



U.S. Department of Transportation
Federal Railroad Administration



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

Fourth Quarter of Fiscal Year 2025 (July 1, 2025 – September 30, 2025)

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Abbreviations, Acronyms, and Phrases in this Report

Term	Meaning
CFR	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, DC
OTP	On-Time Performance
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. Introduction

The Federal Railroad Administration (FRA) publishes a quarterly report on the performance and service quality of intercity passenger 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) and 49 CFR part 273.

This Quarterly Report on the Performance and Service Quality of Intercity Passenger Train Operations covers the **fourth quarter of FY 2025 from July 1, 2025, to September 30, 2025.**

Section II of this report provides an overview of Amtrak system performance for the most recent fiscal quarter, focusing on select metrics. OTP and Delay Metrics highlighted in this section include Customer On-Time Performance and Train Delays per 10,000 Train Miles. Financial Metrics highlighted include Total Ridership.

Section III of this report provides an individual performance profile for each Amtrak route that operated during the quarter. OTP and Delay Metrics highlighted in this section include Customer On-Time Performance, Station Performance, Train Delays, and Train Delays per 10,000 Train Miles. Customer Service Metrics highlighted include Overall Customer Satisfaction.

Performance data for some metrics are highlighted in this document; data for all reported metrics are available for download at railroads.dot.gov. Metrics data are provided to FRA by Amtrak. In addition, an explanation of each metric is presented in the Methodology Report for the Performance and Service Quality of Intercity Passenger Train Operations, which is also available at railroads.dot.gov.

FY 2025 Q4 Updates

Horizon Cars

On March 26, 2025, Amtrak removed Horizon cars from service. Four State Supported routes were impacted: Borealis, Cascades, Downeaster, and Hiawatha. In addition, several Long Distance routes have experienced reduced capacity due to shifting fleet to State Supported routes. As of FY25 Q4, all affected routes are operating at near expected capacity due to equipment sharing from other State Supported routes, Long Distance routes, and utilizing Amtrak equipment usually reserved for specialty trains. Only the Downeaster has not had replacement equipment for the single Horizon car that was lost.

New Long Distance Route

As of November 2024, Amtrak has temporarily combined the Capitol Limited and portions of the Silver Star into one Long Distance route called the "Floridian", which provides service from Chicago to Miami, via Washington, DC. The Capitol Limited and Silver Star both operated for part of FY25 Q1, but ceased operating when the Floridian began service in November.

New State Supported Route

As of August 2025, Amtrak launched a new State Supported route called "Mardi Gras Service". The route operates between New Orleans, LA and Mobile, AL, providing two daily round trips on a section of track that hasn't seen passenger rail since Hurricane Katrina. The Mardi Gras service has seen high ridership in the three months it has been operating, exceeding expectations.

NextGen Acela

Amtrak introduced its first five NextGen Acela trainsets into service on August 28th, 2025. Additional trainsets are scheduled to enter service over the next two years, until all 28 trainsets are in service. Currently, the Acela fleet is a mix of NextGen Acelas and legacy Acela trainsets.

Amtrak Route Structure

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

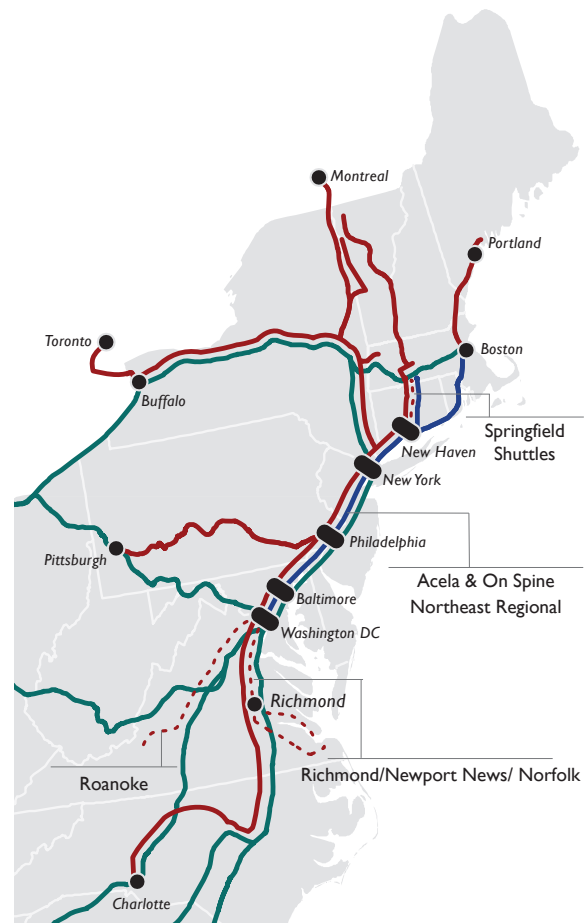
For some routes, Amtrak reports operational (train performance) data differently than it reports financial or ridership data. Specifically, in some State Supported service arrangements, a State, under a contractual agreement with Amtrak, provides financial support for a portion of a larger route. Amtrak 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 is reflected in the individual performance profiles (Section III) and includes the entire physical train that moves between its origin and ultimate destination.

The second hierarchy, financial routes, is a financial construction in Amtrak’s accounting system that breaks the physical train up into the State Supported portion of the route and the non-State Supported portion of the route. As a result, the Richmond / Newport News / Norfolk, Roanoke, and Springfield Shuttle routes are classified as Northeast Corridor service in Section III but include State Supported segments (Figure 1).

More information on Amtrak Route Structure is presented in the Methodology Report for the Performance and Service Quality of Intercity Passenger Train Operations, which is available at railroads.dot.gov.

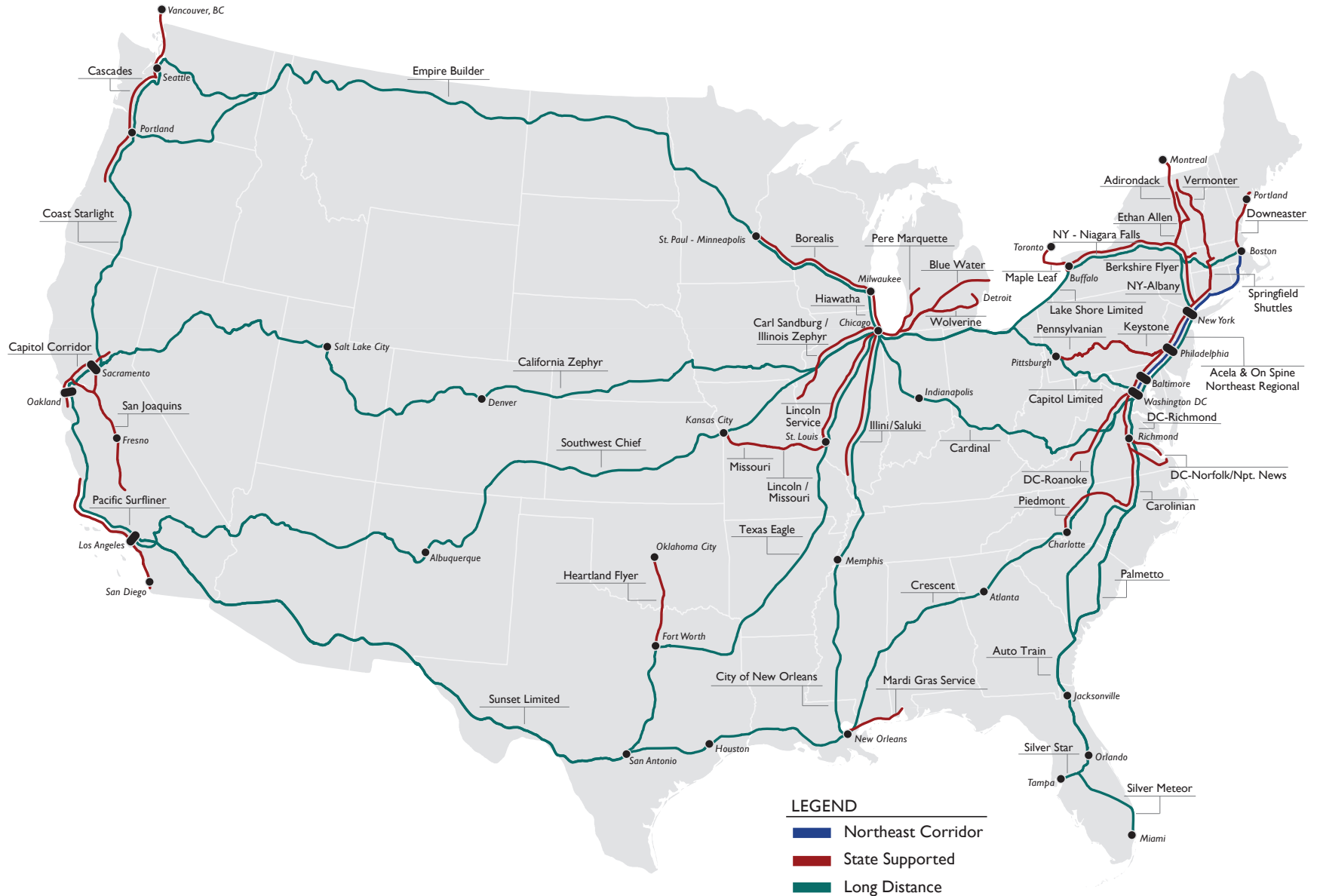
Figure 1. Amtrak Northeast Corridor



LEGEND

- █ Northeast Corridor Route
- State Supported Portion of Northeast Corridor Route
- █ State Supported Route
- █ Long Distance Route

Figure 2. Amtrak System Map | FY2025 Q4



II. Quarterly Performance Overview

This section provides an overview of Amtrak system performance for the most recent fiscal quarter, highlighting select metrics. OTP and Delay Metrics highlighted include Customer On-Time Performance (Customer OTP) and Train Delays per 10,000 Train Miles. Financial Metrics highlighted include Total Ridership.

Section III provides an individual performance profile for each route that operated during the quarter.

A summary of all metrics, including those not described in the performance overview, may be found in Appendices A–D and the Methodology Report for the Performance and Service Quality of Intercity Passenger Train Operations, which is available at [railroads.dot.gov](https://www.railroads.dot.gov).

Definitions for Highlighted Metrics

Customer OTP

Customer OTP is 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. Amtrak uses the 15-minute maximum when calculating OTP for all routes and trains except the Acela. Amtrak uses a 10-minute maximum when calculating OTP for the Acela. FRA's customer on-time performance minimum standard is 80 percent for any two consecutive quarters.

Train Delays per 10,000 Train Miles

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.

Total Ridership

The total number of passengers on Amtrak trains, reported by route.

OTP and Delay Metrics

Customer OTP Highlights

Customer OTP for the Amtrak system was 73 percent in FY 2025 Q4, which was one point higher than the previous quarter and an improvement from FY 2024 Q4. Customer OTP for Amtrak’s Long Distance service line was 49 percent, consistent with the previous quarter, and three points lower than FY 2024 Q4. State Supported OTP was 76 percent, a decrease of two points from the previous quarter, and up one point from FY 2024 Q4. Northeast Corridor OTP was 77 percent, up three points from FY 2025 Q3 and up two points from FY 2024 Q4 (**Figure 3**).

Customer OTP for each route is shown in **Table 4**.

The routes with the highest Customer OTP in FY 2025 Q4 were the Keystone (91%), Capitol Corridor (87%), and Springfield Shuttles (86%) (**Table 1**). The poorest performing routes were the Southwest Chief (15%), Floridian (27%), and California Zephyr (37%) (**Table 2**).

Customer OTP on eight routes improved by ten or more points from FY 2024 Q4 to FY 2025 Q4: Carolinian (+29), Cascades (+20), Crescent (+17), Coast Starlight (+15), Palmetto (+14), Silver Meteor (+14), Pennsylvanian (+13), and Vermonter (+10) (**Table 3**).

Table 1. Highest Customer OTP by Route

Route	FY 2025 Q4	FY 2024 Q4
Keystone	91%	90%
Capitol Corridor	87%	90%
Springfield Shuttles	86%	85%

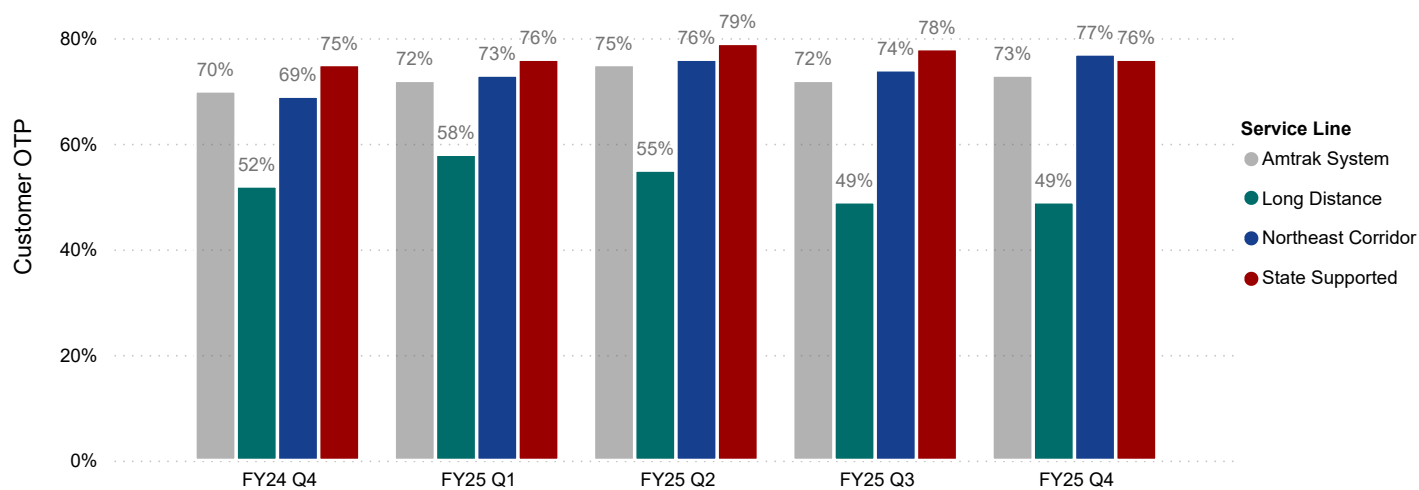
Table 2. Lowest Customer OTP by Route

Route	FY 2025 Q4	FY 2024 Q4
Southwest Chief	15%	27%
Floridian	27%	Route did not operate
California Zephyr	37%	45%

Table 3. Routes with Significant OTP Improvement

Route	FY 2025 Q4	FY 2024 Q4	Points Improved
Carolinian	65%	36%	29
Cascades	72%	52%	20
Crescent	75%	58%	17
Coast Starlight	65%	50%	15
Palmetto	67%	53%	14
Silver Meteor	51%	37%	14
Pennsylvanian	75%	62%	13
Vermonter	71%	61%	10

Figure 3. Customer OTP by Service Line



OTP and Delay Metrics

Customer OTP Highlights

Table 4. Customer OTP by Route

Service Line	Route	FY 2025 Q4	FY 2025 Q3
Long Distance	Auto Train	66%	32%
	California Zephyr	37%	50%
	Cardinal	55%	45%
	City Of New Orleans	60%	64%
	Coast Starlight	65%	64%
	Crescent	75%	70%
	Empire Builder	40%	56%
	Floridian	27%	16%
	Lake Shore Ltd	66%	73%
	Palmetto	67%	53%
	Silver Meteor	51%	41%
	Southwest Chief	15%	38%
	Sunset Ltd	57%	56%
	Texas Eagle	42%	46%
Northeast Corridor	Acela	76%	77%
	On Spine Northeast Regional	80%	79%
	Richmond / Newport News / Norfolk	71%	63%
	Roanoke	76%	69%
	Springfield Shuttles	86%	81%
State Supported	Adirondack	42%	59%
	Berkshire Flyer	48%	58%
	Blue Water	64%	70%
	Borealis	48%	54%
	Capitol Corridor	87%	91%
	Carl Sandburg / Illinois Zephyr	73%	84%
	Carolinian	65%	57%
	Cascades	72%	68%
	Downeaster	85%	72%
	Ethan Allen Express	41%	68%
	Heartland Flyer	39%	33%
	Hiawatha	85%	85%
	Illini / Saluki	79%	78%
	Keystone	91%	88%
	Lincoln / Missouri	47%	40%
	Lincoln Service	66%	70%
	Maple Leaf	44%	67%
	Mardi Gras Service	86%	
	Missouri	70%	50%
	New York - Albany	73%	84%
	New York - Niagara Falls	71%	80%
	Pacific Surfliner	85%	88%
	Pennsylvanian	75%	78%
	Pere Marquette	82%	89%
Piedmont	78%	75%	
San Joaquins	47%	67%	
Vermont	71%	72%	
Wolverine	61%	67%	

OTP and Delay Metrics

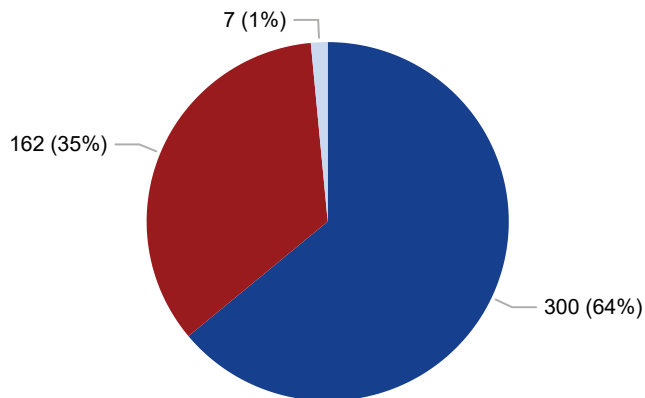
Customer OTP Minimum Standard

The Customer OTP minimum standard is 80 percent for any two consecutive calendar quarters (49 CFR 273.5(a) (2)). Of the trains that operated in the third and fourth quarter of FY 2025, 64 percent met the 80 percent Customer OTP standard, 35 percent did not meet the standard, and one percent did not operate in one of the two quarters (**Figure 4**).

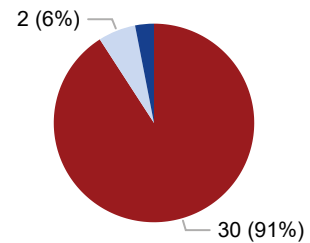
Figure 4. Train Level Customer OTP

- Met the 80 percent Customer OTP Standard
- Train did not operate
- Did not meet the standard

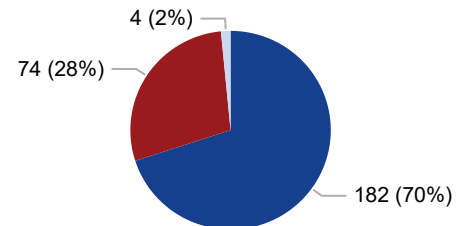
Amtrak System



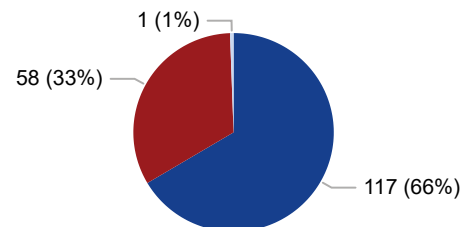
Long Distance



State Supported



Northeast Corridor



OTP and Delay Metrics

Train Delay Highlights

In FY 2025 Q4, the Long Distance service line had the most delay minutes per 10,000 train miles (Figure 6).

In FY 2025 Q4, CN-IC and Union Pacific had the most host-responsible delay minutes per 10,000 train miles among the Class I railroads, and Norfolk Southern had the least (Figure 5). Host-responsible delay minutes decreased year-over-year for all Class I host railroads, except CN-IC and CPKC which increased by 19 percent and nearly 48 percent respectively.

For all Class I Amtrak hosts except CN-IC and CPKC, freight train interference (FTI) accounted for the largest number of delay minutes per 10,000 train miles (Figure 5). For CN-IC and CPKC, slow orders (DSR) were the largest cause of delays to Amtrak trains.

For a complete list of Host Railroad Names and Class I Hosts, see the Methodology Report for the Performance and Service Quality of Intercity Passenger Train Operations, which is available at railroads.dot.gov.

Figure 6. FY 2025 Q4 Train Delay Minutes per 10K Train Miles by Service Line

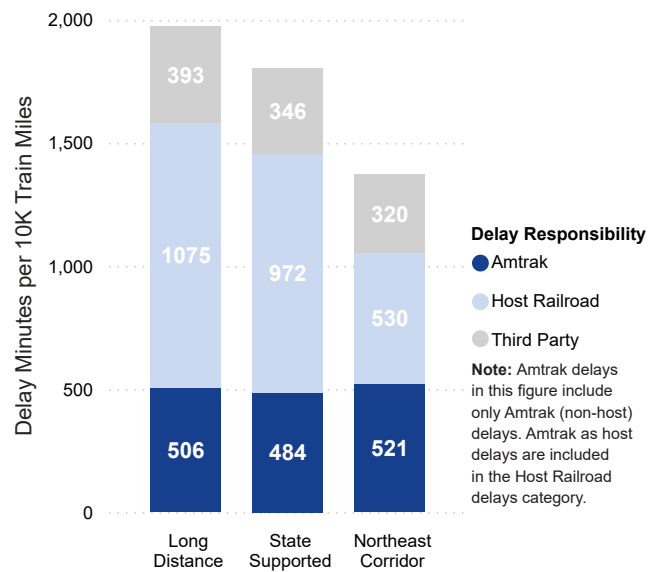
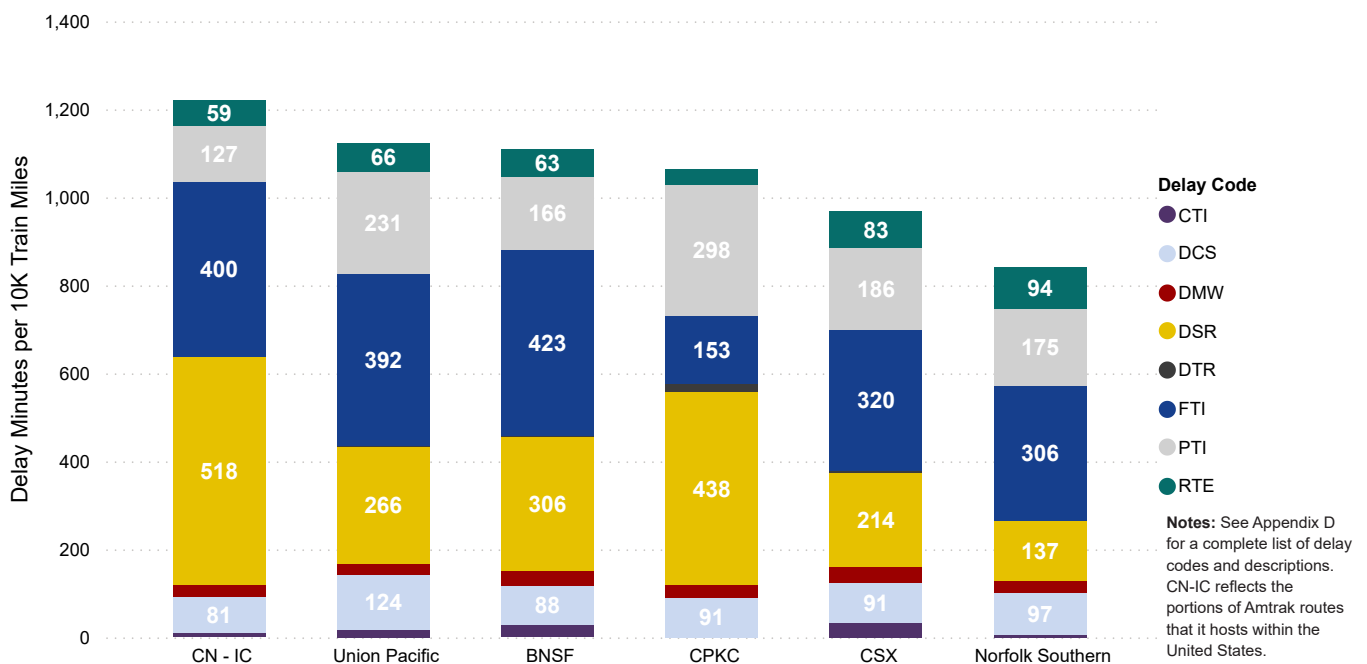


Figure 5. FY 2025 Q4 Class I Host Responsible Train Delay Minutes per 10K Train Miles



Financial Metrics

Total Ridership Highlights

Total Amtrak ridership increased from 8.69 million to 8.95 million, or nearly three percent, from FY 2024 Q4 to FY 2025 Q4. Passenger miles for the entire system increased by 3.6 percent over the same period. A passenger mile is one passenger traveling one train mile. Long Distance ridership in FY 2025 Q4 was 1.11 million, up two percent from FY 2024 Q4. During the same period, Long Distance

passenger miles increased by six percent. Northeast Corridor ridership in FY 2025 Q4 was 3.89 million, up 5.7 percent from FY 2024 Q4. State Supported ridership was 3.94 million, or half of a percent higher than the fourth quarter of the previous year. Year-over-year, Northeast Corridor passenger miles grew by 4.7 percent, while State Supported passenger miles fell by less than one percent (Figure 7 and 8).

Figure 7. Total Ridership by Service Line

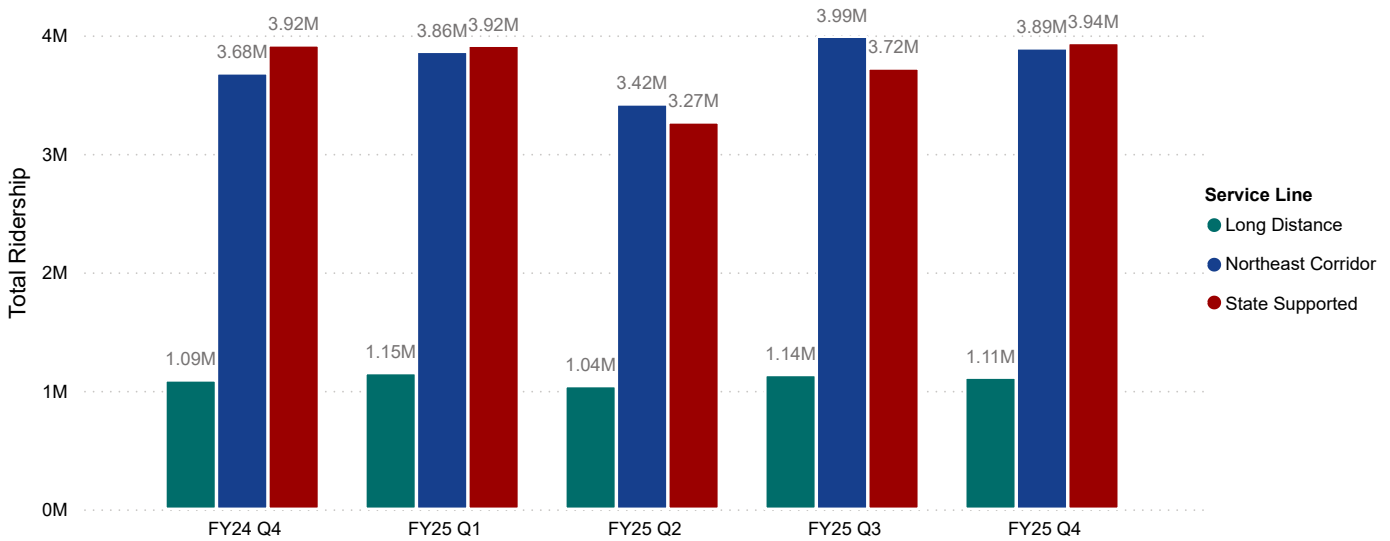
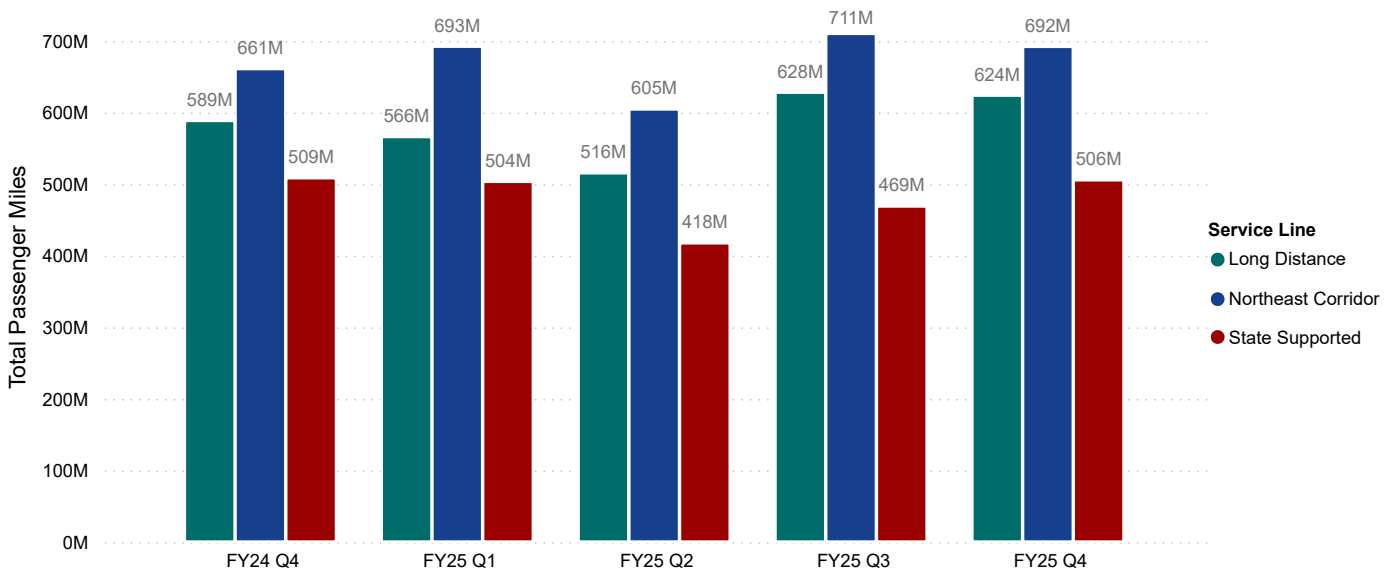


Figure 8. Passenger Miles by Service Line



III. Quarterly Route Performance

This section provides an individual performance profile for each route that operated during the quarter. Each Amtrak route has at least two trains (one in each direction), and many routes have significantly more depending on frequency and other service variations. The Route Profile Explainer immediately below describes the charts and graphs included on each subsequent route profile.

For more information regarding the metrics, please see Appendices A–D and the Methodology Report for the Performance and Service Quality of Intercity Passenger Train Operations, which is available at railroads.dot.gov.

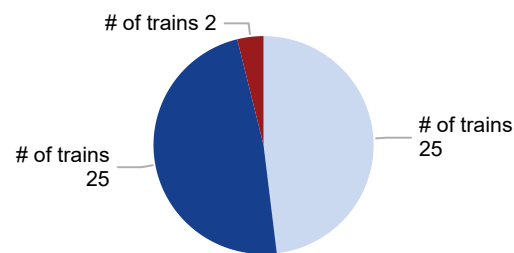
Route Profile Explainer

Customer On-Time Performance

Route Level Customer OTP **76%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater



Route Level Customer OTP

The Customer OTP of the route in the current quarter. OTP figures in the report are rounded down to the nearest whole number. The raw data includes numerous decimal places.

Data Source: Customer OTP Metric, Route-level.

Train Level Customer OTP

The chart provides information on train level Customer OTP for routes in the current quarter. Customer OTP is defined as the percent of customers on an intercity passenger rail train who arrive at their detraining point no later than 15 minutes after their published scheduled arrival time. Amtrak uses the 15-minute maximum when calculating Customer OTP for all routes and trains except the Acela. Amtrak uses a 10-minute maximum when calculating OTP for the Acela. Each Amtrak route has at least two trains (one in each direction), and many routes have significantly more depending on frequency and other service variations. For routes with five or fewer trains, the chart shows the Customer OTP for each train in the current quarter. Train Level Customer OTP figures in the report are rounded down to the nearest whole number. For routes with more than five trains, the chart shows the number of trains with OTP below 50%, between 50% and 80%, and above 80%.

Data Source: Customer OTP Metric, Train Level

Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	11,422
OTH	Miscellaneous delays	10,454
DSR	Slow order delays	8,084

Delays

The table lists the top three causes of delay and the associated number of delay minutes on the route in the current quarter. See Appendix D for the complete list of delay codes and descriptions.

Data Source: Train Delays Metric.

Customer Service Index (CSI)

Overall Service **75%**

Customer Service Index

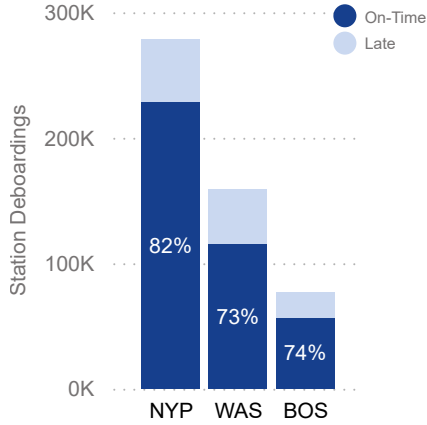
The route's overall customer satisfaction score in the current quarter adjusted for on-time performance in the current quarter. See Appendix B for more information on Customer Service Metrics.

Data Source: Customer Service Metric, Adjusted Top 3.

Route Profile Explainer

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Station Performance

The chart shows the total number of on-time and late deboarding passengers for the three stations on the route with the highest number of deboarding passengers in the current quarter. It also shows the percentage of deboarding passengers that were on-time at each station.

Data Source: Station Performance Metric.

Route Stops

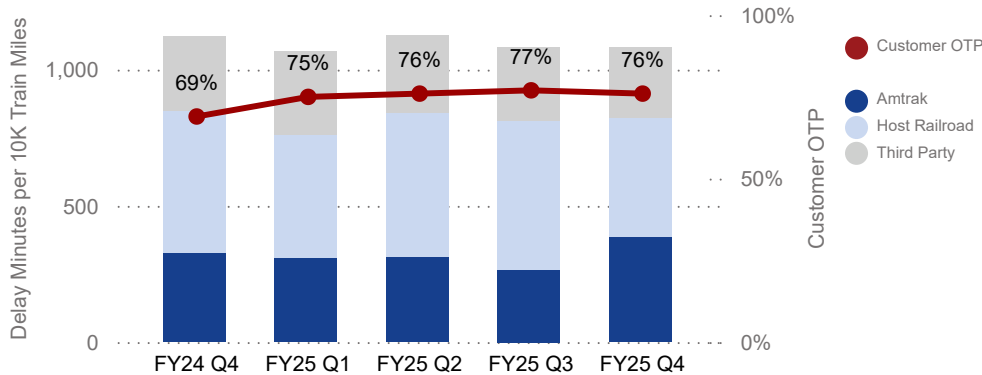
- BOS - Boston (South Station), MA
- BBY - Boston (Back Bay Station), MA
- RTE - Route 128 (Westwood), MA
- PVD - Providence, RI
- NHV - New Haven (Union Station), CT
- STM - Stamford, CT
- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- MET - Metropark (Iselin), NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- BWI - BWI Thurgood Marshall Airport Station, MD
- WAS - Washington, DC

Route Stop Schematic

Not all trains on a route serve all stops, and some stops may be seasonal; check Amtrak.com for the most up-to-date stop information by route.

Trends

Delays and Route Level Customer OTP

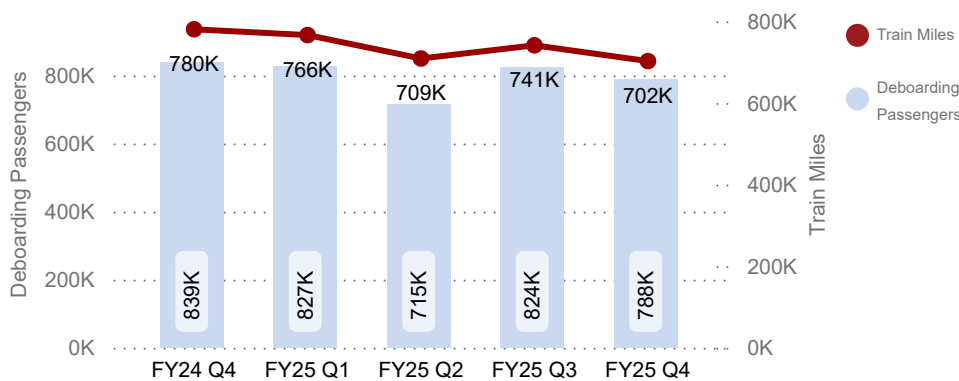


Delays and Route Customer OTP

The chart compares a route's delay minutes per 10,000 train miles (bars) to its Customer OTP (line) for the current and four previous quarters. It also shows the number of delay minutes per 10,000 train miles categorized as host-, Amtrak-, or third party-responsible.

Data Source: Train Delays Metric and Customer OTP Metric, Route Level.

Passenger Deboardings vs. Train Miles



Passenger Deboardings vs Train Miles

The chart compares a route's total number of deboarding passengers (bars) to the total number of operated train miles (line) for the current and four previous quarters. Figures are rounded to the nearest thousand.

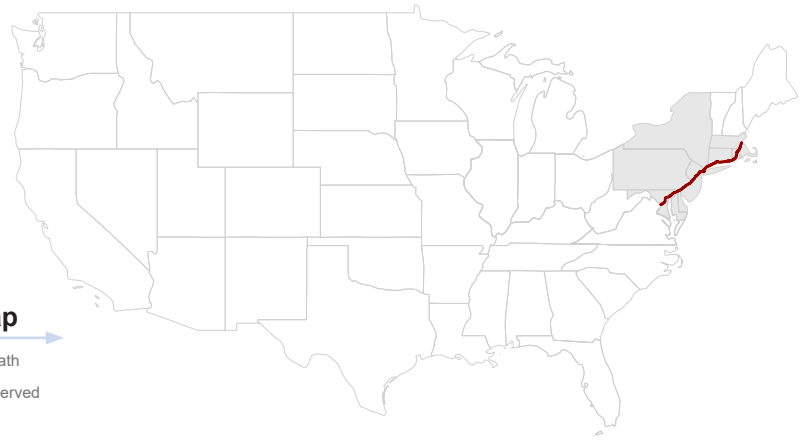
Presenting trend data for deboarding passengers in parallel with train miles provides insight about the quantity of service offered and capacity.

Data Source: Station Performance Metric and Train Delays Metric.

Northeast Corridor

Acela

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

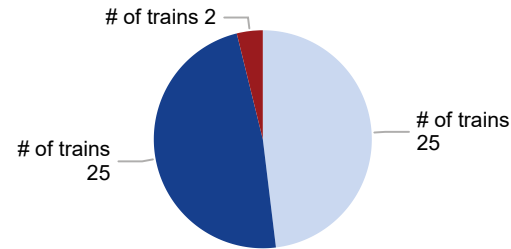


Customer On-Time Performance

Route Level Customer OTP **76%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

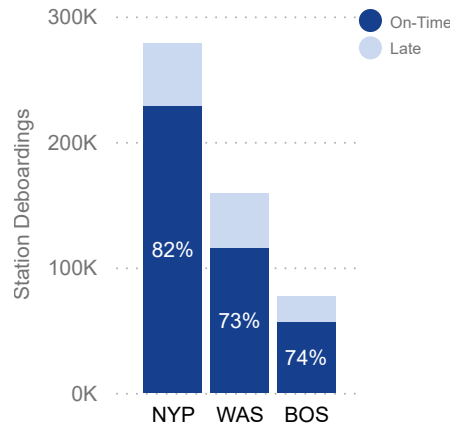


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- BOS - Boston (South Station), MA
- BBY - Boston (Back Bay Station), MA
- RTE - Route 128 (Westwood), MA
- PVD - Providence, RI
- NHV - New Haven (Union Station), CT
- STM - Stamford, CT
- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- MET - Metropark (Iselin), NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- BWI - BWI Thurgood Marshall Airport Station, MD
- WAS - Washington, DC

Delays

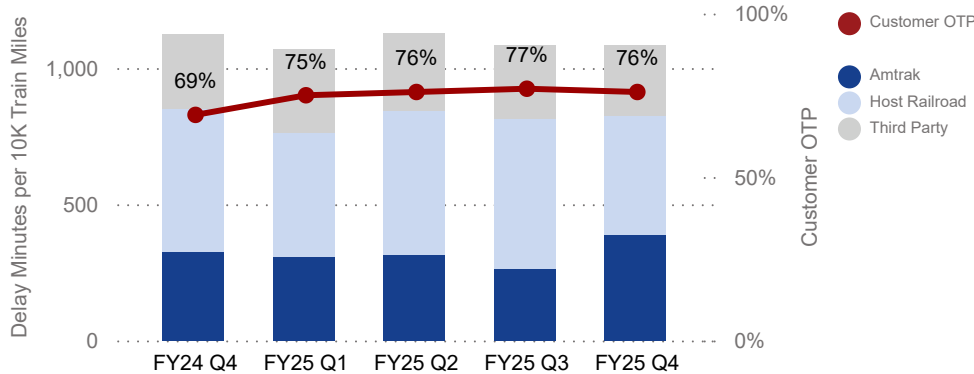
Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	11,422
OTH	Miscellaneous delays	10,454
DSR	Slow order delays	8,084

Customer Service Index (CSI)

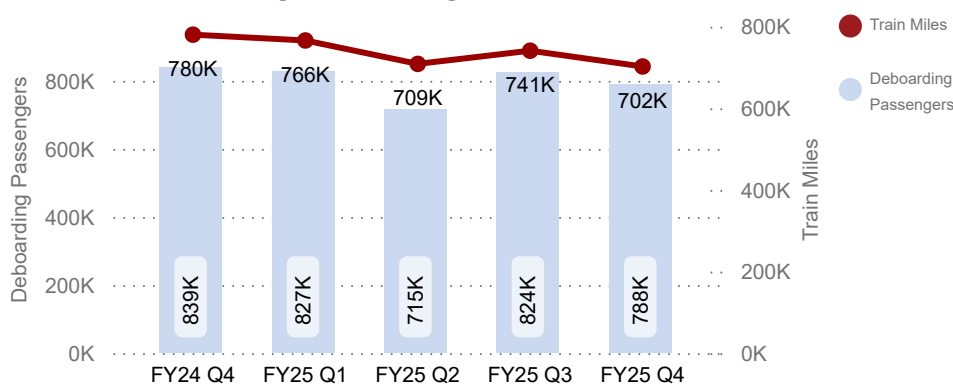
Overall Service **75%**

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



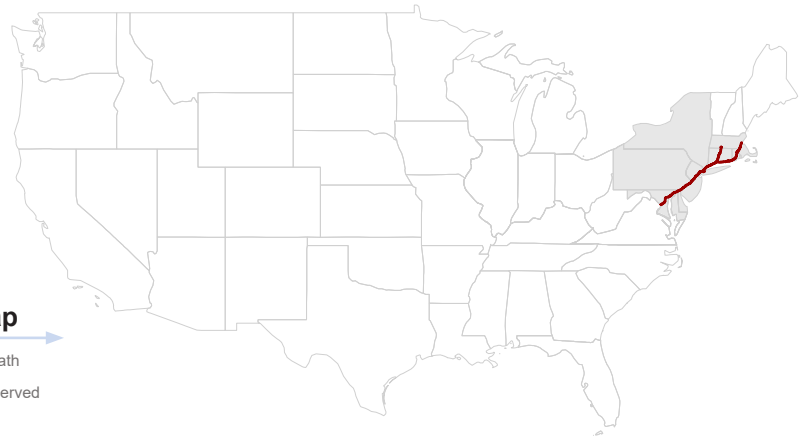
Additional Notes

Amtrak considers Acela passengers who arrive at their deboarding station more than 10-minutes behind schedule to be late.

Northeast Corridor

On Spine Northeast Regional

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

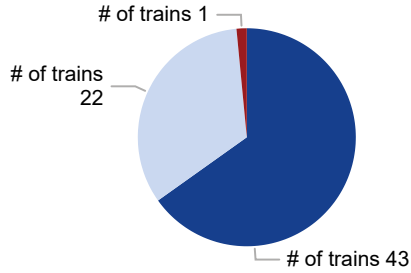


Customer On-Time Performance

Route Level Customer OTP **80%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

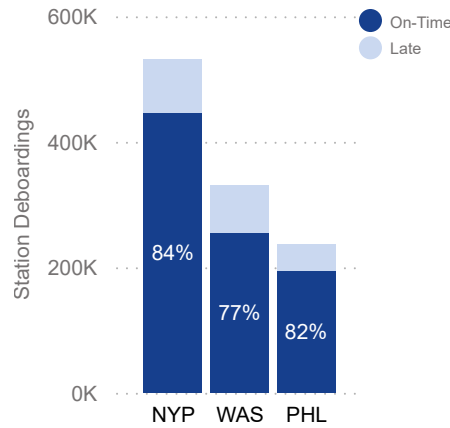


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- BOS - Boston (South Station), MA
- BBY - Boston (Back Bay Station), MA
- RTE - Route 128, MA
- PVD - Providence, RI
- KIN - Kingston, RI
- WLY - Westerly, RI
- MYS - Mystic, CT
- NLC - New London, CT
- OSB - Old Saybrook, CT
- NHV - New Haven (Union Station), CT
- BRP - Bridgeport, CT
- STM - Stamford, CT
- NRO - New Rochelle, NY
- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- EWR - Newark Liberty International Airport, NJ
- MET - Metropark (Iselin), NJ
- NBK - New Brunswick, NJ
- PJC - Princeton Junction, NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- NRK - Newark, DE
- ABE - Aberdeen, MD
- BAL - Baltimore, MD
- BWI - BWI Airport, MD
- NCR - New Carrollton, MD
- WAS - Washington, DC
- SPG - Springfield, MA
- WNL - Windsor Locks, CT
- WND - Windsor, CT
- HFD - Hartford, CT
- BER - Berlin, CT
- MDN - Meriden, CT
- WFD - Wallingford, CT
- STS - New Haven (State St Station), CT

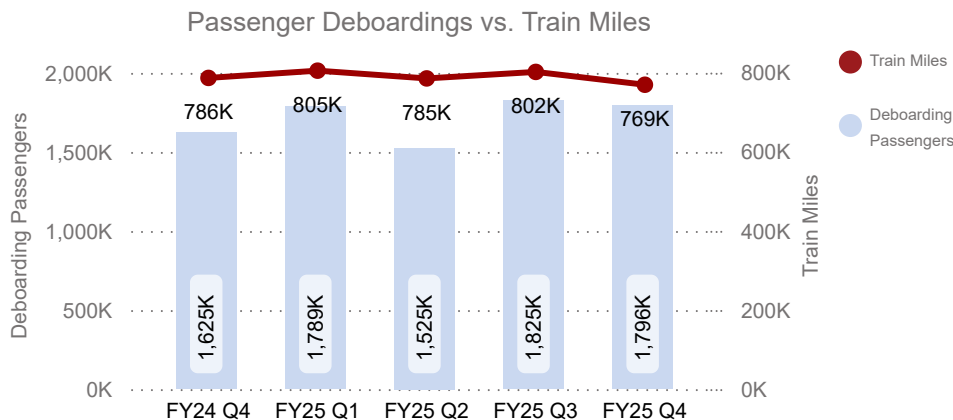
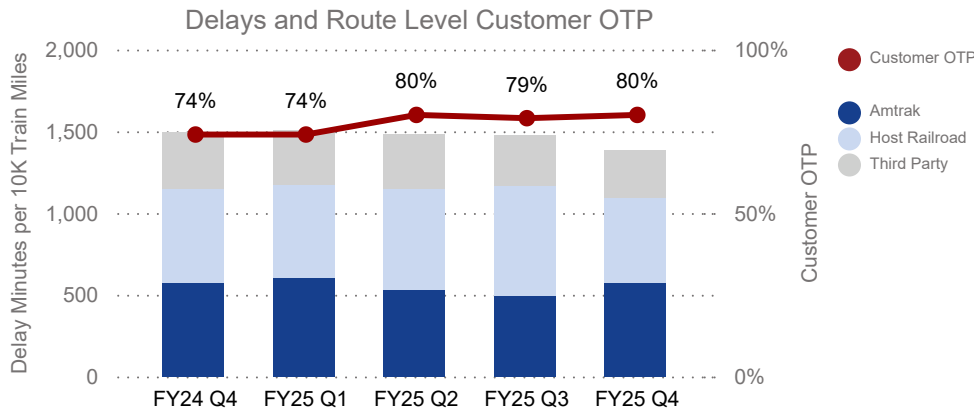
Delays

Top 3 Causes of Delay	Delay Min
NOD Unused recovery time	15,417
OTH Miscellaneous delays	13,443
CTI Commuter train interference	13,099

Customer Service Index (CSI)

Overall Service **77%**

Trends

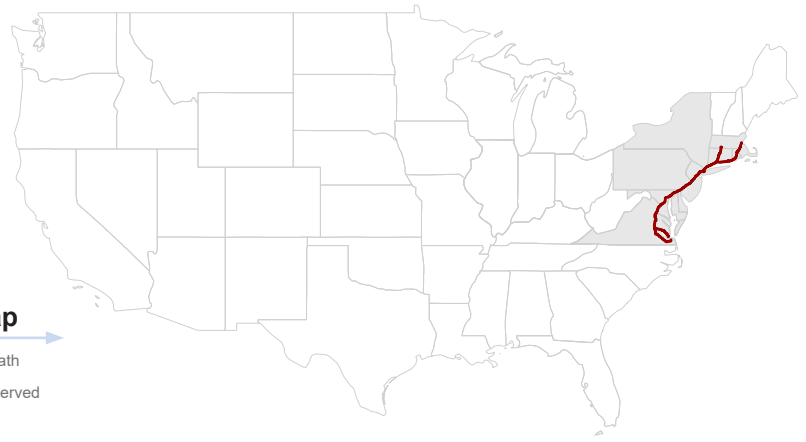


Additional Notes

Northeast Corridor

Richmond / Newport News / Norfolk

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

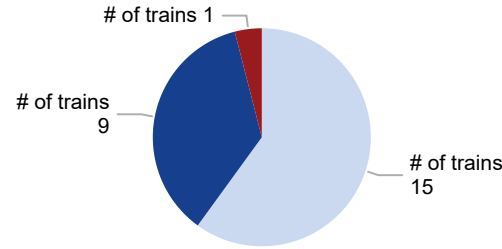


Customer On-Time Performance

Route Level Customer OTP **71%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

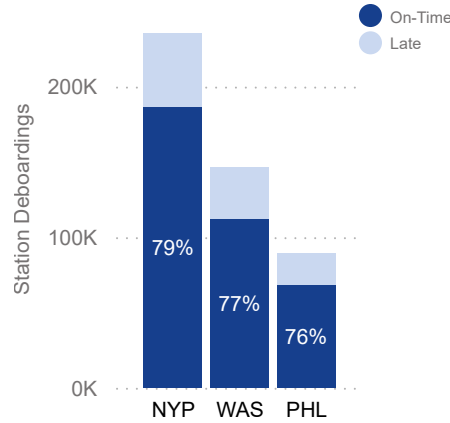


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboardings



Route Stops

- BOS - Boston (South Station), MA
- BBY - Boston (Back Bay Station), MA
- RTE - Route 128, MA
- PVD - Providence, RI
- KIN - Kingston, RI
- WLY - Westerly, RI
- MYS - Mystic, CT
- NLC - New London, CT
- OSB - Old Saybrook, CT
- NHV - New Haven (Union Station), CT
- BRP - Bridgeport, CT
- STM - Stamford, CT
- NRO - New Rochelle, NY
- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- EWR - Newark Liberty International Airport, NJ
- MET - Metropark (Iselin), NJ
- NBK - New Brunswick, NJ
- PJC - Princeton Junction, NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- NRK - Newark, DE
- ABE - Aberdeen, MD
- BAL - Baltimore (Penn Station), MD
- BWI - BWI Thurgood Marshall Airport Station, MD
- NCR - New Carrollton, MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- WDB - Woodbridge, VA
- QAN - Quantico, VA
- FBG - Fredericksburg, VA
- ASD - Ashland, VA
- RVR - Richmond (Staples Mill Rd), VA
- RVM - Richmond, VA
- WBG - Williamsburg, VA
- NPN - Newport News, VA
- SPG - Springfield, MA
- WNL - Windsor Locks, CT
- WND - Windsor, CT
- HFD - Hartford, CT
- BER - Berlin, CT
- MDN - Meriden, CT
- WFD - Wallingford, CT
- STS - New Haven (State Street Station), CT
- PTB - Petersburg, VA
- NFK - Norfolk, VA

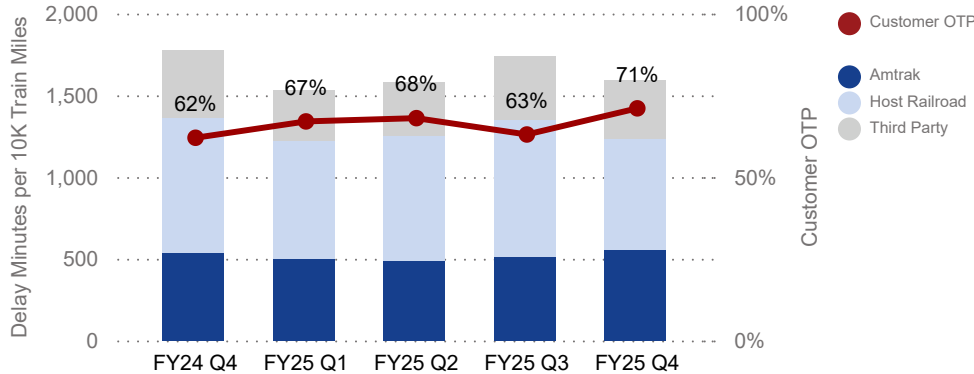
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	13,376
CTI	Commuter train interference	9,111
HLD	Passenger-related	8,194

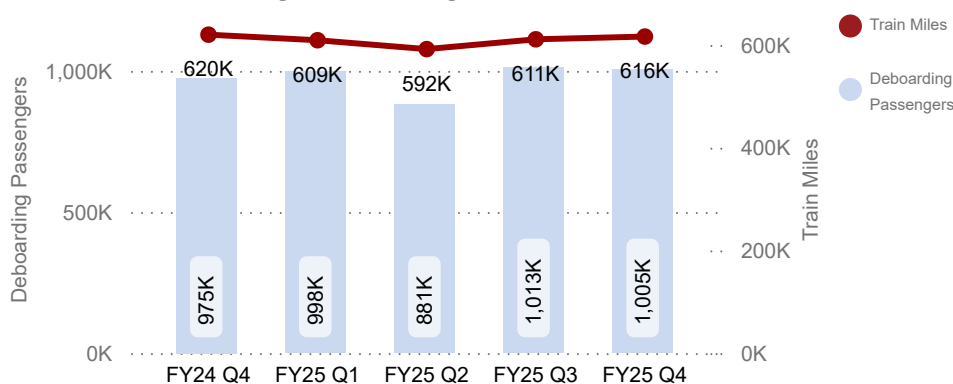
Customer Service Index (CSI)

Overall Service	81%	Washington-Newport News
	84%	Washington-Norfolk
Trends	83%	Washington-Richmond

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



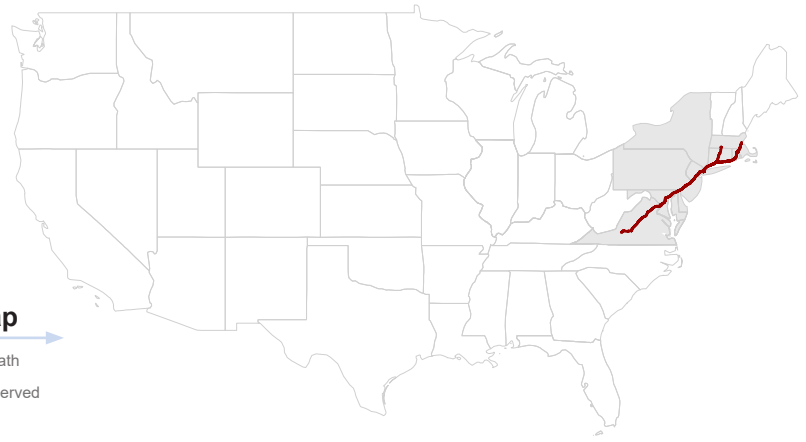
Additional Notes

This route is classified as Northeast Corridor but, includes State Supported segments. See Figure 1 for additional details.

Northeast Corridor

Roanoke

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

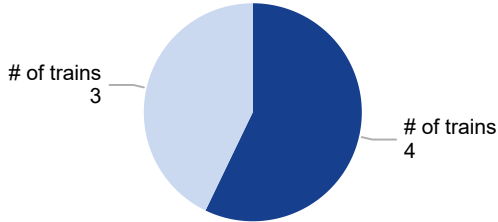


Customer On-Time Performance

Route Level Customer OTP **76%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

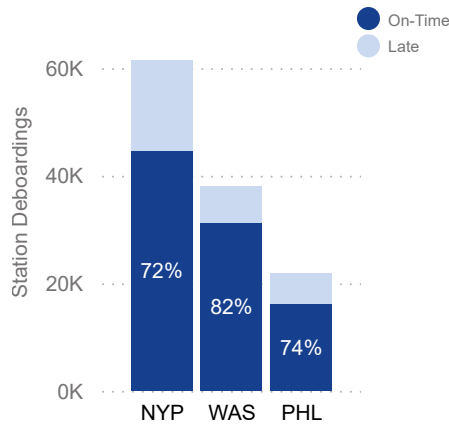


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboardings



Route Stops

- BOS - Boston (South Station), MA
- BBY - Boston (Back Bay Station), MA
- RTE - Route 128, MA
- PVD - Providence, RI
- KIN - Kingston, RI
- WLY - Westerly, RI
- MYS - Mystic, CT
- NLC - New London, CT
- OSB - Old Saybrook, CT
- NHV - New Haven (Union Station), CT
- BRP - Bridgeport, CT
- STM - Stamford, CT
- NRO - New Rochelle, NY
- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- EWR - Newark Liberty International Airport, NJ
- MET - Metropark (Iselin), NJ
- NBK - New Brunswick, NJ
- PJC - Princeton Junction, NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- NRK - Newark, DE
- ABE - Aberdeen, MD
- BAL - Baltimore (Penn Station), MD
- BWI - BWI Thurgood Marshall Airport Station, MD
- NCR - New Carrollton, MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- BCV - Burke Centre, VA
- MSS - Manassas, VA
- CLP - Culpeper, VA
- CVS - Charlottesville, VA
- LYH - Lynchburg, VA
- RNK - Roanoke, VA
- SPG - Springfield, MA
- WNL - Windsor Locks, CT
- WND - Windsor, CT
- HFD - Hartford, CT
- BER - Berlin, CT
- MDN - Meriden, CT
- WFD - Wallingford, CT
- STS - New Haven (State Street Station), CT

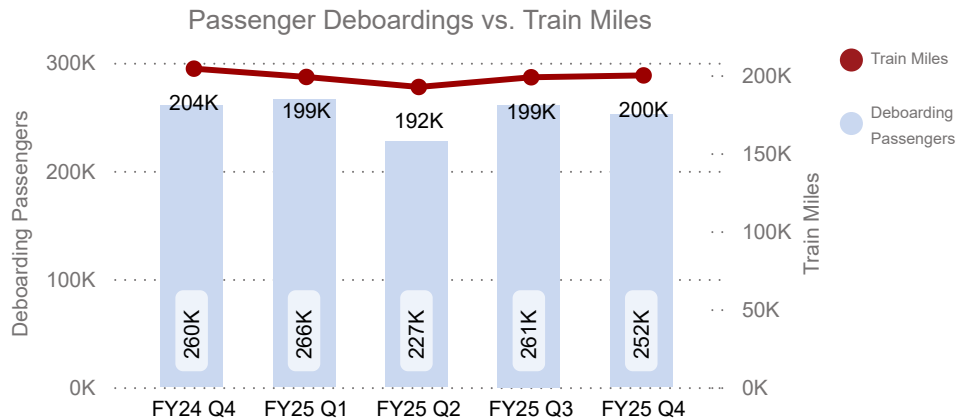
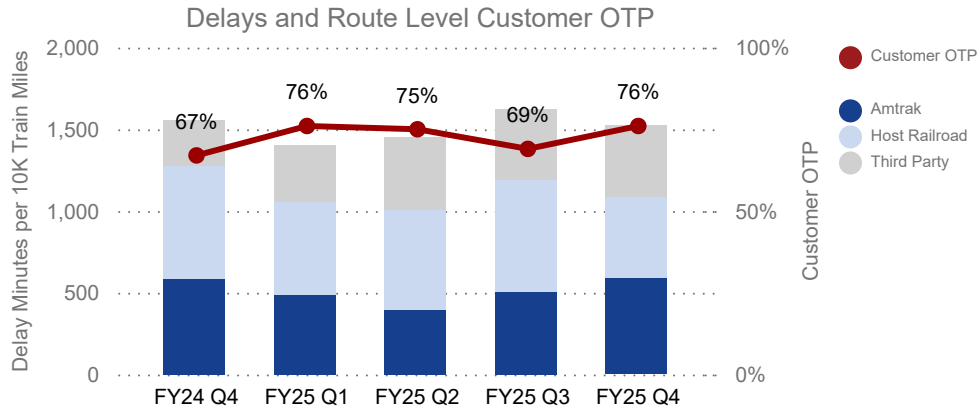
Delays

Top 3 Causes of Delay	Delay Min
NOD Unused recovery time	6,658
HLD Passenger-related	2,879
CTI Commuter train interference	2,601

Customer Service Index (CSI)

Overall Service **84%**

Trends



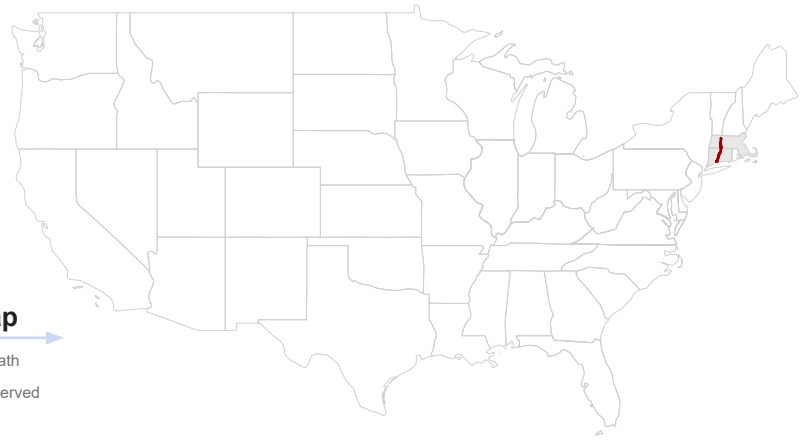
Additional Notes

This route is classified as Northeast Corridor but, includes State Supported segments. See Figure 1 for additional details.

Northeast Corridor

Springfield Shuttles

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

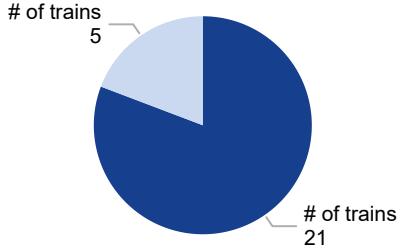


Customer On-Time Performance

Route Level Customer OTP **86%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

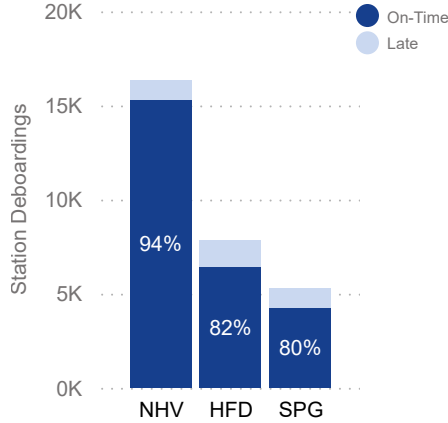


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- GFD - Greenfield, MA
- NHT - Northampton, MA
- HLK - Holyoke, MA
- SPG - Springfield, MA
- WNL - Windsor Locks, CT
- WND - Windsor, CT
- HFD - Hartford, CT
- BER - Berlin, CT
- MDN - Meriden, CT
- WFD - Wallingford, CT
- STS - New Haven (State Street Station), CT
- NHV - New Haven (Union Station), CT

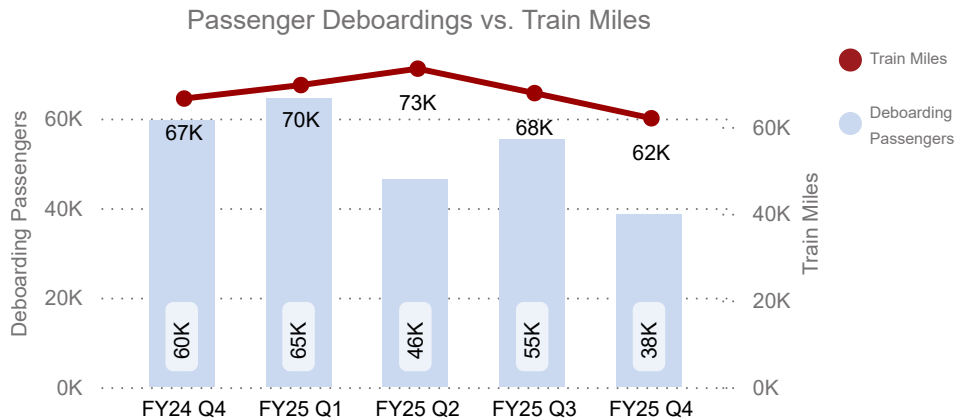
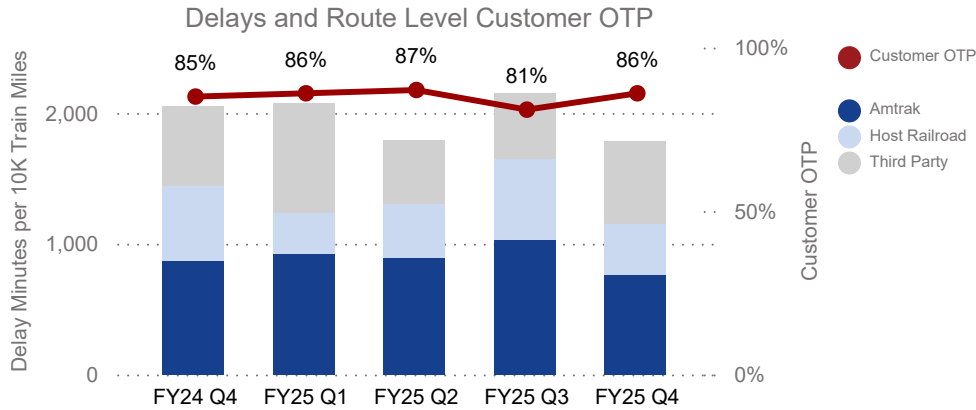
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	2,993
CON	Hold for guaranteed connection	1,895
PTI	Passenger train interference	890

Customer Service Index (CSI)

Overall Service **80%**

Trends



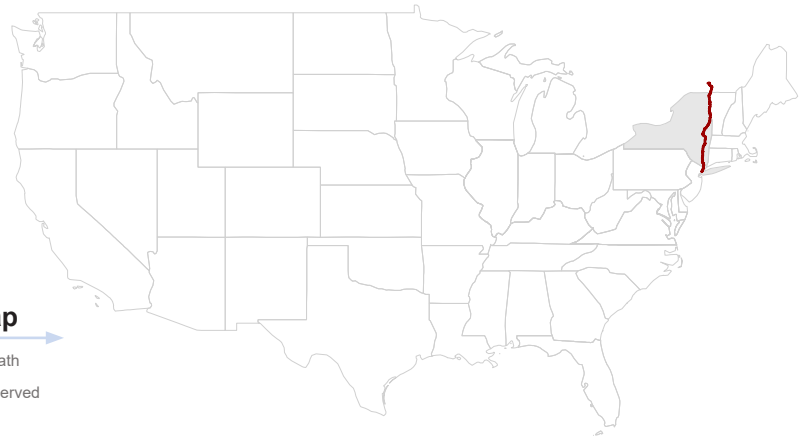
Additional Notes

This route is classified as Northeast Corridor but, includes State Supported segments. See Figure 1 for additional details. Beginning in FY2024 Q4, two Springfield Shuttle routes were re-classified as On Spine Northeast Regional routes. **Page 20**

State Supported

Adirondack

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

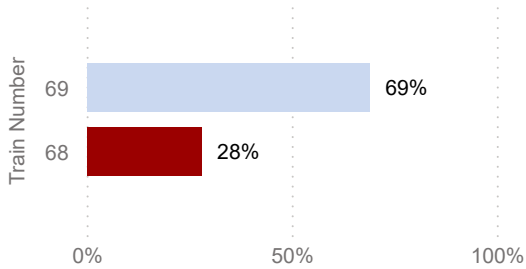


Customer On-Time Performance

Route Level Customer OTP **42%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

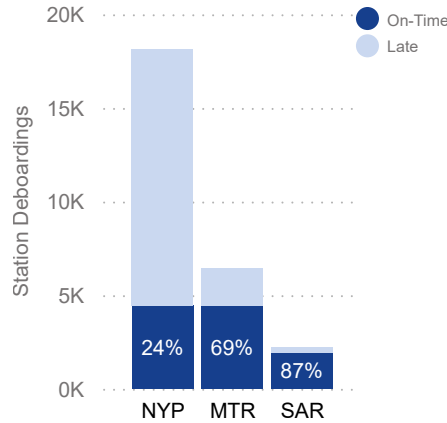


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- MTR - Montreal, Quebec, Canada
- SLQ - Saint-Lambert, Quebec, Canada
- RSP - Rouses Point, NY
- PLB - Plattsburgh, NY
- PRK - Port Kent, NY
- WSP - Westport, NY
- POH - Port Henry, NY
- FTC - Ticonderoga, NY
- WHL - Whitehall, NY
- FED - Fort Edward-Glens Falls, NY
- SAR - Saratoga Springs, NY
- SDY - Schenectady, NY
- ALB - Albany-Rensselaer, NY
- HUD - Hudson, NY
- RHI - Rhinecliff, NY
- POU - Poughkeepsie, NY
- CRT - Croton-Harmon, NY
- YNY - Yonkers, NY
- NYP - NY Moynihan Train Hall at Penn Station, NY

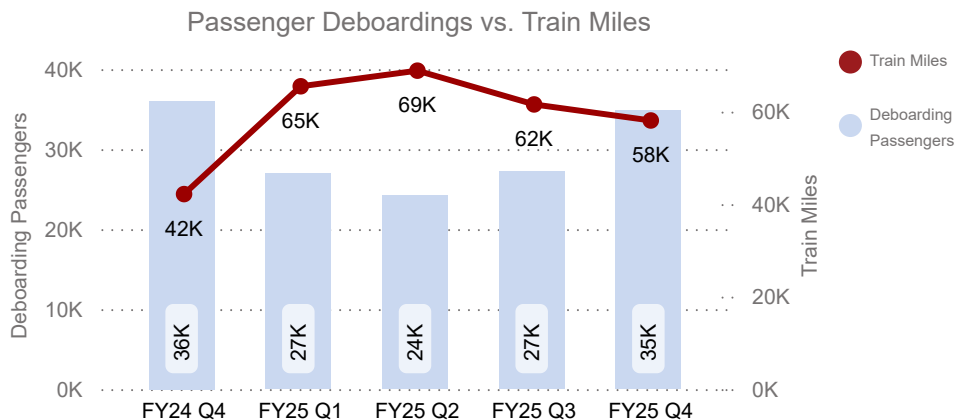
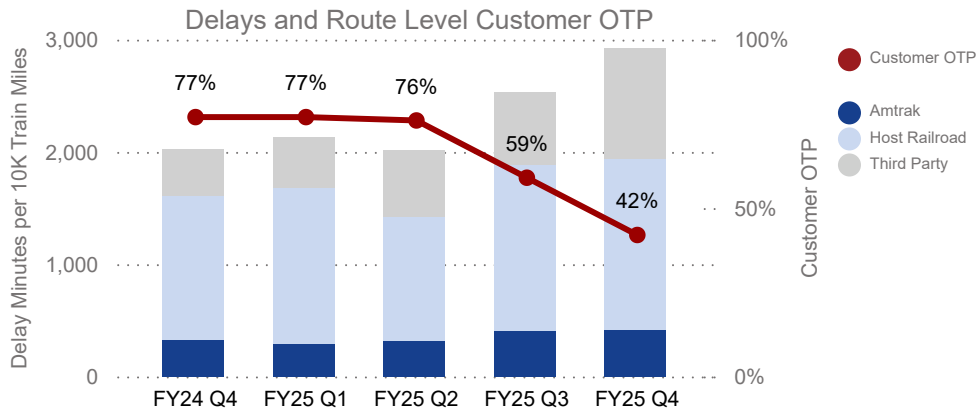
Delays

Top 3 Causes of Delay		Delay Min
WTR	Weather-related	3,690
PTI	Passenger train interference	2,977
DSR	Slow order delays	2,229

Customer Service Index (CSI)

Overall Service **77%**

Trends

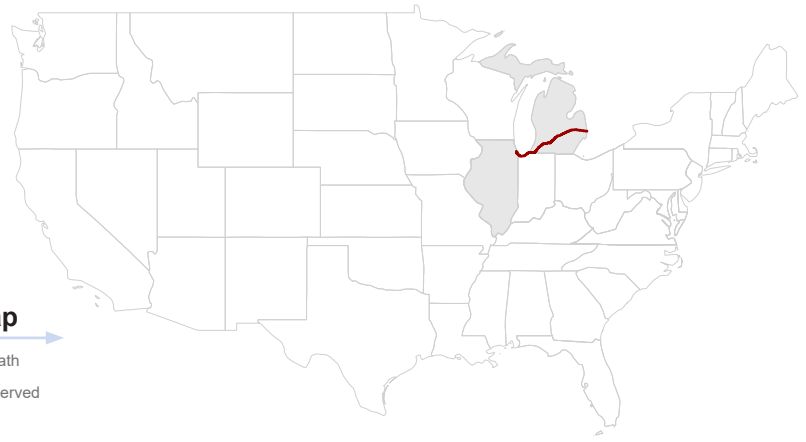


Additional Notes

State Supported

Blue Water

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

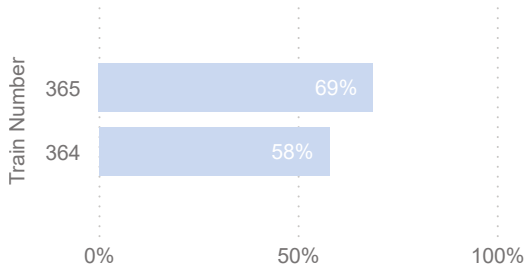


Customer On-Time Performance

Route Level Customer OTP **64%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

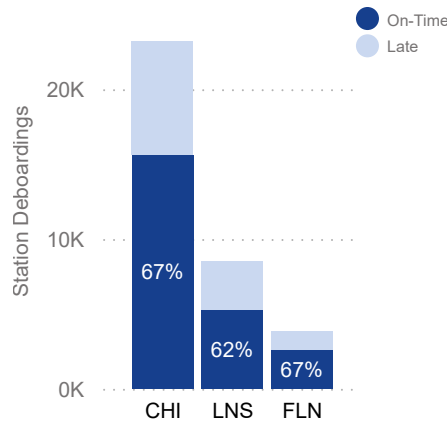


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- PTH - Port Huron, MI
- LPE - Lapeer, MI
- FLN - Flint, MI
- DRD - Durand, MI
- LNS - East Lansing, MI
- BTL - Battle Creek, MI
- KAL - Kalamazoo, MI
- DOA - Dowagiac, MI
- NLS - Niles, MI
- NBU - New Buffalo, MI
- CHI - Chicago (Union Station), IL

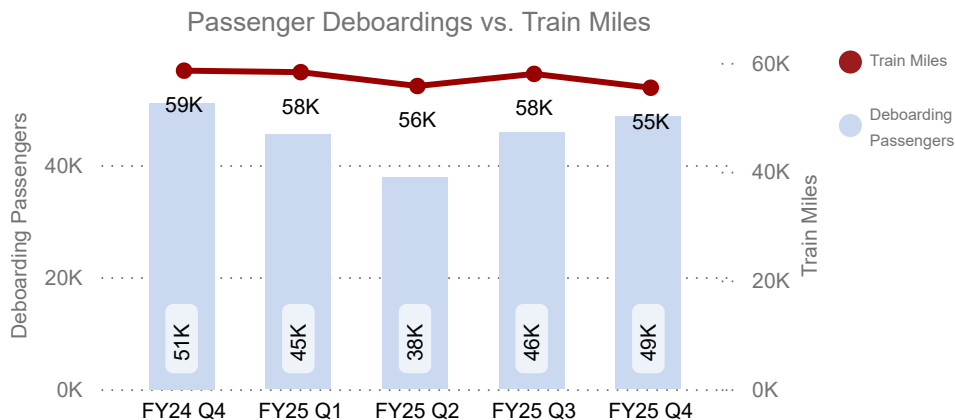
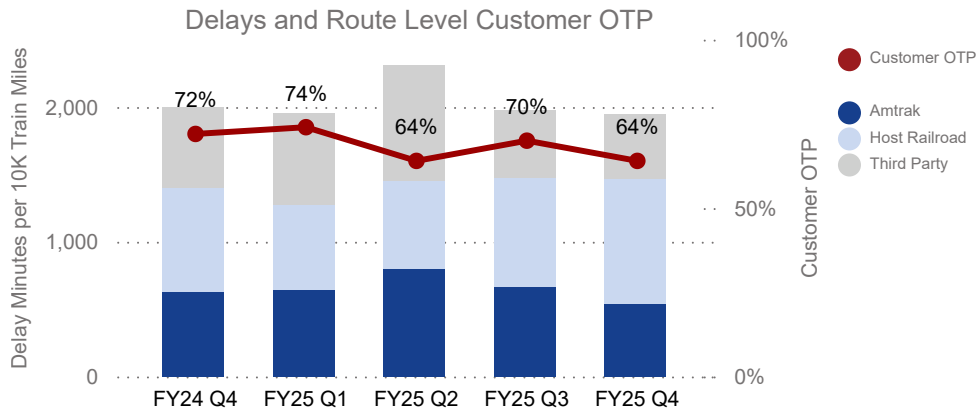
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	2,211
NOD	Unused recovery time	2,157
DSR	Slow order delays	1,836

Customer Service Index (CSI)

Overall Service **84%**

Trends

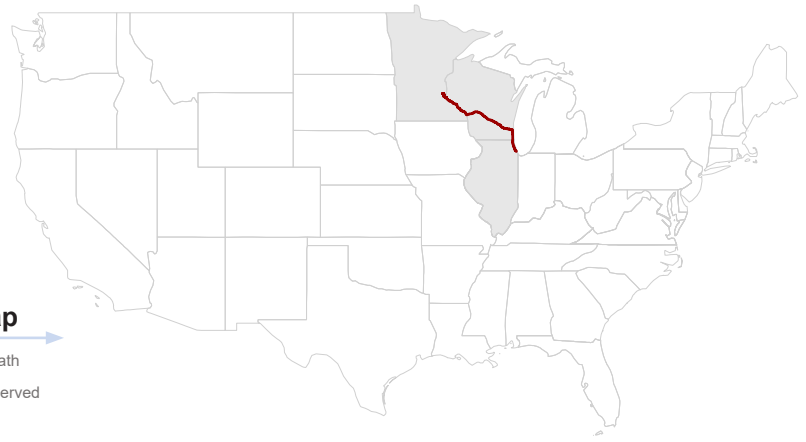


Additional Notes

State Supported

Borealis

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

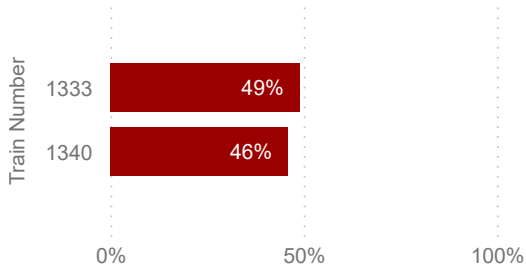


Customer On-Time Performance

Route Level Customer OTP **48%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

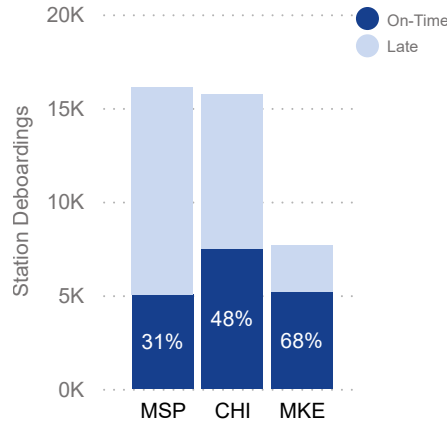


Route Map

— Route Path
 ■ States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- CHI - Chicago, IL
- GLN - Glenview, IL
- SVT - Sturtevant, WI
- MKA - Milwaukee Airport, WI
- MKE - Milwaukee, WI
- CBS - Columbus, WI
- POG - Portage, WI
- WDL - Wisconsin Dells, WI
- TOH - Tomah, WI
- LSE - La Crosse, WI
- WIN - Winona, MN
- RDW - Red Wing, MN
- MSP - St. Paul-Minneapolis, MN

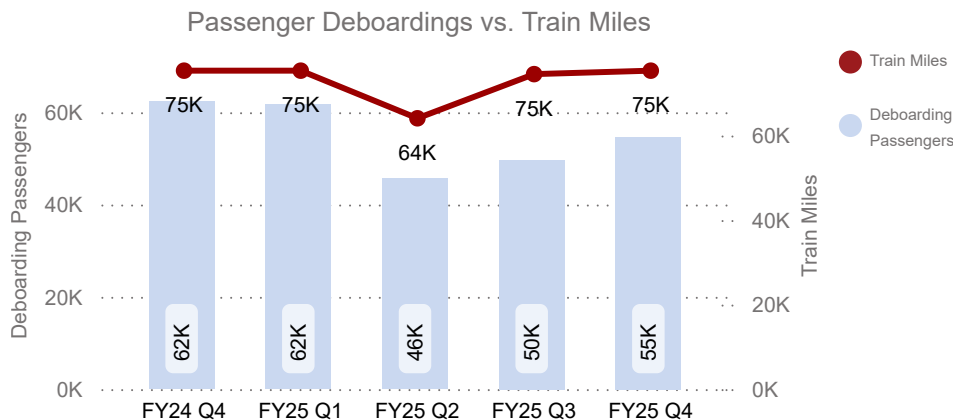
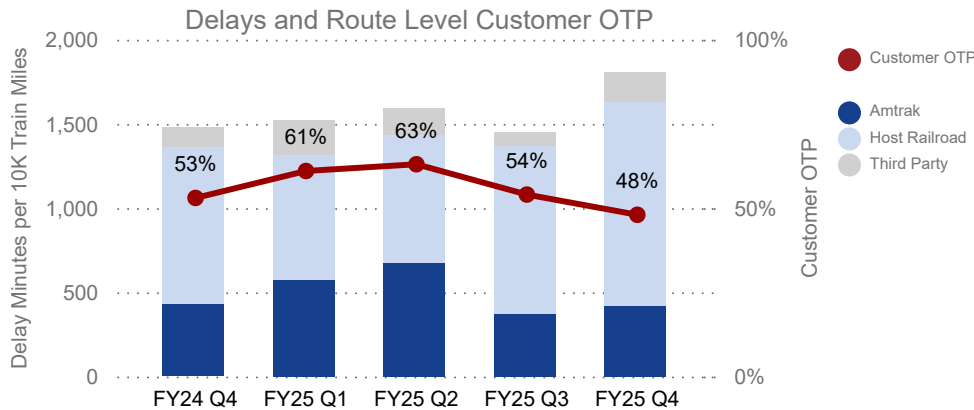
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	4,437
OTH	Miscellaneous delays	1,435
PTI	Passenger train interference	1,328

Customer Service Index (CSI)

Overall Service **77%**

Trends



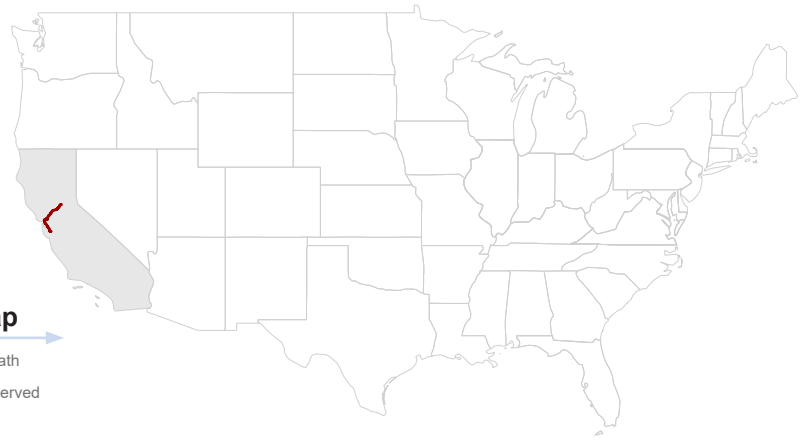
Additional Notes

Amtrak began operating the Borealis in May 2024.

State Supported

Capitol Corridor

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

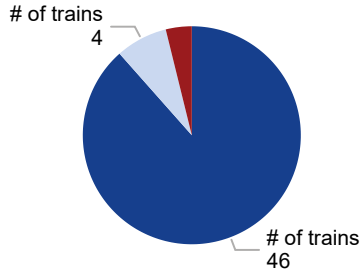


Customer On-Time Performance

Route Level Customer OTP **87%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

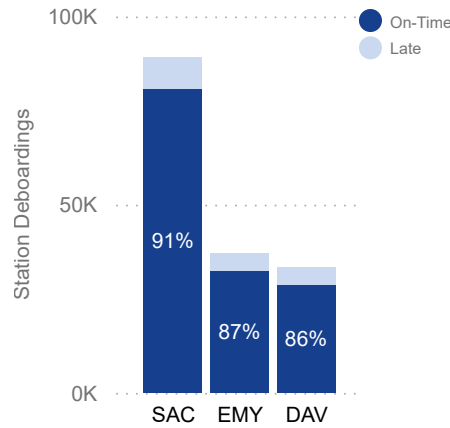


Route Map

— Route Path
 ■ States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- ARN - Auburn, CA
- RLN - Rocklin, CA
- RSV - Roseville, CA
- SAC - Sacramento, CA
- DAV - Davis, CA
- FFV - Fairfield-Vacaville, CA
- SUI - Suisun-Fairfield, CA
- MTZ - Martinez, CA
- RIC - Richmond, CA
- BKY - Berkeley, CA
- EMY - Emeryville, CA
- OKJ - Oakland (Jack London Square), CA
- OAC - Oakland (Coliseum/Airport), CA
- HAY - Hayward, CA
- FMT - Fremont (Capitol Trains), CA
- GAC - Santa Clara (Great America), CA
- SCC - Santa Clara (Transit Center), CA
- SJC - San Jose, CA

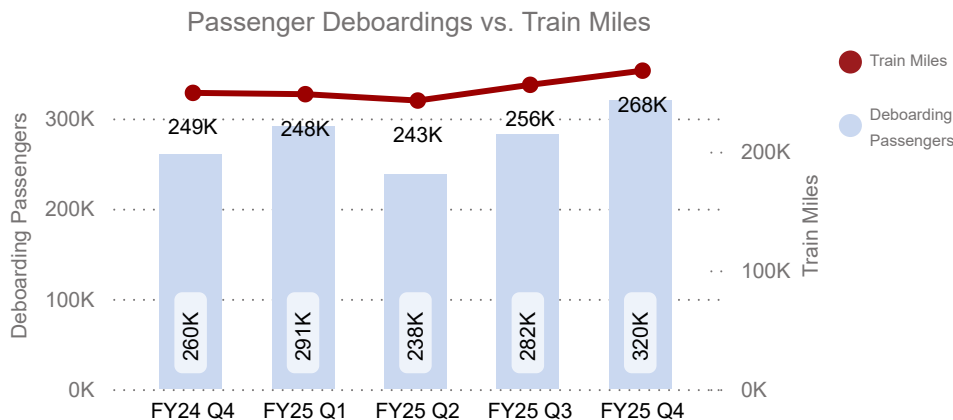
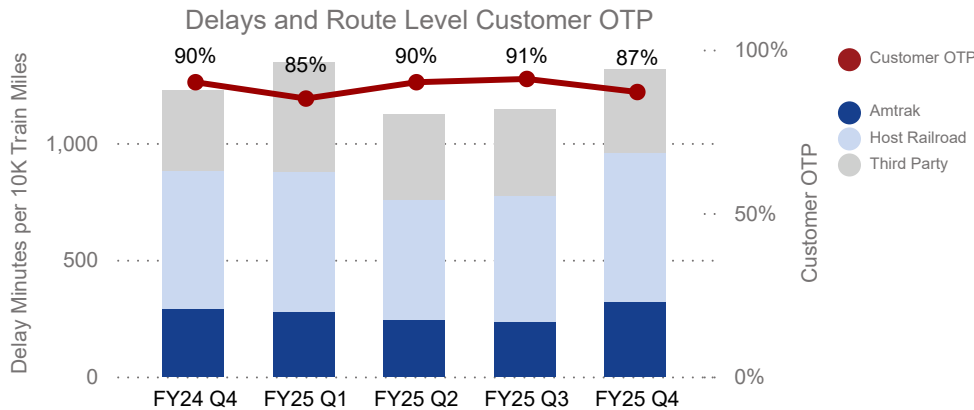
Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	8,418
TRS	Trespasser incident	3,143
MBO	Movable bridge opening	2,457

Customer Service Index (CSI)

Overall Service **86%**

Trends



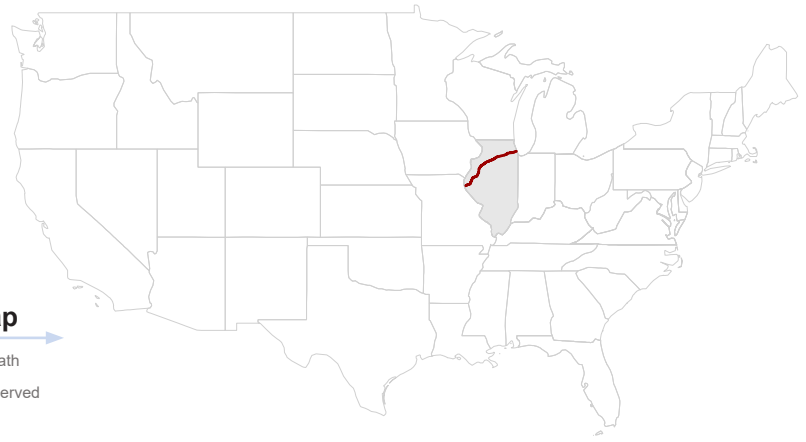
Additional Notes

Capitol Corridor operates using equipment owned by CalTrans and maintained by Herzog/Tasi. Equipment failures on this route would be attributed as a Third Party delay, not an Amtrak delay.

State Supported

Carl Sandburg / Illinois Zephyr

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

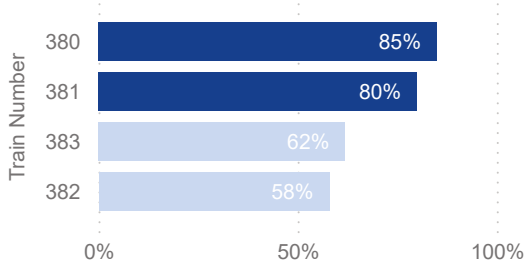


Customer On-Time Performance

Route Level Customer OTP **73%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

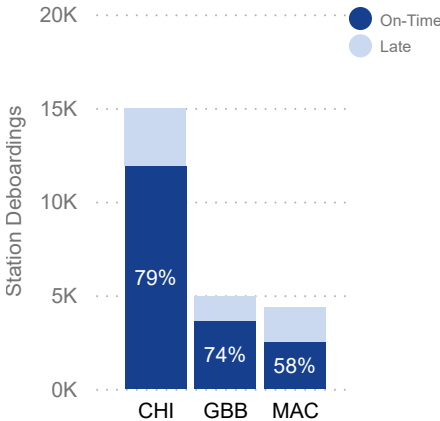


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- CHI - Chicago (Union Station), IL
- LAG - La Grange, IL
- NPV - Naperville, IL
- PLO - Plano, IL
- MDT - Mendota, IL
- PCT - Princeton, IL
- KEE - Kewanee, IL
- GBB - Galesburg, IL
- MAC - Macomb, IL
- QCY - Quincy, IL

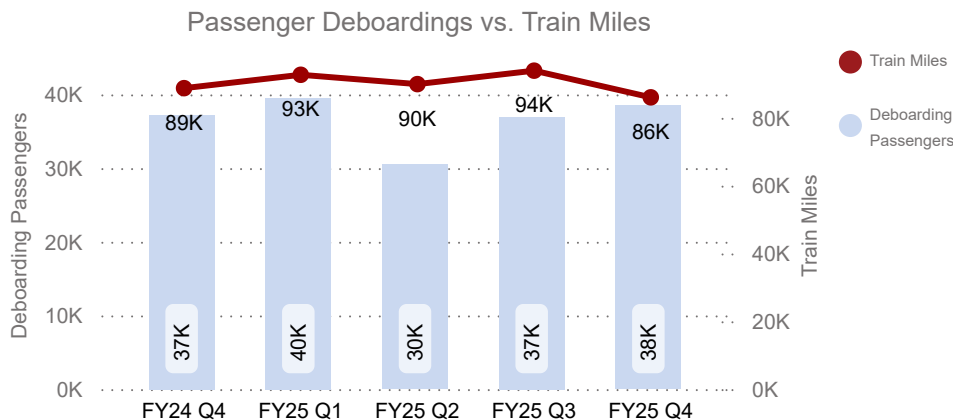
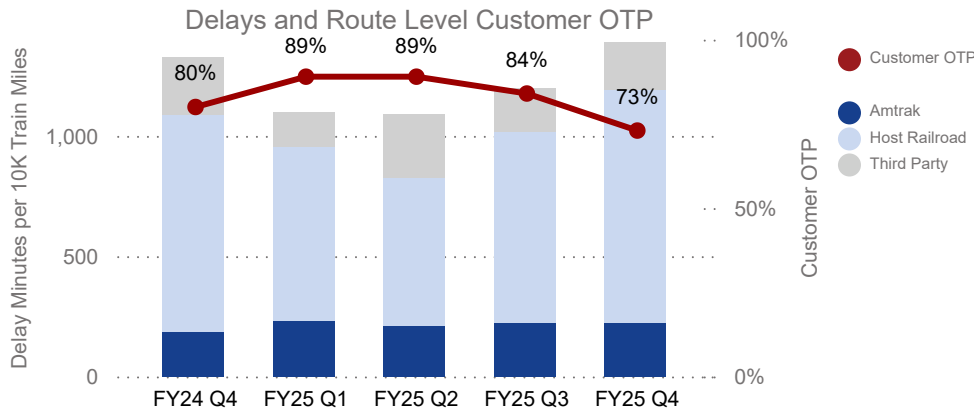
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	3,316
FTI	Freight train interference	2,592
CTI	Commuter train interference	1,062

Customer Service Index (CSI)

Overall Service **83%**

Trends

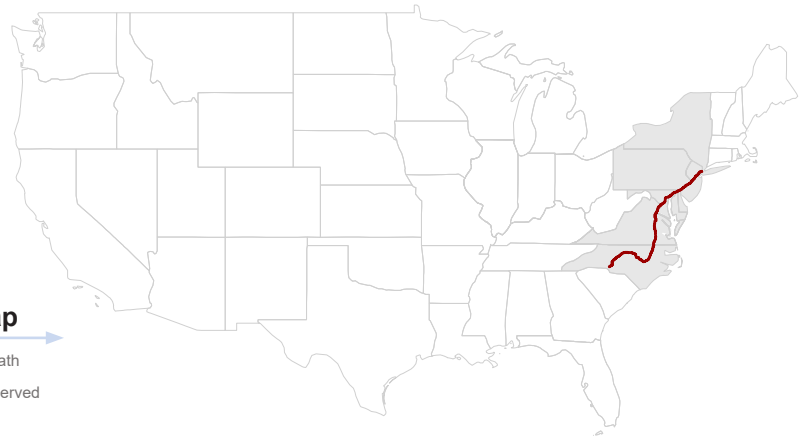


Additional Notes

State Supported

Carolinian

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

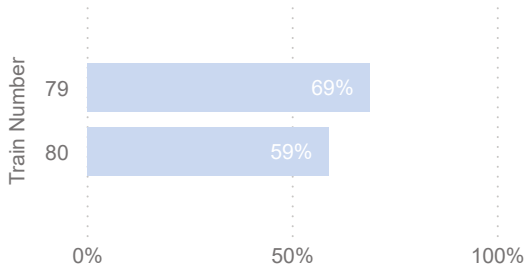


Customer On-Time Performance

Route Level Customer OTP **65%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

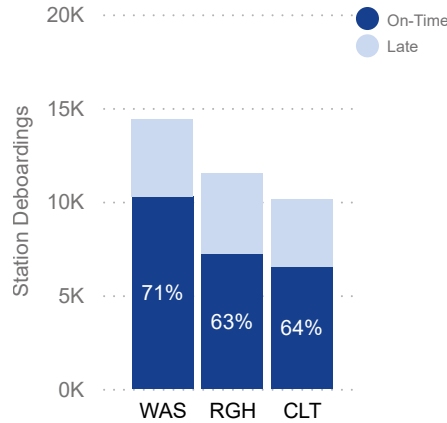


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- QAN - Quantico, VA
- FBG - Fredericksburg, VA
- RVR - Richmond (Staples Mill Rd), VA
- PTB - Petersburg, VA
- RMT - Rocky Mount, NC
- WLN - Wilson, NC
- SSM - Selma, NC
- RGH - Raleigh, NC
- NSF - North Carolina State Fair, NC (Seasonal)
- CYN - Cary, NC
- DNC - Durham, NC
- BNC - Burlington, NC
- GRO - Greensboro, NC
- HPT - High Point, NC
- SAL - Salisbury, NC
- KAN - Kannapolis, NC
- CLT - Charlotte, NC

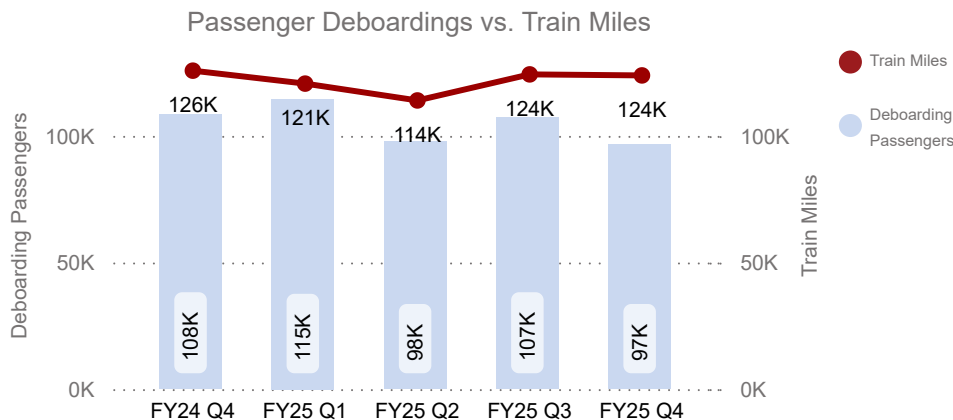
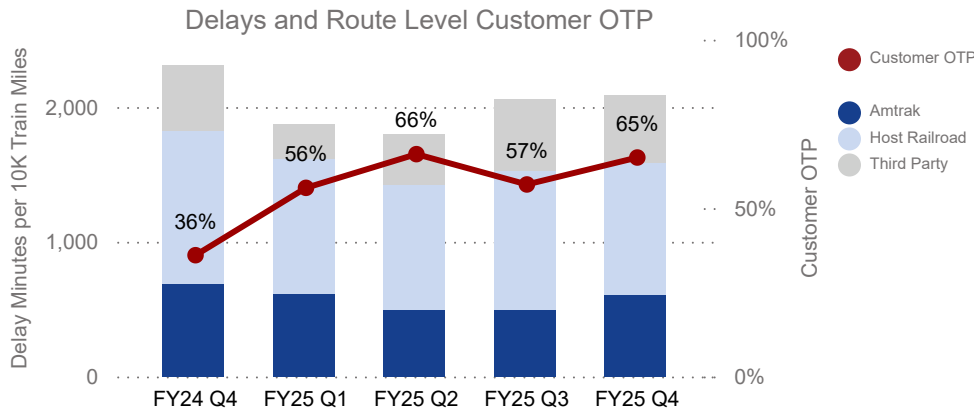
Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	3,791
NOD	Unused recovery time	2,997
FTI	Freight train interference	2,919

Customer Service Index (CSI)

Overall Service **79%**

Trends

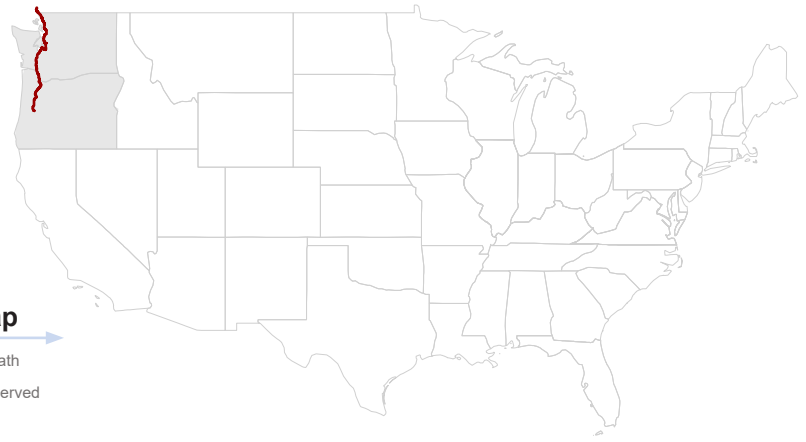


Additional Notes

State Supported

Cascades

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

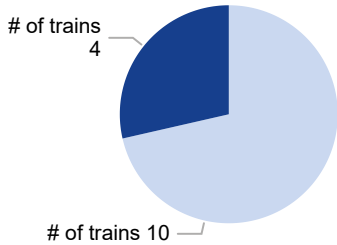


Customer On-Time Performance

Route Level Customer OTP **72%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

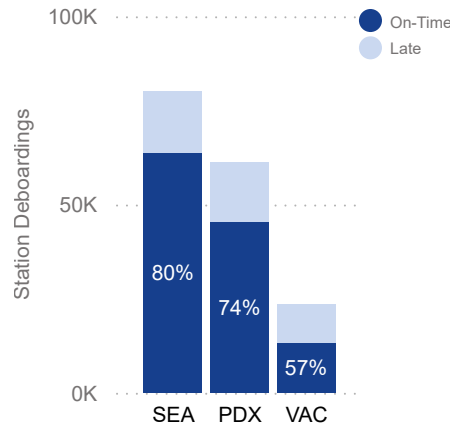


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- VAC - Vancouver, British Columbia, Canada
- BEL - Bellingham, WA
- MVW - Mount Vernon, WA
- STW - Stanwood, WA
- EVR - Everett, WA
- EDM - Edmonds, WA
- SEA - Seattle (King Street Station), WA
- TUK - Tukwila, WA
- TAC - Tacoma, WA
- OLW - Olympia-Lacey, WA
- CTL - Centralia, WA
- KEL - Kelso-Longview, WA
- VAN - Vancouver, WA
- PDX - Portland (Union Station), Oregon
- ORC - Oregon City, OR
- SLM - Salem, OR
- ALY - Albany, OR
- EUG - Eugene, OR

Delays

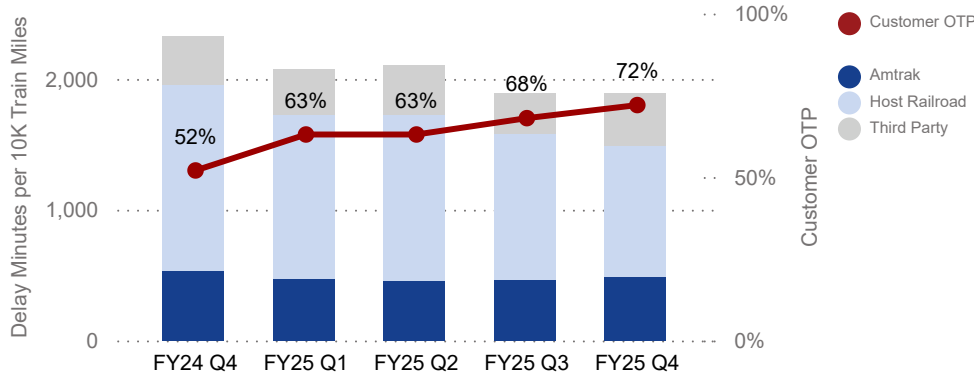
Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	9,020
PTI	Passenger train interference	8,645
DSR	Slow order delays	4,722

Customer Service Index (CSI)

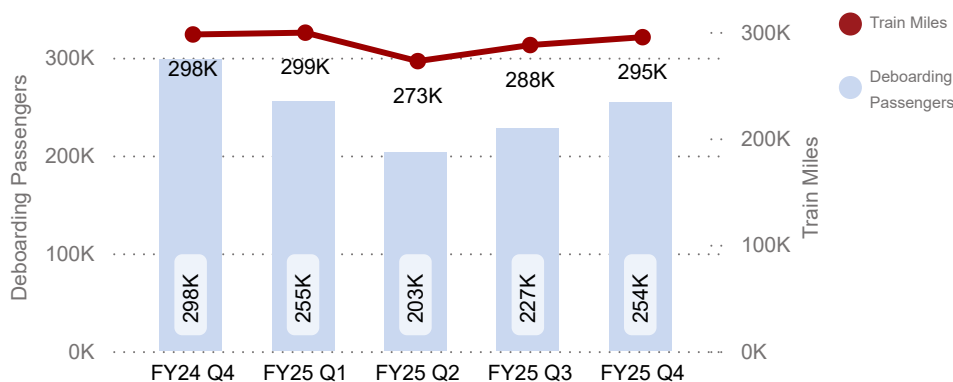
Overall Service **75%**

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles

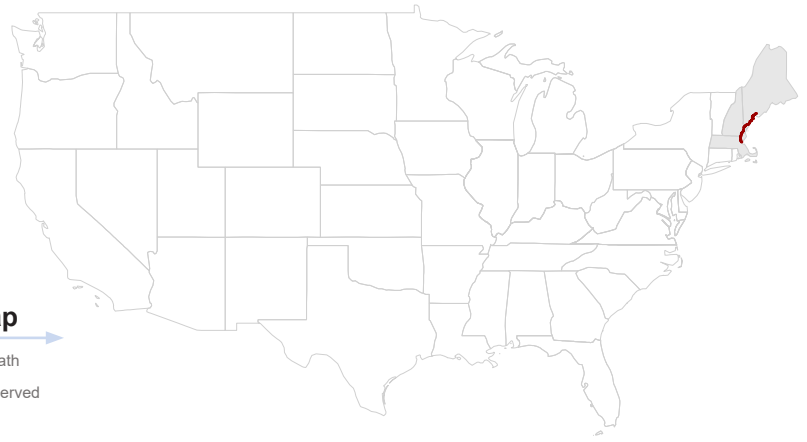


Additional Notes

State Supported

Downeaster

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

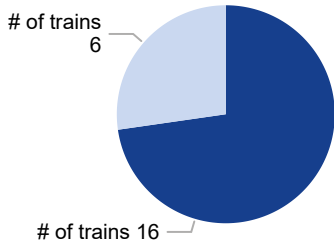


Customer On-Time Performance

Route Level Customer OTP **85%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

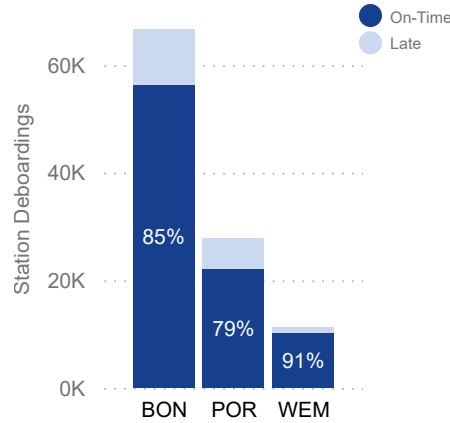


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- BRK - Brunswick, ME
- FRE - Freeport, ME
- POR - Portland, ME
- ORB - Old Orchard Beach (Seasonal)
- SAO - Saco, ME
- WEM - Wells, ME
- DOV - Dover, NH
- DHM - Durham, NH
- EXR - Exeter, NH
- HHL - Haverhill, MA
- WOB - Woburn, MA
- BON - Boston (North Station), MA

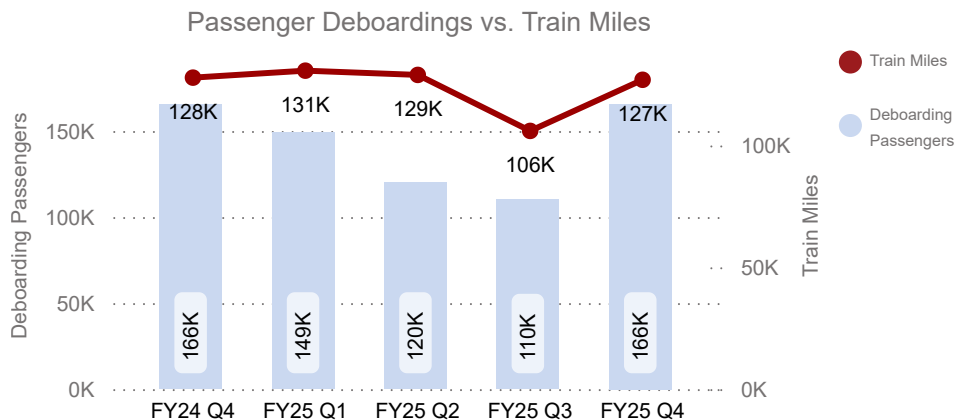
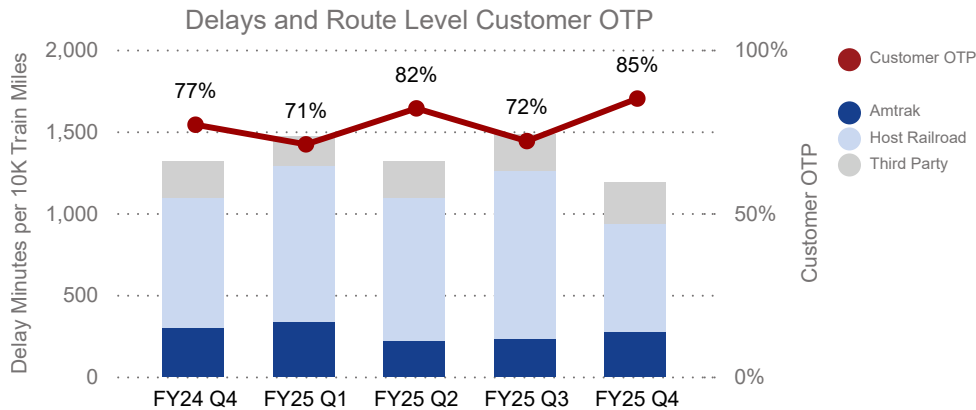
Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	3,576
HLD	Passenger-related	1,871
DCS	C&S work due to defect	1,848

Customer Service Index (CSI)

Overall Service **90%**

Trends

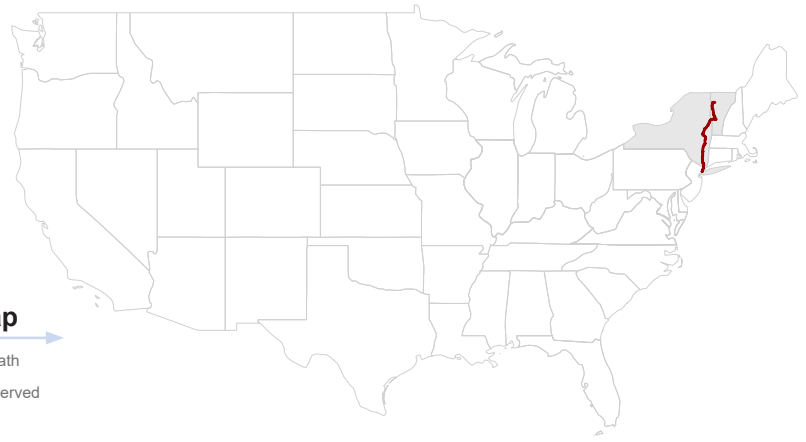


Additional Notes

State Supported

Ethan Allen Express

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

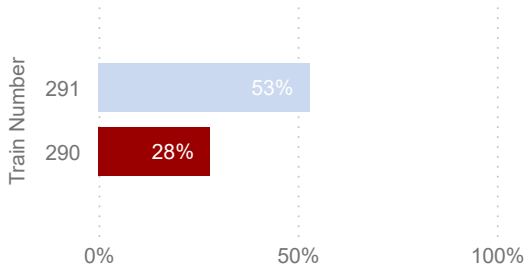


Customer On-Time Performance

Route Level Customer OTP **41%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

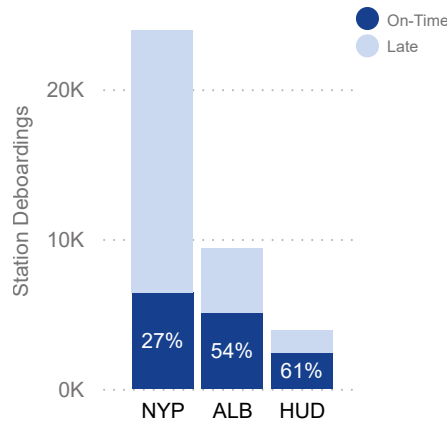


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- BTN - Burlington (Union Station), VT
- VRN - Ferrisburgh-Vergennes, VT
- MBY - Middlebury, VT
- RUD - Rutland, VT
- CNV - Castleton, VT
- FED - Fort Edward-Glens Falls, NY
- SAR - Saratoga Springs, NY
- SDY - Schenectady, NY
- ALB - Albany-Rensselaer, NY
- HUD - Hudson, NY
- RHI - Rhinecliff, NY
- POU - Poughkeepsie, NY
- CRT - Croton-Harmon, NY
- YNY - Yonkers, NY
- NYP - NY Moynihan Train Hall at Penn Station, NY

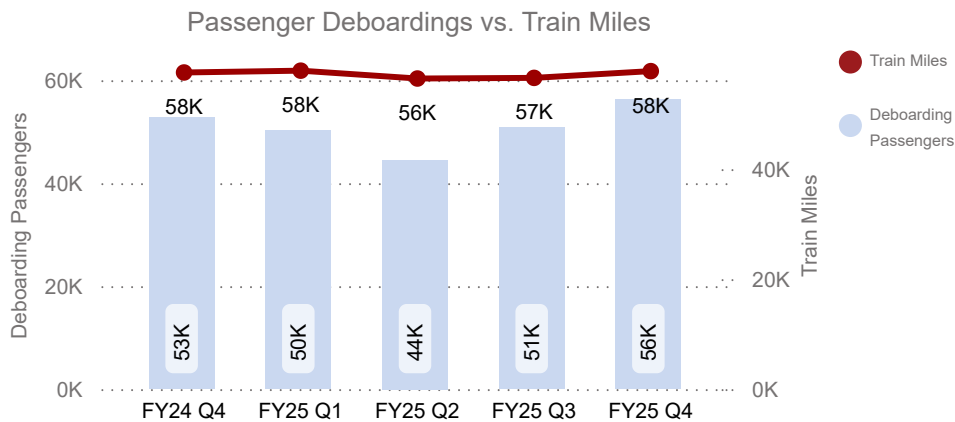
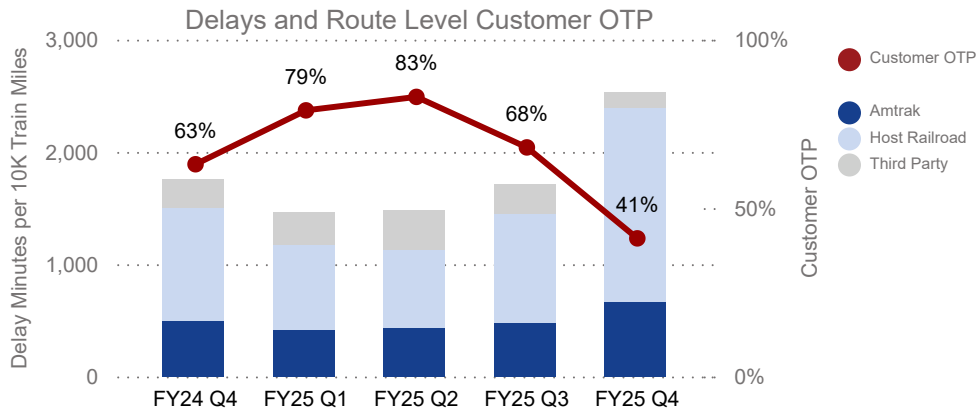
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	5,386
CTI	Commuter train interference	1,677
PTI	Passenger train interference	1,374

Customer Service Index (CSI)

Overall Service **82%**

Trends

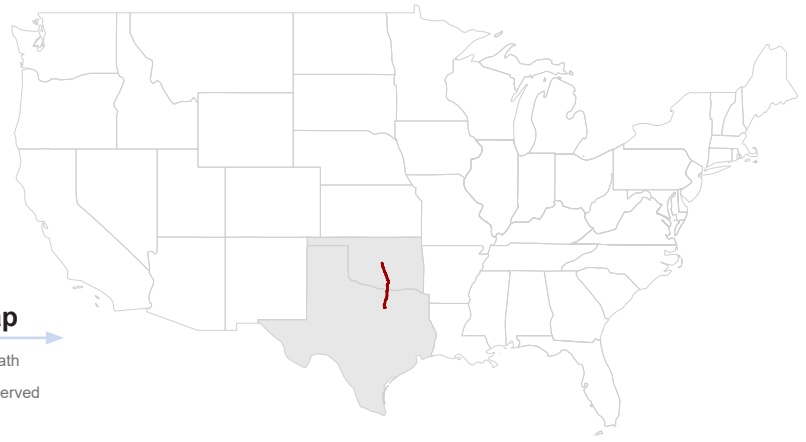


Additional Notes

State Supported

Heartland Flyer

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

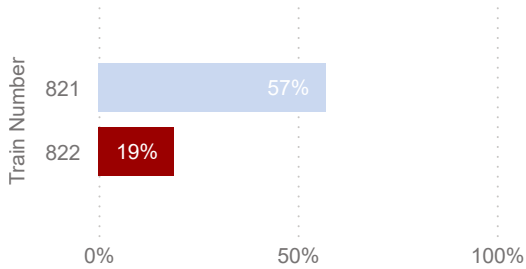


Customer On-Time Performance

Route Level Customer OTP **39%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

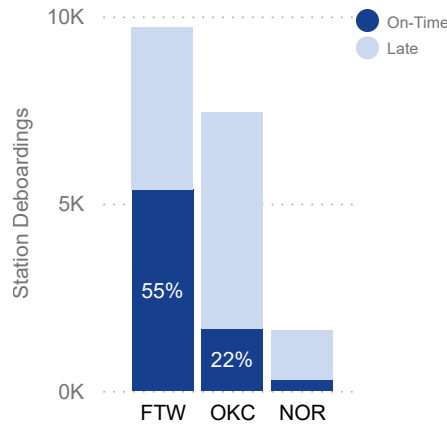


Route Map

— Route Path
 ■ States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- OKC - OK City, OK
- NOR - Norman, OK
- PUR - Purcell, OK
- PVL - Pauls Valley, OK
- ADM - Ardmore, OK
- GLE - Gainesville, TX
- FTW - Fort Worth, TX

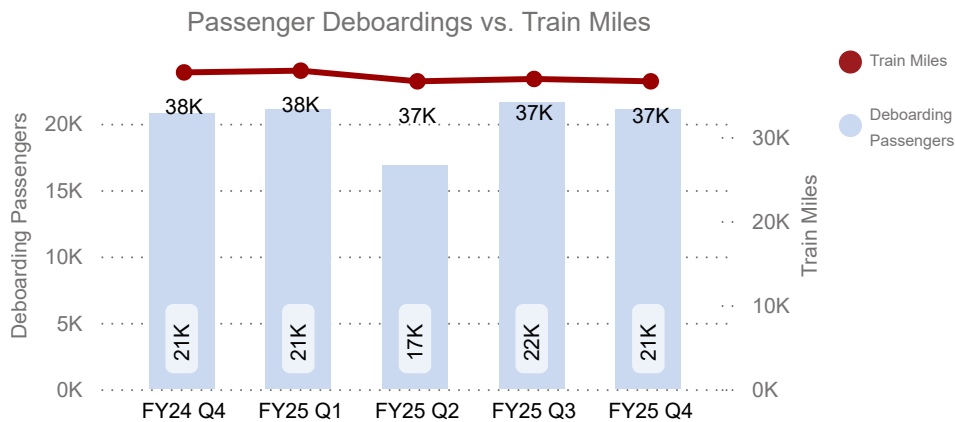
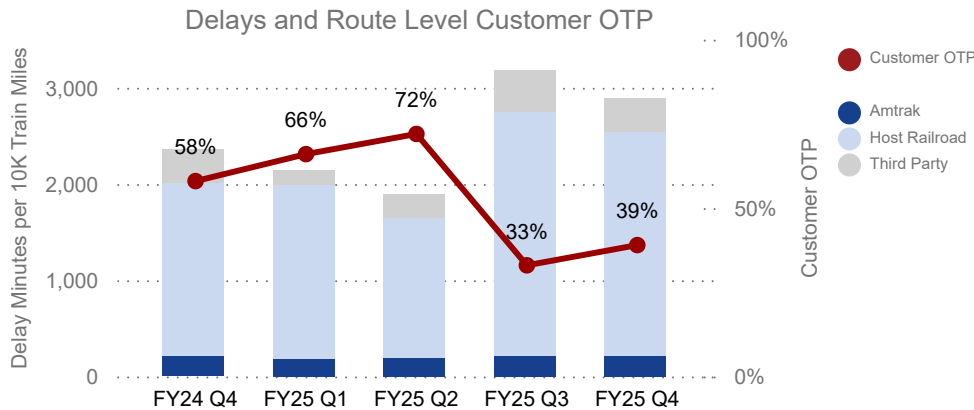
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	4,318
FTI	Freight train interference	3,579
WTR	Weather-related	981

Customer Service Index (CSI)

Overall Service **87%**

Trends

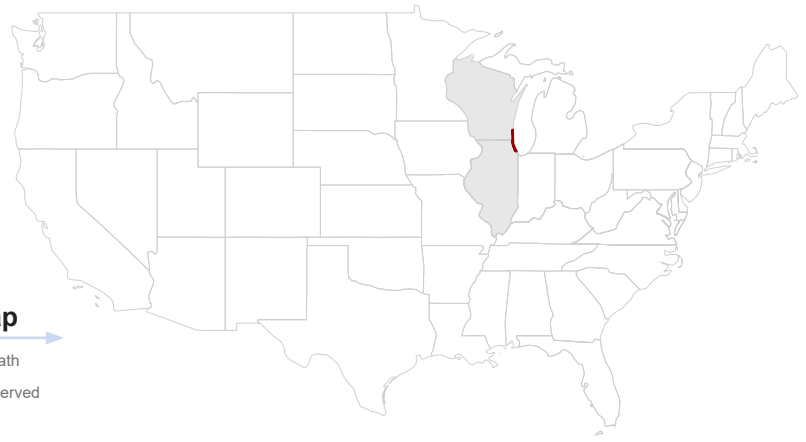


Additional Notes

State Supported

Hiawatha

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

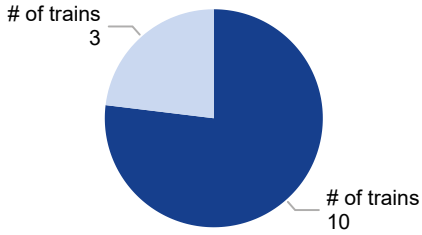


Customer On-Time Performance

Route Level Customer OTP **85%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

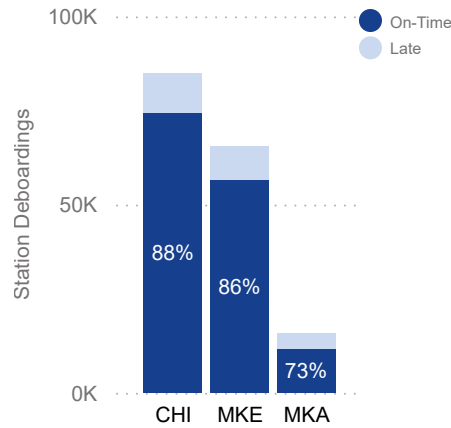


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- MKE - Milwaukee (Downtown), WI
- MKA - Milwaukee Airport, WI
- SVT - Sturtevant, WI
- GLN - Glenview, IL
- CHI - Chicago (Union Station), IL

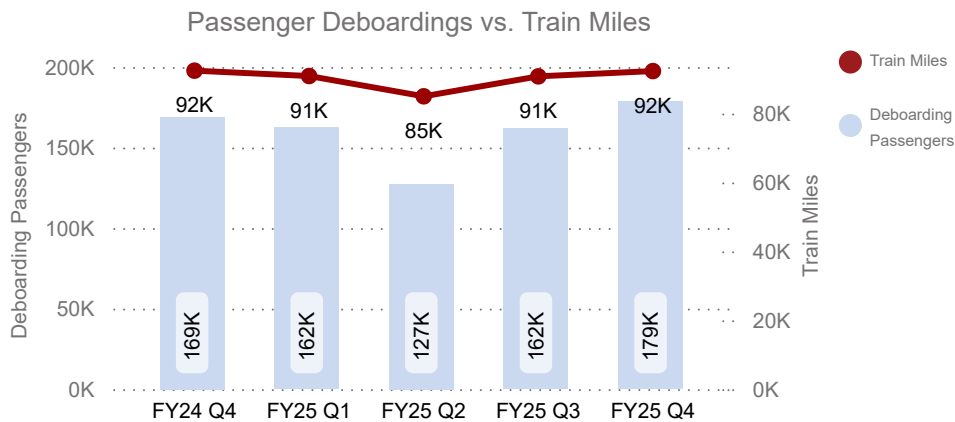
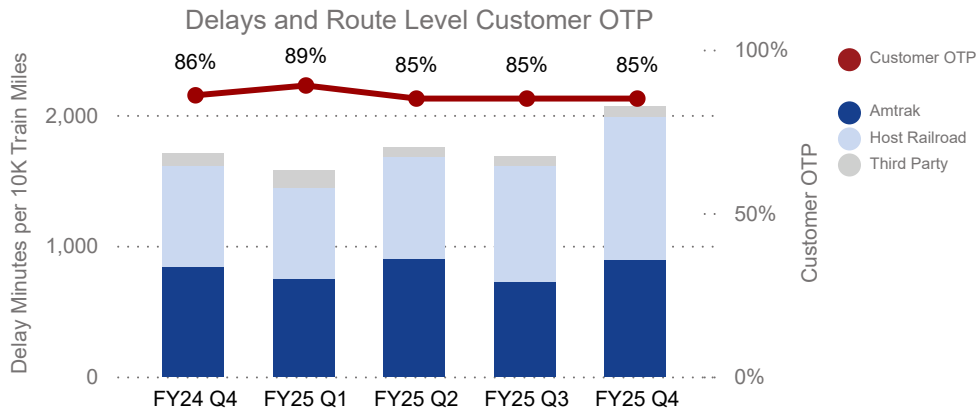
Delays

Top 3 Causes of Delay		Delay Min
CTI	Commuter train interference	4,729
OTH	Miscellaneous delays	2,480
ITI	Initial terminal delay	2,173

Customer Service Index (CSI)

Overall Service **80%**

Trends

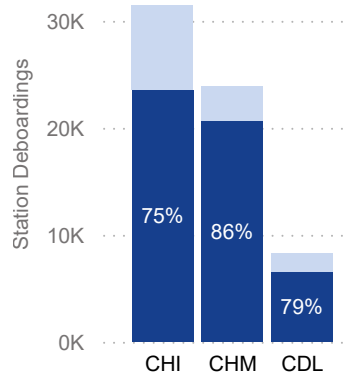


Additional Notes

79%

Del...	Code Description	Delay ...
DSR	Slow order delays	4,125
PTI	Passenger train interference	2,009
FTI	Freight train interference	1,892

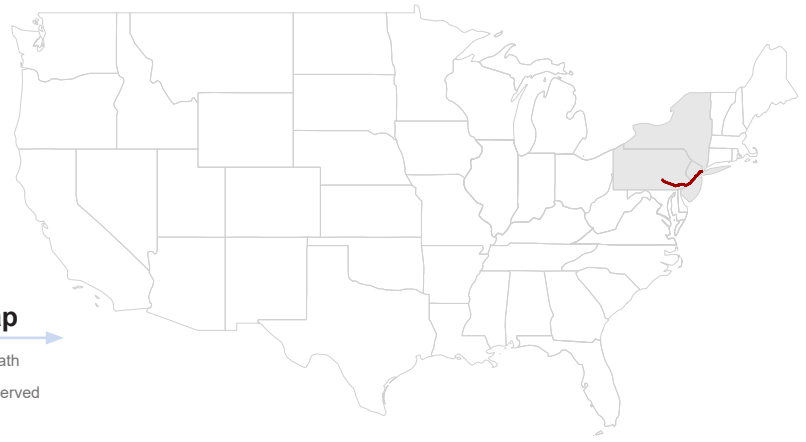
79%



State Supported

Keystone

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

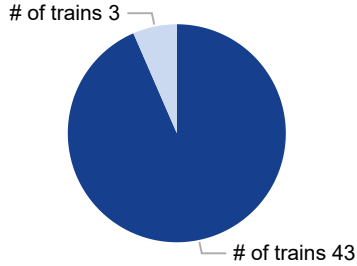


Customer On-Time Performance

Route Level Customer OTP **91%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

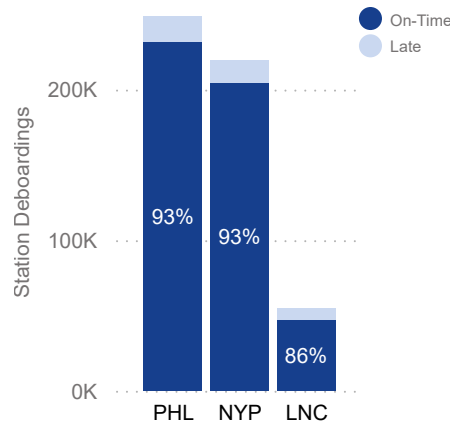


Route Map

— Route Path
■ States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- EWR - Newark Liberty International Airport, NJ
- MET - Metropark, NJ
- NBK - New Brunswick, NJ
- PJC - Princeton Junction
- TRE - Trenton, NJ
- CWH - Cornwells Heights, PA
- PHN - North Philadelphia, PA
- PHL - Philadelphia (30th St Station), PA
- ARD - Ardmore, PA
- PAO - Paoli, PA
- EXT - Exton, PA
- DOW - Downingtown, PA
- COT - Coatesville, PA
- PAR - Parkesburg, PA
- LNC - Lancaster, PA
- MJY - Mount Joy, PA
- ELT - Elizabethtown, PA
- MID - Middletown, PA
- HAR - Harrisburg, PA

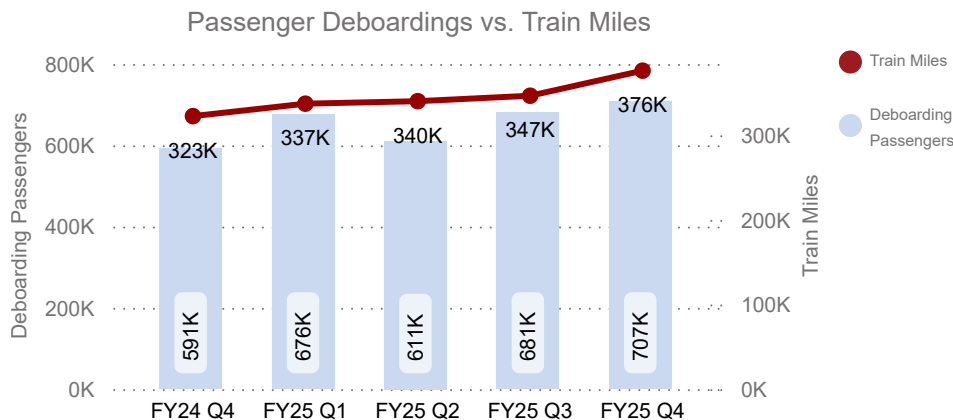
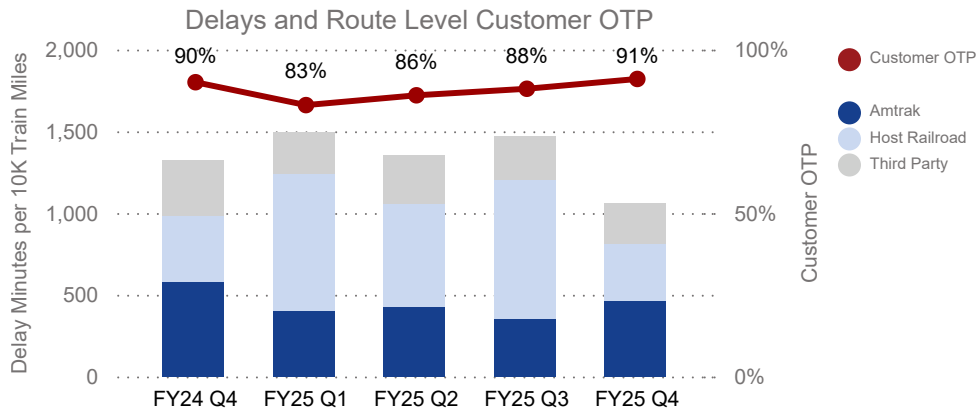
Delays

Top 3 Causes of Delay		Delay Min
OTH	Miscellaneous delays	7,525
CTI	Commuter train interference	5,713
NOD	Unused recovery time	5,690

Customer Service Index (CSI)

Overall Service **90%**

Trends

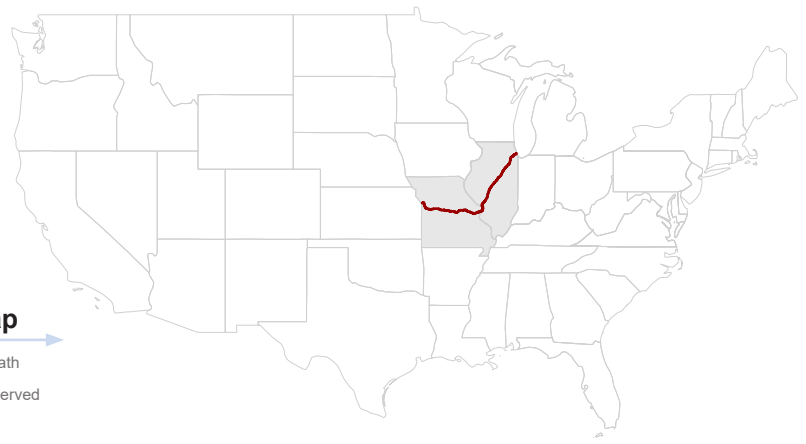


Additional Notes

State Supported

Lincoln Missouri

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

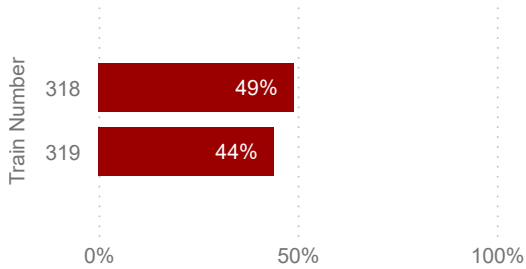


Customer On-Time Performance

Route Level Customer OTP **47%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

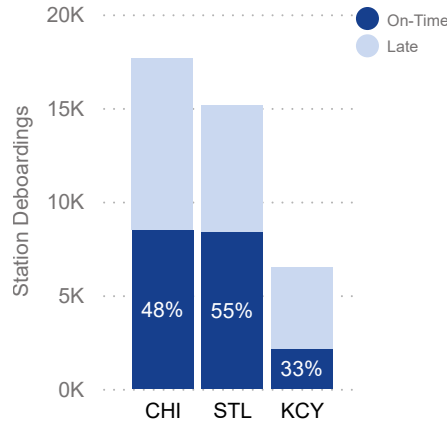


Route Map

— Route Path
 ■ States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- CHI - Chicago (Union Station), IL
- SMT - Summit, IL
- JOL - Joliet, IL
- DWT - Dwight, IL
- PON - Pontiac, IL
- BNL - Bloomington-Normal, IL
- LCN - Lincoln, IL
- SPI - Springfield, IL
- CRV - Carlinville, IL
- ALN - Alton, IL
- STL - St. Louis, MO
- KWD - Kirkwood, MO
- WAH - Washington, MO
- HEM - Hermann, MO
- JEF - Jefferson City, MO
- SED - Sedalia, MO
- WAR - Warrensburg, MO
- LEE - Lee's Summit, MO
- IDP - Independence, MO
- KCY - KS City (Union Station), MO

Delays

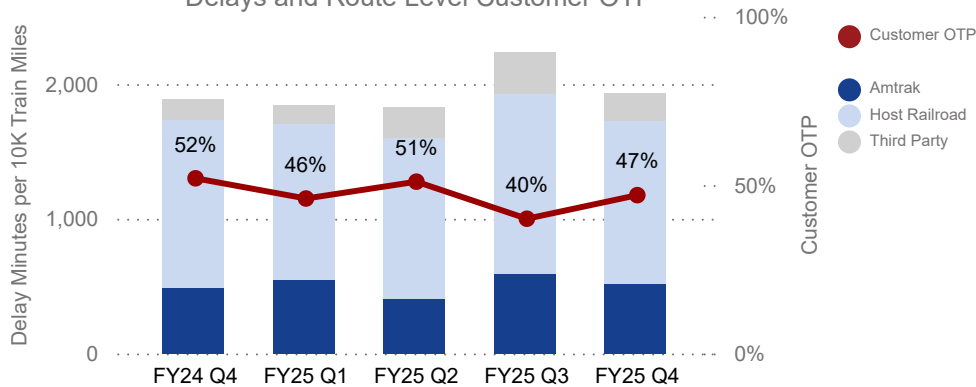
Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	4,327
PTI	Passenger train interference	2,909
DSR	Slow order delays	2,754

Customer Service Index (CSI)

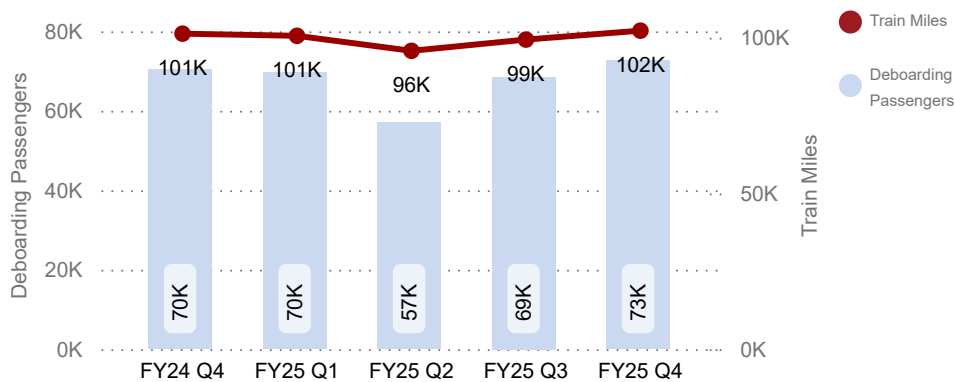
Overall Service **See note below**

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



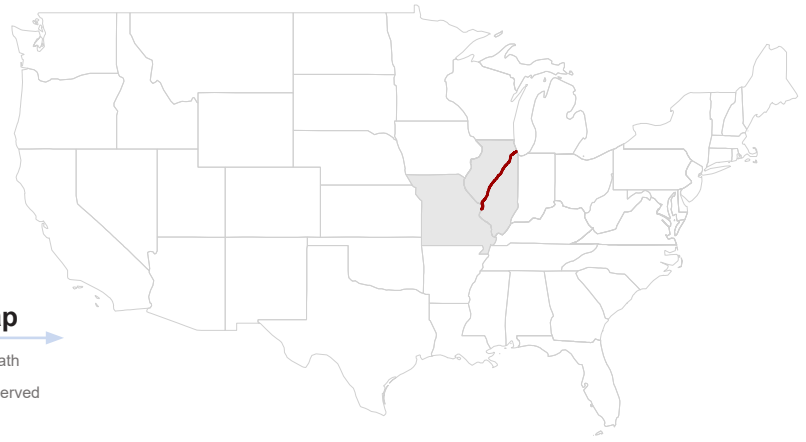
Additional Notes

Amtrak reports CSI separately for the Illinois (Lincoln) and Missouri (Missouri) portions of the route.

State Supported

Lincoln Service

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

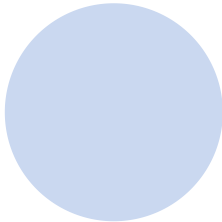


Customer On-Time Performance

Route Level Customer OTP **66%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater



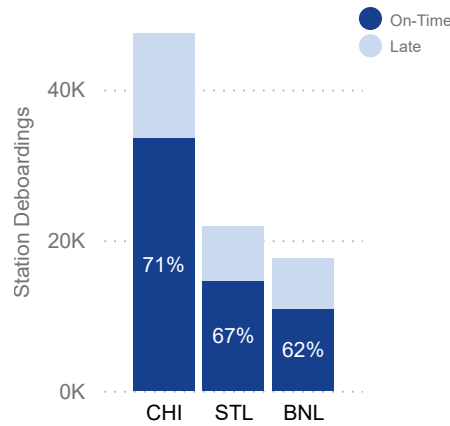
of trains 6

Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- CHI - Chicago (Union Station), IL
- SMT - Summit, IL
- JOL - Joliet, IL
- DWT - Dwight, IL
- PON - Pontiac, IL
- BNL - Bloomington-Normal, IL
- LCN - Lincoln, IL
- SPI - Springfield, IL
- CRV - Carlinville, IL
- ALN - Alton, IL
- STL - St. Louis, MO

Delays

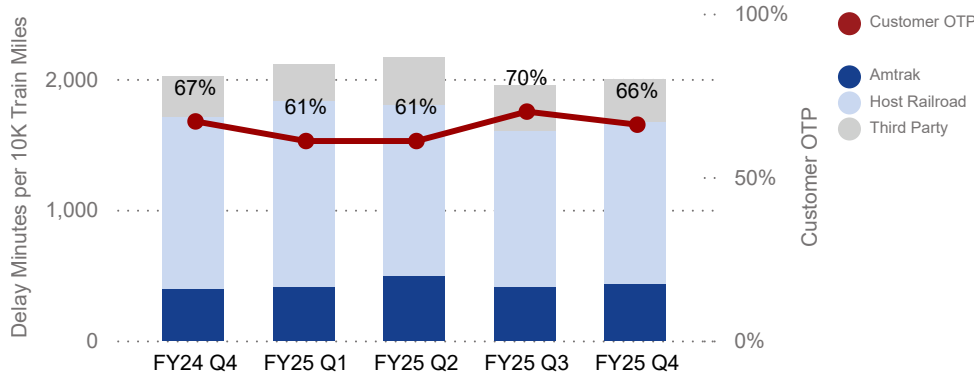
Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	6,602
DSR	Slow order delays	3,733
PTI	Passenger train interference	3,701

Customer Service Index (CSI)

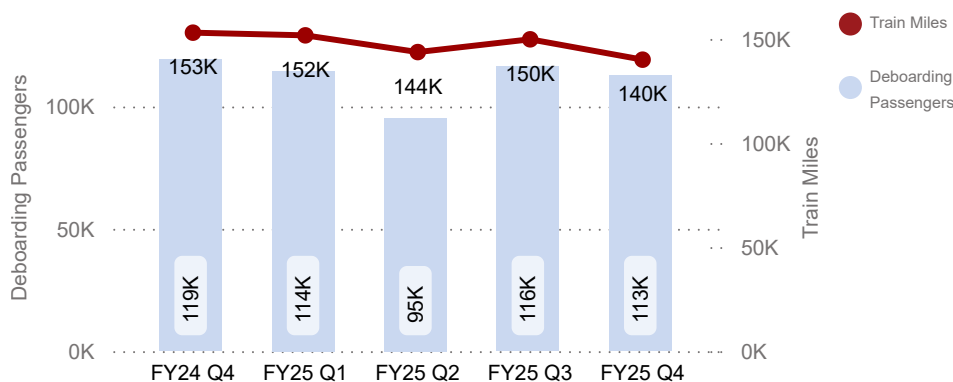
Overall Service **78%**

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



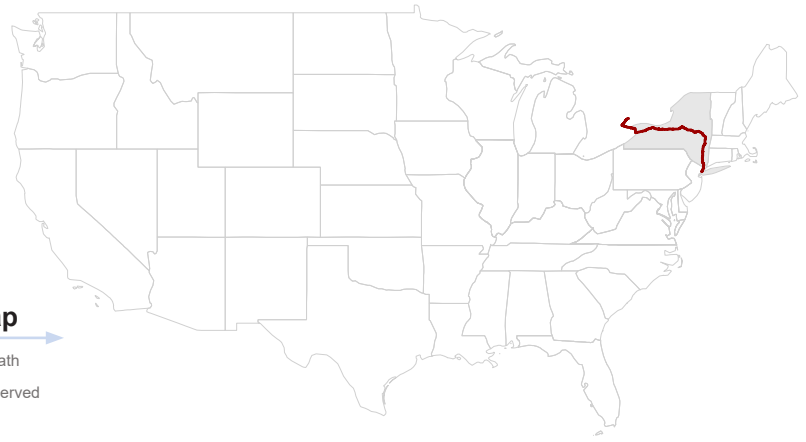
Additional Notes

CSI data includes the Illinois portion of the Lincoln Missouri.

State Supported

Maple Leaf

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

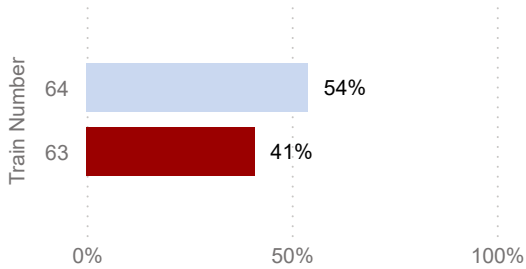


Customer On-Time Performance

Route Level Customer OTP **44%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

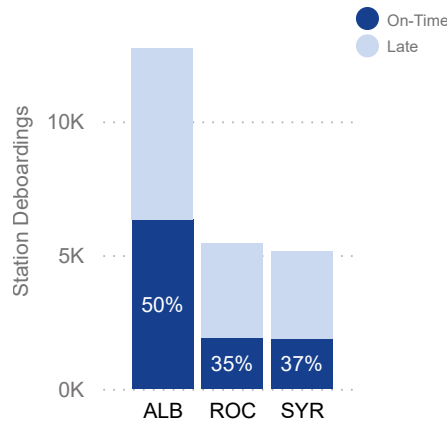


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- YNY - Yonkers, NY
- CRT - Croton-Harmon, NY
- POU - Poughkeepsie, NY
- RHI - Rhinecliff, NY
- HUD - Hudson, NY
- ALB - Albany-Rensselaer, NY
- SDY - Schenectady, NY
- AMS - Amsterdam, NY
- UCA - Utica, NY
- ROM - Rome, NY
- SYR - Syracuse, NY
- NYF - New York State Fair, NY (Seasonal)
- ROC - Rochester, NY
- BUF - Buffalo-Depew, NY
- BFX - Buffalo, NY
- NFL - Niagara Falls, NY
- CBN - Canadian Border NY
- NFS - Niagara Falls, Ontario, Canada
- SCA - St. Catharines, Ontario, Canada
- GMS - Grimsby, Ontario, Canada
- AST - Aldershot, Ontario, Canada
- OKL - Oakville, Ontario, Canada
- TWO - Toronto Union, Ontario, Canada

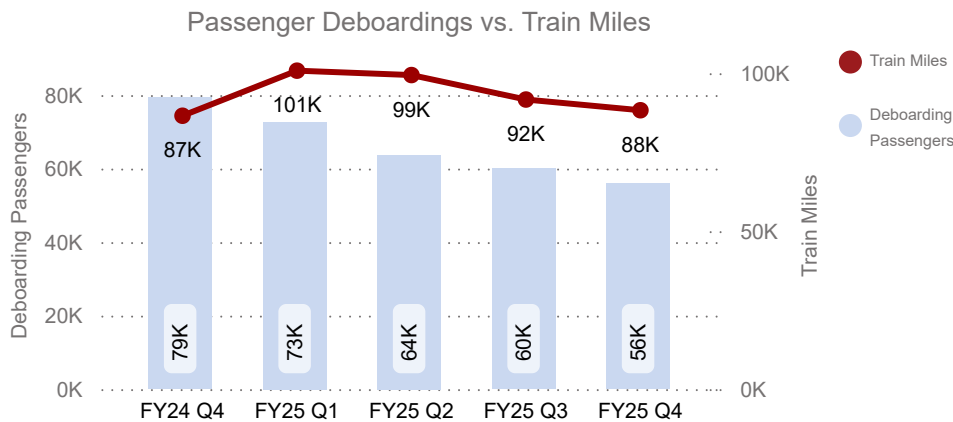
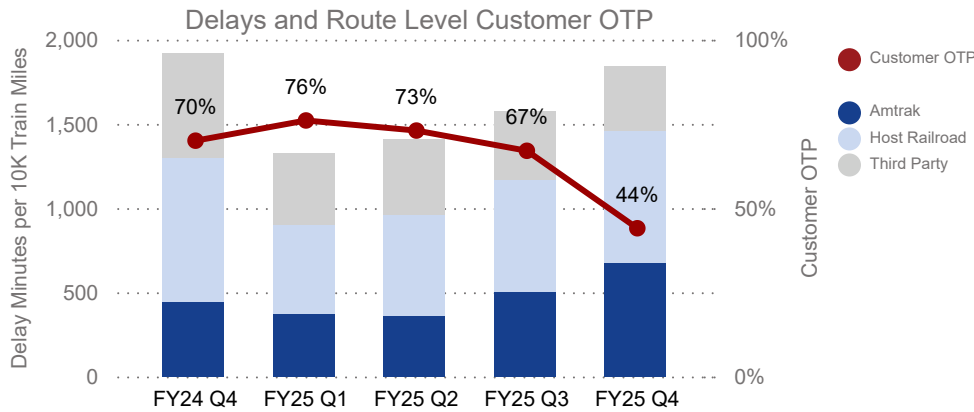
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	2,977
NOD	Unused recovery time	1,828
HLD	Passenger-related	1,514

Customer Service Index (CSI)

Overall Service **79%**

Trends



Additional Notes

Station Performance data does not include stops west of Niagara Falls.

State Supported

Mardi Gras Service

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

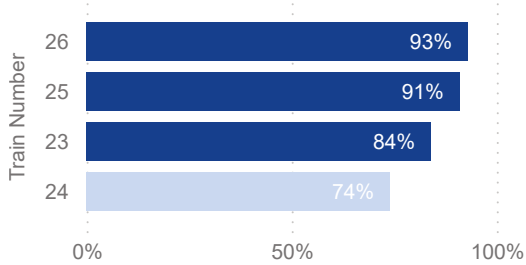


Customer On-Time Performance

Route Level Customer OTP **86%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

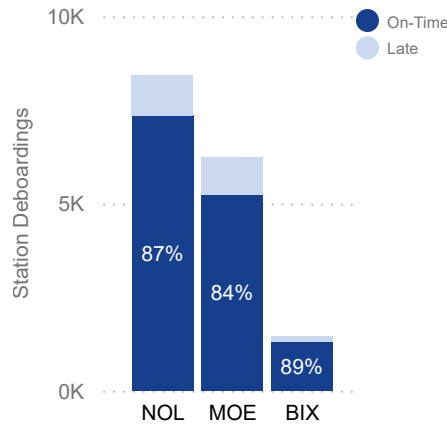


Route Map

Route Path
States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- MOE - Mobile, AL
- PAG - Pascagoula, MS
- BIX - Biloxi, MS
- GUF - Gulfport, MS
- BAS - Bay Saint Louis, MS
- NOL - New Orleans, LA

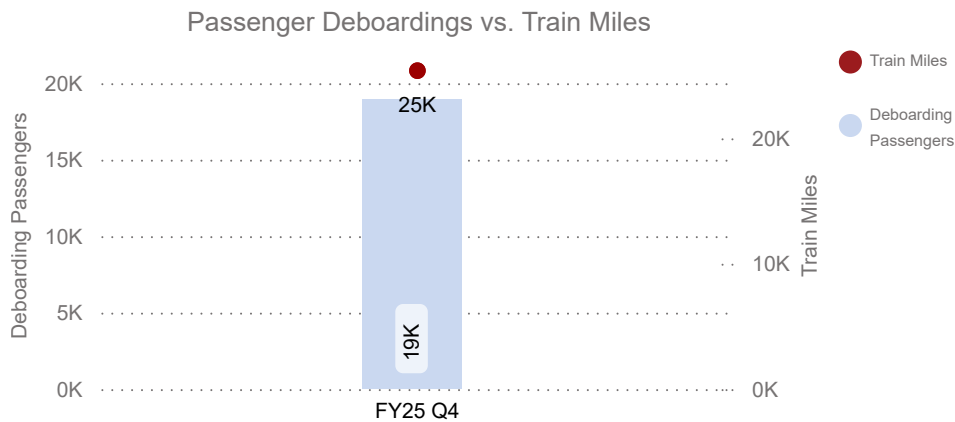
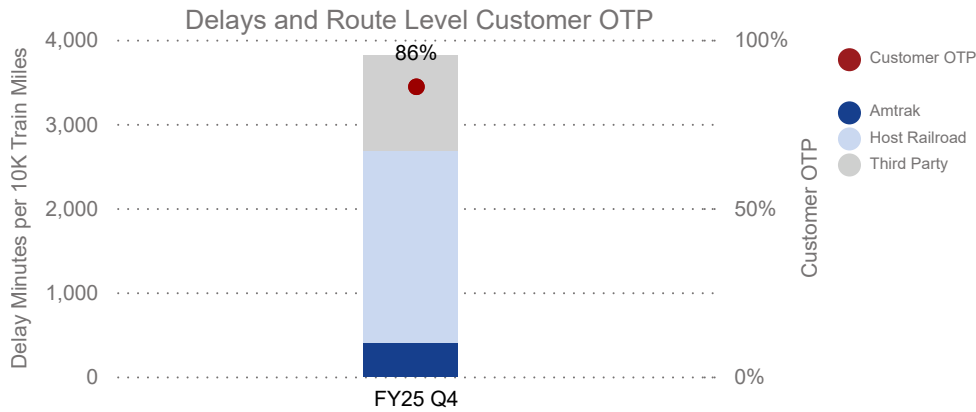
Delays

Top 3 Causes of Delay	Delay Min
NOD Unused recovery time	2,600
FTI Freight train interference	1,720
PTI Passenger train interference	1,438

Customer Service Index (CSI)

Overall Service [See note below](#)

Trends



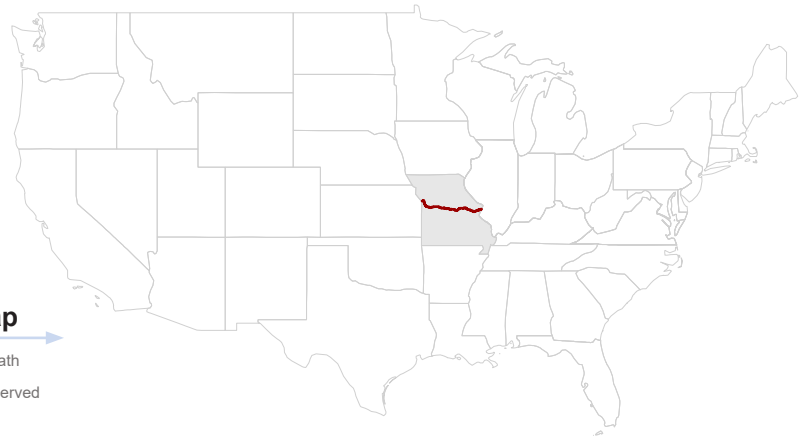
Additional Notes

Mardi Gras Service launched in August 2025. CSI data for this service was not included in the FY 2025 Q4 metrics data.

State Supported

Missouri

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

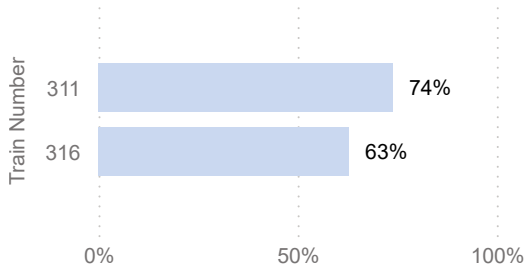


Customer On-Time Performance

Route Level Customer OTP **70%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

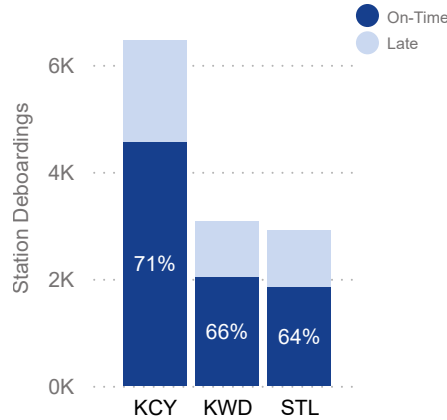


Route Map

— Route Path
 ■ States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- STL - St. Louis, MO
- KWD - Kirkwood, MO
- WAH - Washington, MO
- HEM - Hermann, MO
- JEF - Jefferson City, MO
- SED - Sedalia, MO
- WAR - Warrensburg, MO
- LEE - Lee's Summit, MO
- IDP - Independence, MO
- KCY - Kansas City (Union Station), MO

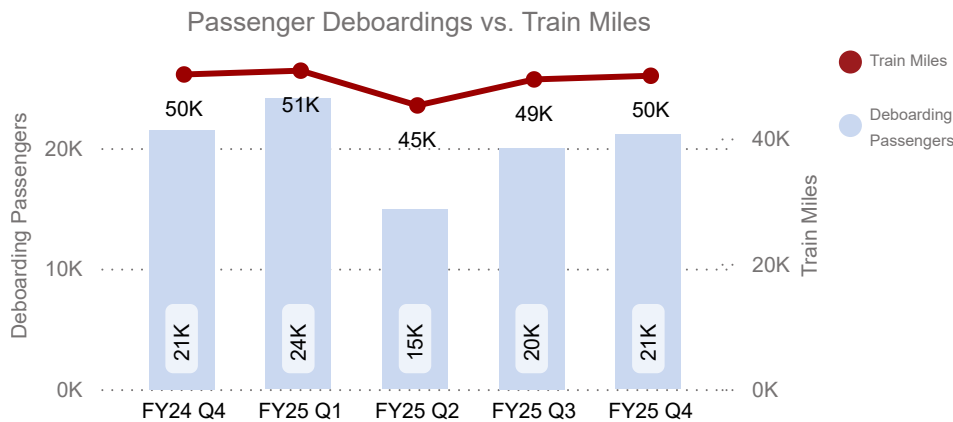
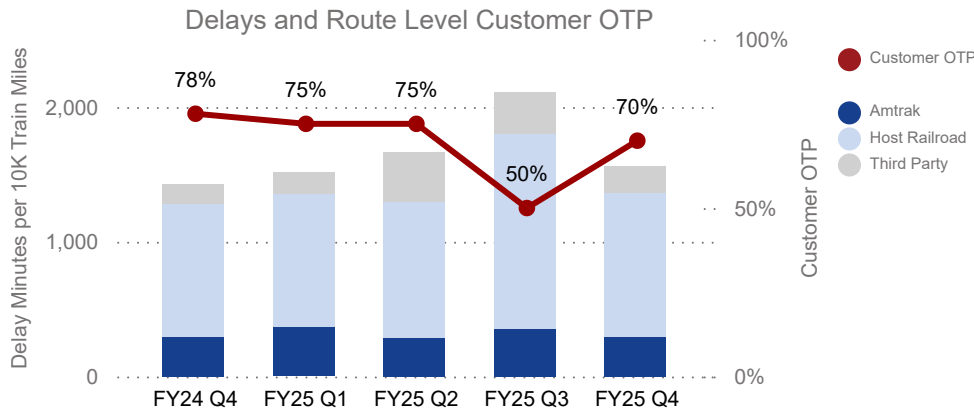
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	2,372
DSR	Slow order delays	1,341
PTI	Passenger train interference	902

Customer Service Index (CSI)

Overall Service **86%**

Trends



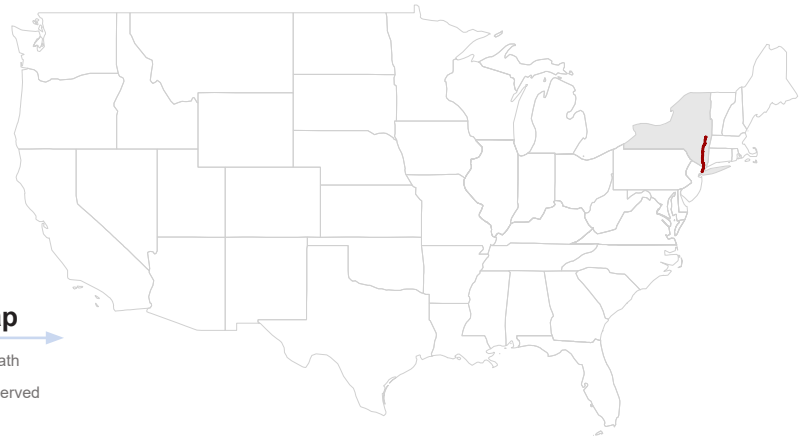
Additional Notes

CSI data includes the Missouri portion of the Lincoln Missouri.

State Supported

New York - Albany

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

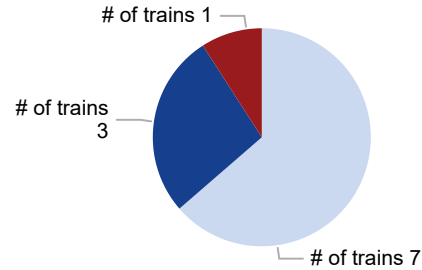


Customer On-Time Performance

Route Level Customer OTP **73%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

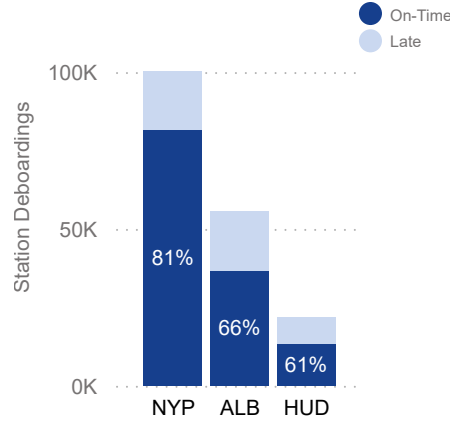


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- YNY - Yonkers, NY
- CRT - Croton-Harmon, NY
- POU - Poughkeepsie, NY
- RHI - Rhinecliff, NY
- HUD - Hudson, NY
- ALB - Albany-Rensselaer, NY

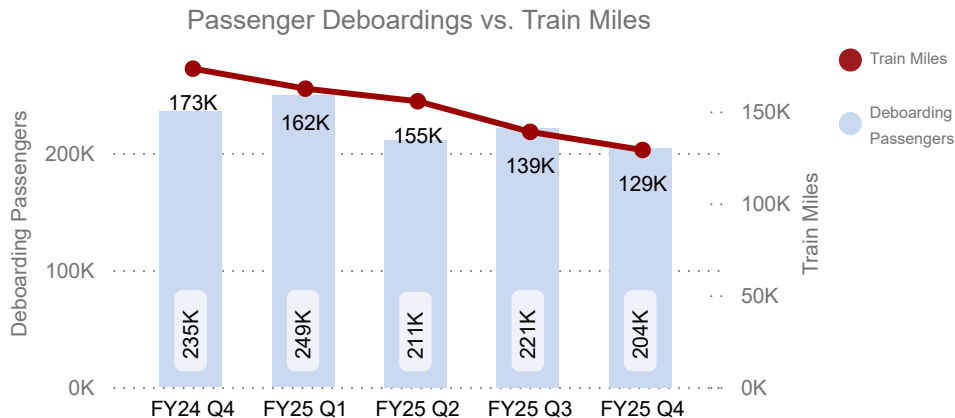
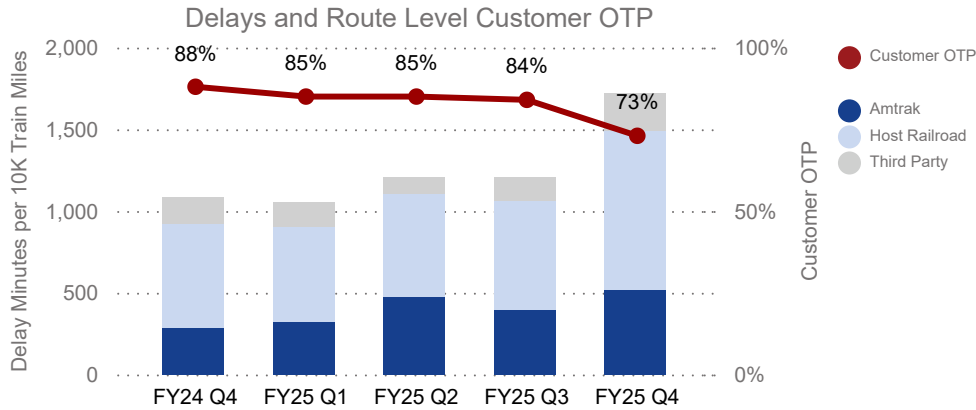
Delays

Top 3 Causes of Delay		Delay Min
CTI	Commuter train interference	5,594
DSR	Slow order delays	3,176
NOD	Unused recovery time	1,665

Customer Service Index (CSI)

Overall Service **74%**

Trends



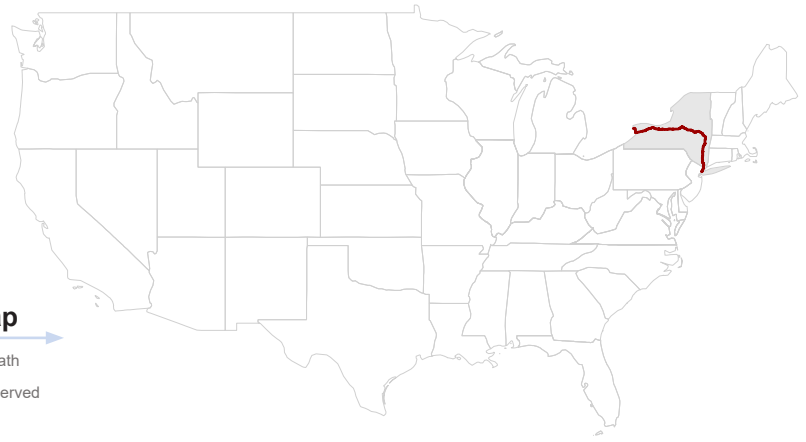
Additional Notes

The New York - Albany and New York - Niagara Falls routes are combined in the CSI dataset as Empire.

State Supported

New York - Niagara Falls

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

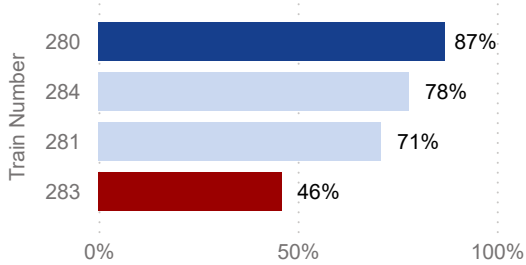


Customer On-Time Performance

Route Level Customer OTP **71%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

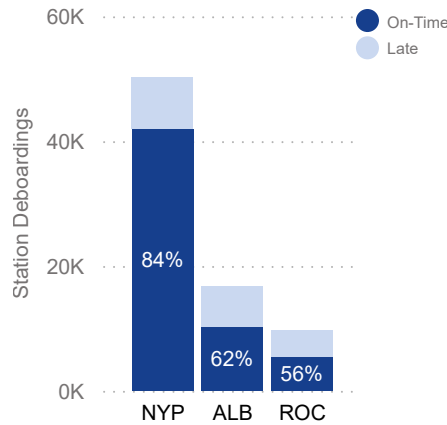


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- YNY - Yonkers, NY
- CRT - Croton-Harmon, NY
- POU - Poughkeepsie, NY
- RHI - Rhinecliff, NY
- HUD - Hudson, NY
- ALB - Albany-Rensselaer, NY
- SDY - Schenectady, NY
- AMS - Amsterdam, NY
- UCA - Utica, NY
- ROM - Rome, NY
- SYR - Syracuse, NY
- NYF - New York State Fair, NY (Seasonal)
- ROC - Rochester, NY
- BUF - Buffalo-Depew, NY
- BFX - Buffalo, NY
- NFL - Niagara Falls, NY

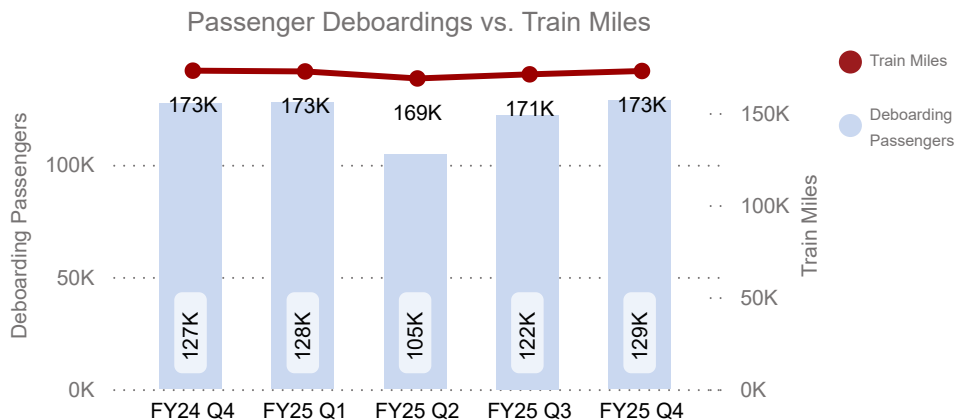
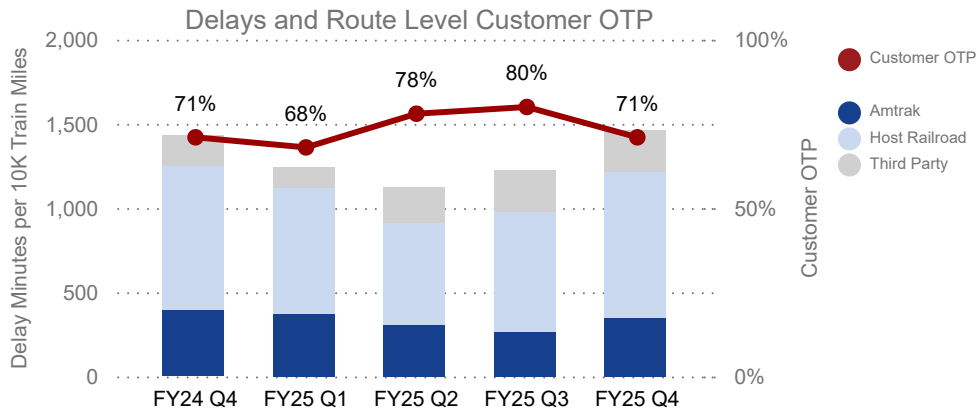
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	4,572
DSR	Slow order delays	2,727
NOD	Unused recovery time	2,601

Customer Service Index (CSI)

Overall Service **74%**

Trends



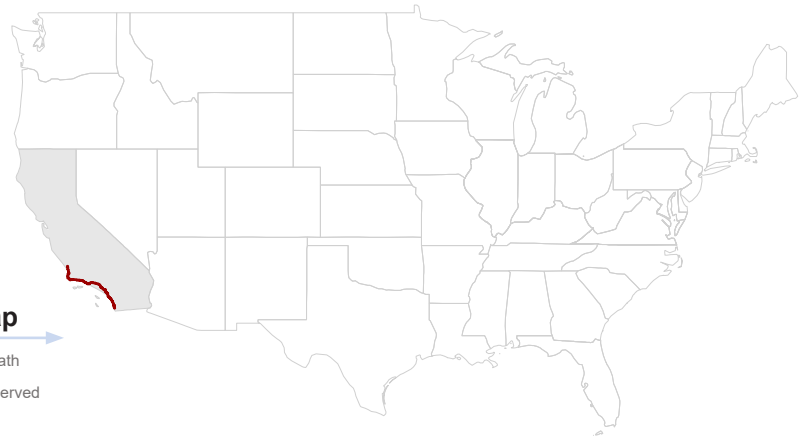
Additional Notes

The New York - Albany and New York - Niagara Falls routes are combined in the CSI dataset as Empire.

State Supported

Pacific Surfliner

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

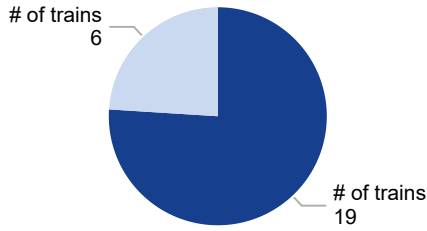


Customer On-Time Performance

Route Level Customer OTP **85%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

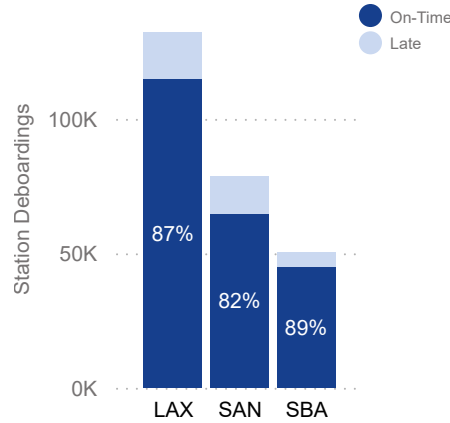


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- SLO - San Luis Obispo, CA
- GVB - Grover Beach, CA
- GUA - Guadalupe-Santa Maria, CA
- LPS - Lompoc-Surf, CA
- GTA - Goleta, CA
- SBA - Santa Barbara, CA
- CPN - Carpinteria, CA
- VEC - Ventura, CA
- OXN - Oxnard, CA
- CML - Camarillo, CA
- MPK - Moorpark, CA
- SIM - Simi Valley, CA
- CWT - Chatsworth, CA
- NRG - Northridge Station
- VNC - Van Nuys, CA
- BUR - Burbank (Airport), CA
- BBK - Burbank, CA
- GDL - Glendale, CA
- LAX - Los Angeles (Union Station), CA
- FUL - Fullerton, CA
- ANA - Anaheim, CA
- SNA - Santa Ana, CA
- IRV - Irvine, CA
- SNC - San Juan Capistrano, CA
- SNP - San Clemente Pier, CA
- OSD - Oceanside, CA
- SOL - Solana Beach, CA
- OLT - San Diego (Old Town), CA
- SAN - San Diego (Downtown), CA

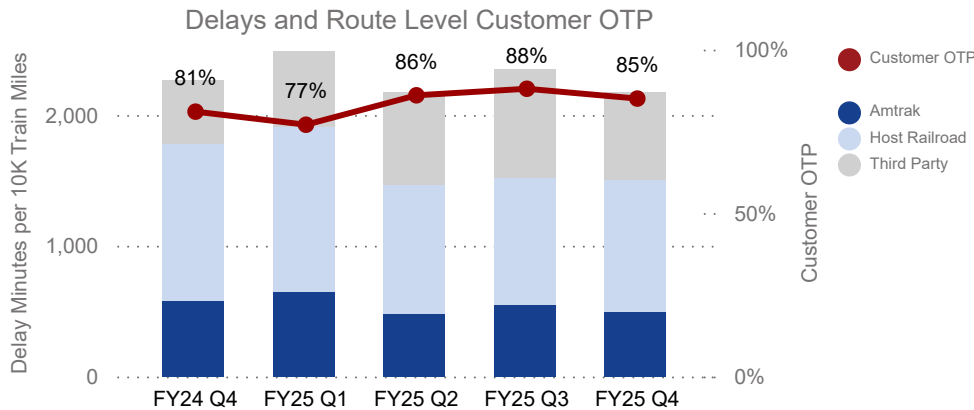
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	21,327
PTI	Passenger train interference	13,622
CTI	Commuter train interference	11,698

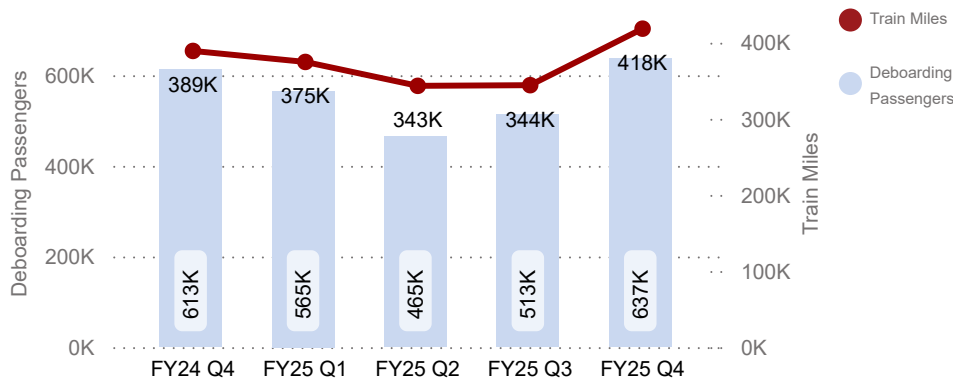
Customer Service Index (CSI)

Overall Service **85%**

Trends



Passenger Deboardings vs. Train Miles

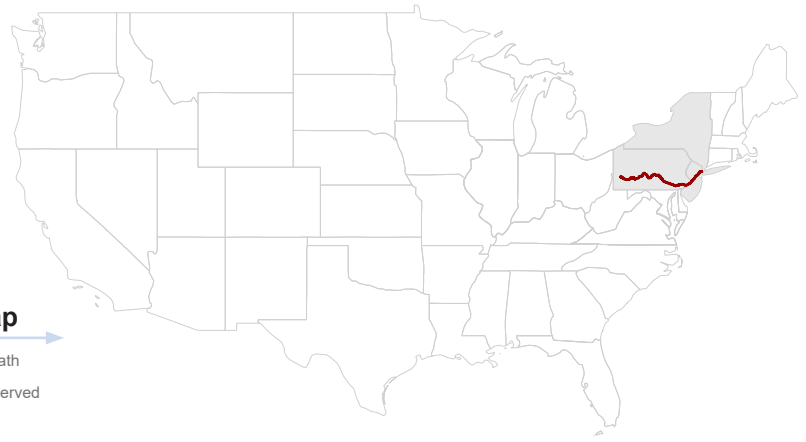


Additional Notes

State Supported

Pennsylvanian

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

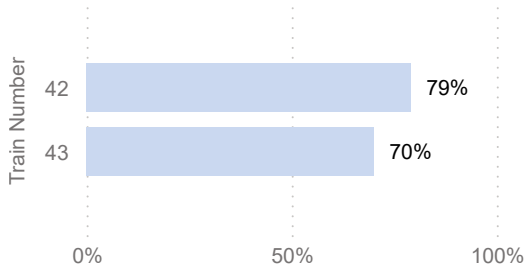


Customer On-Time Performance

Route Level Customer OTP **75%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

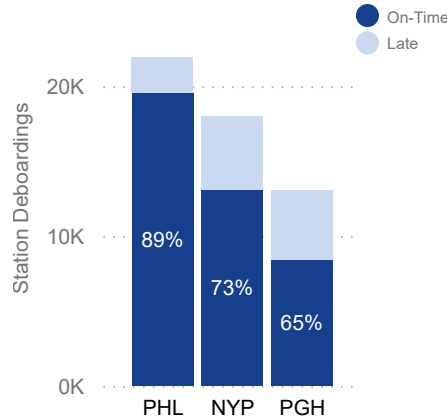


Route Map

— Route Path
■ States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- PAO - Paoli, PA
- EXT - Exton, PA
- LNC - Lancaster, PA
- ELT - Elizabethtown, PA
- HAR - Harrisburg, PA
- LEW - Lewistown, PA
- HGD - Huntingdon, PA
- TYR - Tyrone, PA
- ALT - Altoona, PA
- JST - Johnstown, PA
- LAB - Latrobe, PA
- GNB - Greensburg, PA
- PGH - Pittsburgh (Union Station), PA

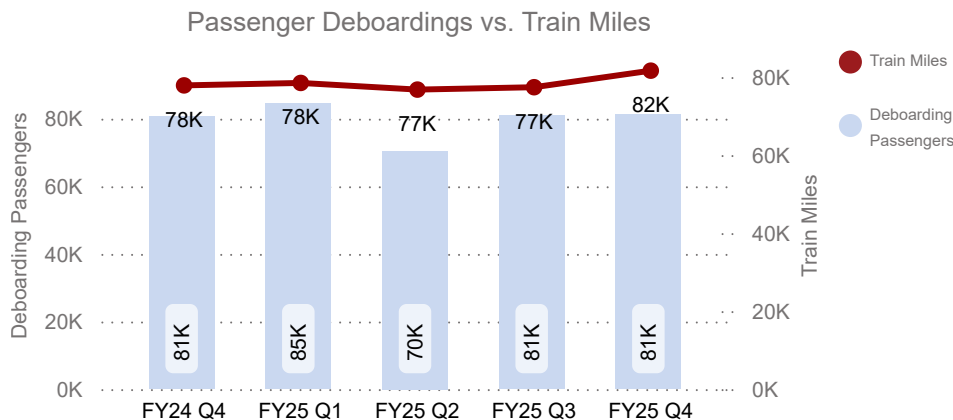
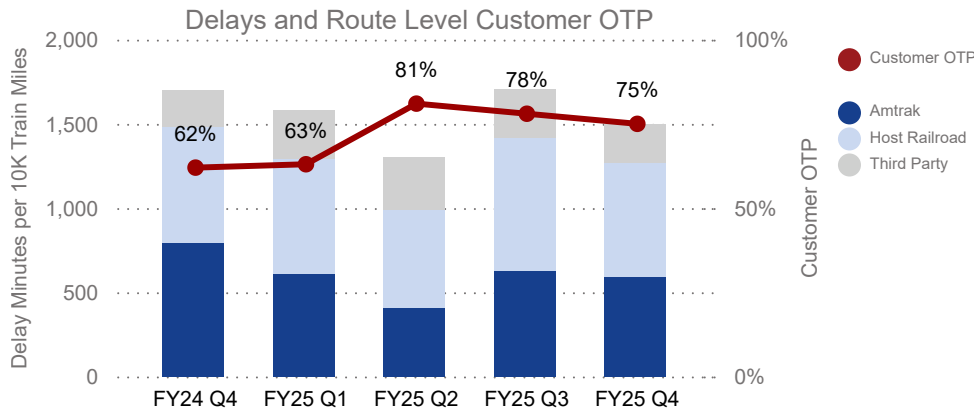
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	1,646
NOD	Unused recovery time	1,360
DSR	Slow order delays	1,225

Customer Service Index (CSI)

Overall Service **81%**

Trends

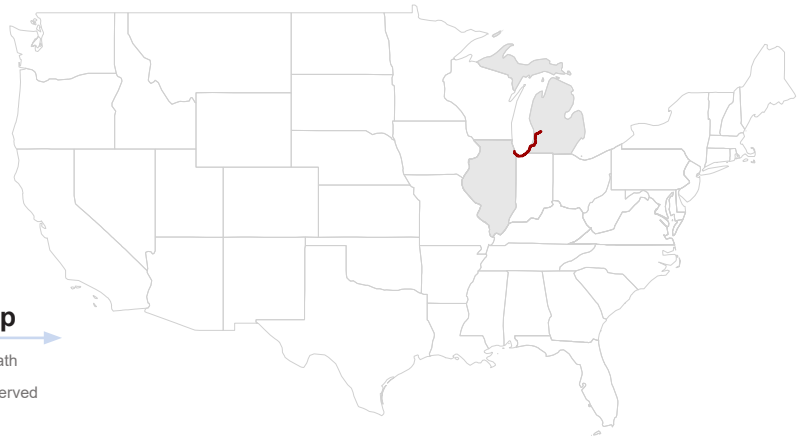


Additional Notes

State Supported

Pere Marquette

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

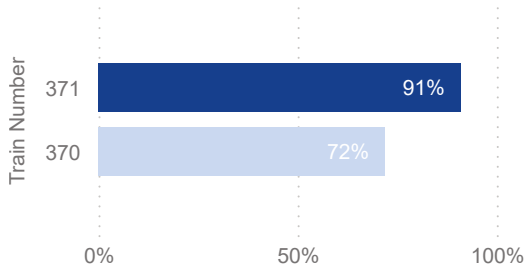


Customer On-Time Performance

Route Level Customer OTP **82%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

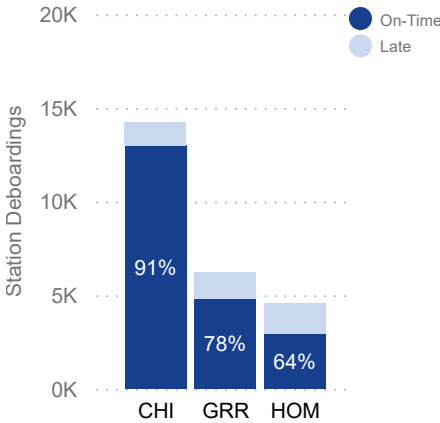


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- GRR - Grand Rapids, MI
- HOM - Holland, MI
- BAM - Bangor, MI
- SJM - St. Joseph, MI
- CHI - Chicago (Union Station), IL

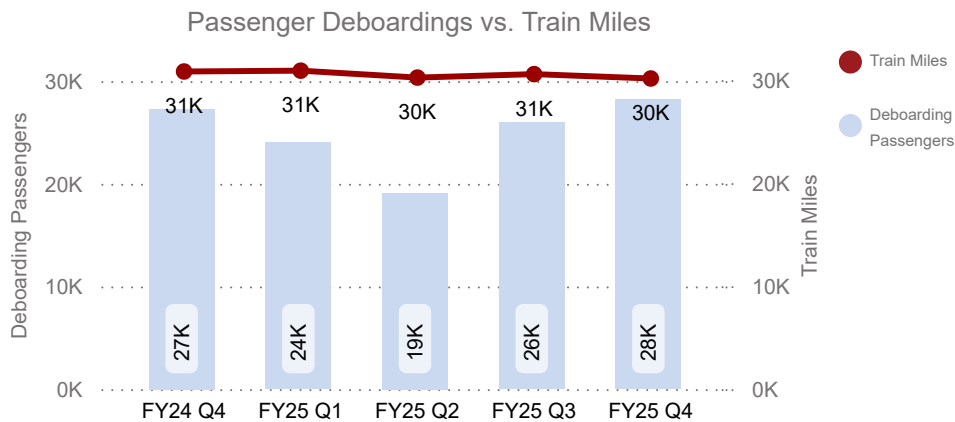
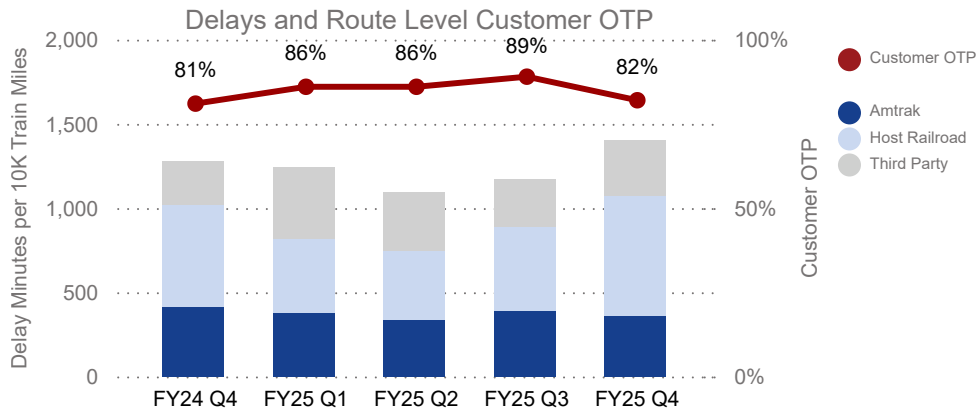
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	617
DSR	Slow order delays	513
DCS	C&S work due to defect	466

Customer Service Index (CSI)

Overall Service **81%**

Trends

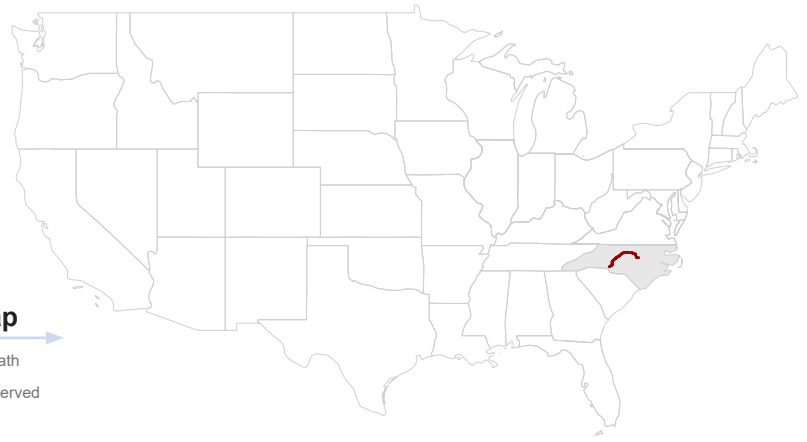


Additional Notes

State Supported

Piedmont

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

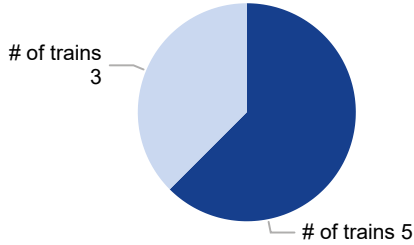


Customer On-Time Performance

Route Level Customer OTP **78%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

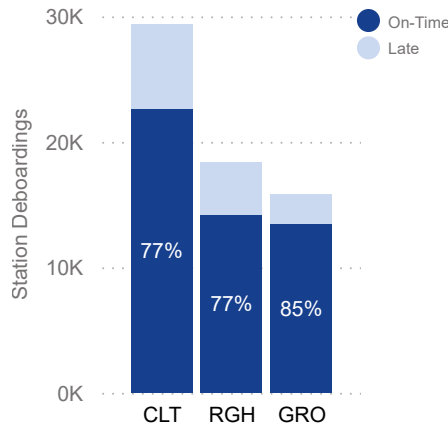


Route Map

— Route Path
 ■ States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- RGH - Raleigh, NC
- NSF - North Carolina State Fair, NC (Seasonal)
- CYN - Cary, NC
- DNC - Durham, NC
- BNC - Burlington, NC
- GRO - Greensboro, NC
- HPT - High Point, NC
- LEX - Lexington, NC
- SAL - Salisbury, NC
- KAN - Kannapolis, NC
- CLT - Charlotte, NC

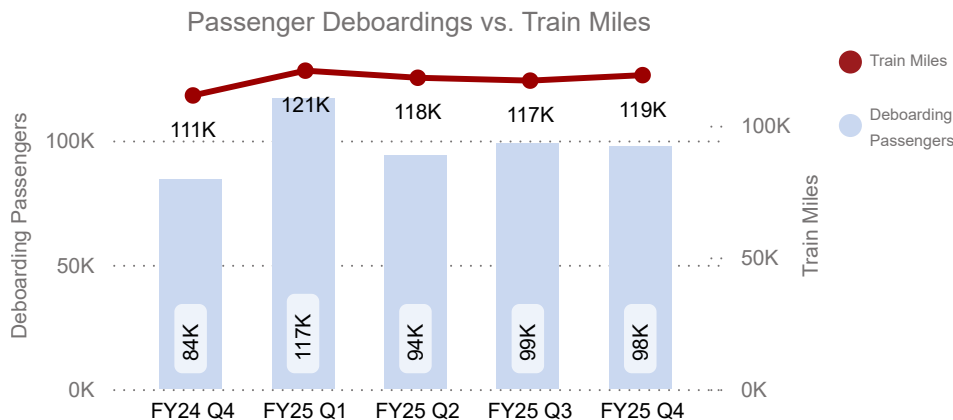
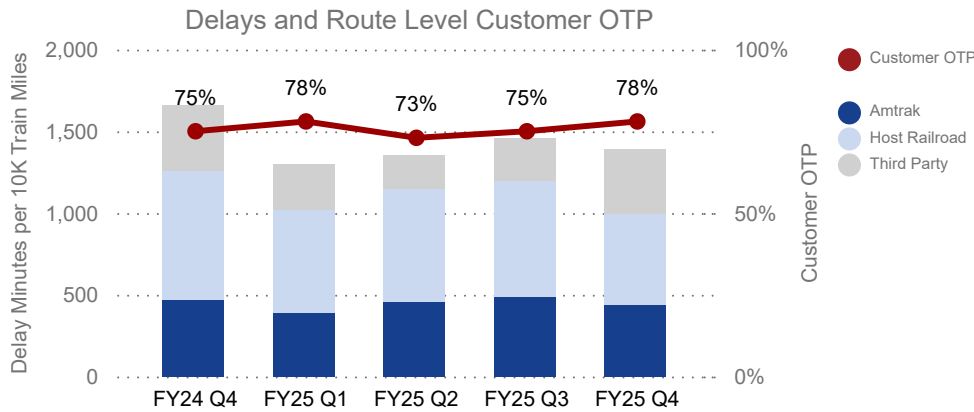
Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	3,040
WTR	Weather-related	2,140
FTI	Freight train interference	1,225

Customer Service Index (CSI)

Overall Service **90%**

Trends

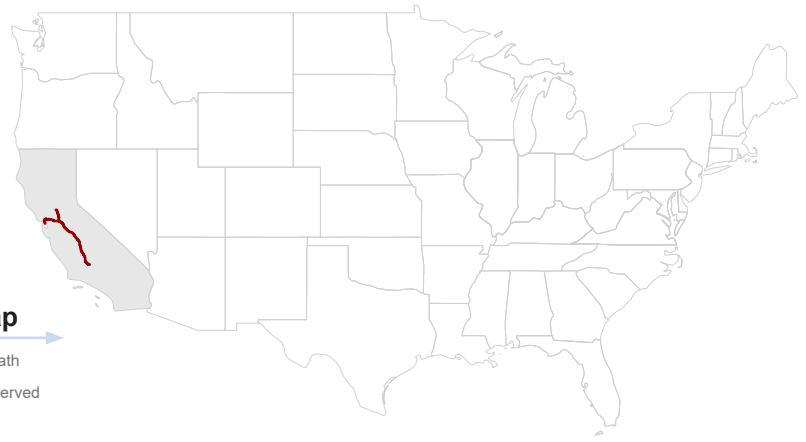


Additional Notes

State Supported

San Joaquins

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

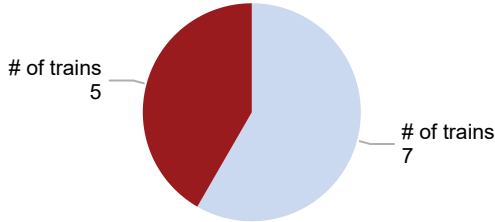


Customer On-Time Performance

Route Level Customer OTP **47%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

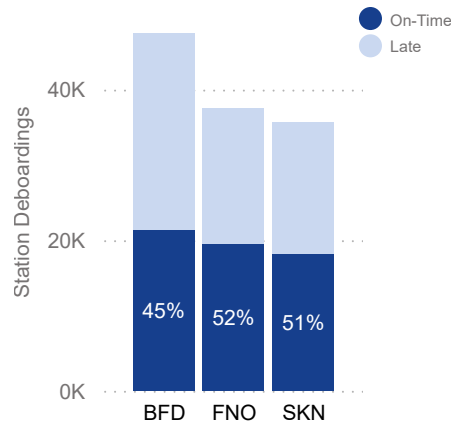


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- OKJ - Oakland (Jack London Square), CA
- OAC - Oakland (Coliseum/Airport), CA
- EMY - Emeryville, CA
- RIC - Richmond, CA
- MTZ - Martinez, CA
- ACA - Antioch-Pittsburg, CA
- SAC - Sacramento, CA
- LOD - Lodi, CA
- SKT - Stockton (Channel Street), CA
- SKN - Stockton (San Joaquin Street), CA
- MOD - Modesto, CA
- TRK - Turlock-Denair, CA
- MCD - Merced, CA
- MDR - Madera, CA
- FNO - Fresno, CA
- HNF - Hanford, CA
- COC - Corcoran, CA
- CNL - Colonel Allensworth State Park, CA (Seasonal)
- WAC - Wasco, CA
- BFD - Bakersfield, CA

Delays

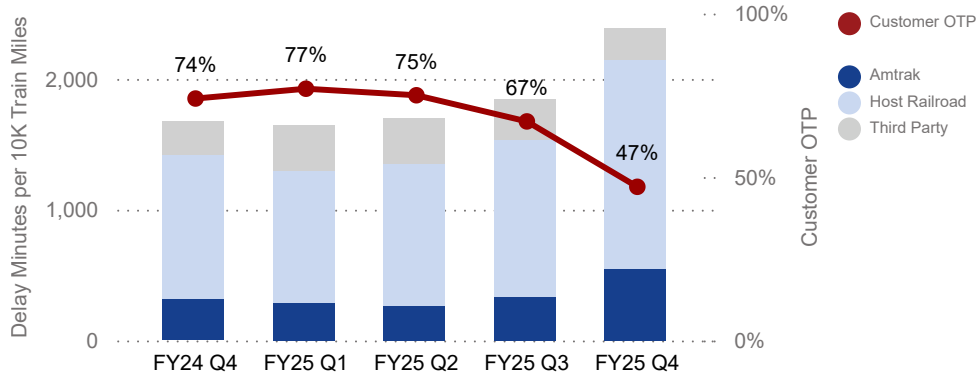
Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	15,262
DSR	Slow order delays	13,794
FTI	Freight train interference	13,405

Customer Service Index (CSI)

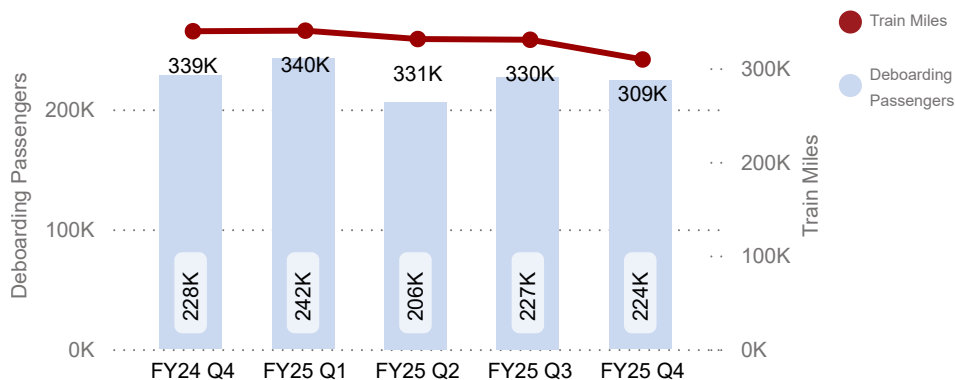
Overall Service **78%**

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

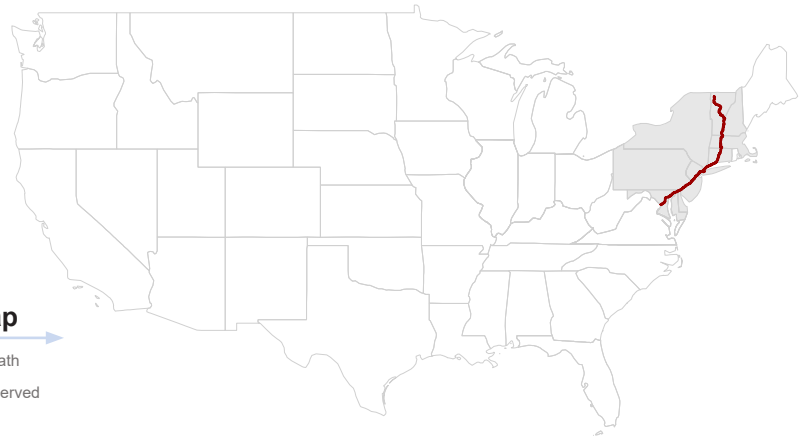
San Joaquins operates using equipment owned by CalTrans and maintained by Herzog/Tasi. Equipment failures on this route would be attributed as a Third Party delay, not an Amtrak delay.

In October 2025, San Joaquins JPA adopted a new name for the San Joaquins route. This route will now be known as the Gold Runner service.

State Supported

Vermont

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

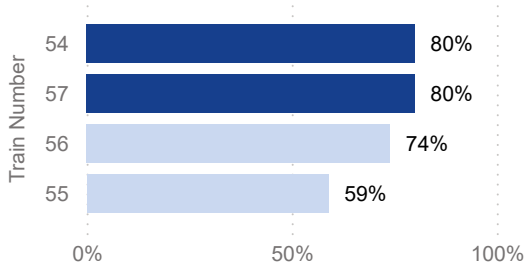


Customer On-Time Performance

Route Level Customer OTP **71%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

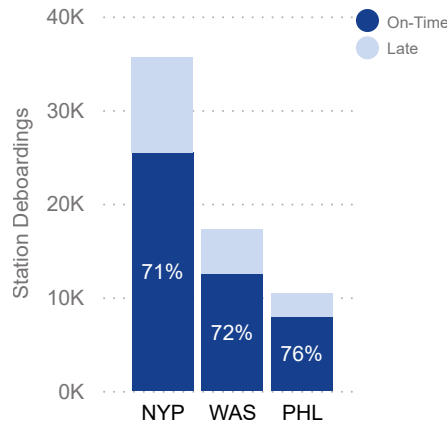


Route Map

— Route Path
 ■ States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- SAB - St. Albans, VT
- ESX - Essex Junction, VT
- WAB - Waterbury, VT
- MPR - Montpelier-Berlin, VT
- RPH - Randolph, VT
- WRJ - White River Junction, VT
- WNM - Windsor, VT
- CLA - Claremont, NH
- BLF - Bellows Falls, VT
- BRA - Brattleboro, VT
- GFD - Greenfield, MA
- NHT - Northampton, MA
- HLK - Holyoke, MA
- SPG - Springfield, MA
- WNL - Windsor Locks, CT
- HFD - Hartford, CT
- MDN - Meriden, CT
- NHV - New Haven (Union Station), CT
- BRP - Bridgeport, CT
- STM - Stamford, CT
- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- MET - Metropark (Iselin), NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- BWI - BWI Thurgood Marshall Airport Station, MD
- NCR - New Carrollton, MD
- WAS - Washington, DC

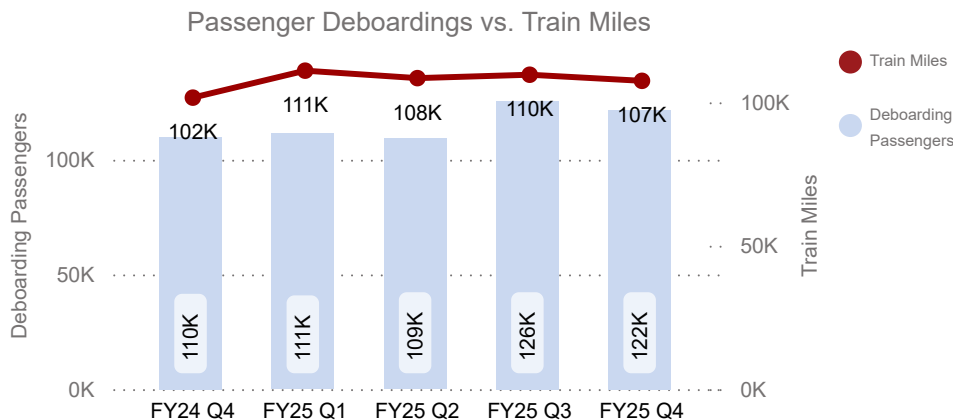
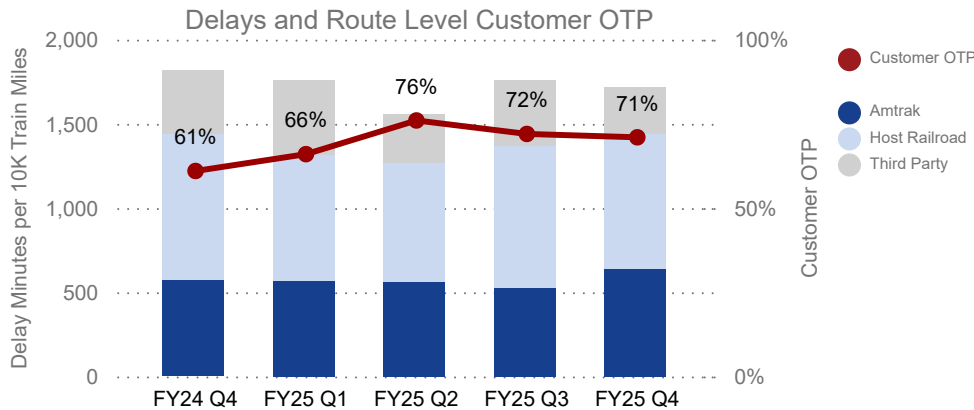
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	4,079
OTH	Miscellaneous delays	3,229
NOD	Unused recovery time	2,004

Customer Service Index (CSI)

Overall Service **82%**

Trends



Additional Notes

State Supported

Wolverine

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

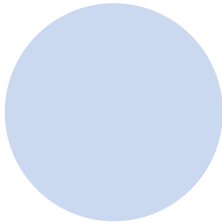


Customer On-Time Performance

Route Level Customer OTP **61%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater



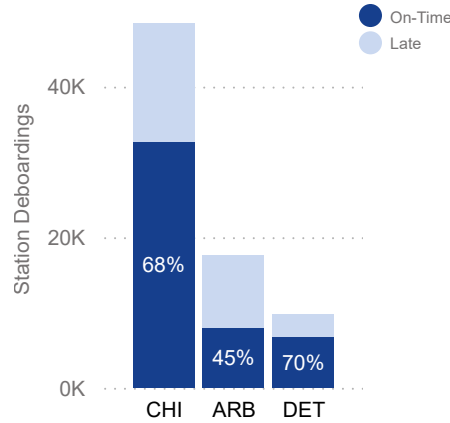
of trains 6

Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- PNT - Pontiac, MI
- TRM - Troy, MI
- ROY - Royal Oak, MI
- DET - Detroit, MI
- DER - Dearborn, MI
- ARB - Ann Arbor, MI
- JXN - Jackson, MI
- ALI - Albion, MI
- BTL - Battle Creek, MI
- KAL - Kalamazoo, MI
- DOA - Dowagiac, MI
- NLS - Niles, MI
- NBU - New Buffalo, MI
- HMI - Hammond-Whiting, IN
- CHI - Chicago (Union Station), IL

Delays

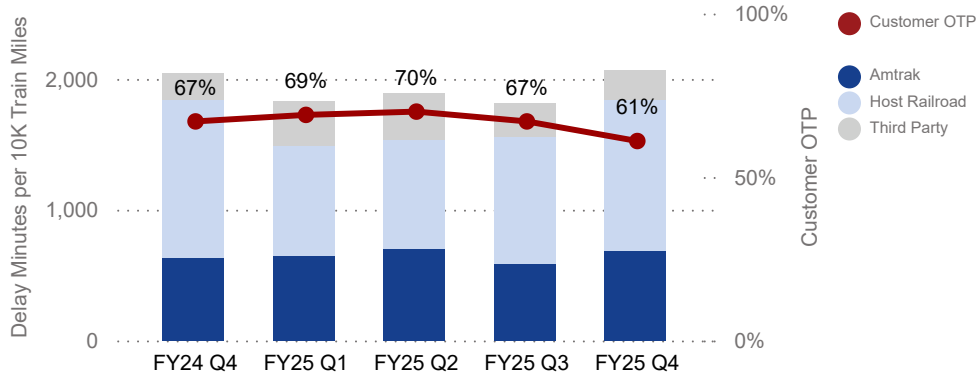
Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	4,941
DSR	Slow order delays	4,822
FTI	Freight train interference	3,456

Customer Service Index (CSI)

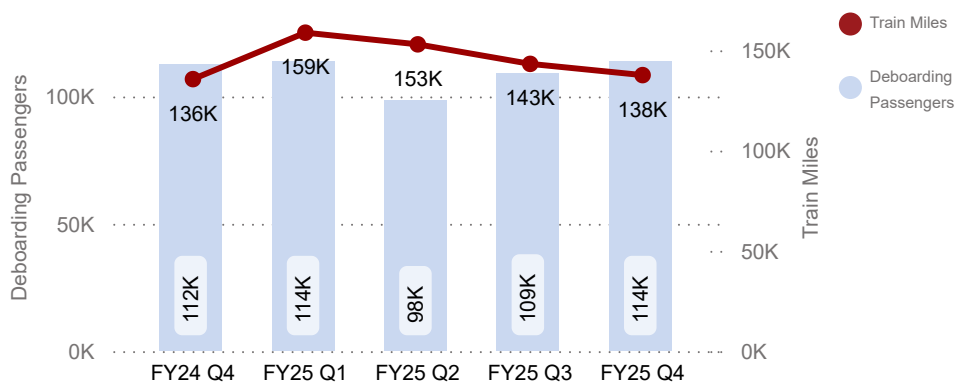
Overall Service **78%**

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles

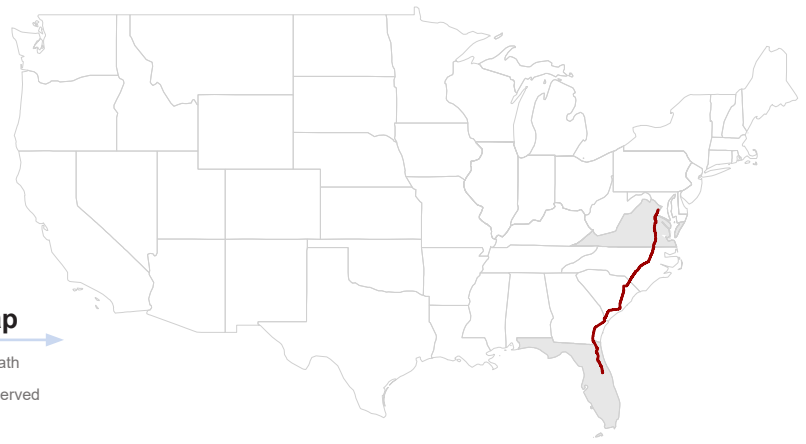


Additional Notes

Long Distance

Auto Train

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

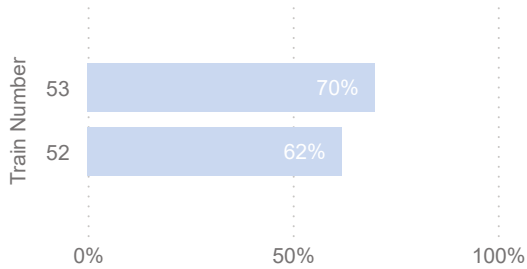


Customer On-Time Performance

Route Level Customer OTP **66%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

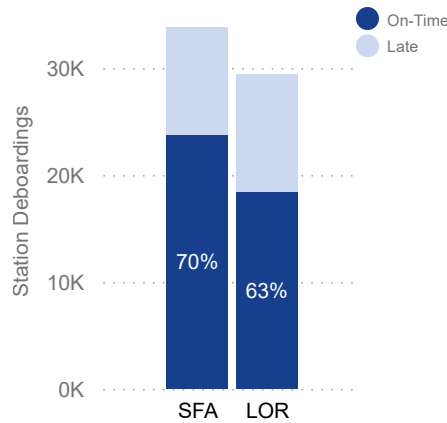


Route Map

— Route Path
 ■ States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

○ LOR - Lorton (Auto Train), VA
 ○ SFA - Sanford (Auto Train), FL

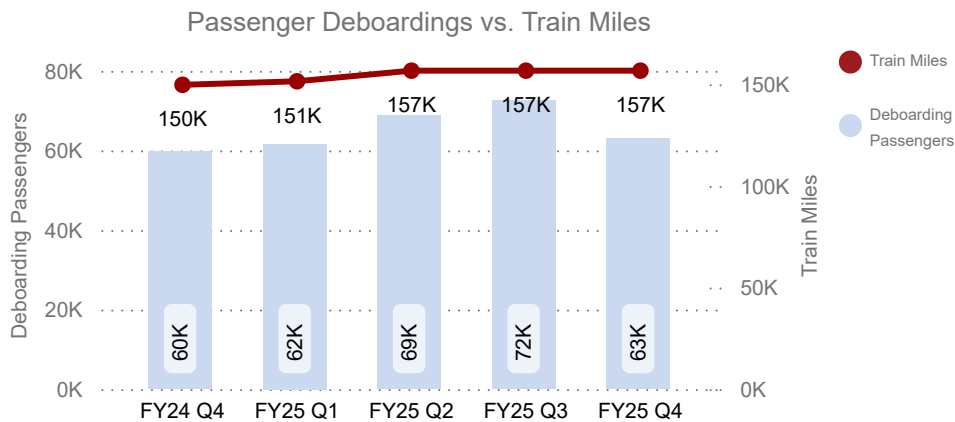
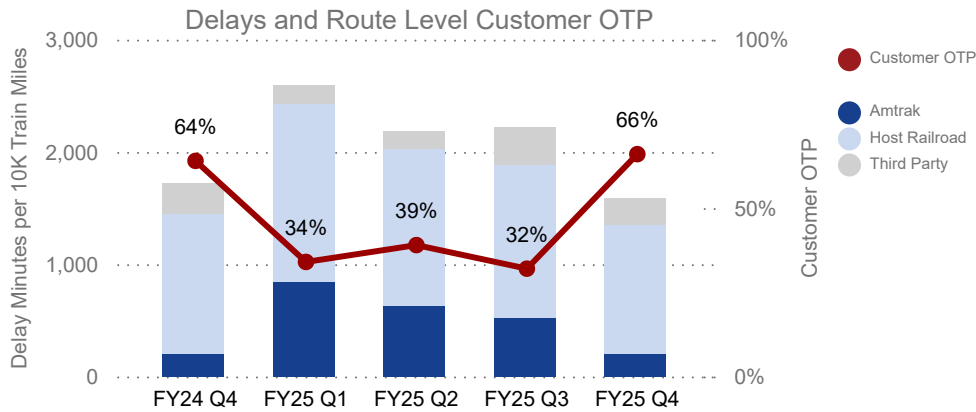
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	6,233
DSR	Slow order delays	4,797
PTI	Passenger train interference	3,447

Customer Service Index (CSI)

Overall Service **75%**

Trends

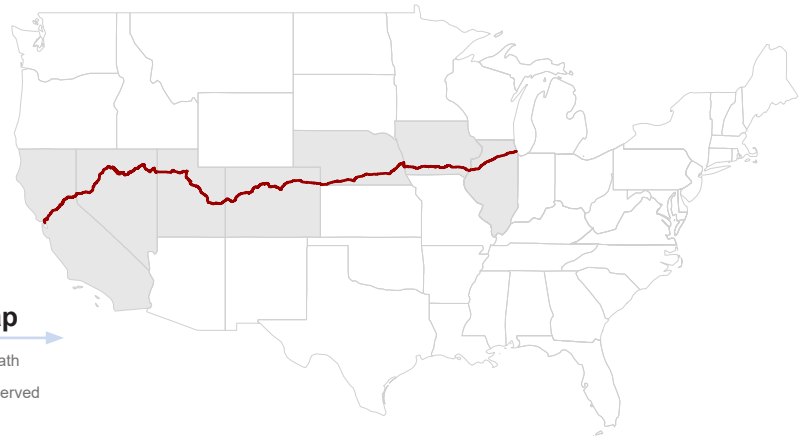


Additional Notes

Long Distance

California Zephyr

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

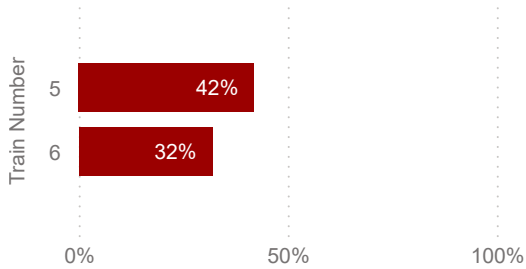


Customer On-Time Performance

Route Level Customer OTP **37%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater



Route Map

— Route Path
 ■ States Served

Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	15,617
DSR	Slow order delays	13,829
WTR	Weather-related	7,220

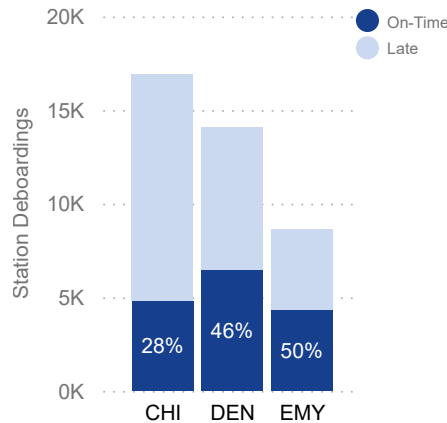
Customer Service Index (CSI)

Overall Service **70%**

Trends

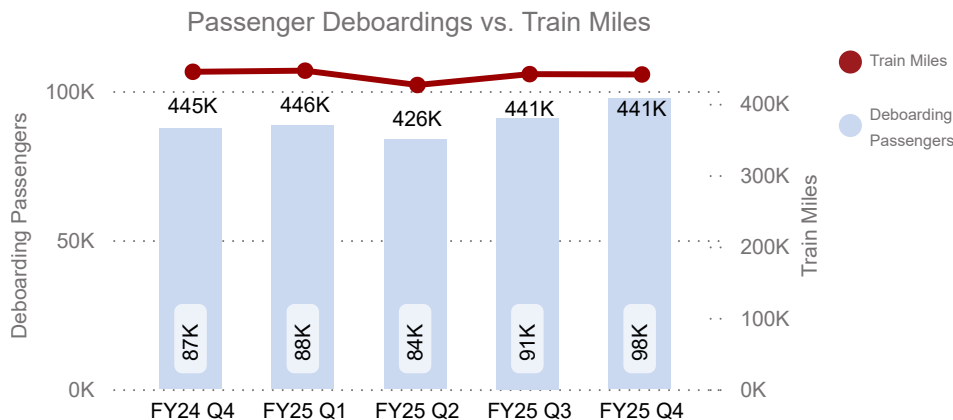
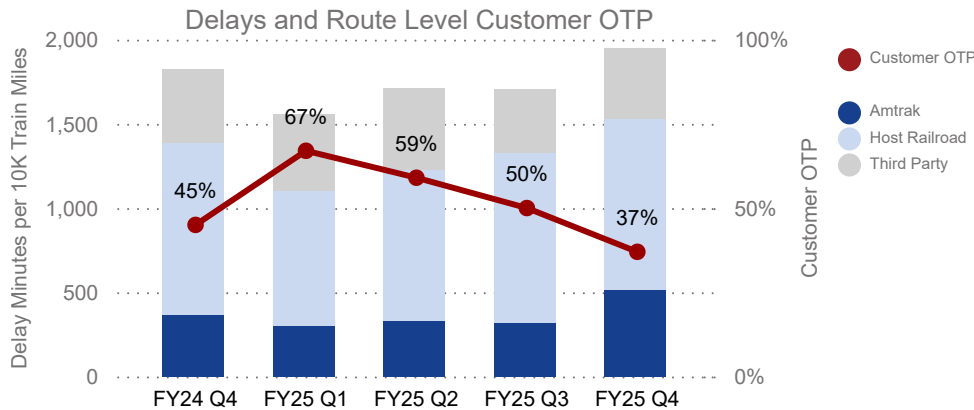
Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- CHI - Chicago (Union Station), IL
- NPV - Naperville, IL
- PCT - Princeton, IL
- GBB - Galesburg, IL
- BRL - Burlington, IA
- MTP - Mount Pleasant, IA
- OTM - Ottumwa, IA
- OSC - Osceola, IA
- CRN - Creston, IA
- OMA - Omaha, NE
- LNK - Lincoln, NE
- HAS - Hastings, NE
- HLD - Holdrege, NE
- MCK - McCook, NE
- FMG - Fort Morgan, CO
- DEN - Denver (Union Station), CO
- WIP - Winter Park/Fraser, CO
- GRA - Granby, CO
- GSC - Glenwood Springs, CO
- GJT - Grand Junction, CO
- GRI - Green River, UT
- HER - Helper, UT
- PRO - Provo, UT
- SLC - Salt Lake City, UT
- ELK - Elko, NV
- WNN - Winnemucca, NV
- RNO - Reno, NV
- TRU - Truckee, CA
- COX - Colfax, CA
- RSV - Roseville, CA
- SAC - Sacramento, CA
- DAV - Davis, CA
- MTZ - Martinez, CA
- RIC - Richmond, CA
- EMY - Emeryville, CA



Additional Notes

Long Distance

Cardinal

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

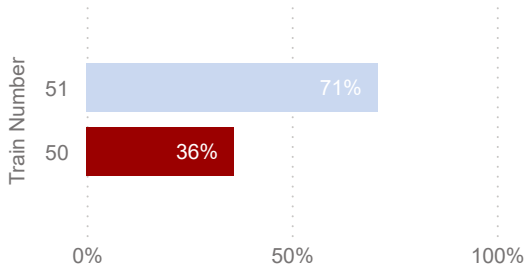


Customer On-Time Performance

Route Level Customer OTP **55%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

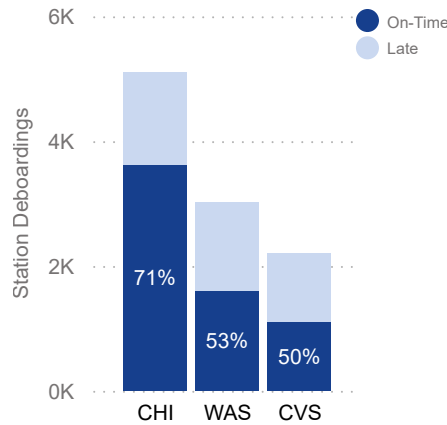


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- MSS - Manassas, VA
- CLP - Culpeper, VA
- CVS - Charlottesville, VA
- STA - Staunton, VA
- CLF - Clifton Forge, VA
- WSS - White Sulphur Springs, WV
- ALD - Alderson, WV
- HIN - Hinton, WV
- PRC - Prince, WV
- THN - Thurmond, WV
- MNG - Montgomery, WV
- CHW - Charleston, WV
- HUN - Huntington, WV
- AKY - Ashland, KY
- SPM - South Shore, KY - Portsmouth, OH
- MAY - Maysville, KY
- CIN - Cincinnati (Union Terminal), OH
- COI - Connersville, IN
- IND - Indianapolis, IN
- CRF - Crawfordsville, IN
- LAF - Lafayette, IN
- REN - Rensselaer, IN
- DYE - Dyer, IN
- CHI - Chicago (Union Station), IL

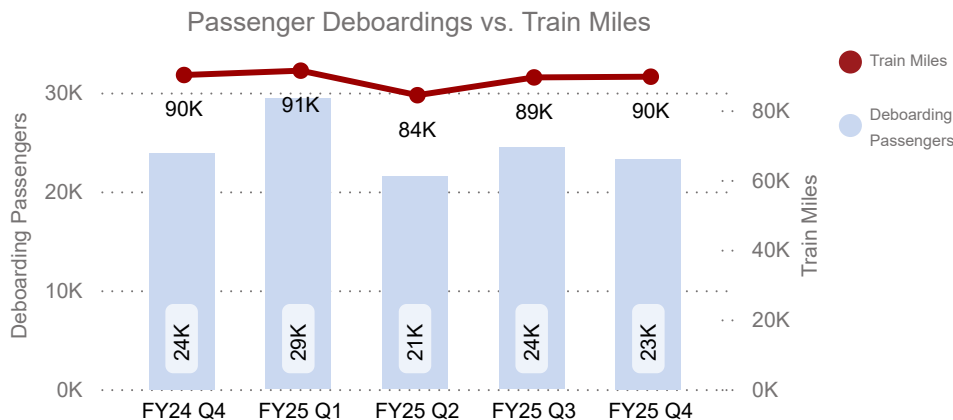
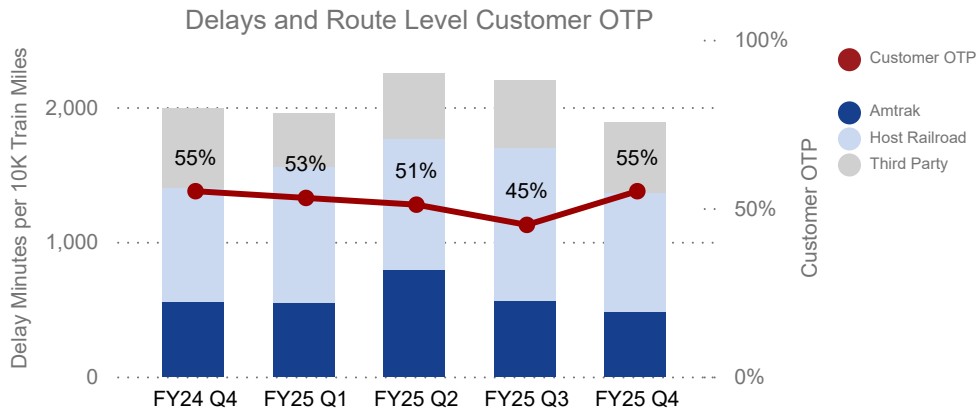
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	3,341
FTI	Freight train interference	2,684
PTI	Passenger train interference	1,570

Customer Service Index (CSI)

Overall Service **70%**

Trends



Additional Notes

The Cardinal runs three times per week in each direction.

Long Distance

City of New Orleans

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

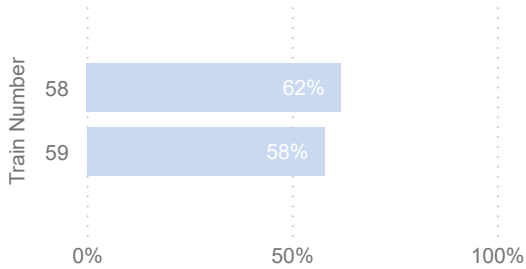


Customer On-Time Performance

Route Level Customer OTP **60%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

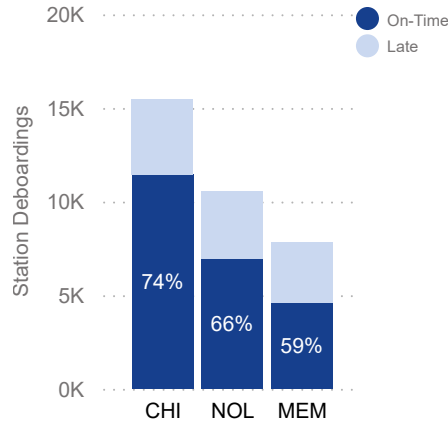


Route Map

— Route Path
 ■ States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- CHI - Chicago (Union Station), IL
- HMW - Homewood, IL
- KKI - Kankakee, IL
- CHM - Champaign-Urbana, IL
- MAT - Mattoon, IL
- EFG - Effingham, IL
- CEN - Centralia, IL
- CDL - Carbondale, IL
- FTN - Fulton, KY
- NBN - Newbern-Dyersburg, TN
- MEM - Memphis, TN
- MKS - Marks, MS
- GWD - Greenwood, MS
- YAZ - Yazoo City, MS
- JAN - Jackson, MS
- HAZ - Hazlehurst, MS
- BRH - Brookhaven, MS
- MCB - McComb, MS
- HMD - Hammond, LA
- NOL - New Orleans, LA

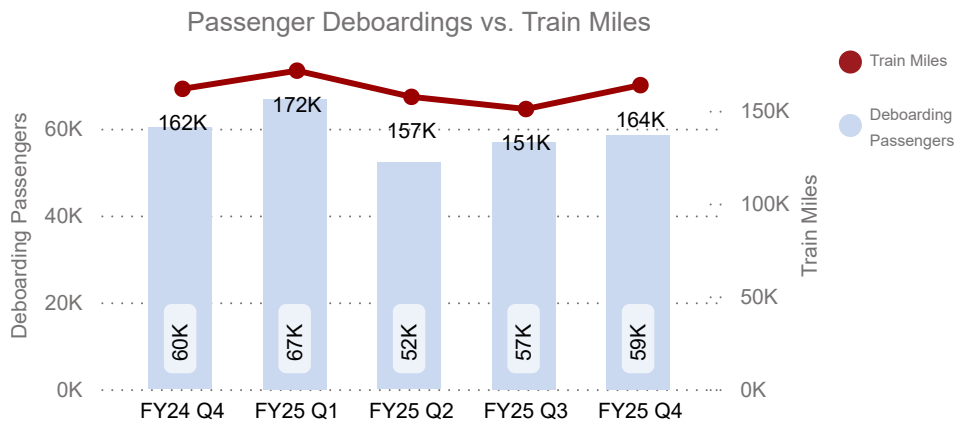
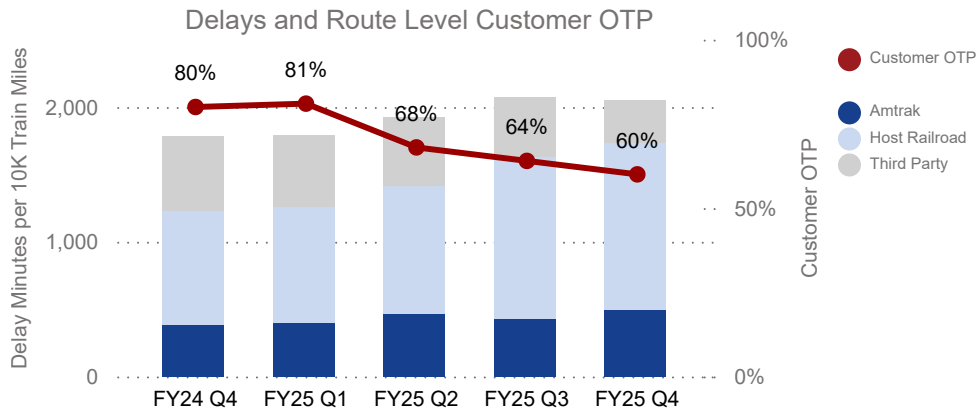
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	8,373
FTI	Freight train interference	6,202
NOD	Unused recovery time	3,579

Customer Service Index (CSI)

Overall Service **75%**

Trends

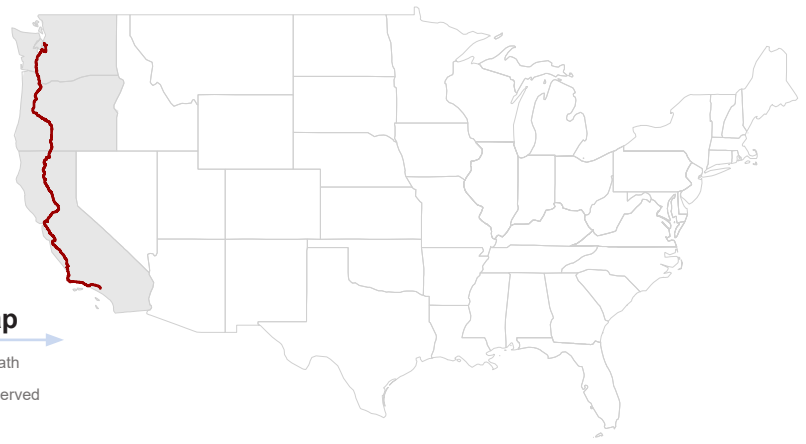


Additional Notes

Long Distance

Coast Starlight

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

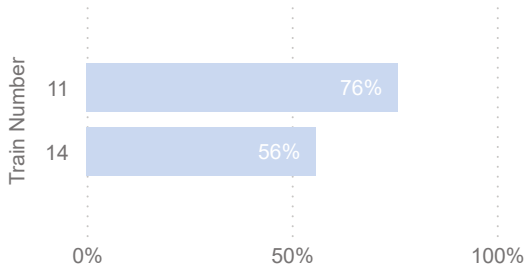


Customer On-Time Performance

Route Level Customer OTP **65%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

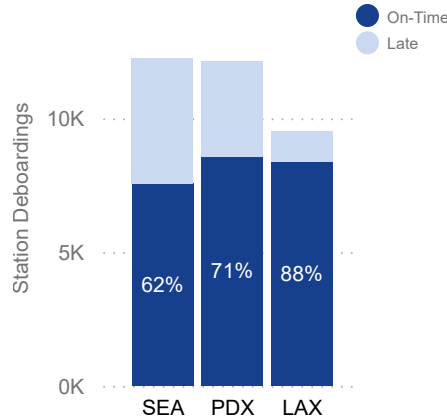


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- SEA - Seattle (King Street Station), WA
- TAC - Tacoma, WA
- OLW - Olympia-Lacey, WA
- CTL - Centralia, WA
- KEL - Kelso-Longview, WA
- VAN - Vancouver, WA
- PDX - Portland (Union Station), OR
- SLM - Salem, Oregon
- ALY - Albany, Oregon
- EUG - Eugene, Oregon
- CMO - Chemult, Oregon
- KFS - Klamath Falls, Oregon
- DUN - Dunsmuir, CA
- RDD - Redding, CA
- CIC - Chico, CA
- SAC - Sacramento, CA
- DAV - Davis, CA
- MTZ - Martinez, CA
- EMY - Emeryville, CA
- OKJ - Oakland (Jack London Square), CA
- SJC - San Jose, CA
- SNS - Salinas, CA
- PRB - Paso Robles, CA
- SLO - San Luis Obispo, CA
- SBA - Santa Barbara, CA
- OXN - Oxnard, CA
- SIM - Simi Valley, CA
- VNC - Van Nuys, CA
- BUR - Burbank (Airport), CA
- LAX - Los Angeles (Union Station), CA

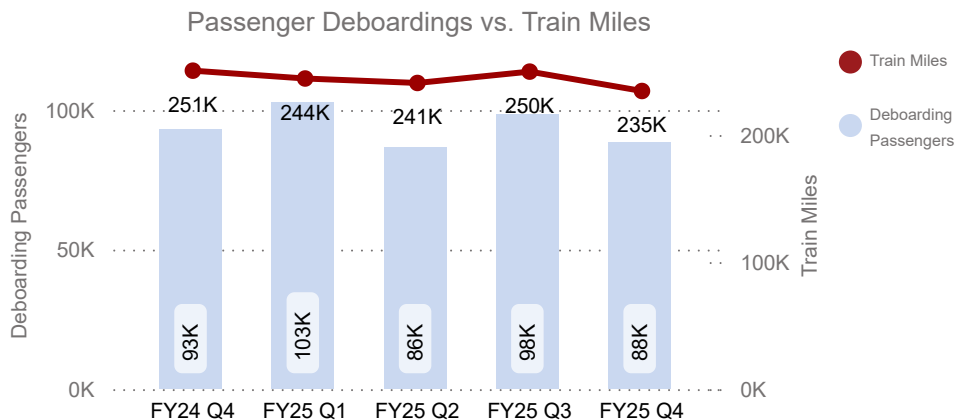
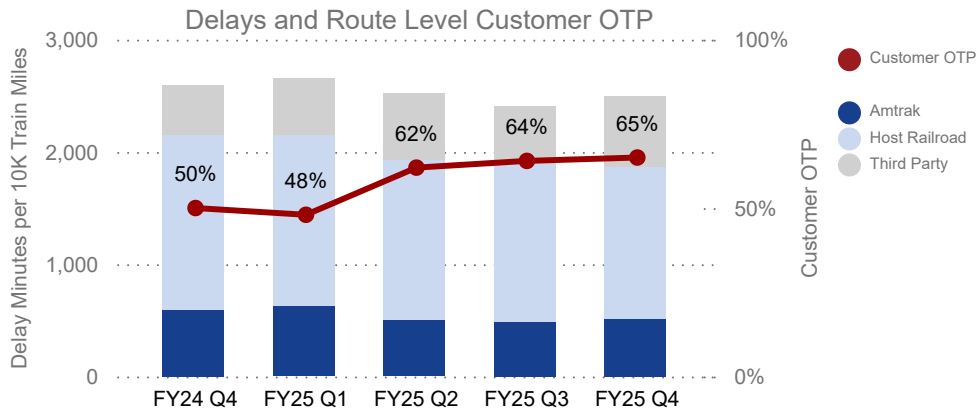
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	9,590
NOD	Unused recovery time	8,603
FTI	Freight train interference	8,423

Customer Service Index (CSI)

Overall Service **72%**

Trends

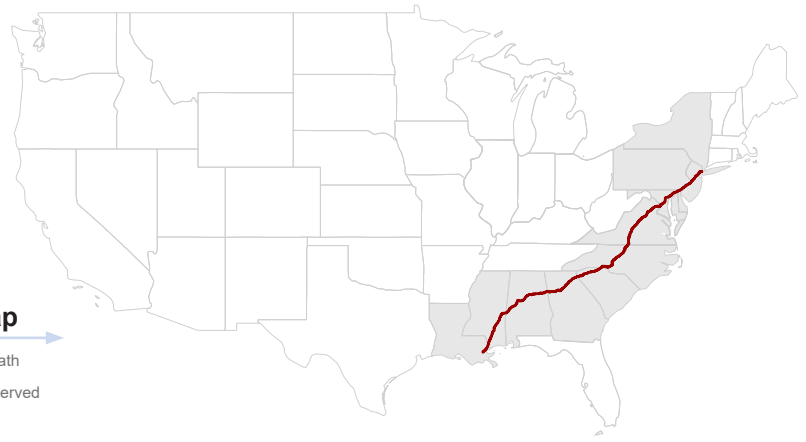


Additional Notes

Long Distance

Crescent

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

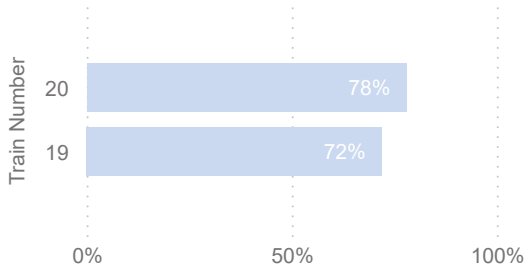


Customer On-Time Performance

Route Level Customer OTP **75%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

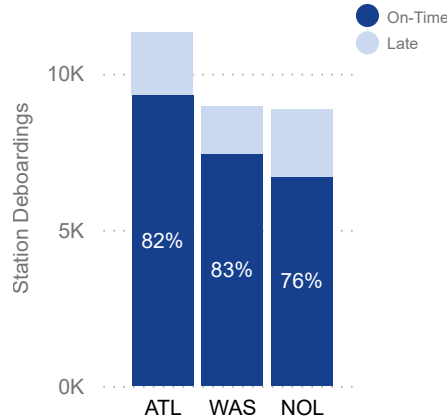


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- MET - Metropark (Iselin), NJ
- NBK - New Brunswick, NJ
- PJC - Princeton Junction
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- BWI - BWI Thurgood Marshall Airport Station, MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- MSS - Manassas, VA
- CLP - Culpeper, VA
- CVS - Charlottesville, VA
- LYH - Lynchburg, VA
- DAN - Danville, VA
- GRO - Greensboro, NC
- HPT - High Point, NC
- SAL - Salisbury, NC
- CLT - Charlotte, NC
- GAS - Gastonia, NC
- SPB - Spartanburg, SC
- GRV - Greenville, SC
- CSN - Clemson, SC
- TCA - Toccoa, GA
- GNS - Gainesville, GA
- ATL - Atlanta, GA
- ATN - Anniston, AL
- BHM - Birmingham, AL
- TCL - Tuscaloosa, AL
- MEI - Meridian, MS
- LAU - Laurel, MS
- HBG - Hattiesburg, MS
- PIC - Picaune, MS
- SDL - Slidell, LA
- NOL - New Orleans, LA

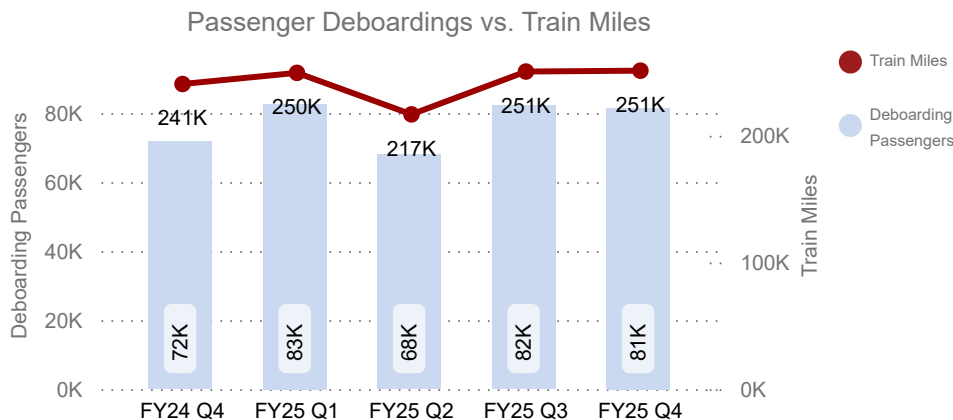
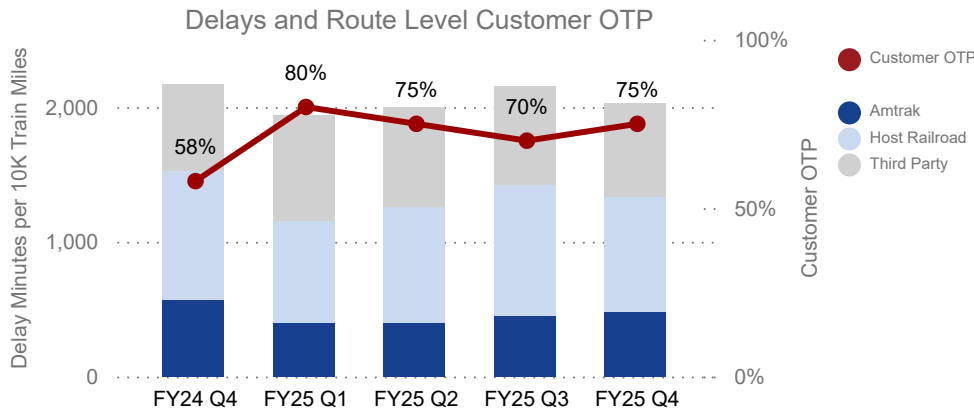
Delays

Top 3 Causes of Delay	Delay Min
NOD Unused recovery time	14,563
FTI Freight train interference	6,676
PTI Passenger train interference	4,548

Customer Service Index (CSI)

Overall Service **76%**

Trends

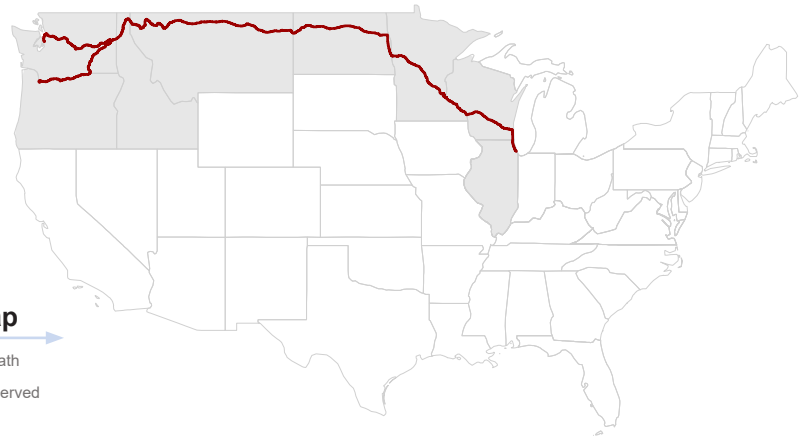


Additional Notes

Long Distance

Empire Builder

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

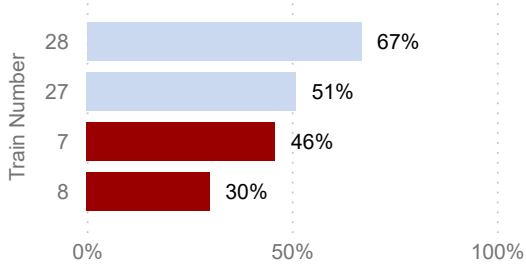


Customer On-Time Performance

Route Level Customer OTP **40%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

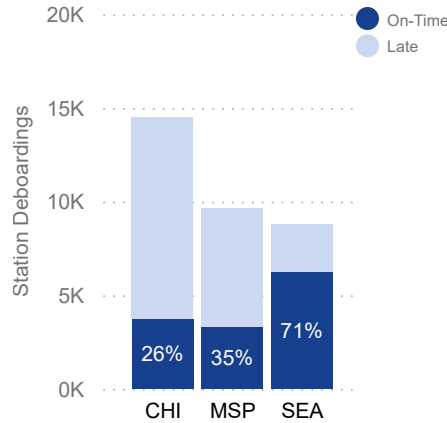


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- CHI - Chicago (Union Station), IL
- GLN - Glenview, IL
- MKE - Milwaukee, WI
- CBS - Columbus, WI
- POG - Portage, WI
- WDL - WI Dells, WI
- TOH - Tomah, WI
- LSE - La Crosse, WI
- WIN - Winona, MN
- RDW - Red Wing, MN
- MSP - St. Paul-Minneapolis, MN
- SCD - St. Cloud, MN
- SPL - Staples, MN
- DLK - Detroit Lakes, MN
- FAR - Fargo, ND
- GFK - Grand Forks, ND
- DVL - Devils Lake, ND
- RUG - Rugby, ND
- MOT - Minot, ND
- STN - Stanley, ND
- WTN - Williston, ND
- WPT - Wolf Point, MT
- GGW - Glasgow, MT
- MAL - Malta, MT
- HAV - Havre, MT
- SBY - Shelby, MT
- CUT - Cut Bank, MT
- BRO - Browning, MT
- GPK - East Glacier Park, MT
- ESM - Essex, MT
- WGL - West Glacier, MT
- WFH - Whitefish, MT
- LIB - Libby, MT
- SPT - Sandpoint, ID
- SPK - Spokane, WA
- EPH - Ephrata, WA
- WEN - Wenatchee, WA
- LWA - Leavenworth, WA
- EVR - Everett, WA
- EDM - Edmonds, WA
- PSC - Pasco, WA
- WIH - Wishram, WA
- BNG - B-W Salmon, WA
- VAN - Vancouver, WA
- PDX - Portland, OR
- SEA - Seattle (King Street Station), WA

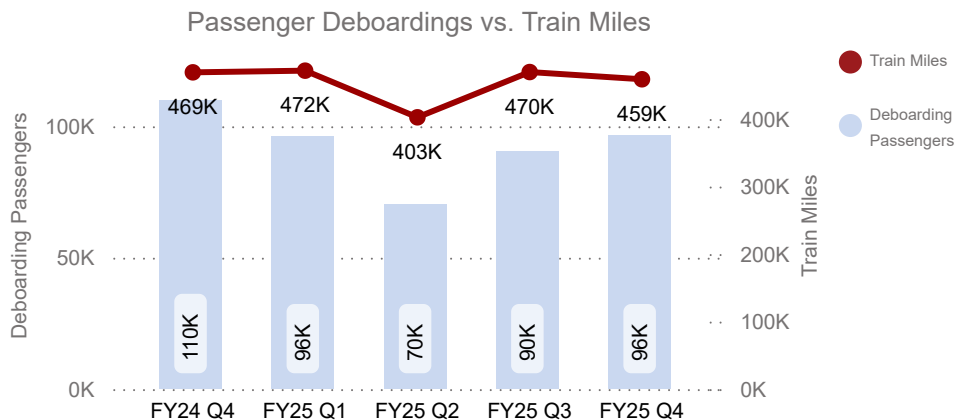
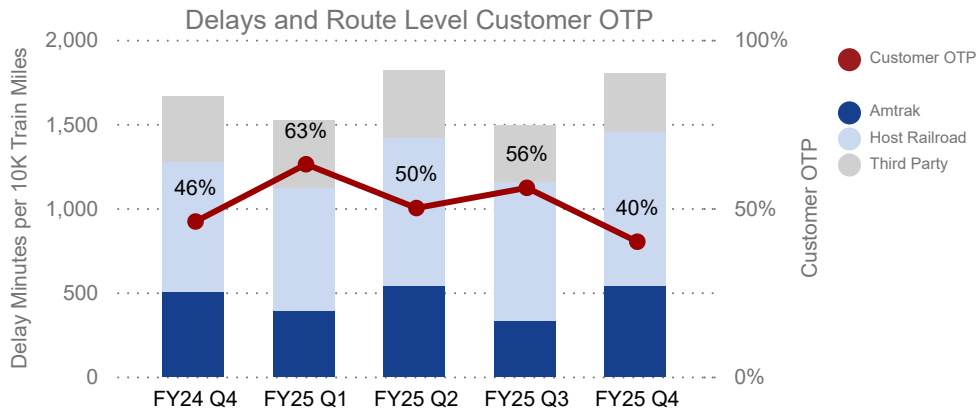
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	20,930
NOD	Unused recovery time	10,438
DSR	Slow order delays	10,367

Customer Service Index (CSI)

Overall Service **64%**

Trends

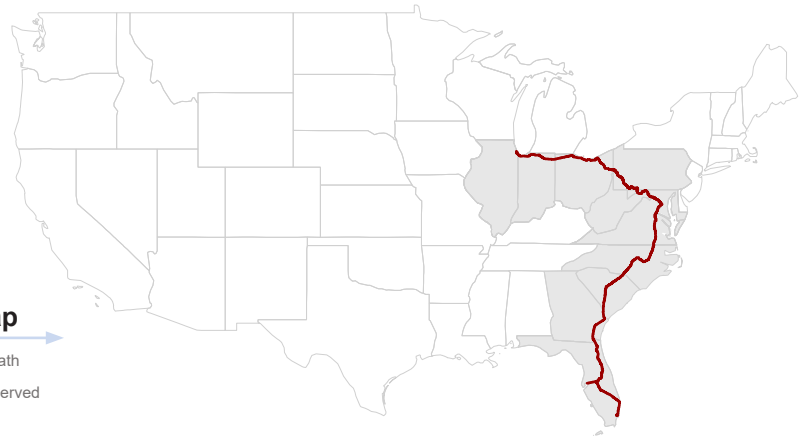


Additional Notes

Long Distance

Floridian

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

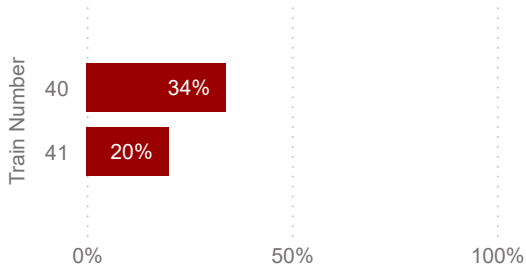


Customer On-Time Performance

Route Level Customer OTP **27%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

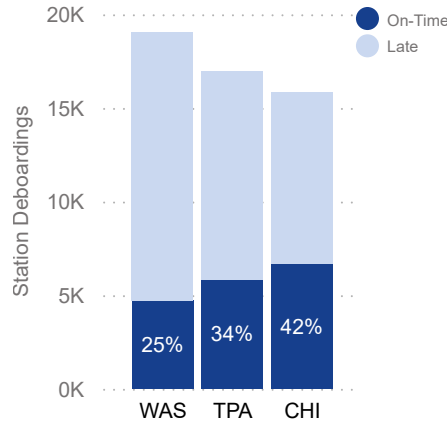


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- CHI - Chicago (Union Station), IL
- SOB - South Bend, IN
- EKH - Elkhart, IN
- WTI - Waterloo, IN
- TOL - Toledo, OH
- SKY - Sandusky, OH
- ELY - Elyria, OH
- CLE - Cleveland, OH
- ALC - Alliance, OH
- PGH - Pittsburgh (Union Station), PA
- COV - Connellsville, PA
- CUM - Cumberland, MD
- MRB - Martinsburg, WV
- HFY - Harpers Ferry, WV
- RKV - Rockville, MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- RVR - Richmond (Staples Mill Rd), VA
- PTB - Petersburg, VA
- RMT - Rocky Mount, NC
- RGH - Raleigh, NC
- CYN - Cary, NC
- SOP - Southern Pines, NC
- LAK - Lakeland, FL
- TPA - Tampa, FL
- CAM - Camden, SC
- LKL - Lakeland, FL
- CLB - Columbia, SC
- WTH - Winter Haven, FL
- DNK - Denmark, SC
- SBG - Sebring, FL
- SAV - Savannah, GA
- OKE - Okeechobee, FL
- JAX - Jacksonville, FL
- WPB - West Palm Beach, FL
- PAK - Palatka, FL
- DLB - Delray Beach, FL
- DLD - DeLand, FL
- DFB - Deerfield Beach, FL
- WPK - Winter Park, FL
- FTL - Fort Lauderdale, FL
- ORL - Orlando, FL
- HOL - Hollywood, FL
- KIS - Kissimmee, FL
- MIA - Miami, FL

Delays

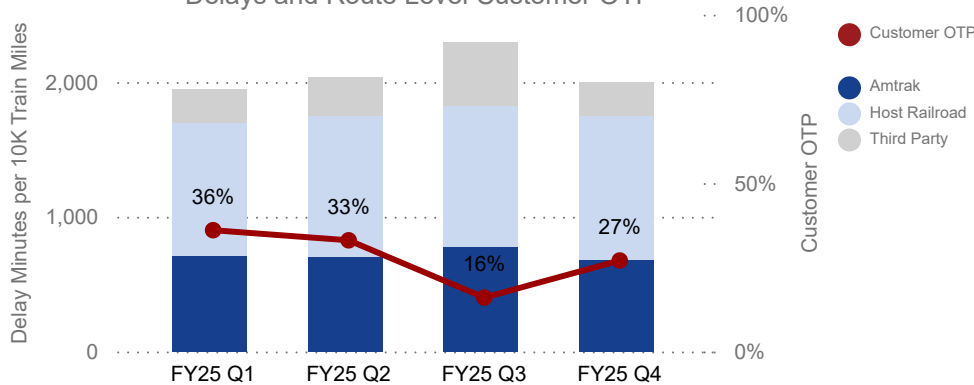
Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	10,985
DSR	Slow order delays	7,897
PTI	Passenger train interference	5,744

Customer Service Index (CSI)

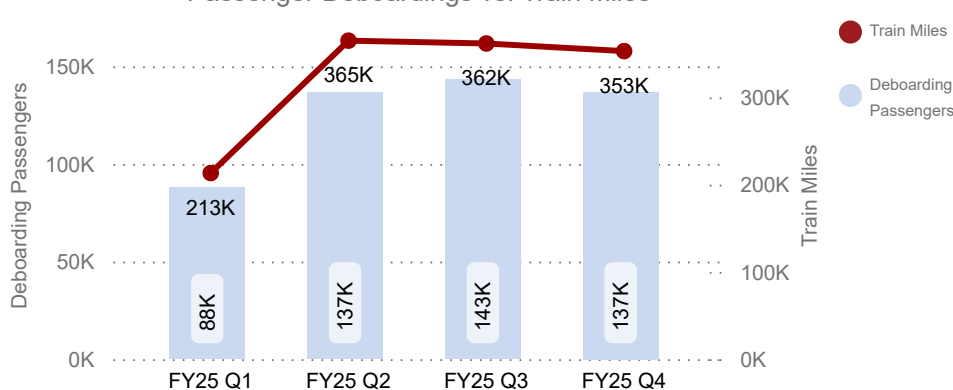
Overall Service **67%**

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

The Floridian began service in November 2024.

Long Distance

Lake Shore Limited

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

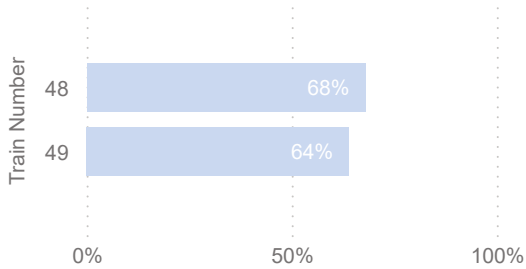


Customer On-Time Performance

Route Level Customer OTP **66%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

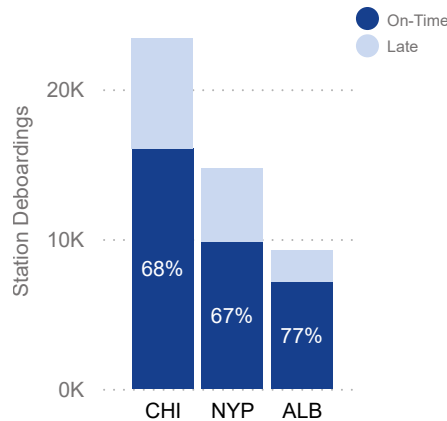


Route Map

— Route Path
— States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- BOS - Boston (South Station), MA
- BBY - Boston (Back Bay Station), MA
- FRA - Framingham, MA
- WOR - Worcester, MA
- SPG - Springfield, MA
- PIT - Pittsfield, MA
- NYP - NY Moynihan Train Hall at Penn Station, NY
- CRT - Croton-Harmon, NY
- POU - Poughkeepsie, NY
- RHI - Rhinecliff, NY
- ALB - Albany-Rensselaer, NY
- SDY - Schenectady, NY
- UCA - Utica, NY
- SYR - Syracuse, NY
- ROC - Rochester, NY
- BUF - Buffalo-Depew, NY
- ERI - Erie, PA
- CLE - Cleveland, OH
- ELY - Elyria, OH
- SKY - Sandusky, OH
- TOL - Toledo, OH
- BYN - Bryan, OH
- WTI - Waterloo, IN
- EKH - Elkhart, IN
- SOB - South Bend, IN
- CHI - Chicago (Union Station), IL

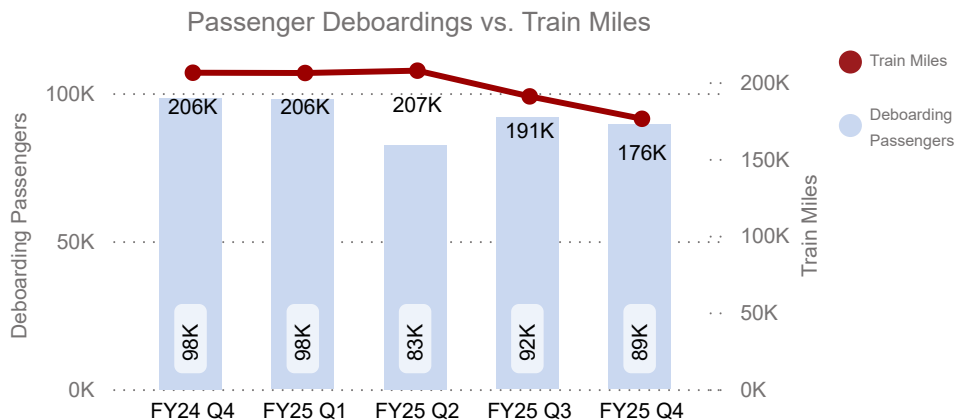
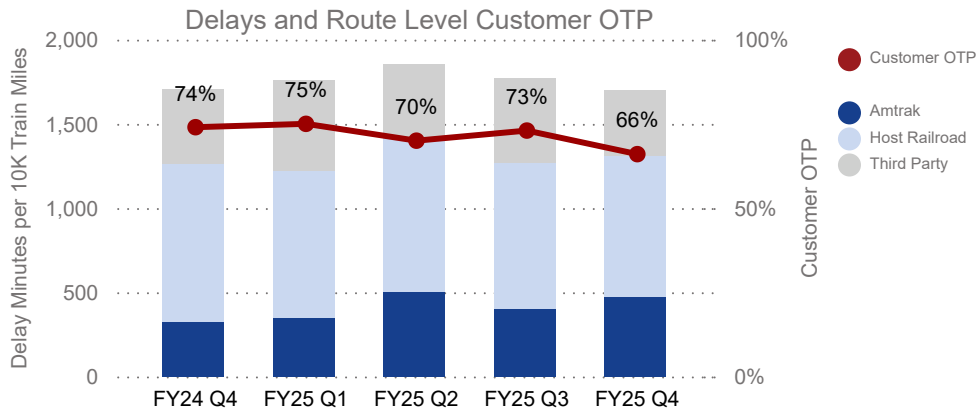
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	5,063
NOD	Unused recovery time	4,906
RTE	Routing delays, including late ...	2,470

Customer Service Index (CSI)

Overall Service **68%**

Trends



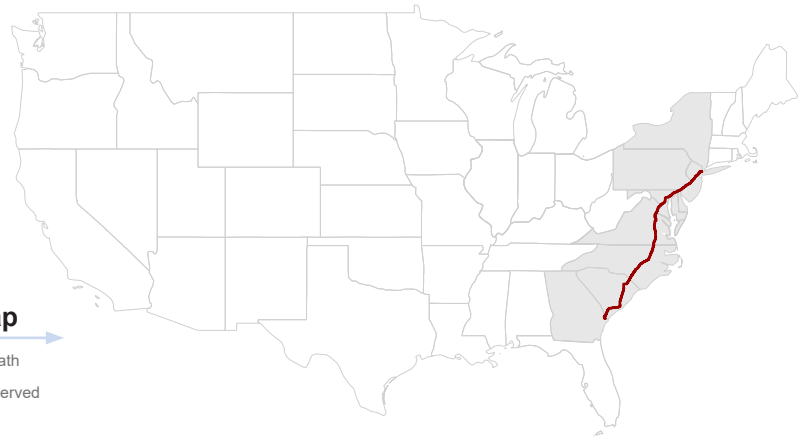
Additional Notes

The Lake Shore Limited temporarily suspended service to Boston in FY2025 Q4, due to track work.

Long Distance

Palmetto

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

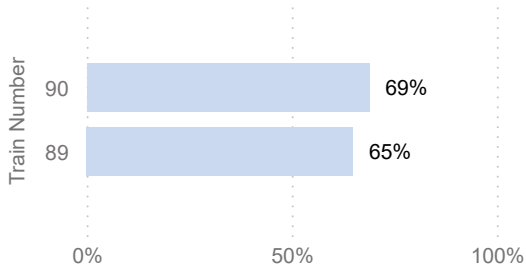


Customer On-Time Performance

Route Level Customer OTP **67%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater

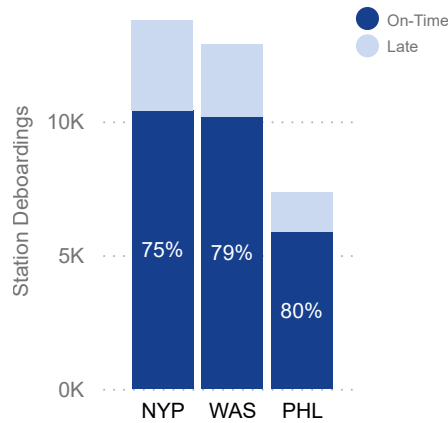


Route Map

— Route Path
 ■ States Served

Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- MET - Metropark (Iselin), NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- BWI - BWI Thurgood Marshall Airport Station, MD
- NCR - New Carrollton, MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- RVR - Richmond (Staples Mill Rd), VA
- PTB - Petersburg, VA
- RMT - Rocky Mount, NC
- WLN - Wilson, NC
- SSM - Selma, NC
- FAY - Fayetteville, NC
- DIL - Dillon, SC
- FLO - Florence, SC
- KTR - Kingstree, SC
- CHS - Charleston, SC
- YEM - Yemassee, SC
- SAV - Savannah, GA

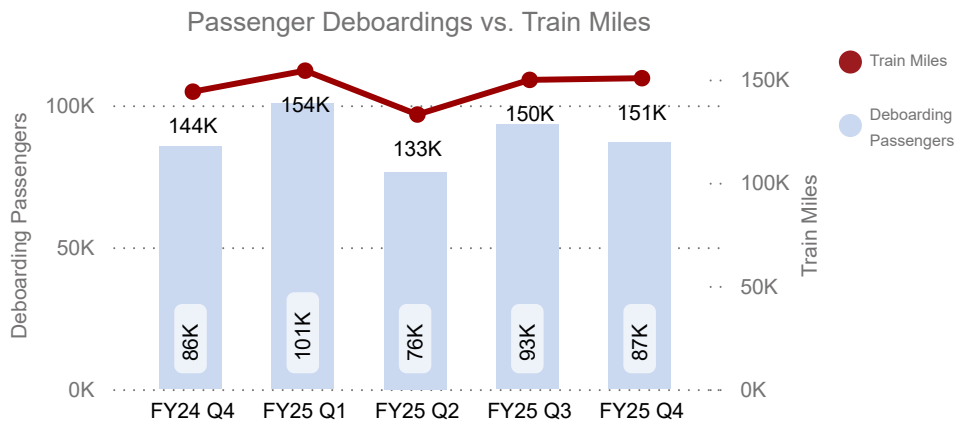
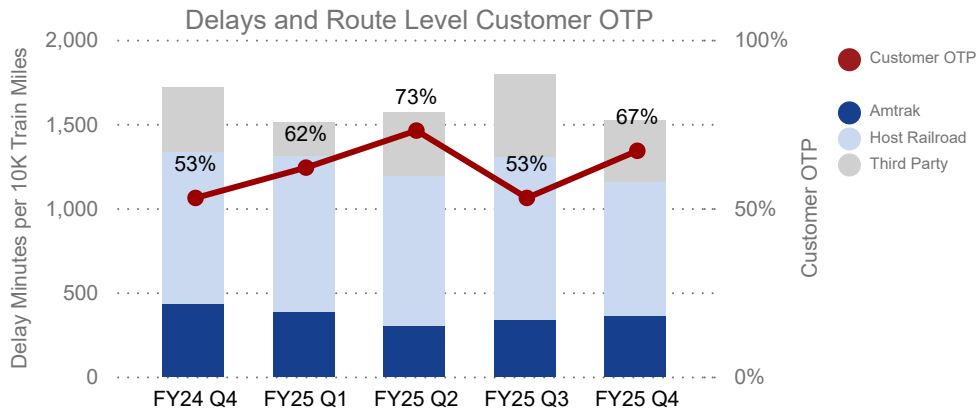
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	4,304
PTI	Passenger train interference	3,473
NOD	Unused recovery time	3,194

Customer Service Index (CSI)

Overall Service **78%**

Trends

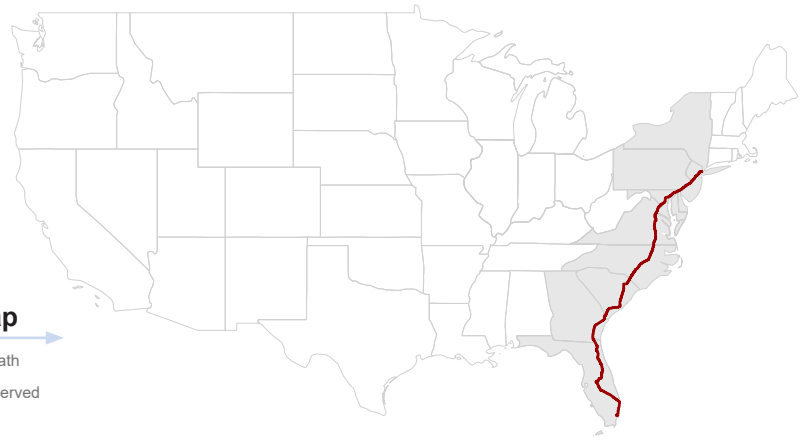


Additional Notes

Long Distance

Silver Meteor

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

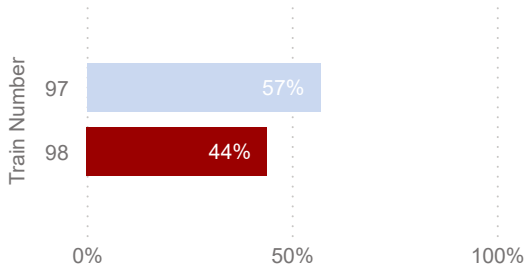


Customer On-Time Performance

Route Level Customer OTP **51%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater



Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	5,222
DSR	Slow order delays	5,102
NOD	Unused recovery time	4,900

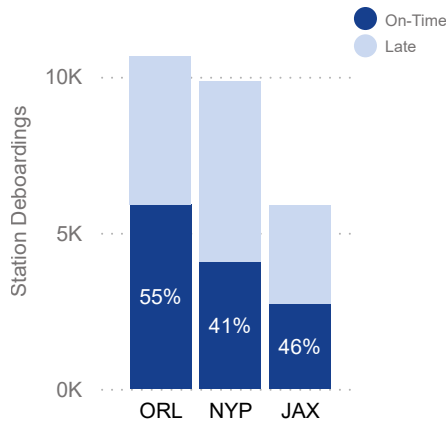
Customer Service Index (CSI)

Overall Service **71%**

Trends

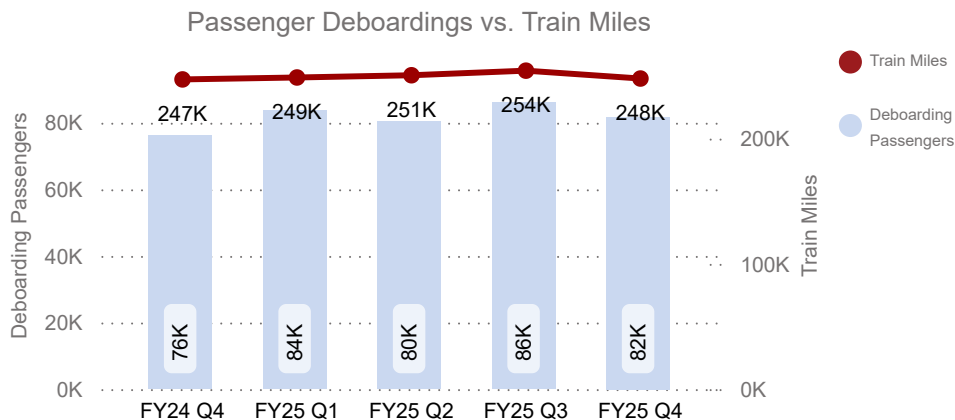
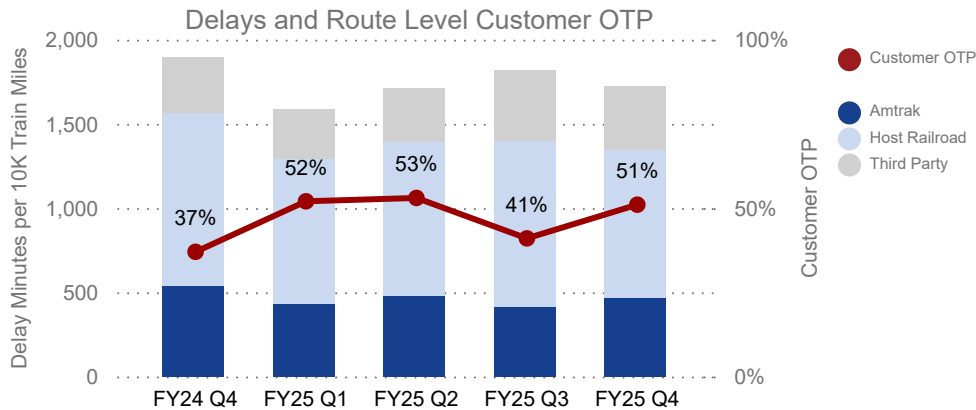
Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- TRE - Trenton, NJ
- PHL - Philadelphia (30th St Station), PA
- WIL - Wilmington, DE
- BAL - Baltimore (Penn Station), MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- FBG - Fredericksburg, VA
- RVR - Richmond (Staples Mill Rd), VA
- PTB - Petersburg, VA
- RMT - Rocky Mount, NC
- FAY - Fayetteville, NC
- FLO - Florence, SC
- KTR - Kingstree, SC
- CHS - Charleston, SC
- YEM - Yemassee, SC
- SAV - Savannah, GA
- JSP - Jesup, GA
- JAX - Jacksonville, FL
- PAK - Palatka, FL
- DLD - DeLand, FL
- WPK - Winter Park, FL
- ORL - Orlando, FL
- KIS - Kissimmee, FL
- WTH - Winter Haven, FL
- SBG - Sebring, FL
- WPB - West Palm Beach, FL
- DLB - Delray Beach, FL
- DFB - Deerfield Beach, FL
- FTL - Fort Lauderdale, FL
- HOL - Hollywood, FL
- MIA - Miami, FL

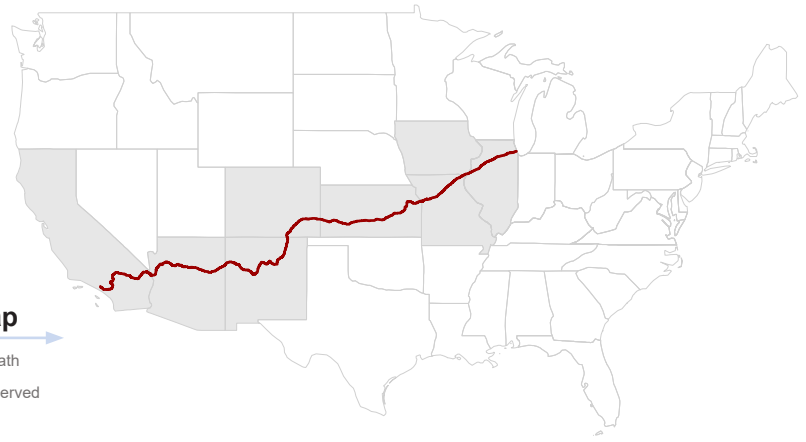


Additional Notes

Long Distance

Southwest Chief

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

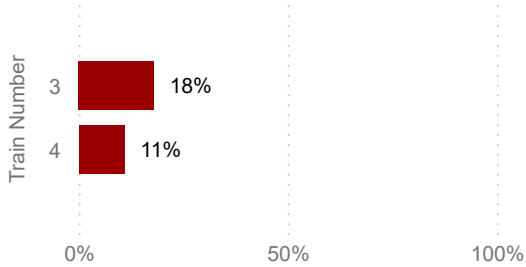


Customer On-Time Performance

Route Level Customer OTP **15%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater



Route Map

— Route Path
 ■ States Served

Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	17,764
DSR	Slow order delays	13,320
WTR	Weather-related	5,836

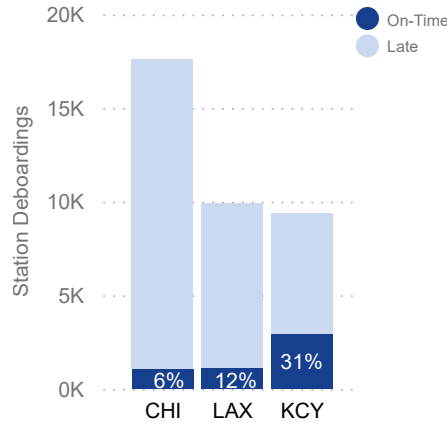
Customer Service Index (CSI)

Overall Service **68%**

Trends

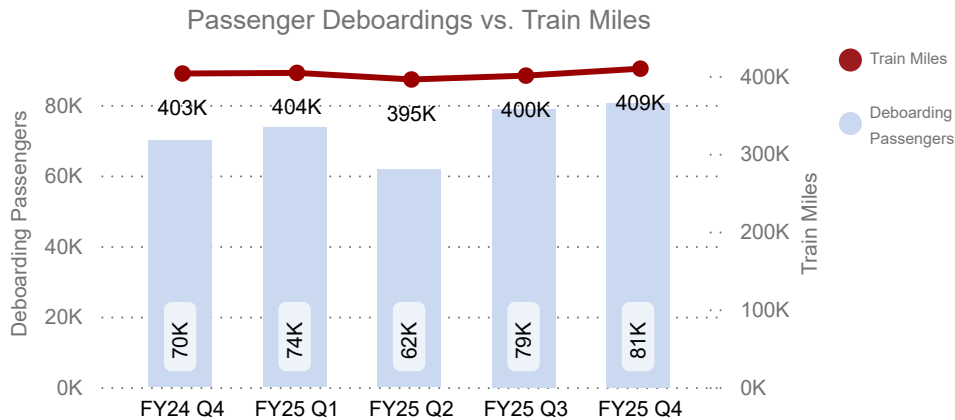
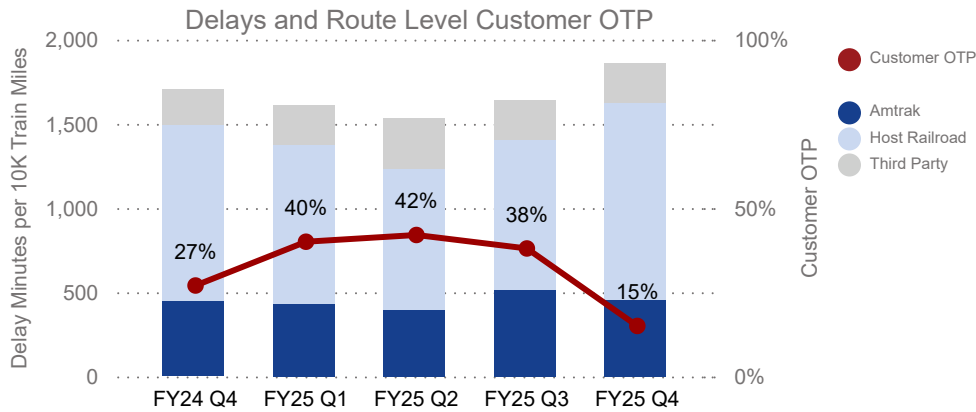
Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- CHI - Chicago (Union Station), IL
- NPV - Naperville, IL
- MDT - Mendota, IL
- PCT - Princeton, IL
- GBB - Galesburg, IL
- FMD - Fort Madison, IA
- LAP - La Plata, MO
- KCY - KS City (Union Station), MO
- LRC - Lawrence, KS
- TOP - Topeka, KS
- NEW - Newton, KS
- HUT - Hutchinson, KS
- DDG - Dodge City, KS
- GCK - Garden City, KS
- LMR - Lamar, CO
- LAJ - La Junta, CO
- TRI - Trinidad, CO
- RAT - Raton, NM
- LSV - Las Vegas, NM
- LMY - Lamy, NM
- ABQ - Albuquerque, NM
- GLP - Gallup, NM
- WLO - Winslow, AZ
- FLG - Flagstaff, AZ
- KNG - Kingman, AZ
- NDL - Needles, CA
- BAR - Barstow, CA
- VRV - Victorville, CA
- SNB - San Bernardino, CA
- RIV - Riverside (Downtown), CA
- FUL - Fullerton, CA
- LAX - Los Angeles (Union Station), CA

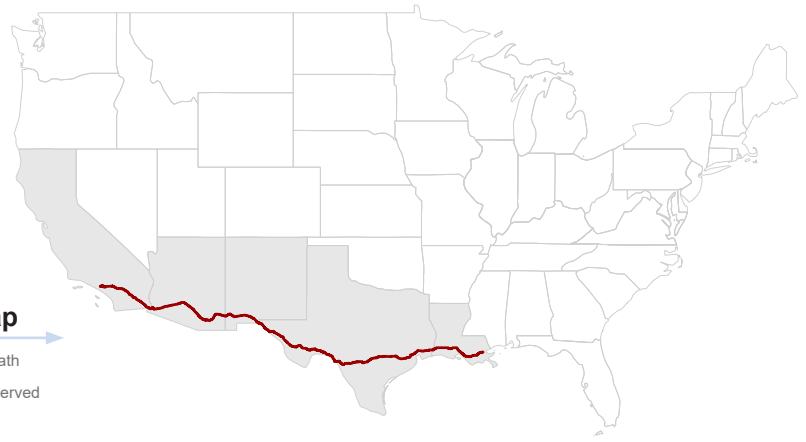


Additional Notes

Long Distance

Sunset Limited

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

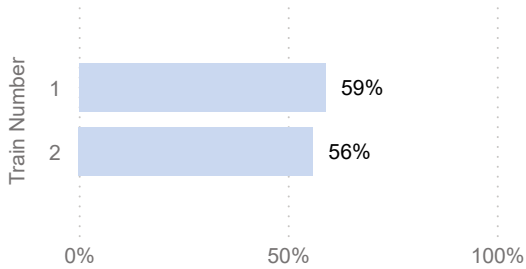


Customer On-Time Performance

Route Level Customer OTP **57%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater



Route Map

— Route Path
 ■ States Served

Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	11,255
NOD	Unused recovery time	4,945
DSR	Slow order delays	4,508

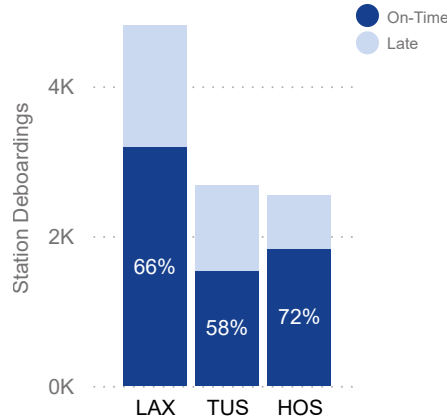
Customer Service Index (CSI)

Overall Service **79%**

Trends

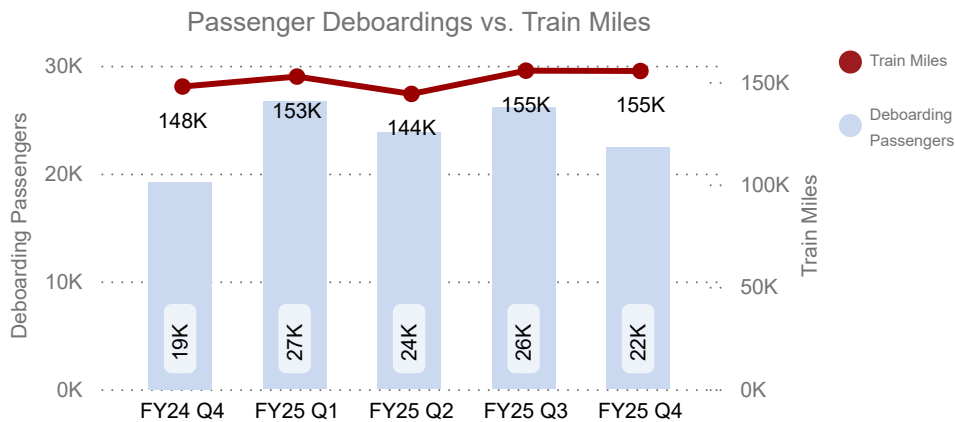
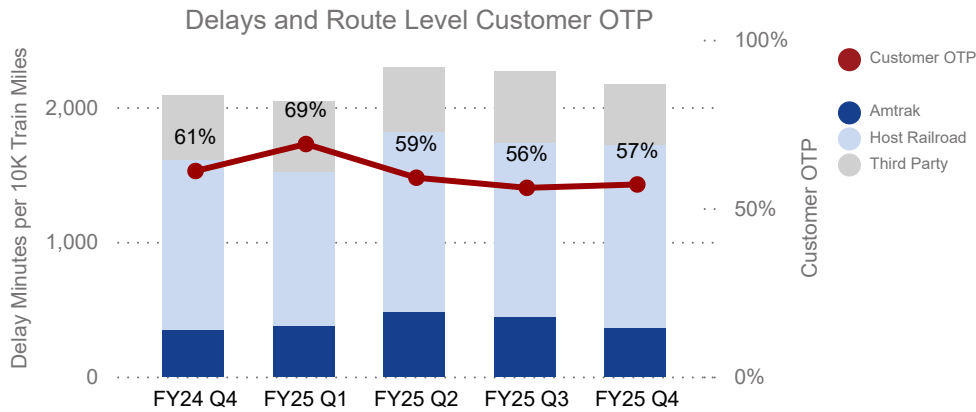
Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- NOL - New Orleans, LA
- SCH - Schriever, LA
- NIB - New Iberia, LA
- LFT - Lafayette, LA
- LCH - Lake Charles, LA
- BMT - Beaumont, TX
- HOS - Houston, TX
- SAS - San Antonio, TX
- DRT - Del Rio, TX
- SND - Sanderson, TX
- ALP - Alpine, TX
- ELP - El Paso, TX
- DEM - Deming, NM
- LDB - Lordsburg, NM
- BEN - Benson, AZ
- TUS - Tucson, AZ
- MRC - Maricopa, AZ
- YUM - Yuma, AZ
- PSN - Palm Springs, CA
- ONA - Ontario, CA
- POS - Pomona, CA
- LAX - Los Angeles (Union Station), CA



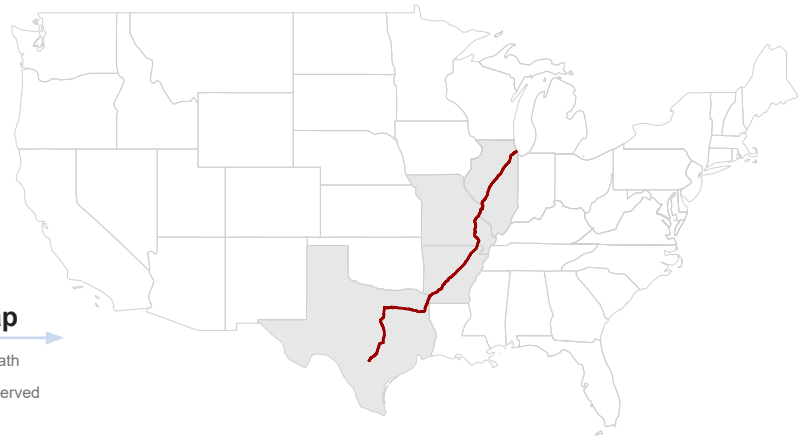
Additional Notes

The Sunset Limited runs three times per week in each direction.

Long Distance

Texas Eagle

Route Performance Profile – FY 2025 Q4 (Jul. 1, 2025 – Sep. 30, 2025)

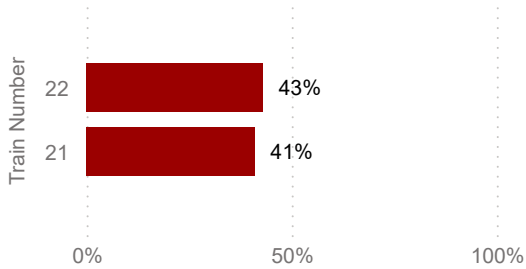


Customer On-Time Performance

Route Level Customer OTP **42%**

Train Level Customer OTP

● Below 50% ● From 50 to 79% ● 80% and Greater



Route Map

— Route Path
 ■ States Served

Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	19,205
DSR	Slow order delays	8,756
NOD	Unused recovery time	6,122

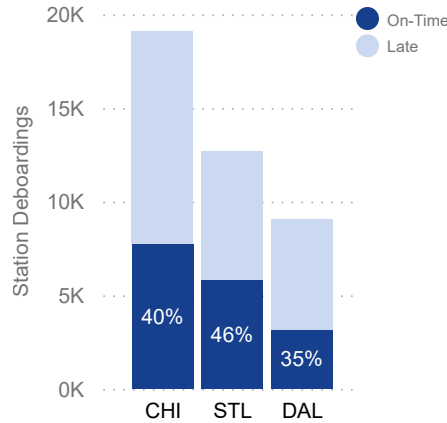
Customer Service Index (CSI)

Overall Service **72%**

Trends

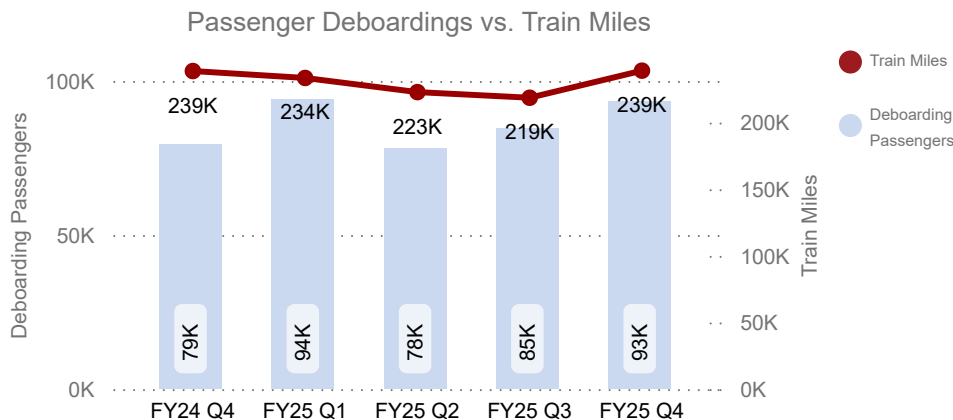
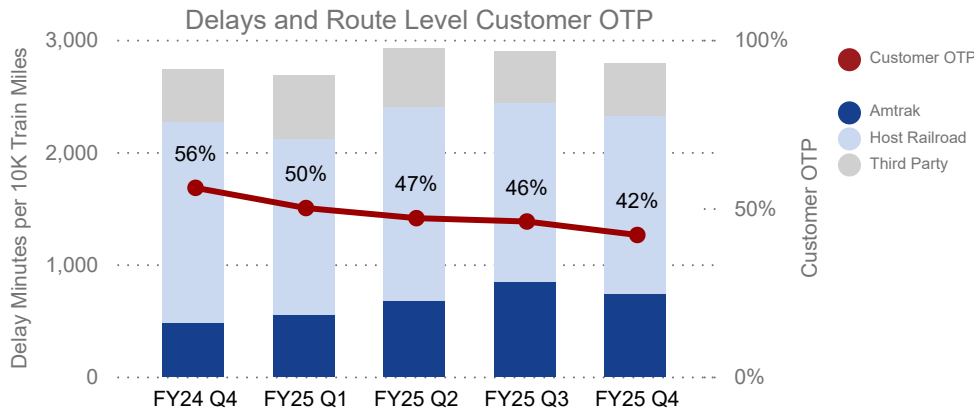
Station Performance

Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

- CHI - Chicago (Union Station), IL
- JOL - Joliet, IL
- PON - Pontiac, IL
- BNL - Bloomington-Normal, IL
- LCN - Lincoln, IL
- SPI - Springfield, IL
- CRV - Carlinville, IL
- ALN - Alton, IL
- STL - St. Louis, MO
- ACD - Arcadia, MO
- PBF - Poplar Bluff, MO
- WNR - Walnut Ridge, AR
- LRK - Little Rock, AR
- MVN - Malvern, AR
- ARK - Arkadelphia, AR
- HOP - Hope, AR
- TXA - Texarkana, AR
- MHL - Marshall, TX
- LVW - Longview, TX
- MIN - Mineola, TX
- DAL - Dallas, TX
- FTW - Fort Worth, TX
- CBR - Cleburne, TX
- MCG - McGregor, TX
- TPL - Temple, TX
- TAY - Taylor, TX
- AUS - Austin, TX
- SMC - San Marcos, TX
- SAS - San Antonio, TX



Additional Notes

Data on this page represents Texas Eagle service between Chicago and San Antonio. On days when the Sunset Limited runs, some Texas Eagle cars separate at San Antonio to join the westbound Sunset Limited, and some eastbound Sunset Limited cars separate at San Antonio to join the northbound Texas Eagle.

Appendix A. On-Time Performance and Train Delay Metrics

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.

Notes

- The metric was reported monthly through May 2021, after which it is reported annually.
- *Certified schedule* means a published train schedule that Amtrak and the host railroad jointly certify is aligned with the customer on-time performance metric and standard.
- *Uncertified schedule* means a published train schedule that has not been reported as a certified schedule or a disputed schedule.
- *Disputed schedule* means 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.
- Certified Schedules data is available for download at railroads.dot.gov. See Schedule Certification Tables.

Customer On-Time Performance

The Metrics and Minimum Standards for Intercity Passenger Rail Service rule defines OTP as 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. Amtrak uses the 15-minute maximum when calculating OTP for all routes and trains except the Acela. Amtrak uses a 10-minute maximum when calculating OTP for the Acela.

The customer on-time performance minimum standard is 80 percent for any two consecutive quarters.

Notes

- Customer on-time performance for all schedules, at the route-level and by train, are available for download at railroads.dot.gov. See Customer OTP Metrics.

Disputed Train Delays

Notes

- *Delay minutes disputed by host railroad and not resolved by Amtrak* 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.
- 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 5** for a list of host railroad codes used in the delay reports.
- Disputed Train Delays data is available for download at railroads.dot.gov. See Disputed Delay Minutes Metric.

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).

Notes

- *Actual running time* 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.
- *Scheduled running time* means the scheduled duration of a train's travel on a host railroad, as set forth in the Amtrak schedule skeleton.
- *Schedule skeleton* 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.
- Data is available for download at railroads.dot.gov.

Ridership

The number of host railroads to whom Amtrak has provided ridership data reported by host railroad and by month.

Notes

- 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.
- Amtrak provided ridership data to Portland Terminal Railroad Company via BNSF Railway.
- Ridership data is available for download at railroads.dot.gov.

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. Amtrak considers Acela passengers who arrive at their detraining station more than 10 minutes behind schedule to be late.

Notes

- Station Performance data is available for download at railroads.dot.gov. See Station Performance Metric.

Train Delays

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.

Notes

- *Amtrak-responsible* 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.
- *Host-responsible* 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.
- *Third-party* 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, available for download at railroads.dot.gov, the third-party delays are coded as "Neither."
- Train Delays data is available for download at railroads.dot.gov. See Delay Metrics.

Train Delays per 10,000 Train Miles

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.

Notes

- *Delays per 10,000 train miles* 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 and Amtrak-responsible delay, divided by the number of Amtrak train miles operated over that host, multiplied by 10,000.
- Train Delays data is available for download at railroads.dot.gov. See Delays per 10K TM Metric.

Appendix B. Customer Service Metrics

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 publishes information about Amtrak's customer satisfaction survey (including the survey questions and methodology) annually as an appendix to the quarterly report. The most recent customer satisfaction survey report can be accessed at [railroads.dot.gov](https://www.railroads.dot.gov).

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. Scores are not adjusted for Northeast Corridor routes.

Amtrak provides 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).

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.

On-Board 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 on-board 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 on-board 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.

Appendix C. Financial Metrics

Average Ridership

The number of passenger-miles divided by train miles for each route.

Notes

- Financial Metrics data is available for download at railroads.dot.gov.

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.

Notes

- *Avoidable operating costs* 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.
- *Passenger revenue* 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.
- Financial Metrics data is available for download at railroads.dot.gov.

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.

Notes

- *Adjusted operating expenses* 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.
- *System-wide* (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.
- Financial Metrics data is available for download at railroads.dot.gov.

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.

Notes

- *Fully allocated core operating costs* 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.
- *Passenger revenue* 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.
- Financial Metrics data is available for download at railroads.dot.gov.

Total Ridership

The total number of passengers on Amtrak trains, reported by route.

Notes

- Financial Metrics data is available for download at railroads.dot.gov.

Appendix D. Amtrak Delay Code Definitions

Table 5. 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
	TCC	Cab car failure	Third Party Contractor Cab Car Failure Delay
	TCR	Car failure	Third Party Contractor Car Failure Delay
	TEN	Locomotive failure	Third Party Contractor Engine Failure Delay
	TIP	Train Interference Planned	Planned time added to the schedule to account for congestion between segments
UND	Undefined	Delays that are auto-entry 2 minute delay	
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

Table 5. Amtrak Delay Code Definitions (Continued)

Responsibility	Code	Code Description	Explanation
Host-responsible delays	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
	DTR	Detour	Delays from detours
	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
	TCD	Third party contractor delays	Unplanned Contractor delays that affect service
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