



U.S. Department of Transportation
Federal Railroad Administration



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

Updated June 20, 2025

First Quarter of Fiscal Year 2025 (October 1, 2024 – December 31, 2024)

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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 **first quarter of FY 2025 from October 1, 2024, to December 31, 2024**.

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 Q1 Updates

Delays

Beginning March 1, 2024, Amtrak changed the way delays are reported on the Northeast Corridor. Previously, Amtrak recorded delay minutes based on a train's scheduled run time, but now it records them based on a train's pure run time. Because of this change, more delay minutes may be observed in the data for trains that travel on the Northeast Corridor. This change makes reporting consistent with other service lines and allows Amtrak to understand more clearly what is happening along the corridor. Customer On-Time Performance is not impacted.

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. A performance profile for the Capitol Limited, Floridian, and Silver Star can be found in Section III of this report.

Seasonal Service

In December 2024, Amtrak resumed operating the "Winter Park Express" seasonal service. During the winter months, the service connects Denver's Union Station (DEN) and Winter Park Resort (WPR), with an additional stop in Fraser, Winter Park (WIP).

Revised Customer Service Index (CSI) Data

In February 2025, Amtrak provided FRA revised Customer Service Index data for FY 2024. This data is now available for download at railroads.dot.gov.

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**).

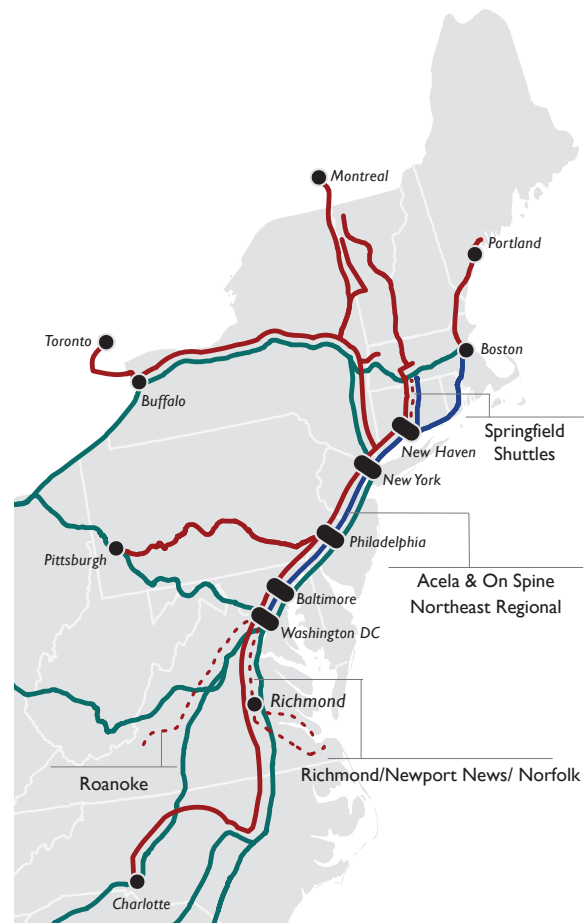
For some routes, Amtrak reports operational (train performance) data differently than it reports financial or ridership data. Specifically, in some State Supported service arrangements, a State, under a contractual agreement with Amtrak, provides financial support for a portion of a larger route. Amtrak 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.

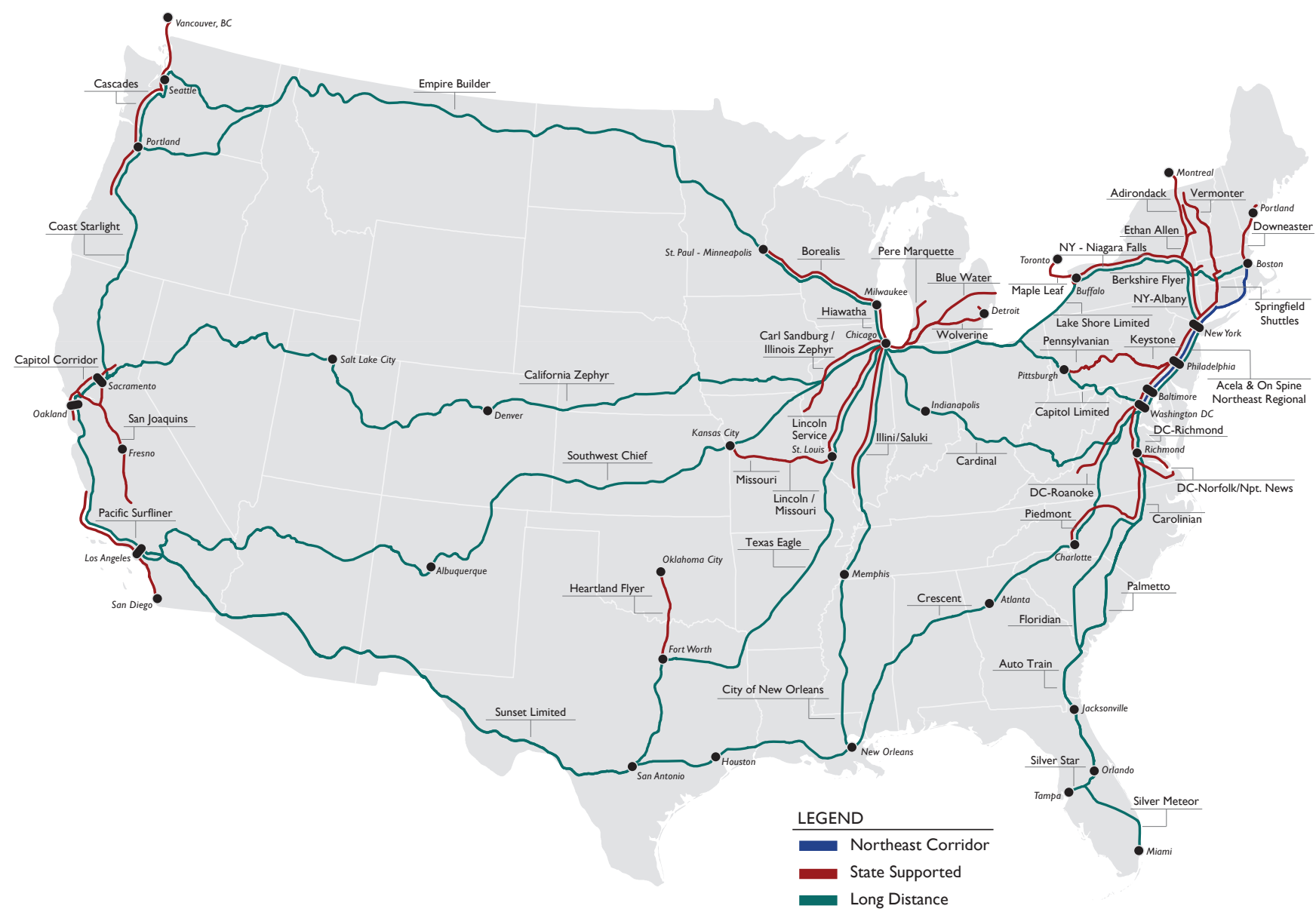
Figure 1. Amtrak Northeast Corridor



LEGEND

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

Figure 2. Amtrak System Map



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.

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.

The 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 72 percent in FY 2025 Q1, which was two points higher than the previous quarter and lower than FY 2024 Q1. Customer OTP for Amtrak's Long Distance service line was 58 percent, up from 52 percent in the previous quarter, and down from 66 Percent in FY 2024 Q1. State Supported OTP increased by one point from the previous quarter, and was down from 80 percent in FY 2024 Q1. Northeast Corridor OTP increased four points to 73 percent from FY 2024 Q4 to FY 2025 Q1 and was down from 78 percent in FY 2024 Q1 (**Figure 3**).

Customer OTP for each route is shown in **Table 4**. The routes with the highest Customer OTP in FY 2025 Q1 were the Illini / Saluki (93 percent), Carl Sandburg / Illinois Zephyr (89 percent), and Hiawatha (89 percent) (**Table 1**). The poorest performing routes were the Auto Train (34 percent), Floridian (36 percent), and Southwest Chief (40 percent) (**Table 2**).

Customer OTP on three routes improved by 10 or more points from FY 2024 Q1 to FY 2025 Q1: Roanoke (+14%), California Zephyr (+13%) and Crescent (+13%) (**Table 3**).

Table 1. Highest Customer OTP by Route

Route	FY 2025 Q1	FY 2024 Q1
Illini / Saluki	93%	86%
Carl Sandburg / Illinois Zephyr	89%	84%
Hiawatha	89%	87%

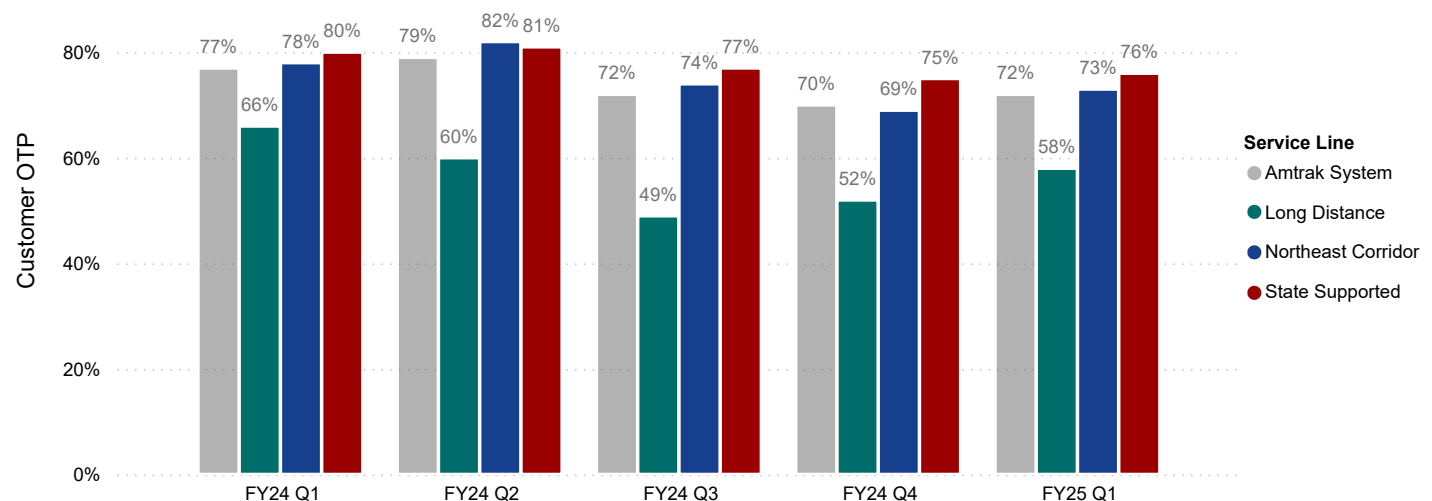
Table 2. Lowest Customer OTP by Route

Route	FY 2025 Q1	FY 2024 Q1
Auto Train	34%	74%
Floridian	36%	Route did not operate
Southwest Chief	40%	44%

Table 3. Routes with Significant OTP Improvement

Route	FY 2025 Q1	FY 2024 Q1	Points Improved
Crescent	80%	67%	13
Roanoke	76%	62%	14
California Zephyr	67%	54%	13

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 Q1	FY 2024 Q4
Long Distance	Auto Train	34%	64%
	California Zephyr	67%	45%
	Capitol Ltd	75%	67%
	Cardinal	53%	55%
	City Of New Orleans	81%	80%
	Coast Starlight	48%	50%
	Crescent	80%	58%
	Empire Builder	63%	46%
	Floridian	36%	
	Lake Shore Ltd	75%	74%
	Palmetto	62%	53%
	Silver Meteor	52%	37%
	Silver Star	53%	34%
	Southwest Chief	40%	27%
	Sunset Ltd	69%	61%
	Texas Eagle	50%	56%
Northeast Corridor	Acela	75%	69%
	On Spine Northeast Regional	74%	74%
	Richmond / Newport News / Norfolk	67%	62%
	Roanoke	76%	67%
	Springfield Shuttles	86%	85%
Seasonal Trains	Winter Park Express	100%	
State Supported	Adirondack	77%	77%
	Blue Water	74%	72%
	Borealis	61%	53%
	Capitol Corridor	85%	90%
	Carl Sandburg / Illinois Zephyr	89%	80%
	Carolinian	56%	36%
	Cascades	63%	52%
	Downeaster	71%	77%
	Ethan Allen Express	79%	63%
	Heartland Flyer	66%	58%
	Hiawatha	89%	86%
	Illini / Saluki	93%	81%
	Keystone	83%	90%
	Lincoln / Missouri	46%	52%
	Lincoln Service	61%	67%
	Maple Leaf	76%	70%
	Missouri	75%	78%
	New York - Albany	85%	88%
	New York - Niagara Falls	68%	71%
	Pacific Surfliner	77%	81%
	Pennsylvanian	63%	62%
	Pere Marquette	86%	81%
	Piedmont	78%	75%
	San Joaquins	77%	74%
	Vermont	66%	61%
	Wolverine	69%	67%

OTP and Delay Metrics

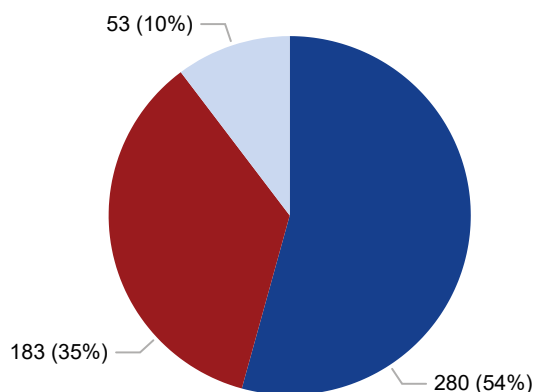
Customer OTP Minimum Standard

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 fourth quarter of FY 2024 and first quarter of FY 2025, 54 percent met the 80 percent Customer OTP standard, 35 percent did not meet the standard, and 10 percent did not operate in one of the two quarters (**Figure 4**).

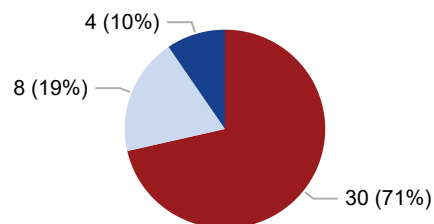
Figure 4. Train Level Customer OTP

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

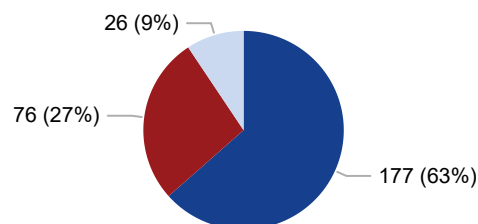
Amtrak System



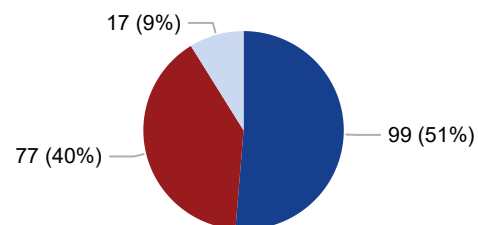
Long Distance



State Supported



Northeast Corridor



OTP and Delay Metrics

Train Delay Highlights

In FY 2025 Q1, the Long Distance service line had the most delay minutes per 10,000 train miles (**Figure 6**).

In FY 2025 Q1, Union Pacific and CSX had the most host-responsible delay minutes per 10,000 train miles among the Class I railroads, and CPKC had the least (**Figure 5**). Host-responsible delay minutes increased year-over-year on all Class I host railroads, except for Norfolk Southern and CPKC which were down by 15 percent and nearly 4 percent, respectively.

For all Class I Amtrak hosts except for CPKC, freight train interference (FTI) accounted for the largest number of delay minutes per 10,000 train miles (**Figure 5**). On CPKC, Passenger Train Interference (PTI) was 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 Q1 Train Delay Minutes per 10K Train Miles by Service Line

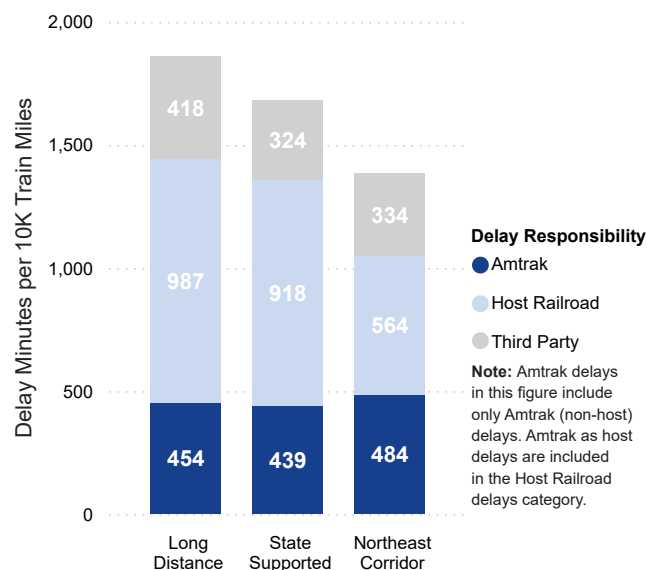
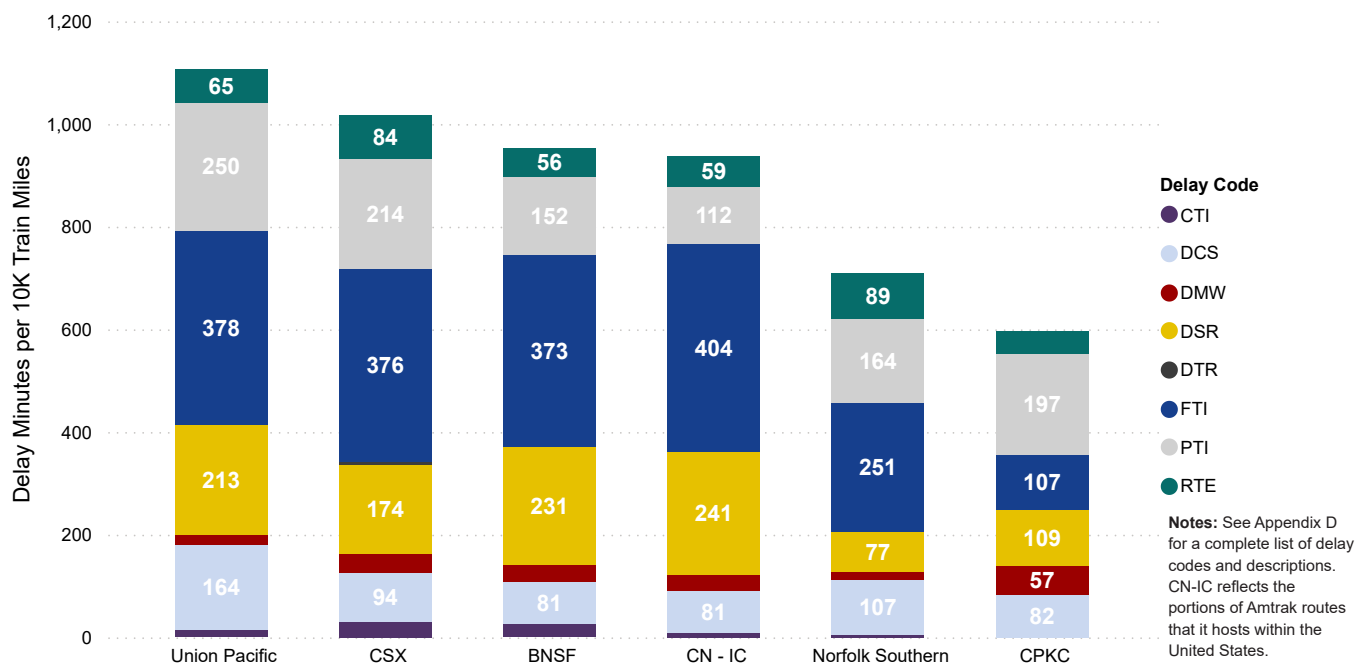


Figure 5. FY 2025 Q1 Class I Host Responsible Train Delay Minutes per 10K Train Miles



Financial Metrics

Total Ridership Highlights

Total Amtrak ridership increased from 8.36 million to 8.93 million, or nearly 7 percent, from FY 2024 Q1 to FY 2025 Q1. Passenger miles for the entire system increased by 7.1 percent over the same period. A passenger mile is one passenger traveling one train mile. Long Distance ridership was 1.15 million, up 4.6 percent from FY 2024 Q1. During the same period, Long Distance passenger

miles increased 5.3 percent. Northeast Corridor ridership in FY 2025 Q1 was 3.86 million, up 9.5 percent from FY 2024 Q1. State Supported ridership was 3.92 million, or 5 percent higher than the first quarter of the previous year. Year-over-year, Northeast Corridor and State Supported passenger miles grew by 9.4 and 6.1 percent respectively (Figure 7 and 8).

Figure 7. Total Ridership by Service Line

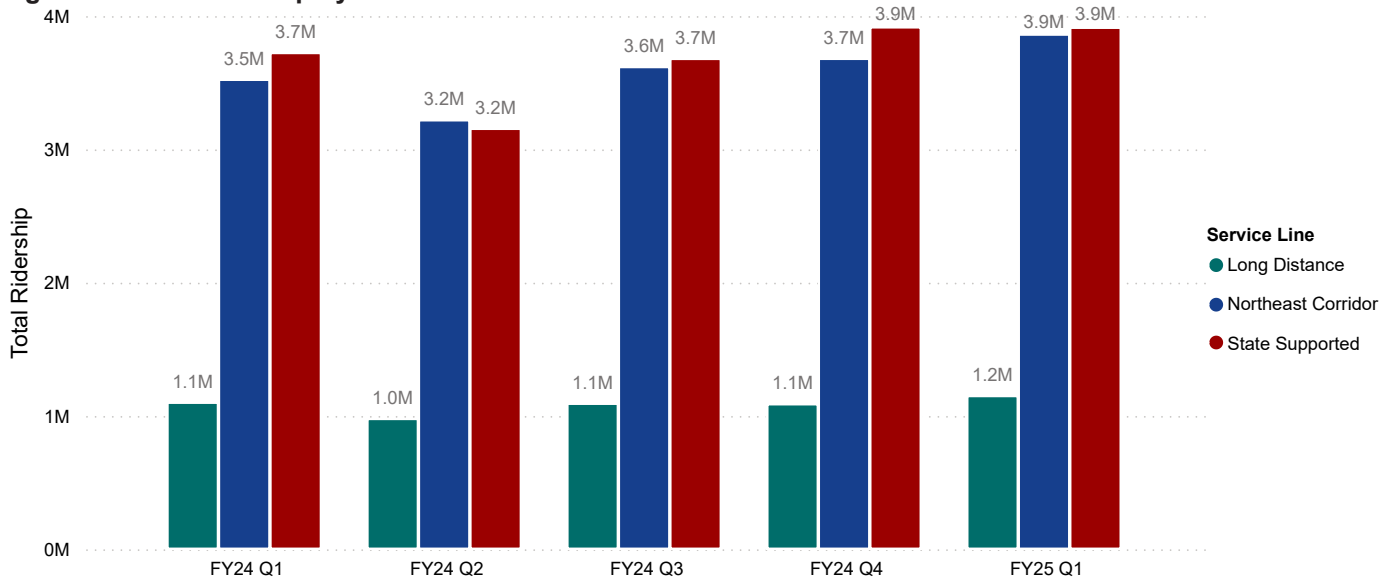
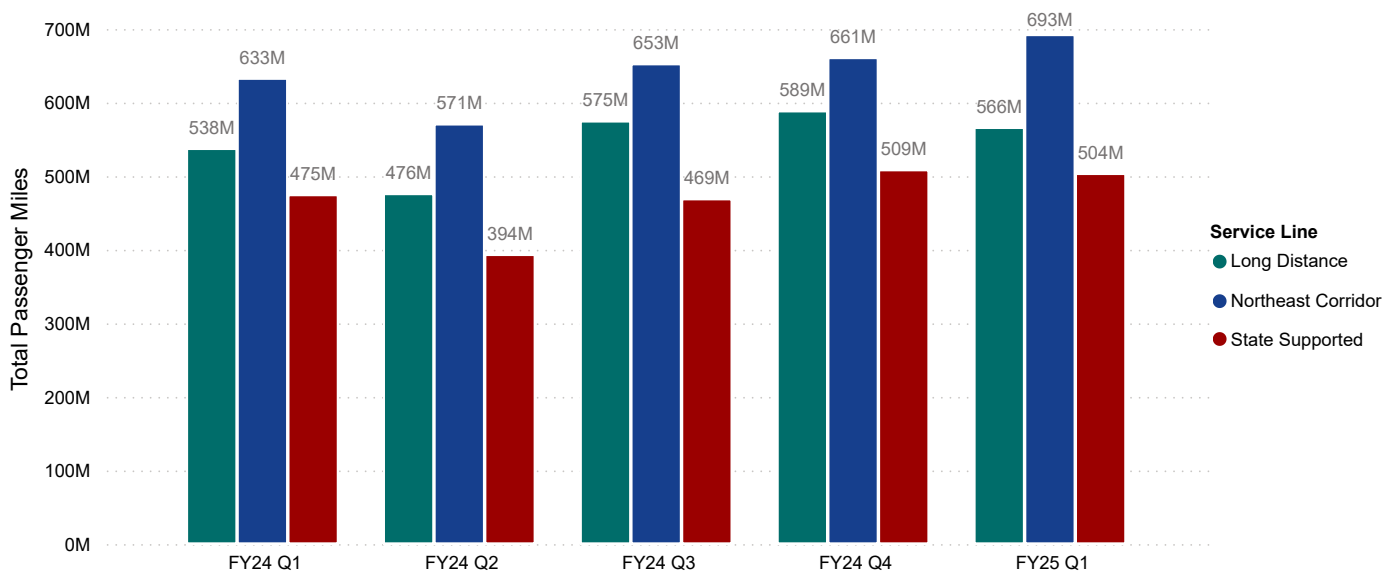


Figure 8. Passenger Miles by Service Line



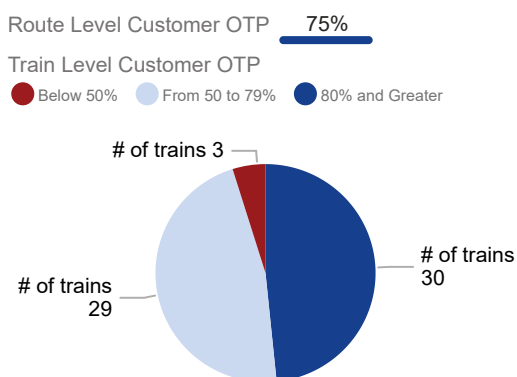
III. Quarterly Route Performance

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](https://www.railroads.dot.gov).

Route Profile Explainer

Customer On-Time Performance



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	17,288
CTI	Commuter train interference	7,864
DSR	Slow order delays	7,039

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

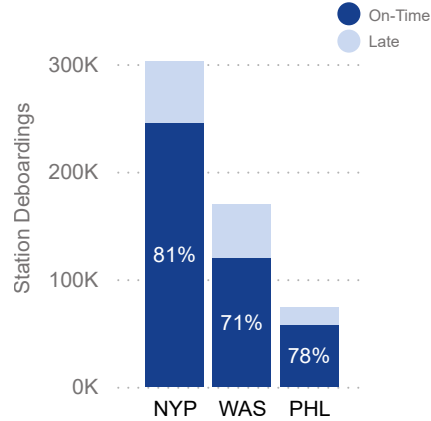
The route's overall customer satisfaction score in the current quarter adjusted for on-time performance in the current quarter. See Appendix B for more information on Customer Service Metrics.

Data Source: Customer Service Metric, Adjusted Top 3.

Route Profile Explorer

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

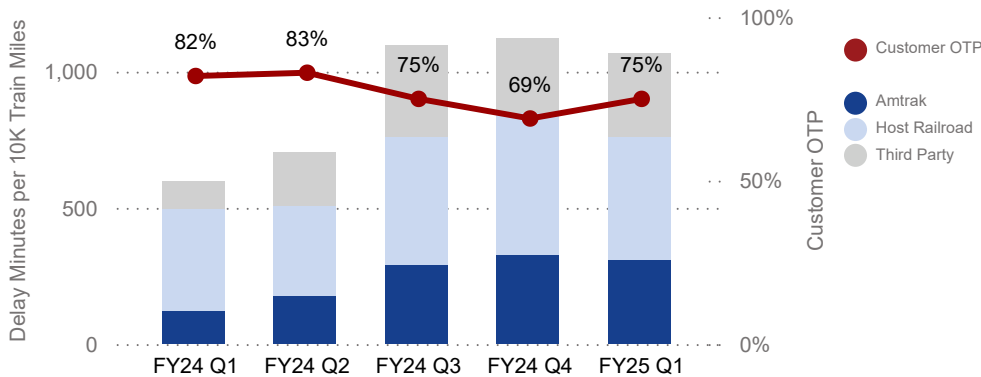
- BOS - Boston (South Station), MA
- BBY - Boston (Back Bay Station), MA
- RTE - Route 128 (Westwood), MA
- PVD - Providence, RI
- NHV - New Haven (Union Station), CT
- STM - Stamford, CT
- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- MET - Metropark (Iselin), 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](https://www.amtrak.com) for the most up-to-date stop information by route.

Trends

Delays and Route Level Customer OTP

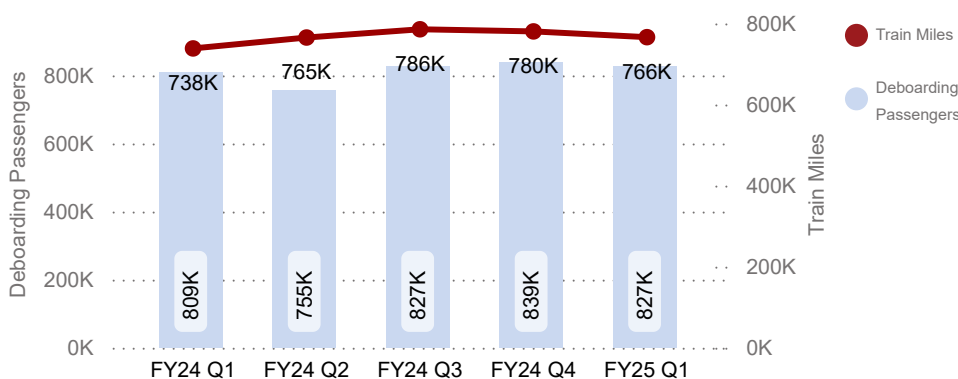


Delays and Route Customer OTP

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

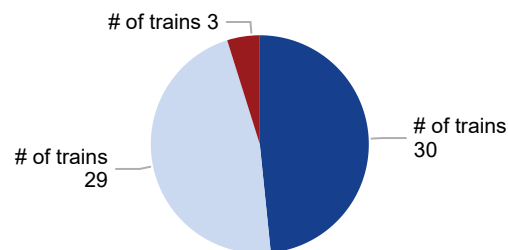
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **75%**

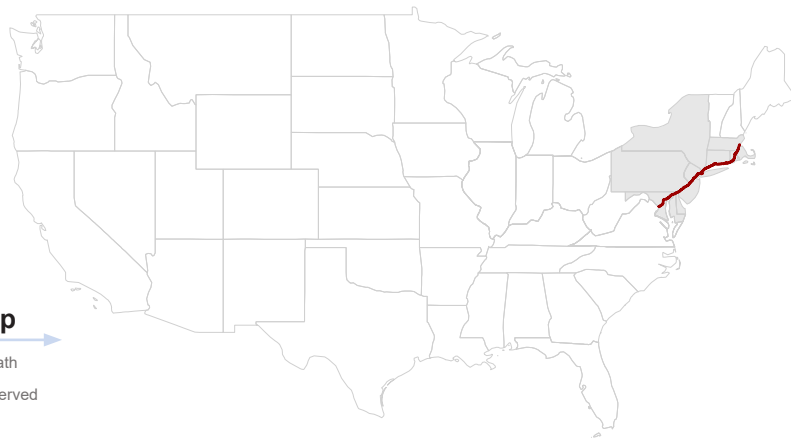
Train Level Customer OTP

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



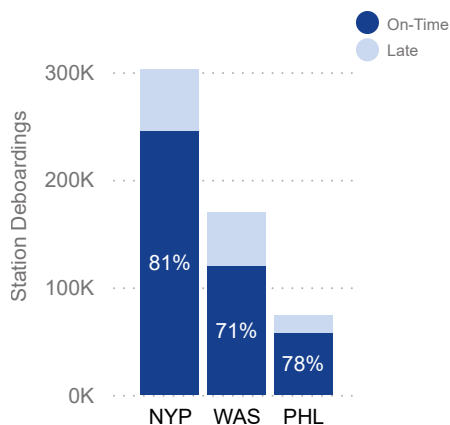
Route Map

Route Path
States Served



Station Performance

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



Route Stops

- 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

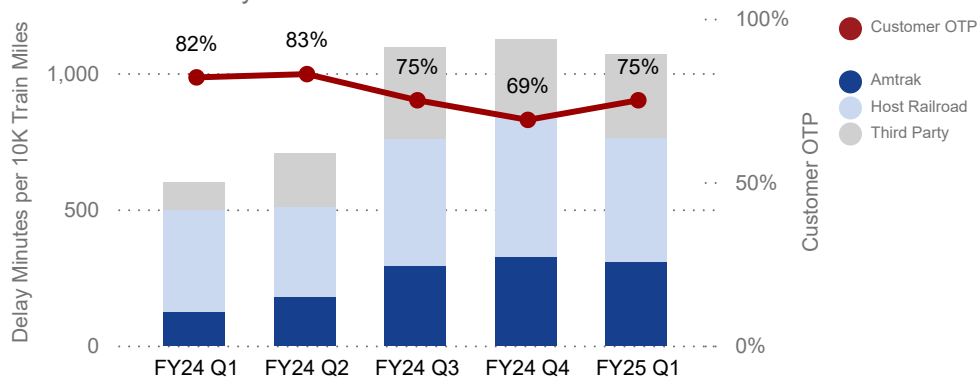
Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	17,288
CTI	Commuter train interference	7,864
DSR	Slow order delays	7,039

Customer Service Index (CSI)

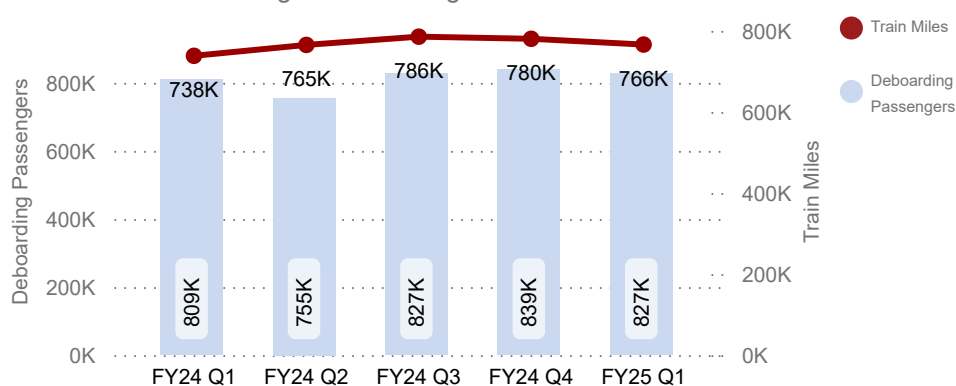
Overall Service **75%**

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

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



U.S. Department of Transportation
Federal Railroad Administration

Northeast Corridor

On Spine Northeast Regional

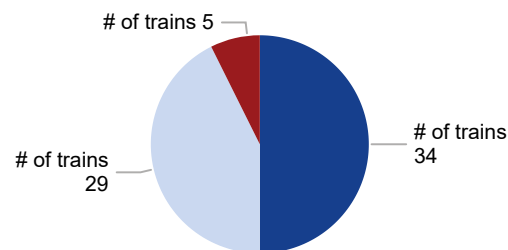
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **74%**

Train Level Customer OTP

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



Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	19,157
CTI	Commuter train interference	13,785
HLD	Passenger-related	10,150

Customer Service Index (CSI)

Overall Service **73%**

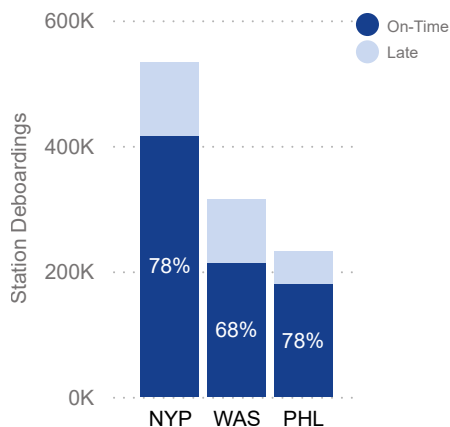
Trends

Route Map

Route Path
States Served

Station Performance

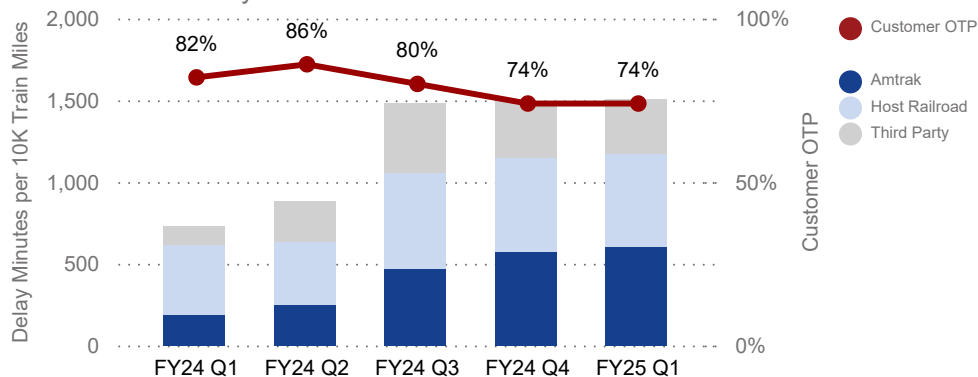
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



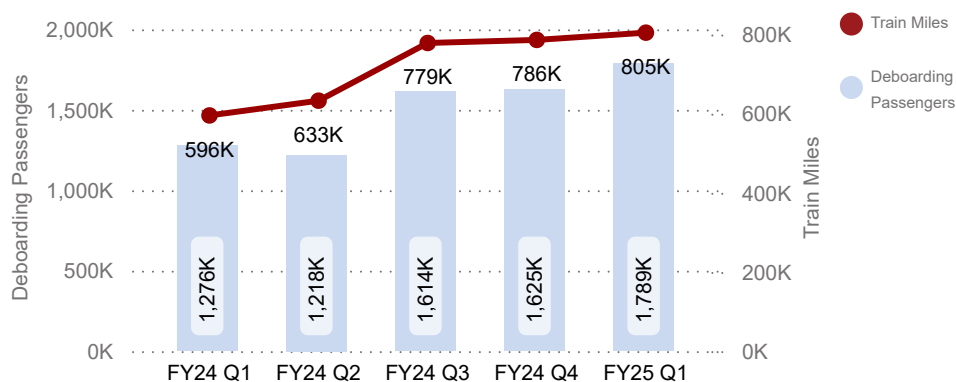
Route Stops

- 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
- EWB - 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 and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

Northeast Corridor

Richmond / Newport News / Norfolk

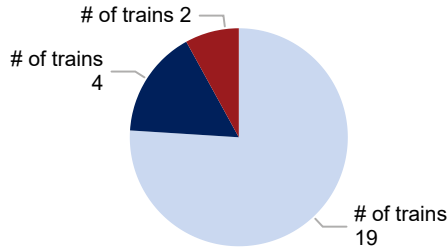
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **67%**

Train Level Customer OTP

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

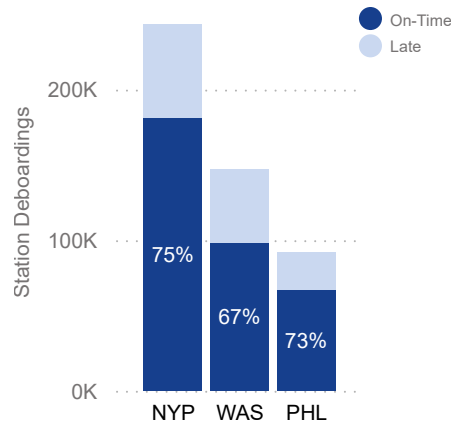


Route Map

Route Path
States Served

Station Performance

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



Route Stops

- 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
- PTB - Petersburg, VA
- NPN - Newport News, VA
- NFK - Norfolk, VA

Delays

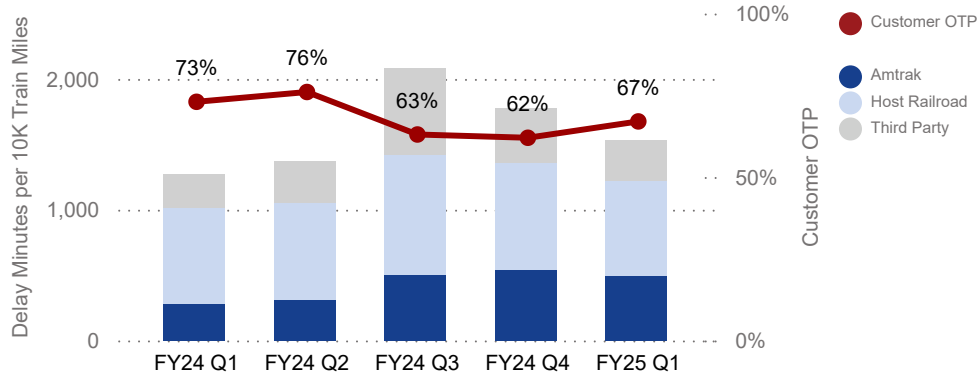
Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	12,873
HLD	Passenger-related	8,742
CTI	Commuter train interference	8,195

Customer Service Index (CSI)

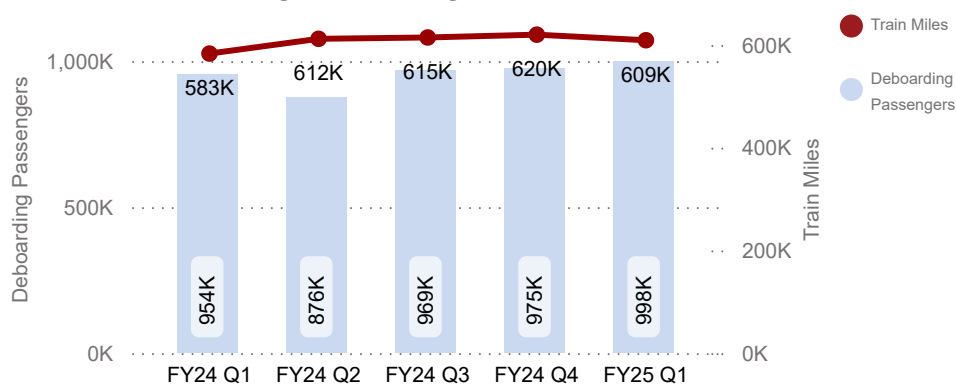
Overall Service	80%	Washington-Newport News
	82%	Washington-Norfolk
	75%	Washington-Richmond

Trends

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

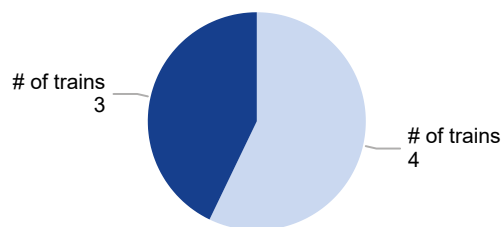
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **76%**

Train Level Customer OTP

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



Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	5,221
PTI	Passenger train interference	2,989
HLD	Passenger-related	2,478

Customer Service Index (CSI)

Overall Service **79%**

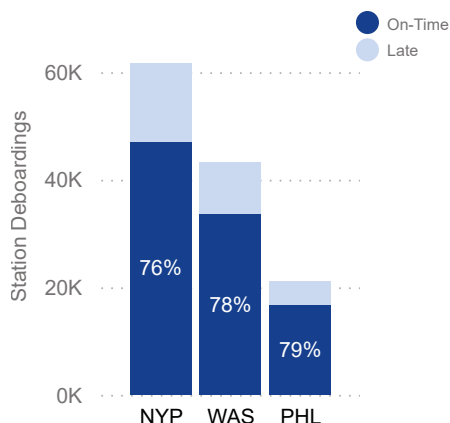
Trends

Route Map

Route Path
States Served

Station Performance

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

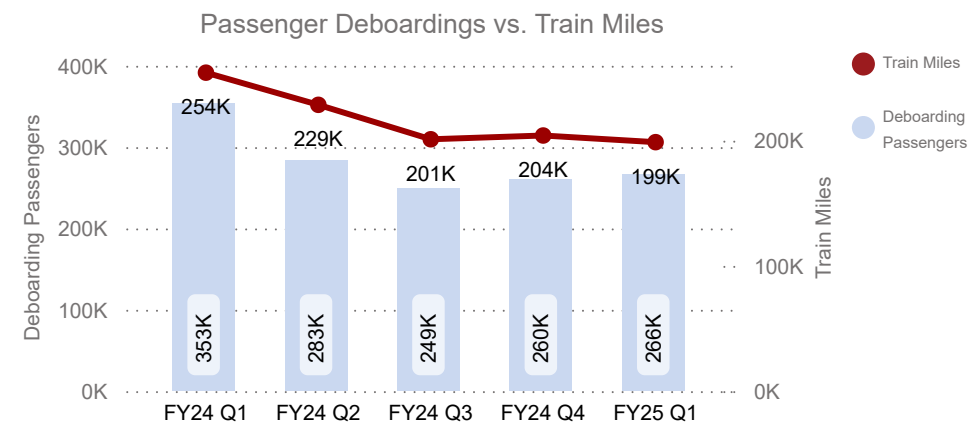
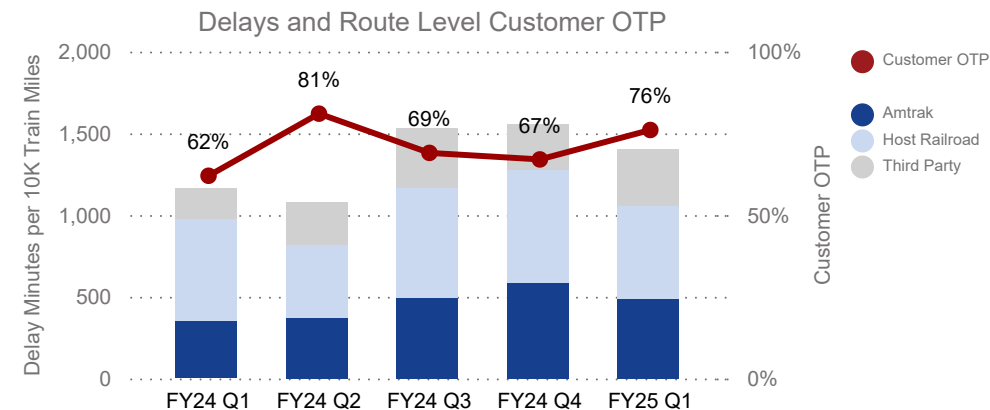


Route Stops

- 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
- EWK - 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

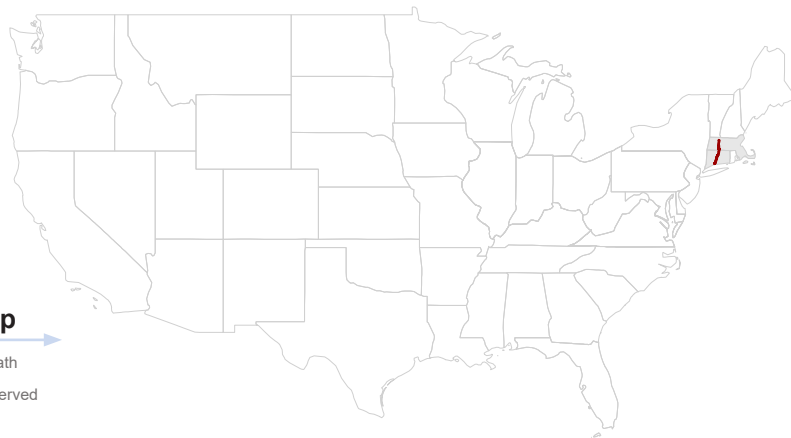
Additional Notes

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



Springfield Shuttles

Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

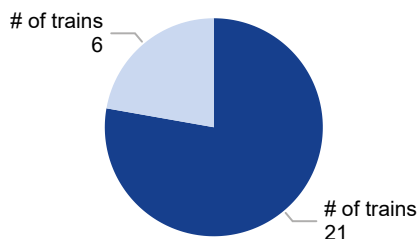


Customer On-Time Performance

Route Level Customer OTP **86%**

Train Level Customer OTP

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

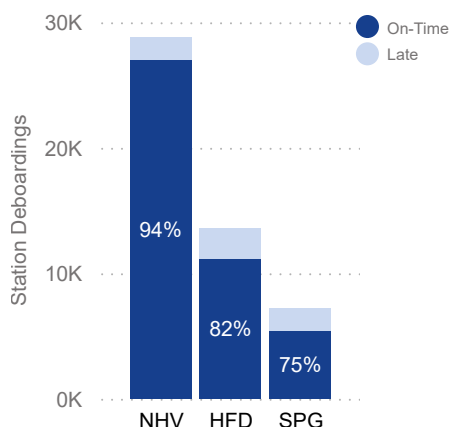


Route Map

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

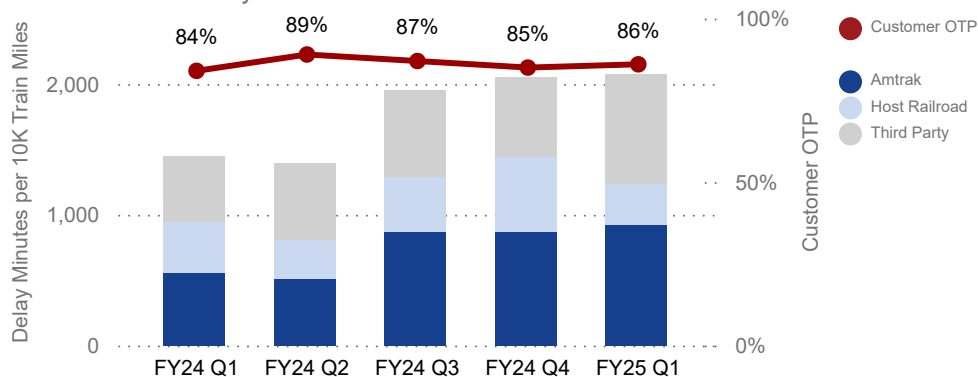
Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	3,231
CON	Hold for guaranteed connection	2,680
WTR	Weather-related	1,157

Customer Service Index (CSI)

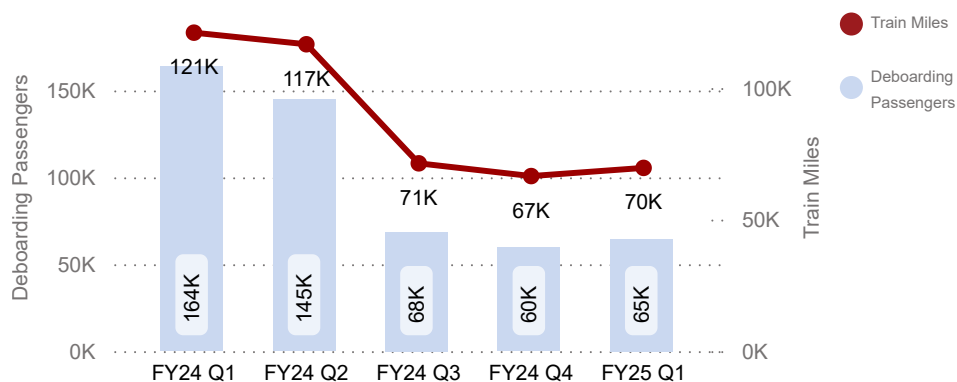
Overall Service **79%**

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

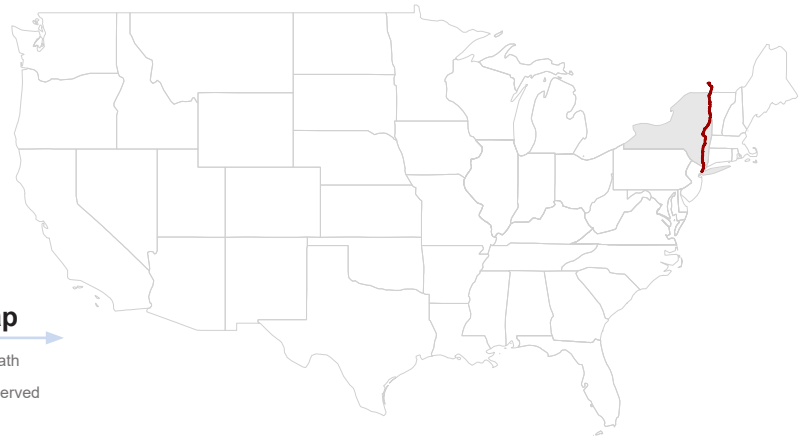
This route is classified as Northeast Corridor but, includes State Supported segments. See Figure 1 for additional details. Beginning in FY2024 Q4, two Springfield Shuttle routes were re-classified as On Spine Northeast Regional routes.



State Supported

Adirondack

Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

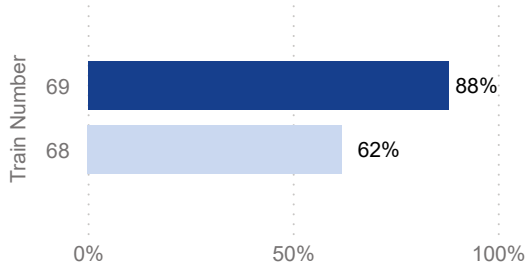


Customer On-Time Performance

Route Level Customer OTP **77%**

Train Level Customer OTP

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

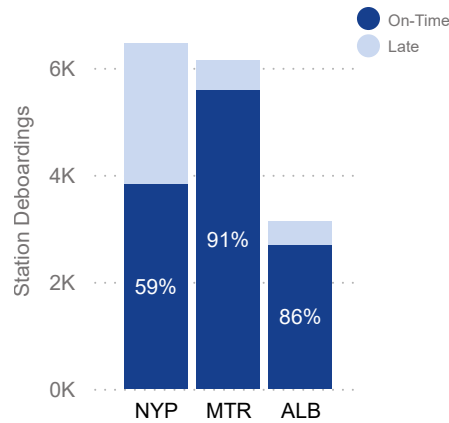


Route Map

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

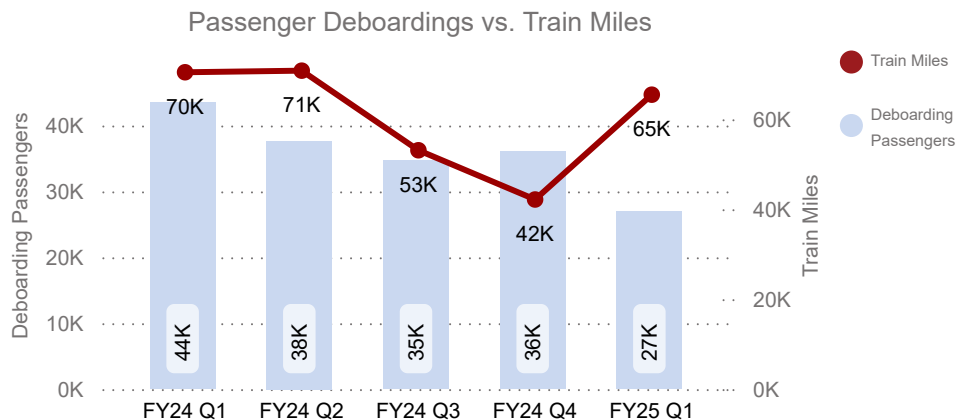
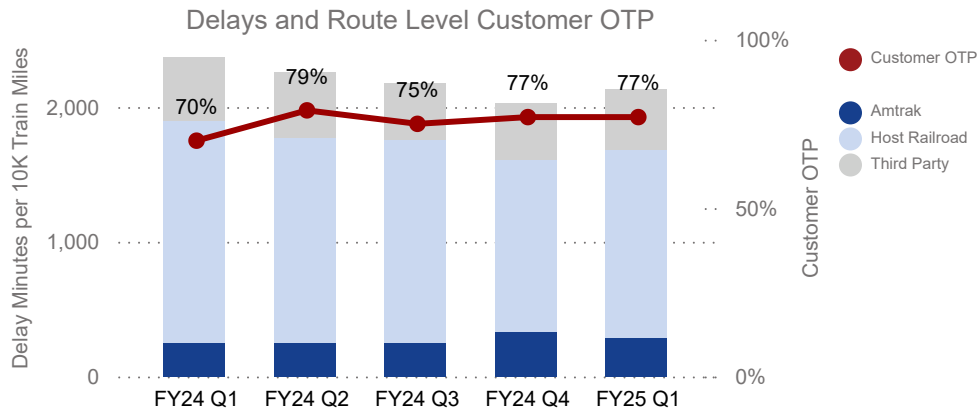
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	2,438
NOD	Unused recovery time	2,259
PTI	Passenger train interference	2,003

Customer Service Index (CSI)

Overall Service **79%**

Trends



Additional Notes

State Supported

Blue Water

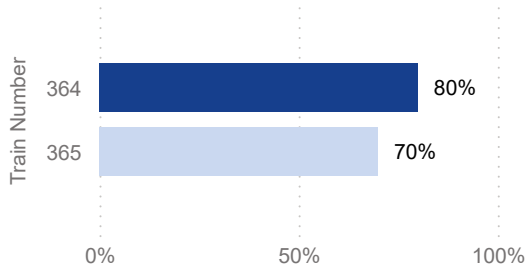
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **74%**

Train Level Customer OTP

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



Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	3,163
FTI	Freight train interference	1,626
SYS	Crew & system	1,022

Customer Service Index (CSI)

Overall Service **86%**

Trends

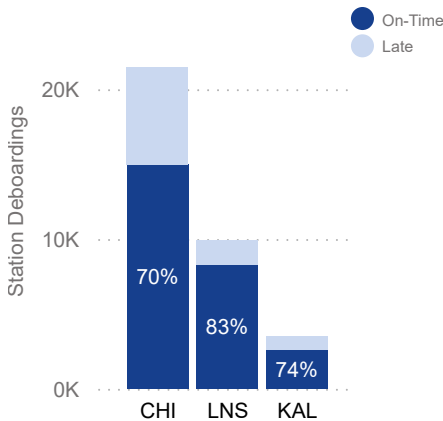


Route Map

Route Path
States Served

Station Performance

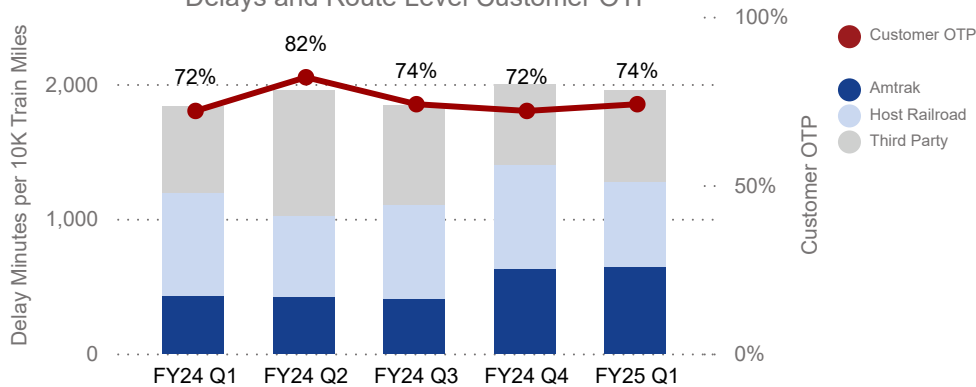
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



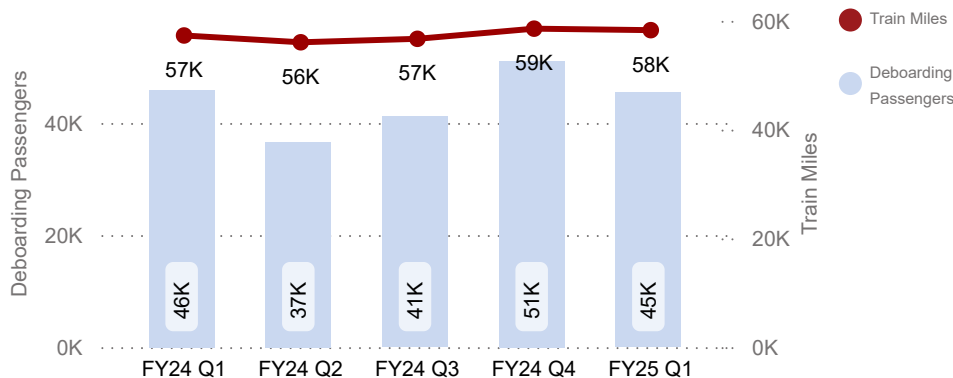
Route Stops

- 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 and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

Borealis

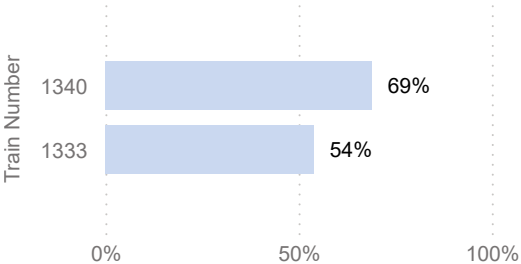
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP 61%

Train Level Customer OTP

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



Delays

Top 3 Causes of Delay		Delay Min
OTH	Miscellaneous delays	1,493
PTI	Passenger train interference	1,225
DSR	Slow order delays	1,051

Customer Service Index (CSI)

Overall Service 81%

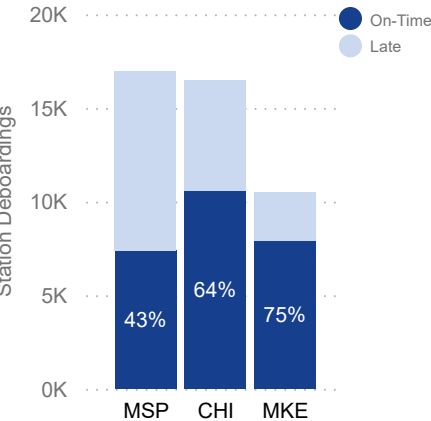
Trends

Route Map

Route Path States Served

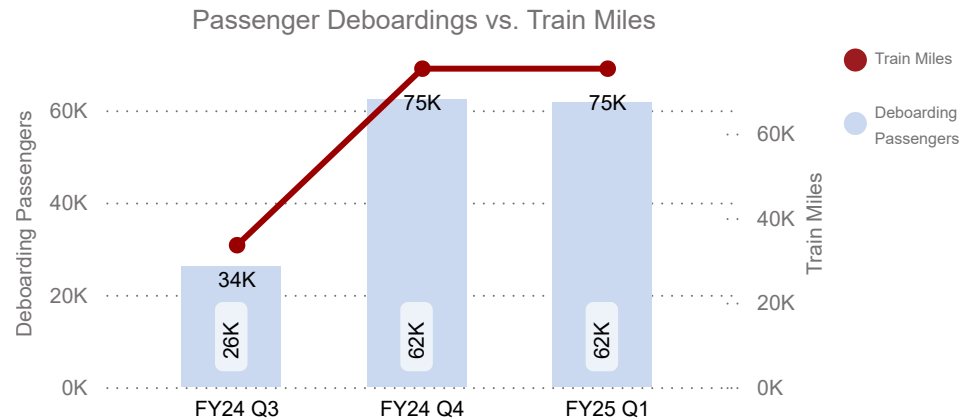
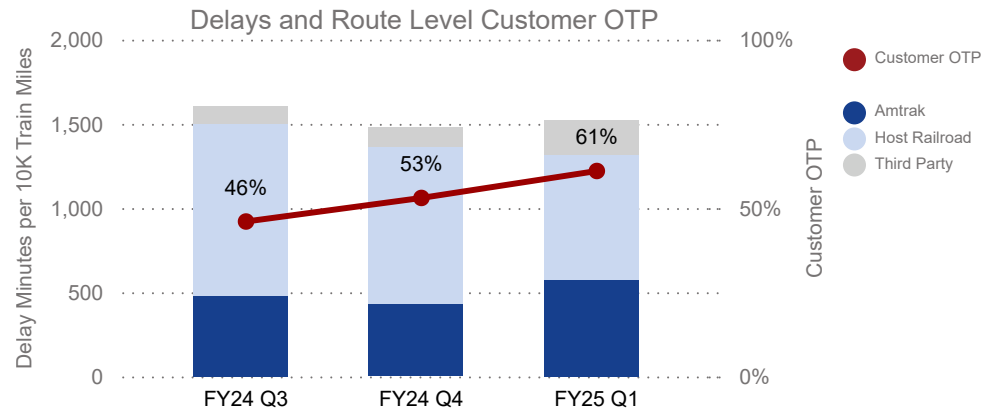
Station Performance

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



Additional Notes

Amtrak began operating the Borealis in May 2024.

State Supported

Capitol Corridor

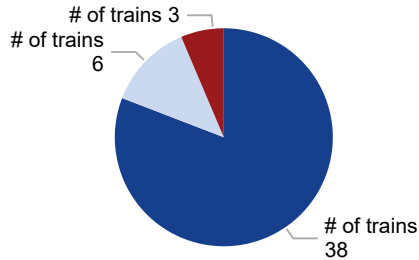
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **85%**

Train Level Customer OTP

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



Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	6,067
TRS	Trespasser incident	4,597
DCS	C&S work due to defect	3,344

Customer Service Index (CSI)

Overall Service **86%**

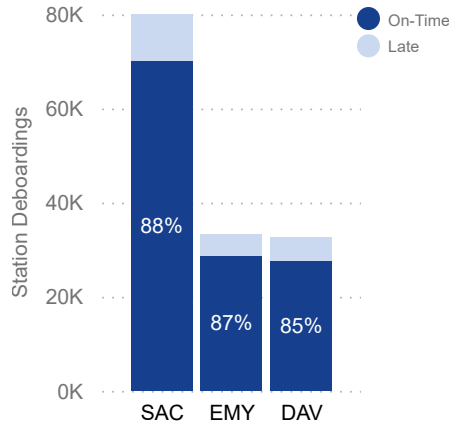
Trends

Route Map

Route Path
States Served

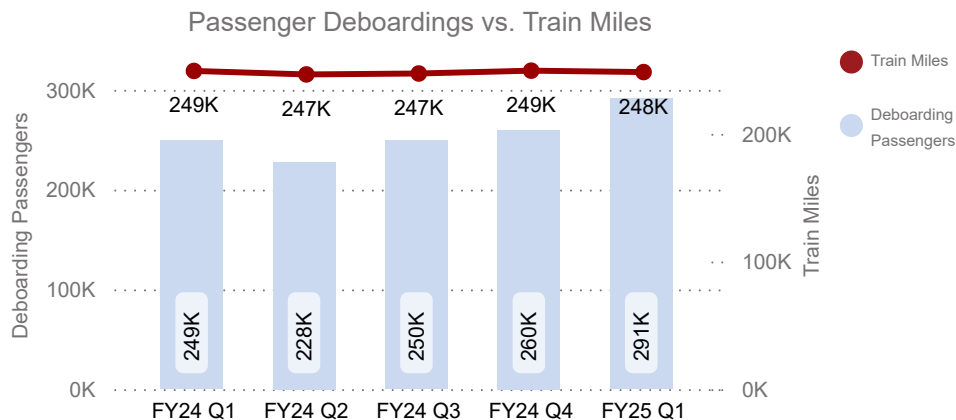
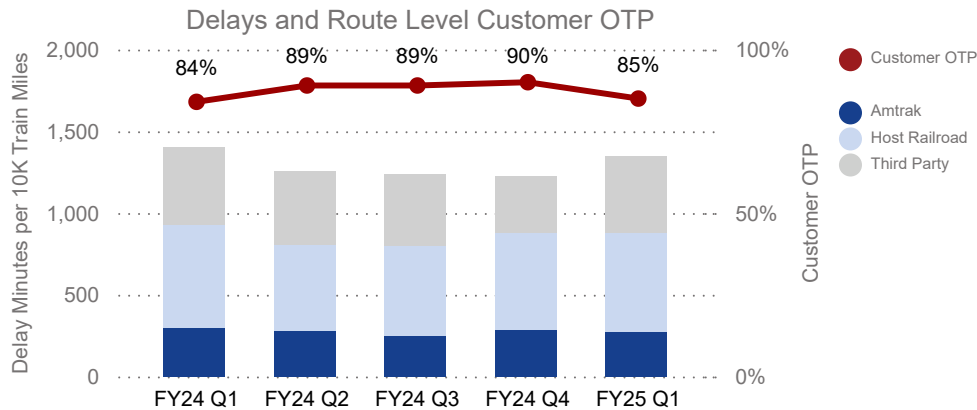
Station Performance

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



Additional Notes

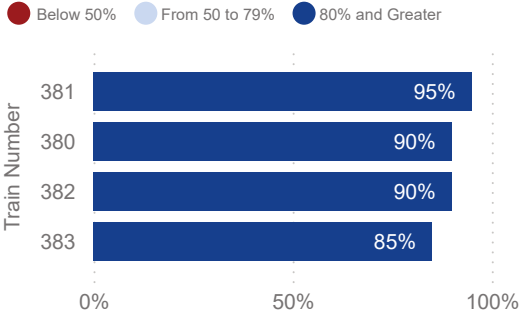
Carl Sandburg / Illinois Zephyr

Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP 89%

Train Level Customer OTP



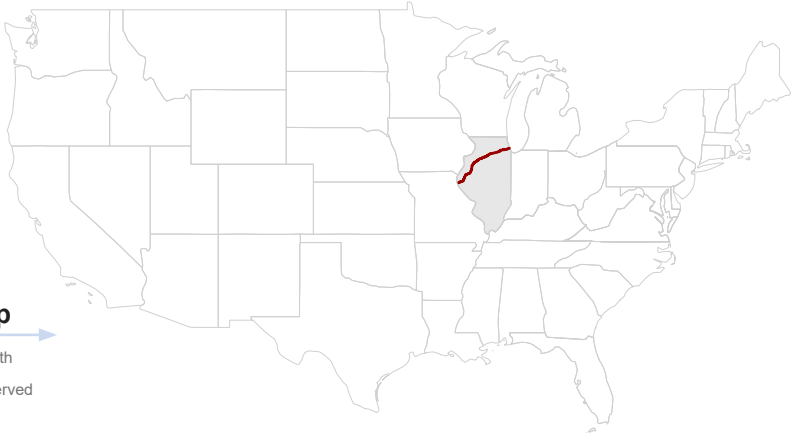
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	2,540
FTI	Freight train interference	1,900
CTI	Commuter train interference	981

Customer Service Index (CSI)

Overall Service 88%

Trends

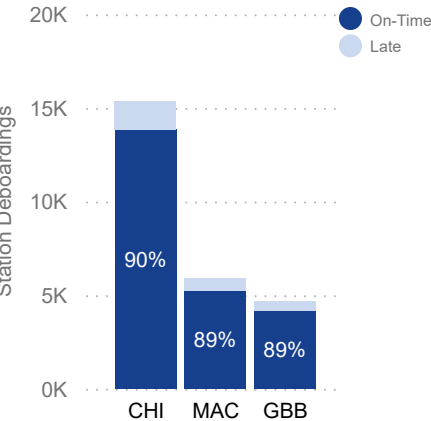


Route Map

Route Path
States Served

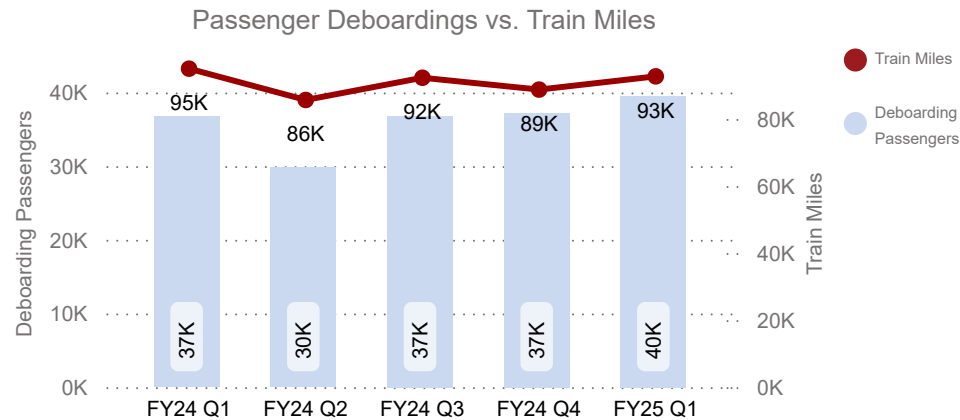
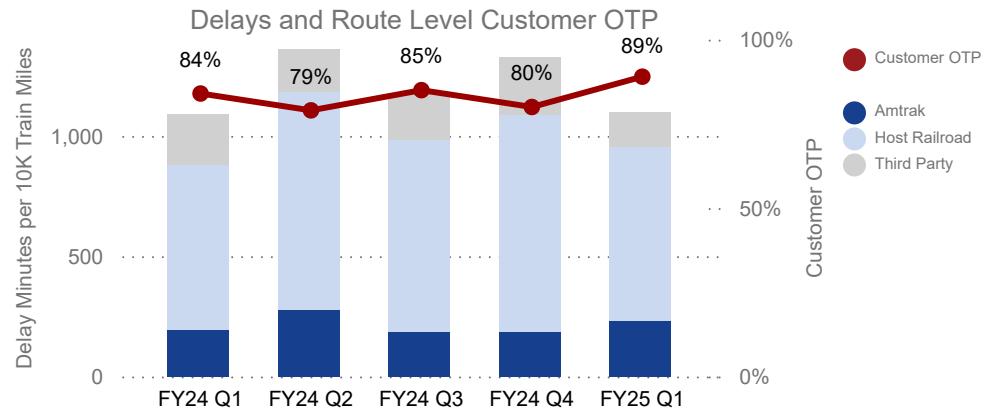
Station Performance

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



Additional Notes

State Supported

Carolinian

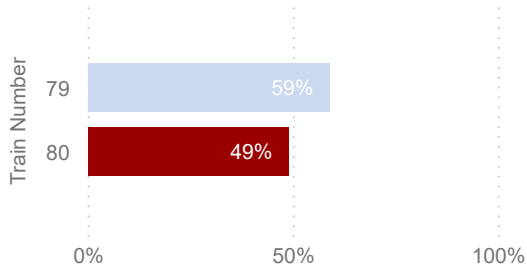
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **56%**

Train Level Customer OTP

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



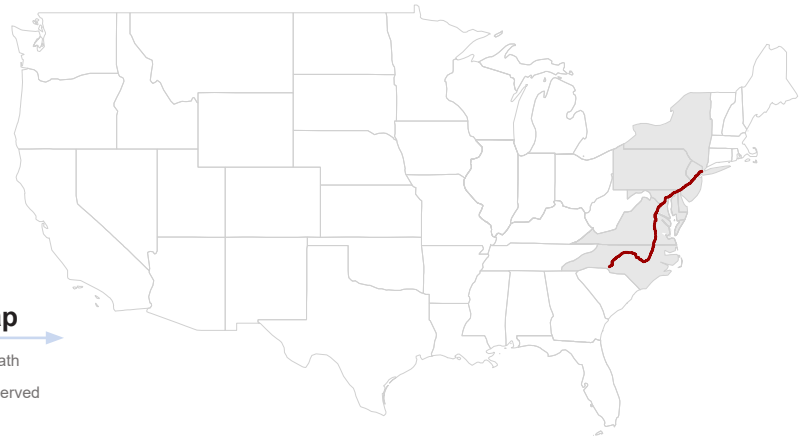
Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	4,025
FTI	Freight train interference	2,268
ADA	Passenger-related	2,190

Customer Service Index (CSI)

Overall Service **75%**

Trends

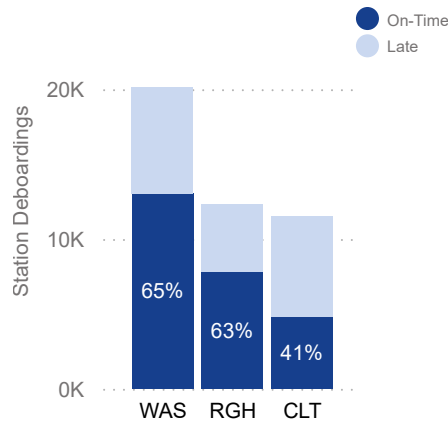


Route Map

Route Path
States Served

Station Performance

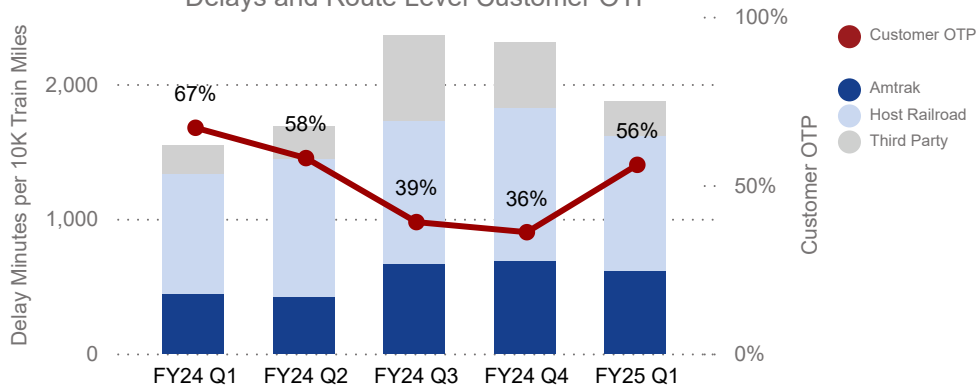
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



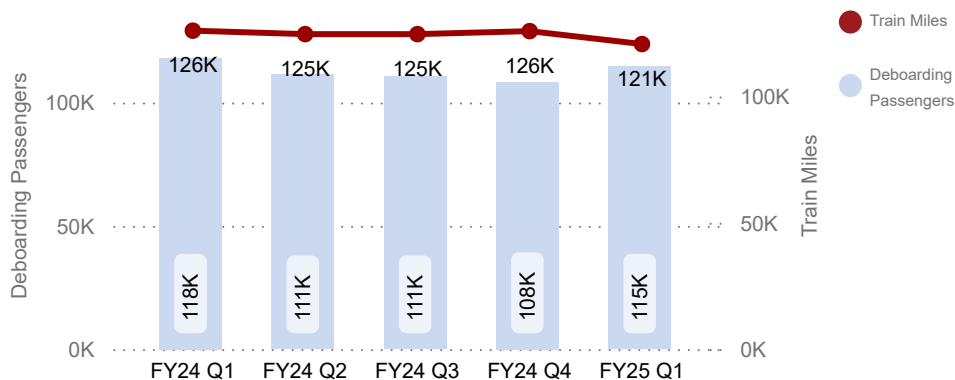
Route Stops

- 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 and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes



State Supported

Cascades

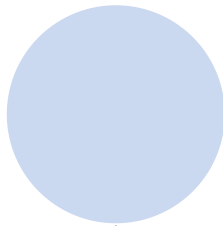
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **63%**

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	11,494
PTI	Passenger train interference	9,447
DSR	Slow order delays	7,423

Customer Service Index (CSI)

Overall Service **80%**

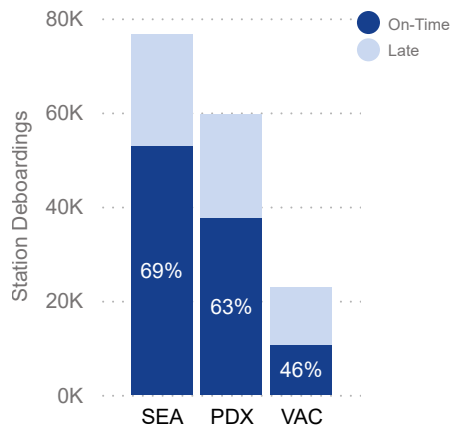
Trends

Route Map

Route Path
States Served

Station Performance

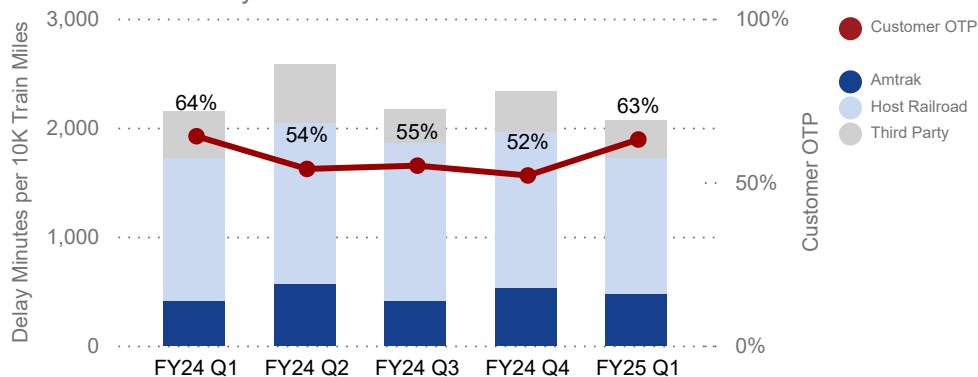
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



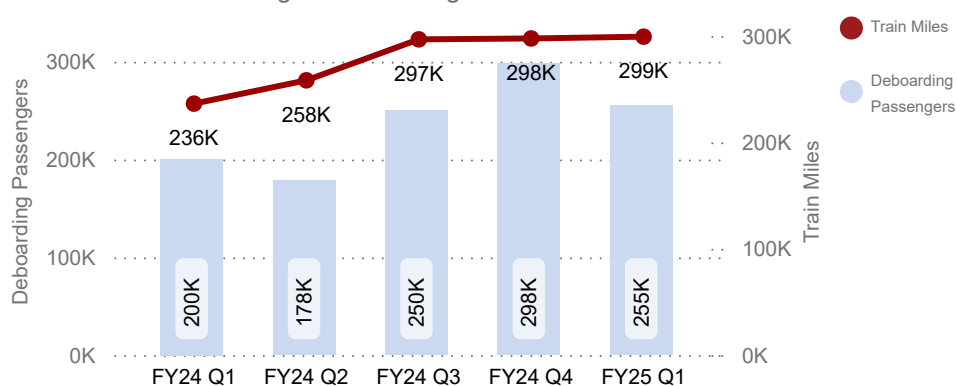
Route Stops

- 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

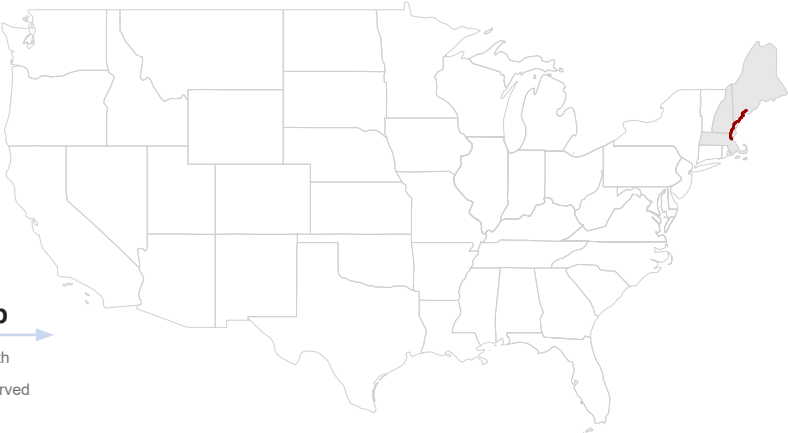
Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

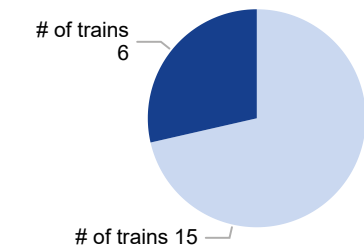


Customer On-Time Performance

Route Level Customer OTP **71%**

Train Level Customer OTP

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

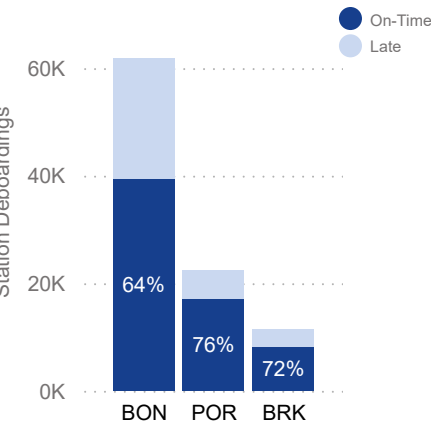


Route Map

Route Path States Served

Station Performance

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



Route Stops

- 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

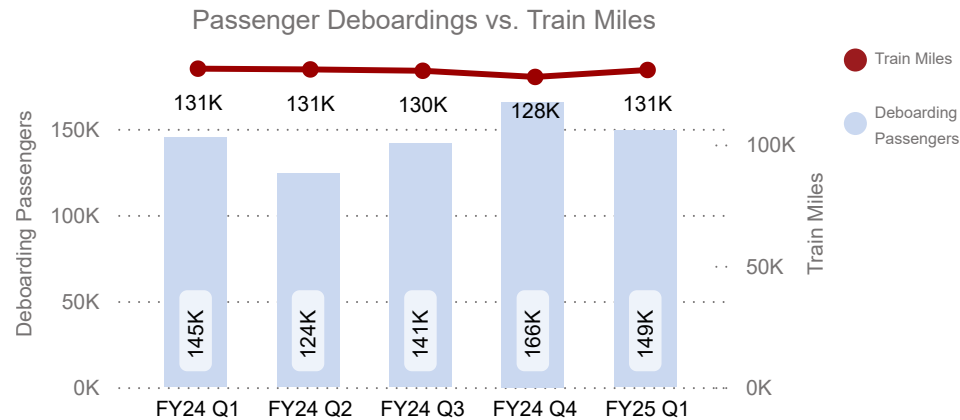
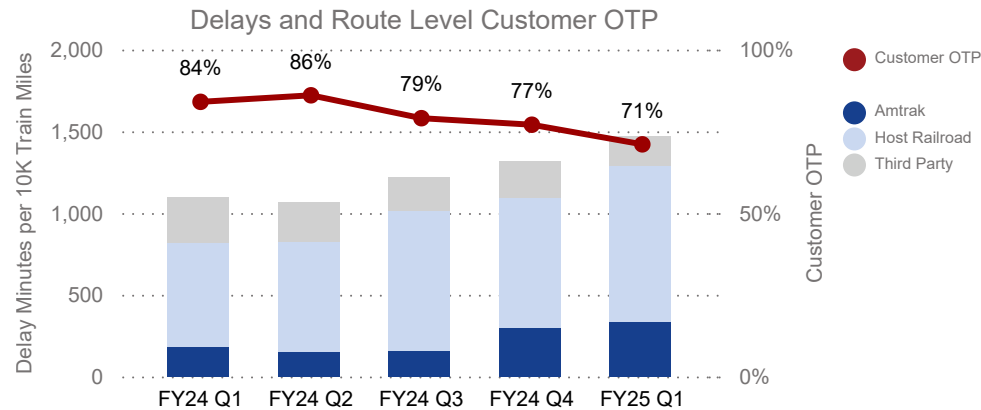
Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	4,381
DCS	C&S work due to defect	2,785
NOD	Unused recovery time	1,550

Customer Service Index (CSI)

Overall Service **87%**

Trends



Additional Notes

State Supported

Ethan Allen Express

Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

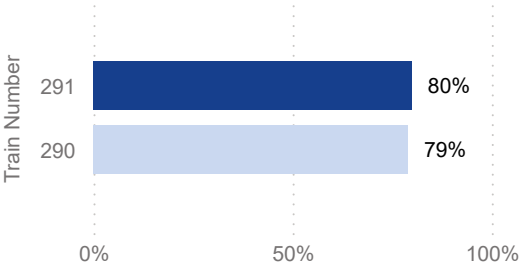
Customer On-Time Performance

Route Level Customer OTP

79%

Train Level Customer OTP

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



Delays

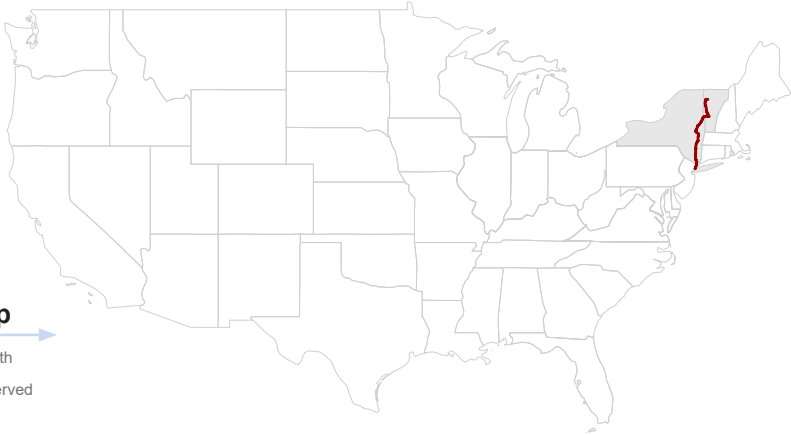
Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	1,489
NOD	Unused recovery time	1,301
CTI	Commuter train interference	1,020

Customer Service Index (CSI)

Overall Service

90%

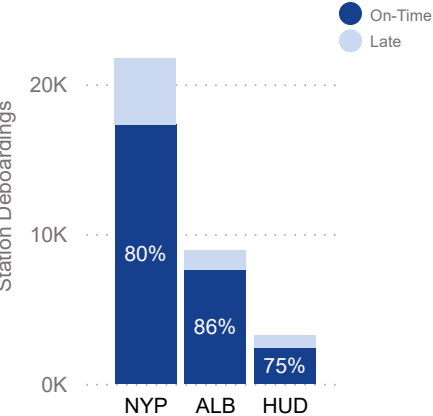
Trends



Route Map

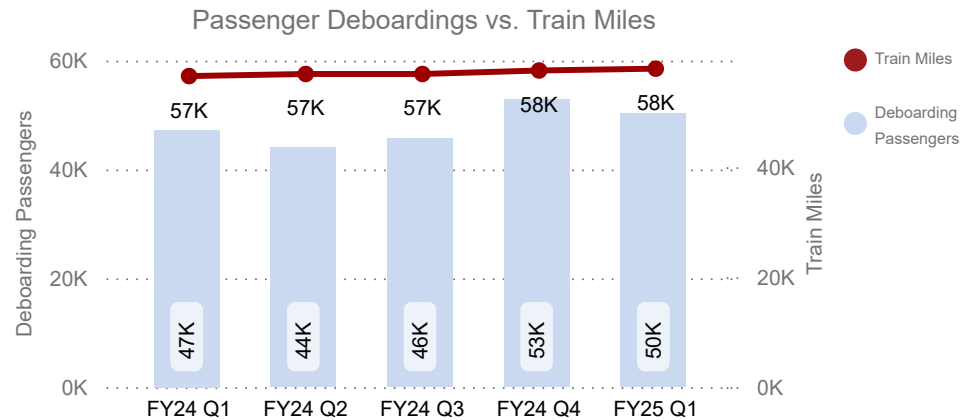
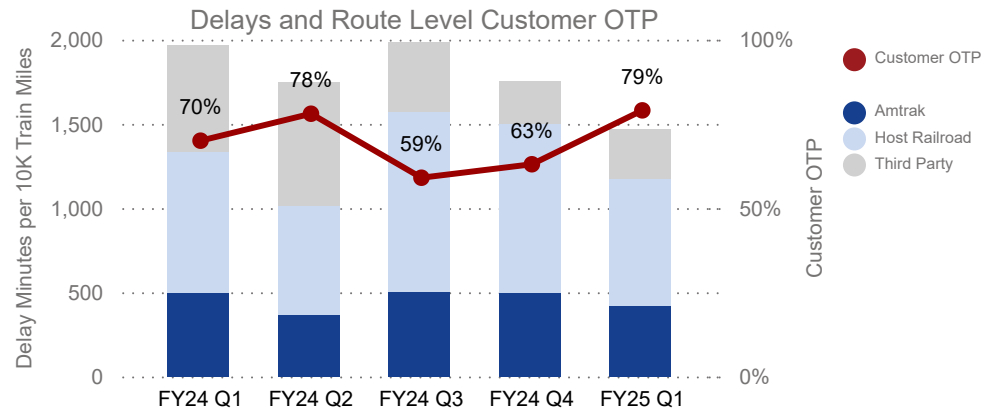
Station Performance

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



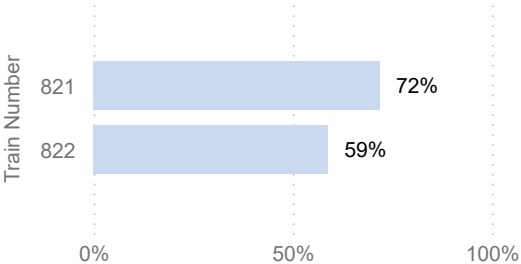
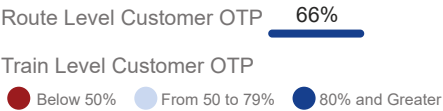
Additional Notes

State Supported

Heartland Flyer

Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

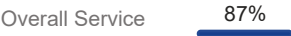
Customer On-Time Performance



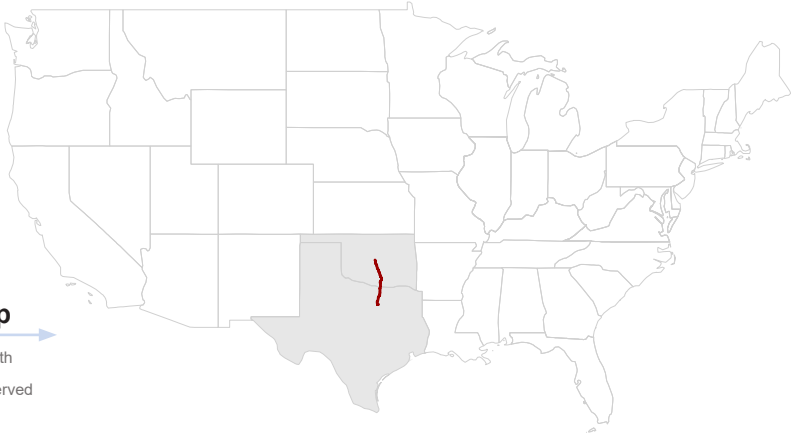
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	3,515
FTI	Freight train interference	2,806
HLD	Passenger-related	453

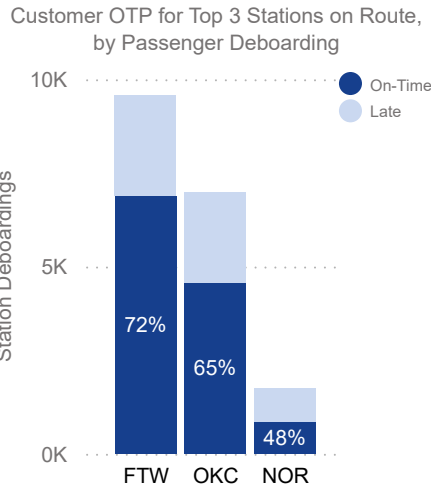
Customer Service Index (CSI)



Trends



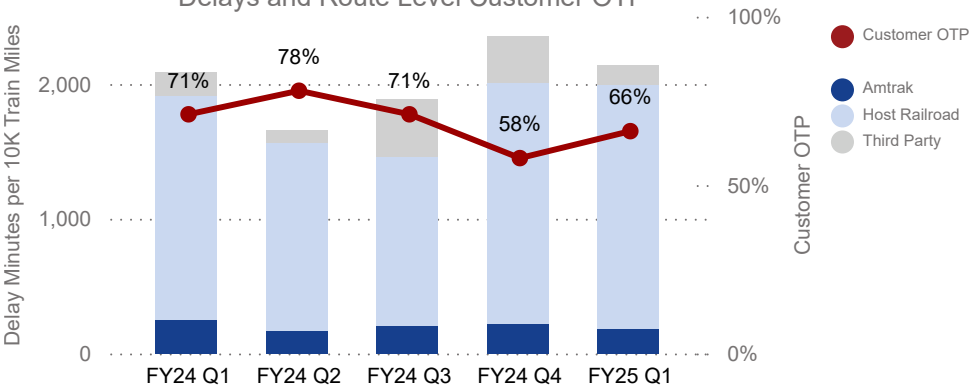
Station Performance



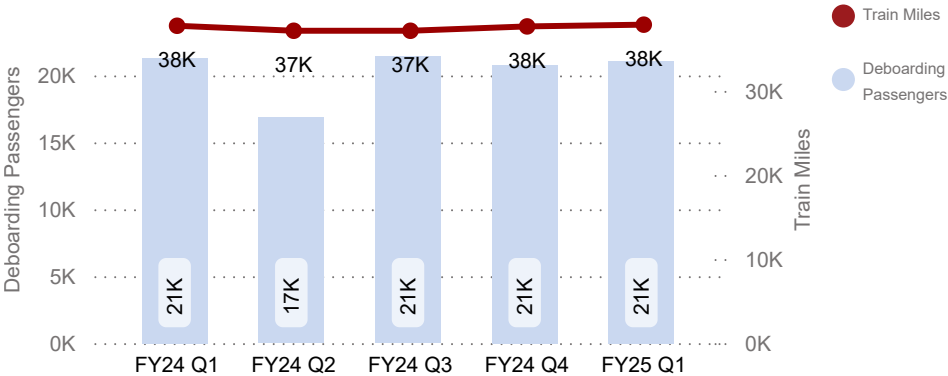
Route Stops

- 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 and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

Hiawatha

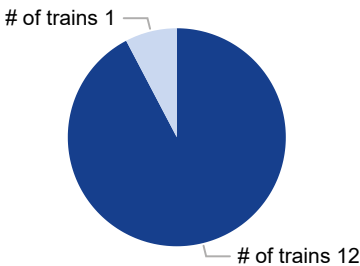
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP 89%

Train Level Customer OTP

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



Delays

Top 3 Causes of Delay		Delay Min
CTI	Commuter train interference	3,588
OTH	Miscellaneous delays	2,265
ITI	Initial terminal delay	1,242

Customer Service Index (CSI)

Overall Service 82%

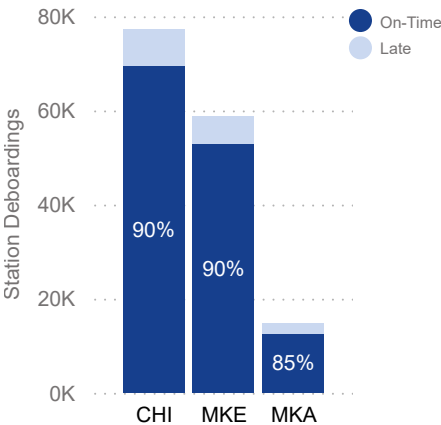
Trends

Route Map

Route Path States Served

Station Performance

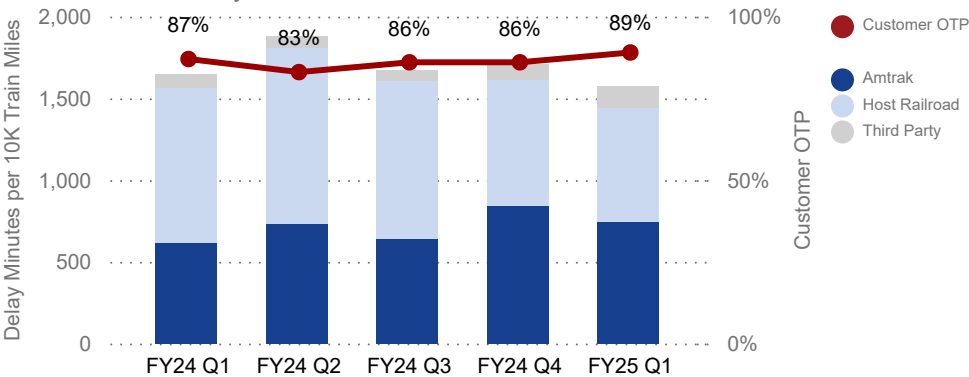
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



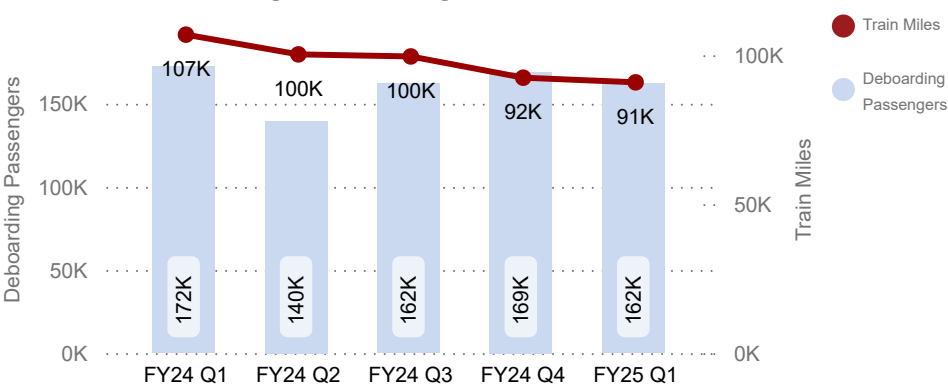
Route Stops

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

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles

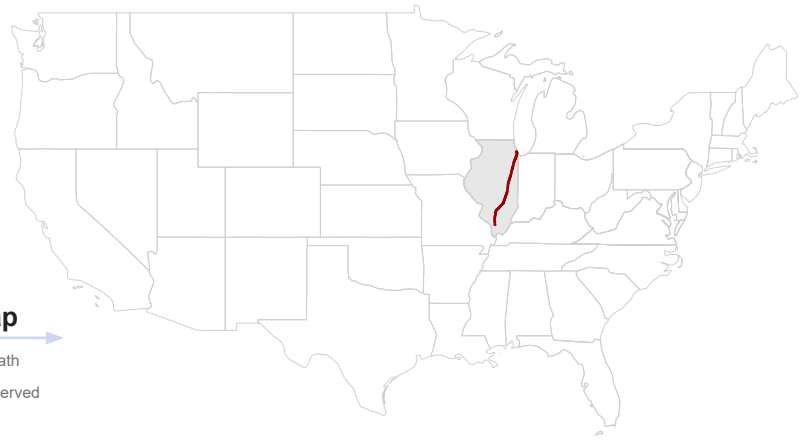


Additional Notes

State Supported

Illini / Saluki

Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

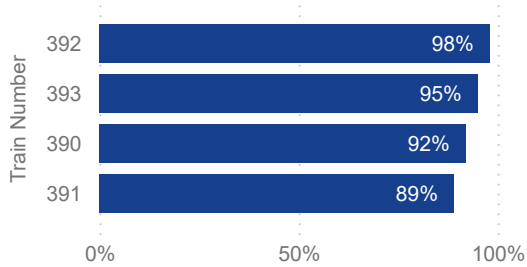


Customer On-Time Performance

Route Level Customer OTP **93%**

Train Level Customer OTP

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

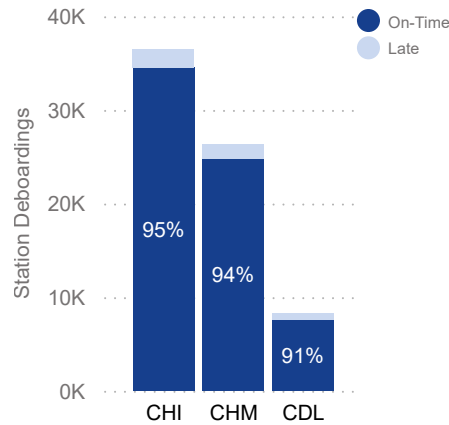


Route Map

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
- GLM - Gilman, IL
- RTL - Rantoul, IL
- CHM - Champaign-Urbana, IL
- MAT - Mattoon, IL
- EFG - Effingham, IL
- CEN - Centralia, IL
- DQN - Du Quoin, IL
- CDL - Carbondale, IL

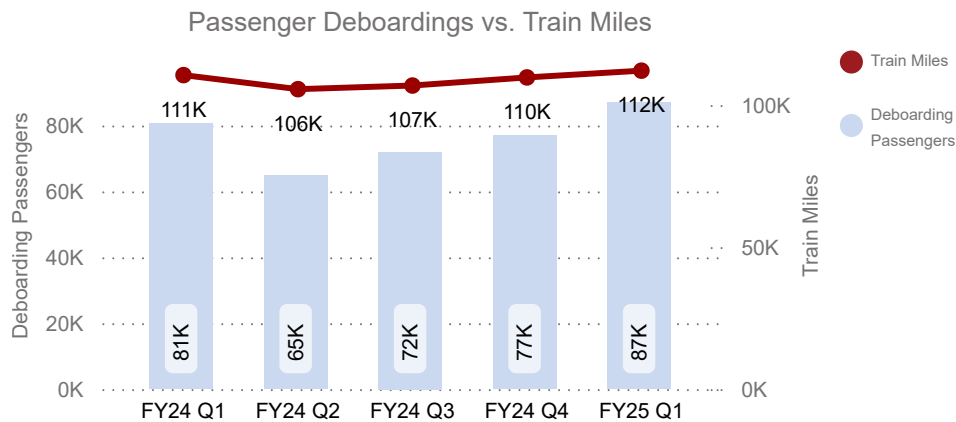
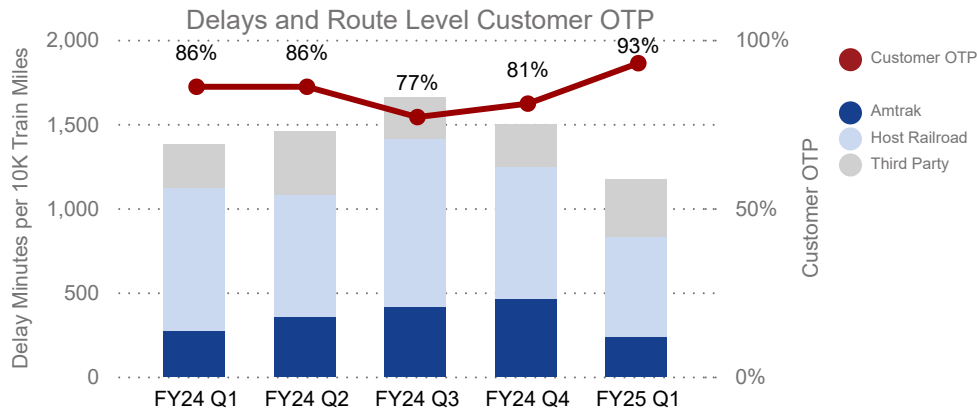
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	3,288
FTI	Freight train interference	1,775
PTI	Passenger train interference	1,770

Customer Service Index (CSI)

Overall Service **86%**

Trends



Additional Notes

State Supported

Keystone

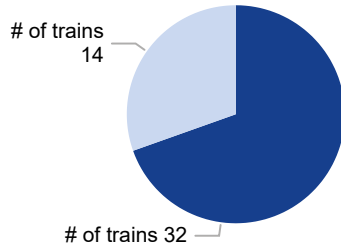
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **83%**

Train Level Customer OTP

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



Delays

Top 3 Causes of Delay		Delay Min
SMW	Scheduled M/W work	14,876
NOD	Unused recovery time	5,827
UND	Undefined	4,876

Customer Service Index (CSI)

Overall Service **84%**

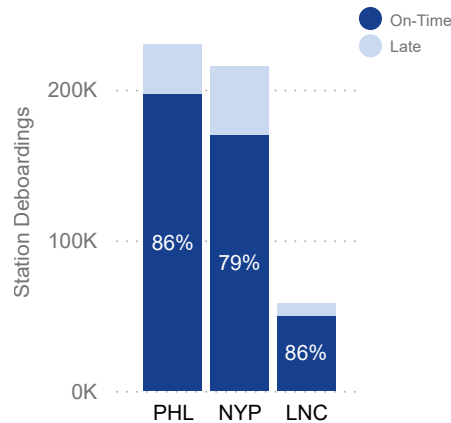
Trends

Route Map

Route Path
States Served

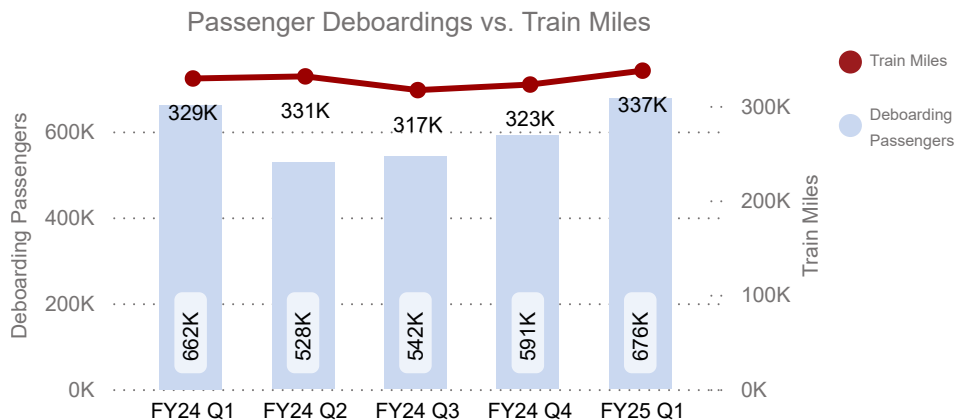
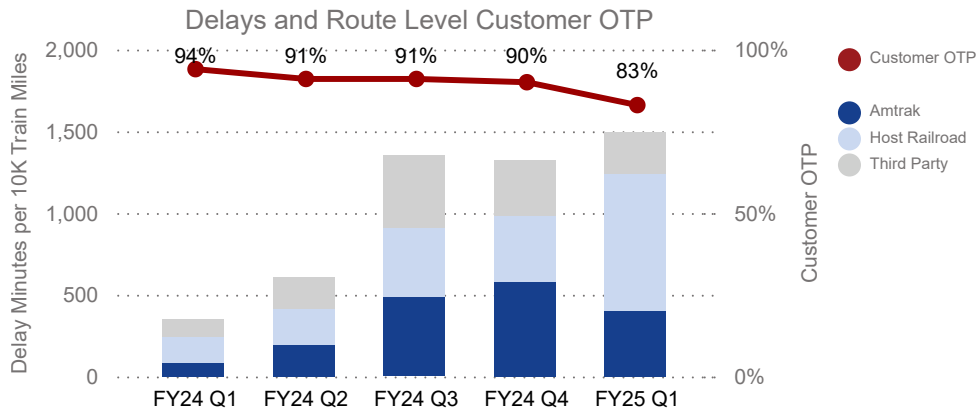
Station Performance

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
- EWB - 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 - Parkersburg, PA
- LNC - Lancaster, PA
- MJY - Mount Joy, PA
- ELT - Elizabethtown, PA
- MID - Middletown, PA
- HAR - Harrisburg, PA



Additional Notes

State Supported

Lincoln Missouri

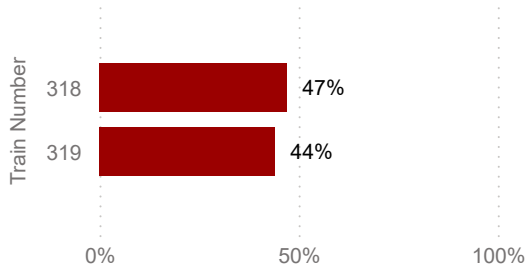
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **46%**

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	5,113
PTI	Passenger train interference	2,361
ADA	Passenger-related	2,014

Customer Service Index (CSI)

Overall Service **See note below**

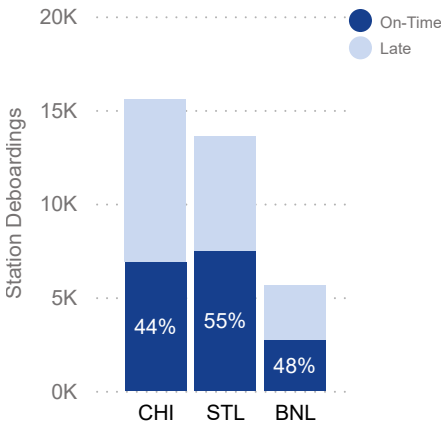
Trends

Route Map

Route Path
States Served

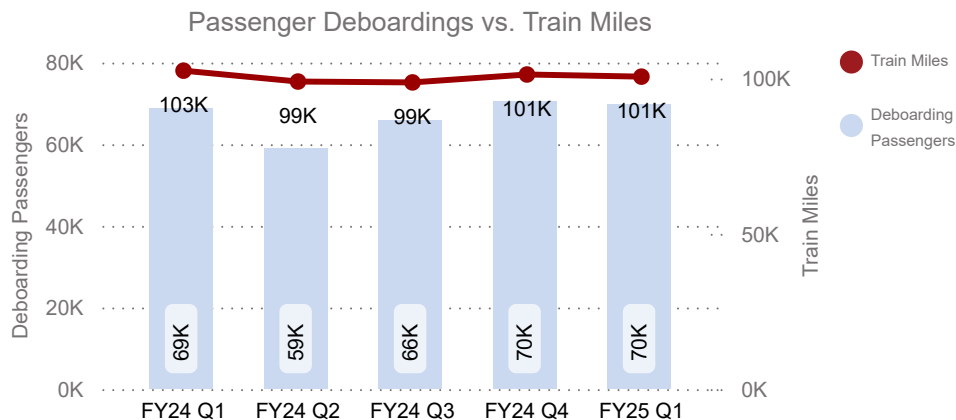
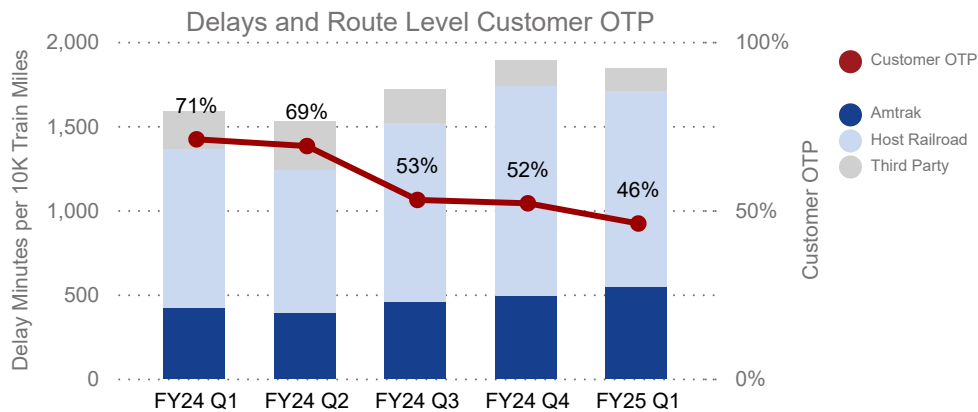
Station Performance

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



Additional Notes

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

State Supported

Lincoln Service

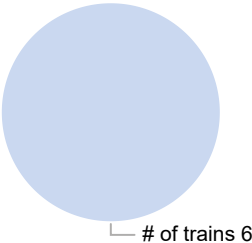
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP 61%

Train Level Customer OTP

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



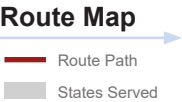
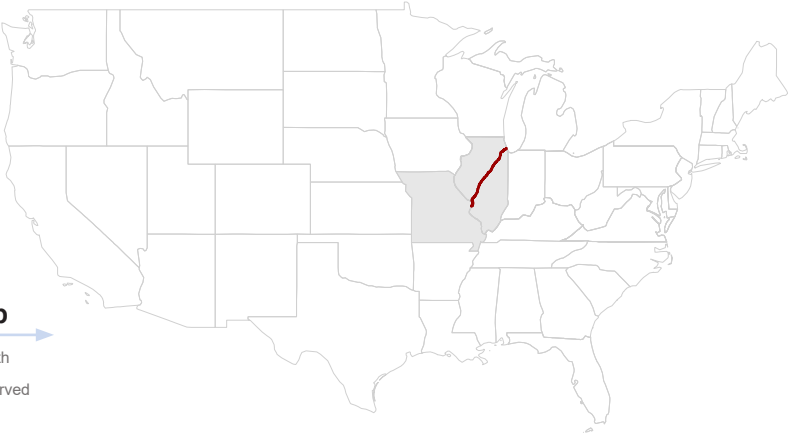
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	10,419
PTI	Passenger train interference	4,956
DSR	Slow order delays	3,030

Customer Service Index (CSI)

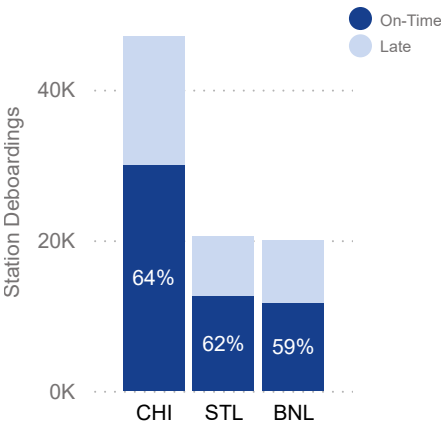
Overall Service 79%

Trends



Station Performance

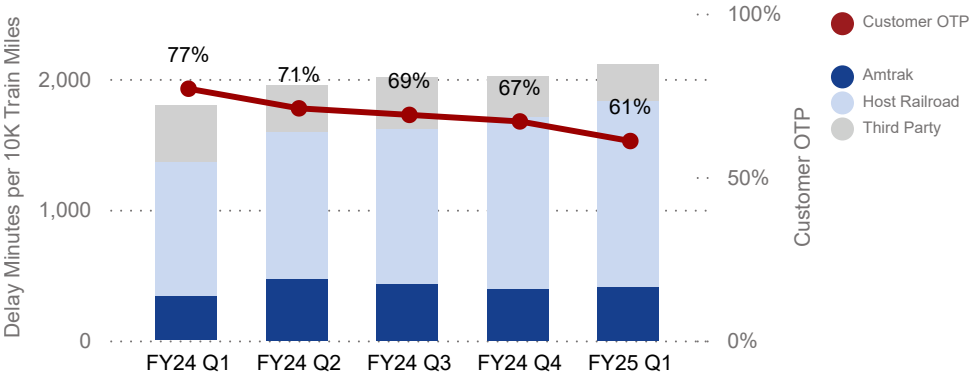
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



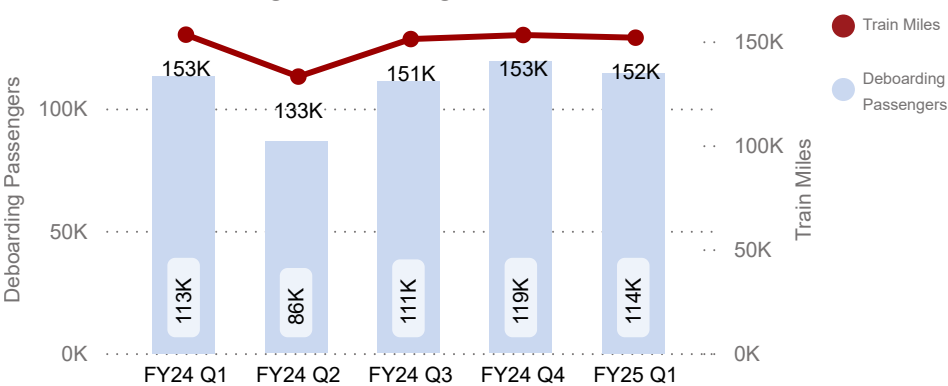
Route Stops

- 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 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

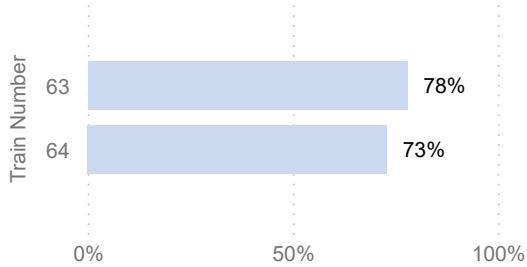
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **76%**

Train Level Customer OTP

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



Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	3,540
FTI	Freight train interference	2,188
DSR	Slow order delays	903

Customer Service Index (CSI)

Overall Service **83%**

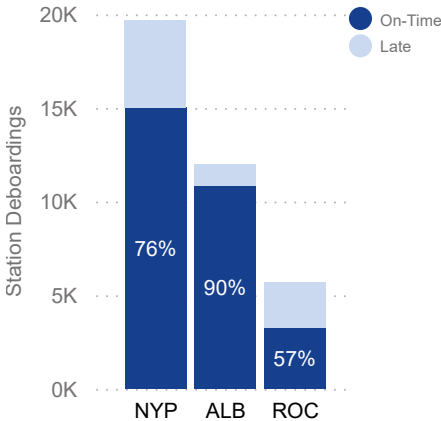
Trends

Route Map

Route Path
States Served

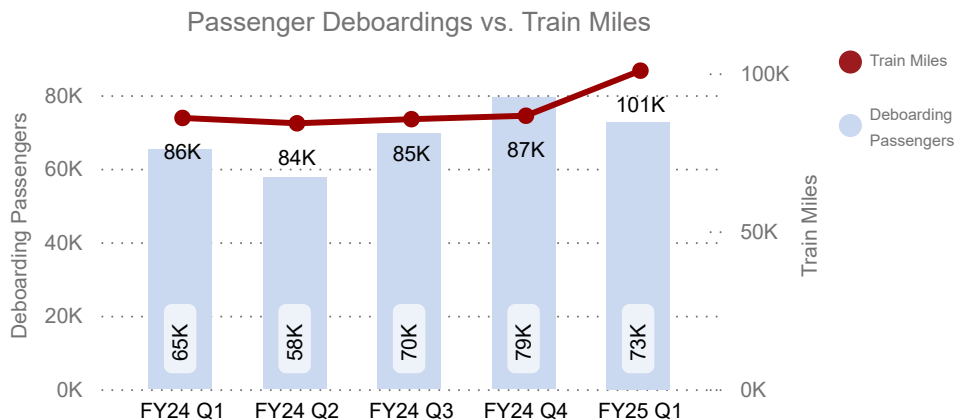
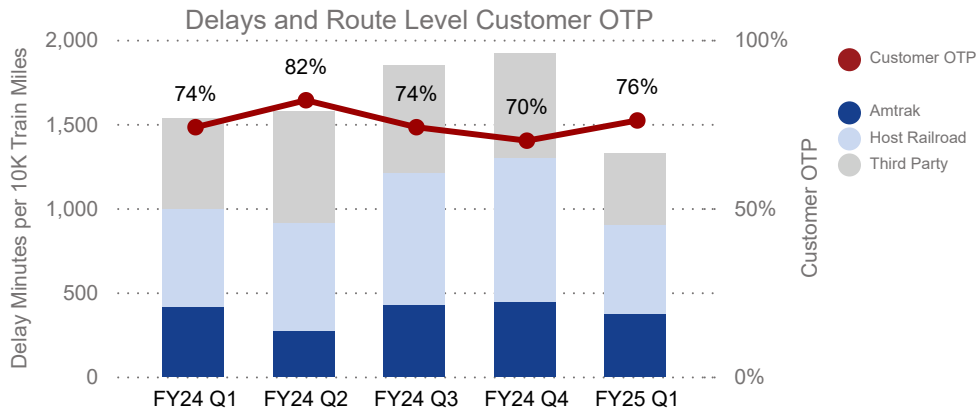
Station Performance

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



Additional Notes

Station Performance data does not include stops west of Niagara Falls, New York. These stops are outside of the United States.

State Supported

Missouri

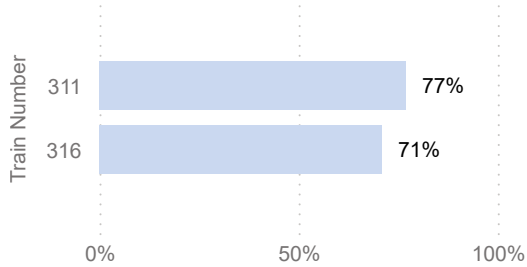
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **75%**

Train Level Customer OTP

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



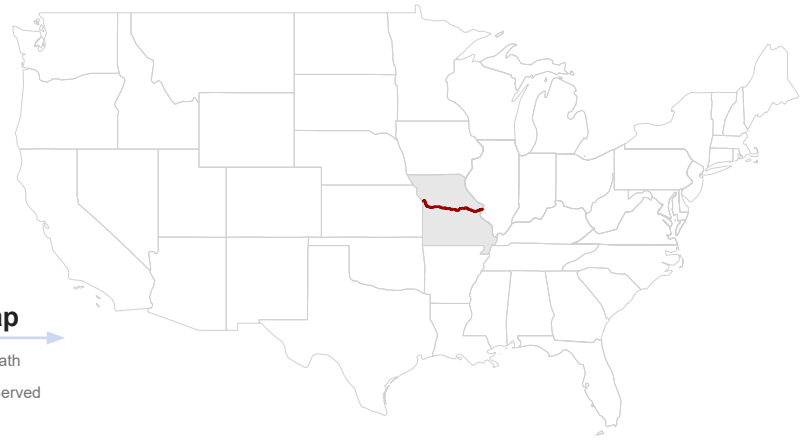
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	2,474
PTI	Passenger train interference	1,374
SYS	Crew & system	690

Customer Service Index (CSI)

Overall Service **87%**

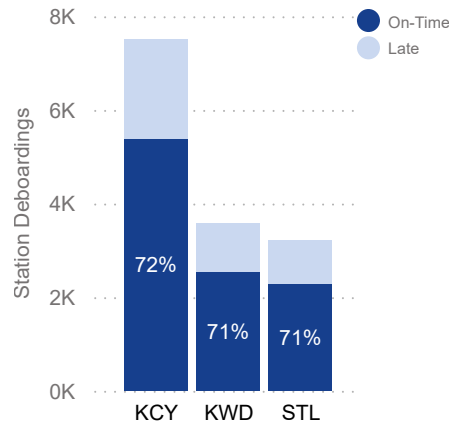
Trends



Route Map

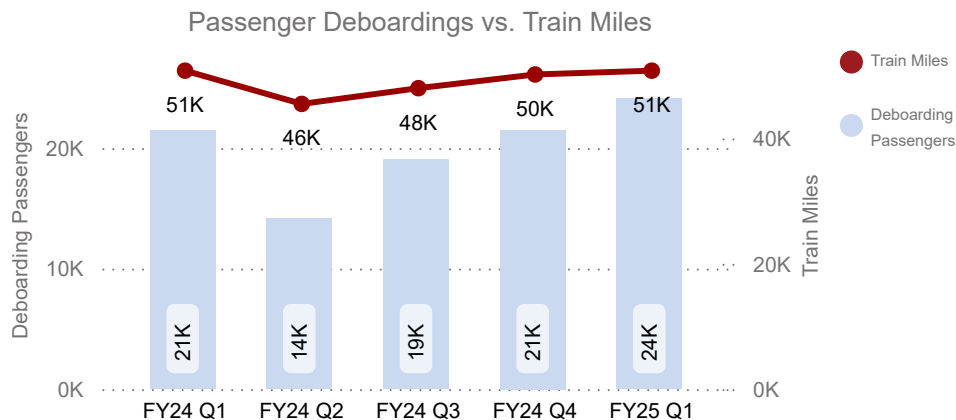
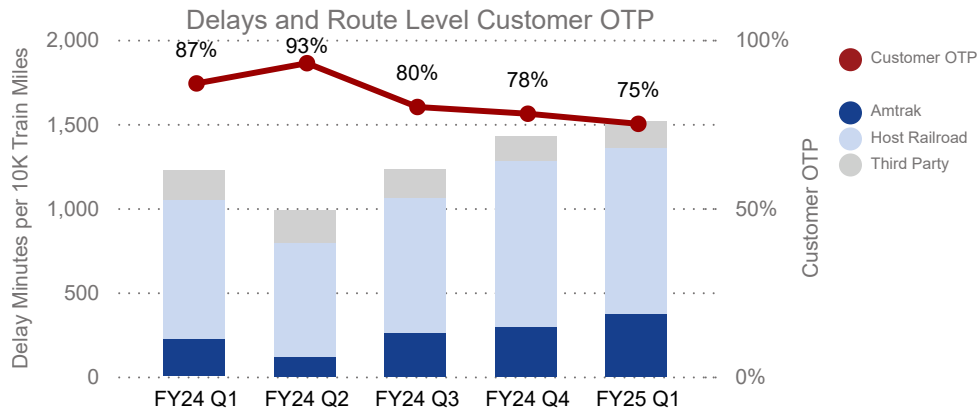
Station Performance

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



Additional Notes

CSI data includes the Missouri portion of the Lincoln Missouri.

State Supported

New York - Albany

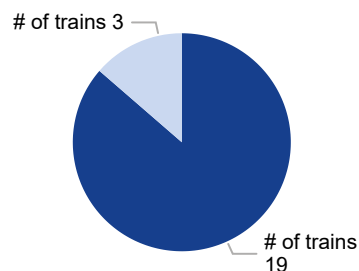
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **85%**

Train Level Customer OTP

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

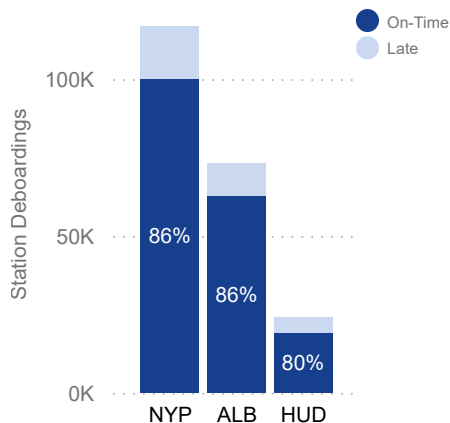


Route Map

Route Path
States Served

Station Performance

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



Route Stops

- 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

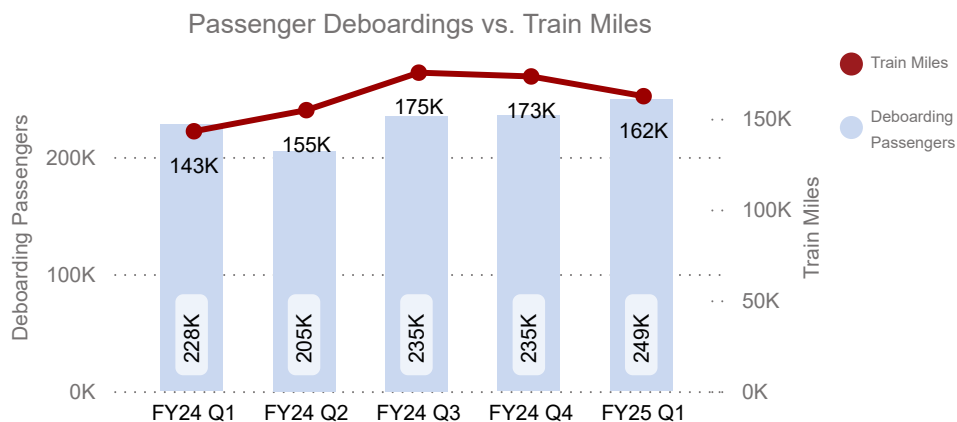
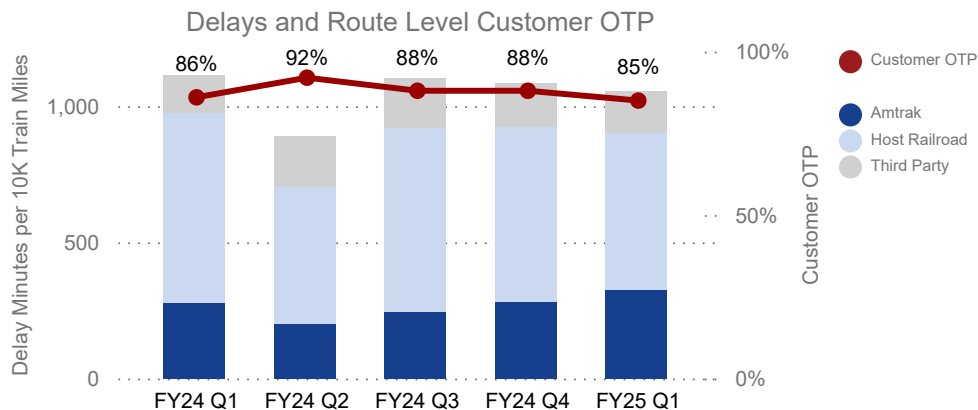
Delays

Top 3 Causes of Delay		Delay Min
CTI	Commuter train interference	4,847
NOD	Unused recovery time	1,927
HLD	Passenger-related	1,890

Customer Service Index (CSI)

Overall Service **81%**

Trends



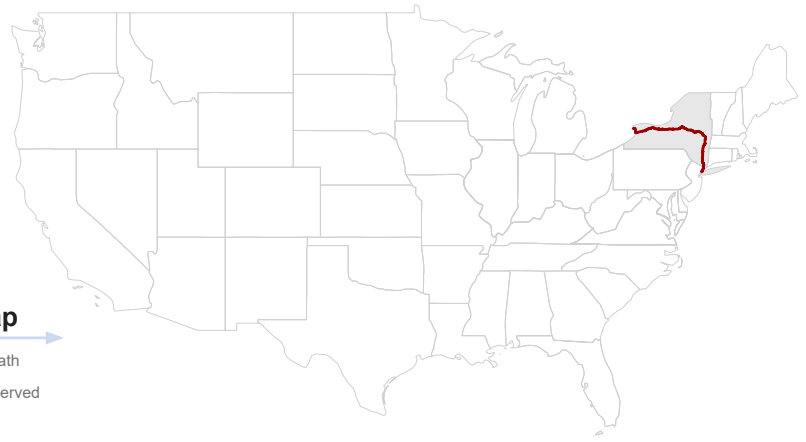
Additional Notes

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 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

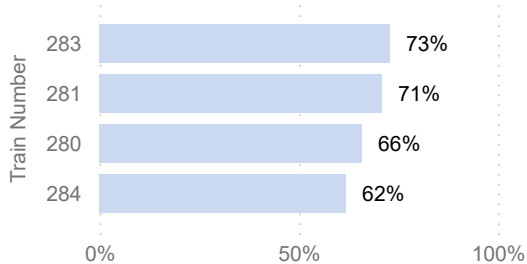


Customer On-Time Performance

Route Level Customer OTP **68%**

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	5,160
CTI	Commuter train interference	2,051
DSR	Slow order delays	1,930

Customer Service Index (CSI)

Overall Service **81%**

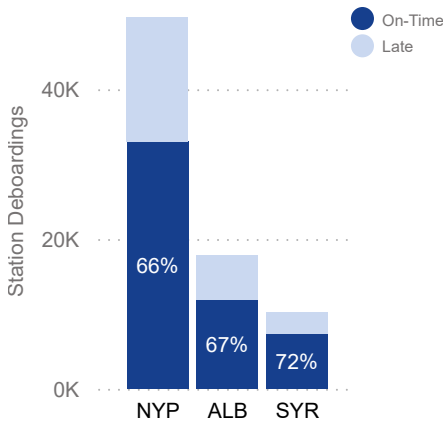
Trends

Route Map

Route Path
States Served

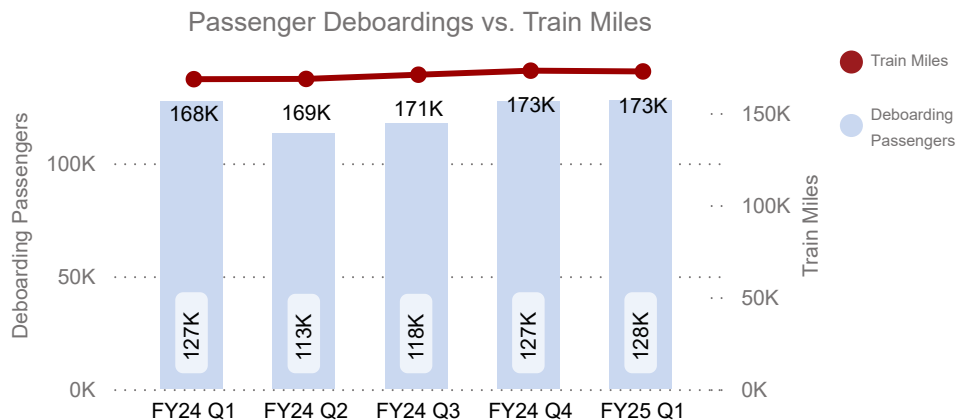
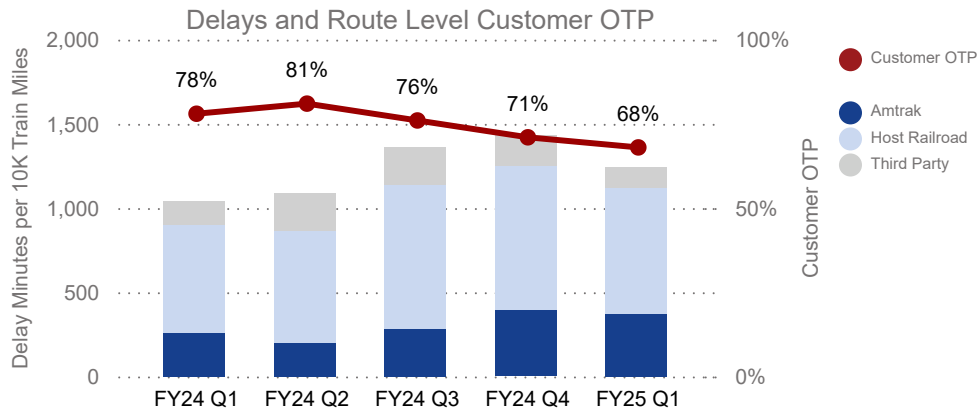
Station Performance

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



Additional Notes

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

State Supported

Pacific Surfliner

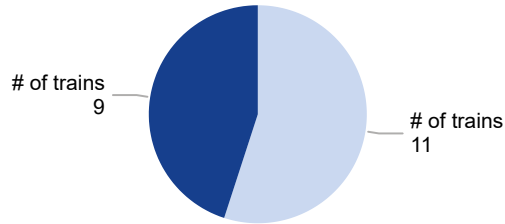
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **77%**

Train Level Customer OTP

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



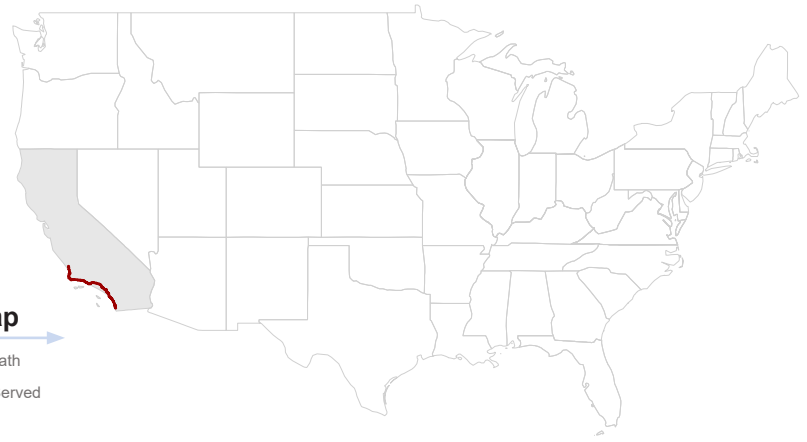
Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	14,059
NOD	Unused recovery time	14,037
CTI	Commuter train interference	11,290

Customer Service Index (CSI)

Overall Service **82%**

Trends

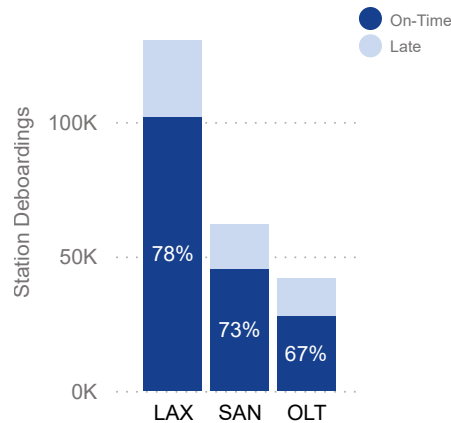


Route Map

Route Path
States Served

Station Performance

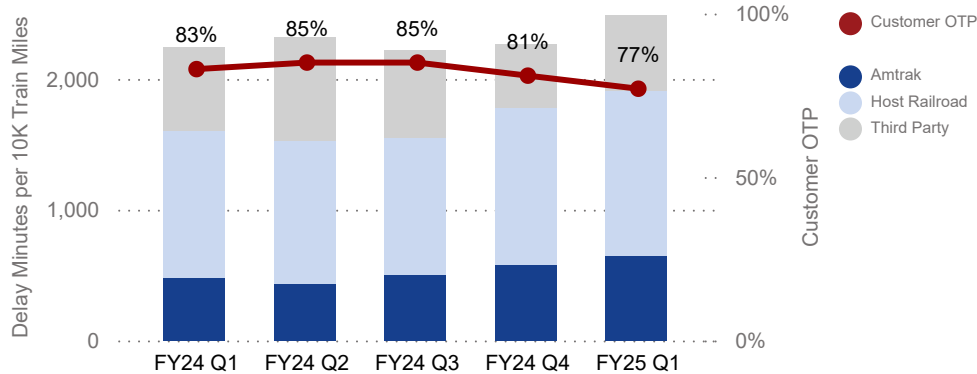
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



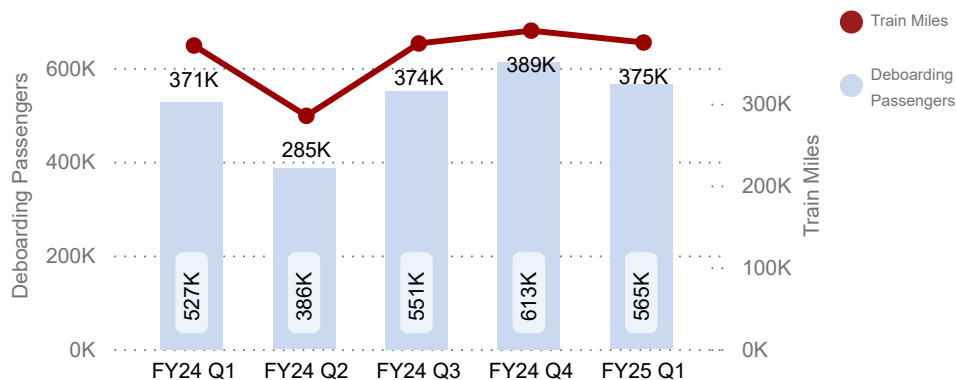
Route Stops

- 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 and Route Level Customer OTP



Passenger Deboardings vs. Train Miles

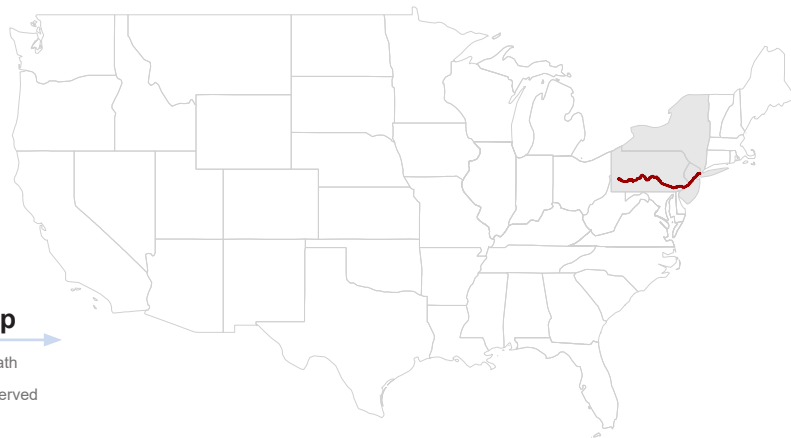


Additional Notes

State Supported

Pennsylvanian

Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

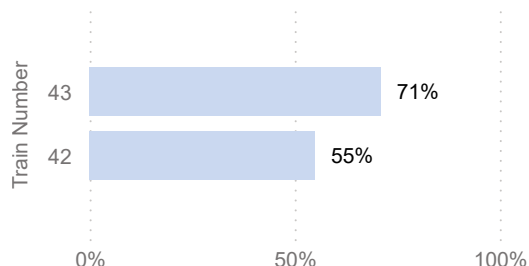


Customer On-Time Performance

Route Level Customer OTP **63%**

Train Level Customer OTP

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

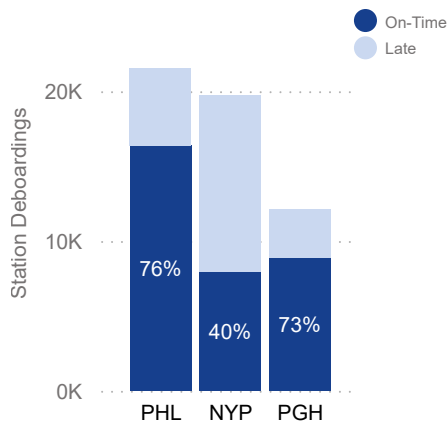


Route Map

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

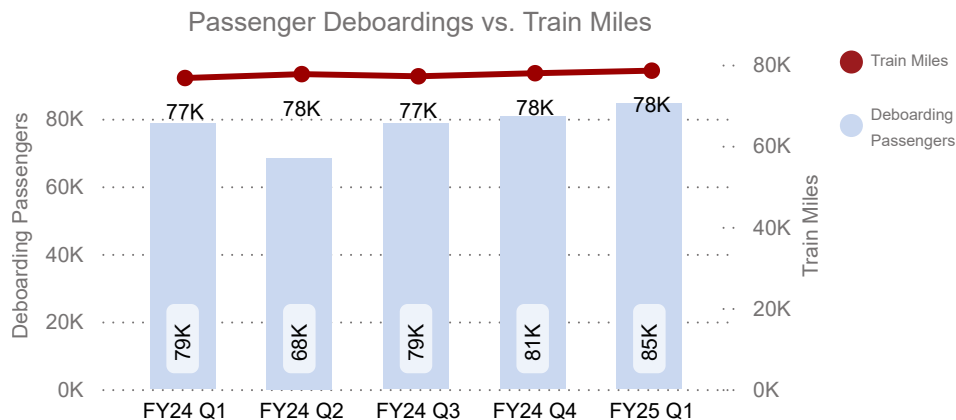
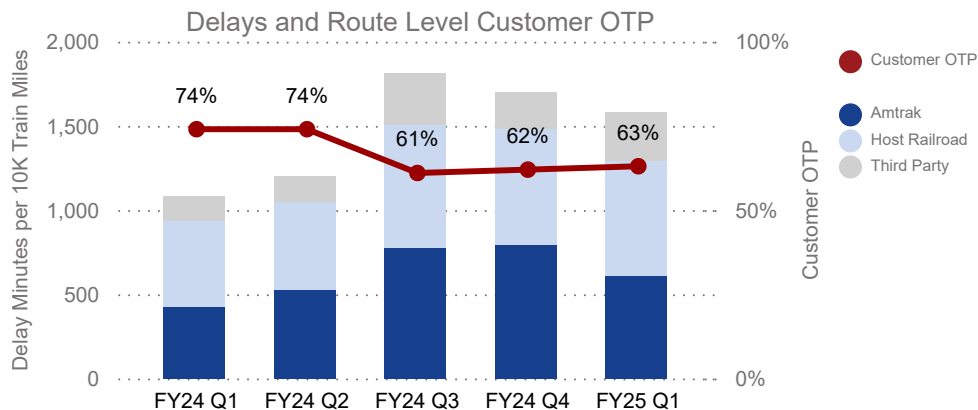
Delays

Top 3 Causes of Delay		Delay Min
SMW	Scheduled M/W work	1,546
NOD	Unused recovery time	1,035
OTH	Miscellaneous delays	1,014

Customer Service Index (CSI)

Overall Service **82%**

Trends



Additional Notes

State Supported

Pere Marquette

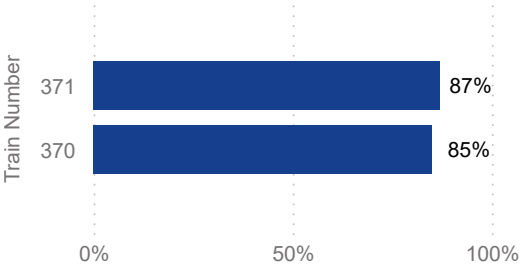
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP 86%

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	499
NOD	Unused recovery time	461
DCS	C&S work due to defect	332

Customer Service Index (CSI)

Overall Service 86%

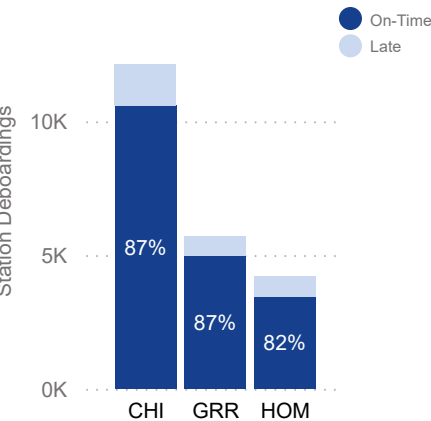
Trends



Route Map

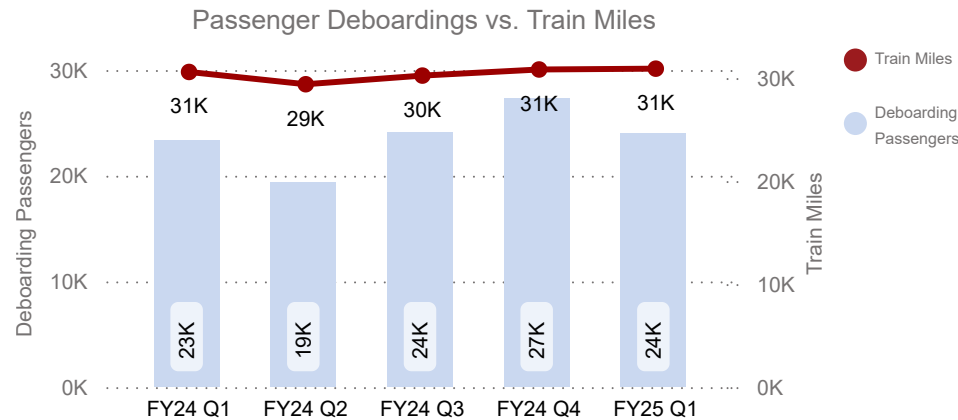
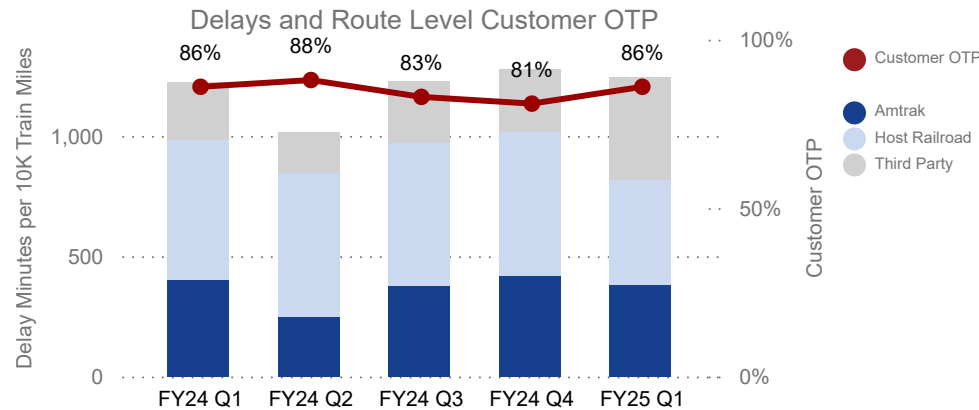
Station Performance

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



Additional Notes

State Supported

Piedmont

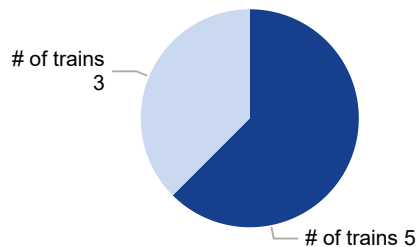
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **78%**

Train Level Customer OTP

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



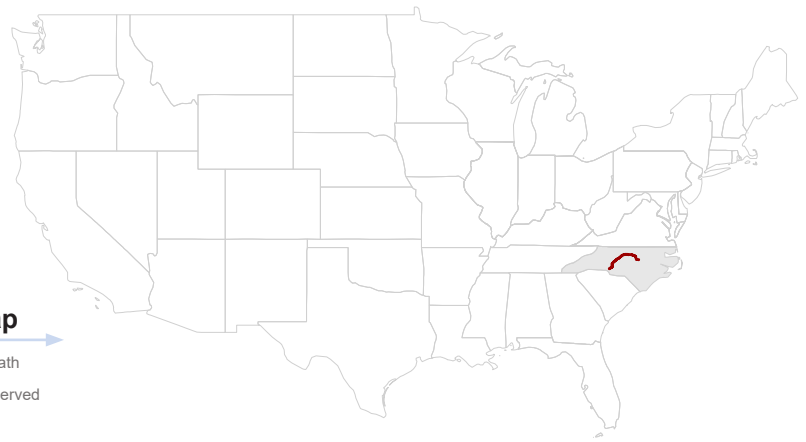
Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	3,092
FTI	Freight train interference	1,697
ADA	Passenger-related	1,580

Customer Service Index (CSI)

Overall Service **87%**

Trends

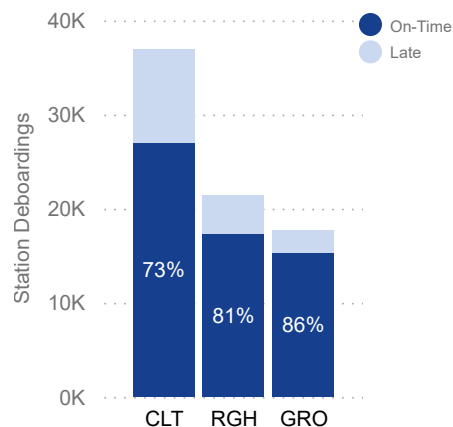


Route Map

Route Path
States Served

Station Performance

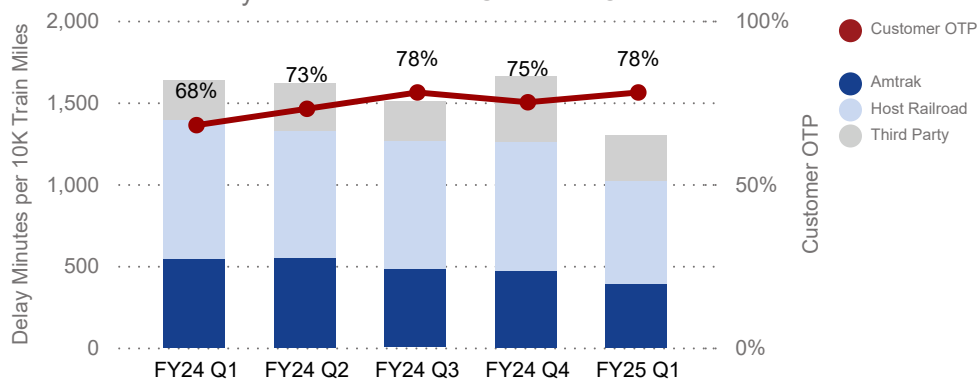
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



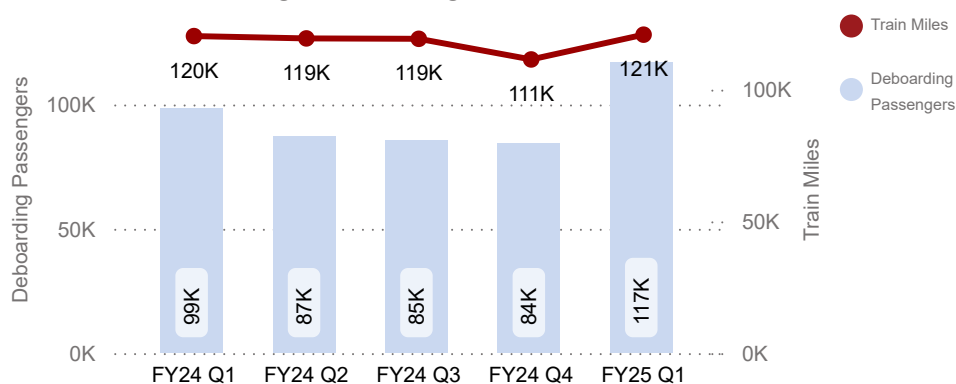
Route Stops

- 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 and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

State Supported

San Joaquins

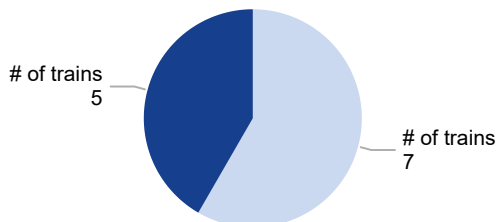
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **77%**

Train Level Customer OTP

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



Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	14,429
FTI	Freight train interference	10,666
NOD	Unused recovery time	5,467

Customer Service Index (CSI)

Overall Service **84%**

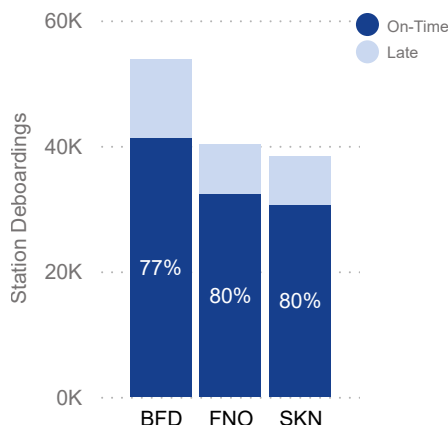
Trends

Route Map

Route Path
States Served

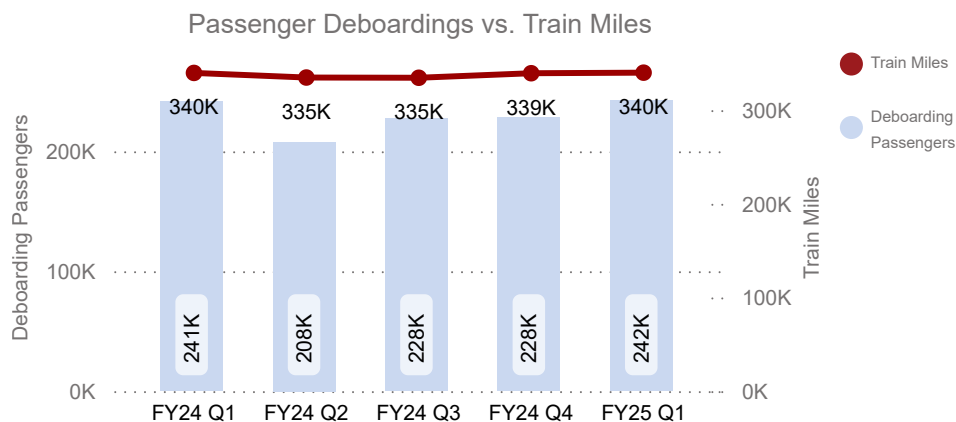
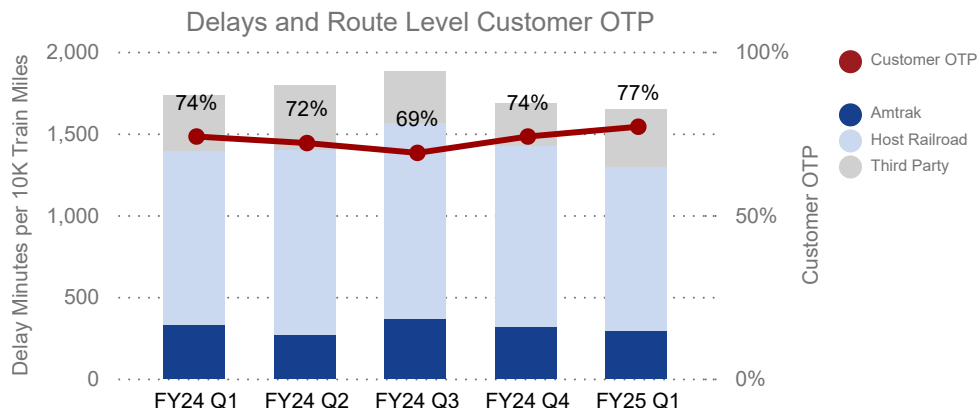
Station Performance

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

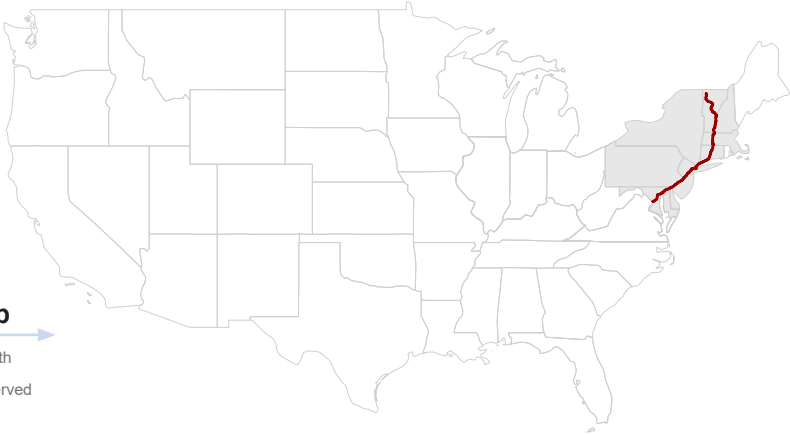


Route Stops

- 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



Additional Notes

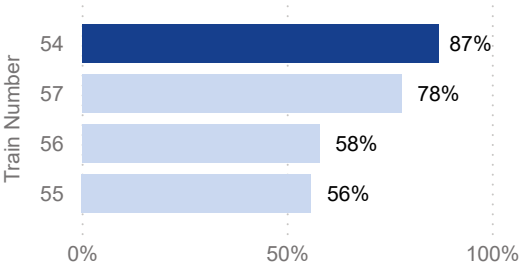


Customer On-Time Performance

Route Level Customer OTP **66%**

Train Level Customer OTP

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

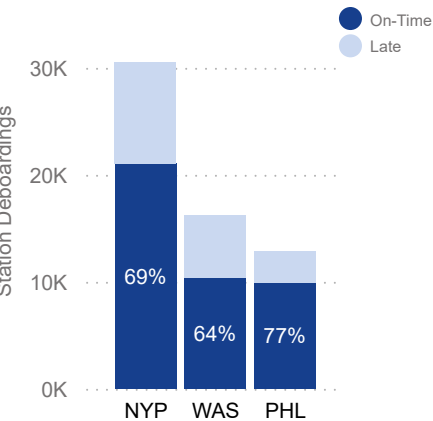


Route Map

Route Path States Served

Station Performance

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



Route Stops

- 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

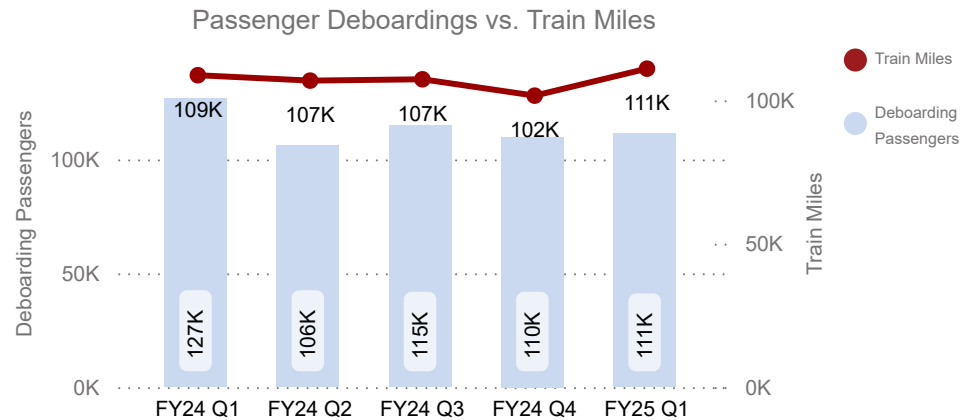
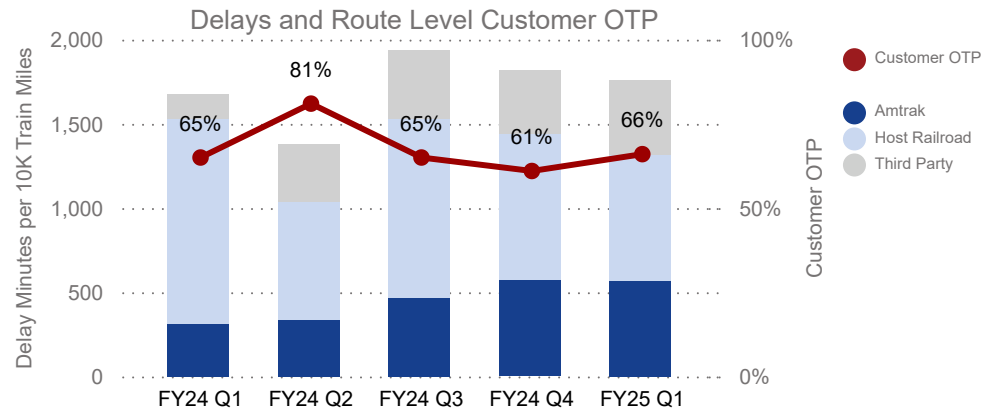
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	3,541
DSR	Slow order delays	3,120
OTH	Miscellaneous delays	2,061

Customer Service Index (CSI)

Overall Service **83%**

Trends



Additional Notes

State Supported

Wolverine

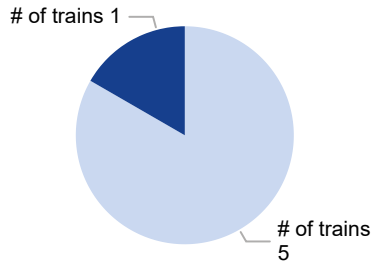
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **69%**

Train Level Customer OTP

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



Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	4,827
DSR	Slow order delays	3,881
SYS	Crew & system	2,666

Customer Service Index (CSI)

Overall Service **81%**

Trends

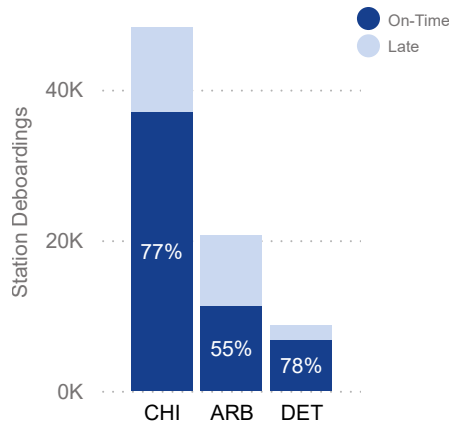


Route Map

Route Path
States Served

Station Performance

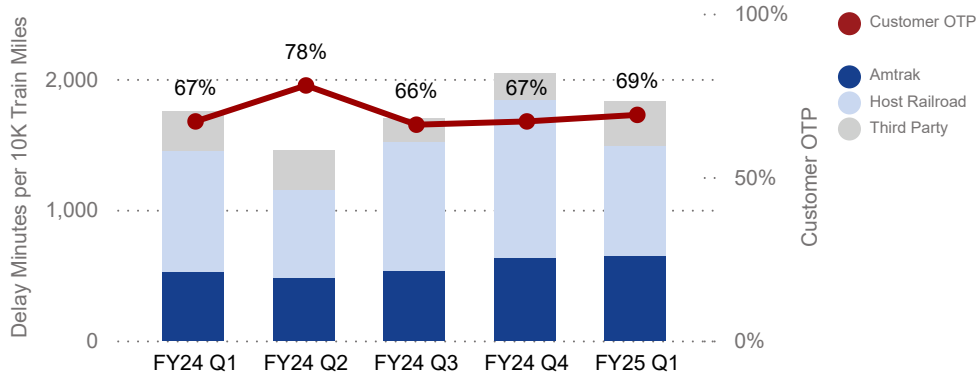
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



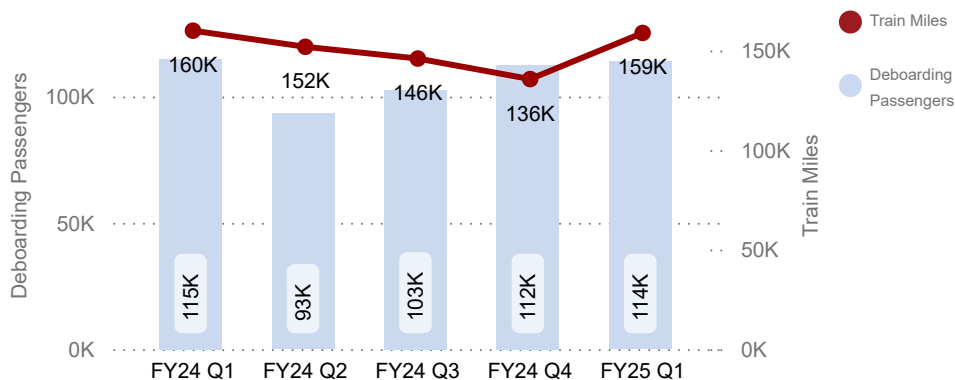
Route Stops

- 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 and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

Long Distance

Auto Train

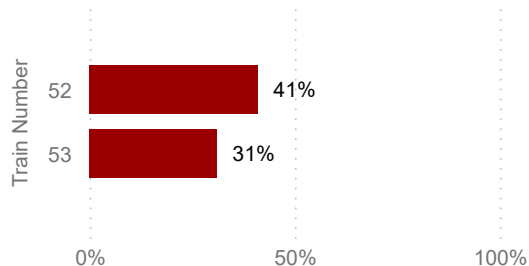
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **34%**

Train Level Customer OTP

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



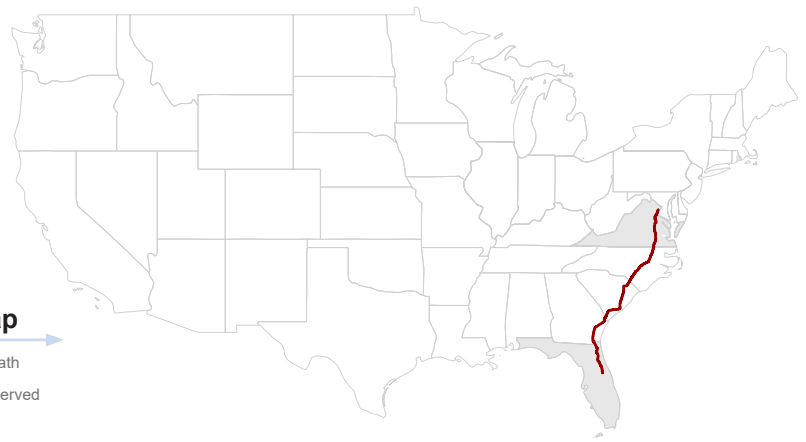
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	9,116
ITI	Initial terminal delay	7,537
DSR	Slow order delays	5,763

Customer Service Index (CSI)

Overall Service **73%**

Trends

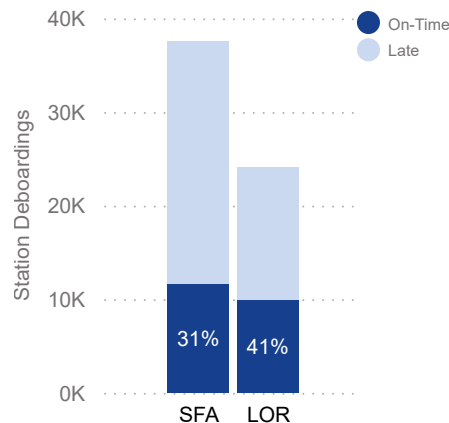


Route Map

Route Path
States Served

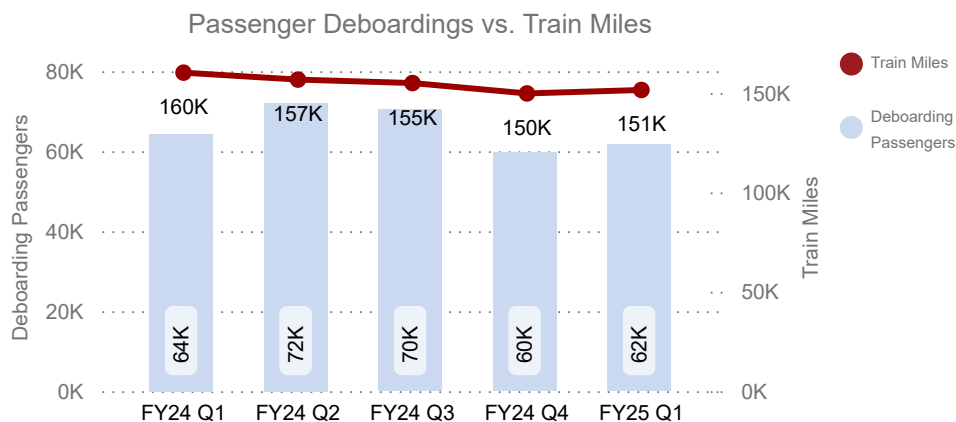
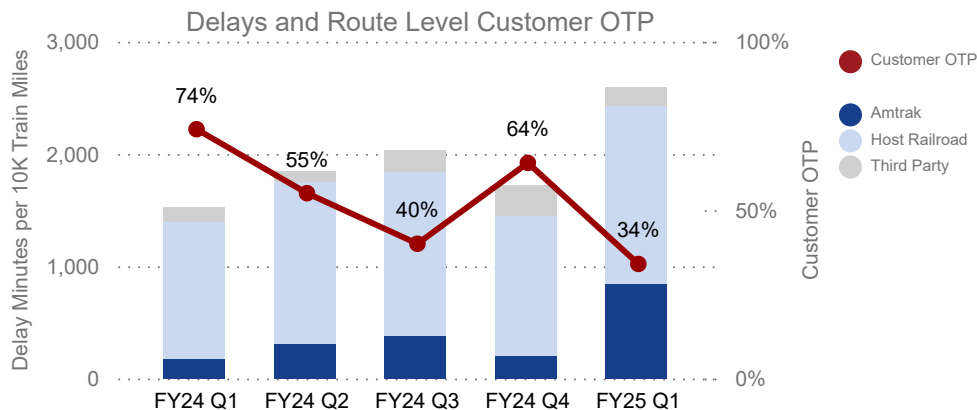
Station Performance

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



Route Stops

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



Additional Notes

Long Distance

California Zephyr

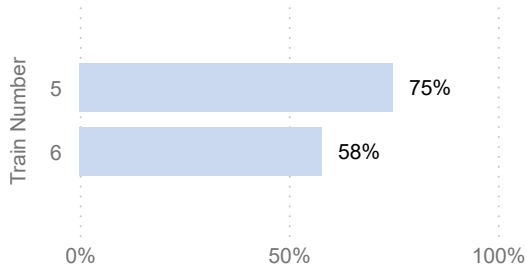
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **67%**

Train Level Customer OTP

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



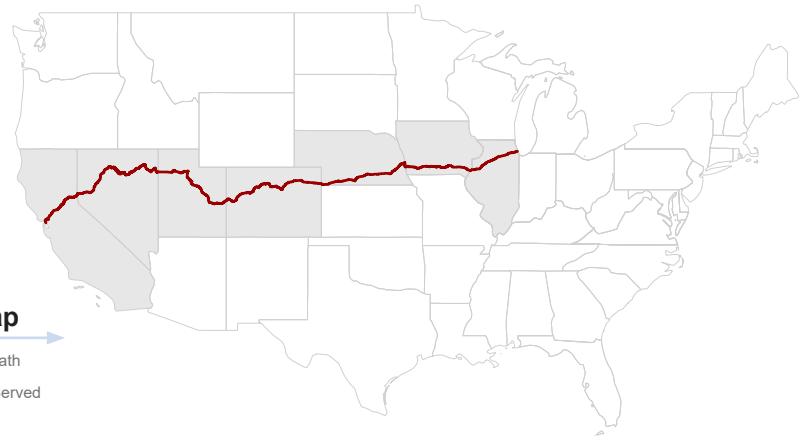
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	15,552
FTI	Freight train interference	12,654
DSR	Slow order delays	9,663

Customer Service Index (CSI)

Overall Service **78%**

Trends

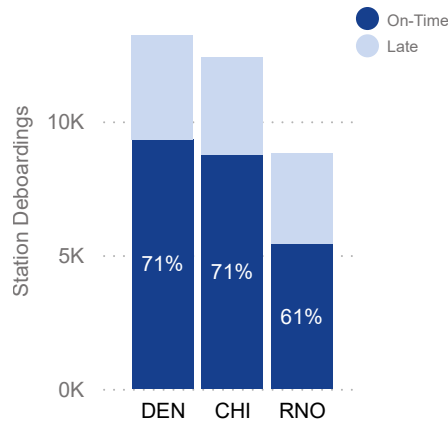


Route Map

Route Path
States Served

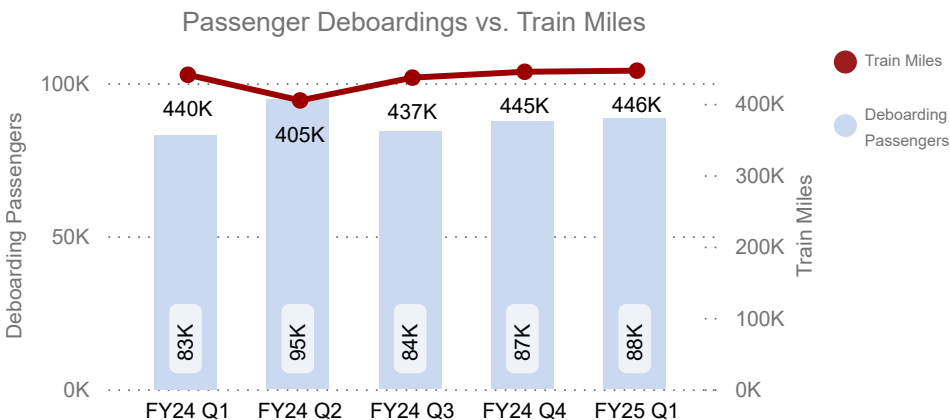
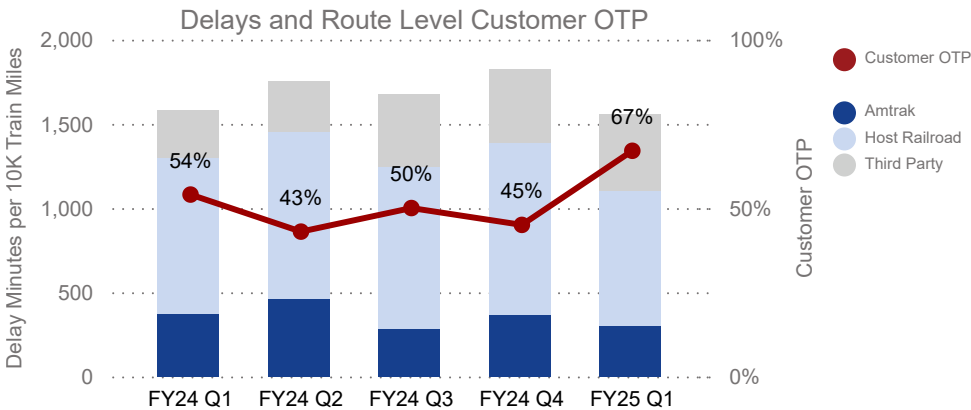
Station Performance

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



Route Stops

- CHI - Chicago (Union Station), IL
- 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

Capitol Limited

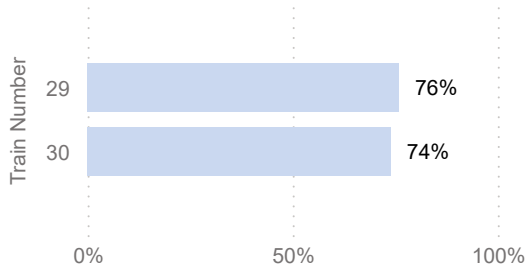
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **75%**

Train Level Customer OTP

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



Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	2,434
FTI	Freight train interference	2,331
RTE	Routing delays, including late ...	1,391

Customer Service Index (CSI)

Overall Service **77%**

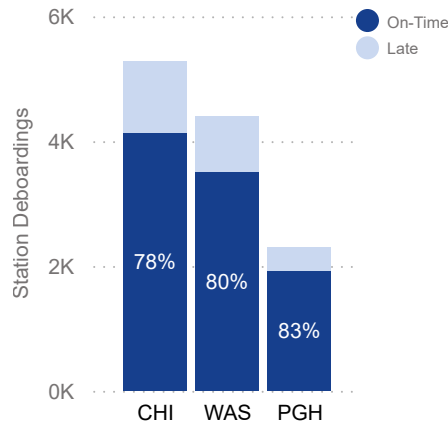
Trends

Route Map

Route Path
States Served

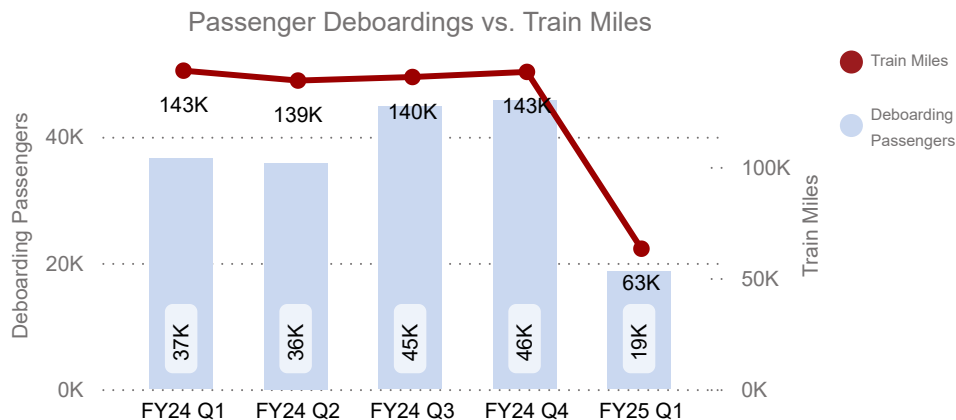
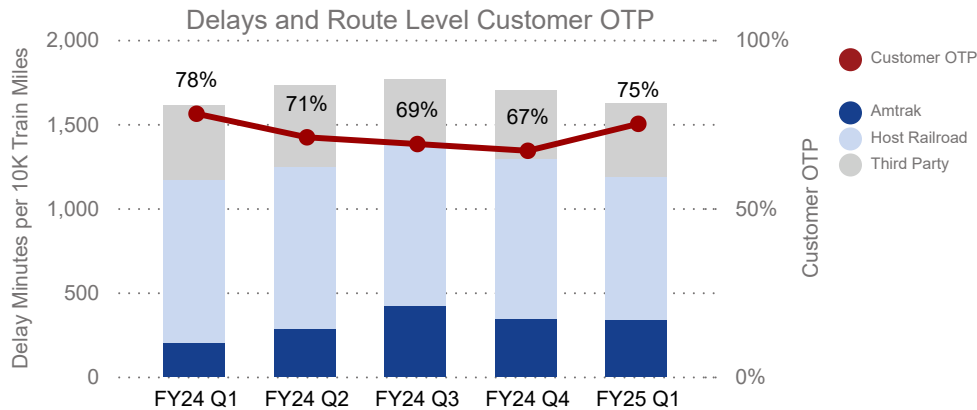
Station Performance

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



Route Stops

- WAS - Washington, DC
- RKV - Rockville, MD
- HFY - Harpers Ferry, WV
- MRB - Martinsburg, WV
- CUM - Cumberland, MD
- COV - Connellsville, PA
- PGH - Pittsburgh (Union Station), PA
- ALC - Alliance, OH
- CLE - Cleveland, OH
- ELY - Elyria, OH
- SKY - Sandusky, OH
- TOL - Toledo, OH
- WTI - Waterloo, IN
- EKH - Elkhart, IN
- SOB - South Bend, IN
- CHI - Chicago (Union Station), IL



Additional Notes

The Capitol Limited operated for part of FY25 Q1, but ceased operating when the Floridian began service in November.

Long Distance

Cardinal

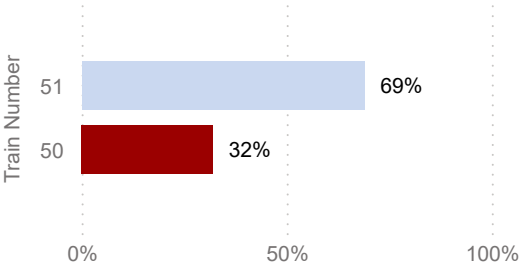
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP 53%

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	4,171
NOD	Unused recovery time	2,919
PTI	Passenger train interference	1,700

Customer Service Index (CSI)

Overall Service 71%

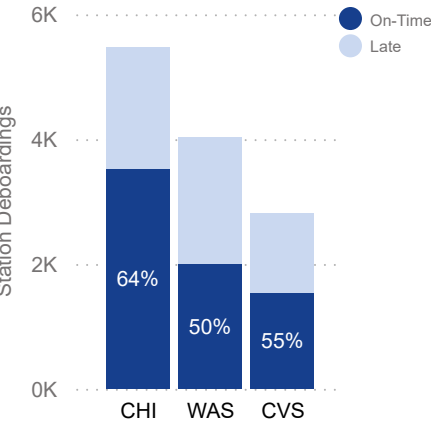
Trends

Route Map

Route Path States Served

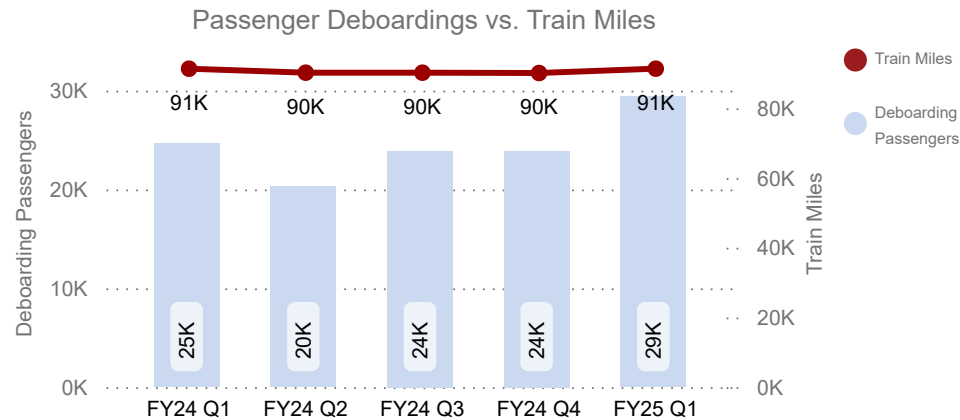
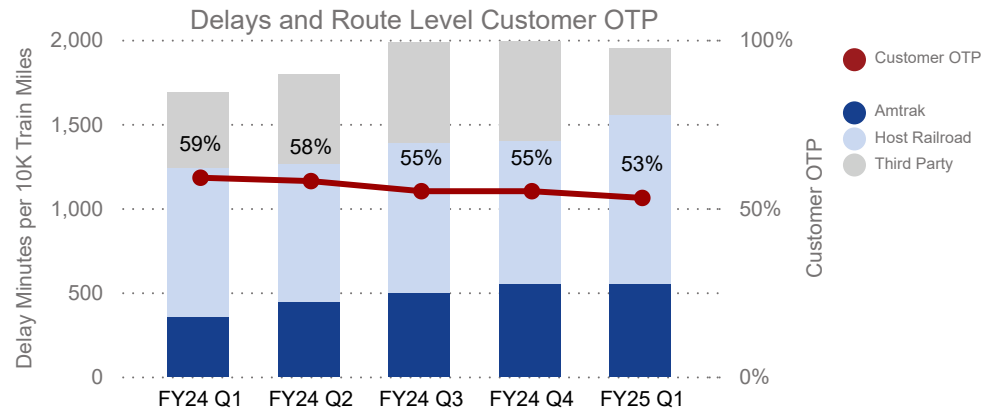
Station Performance

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



Additional Notes

The Cardinal runs three times per week in each direction.

Long Distance

City of New Orleans

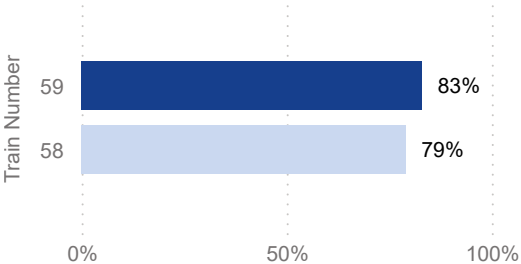
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP 81%

Train Level Customer OTP

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



Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	8,086
FTI	Freight train interference	6,119
DSR	Slow order delays	2,777

Customer Service Index (CSI)

Overall Service 80%

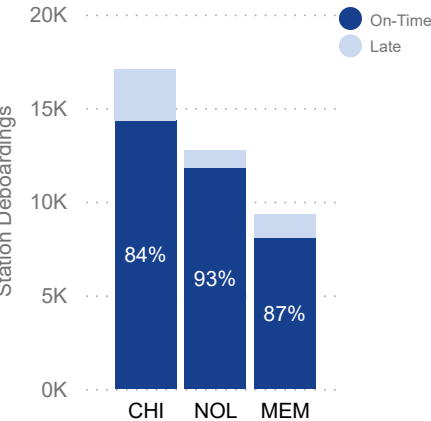
Trends

Route Map

Route Path States Served

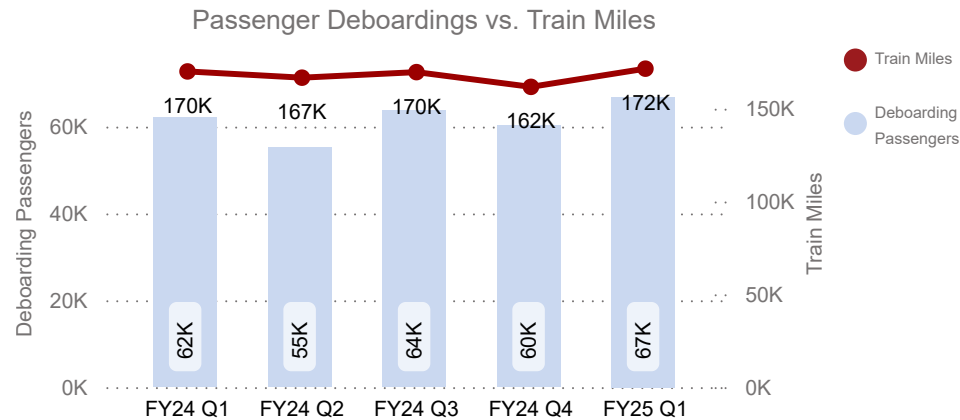
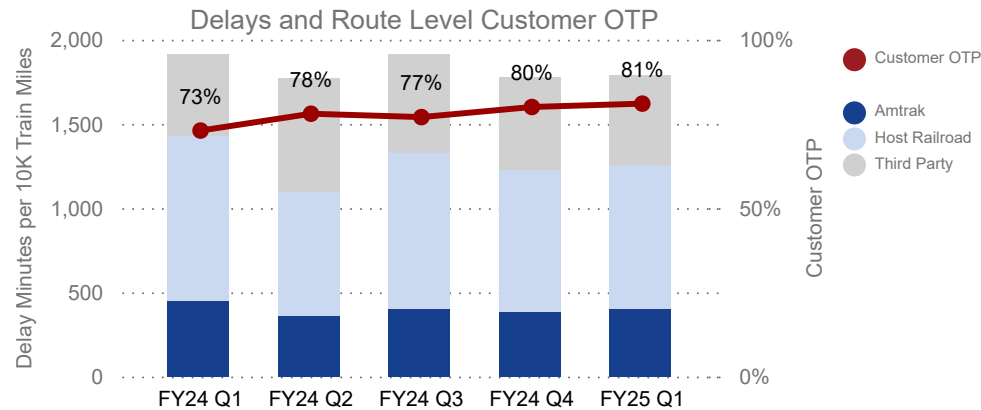
Station Performance

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



Additional Notes

Long Distance

Coast Starlight

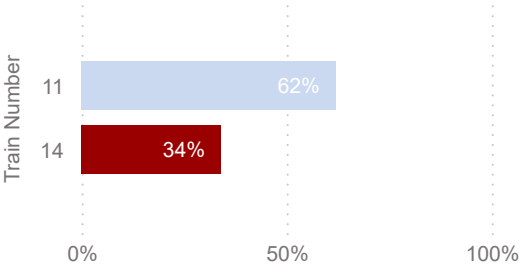
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP 48%

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	10,243
PTI	Passenger train interference	8,190
DSR	Slow order delays	7,554

Customer Service Index (CSI)

Overall Service 72%

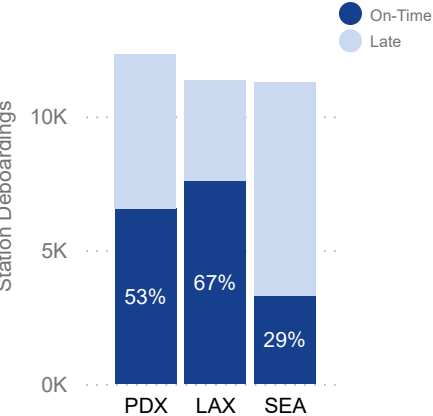
Trends

Route Map

Route Path
States Served

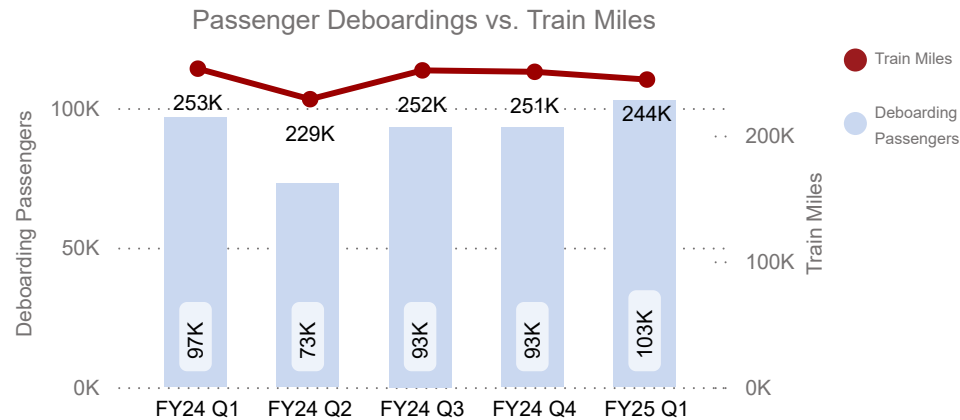
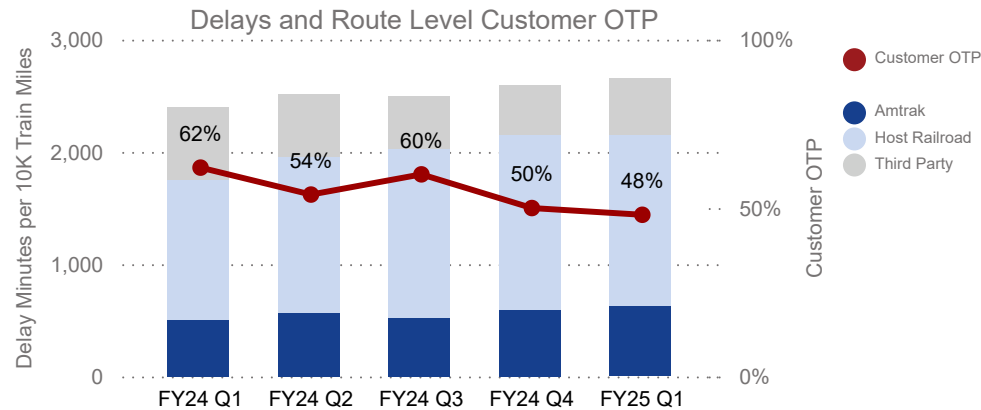
Station Performance

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



Additional Notes

Long Distance

Crescent

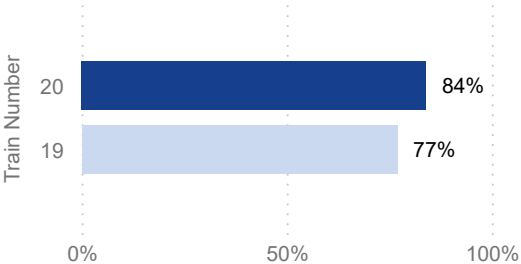
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP 80%

Train Level Customer OTP

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



Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	17,629
FTI	Freight train interference	6,228
PTI	Passenger train interference	4,071

Customer Service Index (CSI)

Overall Service 78%

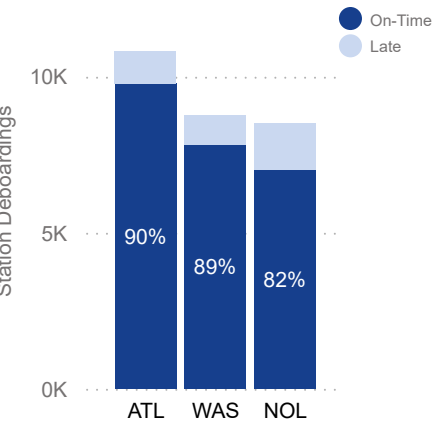
Trends

Route Map

Route Path
States Served

Station Performance

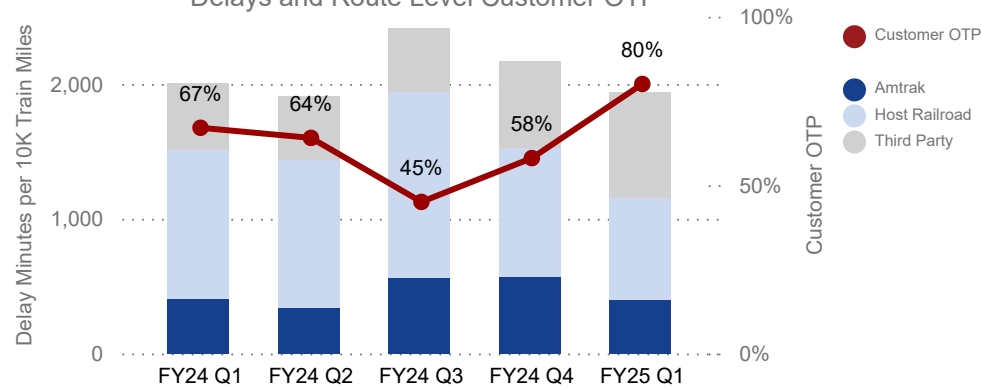
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



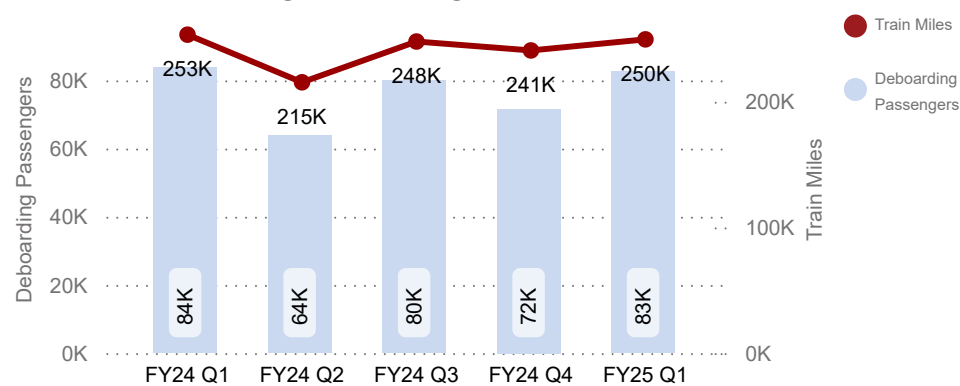
Route Stops

- 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 - Picayune, MS
- SDL - Slidell, LA
- NOL - New Orleans, LA

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

Long Distance

Empire Builder

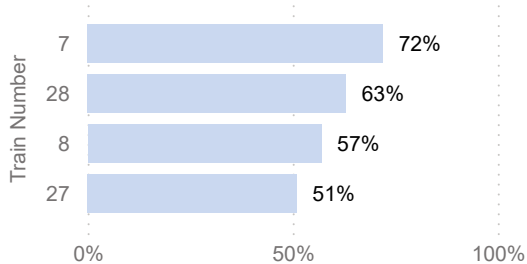
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **63%**

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	20,012
NOD	Unused recovery time	14,889
DSR	Slow order delays	3,959

Customer Service Index (CSI)

Overall Service **76%**

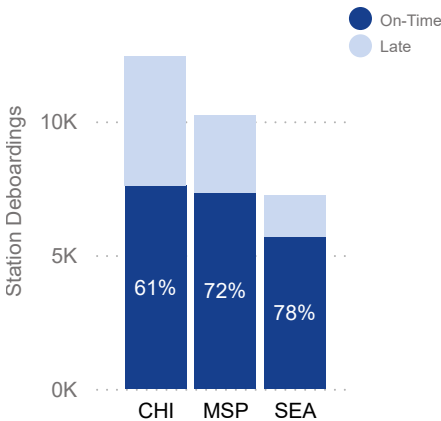
Trends

Route Map

— Route Path
■ States Served

Station Performance

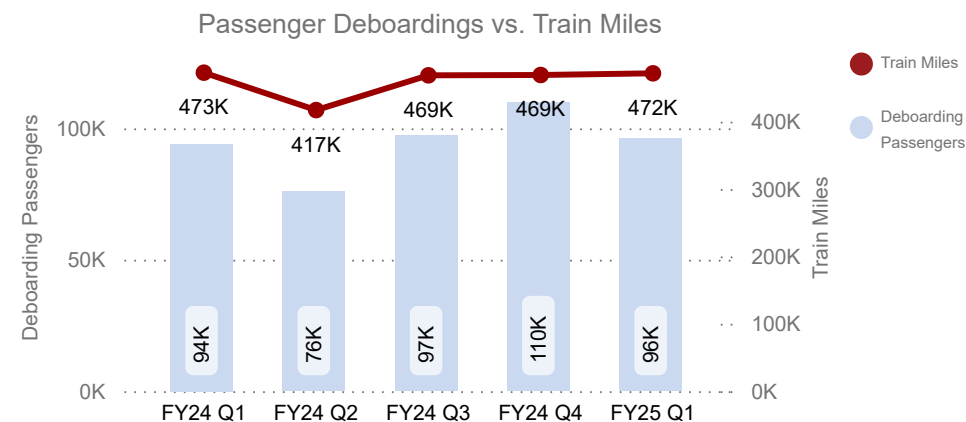
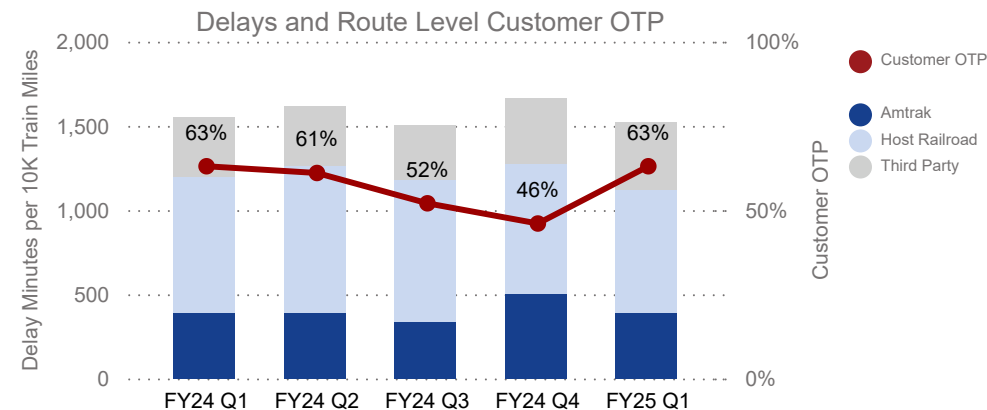
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



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
- GPB - 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
- PSC - Pasco, WA
- WEN - Wenatchee, WA
- WIH - Wishram, WA
- LWA - Leavenworth, WA
- BNG - B-W Salmon, WA
- EVR - Everett, WA
- VAN - Vancouver, WA
- EDM - Edmonds, WA
- PDX - Portland, OR
- SEA - Seattle (King Street Station), WA

Additional Notes



Long Distance

Floridian

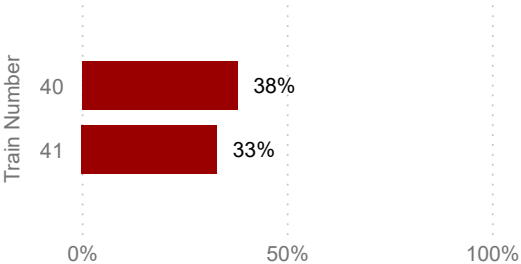
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP 36%

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	6,380
PTI	Passenger train interference	4,540
HLD	Passenger-related	3,861

Customer Service Index (CSI)

Overall Service 69%

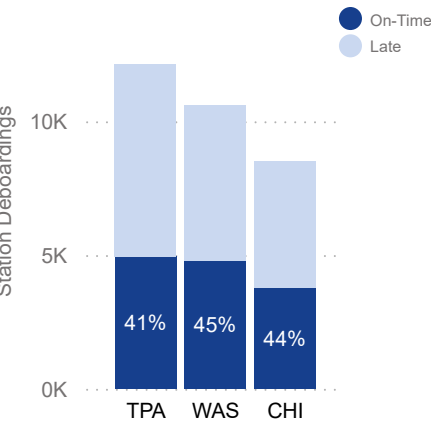
Trends

Route Map

Route Path States Served

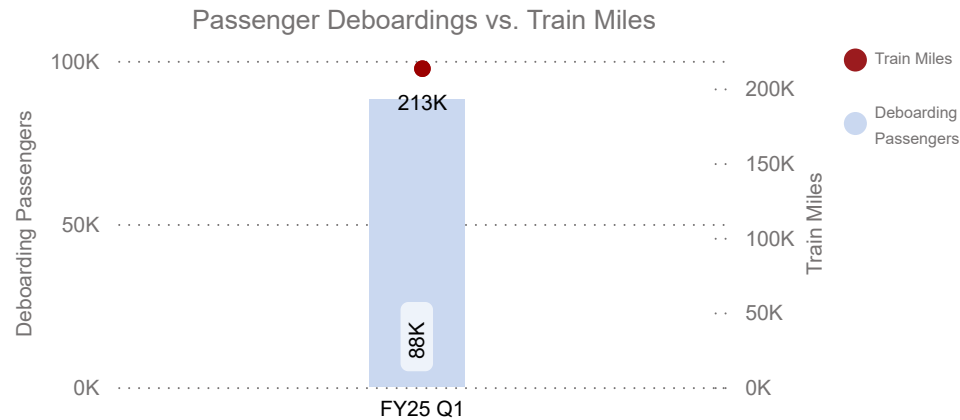
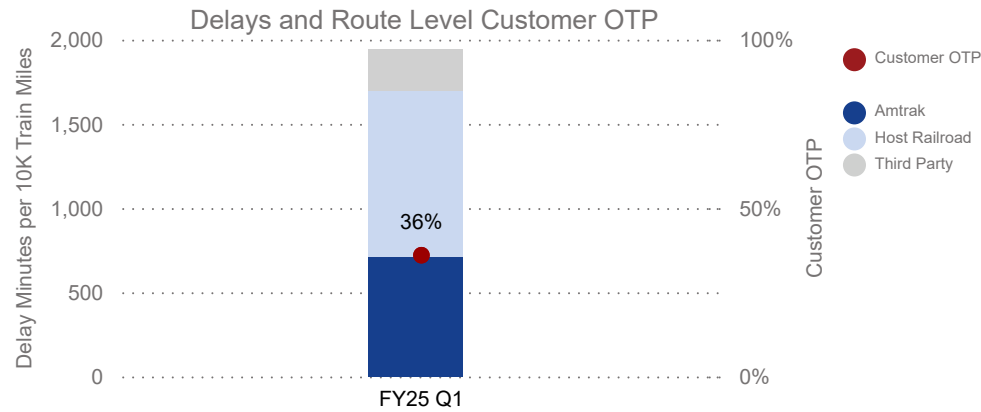
Station Performance

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
- LKL - Lakeland, FL
- WTH - Winter Haven, FL
- SBG - Sebring, FL
- OKE - Okeechobee, 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

The Floridian began operations in November 2024.

Long Distance

Lake Shore Limited

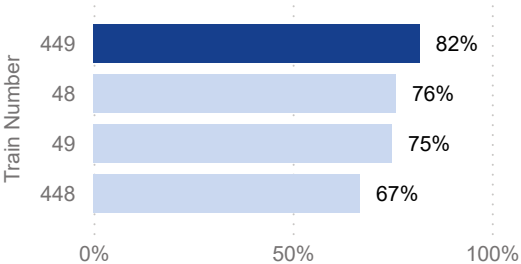
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP 75%

Train Level Customer OTP

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



Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	9,010
FTI	Freight train interference	6,361
DSR	Slow order delays	2,755

Customer Service Index (CSI)

Overall Service 74%

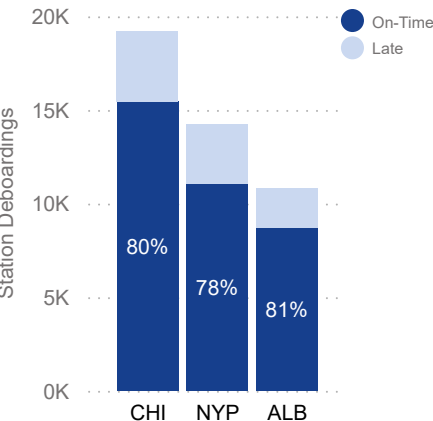
Trends

Route Map

Route Path
States Served

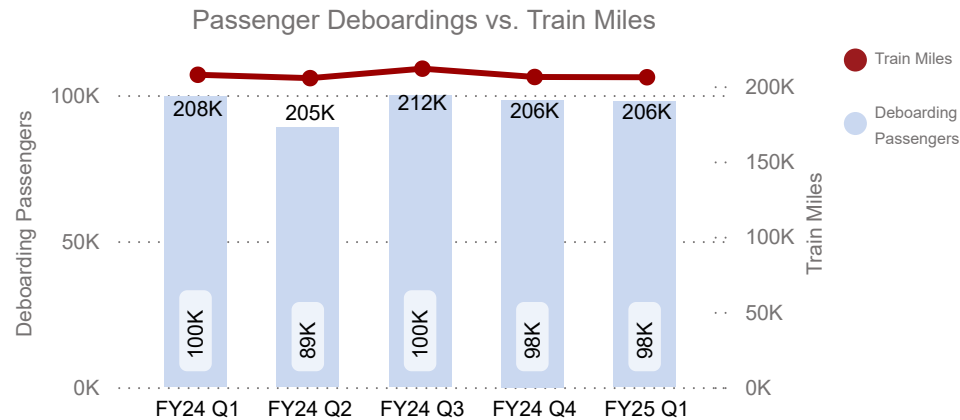
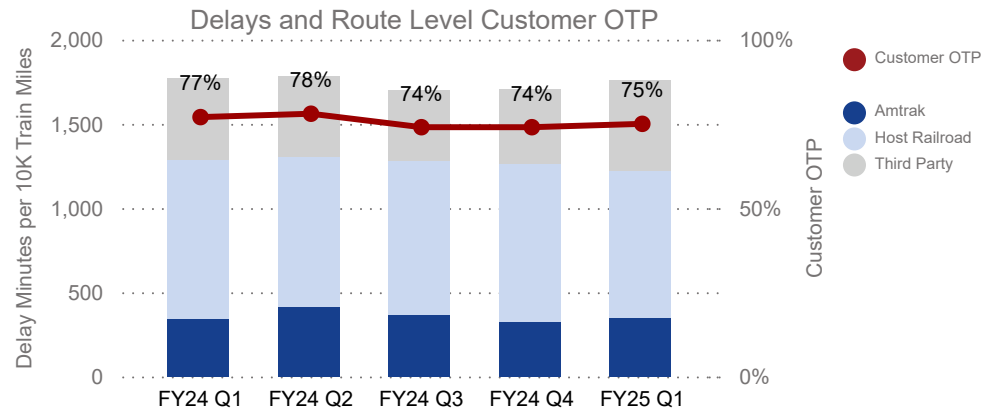
Station Performance

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



Additional Notes

Long Distance

Palmetto

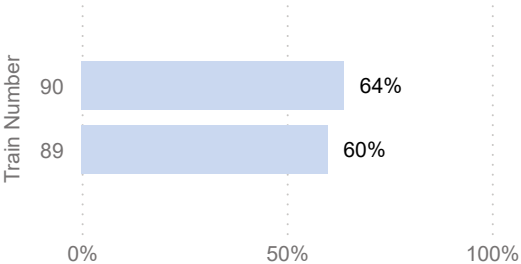
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP 62%

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	4,891
PTI	Passenger train interference	3,962
NOD	Unused recovery time	2,065

Customer Service Index (CSI)

Overall Service 75%

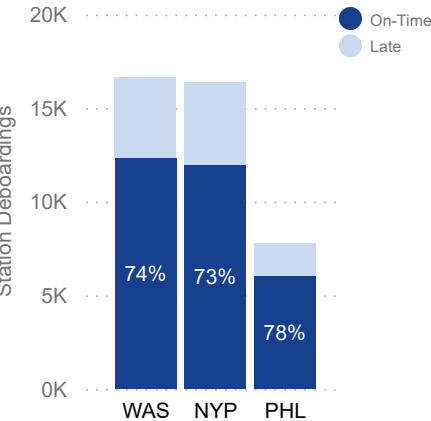
Trends

Route Map

Route Path States Served

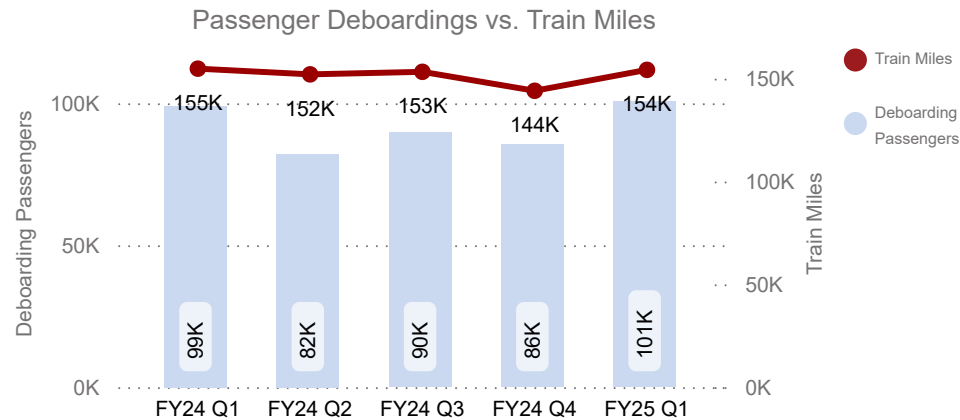
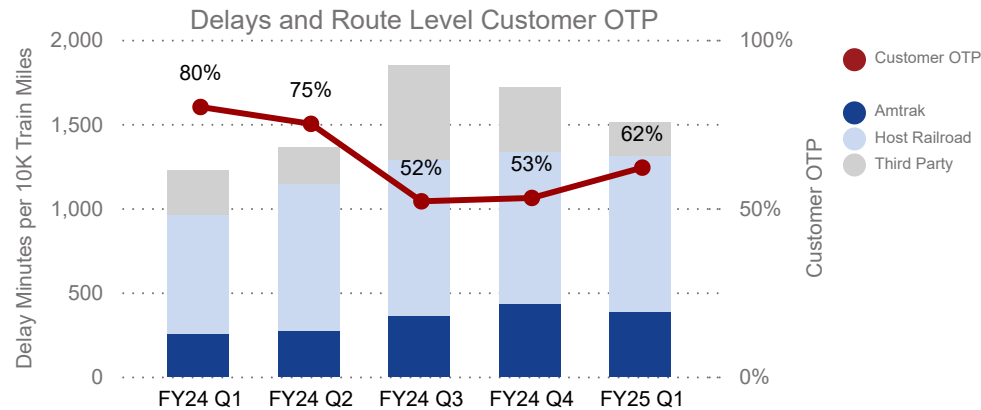
Station Performance

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



Additional Notes

Long Distance

Silver Meteor

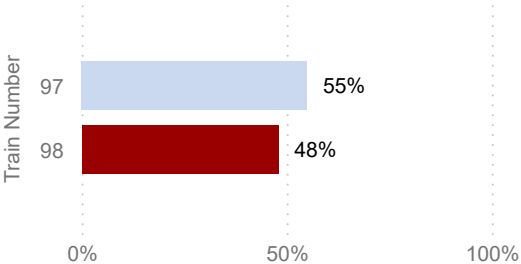
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP 52%

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	6,323
NOD	Unused recovery time	5,254
PTI	Passenger train interference	4,917

Customer Service Index (CSI)

Overall Service 73%

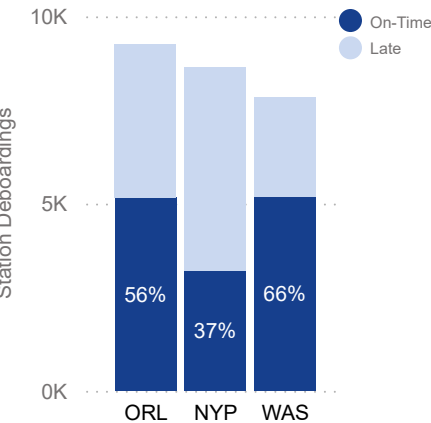
Trends

Route Map

Route Path
States Served

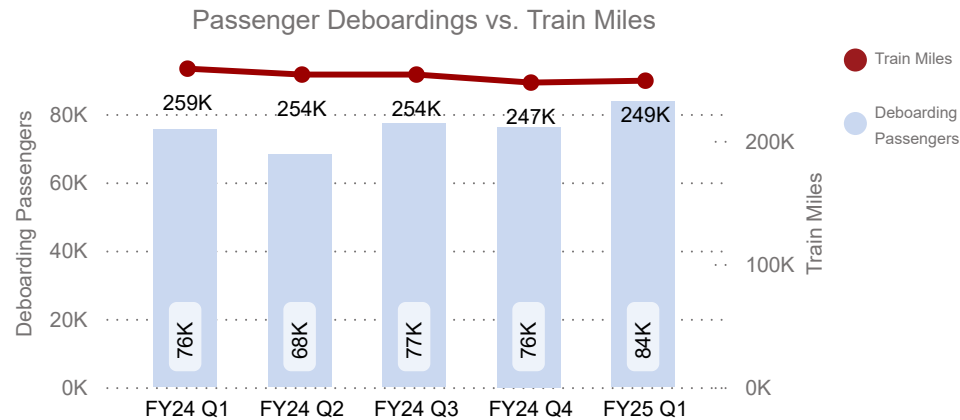
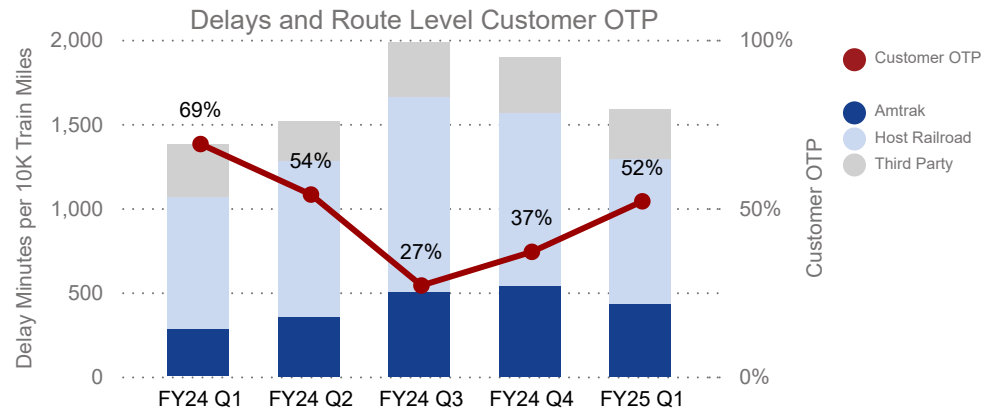
Station Performance

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
- 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

Silver Star

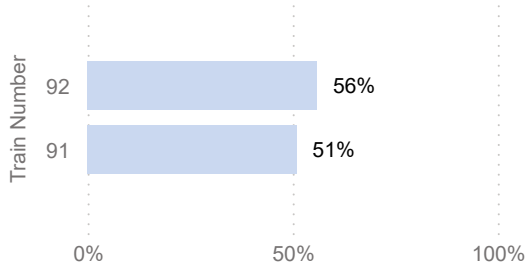
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **53%**

Train Level Customer OTP

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



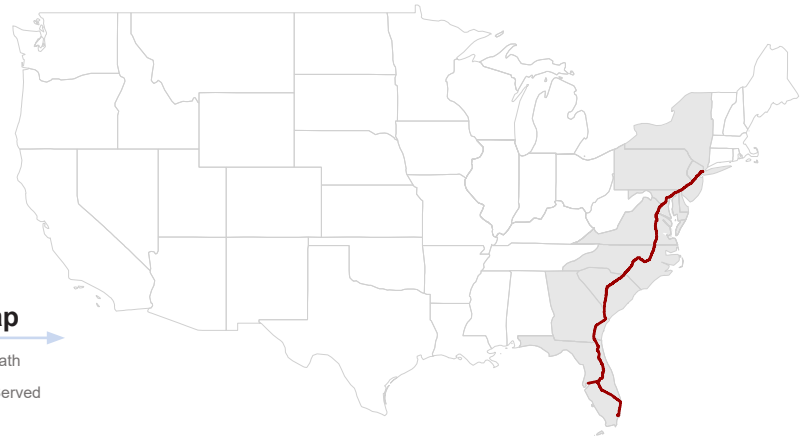
Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	2,348
DSR	Slow order delays	2,238
NOD	Unused recovery time	2,043

Customer Service Index (CSI)

Overall Service **76%**

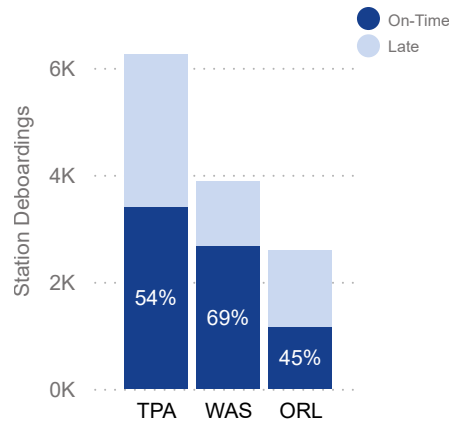
Trends



Route Map

Station Performance

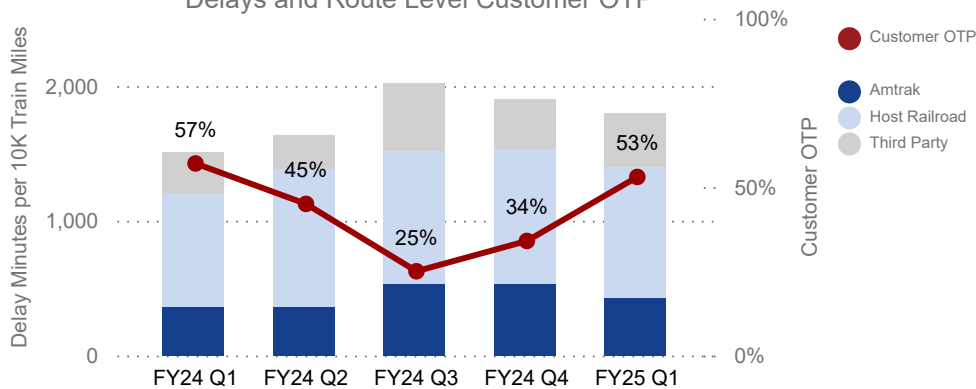
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



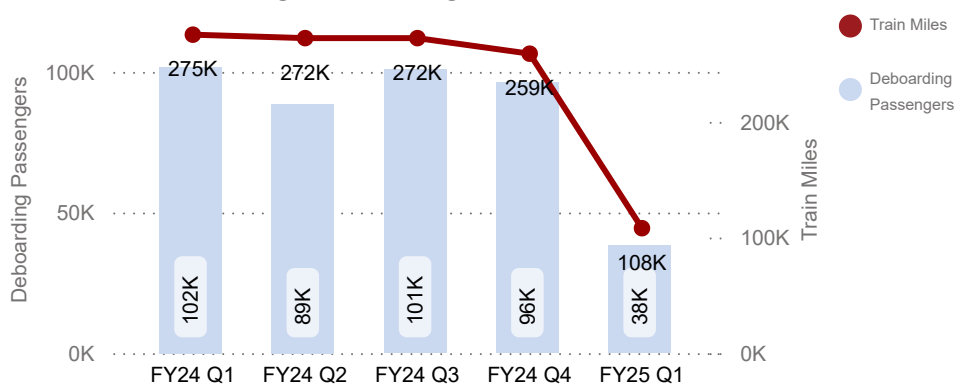
Route Stops

- 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
- RVR - Richmond (Staples Mill Rd), VA
- PTB - Petersburg, VA
- RMT - Rocky Mount, NC
- RGH - Raleigh, NC
- CYN - Cary, NC
- SOP - Southern Pines, NC
- HAM - Hamlet, NC
- CAM - Camden, SC
- CLB - Columbia, SC
- DNK - Denmark, SC
- SAV - Savannah, GA
- JAX - Jacksonville, FL
- PAK - Palatka, FL
- DLD - DeLand, FL
- WPK - Winter Park, FL
- ORL - Orlando, FL
- KIS - Kissimmee, FL
- LAK - Lakeland, FL
- TPA - Tampa, FL
- LKL - Lakeland, FL
- WTH - Winter Haven, FL
- SBG - Sebring, FL
- OKE - Okeechobee, FL
- WPB - West Palm Beach, FL
- DLB - Delray Beach, FL
- DFB - Deerfield Beach, FL
- FTL - Fort Lauderdale, FL
- HOL - Hollywood, FL
- MIA - Miami, FL

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

The Silver Star operated for part of FY25 Q1, but ceased operating when the Floridian began service in November.

Long Distance

Southwest Chief

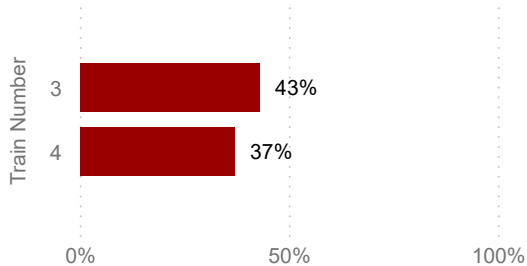
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **40%**

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	14,383
DSR	Slow order delays	10,160
SYS	Crew & system	5,108

Customer Service Index (CSI)

Overall Service **70%**

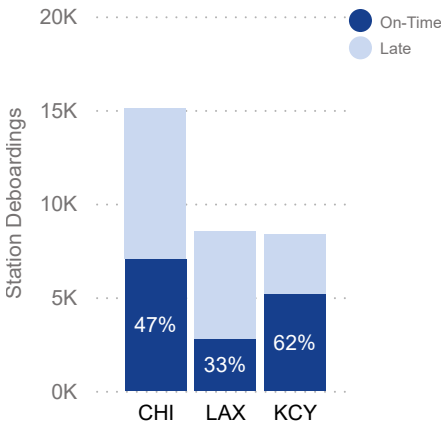
Trends

Route Map

Route Path
States Served

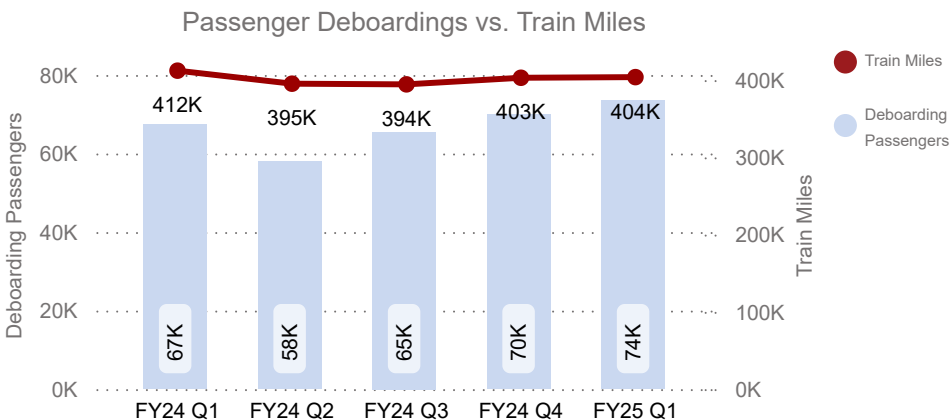
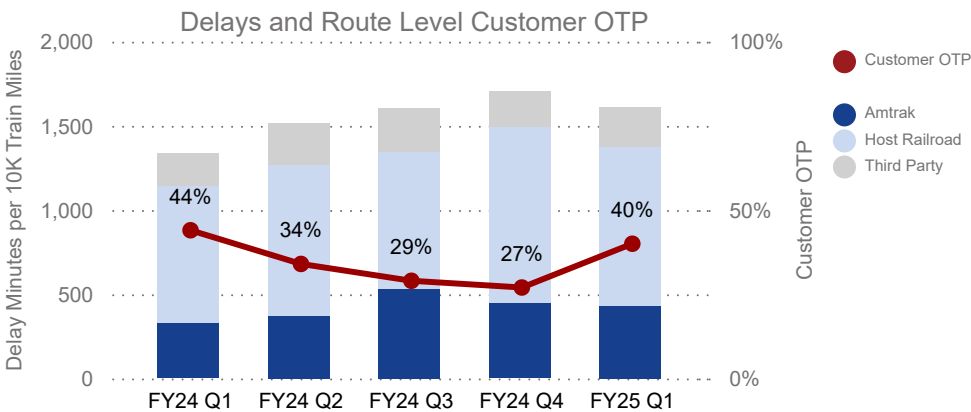
Station Performance

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



Route Stops

- CHI - Chicago (Union Station), IL
- 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

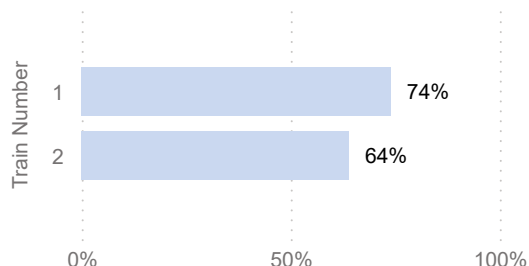
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **69%**

Train Level Customer OTP

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



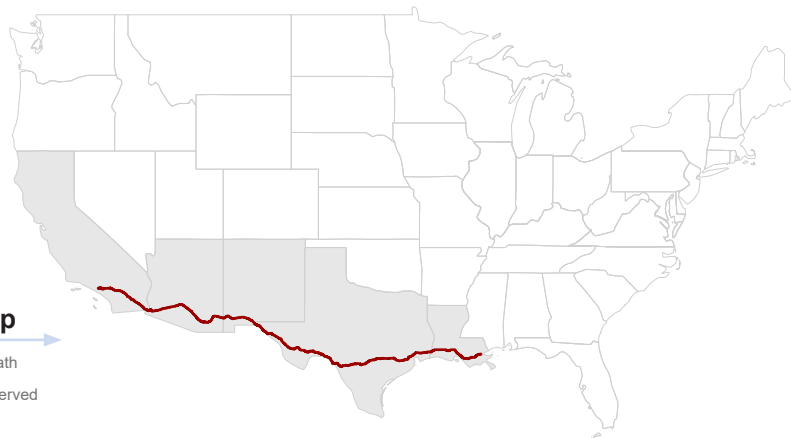
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	7,526
NOD	Unused recovery time	6,593
DSR	Slow order delays	3,724

Customer Service Index (CSI)

Overall Service **81%**

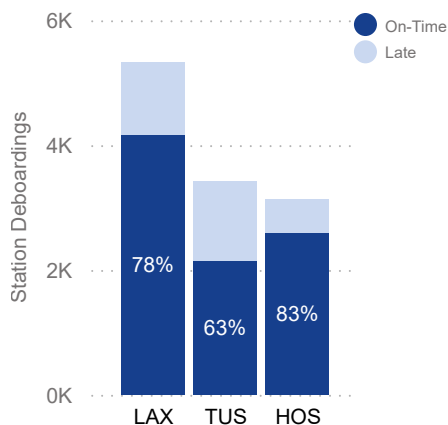
Trends



Route Map

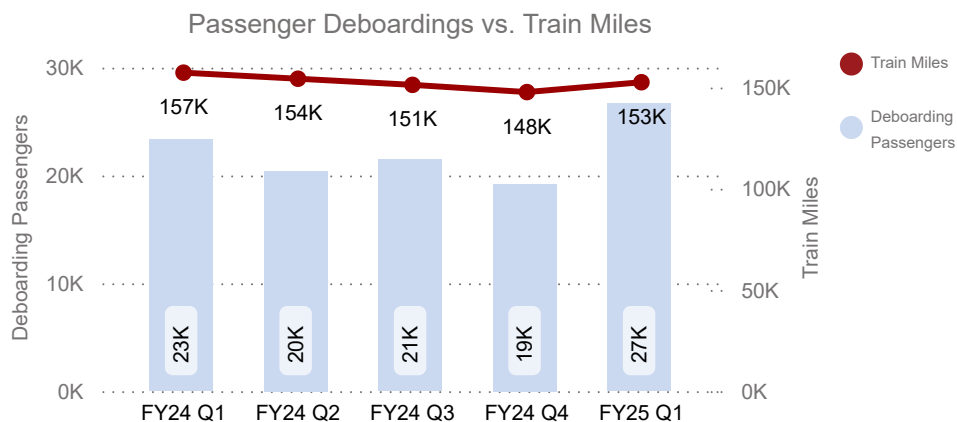
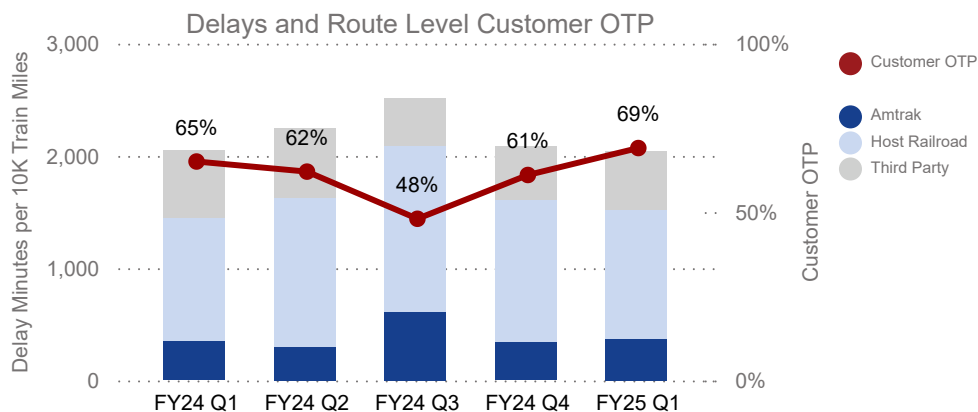
Station Performance

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

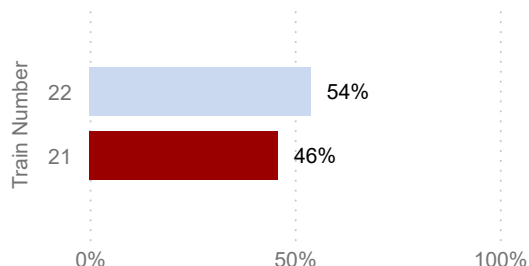
Route Performance Profile – FY 2025 Q1 (Oct. 1, 2024 – Dec. 31, 2024)

Customer On-Time Performance

Route Level Customer OTP **50%**

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	16,572
DSR	Slow order delays	11,288
NOD	Unused recovery time	9,934

Customer Service Index (CSI)

Overall Service **74%**

Trends

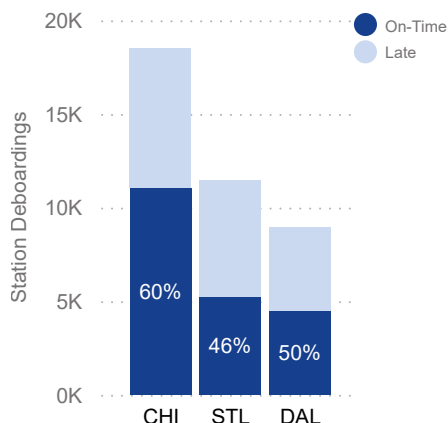


Route Map

Route Path
States Served

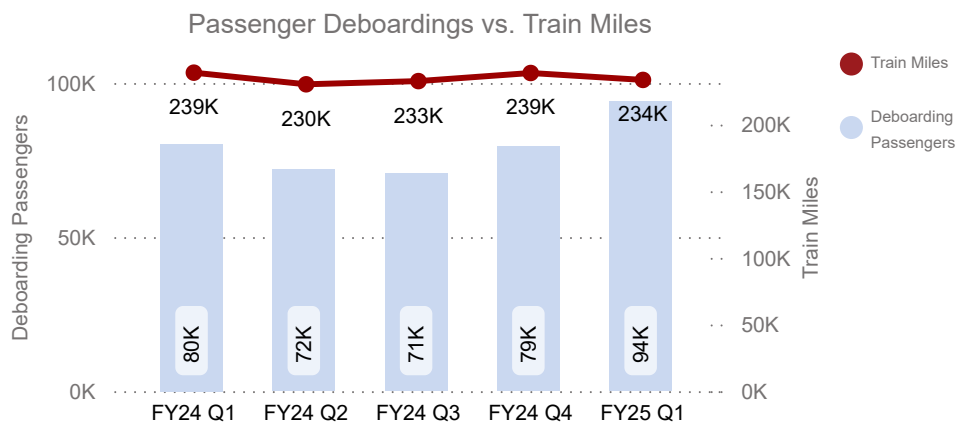
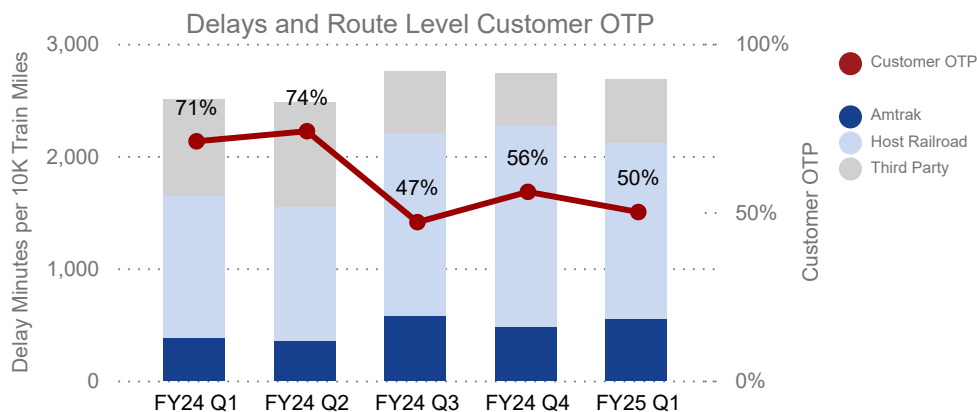
Station Performance

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



Route Stops

- CHI - Chicago (Union Station), IL
- 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
- LRL - 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.

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.

Amtrak Personnel

The average score from respondents to the Amtrak customer satisfaction survey for their overall review of Amtrak personnel on their most recent trip, by route.

Information Given

The average score from respondents to the Amtrak customer satisfaction survey for their overall review of information provided by Amtrak on their most recent trip, by route.

On-board Comfort

The average score from respondents to the Amtrak customer satisfaction survey for their overall review of 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
	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