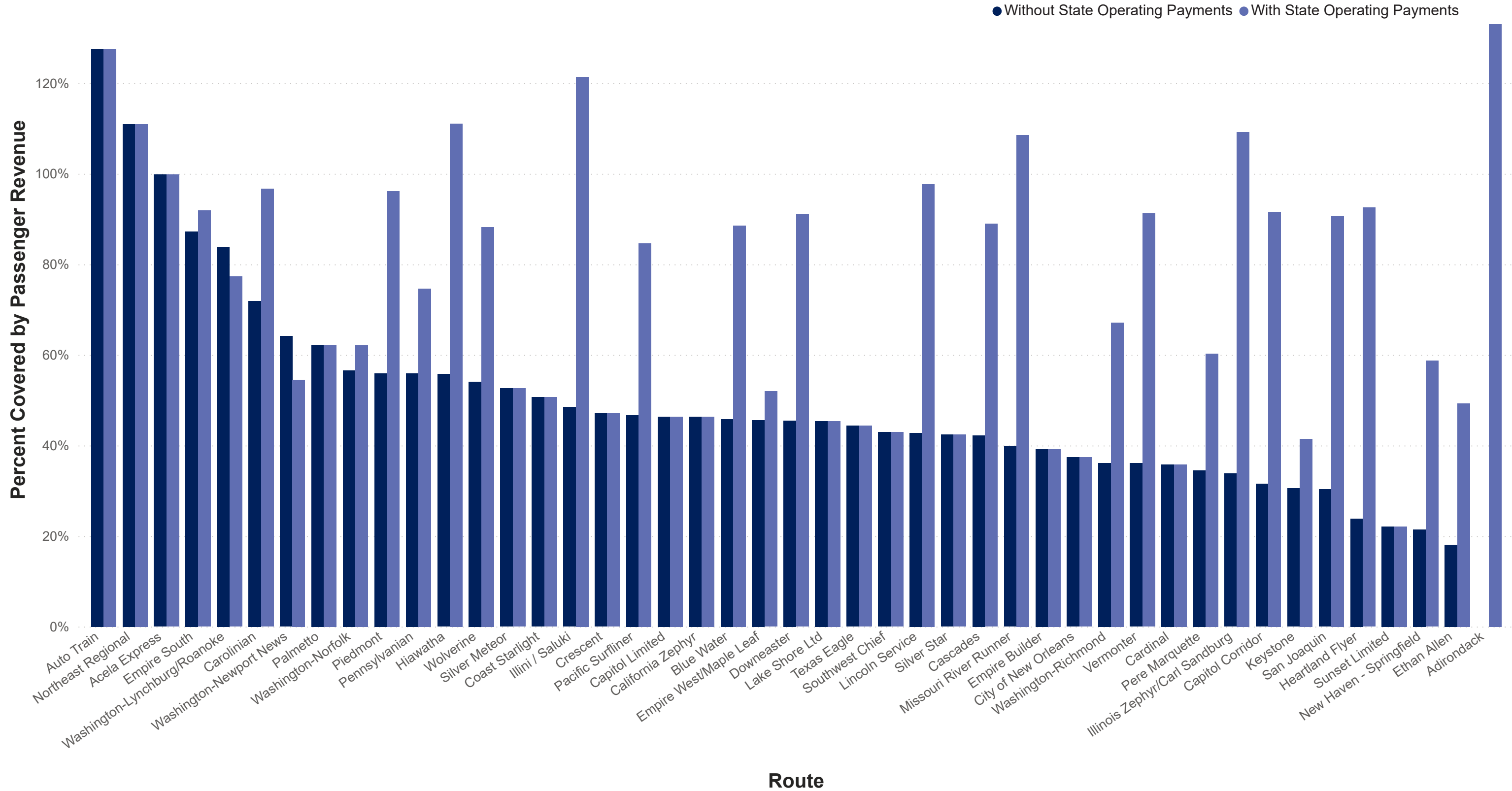


Table 20. Average Ridership (Passenger Miles divided by Train Miles) and Total Ridership

Service Line / Route	Average Ridership	Total Ridership
Long Distance		
Auto Train	377	66,724
California Zephyr	118	73,865
Capitol Limited	125	41,371
Cardinal	86	23,435
City of New Orleans	95	41,640
Coast Starlight	153	87,138
Crescent	98	60,993
Empire Builder	110	82,335
Lake Shore Ltd	159	83,909
Palmetto	97	64,391
Silver Meteor	143	69,194
Silver Star	122	79,034
Southwest Chief	116	56,433
Sunset Limited	85	17,958
Texas Eagle	124	63,329
Northeast Corridor		
Acela Express	185	478,441
NEC Special Trains		
Northeast Regional	248	1,706,419
State Supported		
Adirondack ¹		
Blue Water	116	35,350
Capitol Corridor	51	162,478
Carolinian	159	64,451
Cascades	95	89,920
Downeaster	67	99,115
Empire South	183	264,794
Empire West/Maple Leaf	102	94,976
Ethan Allen	38	12,603
Heartland Flyer	70	14,587
Hiawatha	86	116,205
Illini / Saluki	107	75,643
Illinois Zephyr/Carl Sandburg	62	35,644
Keystone	88	199,215
Lincoln Service	100	112,492
Missouri River Runner	65	35,623
New Haven - Springfield	43	86,190
Non-NEC Special Trains		
Pacific Surfliner	91	349,304
Pennsylvanian	148	45,014
Pere Marquette	94	19,838
Piedmont	65	51,504
San Joaquin	75	168,335
Vermont	60	23,457
Washington-Lynchburg/Roanoke	172	48,158
Washington-Newport News	136	71,304
Washington-Norfolk	102	56,427
Washington-Richmond	45	15,037
Wolverine	112	85,952
System-Wide		
National Train Service	136	5,530,225
System-wide (Total Amtrak)	136	5,530,225

1 Service suspended.

Figure 17. Total Ridership FY21 Q4 and FY22 Q1 by Service Line and Route

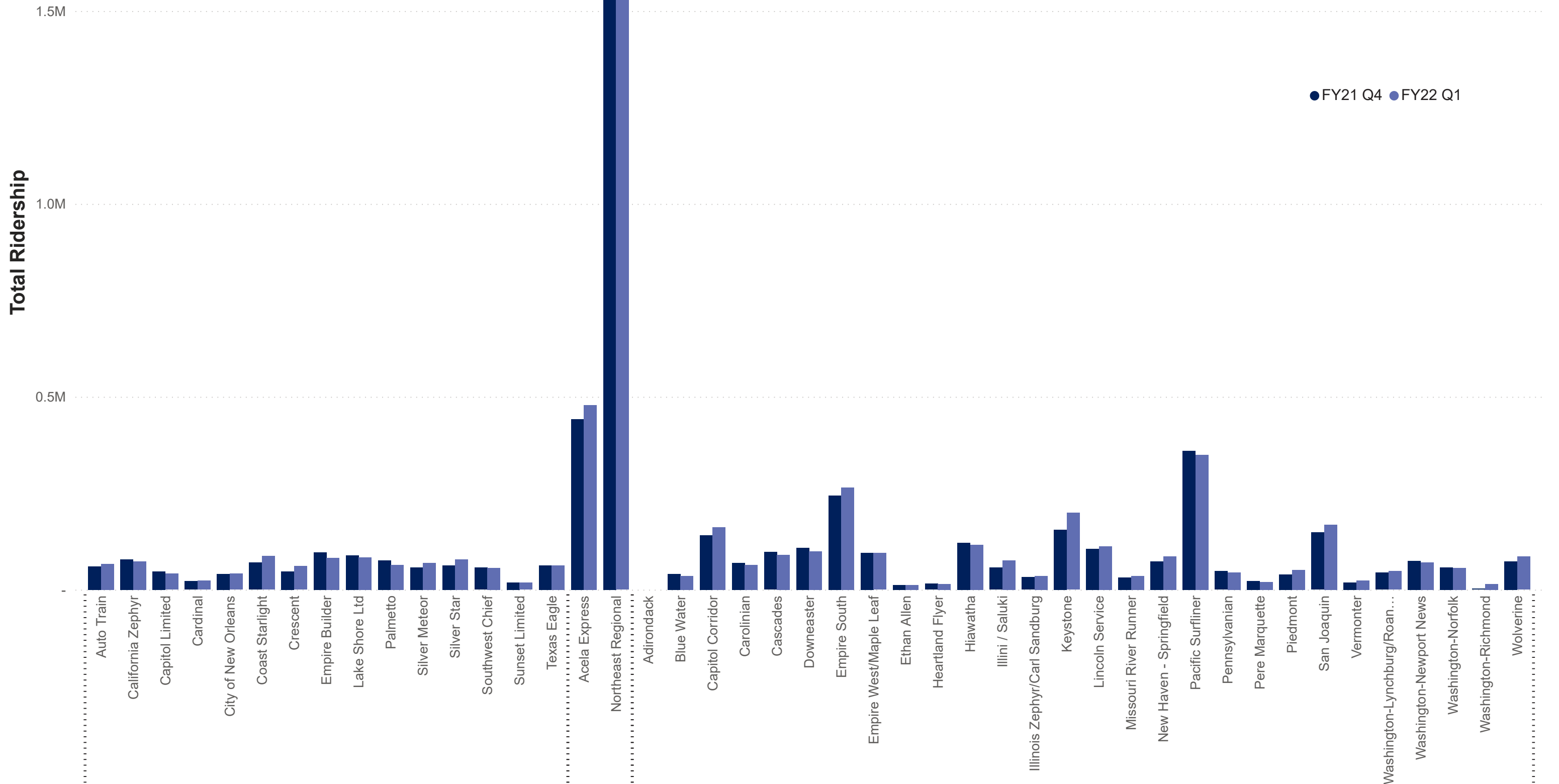


Figure 18. Total Ridership FY21 Q4 and FY22 Q1 by Route

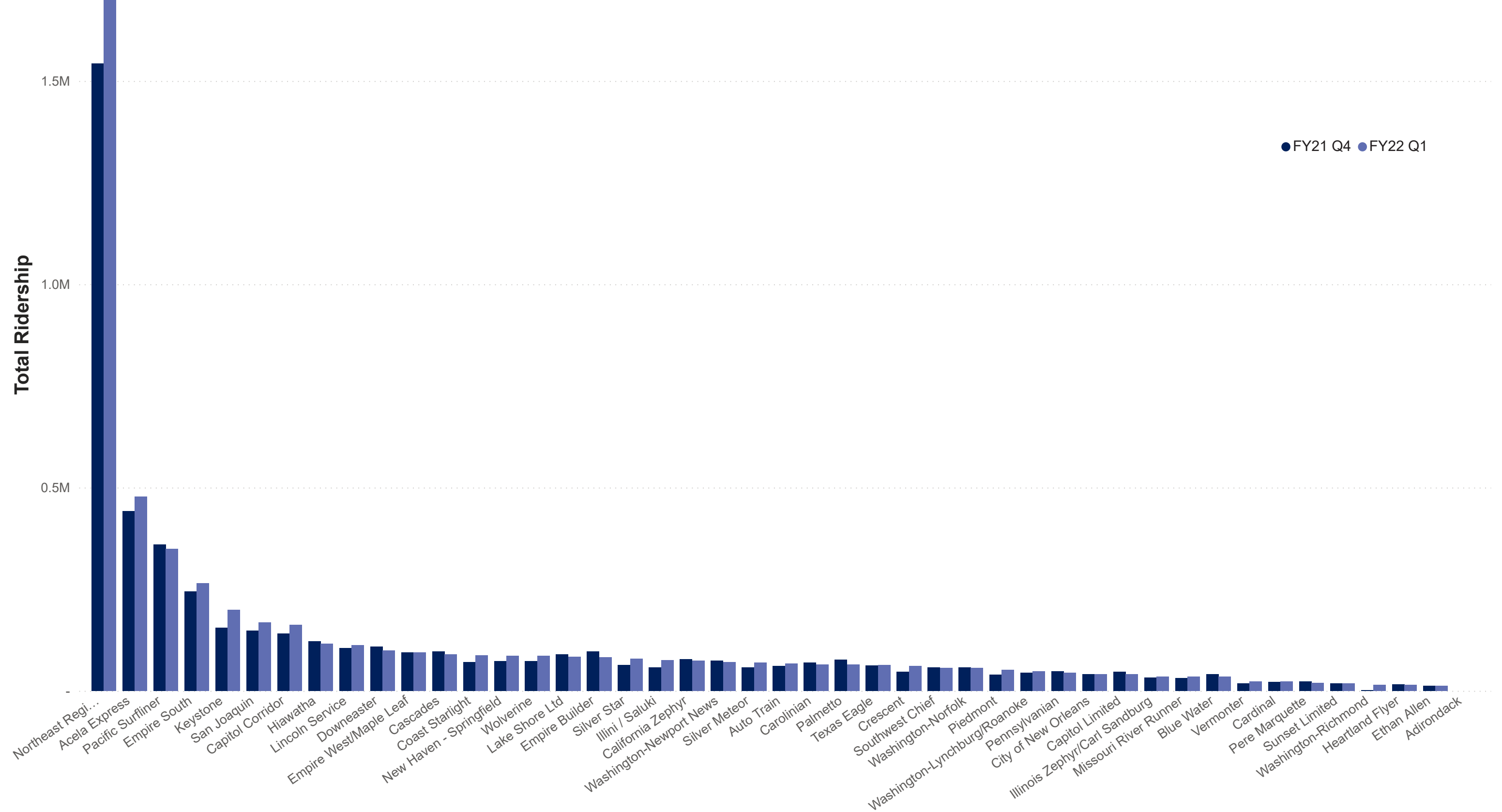


Figure 19. Average Ridership (Passenger Miles divided by Train Miles) by Service Line and Route

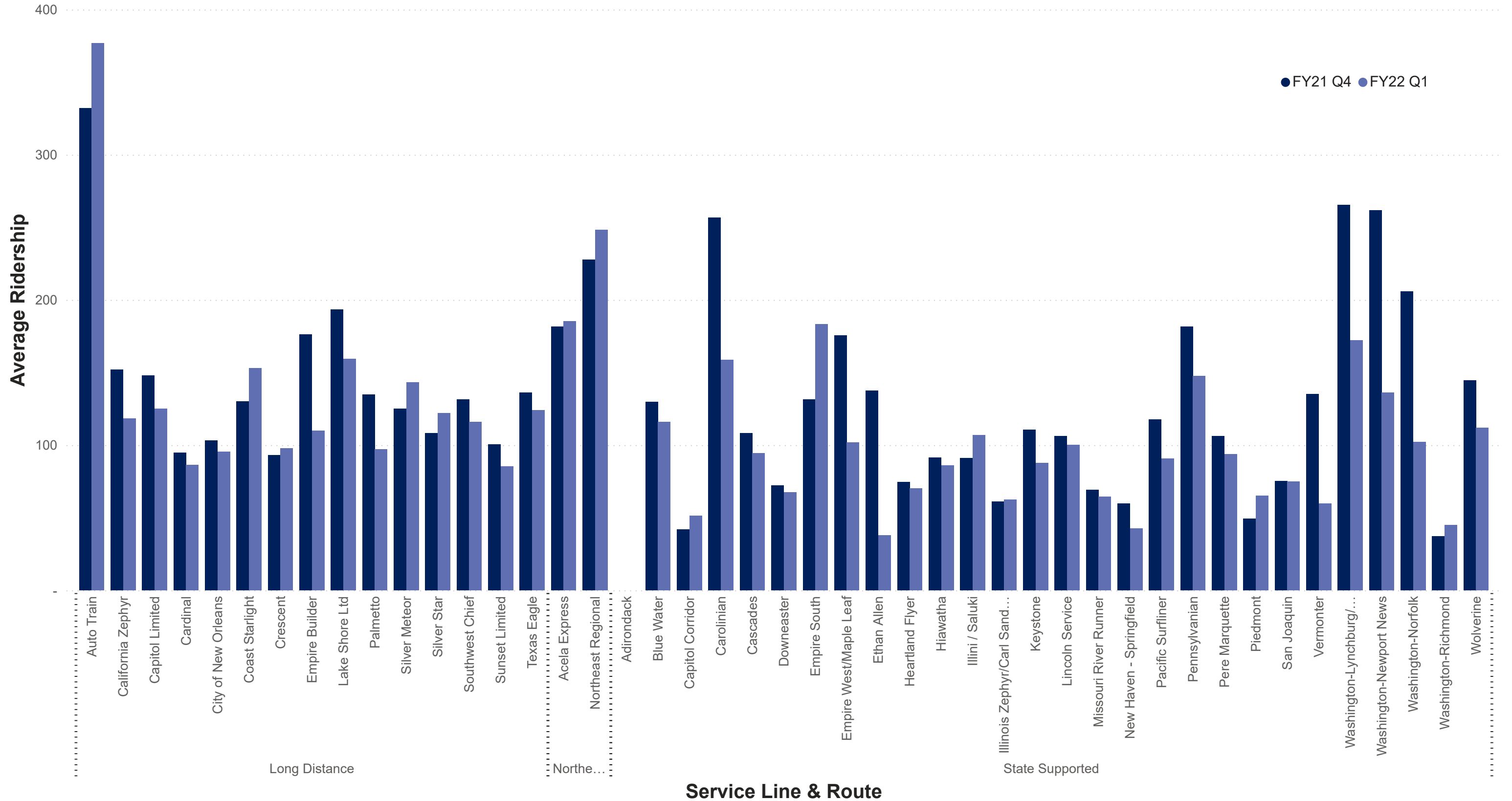
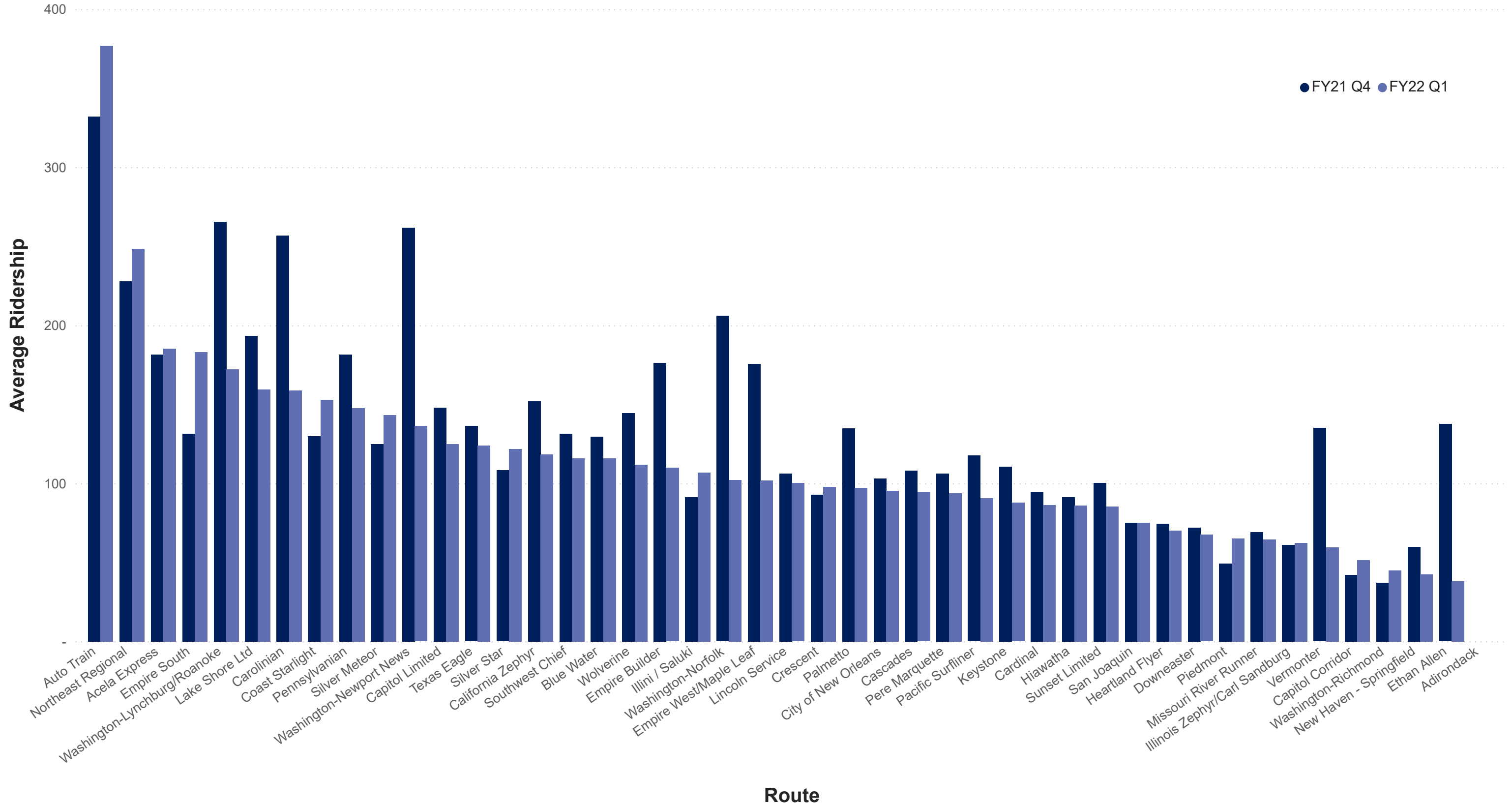


Figure 20. Average Ridership (Passenger Miles divided by Train Miles) by Route



D. Public Benefits

Public benefits metrics are reported annually, and they are included for the first time in the FY2022 first quarter report, covering all of FY2021.

Table 21. Public Benefits Metrics – Definitions and Notes

Metric	Definition	Data Description and Notes
Connectivity	The percent of passengers connecting to and from other Amtrak routes, updated on an annual basis.	Under this metric, a <i>connection</i> means a passenger arriving on one train and connecting to a departing train within 23 hours. Data reported for the first time in this quarter’s report covering FY 2021. Data is available for download at railroads.dot.gov .
Missed Connections	The percent of passengers connecting to/from other Amtrak routes who missed connections due to a late arrival from another Amtrak train, reported by route and updated on an annual basis.	Data reported for the first time in this quarter’s report covering FY 2021. Data is available for download at railroads.dot.gov .
Community Access	The percent of Amtrak passenger-trips to and from not well-served communities, updated on an annual basis.	<i>Not well-served communities</i> means those rural communities: within 25 miles of an intercity passenger rail station; more than 75 miles from a large airport; and more than 25 miles from any other airport with scheduled commercial service or an intercity bus stop. Data reported for the first time in this quarter’s report covering FY 2021. Data is available for download at railroads.dot.gov .
Service Availability	The total number of daily Amtrak trains per 100,000 residents in a metropolitan statistical area (MSA) for each of the top 100 MSAs in the United States, shown in total and adjusted for time of day, updated on an annual basis.	The metric, as adjusted for time of day, shows only those trains that arrive or depart between 5:00 a.m. and 11:00 p.m. Data reported for the first time in this quarter’s report covering FY 2021. Data is available for download at railroads.dot.gov .

Table 22. Connectivity by Service Line

Service Line / Route	Acela	Long Distance	Northeast Regional	State Corridors	Total - Connecting to Another Route
Acela	0	904	3,112	4,961	8,977
Long Distance	904	125,222	31,565	237,681	395,372
Northeast Regional	3,112	31,565	0	153,486	188,163
State Corridors	4,961	237,681	153,486	520,895	917,023
Total	8,977	395,372	188,163	917,023	1,509,535



Table 23. Missed Connections by Service Line and Route

Service Line / Route	Itineraries
Long Distance	
California Zephyr	1,144
Capitol Limited	370
Cardinal	64
City of New Orleans	40
Coast Starlight	766
Crescent	73
Empire Builder	185
Lake Shore Limited	292
Palmetto	202
Silver Meteor	134
Silver Star	494
Southwest Chief	1,741
Sunset Limited	151
Texas Eagle	407
Northeast Corridor	
Acela	33
Northeast Regional	936
State Supported	
Blue Water	25
Capitol Corridor	968
Carolinian	59
Cascades	289
Downeaster	22
Empire South	87
Empire West/Maple Leaf	44
Ethan Allen	3
Heartland Flyer	11
Hiawatha	40
Illini/Saluki	471
Illinois Zephyr/Carl Sandburg	1
Keystone	107
Lincoln Service	155
Missouri River Runner	34
New Haven-Springfield	140
Pacific Surfliner	2,239
Pennsylvanian	84
Pere Marquette	13
Piedmont	10
San Joaquins	6,004
Vermont	1
Washington-Lynchburg/Roanoke	11
Washington-Newport News	331
Washington-Norfolk	32
Washington-Richmond	4
Wolverine	73

Table 24. Community Access

Fiscal Year	Percent Riders To and From Not Well Served Communities
2021	0.56%

E. Updates and Revisions to FY2021 Fourth Quarter Report

In March 2022, Amtrak provided FRA with a revised set of FY2021 fourth quarter financial metrics tables. It explained that after submitting the original data, it found and corrected an error in the formula for calculating the avoidable operating expense metric. While correcting the error, Amtrak also recalculated the avoidable operating expense, fully allocated adjusted operating expense, and cost recovery metrics using the company's FY2021 period 14 financial results, which include end of year adjustments not available when it submitted the original data to FRA.

The first version of the FY2021 fourth quarter report posted by FRA in February 2022 included several charts and a table that summarized train delays per 10,000 train miles. Subsequently, FRA found that these items contained errors, and it posted a revised version of the report with the items removed. The calculation errors occurred in the summarization of the data, and the raw data provided by Amtrak in the data tables available at railroads.dot.gov were unaffected.

The delay data in this report and the FY2021 Q4 report include a host railroad named "Florida DOT (CSX Dispatched)." The correct name is "Florida DOT" as CSX does not dispatch this segment of railroad. Amtrak has corrected the host name in its data systems, and it will appear as Florida DOT in the next report covering FY2022 Q2 .

Appendix 1: Customer OTP by Train

Table 25. Customer OTP by Train

Route	Train	OTP	Route	Train	OTP	Route	Train	OTP
Acela Express	2103	88.3%	Blue Water	364	77.3%	Capitol Corridor	736	66.8%
	2109	96.6%		365	56.7%		737	91.5%
	2122	94.7%	California Zephyr	5	47.6%		741	82.2%
	2126	81.9%		6	46.7%		742	52.1%
	2150	86.5%	Capitol Corridor	520	92.6%		743	82.0%
	2153	88.4%		521	92.2%		744	71.8%
	2154	79.9%		522	88.1%		745	86.6%
	2155	86.3%		523	88.7%		746	78.7%
	2158	73.5%		524	85.5%		747	83.8%
	2159	79.6%		525	87.7%		748	74.0%
	2163	75.7%		526	86.6%		751	85.6%
	2166	77.2%		527	81.5%	Capitol Ltd	29	38.5%
	2169	83.0%		528	74.4%		30	31.9%
	2170	93.5%		531	87.2%	Cardinal	50	54.1%
	2172	83.5%	532	79.5%	51		61.5%	
	2173	85.6%	533	0.0%	Carl Sandburg / Illinois Zephyr	380	96.8%	
	2203	91.5%	535	88.1%		381	89.6%	
	2205	87.7%	536	91.1%		382	84.8%	
	2213	80.4%	537	79.1%		383	84.1%	
	2218	88.0%	538	79.6%	Carolinian	79	72.5%	
2222	99.2%	541	78.8%	80		68.2%		
2224	83.2%	542	85.8%	Cascades	500	46.8%		
2248	92.4%	544	86.6%		503	54.7%		
2249	56.5%	545	88.6%		504	60.5%		
2250	87.7%	546	93.9%		505	59.2%		
2251	60.5%	547	77.1%		507	55.2%		
2252	84.4%	551	83.9%	508	49.7%			
2253	77.1%	552	63.3%	City Of New Orleans	58	77.5%		
2254	83.4%	720	86.9%		59	82.2%		
2255	64.9%	723	78.8%	Coast Starlight	11	64.7%		
2256	86.0%	724	91.5%		14	43.6%		
2257	94.0%	727	87.3%	Crescent	19	60.2%		
2259	83.3%	728	83.4%		20	53.1%		
Auto Train	52	29.3%	729	73.6%	Downeaster	680	79.2%	
	53	20.8%	732	84.5%		681	84.7%	

FRA Quarterly Report | Appendix 1: Customer OTP by Train

Route	Train	OTP	Route	Train	OTP	Route	Train	OTP	
Downeaster	682	89.1%	Hiawatha	333	89.0%	Keystone	652	96.6%	
	683	89.5%		334	94.4%		653	98.0%	
	684	71.5%		335	91.0%		654	96.5%	
	685	84.0%		336	95.0%		655	90.7%	
	686	73.3%		337	95.2%		660	82.5%	
	687	84.7%		338	93.4%		661	93.0%	
	688	84.7%		339	99.2%		662	98.0%	
	689	88.5%		340	97.3%		663	100.0%	
	690	100.0%		341	95.4%		664	93.4%	
	691	85.6%		342	98.5%		665	99.1%	
	692	77.6%		343	100.0%		666	95.3%	
	693	80.9%		Illini / Saluki	390		77.9%	667	98.8%
	694	59.7%			391		35.9%	669	91.2%
	695	100.0%	392		64.5%	670	94.7%		
	696	61.7%	393		54.6%	671	96.8%		
	697	89.6%	Keystone	600	96.2%	672	97.8%		
	698	81.7%		601	95.7%	Lake Shore Ltd	48	62.1%	
	699	90.6%		605	93.2%		49	61.6%	
1689	100.0%	610		94.1%	448		39.0%		
Empire Builder	7	64.4%		611	98.7%		449	87.5%	
	8	29.8%		612	99.5%	Lincoln Service	300	79.4%	
	27	40.5%		615	99.6%		301	85.8%	
	28	42.1%		619	94.7%		302	76.1%	
Ethan Allen Ex-press	290	97.3%	620	94.2%	303		70.3%		
	291	89.2%	622	95.2%	304		91.3%		
	292	99.5%	637	99.7%	305		80.2%		
	293	91.2%	639	89.6%	306		82.1%		
	295	92.2%	640	74.2%	307	75.8%			
	296	90.5%	642	96.7%	Maple Leaf	63	74.4%		
Heartland Flyer	821	81.4%	643	95.7%		64	91.4%		
	822	80.2%	645	94.8%	Missouri	311	68.8%		
Hiawatha	329	96.9%	646	86.4%		313	56.6%		
	330	97.8%	647	93.0%		314	60.4%		
	331	95.0%	650	90.6%		316	52.7%		
	332	97.9%	651	93.9%	New York - Albany	232	98.3%		

FRA Quarterly Report | Appendix 1: Customer OTP by Train

Route	Train	OTP	Route	Train	OTP	Route	Train	OTP
New York - Albany	233	74.4%	On Spine North-east Regional	148	90.3%	On Spine North-east Regional	1164	90.4%
	234	94.3%		149	88.5%		1173	84.2%
	236	88.8%		150	68.8%		1186	75.4%
	237	96.3%		152	96.2%	Pacific Surfliner	562	94.8%
	238	96.6%		153	95.0%		564	84.5%
	239	93.0%		154	86.7%		567	85.9%
	241	93.1%		155	97.2%		569	75.9%
	243	98.7%		158	89.0%		572	88.3%
	244	90.2%		159	96.1%		573	87.7%
	250	96.4%		160	98.2%		579	73.6%
	253	95.5%		161	62.4%		580	85.7%
	255	100.0%		162	80.0%		581	83.1%
	256	99.6%		163	82.4%		583	87.4%
	259	98.6%		165	75.3%		584	89.3%
	260	95.6%		166	69.4%		586	82.6%
	261	52.7%		167	75.7%		588	77.0%
	New York - Niag- ara Falls	280		90.3%	168		93.1%	590
281		64.5%	169	79.4%	591	65.4%		
283		72.2%	170	88.3%	593	82.4%		
284		90.9%	172	77.2%	594	68.4%		
On Spine North-east Regional	123	91.9%	173	87.6%	595	86.1%		
	126	100.0%	175	81.2%	761	92.9%		
	129	90.2%	177	83.5%	763	64.9%		
	130	97.0%	178	95.3%	765	85.5%		
	132	87.0%	179	88.5%	768	83.9%		
	134	86.0%	182	91.4%	770	83.8%		
	135	82.3%	183	97.9%	774	77.5%		
	136	91.5%	184	89.0%	777	82.6%		
	137	75.8%	185	81.4%	784	83.2%		
	138	96.8%	189	85.3%	785	72.3%		
	139	63.3%	190	83.6%	794	75.4%		
	140	81.1%	192	100.0%	796	90.0%		
	141	89.6%	193	71.4%	1564	100.0%		
	143	72.2%	196	89.1%	1567	95.4%		
	146	88.2%	1135	68.6%	1572	90.4%		

FRA Quarterly Report | Appendix 1: Customer OTP by Train

Route	Train	OTP	Route	Train	OTP	Route	Train	OTP	
Pacific Surfliner	1584	97.6%	Richmond / Newport News / Norfolk	96	71.7%	Springfield Shut- tles	416	78.0%	
	1761	45.5%		99	50.9%		417	95.1%	
	1763	100.0%		125	92.8%		432	86.3%	
	1768	84.7%		157	82.4%		450	70.6%	
	1774	66.9%		164	71.8%		451	91.1%	
	1777	51.9%		174	79.8%		460	83.5%	
	1784	100.0%		194	90.8%		461	99.8%	
	1785	90.0%		195	63.2%		463	100.0%	
	1790	100.0%		Roanoke	145		89.5%	464	84.0%
	1793	100.0%			147		75.0%	465	99.9%
1796	100.0%	156	75.0%		467	84.8%			
Palmetto	89	68.8%	171	82.5%	470	69.0%			
	90	74.8%	176	82.4%	471	97.0%			
Pennsylvanian	42	60.6%	San Joaquins	702	82.5%	473	96.5%		
	43	67.1%		703	79.4%	474	90.8%		
Pere Marquette	370	72.2%		710	71.4%	475	94.1%		
	371	73.8%		711	77.2%	476	81.7%		
Piedmont	73	69.9%		712	79.9%	478	90.6%		
	74	75.3%		713	71.5%	479	89.0%		
	75	72.3%		714	75.9%	488	70.7%		
	76	71.6%		715	69.1%	490	94.7%		
	77	69.6%		716	74.8%	494	68.7%		
	78	85.6%		717	81.0%	495	96.6%		
Richmond / Newport News / Norfolk	65	54.6%	718	68.9%	497	82.5%			
	66	82.5%	719	80.6%	499	85.7%			
	67	79.9%	Silver Meteor	97	47.9%	Sunset Ltd	1	39.9%	
	82	65.5%		98	35.9%		2	40.2%	
	84	78.4%	Silver Star	91	39.6%	Texas Eagle	21	64.3%	
	85	83.7%		92	43.8%		22	67.7%	
	86	68.6%	Southwest Chief	3	44.9%	Vermonter	54	92.5%	
	87	72.1%		4	44.3%		55	77.4%	
	88	67.1%	Springfield Shut- tles	400	100.0%		56	85.0%	
	93	63.7%		405	95.5%	57	92.8%		
94	72.1%	409		83.6%	Wolverine	350	41.6%		
95	80.2%	412		98.0%		351	56.1%		
				352		64.3%			
				353		78.7%			
				354		48.4%			
				355	52.2%				

Appendix 2: Delay Minutes by Train and Responsibility

Table 26: Amtrak Responsible Train Delay Minutes

Route	Train	Amtrak (Host)														Amtrak (Non-Host)											Total Amtrak Responsible Delay Minutes				
		CTI	CTP	DBB	DCS	DDA	DET	DMW	DSR	FTI	PSC	PSR	PTI	RTE	SMW	Total	ADA	CAR	CCR	CTC	ENG	HLD	INJ	ITI	MTI	OTH		SVS	SYS	Total	
Acela Express	2103	58	4		26			3						80	4		136	311	3	17								5	72	383	
	2109	60	9		20	2	4	9					4	202			339	4	9					4	2		3	30	369		
	2122	14						13	22					36	13		118	216		5				8				30	246		
	2126	24			7		21	5	12					123	4	3	130	329		5				20			56	141	470		
	2150	23	11		47			32	45					69	24	21	81	353	1	42					6		4	197	550		
	2153		6	56	41		29	12	9					150	4	5	112	424	7	30		3	9	34		17	24	124	548		
	2154	68	36		43		29	21	53	7				215	8		147	627	9	19		6	71	25		1		131	758		
	2155	47		62	18	28	26	30	3		1	56	127	16	193			607	30	15		31	164	36			2	281	888		
	2158	66	39		18	13	24	49	80					234	36		104	663	30	45			10	75	7	4	69		240	903	
	2159	60	15		160	10	11	33	1	8	1	18	34	9	117			477	49	31			62	94	3		6	2	20	267	744
	2163	87		6	117	4	8	23	4		28	121	68	2	229			697	55	95			15	200			15	51	431	1,128	
	2166	110		54	58			16	58						159	39		691	38	22			36	135		6	13	31	281	972	
	2169	138	7		47		14		1		2	42	42		234			527	6	30		4	100	56		26	8		230	757	
	2170	11	13		15			9	30					185	58	7	148	476	19	3			88	24		13	10	4	161	637	
	2172	76	11		58			31	88	6		69	30	3	236			608	17	16	4		13	50		7	15	29	151	759	
	2173	152	9		40			22	5		1	42	8	3	168			450	29	18			75	61		39	10	3	4	239	689
	2203	3					6					24			32			65						9					9	74	
	2205	8	14									4			39			65											65	65	
	2213	8										18	2		44			72					4	4		4			12	84	
	2218								3			30	3		17			53		2			10					1	13	66	
	2222		6						1			16	2		20			45									2	2	47		
	2224	7			7				3			28	3		36			84	10	3				2		5			20	104	
	2248	29			6			38	13			17	14		56			173	2					13		5			20	193	
	2249	9	11					5				22	4		30			81	2	12			116	34		4		2	170	251	
	2250				41				2			17	19		46			125	5	5				13			15	4	42	167	
	2251	18	3	8	27				3			11	6		48			124	35	6			118	27		9			195	319	
2252	22			30			14	2			45	13	3	89			218	23	14			9	13	14		18	40	131	349		
2253	12	2				16	9				52	46		91			228	29	6			2	66		18	7		128	356		
2254	30			85		11	10	2			57	23	17	73			308	6	11				46		5		20	88	396		
2255	22			6		19	4			2	40	33	3	40			169	3					40		14	25		82	251		
2256	7					5	1	2			38	15		23			91	4	6			2	11					23	114		
2257				8						6	15	3		22			54	4	3				5					12	66		
2259	9			12			2			5	28	17		23			96	14	19				5		3	11		52	148		
Auto Train	52																		347			1,003		90	4,032	96	332	1,059	6,959	6,959	
	53																		24	298			299	4	136	3,648	161	2,016	1,120	7,706	7,706

FRA Quarterly Report | **Appendix 2: Delay Minutes by Train and Responsibility**

Route	Train	Amtrak (Host)								Amtrak (Non-Host)											Total Amtrak Responsible Delay Minutes		
		CTI	DCS	DMW	DSR	FTI	PTI	RTE	Total	ADA	CAR	CCR	CON	ENG	HLD	INJ	ITI	OTH	SVS	SYS		Total	
Blue Water	364	5	13		8	13	30	6	75	104	102			108	80		189	97	224	310	1,214	1,289	
	365		55	71	26	21	392	6	571	91				107	67			551	57	373	1,246	1,817	
California Zephyr	5	4					3		7	320	194		15	888	966	169		947	1,274	1,593	6,366	6,373	
	6	2	3				45	3	53	479	372		78	825	999	71	637	842	1,970	1,312	7,585	7,638	
Capitol Corridor	520									21		27		15				14		31	108	108	
	521										1	4		21	9			20		46	101	101	
	522									7	19	7		67	10		43	2	27	13	195	195	
	523									4	7			54	21			81	11	21	199	199	
	524									30	4	7		24	38			102	7	44	256	256	
	525									5	6			11	8			33		22	85	85	
	526									11	4				12		169	30		9	235	235	
	527									8	6	49		11	43			2	35	108	85	347	347
	528									62	9	56		3	11	8	5	66		91	311	311	
	531									81	5			2	11			58		18	175	175	
	532									42	3	16			18			68	28	17	18	210	210
	535									8	5			11	4			12				40	40
	536									37		4		8	1		9	67		9	135	135	
	537									40	2	8		5	22			53	29		25	184	184
	538									68	85	119	17	29	37			142	166	20	209	892	892
	541									33	4		15	3	56			49	21	19	79	279	279
	542									15	10	40	1	58	29			95	38		75	361	361
	544									17	2			25	18			42	51	12	86	253	253
	545									26	3	2			23	46			3		17	120	120
	546									19	7	22		5	31				139	1	27	251	251
547									34	2		5	33	113			82	15	38	322	322		
551									46	4		21	138	12	21	295	21		13	571	571		
552														5				7			12	12	
720										9	2	21		10		48		2	63	15	170	170	
723											2			21	9			10		30	72	72	
724										8	1		28		46			63	1	29	176	176	
727										5	2			11	7			45	8	12	90	90	
728										16		26			19		122	10		2	195	195	
729										33				5	20			32	84	10	184	184	
732										51					5			63	2	18	139	139	
736										77	71	11	4	9	15			116		13	316	316	

FRA Quarterly Report | Appendix 2: Delay Minutes by Train and Responsibility

Route	Train	Amtrak (Host)												Amtrak (Non-Host)												Total Amtrak Responsible Delay Minutes		
		CTI	CTP	DCS	DDA	DET	DMW	DSR	FTI	PSR	PTI	RTE	SMW	Total	ADA	CAR	CCR	CON	ENG	HLD	INJ	ITI	MTI	OTH	SVS		SYS	Total
Capitol Corridor	737													21						13				9		30	73	73
	741													33	3					15				8	5	25	89	89
	742													24				5	33		40		22		10	134	134	
	743													15		3		46	28		30		21	2	25	170	170	
	744													6		23		6	8				12	2	27	84	84	
	745													10	3			13	40				24		2	92	92	
	746														4				8		99		13		19	143	143	
	747													15	3					27				32	5	8	90	90
	748													11	16					23				53	60	29	192	192
	751													4	4			2				245		1		19	275	275
Capitol Ltd	29			17			3	2			30	11		63	89	143		12	744	219		23		340	141	706	2,417	2,480
	30	18		30			59				27	19		153	101	455		94	1,009	396	22	69		286	42	910	3,384	3,537
Cardinal	50	34		41			8	3		6	15	36	19	162	199	3		14	445	258		84	53	312	272	328	1,968	2,130
	51	13	9	11		15			11	41	4		130	234	274			125	355	240				385	55	288	1,722	1,956
Carl Sandburg / Illinois Zephyr	380	2		6			9				3			20	113	3			7	163				52	11	27	376	396
	381										2			2	29				104	18				2	20	286	459	461
	382	3									4	4		11	69	2				55				6		31	163	174
	383														90				12	118				40		58	318	318
Carolinian	79	9		25	9	31	21	2		54	44		236	431	426	8			270	268				228	333	365	1,898	2,329
	80	26		33			6	3	10	13	26	30	51	198	448	98		30	276	219			7	426	46	255	1,805	2,003
Cascades	500													295	162	1		10	149		26		84	34	270	1,031	1,031	
	503													174	73	71		95	97		82		216	135	437	1,380	1,380	
	504													124	104		26	327	116				233	25	87	1,042	1,042	
	505													258	21	50		54	144		16		121	105	253	1,022	1,022	
	507													60	44		5	169	89				233	52	225	877	877	
	508													177	60			35	122		148		202	70	189	1,003	1,003	
City Of New Orleans	58	7		1							20	8		36	243	192			537	619	65			409	280	445	2,790	2,826
	59										9			9	239	313		34	667	596	14	110		739	276	516	3,504	3,513
Coast Starlight	11													384	65		40	176	1,138	42	117		1,090	1,330	1,696	6,078	6,078	
	14													406	169		234	481	1,470	43	72		1,428	1,352	2,199	7,854	7,854	
Crescent	19	20	5	104			9			24	53	6	143	364	407	77		22	843	435	69		34	300	1,085	3,356	6,628	6,992
	20	104		96			5	2	14	30	156		34	441	562	74			243	652	81	656	17	393	836	1,966	5,480	5,921
Downeaster	680													2					32	4				2		49	89	89
	681													10					2	42		30				9	93	93
	682													25			24	20	9					4		34	116	116

FRA Quarterly Report | **Appendix 2: Delay Minutes by Train and Responsibility**

Route	Train	Amtrak (Host)							Amtrak (Non-Host)											Total Amtrak Responsible Delay Minutes	
		CTI	DCS	DMW	DSR	PTI	RTE	Total	ADA	CAR	CCR	CON	ENG	HLD	INJ	ITI	OTH	SVS	SYS		Total
Downeaster	683								21				6	7		56	2		55	147	147
	684								8			2	58	5			26		20	119	119
	685								7				8	15	17	287	74		13	421	421
	686								15		7	8	26	49			14	33	115	267	267
	687								14				30	27		364	29		26	490	490
	688								5				11	20				19	11	66	66
	689												29	4		211	22		3	269	269
	691								2					40					30	72	72
	692								6			4		19					24	53	53
	693								17					10					20	47	47
	694								2			4	15	17					25	63	63
	695								2					14		7			40	63	63
	696											8		9			4		26	47	47
	697												13	10		19			20	62	62
	698								2			3	40	4						49	49
	699													7					8	15	15
1689													4					9	13	13	
Empire Builder	7			8			6	14	168	99	15	42	765	1,008	34	3	306	969	1,761	5,170	5,184
	8	8	6					14	204	313		1,036	960	1,183	34	1,795	1,196	3,537	2,027	12,285	12,299
	27								28			3,530	37	35	15	287	107	55	193	4,287	4,287
	28								36	45		212	8	60	4	785	31	282	49	1,512	1,512
Ethan Allen Ex-press	290	3	16		3	31	33	86	50	4			23	97			116	50	21	361	447
	291	5	38		5	55	40	143	60			64	188	200			95	15	111	733	876
	292				1	8		9	10					8			43		8	69	78
	293		7				2	9	2				39	34			21	30	14	140	149
	295		11				2	13	9				2	31			30	40	9	121	134
	296												23	2			46	26		97	97
Heartland Flyer	821								88				93	133			3	52	3	372	372
	822								92				38	102			8	3	53	296	296
Hiawatha	329												15				109	33	60	217	217
	330	4						4					7	3			17		16	43	47
	331	3						3					83	8		17	230	20	36	394	397
	332			3				3	2				33	18		27	112	12	30	234	237
	333		2				4	6	22	8			10	16			189	62	121	428	434

FRA Quarterly Report | **Appendix 2: Delay Minutes by Train and Responsibility**

Route	Train	Amtrak (Host)													Amtrak (Non-Host)											Total Amtrak Responsible Delay Minutes		
		CTI	CTP	DCS	DET	DMW	DSR	FTI	PET	PSR	PTI	RTE	SMW	Total	ADA	CAR	CCR	CON	ENG	HLD	INJ	ITI	MTI	OTH	SVS		SYS	Total
Hiawatha	334	6											6	24					48		25		120	53	34	304	310	
	335	4								5			9	14				18	41		16		248	14	42	393	402	
	336	6		12						2			20	7					2		33		108	15	2	167	187	
	337			7							2		9	5	64			37	18		7		155	73	16	375	384	
	338	5								13			18		4			4	9		69		125	17	29	257	275	
	339									1			1	8	3				17				56	41	29	154	155	
	340			7						6	2		15						5		16		123		12	156	171	
	341			1						2	2		5	2					64	9		46	181	51	21	374	379	
	342										1		1						21	2		3	101	6	13	146	147	
	343																						17		26	43	43	
Illini / Saluki	390			11						17	6	34	114					66	356		15		194	30	197	972	1,006	
	391	1									7	8	106					5	199				613		161	1,084	1,092	
	392	3		18						70	3	94	95					13	322		23		622		203	1,278	1,372	
	393									7		7	124	448					315	220	12		341	76	196	1,732	1,739	
Keystone	600	4	33		14	11	9			133	12	216							142							142	358	
	601			47						12		84		25					32		10		15		10	67	151	
	605	7		9		30	4			13		63						54		9		53				116	179	
	610									29		29							20							20	49	
	611			5					3			24		16													24	
	612									32		32															32	
	615											33	33	7												7	40	
	619											52	52														52	
	620	12	12				7			240		7	278					5	20	4							29	307
	622	12					4			21		37				33											33	70
	637			7		13				19		64																64
	639	29	4		60	53				47	8	250							32	3			7				42	292
	640	214	74	50		51	8			173	20	615				5			102		18		30				155	770
	642	14	15	19	16	17	3			75	10	169			97	5			70				8				180	349
	643	49	20		26	8	10			4	6	190	4						36	4					37		81	271
	645	12	9					10				36		54	31				11	4			3				103	139
	646	14	5	41		17	42		5	210	41	386	13			26			84	30							153	539
	647	43								46	115	217	6		20				10	6	7		4		4		57	274
650		18	6			40			159	24	247			18	102			162	19							301	548	
651	37	17	29		5				4	27	149	4		20	5				22				3			54	203	
652	59	13	16			13			185	27	313	8						12	4			5			1	30	343	

FRA Quarterly Report | **Appendix 2: Delay Minutes by Train and Responsibility**

Route	Train	Amtrak (Host)														Amtrak (Non-Host)											Total Amtrak Responsible Delay Minutes		
		CTI	CTP	DCS	DET	DMW	DSR	FTI	PET	PSC	PSR	PTI	RTE	SMW	Total	ADA	CAR	CCR	CON	ENG	HLD	INJ	ITI	MTI	OTH	SVS		SYS	Total
Keystone	653	72	39	4					1	25	8	9	43	201	3		20				20		14	9				66	267
	654	19	8	16		15	4				207	12	6	287					33	31			15				79	366	
	655	63	8	40				7			35	143	2	67	365	8		60	11	101	15		4	2			201	566	
	660	6		7			3				127	23	21	187					44				10				54	241	
	661					7	3		5		3			53	71		28			82				4			114	185	
	662	9		14			3					128		19	173					30						5	35	208	
	663													34	34						4						4	38	
	664	9		15								114	2	56	196			16		94	15			7			132	328	
	665	15									3	13	5	27	63					10	7						17	80	
	666	9					3					107	10	23	152			38		38	7				8		91	243	
	667	2					3					16	34	14	69						6						6	75	
	669	17				8	16					28	2	9	80			50		67	13						130	210	
	670						6					64			70			14		27	2			8			51	121	
	671	12	12				3					19	13	22	81					4				5			9	90	
672											17			17					5							5	22		
Lake Shore Ltd	48	14		86		5	33	3				274	34	449	100	357		8	496	299	16	193		286	110	1,007	2,872	3,321	
	49	2		39			8	10				30	58	147	195	281		224	549	581	1			156	478	1,138	3,603	3,750	
	448	48		86			144						17	295	96	2		1,872	49	102				54	42	64	2,281	2,576	
	449			46			210						11	267	65				150	45	7	42		36	48	25	418	685	
Lincoln Service	300			8			5					7	4	24	50				3	48	17			31		116	265	289	
	301	11		12				3				5		31	10				26	14				67	31	121	269	300	
	302			11				12				6	4	33	46				52	78				58		90	324	357	
	303			45			20	6				40	5	116	100	43			60	104	39			87	83	303	819	935	
	304			12				6				7		25	64				56	83				72		46	321	346	
	305	11		4			2						9		26	72	3		96	149		32		120	74	155	701	727	
	306			8				25				1			34	21		21		4	24			46	39	140	295	329	
	307			6								9			15	9	36			24	30	12			156	8	219	494	509
Maple Leaf	63	15	2	10		2	48					65	142	65	349	109				250	179				90	480	549	1,657	2,006
	64			30			29					22	6		87	152	2			35	264				147	58	393	1,051	1,138
Missouri	311															202	2				127				47	24	156	558	558
	313															197	35			50	132		204		47	5	54	724	724
	314															352				3	170				78		69	672	672
	316															132				3	61	24	758		78	9	96	1,161	1,161
New York - Albany	232	38					27						3		68	8				59	3		13		5		88	156	
	233	9		23		33	2	2				81	116	10	276	23				2	169		3	14	14	8	9	242	518

FRA Quarterly Report | Appendix 2: Delay Minutes by Train and Responsibility

Route	Train	Amtrak (Host)														Amtrak (Non-Host)											Total Amtrak Responsible Delay Minutes		
		CTI	CTP	DBB	DCS	DET	DMW	DSR	FTI	PSC	PSR	PTI	RTE	SMW	Total	ADA	CAR	CON	CTC	ENG	HLD	INJ	ITI	MTI	OTH	SVS		SYS	Total
New York - Albany	234	9			10			20				6		45	16					7				1		9	33	78	
	236				14						18	12		44	8				22	38						3	71	115	
	237	2		34	23			2				23		84	4					86				13		13	116	200	
	238				4			1			149	6		160	39				3	151		8		4		2	207	367	
	239	2	10	4	37						11	26	3	93	15	15				48						13	91	184	
	241				39						19	62	2	122	27				62	65				12			166	288	
	243		3		23			21	6			21		74	9		21			59				9		19	117	191	
	244	2			43							70	1	116	40				9	175				4		15	243	359	
	250				23									23	2	3				15						2	22	45	
	253				14							7	6	27	13					15				2		4	34	61	
	255										16	5		21	5					52				14			71	92	
	256														6					45						12	63	63	
	259							5				5	2	12		3				18				2			23	35	
	260				12									12	5	2			3	5				3		2	20	32	
261	5										2		7												39	39	46		
New York - Niagara Falls	280				30			56			8	45	139	79	2			181	151	38			142	34	286	913	1,052		
	281	4	5		46		6	33			230	54	378	101				265	158				143	172	505	1,344	1,722		
	283	6			144		4	10			59	57	280	142	6	29		106	236				119	112	485	1,235	1,515		
	284	4			39		6	40			263	15	367	93	43			107	185				131	79	361	999	1,366		
On Spine North-east Regional	123						19				24		43														43	43	
	126									8		18	26	14				10								24	50		
	129	120			19			1		104	22	5	117	388	9			13	12			77	24			135	523		
	130	39	34			4	8	4	5		53	51	19	217	5			4	46	8						63	280		
	132				25					13	12		8	58	17				47	36					11	111	169		
	134	6	26					3		8	4		7	54	28				7	15						50	104		
	135	13			17			2		2	21		2	165	3				11	55				17	19	30	135	300	
	136						2				6		10	18	1					8					17		26	44	
	137	278	15	22	24		13			3	88	262	2	195	902	24		3	10	65	189		13		1	12	29	346	1,248
	138	9			19	16	67	3			17	2		28	161				10							9	19	180	
	139	8			11						24			43	4				17	21		15	10	23		12	102	145	
	140	17			4		11	12			48	24	5	78	199	7			36	17	11			25	18	59	173	372	
	141	100	12		29	24	26	4			126	107	8	68	504	53	9		3	112	143			12	38	113	33	516	1,020
	143	10			11	17	13	3			36	19		58	167	13	7		5	42	47		5		3	17		139	306
146	2			15		8				7	6	3	7	48	1					8				17	17	3	46	94	
148	89	11		6		7	6			34	32	4	83	272	24	14			163	30			19	31	50	331	603		

FRA Quarterly Report | **Appendix 2: Delay Minutes by Train and Responsibility**

Route	Train	Amtrak (Host)													Amtrak (Non-Host)											Total Amtrak Responsible Delay Minutes		
		CTI	CTP	DBB	DCS	DET	DMW	DSR	PSC	PSR	PTI	RTE	SMW	Total	ADA	CAR	CON	CTC	ENG	HLD	INJ	ITI	MTI	OTH	SVS		SYS	Total
On Spine North-east Regional	149				20					2	3		14	39	12				14	24			16				66	105
	150				7	4					19	1		31	21	21			73	7						227	349	380
	152				7			2		15	3		38	65	19				4	9				6		2	40	105
	153	33	2			7				30			35	107	3						12						15	122
	154				6					5			37	48						3	22						25	73
	155	4				17				16			11	48														48
	158	3						2		6			26	37						4	97		53			15	169	206
	159						2			14	5		6	27					4	3							7	34
	160					2	11					2		15	6					12							18	33
	161	62	4		4	8				36	25	9	85	233	32	31	18		35	113			8	18	17		272	505
	162				19	10	14	4		35	6	2	88	178	38	4			45	30		11					128	306
	163				7					6	8		14	35	8					17							25	60
	165	15			21		17			20	13	7	8	101	19	5			3	38				7	3	37	112	213
	166	3			7	6		2		7			12	37	28					28				1		56	113	150
	167										8			8	8		98		64					36			206	214
	168				12		7	4		6	4		18	51	4				8	7	25						44	95
	169				20						9			29			90			27		9		39		94	259	288
	170	246	44		216	3	37	39		30	25	21	67	728	4	7			65	52			6	34		10	178	906
	172	101	27		7	50	17	18		137	34	5	72	468	38	11			107	58	7		17	24		72	334	802
	173	60	10		102		10			26	67	14	124	413	67		81	16	39	101			17	12		2	335	748
	175	72	6		49		24	2		122	39	6	80	400	14		8		311	108			13	14	12	40	520	920
	177	271		17	3	128	36		19	181	6	7	297	965	13	7		51	55	35				26		81	268	1,233
	178	152			8			18		12	10	2	37	239	21	10			151	119	9			25		31	366	605
	179	31			7		3				8			49	6		155		250	17					87	2	517	566
	182	37			16	53	9	10		45	5	10	74	259		15			3	8					10	35	71	330
	183	48	27		16	3				19	6		194	313	3					7						13	23	336
	184	25	4		17		9	32		127			214	428	17	4			41	30						5	97	525
	185	165	11	3	43	30				84	11		153	500	10	170			97	19				7	11	10	324	824
	189	4								10			19	33	4							34		5		8	51	84
	190	61			60			10		8				139	20				21	7	10			10	20	23	111	250
192									3				3						4	7					12	23	26	
193	101	12		30			4		38	93	5	266	549	25	28			75	30		86	21	37			302	851	
196	12			15	0	5	2		28	29		58	149					170				10			6	186	335	
1135	7										11		18							2						2	20	
1164														1												1	1	

FRA Quarterly Report | **Appendix 2: Delay Minutes by Train and Responsibility**

Route	Train	Amtrak (Host)			Amtrak (Non-Host)												Total Amtrak Responsible Delay Minutes
		CTP	DMW	Total	ADA	CAR	CCR	CON	ENG	HLD	INJ	ITI	OTH	SVS	SYS	Total	
On Spine Northeast Regional	1173								8	7						15	15
	1186	38	3	41													41
Pacific Surfliner	562				18	12	21		45	37			32		33	198	198
	564				25	86	52		131	18		10	35	40	72	469	469
	567				41	22	14			114			78	6	247	522	522
	569				17	5				12		52			36	122	122
	572				33	10	49		30	39	11		63		95	330	330
	573				55	4	87		358	56			15	12	43	630	630
	579				20	9	4	66		18		17	10	3	28	175	175
	580				57	15		20	25	180	22	3	83		63	468	468
	581				118	8	1	2	2	62		137	29		70	429	429
	583				16	6	48		12	43		196	25	4	197	547	547
	584				2			3		16		3	16		2	42	42
	586				33	9			39	22		36	40		57	236	236
	588				4	9	8	156	87	21		158	32	5	14	494	494
	590				19							16	12		57	104	104
	591				63		191		207	107		144	123	10	165	1,010	1,010
	593				4	9	8			66		68	21	27	22	225	225
	594				13	4		295	11	41		434	56	16	215	1,085	1,085
	595				31	6	10		128	141		506	37	3	110	972	972
	761				32	25	9		32	116	28		80	26	262	610	610
	763				40	5	4		60	76	3		46	10	128	372	372
	765				132	54	23		321	168		5	98	34	141	976	976
	768				23	16	1			71			17		38	166	166
770				105	13	3		108	307			46	3	199	784	784	
774				248	42	67	7	74	346		2	93	49	248	1,176	1,176	
777				264	78	83	69	48	259	7		95	57	231	1,191	1,191	
784				161	27	10	8	133	389	18	117	51	27	164	1,105	1,105	
785				156	25	225	120	204	287		345	55	38	215	1,670	1,670	
794				28	3	25	56	300	30			40		59	541	541	
796				12	16	25	13	35	34			17	10	26	188	188	
1564												4		5	9	9	
1567					2					6		4		9	21	21	
1572										1		11		1	13	13	
1584					6					6		9			21	21	

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Route	Train	Amtrak (Host)																Amtrak (Non-Host)											Total Amtrak Resp Delay Mins				
		CTI	CTP	DBB	DCS	DDA	DET	DMW	DSR	DTR	FTI	PET	PSC	PSR	PTI	RTE	SMW	Total	ADA	CAR	CCR	CON	CTC	ENG	HLD	INJ	ITI	MTI		OTH	SVS	SYS	Total
Pacific Surfliner	1761																												2			2	2
	1768																	4						2				1	10	25	42	42	
	1774																							3				12			15	15	
	1777																	8			39			2				1	10		60	60	
	1784																							11						4	15	15	
	1785																				2							2			4	4	
	1793																										2				2	2	
	1796																							5							5	5	
Palmetto	89	64	21		22		15						52	15		216	405	255	14	4			303	197	58			275	187	424	1,717	2,122	
	90	14			35			4					13	94	17		177	242	67				328	152	138			334	116	399	1,776	1,953	
Pennsylvanian	42	30			29				12				298	96		35	500	157	60		81		167	130		24	13	216	66	566	1,480	1,980	
	43	11	2		16	8	45	21					5	70		45	223	126	46		18		172	107		3	44	198	54	674	1,442	1,665	
Pere Marquette	370				2										3		5	31					30	35				349		120	565	570	
	371	2			19												61	29					34	16				48		57	184	245	
Piedmont	73																	63					19	25				124		55	286	286	
	74																	149					39	27		133		127		54	529	529	
	75																	230			30		37	104	18		70		63	552	552		
	76																	179					9	82		54		43		201	568	568	
	77																	94					59	85		237		95		166	736	736	
	78																	35					10	36		296		51	3	55	486	486	
Richmond / Newport News / Norfolk	65				13	13	36	3					43		17	125	250	36					250	118				51	132	28	615	865	
	66	11			42		66	72	11				51	12	25	52	342	162	34		25		952	382	10	182		120	58	42	1,967	2,309	
	67	40	8		239		30	57	5	31			75			126	611	75	47				384	163		26		114	166	76	1,051	1,662	
	82	23	4		19								18	52		40	156	13					10				61	21	54	159	315		
	84	24			27			28	33				128	25		207	472	61	24				121	61				255	33	77	632	1,104	
	85	167	47		55			11					29	82	14	157	562	11					162	33				36	89	17	348	910	
	86	58	7		69	11	50	53	29				3			131	117		38				7	149	103		12	5	99	23	99	564	1,130
	87	11		3										18	56		84	172	45	6				145	58	21	61		154	150	54	694	866
	88	38			50		5	29	10					40	75		87	334	30	1				70	128			14	111	9	57	420	754
	93	153	20		146			6	2		15			137	102	29	391	1,001	125	2		4		229	115	45	16	25	264	138	81	1,044	2,045
	94	305	5		103	8		19	12					85	192	21	120	870	168	2				115	224			19	75	31	120	754	1,624
	95	102	19	37	33	8	93	11	6				4	75	79	2	178	647	193	103		45	15	385	151				245	132	393	1,662	2,309
96				3		6							7	7		36	59	50					32	164				28			274	333	

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Route	Train	Amtrak (Host)														Amtrak (Non-Host)														Total Amtrak Responsible Delay Minutes		
		CTI	CTP	DBB	DCS	DDA	DET	DMW	DSR	FTI	PSR	PTI	RTE	SMW	Total	ADA	CAR	CCR	CON	CTC	ENG	HLD	INJ	ITI	MTI	OTH	SVS	SYS	Total			
Richmond / Newport News / Norfolk	99	59			12		5		2		22	3		95	198	129	18				54	180			14	76	181	48	700	898		
	125	28	13		11					9		249	20	16	7	112	465	132			5	61	172			12	161	13	119	675	1,140	
	157				21							15	3		35	74	21	35				12	68				36	66	30	268	342	
	164	16			11	19		2	5			6	16	12		126	213	37				51	119	8			19	11	42	287	500	
	174	84				79		20	14	29			122	67	18	78	511	116					134	144				72	23	63	552	1,063
	194					12								16		9	37	24	15					69				14	6	2	130	167
	195	34	3			25				5			27	71		66	231	35	12				54	137			3	25	191	61	518	749
Roanoke	145	4			8							6	3		29	50	26						48				11		5	90	140	
	147	7			14							22			36	79	45					63	35		4		8	21		176	255	
	156	13			56				4			17	39		14	143	78	18				12	102				10	24	121	365	508	
	171	112				131	18	13	71	2		50	166	15	104	682	189	273				257	402	36		14	53	23	131	1,378	2,060	
	176	77	18	45	84				15	15			124	364		41	783	109	66				27	149			14	63	214	35	677	1,460
San Joaquins	702																31	17				51	38				84	7	64	292	292	
	703																17	6		243		66	35		122		173		101	763	763	
	710																224	8	12	26		31	79				83	33	108	604	604	
	711																136	14		23		84	67				64	85	73	546	546	
	712																70	4	105	32		357	55				81	12	132	848	848	
	713																336					148	180				49	23	151	887	887	
	714																59	27	131	41		56	101	31	14		68	28	199	755	755	
	715																75	10	2	164		101	99	5			71	6	88	621	621	
	716																68	10	98	82		89	57	17	43		94	37	117	712	712	
	717																37	9		88		37	25	35			62	51	176	520	520	
	718																231	18	11	84		56	146		274		73	110	86	1,089	1,089	
719																50	12	5	37		16	65	9	69		59	42	258	622	622		
Silver Meteor	97	77	16		50			11	2		26	71	7	306	566	1,100	92		85		528	836	100		21	428	520	1,426	5,136	5,702		
	98	18			31		69	26	4		51	244	45	103	591	1,208	87				570	1,088	57	23	7	195	331	906	4,472	5,063		
Silver Star	91	57			6	15		60		270	36	264		195	903	928	130	11	83		1,012	974	124	4	5	344	990	2,103	6,708	7,611		
	92	4			92			8		6		120	210	68	508	1,047	100		15	3	749	1,088	33	64	4	359	392	1,450	5,304	5,812		
Southwest Chief	3																377	255		277		1,771	1,121	185	19		200	1,315	1,089	6,609	6,609	
	4	21			4							2	23				450	175		154		738	1,372	46	63		243	1,681	1,127	6,049	6,099	
Springfield Shuttles	400									110							5					60					160			225	335	
	405				7								28									11	2				3			16	51	
	409																						2							2	2	
	412									12			2							58			5						2	65	79	
	416	16										9	3									28			19					54	82	

FRA Quarterly Report | Appendix 2: Delay Minutes by Train and Responsibility

Route	Train	Amtrak (Host)											Amtrak (Non-Host)											Total Amtrak Responsible Delay Minutes				
		CTI	CTP	DCS	DET	DMW	DSR	FTI	PSR	PTI	RTE	SMW	Total	ADA	CAR	CCR	CON	ENG	HLD	INJ	ITI	MTI	OTH		SVS	SYS	Total	
Springfield Shuttles	417	9		2						92			103				45	44						15	30	134	237	
	432								14				14	2					5		35			6		48	62	
	450	26		16						31	2		75				66	12	2					46		126	201	
	451			7		3		18	19	10		27	84			30		96	2						52	180	264	
	460	27		16						4	2		49			19						0		38		57	106	
	461	16		11							8		35	1			16				68		182		5	272	307	
	463																	6								6	6	
	464	12	13	3							43	7		78			164		6					43		213	291	
	465			10							44	4		58						2					0	2	60	
	467			2					39		27			68	4			17	1							22	90	
	470	41									68	19		128	9			213	84	22		63		21	19	431	559	
	471			11			3	123	8	4				149	1		5	9	96	2				525		638	787	
	473			8						2				10			50		41							91	101	
	474	15		30					2	39				86				208		6						214	300	
	475	7		56						44				107		55		18							17	90	197	
	476			5						23				28	4			474	57					10	3	548	576	
	478			13				44		14	14			85				91	99	15		9	64	80	39	397	482	
	479	24								21				45				148	110			53				311	356	
	488			14						11	8			33				273	64	2		36		52	1	3	431	464
	490									64	2			66		24		39	5			3			31	10	112	178
494	10								62	1			73	6		10	577	101	21		3		77		5	800	873	
495	8		9			2	51	5	10	11	4		100	4		16		0			66	3	210			299	399	
497	12									126			138					3								3	141	
499	7		16								47		70				9	121	3		146		75	23	7	384	454	
Sunset Ltd	1						2						2	337	210		256	514	652	65	232		723	560	1,030	4,579	4,581	
	2			1			39			10	4		54	245	24		93	232	927	120	3		612	810	520	3,586	3,640	
Texas Eagle	21			20				8		23			51	247	40		27	808	740	46	20		372	1,007	1,338	4,645	4,696	
	22	3		10				14		9			36	339	114		205	159	948	106			140	1,278	997	4,286	4,322	
Vermont	54	15		19	8	23	2		28	19		93	207	5	9			17	25	10			215	3		284	491	
	55	107		22		6		7	51	80	3	145	421	76	110			141	138			43	579	7	160	1,254	1,675	
	56	39	37	76	37	33	25	22	99	91	11	82	552	87	31			87	39	52		7	556	17	135	1,011	1,563	
	57	24		15	6				16	6		107	174	26		5		30	73				220	17	10	381	555	
Wolverine	350	29		23		54	72	16		1,046	15		1,255	119	19			203	78	16			487	494	302	1,718	2,973	
	351	4		14		7	69	14		300	19		427	104	11			147	56		85		541	242	808	1,994	2,421	
	352	11		18			30	12		52	17		140	246	325			268	78		51		409	284	1,454	3,115	3,255	
	353	8		10		7	53	34		12	7		131	163	13			132	104				427	215	256	1,310	1,441	
	354	20		50		10	4			144	9		237	90	50			377	89	8			1,047	527	738	2,926	3,163	
	355	9		51			4	8		192	10		274	54	14			54	73		126		614	245	708	1,888	2,162	

Table 27: Host Responsible Train Delay Minutes

Route	Train	Delay Cause														Total	
		CTI	CTP	DBB	DCS	DDA	DET	DMW	DSR	DTR	FTI	PSC	PSR	PTI	RTE		SMW
Acela Express	2103	58	4		26			3					80	4		136	311
	2109	60	9		20	2	4	9					29		4	202	339
	2122	14						13	22				36	13		118	216
	2126	24			7		21	5	12				123	4	3	130	329
	2150	90	11		53			32	643				69	27	31	81	1,037
	2153	99	6	56	50		53	12	406				150	4	21	112	969
	2154	304	36		52		41	197	535		7		215	8	27	147	1,569
	2155	80		62	49	28	42	30	214			1	56	127	28	193	910
	2158	146	39		48	13	29	322	381				234	36	74	104	1,426
	2159	170	15		182	10	12	33	419		8	1	18	41	12	117	1,038
	2163	136		6	118	4	19	23	322			28	121	73	28	229	1,107
	2166	315		54	73			16	451				159	39	5	197	1,309
	2169	273	7		50		115		248			2	42	42		234	1,013
	2170	79	13		15		25	9	379				185	83	51	148	987
	2172	167	11		63			31	284		6		69	30	3	236	900
	2173	212	9		40		7	22	403			1	42	16	68	168	988
	2203	3					6						24			32	65
	2205	8	14										4			39	65
	2213	8											18	2		44	72
	2218								3				30	3		17	53
	2222		6						1				16	2		20	45
	2224	7			7				3				28	3		36	84
	2248	129			6			45	31				17	14		56	298
	2249	11	11		19			7	73				22	5	6	30	184
	2250	35			41			26	62				17	22	2	46	251
	2251	24	3	8	29			11	57				11	6	23	48	220
	2252	33			46			29	162				45	13	3	89	420
2253	12	2		60		16	9	192		8		52	67	2	91	511	
2254	36			85		11	12	184				57	23	17	73	498	
2255	40			6		19	4	30	10		2	40	33	3	40	227	
2256	7					5	2	54				38	15	3	23	147	
2257	11			8				74			6	15	3	5	22	144	
2259	24			12			2	69			5	28	17	3	23	183	
Auto Train	52	10		470			83	2,208		5,775			2,484	590		11,620	
	53	370		581			23	2,323		7,059			3,669	646		14,671	
Blue Water	364	7		183				19		1,349			62	138		1,758	
	365			152			167	99		1,849			547	85		2,899	
California Zephyr	5	179		2,422			802	4,096	68	11,437			2,943	1,338		23,285	
	6	326		2,478			793	3,865		11,230			2,007	2,157		22,856	
Capitol Corridor	520			48				14		38			50	10		160	
	521	70		79				36		122			36	16		359	
	522			60			4	17		86			61	20		248	
	523	18		108			4	54	0	65			218	51		518	
	524	42		89			3	105		112			382	44		777	
	525			59				21		26			106	43		255	
	526			68			6	22		18			189	83		386	
	527	251		133			12	34		200			298	78		1,006	
	528	94		260			77	48		71			227	39		816	
	531	25		210			13	45		9			166	52		520	
	532	2		105			18	67		49			197	36		474	
	535			38			7	8		50			83	30		216	
	536			79			26	33		34			32	14		218	
	537	108		79			41	43		43			100	119		533	
	538	9		124			14	81	8	199			77	98		610	
	541	178		150			126	68		27			330	71		950	
	542	4		119				60		25			99	40		347	
	544	24		110			3	83		64			134	54		472	
	545			61				30		51			113	20		275	
546	6		87			2	66	0	39			144	59		403		
547	52		131			1	90		39			326	93		732		

FRA Quarterly Report | **Appendix 2: Delay Minutes by Train and Responsibility**

Route	Train	Delay Cause												Total	
		CTI	CTP	DCS	DDA	DET	DMW	DSR	DTR	FTI	PSR	PTI	RTE		SMW
Capitol Corridor	551			81			3	52		10		55	53		254
	552			4						11		5			20
	720			13				7		14		33	4		71
	723	6		260			10	23	6	41		58	20		424
	724			98			12	46		1		189	56		402
	727	58		152			9	39		7		245	14		524
	728	21		73			8	28		14		192	35		371
	729	3		49			9	69		36		283	86		535
	732	13		108			5	64		26		87	23		326
	736			55			20	30		94		49	17		265
	737	4		49			7	30		10		42	35		177
	741			65			2	20		3		118	26		234
	742			38				32		21		100	14		205
	743	50		65			4	31		13		161	9		333
	744	4		35			3	24		2		113	26		207
	745							12		12		57	10		91
	746			19				11		31		89	74		224
747	36		121			12	32		20		196	84		501	
748	8		76				42		24		101	16		267	
751			26				7	4	21		76	20		154	
Capitol Ltd	29	33		449			70	506		8,140		1,420	1,258		11,876
	30	47		533			130	736		7,069		725	2,065		11,305
Cardinal	50	206		496			153	665		1,293	6	399	481	19	3,718
	51	13	9	436		15	102	548		1,763	41	665	529	130	4,251
Carl Sandburg / Illinois Zephyr	380	71		108			32	139		373		45	164		932
	381	305		53			56	123	2	596		39	115		1,289
	382	127		125			97	181		851		34	250		1,665
	383	326		44			5	159		568		82	157		1,341
Carolinian	79	15		626	9	31	296	652		1,096	54	1,513	948	236	5,476
	80	178		588			283	713		1,807	13	1,550	551	51	5,734
Cascades	500	27		392			304	622		1,454		434	272		3,505
	503	137		508			215	867		2,092		620	246		4,685
	504	23		303			37	257		677		165	314		1,776
	505	39		299			53	864		1,699		1,273	313		4,540
	507	14		369			46	338	8	480		432	300		1,987
	508	11		491			64	752		1,688		1,084	206		4,296
City Of New Orleans	58	25		560			168	1,012		2,504		1,417	957		6,643
	59	10		441			98	915		2,485		924	782		5,655
Coast Starlight	11	260		2,512			270	2,666	339	6,205		4,565	388		17,205
	14	272		2,534			448	2,595		6,562		4,437	555		17,403
Crescent	19	271	5	1,690			133	1,147		14,074	24	1,644	1,129	143	20,260
	20	221		1,908			50	1,242		11,221	30	1,515	1,163	34	17,384
Downeaster	680	80		268				334		12		6	22		722
	681	106		126			161	205	16	26		411	39		1,090
	682	160		181			62	361		9		177	7		957
	683	105		125			98	251		37		298	9		923
	684	172		99			176	265		208		294	39		1,253
	685	96		113			9	189		190		146	2		745
	686	143		121			106	323		166		281	17		1,157
	687	133		133			36	329		52		141	4		828
	688	186		76				193		126		378	36		995
	689	54		127				181	4	70			5		441
	690			26			16	76		25					143
	691			36			26	62		14		109	17		264
	692	69		48			63	85		2		48	4		319
	693	78		45			5	81		51		195			455
	694	93		60			7	111		23		229	38		561
	695	12		47				137		24		41			261
	696	121		45				92		70		192			520
697	89		104				86		59		56	13		407	

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Route	Train	Delay Cause														Total	
		CTI	CTP	DCS	DET	DMW	DSR	DTR	FTI	PET	PSC	PSR	PTI	RTE	SMW		
Downeaster	698	20		61			64		26				216	20		407	
	699	43		37			38		8							126	
	1689	8		14			32									54	
Empire Builder	7	43		1196		491	1999		8670				1829	645		14873	
	8	472		1242		427	2834		13098				1235	420		19728	
	27			233		522	548		2227				2	131		3663	
	28			314		147	371		2572				28	41		3473	
Ethan Allen Ex-press	290	230		96		21	229		103				55	182		916	
	291	169		50		54	281		15				55	168		792	
	292	77		21			36		8				10	7		159	
	293	118		7			24		3					37		189	
	295	43		13		12	80		24				13	14		199	
	296	76		3			18						57	6		160	
Heartland Flyer	821	10		80		68	1367		1194				2	48		2769	
	822	14		92		8	1323		1100					29		2566	
Hiawatha	329	34		27		16	38							7		122	
	330	308		75		25	13						4			425	
	331	113		76		67	52		1				19	7		335	
	332	49		43		91	44		33				12	15		287	
	333	382		100		61	39		57				36	7		682	
	334	154		87		65	33		72				37	41		489	
	335	344		112		69	41		49				29	17		661	
	336	43		162		84	23		41				56	11		420	
	337	16		81		25	55		5				42	2		226	
	338	202		81		32	43		41				81	10		490	
	339	402		50			27						4	2		485	
	340	299		48		7	21		51				8	6		440	
	341	131		46		1	49		20				10	10		267	
	342	99		40		2	33		43				9	16		242	
343			4		3								44		51		
Illini / Saluki	390	63		137		160	686		815				406	81		2348	
	391	264		208		120	526		726				874	117		2835	
	392	82		138		11	326	7	541				1377	44		2526	
	393	64		206		208	645		836				273	75		2307	
Keystone	600	4	33		14	11	9						133	12		216	
	601			47									12		25	84	
	605	7		9		30	4						13			63	
	610												29			29	
	611			5						3					16	24	
	612												32			32	
	615														33	33	
	619														52	52	
	620	12	12				7						240		7	278	
	622	12					4						21			37	
	637			7		13							19		25	64	
	639	29	4		60	53							47	8	49	250	
	640	214	74	50		51	8						173	20	25	615	
	642	14	15	19	16	17	3						75	10		169	
	643	49	20		26	8	10						4	6	8	59	190
	645	12	9						10						5		36
	646	14	5	41		17	42			5			210	41	6	5	386
	647	43											46	115	13		217
	650		18	6			40						159	24			247
	651	37	17	29		5							4	27	21	9	149
	652	59	13	16			13						185	27			313
	653	72	39	4							1		25	8	9	43	201
	654	19	8	16		15	4						207	12		6	287
655	63	8	40					7				35	143	2	67	365	
660	6		7			3						127	23		21	187	
661					7	3				5		3			53	71	

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Route	Train	Delay Cause														Total
		CTI	CTP	DBB	DCS	DET	DMW	DSR	DTR	FTI	PSC	PSR	PTI	RTE	SMW	
Keystone	662	9			14			3				128			19	173
	663														34	34
	664	9			15							114	2		56	196
	665	15										3	13	5	27	63
	666	9						3				107	10		23	152
	667	2					3					16	34		14	69
	669	17				8	16					28	2		9	80
	670							6				64				70
	671	12	12					3				19	13		22	81
	672											17				17
Lake Shore Ltd	48	398			449		526	622		7,170			896	1,121		11,182
	49	733			379		282	523		4,973			2,461	700		10,051
	448	1,942			208		12	315		753			316	401		3,947
	449	1,001			218		73	396		296			255	306		2,545
Lincoln Service	300	2			112		71	134	26	1,675			391	311		2,722
	301	30			375		87	54	81	1,004			529	203		2,363
	302				377		116	109	42	2,083			954	61		3,742
	303				274		98	84	45	1,452			620	437		3,010
	304	4			235		61	48	22	1,024			480	82		1,956
	305	61			132		50	69	59	1,191			710	205		2,477
	306				376		74	66	38	1,361			778	103		2,796
	307	16			368		61	51	19	1,206			306	107		2,134
Maple Leaf	63	287	2		272		129	539		1,044			248	915	65	3,501
	64	261			249		100	481		1,164			364	674		3,293
Missouri	311				311		139	1,053		2,012			656	148		4,319
	313				144		32	995		2,159			661	47		4,038
	314				235		343	1,164		1,331			265	118		3,456
	316				210		89	945		1,949			410	255		3,858
New York - Albany	232	517			15			154		6				56		748
	233	370			28		213	232		2			103	396	10	1,354
	234	904			10			92					11	104		1,121
	236	79			27		1	131					40	145		423
	237	456		34	31			133		3				140		797
	238	303			6		26	160					149	114		758
	239	832	10	4	39			33					11	56	3	988
	241	299			57		118	156					36	142	2	810
	243	111	3		23			111		6				64		318
	244	1,256			93		37	128					239	63		1,816
	250	9			31		7	73					3	32		155
	253	104			16			63					7	46		236
	255	8						41					19	22		90
	256	52			9			35						4		100
	259	102						64						20	2	188
260	227			23		8	41						16		315	
261	21												2		23	
New York - Niagara Falls	280	548			223		102	574		714			58	608		2,827
	281	703	5		238		232	552		1,183			424	779		4,116
	283	371			361		306	507		1,296			115	896		3,852
	284	471			296		275	586		664			308	512		3,112
On Spine North-east Regional	123						19					24				43
	126											8			18	26
	129	120			19			1				104	22	5	117	388
	130	39	34			4	8	4		5		53	51		19	217
	132	16			31			176				13	12		8	256
	134	6	26					3				8	4		7	54
	135	50			26		13	256			2	21		24	108	500
	136	17			6		2	131					6	3	10	175
	137	644	15	22	41	45	13	190			3	88	276	7	195	1,539
	138	9			19	16	67	3				17	2		28	161
139	38			11			99				24				172	

FRA Quarterly Report | **Appendix 2: Delay Minutes by Train and Responsibility**

Route	Train	Delay Cause														Total
		CTI	CTP	DBB	DCS	DET	DMW	DSR	DTR	FTI	PSC	PSR	PTI	RTE	SMW	
On Spine North-east Regional	140	93			7	12	11	183				48	24	8	78	464
	141	345	12		37	34	26	574				126	107	24	68	1,353
	143	221			58	17	24	103				36	19	15	58	551
	146	26			15		8	131				7	6	3	7	203
	148	279	11		10	25	7	469				34	40	4	83	962
	149	7			20			148				2	3		14	194
	150	37			7	25	8	204					19	13		313
	152				7			2				15	3		38	65
	153	33	2			7						30			35	107
	154				6							5			37	48
	155	4				17						16			11	48
	158	3						2				6			26	37
	159						2					14	5		6	27
	160	28				2	13	81						6		130
	161	274	4		4	8		131				36	25	9	85	576
	162	73			19	10	18	289				35	6	2	88	540
	163	17			7		34	120				6	8		14	206
	165	72			25		17	96				20	13	10	8	261
	166	28			9	7		95				7		6	12	164
	167							134					8			142
	168	25			12	25	7	142				6	4		18	239
	169	45			30			230		29			9			343
	170	855	44		335	3	37	223				30	30	21	67	1,645
	172	280	27		34	57	203	723				137	34	5	72	1,572
	173	455	10		102	9	10	487	7			26	71	27	124	1,328
	175	455	6		54		24	312				122	39	157	80	1,249
	177	402		17	3	136	36	607			19	181	10	7	297	1,715
	178	393			56	24		205		6		12	10	2	37	745
	179	88			7		3	551		12			8	51		720
	182	37			16	53	9	10				45	5	10	74	259
	183	48	27		16	3						19	6		194	313
	184	25	4		17		9	32				127			214	428
	185	165	11	3	43	30						84	11		153	500
189	4										10			19	33	
190	412			75	2		571				8		23		1,091	
192											3				3	
193	101	12		30			4				38	93	5	266	549	
196	12			15	0	5	2				28	29		58	149	
1135	20											11			31	
1164	16														16	
1173	19														19	
1186		38				3	13						2		56	
Pacific Surfliner	562	397			296		58	169		149		589	37		1,695	
	564	436			177		12	127		94		239	19		1,104	
	567	400			277		120	215		94		279	184		1,569	
	569	46			76		8	69		8		98	19		324	
	572	228			381		95	175		42		297	162		1,380	
	573	278			294		71	141		42		145	8		979	
	579	76			110		15	46		36		35	9		327	
	580	347			160		75	243		63		435	139		1,462	
	581	526			110		12	118		26		175	47		1,014	
	583	309			162		49	106		96		362	4		1,088	
	584	147			36		26	56		12		26	29		332	
	586	237			115		18	120		43		682	48		1,263	
	588	256			75		11	78		86		474	83		1,063	
	590	37			36		5	52		17		40	12		199	
	591	274			256		58	173		109		400	59		1,329	
	593	87			64		18	83		3		17	32		304	
594	53			73		56	113		195		46	112		648		
595	46			133		83	198		265		245	74		1,044		

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Route	Train	Delay Cause															Total		
		CTI	CTP	DBB	DCS	DDA	DET	DMW	DSR	DTR	FTI	PET	PSC	PSR	PTI	RTE		SMW	
Pacific Surfliner	761	291			718			132	185		183				410	169		2,088	
	763	193			230			54	84		3				239	81		884	
	765	261			680			100	200		18				281	77		1,617	
	768	100			225			37	54		53				97	33		599	
	770	259			624			64	128		21				391	301		1,788	
	774	305			1,271			44	410		96				880	70		3,076	
	777	148			1,474			172	336		142				1,471	87		3,830	
	784	729			669			43	203		78				517	157		2,396	
	785	1,078			377			44	149		68				625	132		2,473	
	794	68			989			6	130		57				1,254	46		2,550	
	796	18			125			3	37		178				137	23		521	
	1564	13			18				8		18				9	1		67	
	1567	28			29			5	12	13	10				25	10		132	
	1572	6			25			5	8							14		58	
	1584	15			24				18		6				9	12		84	
	1761	17			14				2						14	2		49	
	1763	2			3													5	
	1768				25			2										27	
	1774				29				27									56	
	1777	9			18				15						41			83	
1784				10						2							12		
1785	3			6													9		
1790	4																4		
1793	7																7		
1796				4										6			10		
Palmetto	89	64	21		527		15	327	1,052		3,019			52	1,505	206	216	7,004	
	90	75			437			160	881		2,580			13	1,463	157		5,766	
Pennsylvanian	42	30			271			209	212		1,940			298	124	655	35	3,774	
	43	11	2		265	8	45	142	119		2,670			5	70	441	45	3,823	
Pere Marquette	370				80			18	45		816				97	51		1,107	
	371	2			175			32	25		1,059				564	38		1,895	
Piedmont	73				184			19	157		672				195	31		1,258	
	74				317			19	304		437				44	75		1,196	
	75				125			13	233		622				267	37		1,297	
	76				297			7	151		309				514	7		1,285	
	77				186			22	294		259				103	18		882	
	78				113				144		95				84	61		497	
Richmond / Newport News / Norfolk	65	84			31	13	36	7	348		218			43	142	164	125	1,211	
	66	176			205		66	159	1,075		735			51	760	337	52	3,616	
	67	229	8		462		30	451	464	313	453			75	185	445	126	3,241	
	82	28	4		74			5	175		18			18	68	30	40	460	
	84	24			169			92	123		106			128	141	190	207	1,180	
	85	440	47		230			11	88		170			29	184	178	157	1,534	
	86	422	7		308	11	122	217	597		490	3		131	239	178	38	2,763	
	87	11		3	59			17	47		78			18	78	156	84	551	
	88	112			145			5	31	115		113			40	132	118	87	898
	93	1,001	20		481			36	658	2	273			137	222	419	391	3,640	
	94	457	5		377	8	5	175	648		489			85	316	517	120	3,202	
	95	664	19	37	534	8	93	62	367		408		4	75	263	253	178	2,965	
	96	13			19			6	7	162		135			7	116	52	36	553
	99	93			73			5	11	284		190			22	87	132	95	992
	125	367	13		173			12	148		804			20	566	419	112	2,634	
	157	65			81			13	41	42		120			15	74	57	35	543
	164	37		11	78			12	9	131		100			16	69	38	126	627
174	592			183			20	316	562		627			122	151	483	78	3,134	
194	13			19				26	100		30				138	38	9	373	
195	142	3		157			8		132		53			27	179	77	66	844	
Roanoke	145	4			19				2		73			6	13		29	146	
	147	75			17					114	21	61		22	2	1	36	349	
	156	18			116				12		47			17	53	5	14	282	

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Route	Train	Delay Cause														Total
		CTI	CTP	DBB	DCS	DDA	DET	DMW	DSR	DTR	FTI	PSR	PTI	RTE	SMW	
Roanoke	171	459			292	18	15	78	608		632	50	238	38	104	2,532
	176	520	18	45	171			148	298		366	124	485	70	41	2,286
San Joaquins	702	78			222			107	410		1,315		434	29		2,595
	703	4			230			14	208		1,279		705	49		2,489
	710				475			147	374		1,120		1,477	65		3,658
	711				276			263	285		898		797	47		2,566
	712				260			37	348		1,380		1,125	47		3,197
	713				241			83	271		1,192		1,065	128		2,980
	714				335			120	306		1,409		1,544	64		3,778
	715				376			8	271		1,095		1,770	20		3,540
	716				249			446	284		1,093		1,332	16		3,420
	717				180			14	183		976		1,442	41		2,836
	718				262			161	185		1,044		1,221	68		2,941
719				174			11	180		1,117		1,614	57		3,153	
Silver Meteor	97	990	16		706			111	1,823		4,304	26	2,550	418	306	11,250
	98	1,218			657		69	182	1,951		5,490	51	2,515	688	103	12,924
Silver Star	91	966			1,017	15		163	2,506	0	3,816	36	2,978	562	195	12,254
	92	348			1,158			423	2,649		3,106		2,839	877	68	11,468
Southwest Chief	3	1,042			2,500			557	4,151		6,511		2,031	692		17,484
	4	917			2,779			382	4,263	0	7,295		2,280	534		18,450
Springfield Shuttles	400				5					2	120			2		129
	405				7									28		35
	412										12			2		14
	416	16											9	3		28
	417	9			2								92			103
	432										14					14
	450	26			16								31	2		75
	451				7			3			18	19	10		27	84
	460	27			16								4	2		49
	461	16			11				6		10		8	2		53
	464	12	13		3								43	7		78
	465				10								44	4		58
	467				2						39		27			68
	470	55											75	19		149
	471				22				23		123	8	4	6		186
	473				8								2			10
	474	15			30							2	39			86
	475	7			56								44			107
	476				5								23			28
	478				32				79		51		50	81		293
479	24											21			45	
488				33				63				11	8		115	
490												64	2		66	
494	10			11				31		47		62	7		168	
495	8			9				31		253	5	25	17	4	352	
497	12											126			138	
499	7			16				65		20			61		169	
Sunset Ltd	1	54			1,067			450	1,945		8,267		230	1,584		13,597
	2	9			839			169	1,778		7,510		186	2,392		12,883
Texas Eagle	21	78			1,363			290	3,098	58	12,397		1,455	1,218		19,957
	22	135			1,078			385	2,915	240	7,989		1,460	737		14,939
Vermonteer	54	103			50		8	59	827		49	28	27	23	93	1,267
	55	216			199			6	2,180		10	51	268	103	145	3,178
	56	121	37		153		37	305	2,302	13	58	99	173	30	82	3,410
	57	59			67		6	10	865			16	6		107	1,136
Wolverine	350	103			329			127	368		1,787		2,089	234		5,037
	351	4			240			60	352		1,252		425	113		2,446
	352	46			251			80	355		1,331		599	133		2,795
	353	16			191			47	322		1,466		547	225		2,814
	354	20			194			10	315		1,065		553	65		2,222
	355	9			292			51	406		808		1,131	154		2,851

Table 28: Third-Party Responsible Train Delay Minutes

Route	Train	Delay Cause								Total
		BSP	DBS	MBO	NOD	POL	TRS	UTL	WTR	
Acela Express	2103						13	52	30	95
	2109	13		9			112	31	40	205
	2122	13					119		56	188
	2126	6	7			17	111		6	147
	2150	9		15	8	5	39		275	351
	2153	25		17	193	54		35	240	564
	2154	18		4		22	15		171	230
	2155	28		2	94	18	27	85	89	343
	2158	13		18	9	29	153	5	193	420
	2159	16	24	50	236	1	20	29	135	511
	2163	8		17	413	83	93	72	153	839
	2166	41		16	5	18	15	3	136	234
	2169	33		4	353	5	257	71	60	783
	2170	8	33		24	21	5		97	188
	2172	25		2	75	41	14		155	312
	2173	6	10		215	38	134	68	64	535
	2203				2			17		19
	2205					75		10		85
	2213				1	40		18		59
	2218						29		18	47
	2224		8							8
	2248	4		7	2				3	16
	2249				16	6	2	13	83	120
	2250				8	141		4	18	171
	2251		6		3	16		11	47	83
	2252	26		9	29	79	28	7	42	220
	2253			2	49	17	38	18	71	195
2254			2	35	21	6		60	124	
2255			14	13	2		5	11	45	
2256				8	23			52	83	
2257				102			16	25	143	
2259				44			4	11	59	
Auto Train	52		18			166	745		163	1,092
	53		41		523	145	1,058		303	2,070

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Route	Train	Delay Cause						Total
		DBS	MBO	NOD	POL	TRS	WTR	
Blue Water	364	10	69	1,162	274	133	167	1,815
	365		113	2,159	16	186	99	2,573
California Zephyr	5	279	221	5,528	495	422	2,347	9,292
	6	303	192	3,885	564	1,701	2,098	8,743
Capitol Corridor	520	2	105	69	36	92		304
	521	18	57	184	63	122	10	454
	522		78	64	51	61	14	268
	523	2	154	103	94	71	13	437
	524		128	33	70	128	2	361
	525		73	12	115	145	16	361
	526		169	36	34	280	2	521
	527	20	55	220	238	92	78	703
	528		152	117	86	165	2	522
	531		244	102	71	236	9	662
	532		27	311	205	148	5	696
	535		182	26	22	90	6	326
	536		108	118	42	111		379
	537	13	88	29	115	155	20	420
	538	113	117	266	15	137		648
	541	2	80	19		34		135
	542		78	109	54	276	2	519
	544	23	60	70	27	425	2	607
	545		146	23		200		369
	546		14	106	79	78	2	279
	547	28	127	15	198	162		530
	551			61		261	4	326
	720		10	27		44		81
	723		17	13		112	1	143
	724		29	12	3	2	7	53
	727	8	17	22	45	20	1	113
728	14	48	5		26	4	97	
729		46	113	5	113	3	280	
732		133	16	27	6	8	190	
736		80	31	33	60	9	213	



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Route	Train	Delay Cause								Total
		BSP	DBS	MBO	NOD	POL	TRS	UTL	WTR	
Capitol Corridor	737			59	34				3	96
	741			101	1	53	3		1	159
	742			19	43	92	107		55	316
	743			76	2	53			12	143
	744		45	16	41	89	18		7	216
	745			83	11		69		108	271
	746			4	3	2	208		17	234
	747			1	2	44	226			273
	748				58	53	158		28	297
	751		2		6		17		2	27
Capitol Ltd	29			80	2,181	267	165		66	2,759
	30		241	28	403	173	227		150	1,222
Cardinal	50		26	21	1,171	79	6		95	1,398
	51		204	10	826	283	223	4	296	1,846
Carl Sandburg / Illinois Zephyr	380				324	14			11	349
	381				301					301
	382				247		42		10	299
	383		21		247	61	31		27	387
Carolinian	79	4			1,063	459	32	22	98	1,678
	80	10	40		898	142	188		41	1,319
Cascades	500		146	69	524	78	95		276	1,188
	503		2	99	152	83	217		141	694
	504			68	13	20	59		229	389
	505			149	133	81	172		120	655
	507			88	5	77	100		192	462
	508		2	25	181	34	310		147	699
City Of New Orleans	58		130	83	3,972	309	187		1,224	5,905
	59		115		5,155	144	86		1,087	6,587
Coast Starlight	11		169	166	5,207	541	734		1,098	7,915
	14		35	203	2,631	942	1,482		1,295	6,588
Crescent	19		47	26	3,777	247	260	23	157	4,537
	20	11	12	92	3,262	188	710		140	4,415
Downeaster	680				273	4	7		79	363
	681				145		3		28	176
	682				291	4			20	315



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Route	Train	Delay Cause						Total
		DBS	MBO	NOD	POL	TRS	WTR	
Downeaster	683			157			10	167
	684			220	96	4	27	347
	685	7		201		2	9	219
	686			89		67	20	176
	687			230	13	12	18	273
	688			333	282			615
	689			223	7			230
	690			124			19	143
	691			77			4	81
	692			105			13	118
	693			67		1	12	80
	694			20	2			22
	695	2		42				44
	696			36	63		8	107
	697			89			8	97
	698			91				91
	699			98	4		16	118
	1689			150				150
Empire Builder	7	7	60	8,110	137	328	1,084	9,726
	8	14	9	2,550	669	465	1,670	5,377
	27	72	98	56	111	2	30	369
	28		66	100	10	81	102	359
Ethan Allen Ex-press	290			519	8		16	543
	291			195			40	235
	292			87			6	93
	293			22			3	25
	295			89			5	94
	296			121				121
Heartland Flyer	821			27	5	73		105
	822			54	6	81	72	213
Hiawatha	329			27			1	28
	330			485				485
	331		1	22			1	24
	332	1						1
	333			9	5			14

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Route	Train	Delay Cause							Total		
		BSP	DBS	MBO	NOD	POL	TRS	UTL		WTR	
Hiawatha	334			1			12			13	
	335				34		1			35	
	337				8		51			59	
	338					4	2			6	
	339				155		50			205	
	340						16			16	
	341				2		17			19	
	342						17		1	18	
Illini / Saluki	390			31	38	49	54		28	200	
	391		10	6	13		50		75	154	
	392			22	29	54	212		89	406	
	393				13	21	188		46	268	
Keystone	600								29	29	
	601						18		27	45	
	605								10	10	
	610								21	21	
	611								19	19	
	612								25	25	
	615								10	10	
	619		15							15	
	620	12							66	78	
	622	9							53	62	
	639	8							21	29	
	640			16					167	183	
	642							2	8	10	
	643					31	3		17	51	
	645								23	23	
	646	10					10		4	124	148
	647			9					4	28	41
	650						19			11	30
651	7					12			112	131	
652	3					4	3		35	45	



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Route	Train	Delay Cause								Total	
		BSP	DBS	MBO	NOD	POL	TRS	UTL	WTR		
Keystone	653	27	4						49	80	
	654	38				4	41		15	98	
	655	28					47		45	120	
	660		5			5			92	102	
	661								57	57	
	662								59	59	
	663								3	3	
	664	4					9		46	59	
	665								9	9	
	666						6		7	13	
	667							15		15	
	669						68		5	35	108
	670			3			6	43		8	60
	671									8	8
	672									12	12
Lake Shore Ltd	48		11	44	1,776	28	63	21	150	2,093	
	49		36	91	1,595	245	78		112	2,157	
	448				60				26	86	
	449				225	44	28		25	322	
Lincoln Service	300			31	1,109	13			32	1,185	
	301			2	913				11	926	
	302		10	15	1,476	29			14	1,544	
	303			3	518	11			3	535	
	304		3	2	1,602	61	150		30	1,848	
	305				624	12	44		59	739	
	306				1,891	18	119		196	2,224	
	307			3	1,200	98			97	1,398	
Maple Leaf	63		8		554	34	7		134	737	
	64		3		1,231	117	174		106	1,631	
Missouri	311				232				16	248	
	313		27		446	30	3		88	594	
	314		41		104	5	66		8	224	
	316		12		158	5	95		222	492	
New York - Albany	232				8		37		28	73	
	233				120	79			10	209	

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Route	Train	Delay Cause								Total
		BSP	DBS	MBO	NOD	POL	TRS	UTL	WTR	
New York - Albany	234				7				13	20
	236								6	6
	237				96			10	5	111
	238		3		32				12	47
	239				194	2		13	15	224
	241		6		194	15		13	38	266
	243				204	7			19	230
	244		14		8		4	21	4	51
	250								20	20
	253				63	4			6	73
	255				13	10				23
	256				2		2			4
	259				24				11	35
	260				22				5	27
	261				3					3
New York - Niagara Falls	280		4	8	629	5	66		166	878
	281		3	13	126	13	22		275	452
	283				101	7	144		222	474
	284				685	71	3		33	792
On Spine North-east Regional	123								18	18
	129	17				30	19	8	23	97
	130					12			8	20
	132				2	33			90	125
	134								20	20
	135		70		101	31	9	18	72	301
	136				23				156	179
	137	35	1	17	106	35	68	57	93	412
	138	4	11				76			91
	139				11				51	62
	140				26	36	139		125	326
	141	11		4	151	77	131	20	266	660
	143	6			3	78	101	3	300	491
146				8		1		125	134	
148	12		5	215	26	46		379	683	



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Route	Train	Delay Cause								Total
		BSP	DBS	MBO	NOD	POL	TRS	UTL	WTR	
On Spine North-east Regional	149			22	2				31	55
	150				7	11	66		207	291
	152					167		11		178
	153					111		13		124
	154					104				104
	155	9						4		13
	158	7							8	15
	159							12		12
	160			8					63	71
	161			3	2	67	72	3	98	245
	162			10	3	248	32	3	89	385
	163							12	52	64
	165					8			85	93
	166		156		17				195	368
	167				48				16	64
	168		54			2	17		33	106
	169				19	16			68	103
	170	6		17	10	21	22		168	244
	172	16		6	1	48	198	8	110	387
	173				176	62	50	3	232	523
	175	11	62	10	6	42	126	45	197	499
	177	13	12		496	78	44	15	39	697
	178	35	5	11	297	62	50		268	728
	179		9	4	301		40		158	512
	182	10							87	97
	183					11	21	22	6	60
	184					5			17	22
	185	7		3			9	55	50	124
	189					11				11
	190	5		5	77	2	38		324	451
192					5				5	
193	42				7	3	26	27	105	
196	3				16	87		32	138	
1164						6			6	

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Route	Train	Delay Cause					Total
		DBS	NOD	POL	TRS	WTR	
Pacific Surfliner	562		267		3		270
	564	14	525	10	98	3	650
	567		86	23	3	11	123
	569		39	2	5		46
	572		285	5	146	4	440
	573		231		6	8	245
	579		85		80	4	169
	580		278	107	18	5	408
	581	11	248	8	2	6	275
	583		459	121	106	24	710
	584	2	27	96	83		208
	586		147	44	239	2	432
	588		372	205	384	16	977
	590		97			2	99
	591		50	389	43	12	494
	593	52	103	96		16	267
	594	19	294	207	32	21	573
	595	6	402	115	4	23	550
	761	124	1,586	53	2	71	1,836
	763	1	108	6	13	4	132
	765	19	738		24	14	795
	768		236	5			241
	770		1,285		4	46	1,335
	774		1,459	369	28	75	1,931
	777	12	1,004	153	299	27	1,495
	784	37	1,272	145	152	35	1,641
	785	25	647	420	762	97	1,951
	794	57	412	87	5	26	587
	796		439		5		444
	1564		17		7		24
1572		14				14	
1584		7				7	



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Route	Train	Delay Cause							Total	
		BSP	DBS	MBO	NOD	POL	TRS	UTL		WTR
Pacific Surfliner	1761				2					2
	1763				29					29
	1777				7	18				25
	1784				19					19
	1785		70		25					95
Palmetto	89	3	19		815	312	117	44	43	1,353
	90		21	5	508	53	388		47	1,022
Pennsylvanian	42		9		6	8	60		165	248
	43	2	205		28	58	76	9	78	456
Pere Marquette	370			10	83		114		108	315
	371			119	180		41		172	512
Piedmont	73				55	8			159	222
	74				152	171	3		10	336
	75		1		61	1	153		20	236
	76				253	4	217		8	482
	77		33		62	154	15		2	266
	78		34		263	42	264		14	617
Richmond / Newport News / Norfolk	65				35	35	44	6	102	222
	66	10		3	277	145	236		455	1,126
	67		15		380	15	115	9	65	599
	82	14			51		28		65	158
	84		21		1,042	32	9		68	1,172
	85	2	6		68	3	85	6	36	206
	86		117	37	321	24	68	14	309	890
	87			2	34	15	31	13	8	103
	88		11	16	218	57	24	4	75	405
	93	21	38	4	521	5	392	62	485	1,528
	94		15		356	114	14		205	704
	95	21		28	336	51	126	18	412	992
96				22	18			27	67	



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Route	Train	Delay Cause								Total
		BSP	DBS	MBO	NOD	POL	TRS	UTL	WTR	
Richmond / Newport News / Norfolk	99			12	3	31	203	23	268	540
	125	8			723	31	7	15	14	798
	157				16	24	58	5	90	193
	164			7	327	192	15	3	83	627
	174	23		8	641	84	75	7	249	1,087
	194				71	11	6		22	110
	195			16	23	22	11	20	128	220
Roanoke	145				66	34	4		10	114
	147				50		48	3	73	174
	156		4		103	31	15	6	11	170
	171		15	17	530	17	49	17	429	1,074
	176	25	7	2	649	42	205	3	329	1,262
San Joaquins	702				411	75	10		44	540
	703		1		366	2	280		53	702
	710		9		404	240	76		46	775
	711		100		1,015	159	21		91	1,386
	712		12		590	70	176		172	1,020
	713		44		605	486	1		27	1,163
	714		45		438	319	33		32	867
	715				304	78	166		10	558
	716		57		515	768	83		23	1,446
	717		7		480	81	117		28	713
	718		3		362	55	438		8	866
	719		16		443	409	36		13	917
Silver Meteor	97	12	272		1,545	255	283	25	71	2,463
	98	11	119		1,472	447	56	3	92	2,200
Silver Star	91	16	74		668	399	985	3	134	2,279
	92	10	146	12	1,429	351	478		340	2,766
Southwest Chief	3		282	140	4,039	471	653		267	5,852
	4		41	54	3,047	363	208		213	3,926
Springfield Shuttles	400				49				7	56
	405				0		76		19	95
	409								52	52
	412						2		36	38
	416					77			21	98



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Route	Train	Delay Cause									Total
		BSP	CUI	DBS	MBO	NOD	POL	TRS	UTL	WTR	
Springfield Shuttles	417						47			36	83
	432						51			55	106
	450									33	33
	451						60			238	298
	460									9	9
	461					46				58	104
	463									21	21
	464									80	80
	465									20	20
	467									18	18
	470							9		222	231
	471						139			230	369
	473								12	79	91
	474							7	6	41	54
	475								179	75	254
	476							45		225	270
	478						100	4		160	264
	479									93	93
	488						83			71	154
	490						0			74	74
494						212			109	321	
495						6	13	7	171	197	
497							70	4	16	90	
499						103			16	119	
Sunset Ltd	1			53	14	1,161	136	419		73	1,856
	2		13	29	14	1,869	215	952		21	3,113
Texas Eagle	21			17	12	6,975	484	1,000		525	9,013
	22			25	65	7,499	364	117		446	8,516
Vermont	54	6			17	181	177		8	60	449
	55	23		27	3	138	115	272		135	713
	56	11		35		150	119	64	2	184	565
	57			8		34	6	3	10	90	151
Wolverine	350				62	240	465	12		200	979
	351				222	28	44	301		397	992
	352				92	222	74	67		152	607
	353			52	101	119	22	189		262	745
	354			40	73	77	118	897		351	1,556
	355			69	41	19	80	451		390	1,050

