



U.S. Department of Transportation
Federal Railroad Administration



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

First Quarter of Fiscal Year 2026 (October 1, 2025 – December 31, 2025)

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Abbreviations, Acronyms, and Phrases in this Report

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

I. Introduction

The Federal Railroad Administration (FRA) publishes a quarterly report on the performance and service quality of intercity passenger train operations, in accordance with Section 207 of the *Passenger Rail Investment and Improvement Act of 2008*, Pub. L. 110-432, 122 Stat. 4907 (PRIIA) and 49 CFR part 273.

This Quarterly Report on the Performance and Service Quality of Intercity Passenger Train Operations covers the **first quarter of FY 2026 from October 1, 2025, to December 31, 2025**.

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

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

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

FY 2026 Q1 Updates

FY26 Q1 Financial Data

In June 2026, Amtrak re-submitted the FY26 Q1 Financial Metrics excel workbook to FRA, due to a correction in ridership data for multiple routes across the system. Previous data had assigned certain origin-destination pairs to the wrong routes; this issue has now been corrected. In July 2026, FRA posted this revised file on its Metrics and Standards website, as well as a revised FY26 Q1 Performance and Service Quality Report.

Route Name Change

Effective November 3, 2025, “San Joaquins” became “Gold Runner”. The new route name is now reflected in Metrics and Minimum Standards reports and datasets.

New 15-minute maximum for Acela OTP

The Metrics and Minimum Standards for Intercity Passenger Rail Service final 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. In previous quarters, Amtrak used the 15-minute maximum when calculating OTP for all routes and trains except the Acela, which used a 10-minute maximum. As of October 1, 2025, Amtrak began using the 15-minute maximum when calculating OTP for the Acela. Amtrak now uses the same 15-minute maximum for all of its intercity passenger rail routes.

New Customer Service Index (CSI) Scores

In Metrics and Standards reporting prior to October 1, 2025, Amtrak reported both adjusted (removing excessively delayed passengers) and unadjusted CSI scores (responses from all survey respondents and passengers regardless of on-time status). From FY2026 Q1 onwards, Amtrak will report adjusted overall satisfaction score performance based on survey responses from passengers that depart and arrive no more than five minutes behind schedule and self-report satisfaction with their on-time performance of either a 9 or 10 out of 10. Amtrak will also report unadjusted CSI data for all passengers. The Route Profiles in the Metrics and Standards Quarterly report include both an “on-time” CSI score and an all survey respondents CSI score.

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

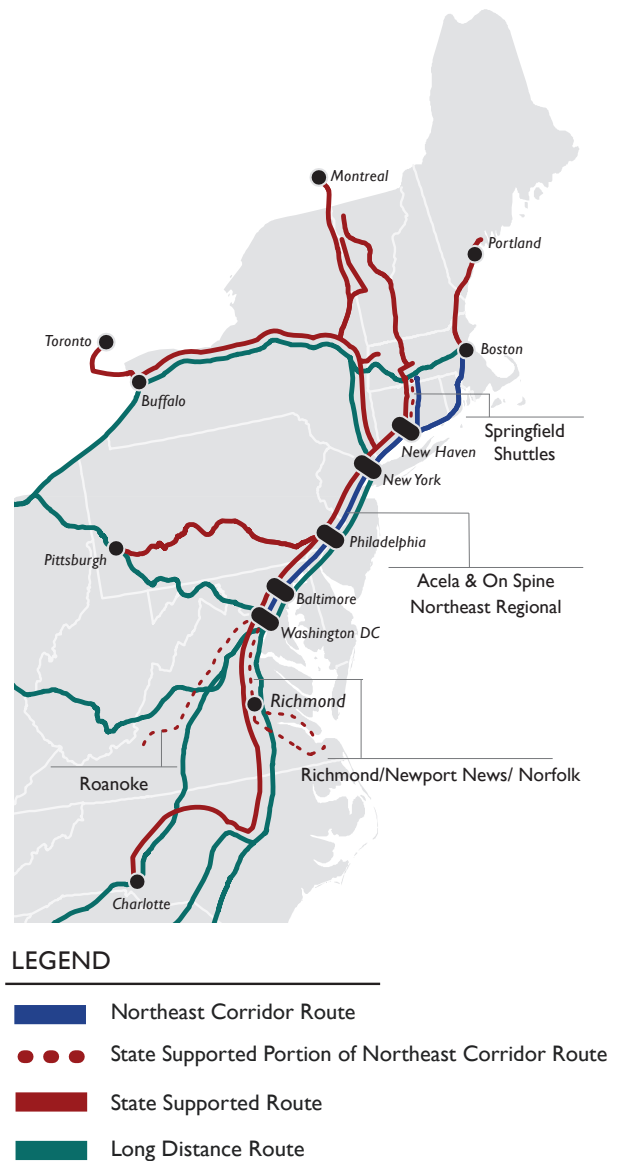
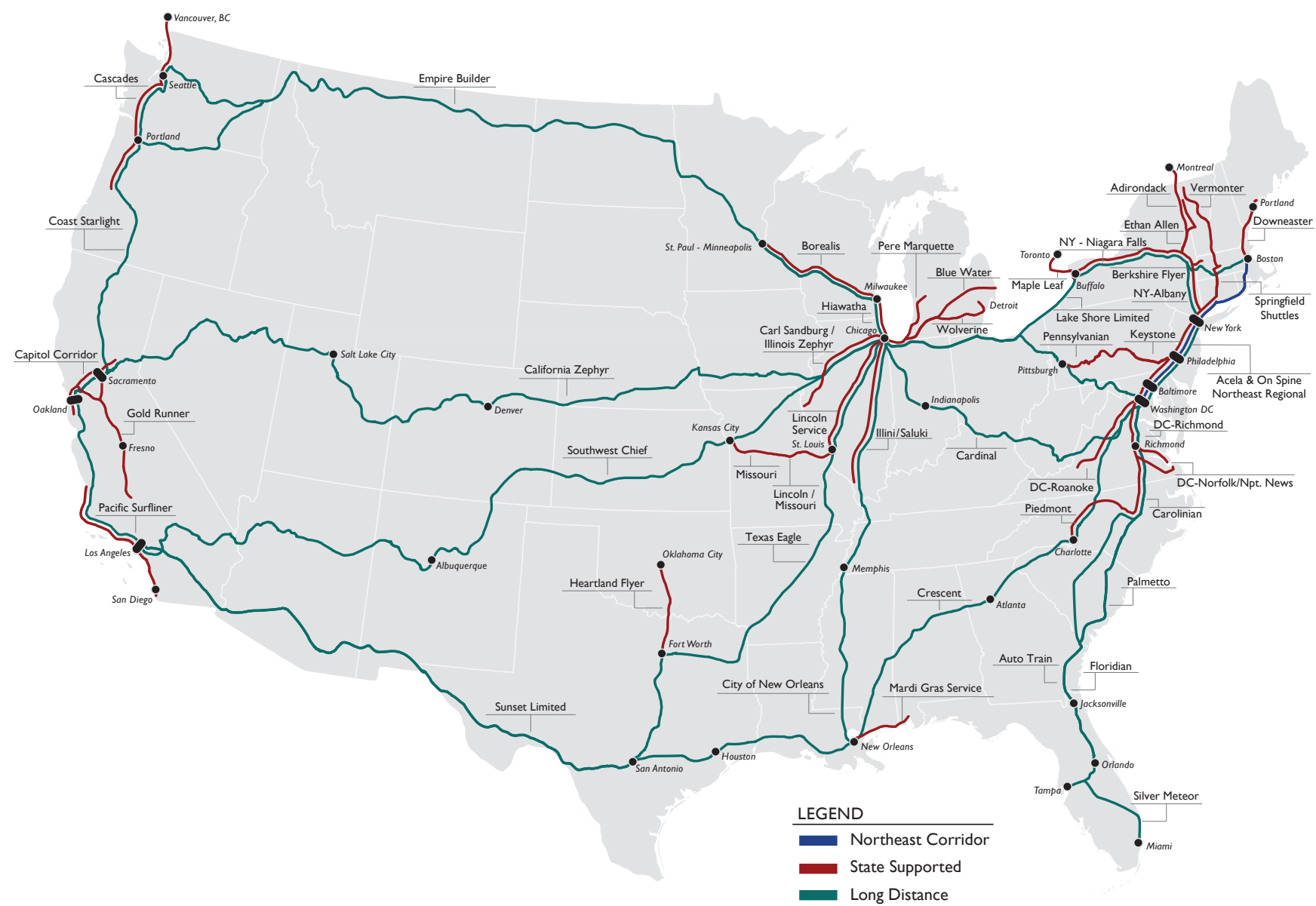


Figure 2. Amtrak System Map | FY2026 Q1



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.

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

Train Delays per 10,000 Train Miles

The minutes of delay per 10,000 train miles for all Amtrak-responsible and host-responsible delays, for the host railroad territory within each route.

Total Ridership

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

OTP and Delay Metrics

Customer OTP Highlights

Customer OTP for the Amtrak system was 78 percent in FY 2026 Q1 which was five points higher than the previous quarter and an improvement from FY 2025 Q1. Customer OTP for Amtrak's Long Distance service line was 66 percent, an improvement from the previous quarter, and eight points higher than FY 2025 Q1. State Supported OTP was 80 percent, an increase of four points from the previous quarter, and up four points from FY 2025 Q4. Northeast Corridor OTP was 78 percent, up one point from FY 2025 Q4 and up five points from FY 2025 Q1 (**Figure 3**).

Customer OTP for each route is shown in **Table 4**. The routes with the highest Customer OTP in FY 2026 Q1 were the Keystone (90%), Capitol Corridor (89%), and Pennsylvanian (86%) (**Table 1**). The poorest performing routes were the Southwest Chief (40%), Floridian (44%), and Lincoln / Missouri (51%) (**Table 2**).

Customer OTP on eight routes improved by ten or more points from FY 2025 Q1 to FY 2026 Q1: Auto Train (+49), Pennsylvanian (+26), Palmetto (+21), Coast Starlight (+20), Downeaster (+15), Silver Meteor (+15), Carolinian (+15), and New York - Niagara Falls (+15) (**Table 3**).

Table 1. Highest Customer OTP by Route

Route	FY 2026 Q1	FY 2025 Q1
Keystone	90%	83%
Capitol Corridor	89%	85%
Pennsylvanian	89%	63%

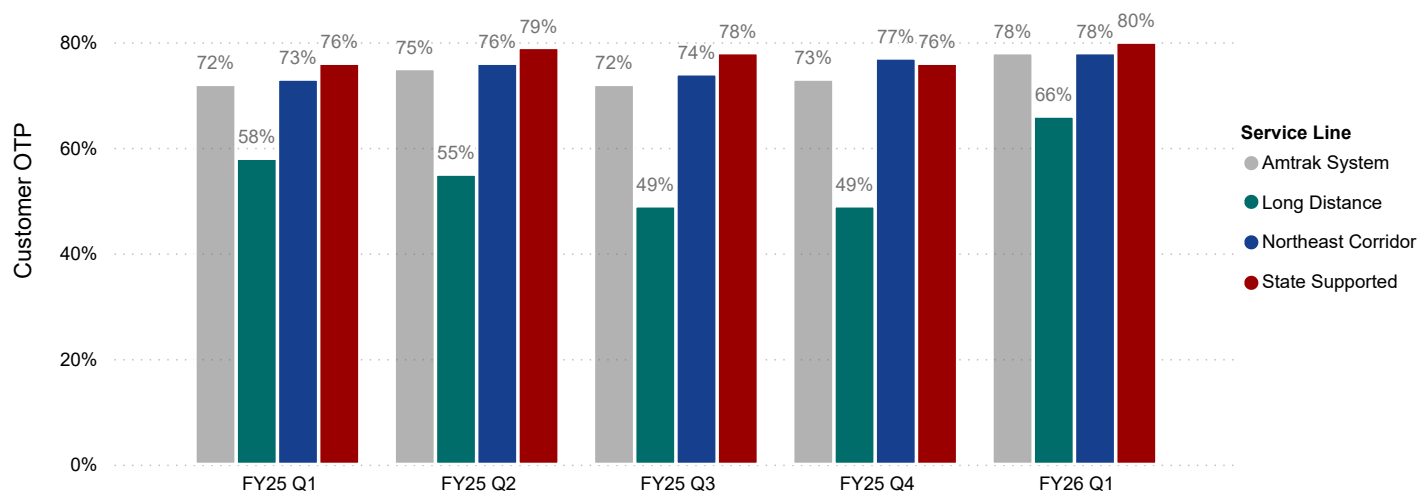
Table 2. Lowest Customer OTP by Route

Route	FY 2026 Q1	FY 2025 Q1
Southwest Chief	40%	40%
Floridian	44%	36%
Lincoln / Missouri	51%	46%

Table 3. Routes with Significant OTP Improvement

Route	FY 2026 Q1	FY 2025 Q1	Points Improved
Auto Train	83%	34%	49
Pennsylvanian	89%	63%	26
Palmetto	83%	62%	21
Coast Starlight	68%	48%	20
Downeaster	86%	71%	15
Silver Meteor	67%	52%	15
Carolinian	71%	56%	15
New York - Niagara Falls	83%	68%	15

Figure 3. Customer OTP by Service Line



OTP and Delay Metrics

Customer OTP Highlights

Table 4. Customer OTP by Route

Service Line	Route	FY 2026 Q1	FY 2025 Q4
Long Distance	Auto Train	83%	66%
	California Zephyr	71%	37%
	Cardinal	56%	55%
	City Of New Orleans	78%	60%
	Coast Starlight	68%	65%
	Crescent	76%	75%
	Empire Builder	61%	40%
	Floridian	44%	27%
	Lake Shore Ltd	78%	66%
	Palmetto	83%	67%
	Silver Meteor	67%	51%
	Southwest Chief	40%	15%
	Sunset Ltd	75%	57%
	Texas Eagle	62%	42%
Northeast Corridor	Acela	76%	76%
	On Spine Northeast Regional	80%	80%
	Richmond / Newport News / Norfolk	76%	71%
	Roanoke	82%	76%
	Springfield Shuttles	88%	86%
State Supported	Adirondack	63%	42%
	Blue Water	69%	64%
	Borealis	74%	48%
	Capitol Corridor	89%	87%
	Carl Sandburg / Illinois Zephyr	73%	73%
	Carolinian	71%	65%
	Cascades	76%	72%
	Downeaster	86%	85%
	Ethan Allen Express	70%	41%
	Gold Runner	63%	47%
	Heartland Flyer	57%	39%
	Hiawatha	87%	85%
	Illini / Saluki	72%	79%
	Keystone	90%	91%
	Lincoln / Missouri	51%	47%
	Lincoln Service	68%	66%
	Maple Leaf	59%	44%
	Mardi Gras Service	88%	86%
	Missouri	77%	70%
	New York - Albany	86%	73%
	New York - Niagara Falls	83%	71%
	Pacific Surfliner	85%	85%
	Pennsylvanian	89%	75%
	Pere Marquette	82%	82%
	Piedmont	76%	78%
	Vermont	72%	71%
	Wolverine	66%	61%

OTP and Delay Metrics

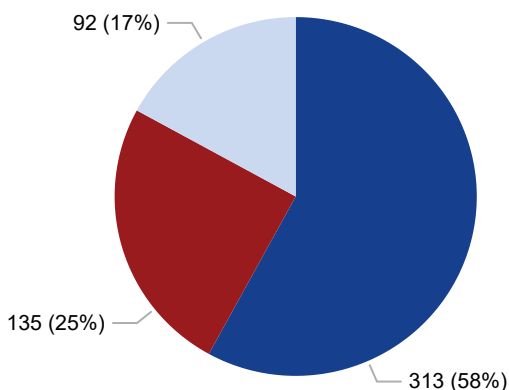
Customer OTP Minimum Standard

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 2025 and first quarter of FY 2026, 58 percent met the 80 percent Customer OTP standard, 25 percent did not meet the standard, and 17 percent did not operate in one of the two quarters (**Figure 4**).

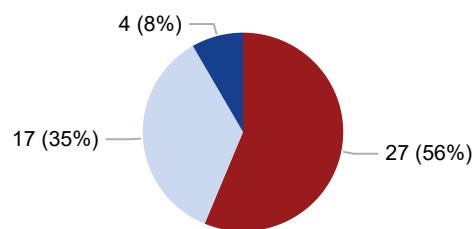
Figure 4. Train Level Customer OTP

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

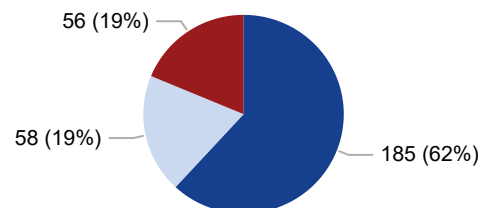
Amtrak System



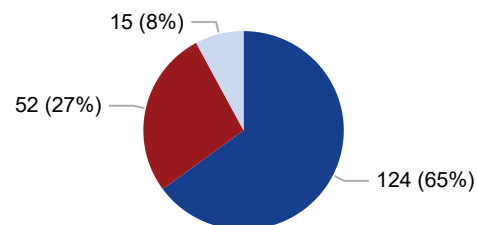
Long Distance



State Supported



Northeast Corridor



OTP and Delay Metrics

Train Delay Highlights

In FY 2026 Q1, the Long Distance service line had the most delay minutes per 10,000 train miles (**Figure 6**).

In FY 2026 Q1, CN-IC and Union Pacific 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 decreased year-over-year for all Class I host railroads, except CN-IC and CPKC which increased by 37 percent and three percent respectively.

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

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

Figure 6. FY 2026 Q1 Train Delay Minutes per 10K Train Miles by Service Line

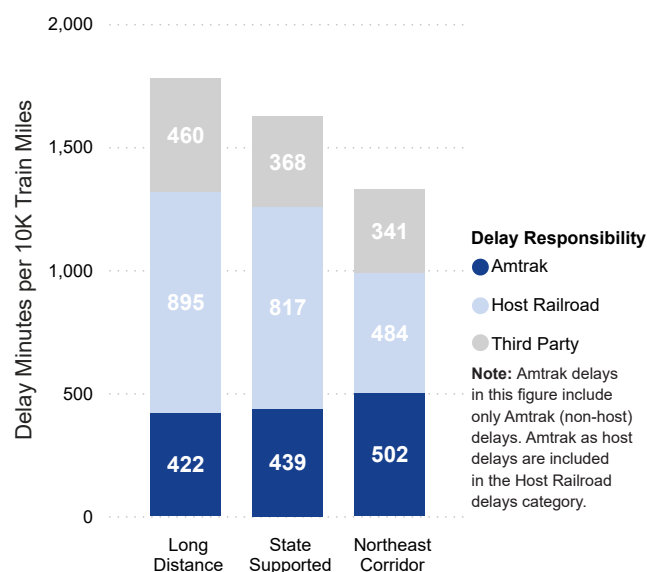
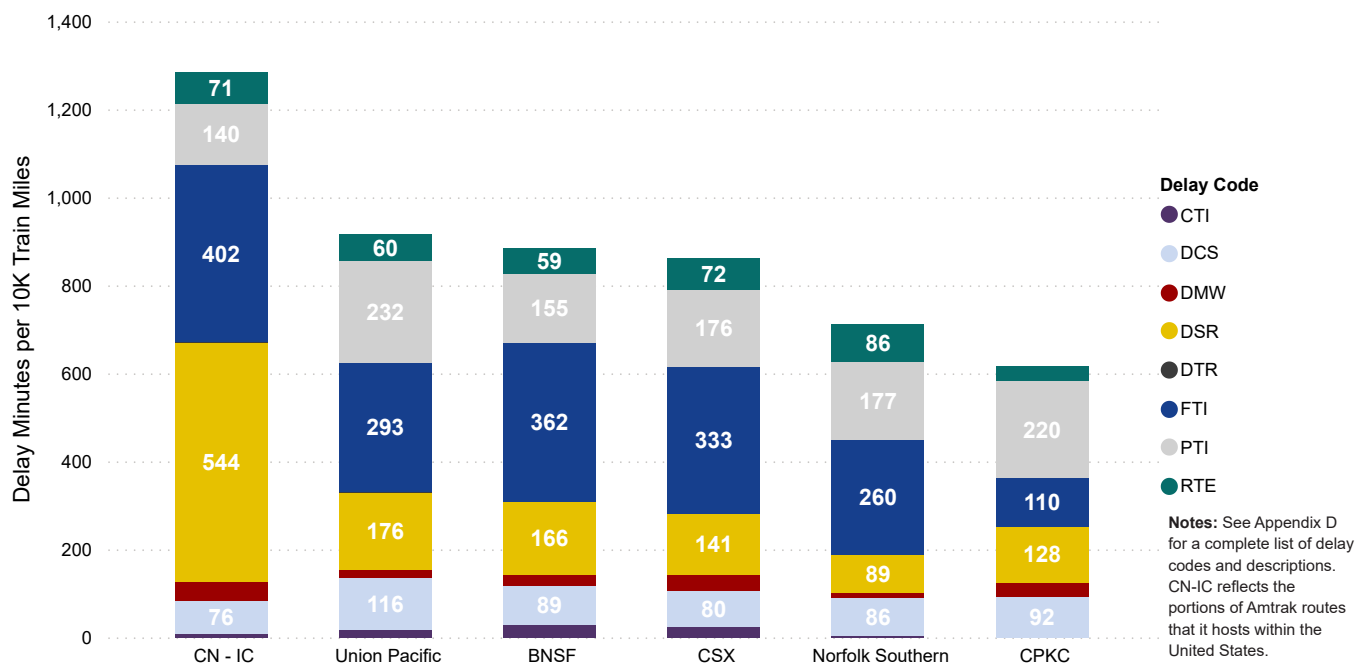


Figure 5. FY 2026 Q1 Class I Host Responsible Train Delay Minutes per 10K Train Miles



Financial Metrics

Total Ridership Highlights

Total Amtrak ridership increased from 8.93 million to 9.43 million, or 5.5 percent, from FY 2025 Q1 to FY 2026 Q1. Passenger miles for the entire system increased by more than five percent over the same period. A passenger mile is one passenger traveling one train mile. Long Distance ridership in FY 2026 Q1 was 1.19 million, up nearly three percent from FY 2025 Q1. During the same period, Long

Distance passenger miles increased by 6.7 percent. Northeast Corridor ridership in FY 2026 Q1 was 4.16 million, up 7.6 percent from FY 2025 Q1. State Supported ridership was 4.08 million, or 4.2 percent higher than the first quarter of the previous year. Year-over-year, Northeast Corridor passenger miles grew by 7.1 percent, while State Supported passenger miles grew by less than two percent (Figure 7 and 8).

Figure 7. Total Ridership by Service Line

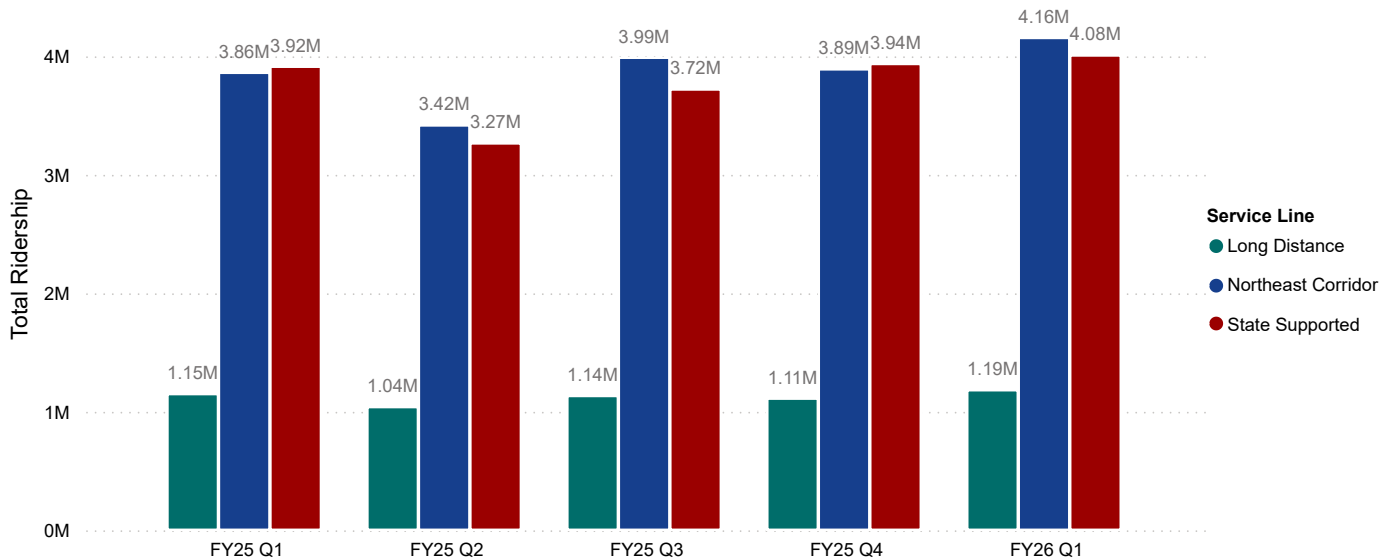
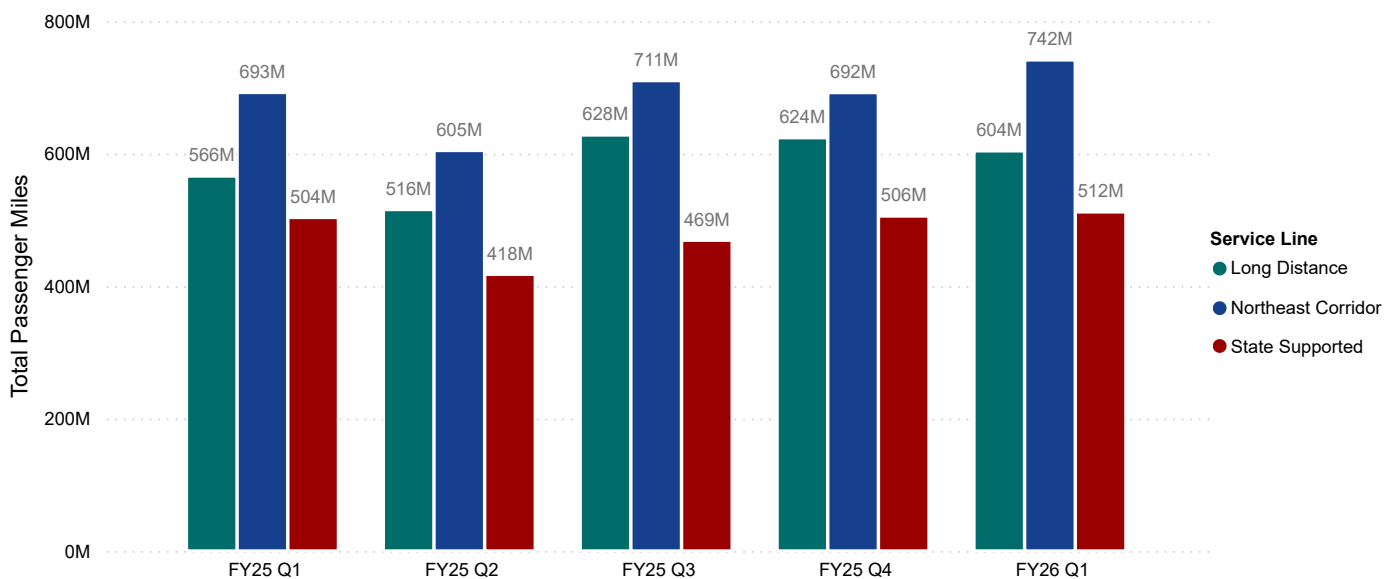


Figure 8. Passenger Miles by Service Line



III. Quarterly Route Performance

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

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

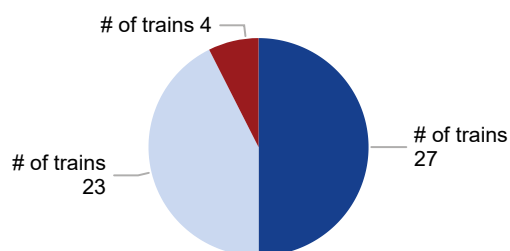
Route Profile Explainer

Customer On-Time Performance

Route Level Customer OTP **76%**

Train Level Customer OTP

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



Route Level Customer OTP

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

Data Source: Customer OTP Metric, Route-level.

Train Level Customer OTP

The chart provides information on train level Customer OTP for routes in the current quarter. Customer OTP is defined as the percent of customers on an intercity passenger rail train who arrive at their detraining point no later than 15 minutes after their published scheduled arrival time. Amtrak uses the 15-minute maximum when calculating Customer OTP for all routes and trains. 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
OTH	Miscellaneous delays	14,061
DSR	Slow order delays	10,158
NOD	Unused recovery time	9,711

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)

	On-Time Respondents	All Survey Respondents
Overall Service	88%	70%

Customer Service Index

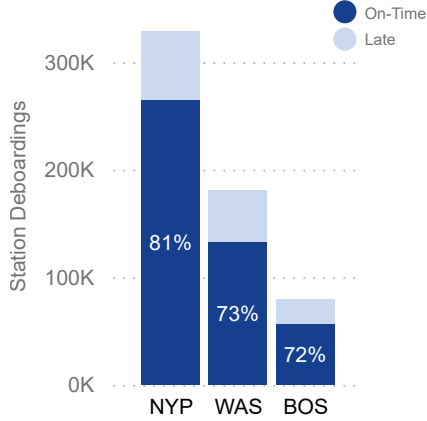
The route's overall customer satisfaction scores in the current quarter adjusted for on-time performance and an all survey respondents score. See Appendix B for more information on Customer Service Metrics.

Data Source: Customer Service Metric

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

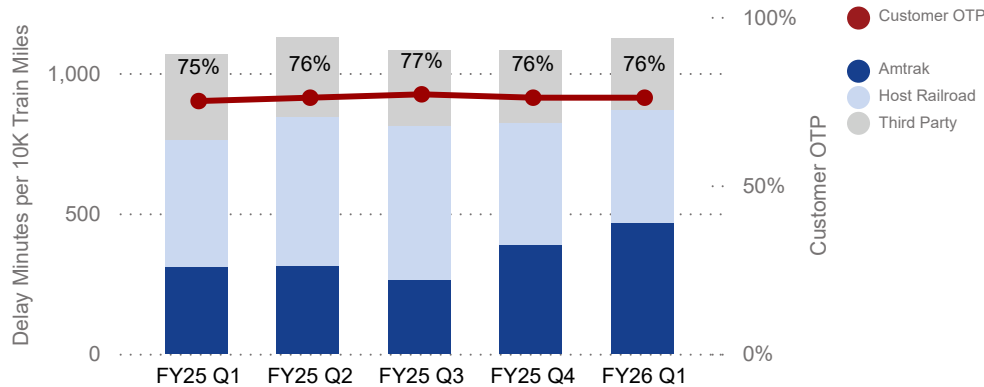
- BOS - Boston (South Station), MA
- BBY - Boston (Back Bay Station), MA
- RTE - Route 128 (Westwood), MA
- PVD - Providence, RI
- NHV - New Haven (Union Station), CT
- STM - Stamford, CT
- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- MET - Metropark (Iselin), 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

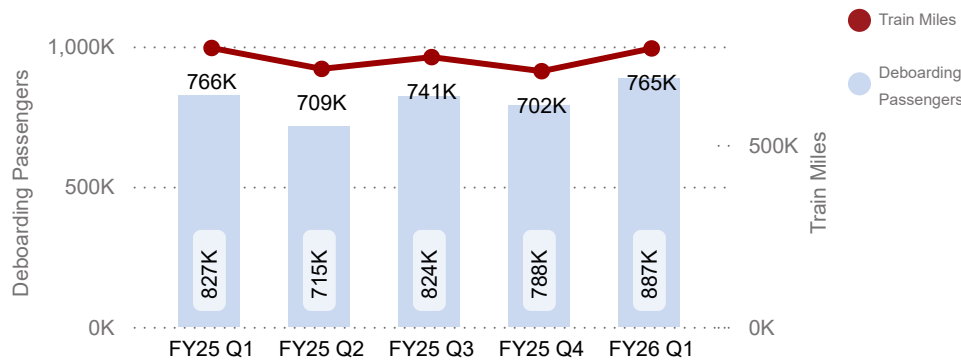


Delays and Route Customer OTP

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

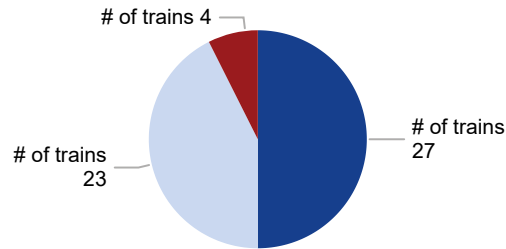
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **76%**

Train Level Customer OTP

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



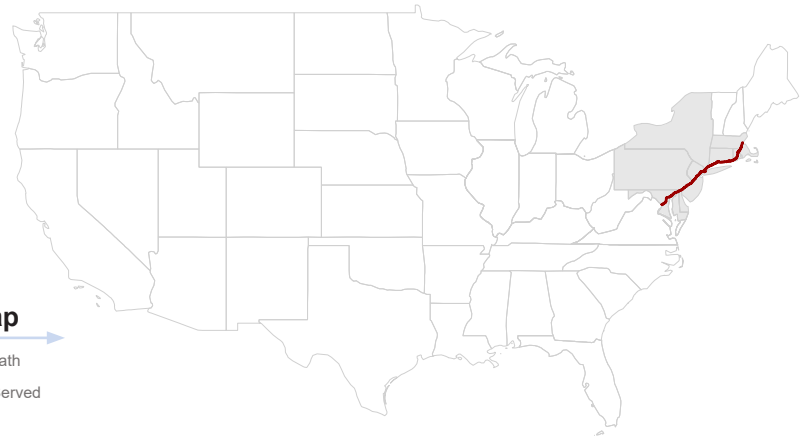
Delays

Top 3 Causes of Delay		Delay Min
OTH	Miscellaneous delays	14,061
DSR	Slow order delays	10,158
NOD	Unused recovery time	9,711

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	88%	70%

Trends

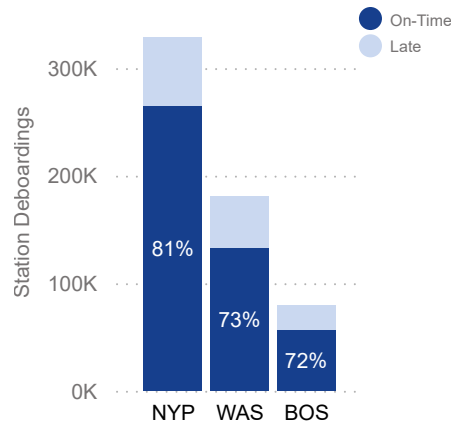


Route Map

Route Path
States Served

Station Performance

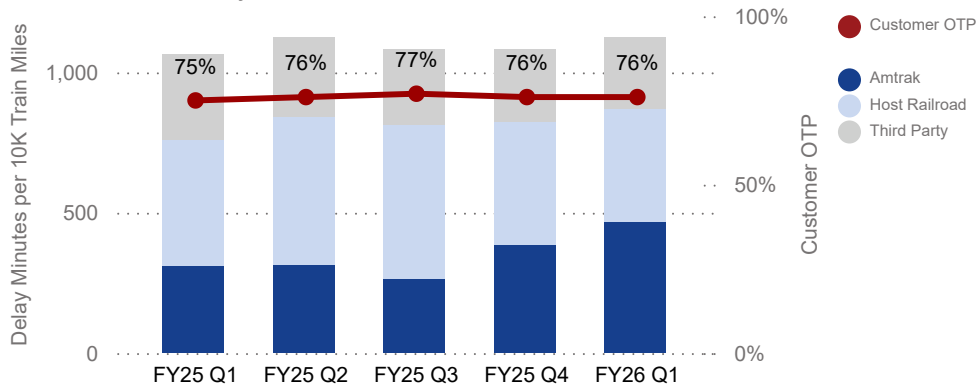
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



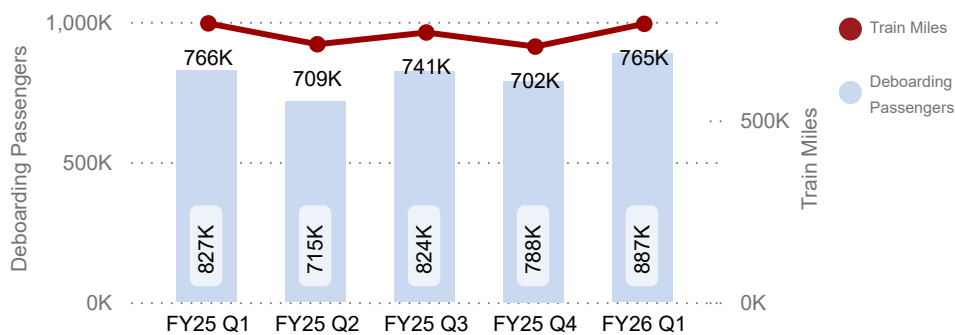
Route Stops

- BOS - Boston (South Station), MA
- BBY - Boston (Back Bay Station), MA
- RTE - Route 128 (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 and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

Amtrak considers Acela passengers who arrive at their detraining station more than 15-minutes behind schedule to be late.

Northeast Corridor

On Spine Northeast Regional

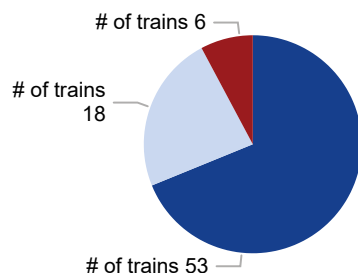
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **80%**

Train Level Customer OTP

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



Delays

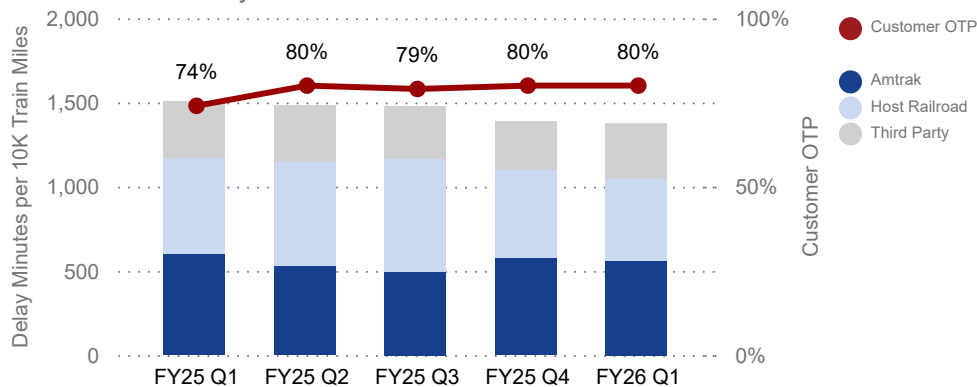
Top 3 Causes of Delay		Delay Min
OTH	Miscellaneous delays	20,146
NOD	Unused recovery time	16,204
CTI	Commuter train interference	13,083

Customer Service Index (CSI)

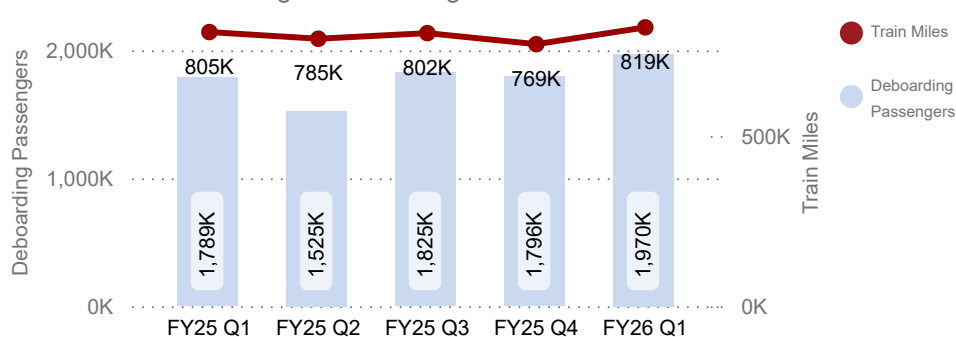
	On-Time Respondents	All Survey Respondents
Overall Service	92%	79%

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles

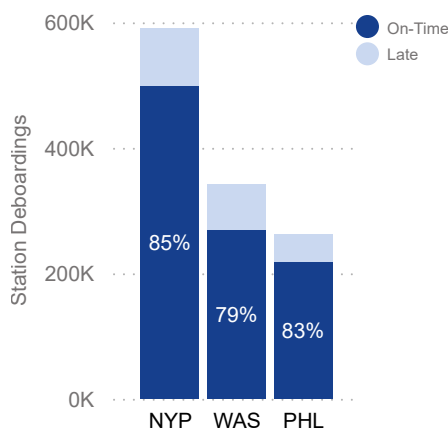


Route Map

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, 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

Additional Notes

One Northeast Regional train - Train 1108 - had a few minutes of delays associated with it in the FY2026 Q1 delays data. However, this train was a deadhead move with no passengers, so those delays were included in error.

Northeast Corridor

Richmond / Newport News / Norfolk

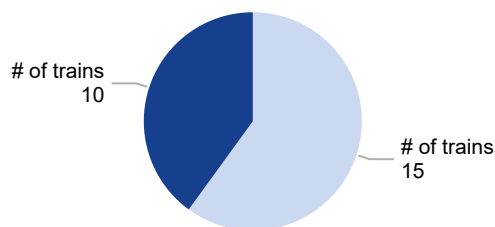
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

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	15,515
DSR	Slow order delays	8,949
OTH	Miscellaneous delays	8,751

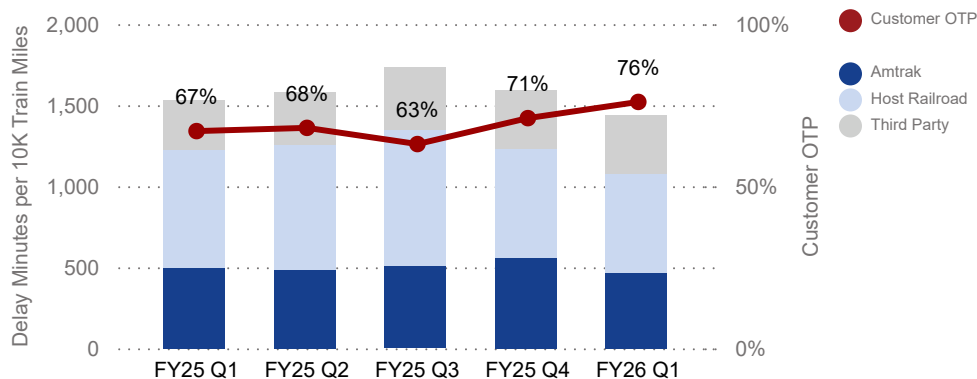
Customer Service Index (CSI)

Overall Service Rating On-Time Respondents All Survey Respondents

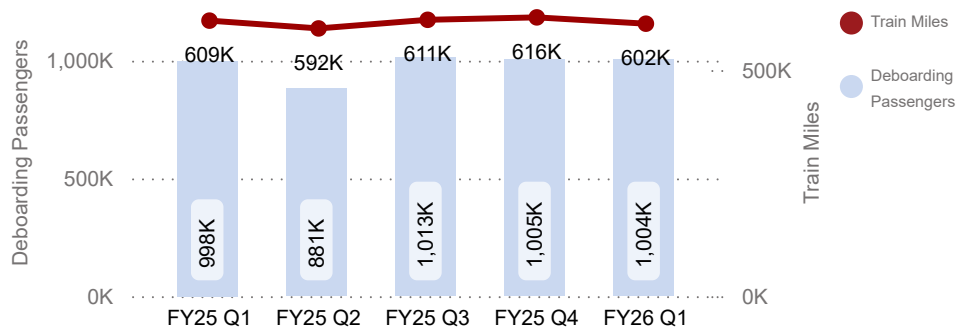
Washington-Newport News	90 %	78 %
Washington-Norfolk	92 %	83 %
Washington-Richmond	93 %	79 %

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles

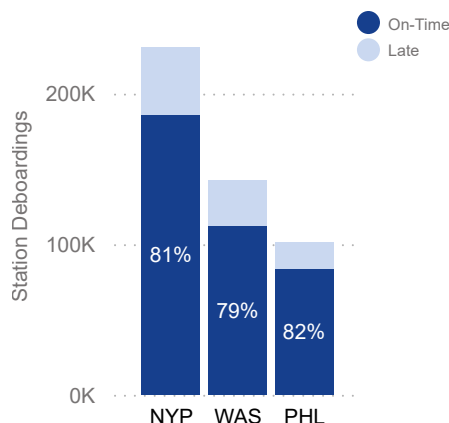


Route Map

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 (Penn Station), MD
- BWI - BWI Thurgood Marshall Airport Station, MD
- NCR - New Carrollton, MD
- WAS - Washington, DC
- ALX - Alexandria, VA
- WDB - Woodbridge, VA
- QAN - Quantico, VA
- FBG - Fredericksburg, VA
- ASD - Ashland, VA
- RVR - Richmond (Staples Mill Rd), VA
- RVM - Richmond, VA
- WBG - Williamsburg, VA
- NPN - Newport News, VA
- SPG - Springfield, MA
- WNL - Windsor Locks, CT
- WND - Windsor, CT
- HFD - Hartford, CT
- BER - Berlin, CT
- MDN - Meriden, CT
- WFD - Wallingford, CT
- STS - New Haven (State Street Station), CT
- PTB - Petersburg, VA
- NFK - Norfolk, VA

Additional Notes

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

Northeast Corridor

Roanoke

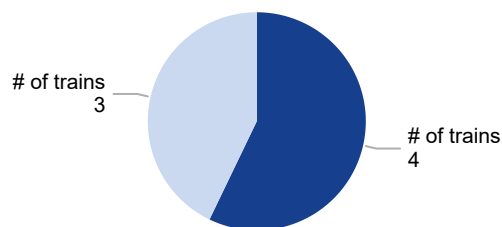
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **82%**

Train Level Customer OTP

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



Delays

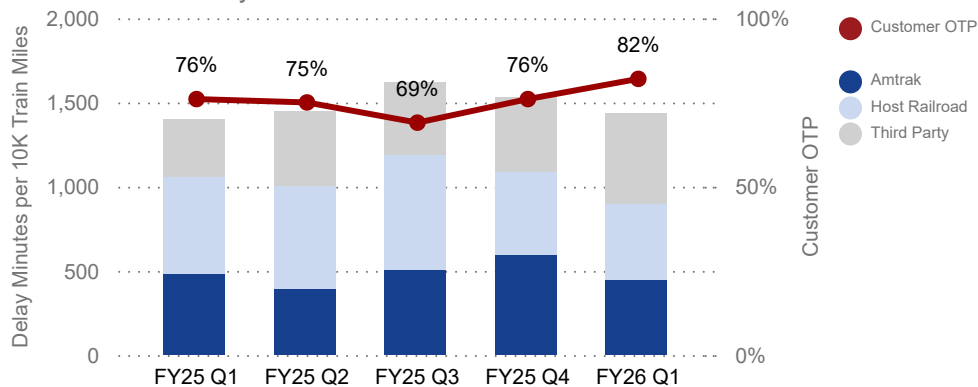
Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	8,051
OTH	Miscellaneous delays	2,670
PTI	Passenger train interference	2,472

Customer Service Index (CSI)

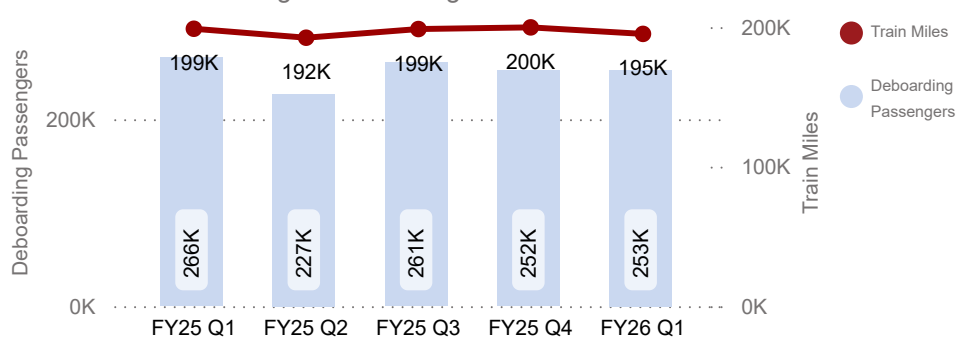
	On-Time Respondents	All Survey Respondents
Overall Service	92%	82%

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles

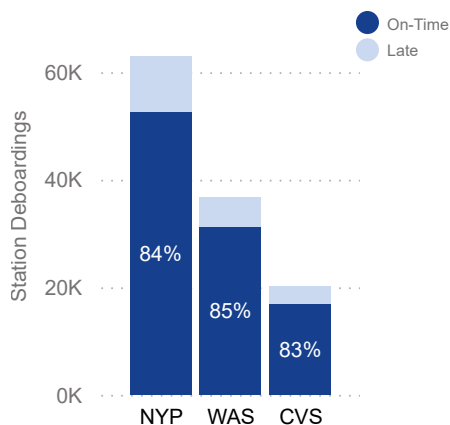


Route Map

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.

Northeast Corridor

Springfield Shuttles

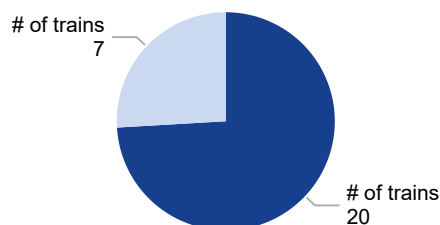
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **88%**

Train Level Customer OTP

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



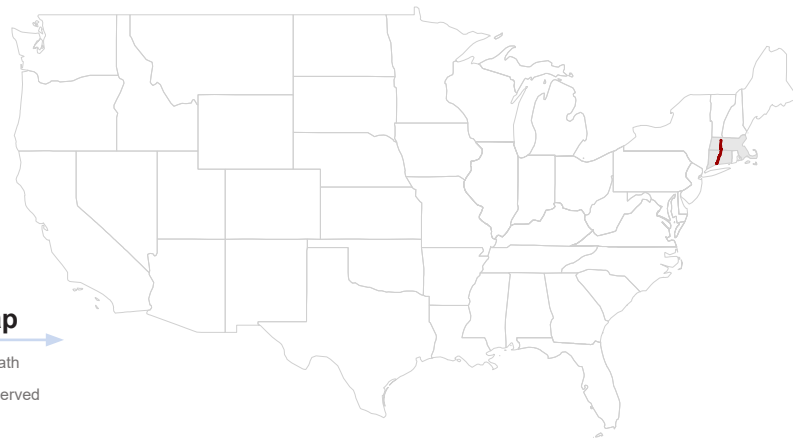
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	3,032
CON	Hold for guaranteed connection	2,281
WTR	Weather-related	1,580

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	93%	79%

Trends

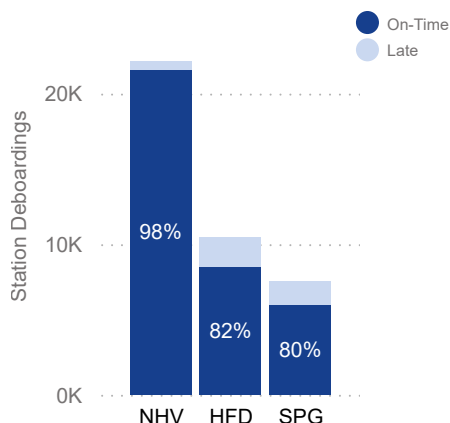


Route Map

Route Path
States Served

Station Performance

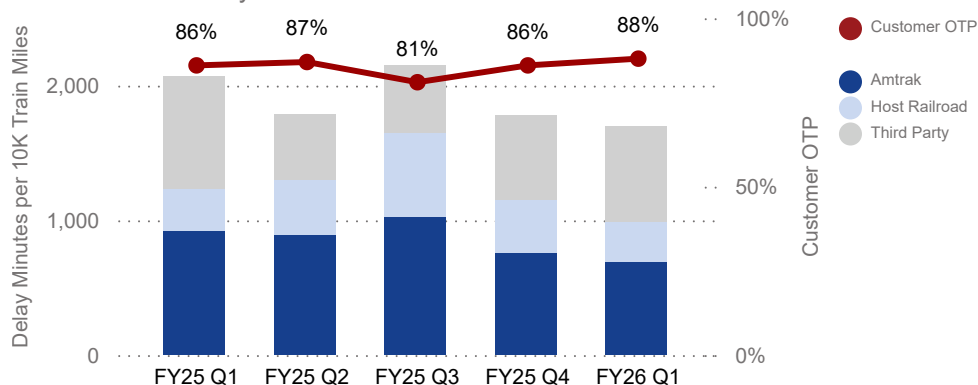
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



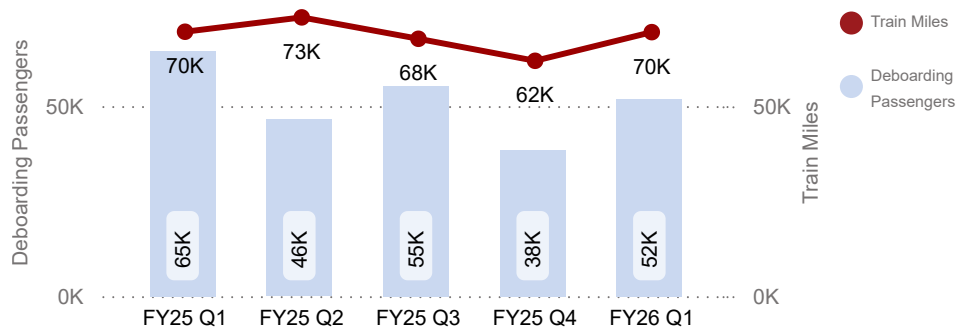
Route Stops

- 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 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

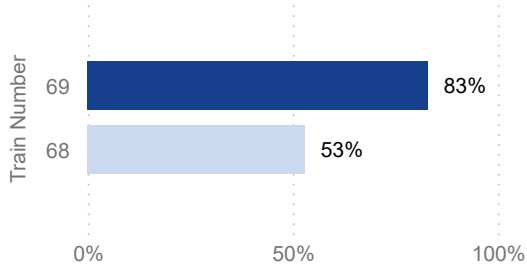
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **63%**

Train Level Customer OTP

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



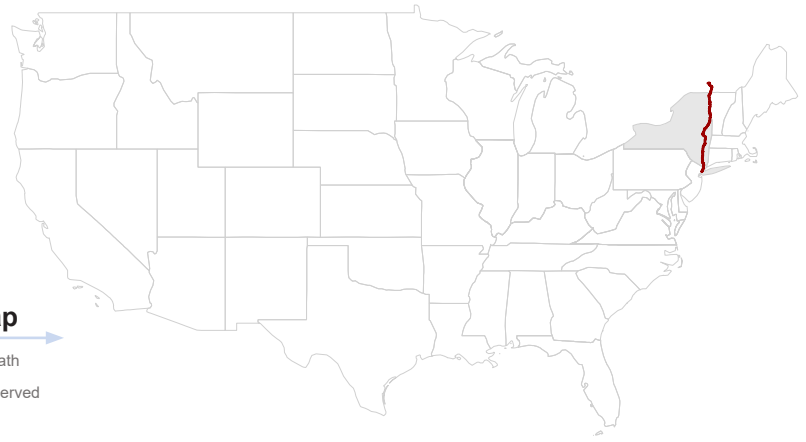
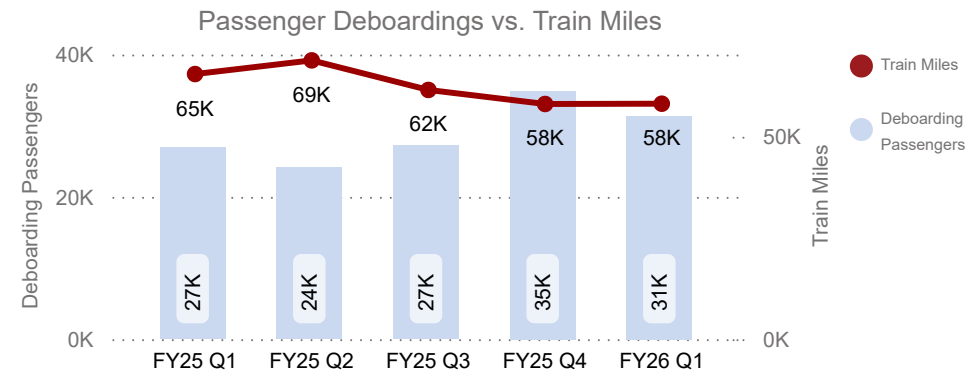
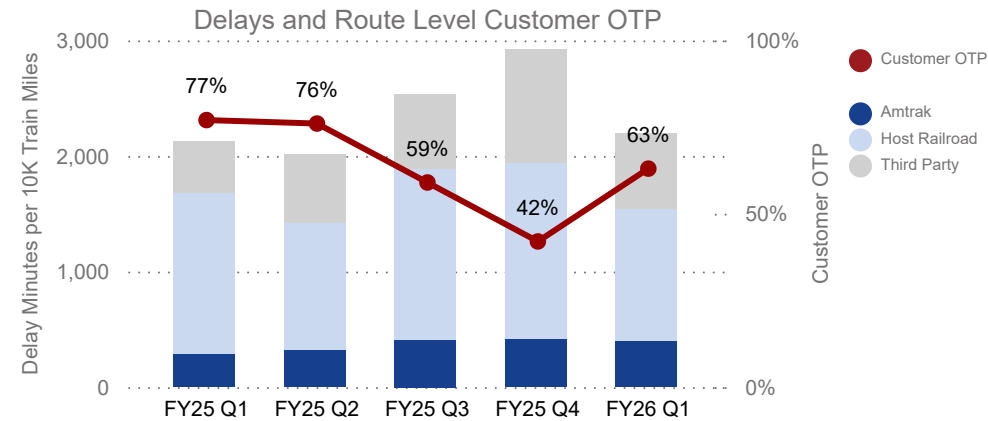
Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	2,220
NOD	Unused recovery time	2,207
DSR	Slow order delays	1,309

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	89%	76%

Trends

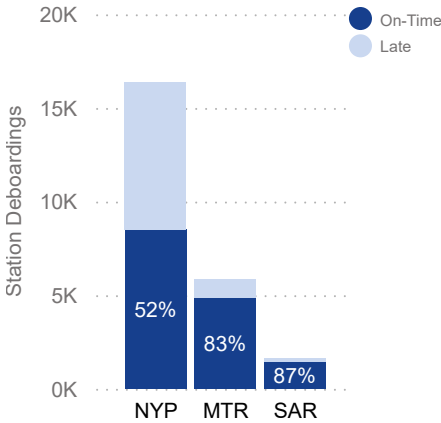


Route Map

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

Additional Notes

State Supported

Blue Water

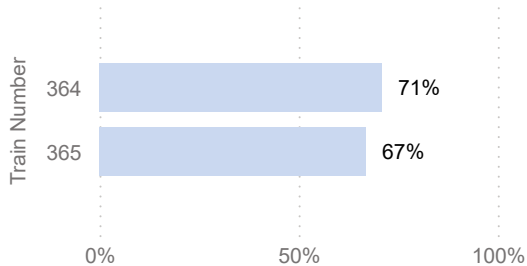
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

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
NOD	Unused recovery time	2,153
DSR	Slow order delays	1,680
FTI	Freight train interference	1,641

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	92%	77%

Trends

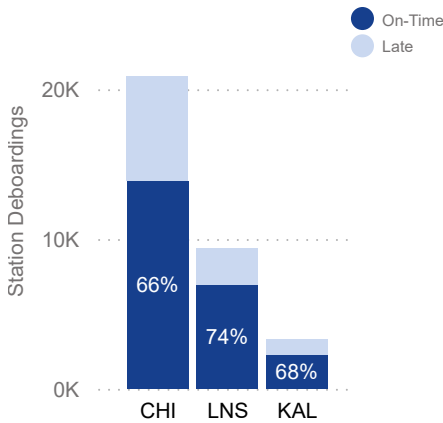


Route Map

Route Path
States Served

Station Performance

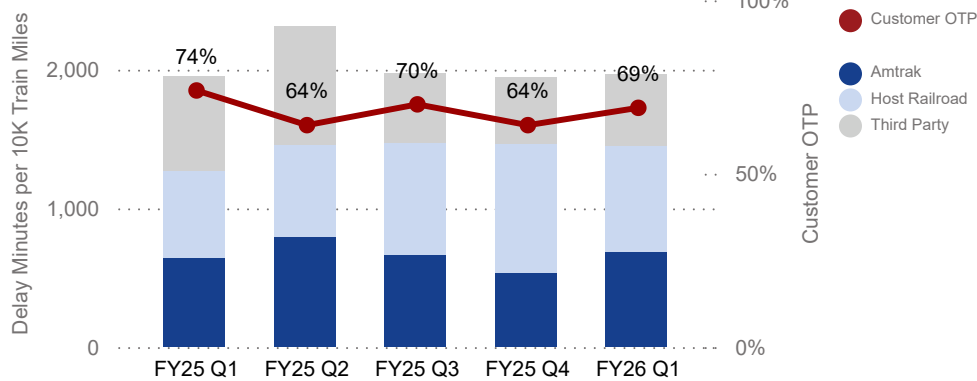
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



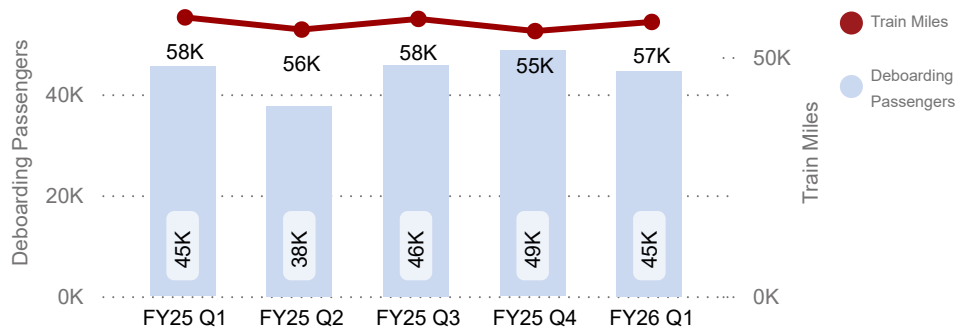
Route Stops

- 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

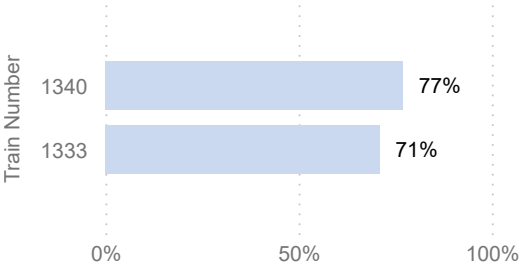
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

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
DSR	Slow order delays	1,564
FTI	Freight train interference	1,110
PTI	Passenger train interference	1,110

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	91%	83%

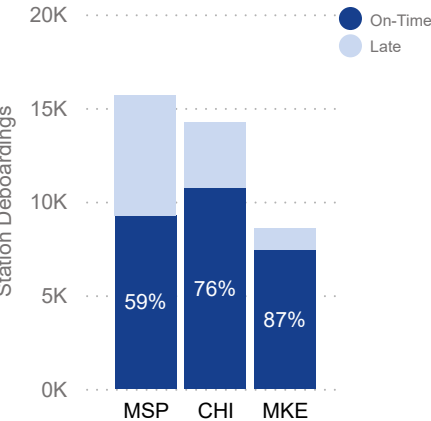
Trends

Route Map

Route Path States Served

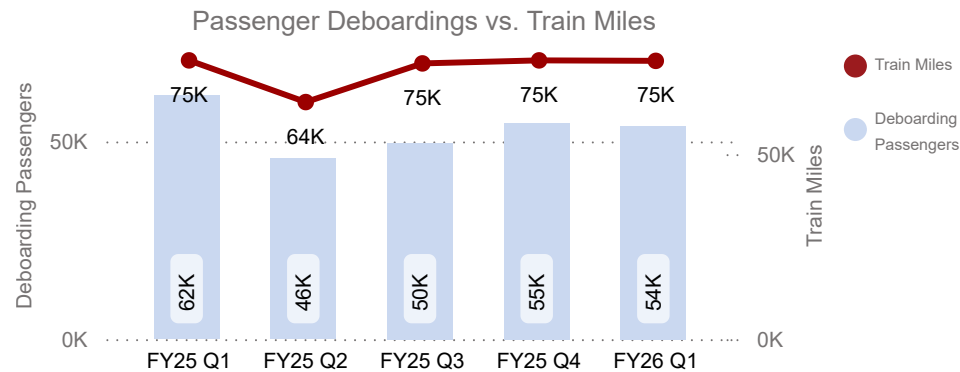
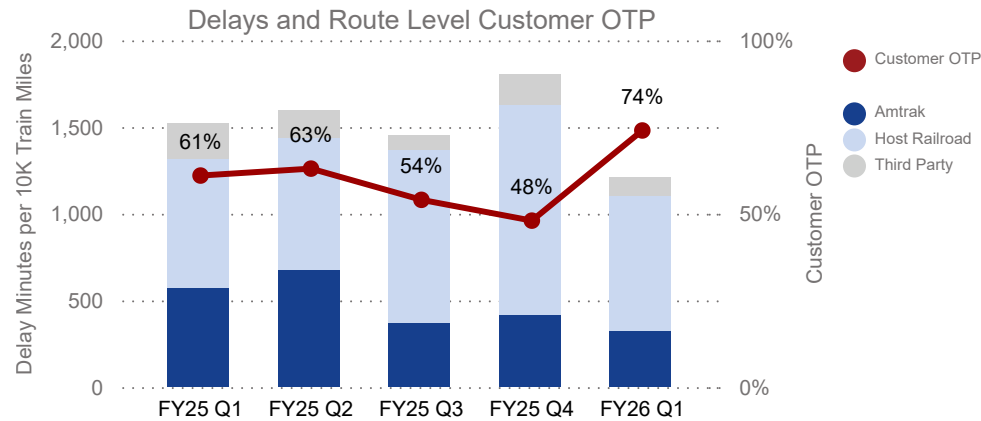
Station Performance

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

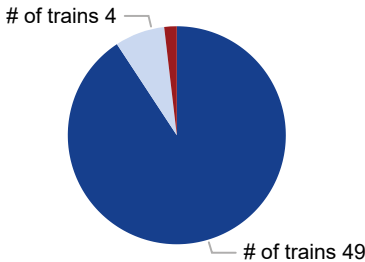
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

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
PTI	Passenger train interference	8,444
TRS	Trespasser incident	3,756
NOD	Unused recovery time	2,449

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	93%	85%

Trends

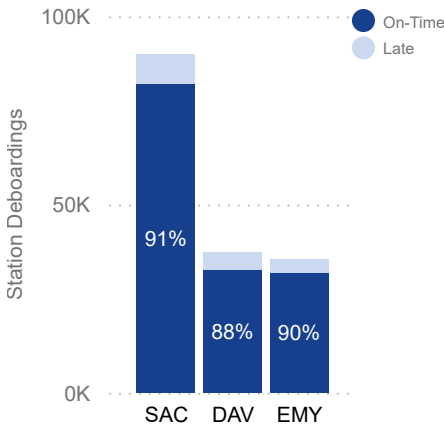
Route Map

Route Path

States Served

Station Performance

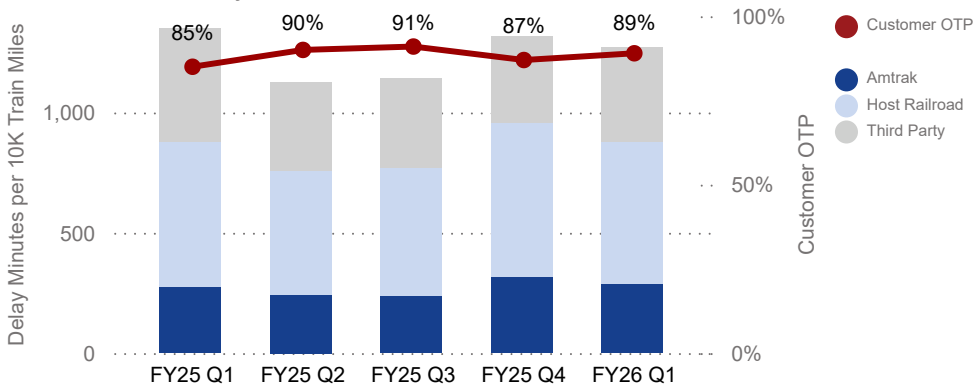
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



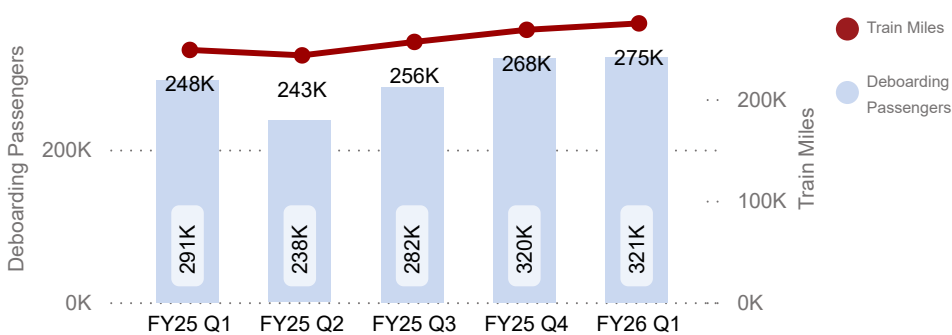
Route Stops

- 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

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

State Supported

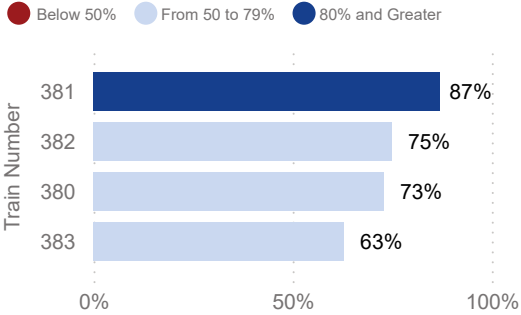
Carl Sandburg / Illinois Zephyr

Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP 73%

Train Level Customer OTP



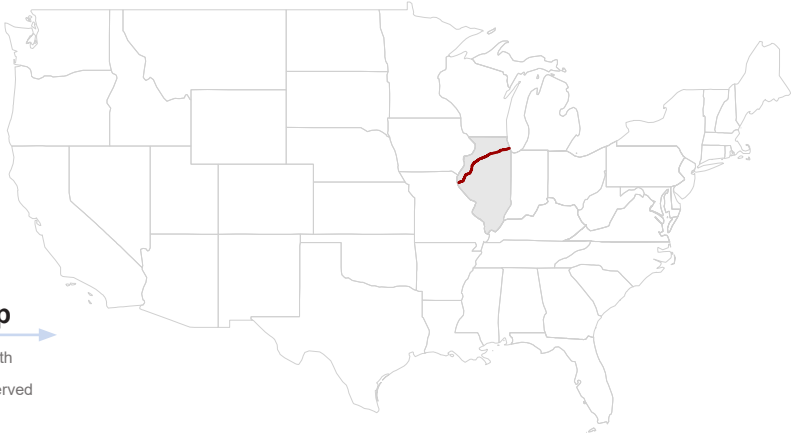
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	3,077
CTI	Commuter train interference	1,110
DSR	Slow order delays	866

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	92%	84%

Trends

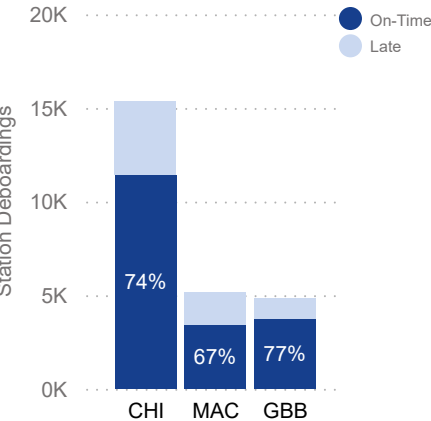


Route Map

Route Path
States Served

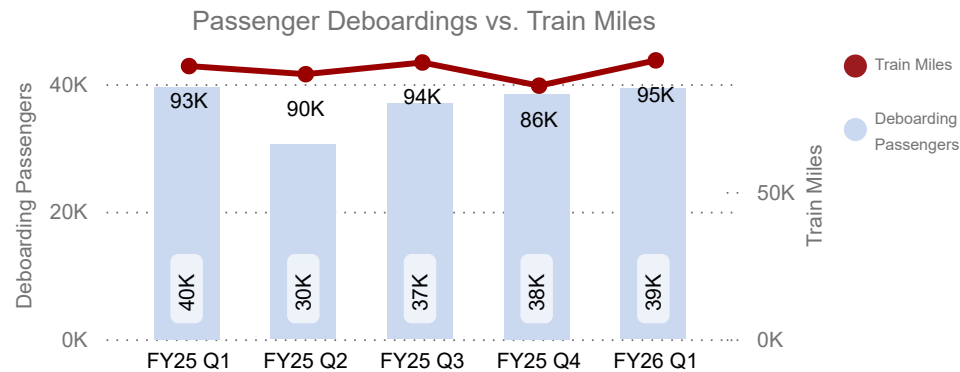
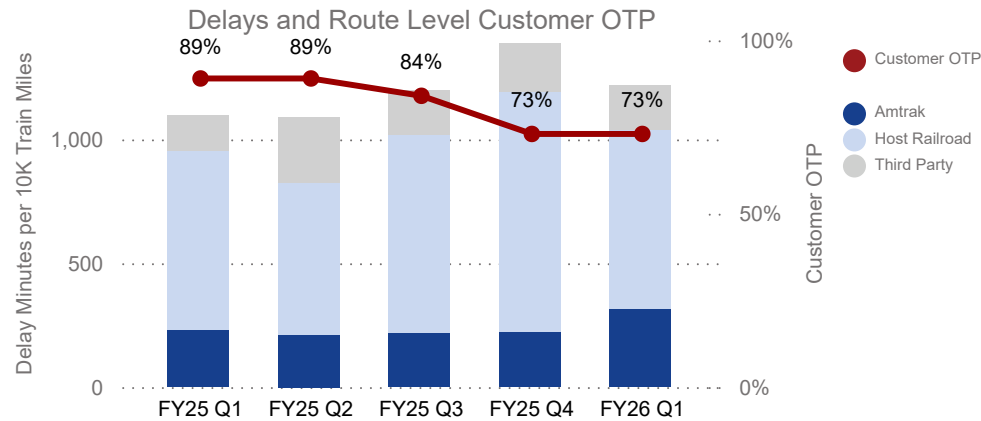
Station Performance

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

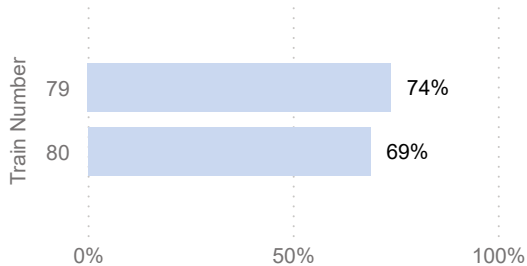
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **71%**

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	3,658
NOD	Unused recovery time	3,202
ADA	Passenger-related	2,299

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	89%	78%

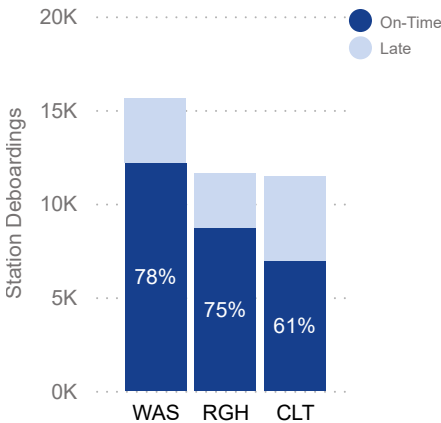
Trends

Route Map

Route Path
States Served

Station Performance

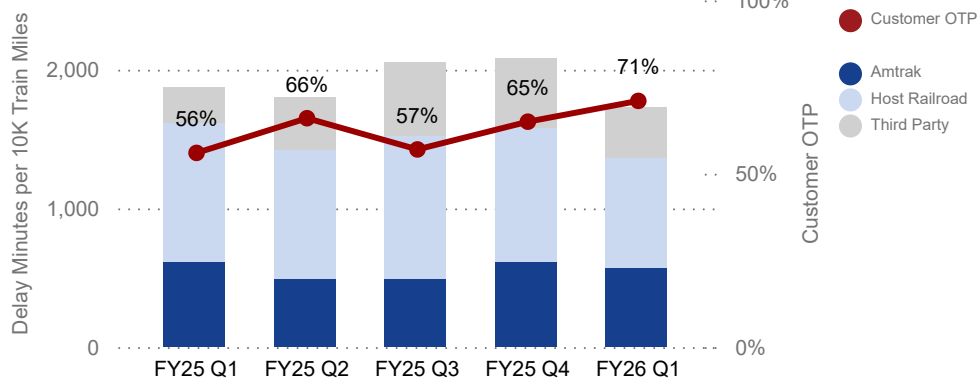
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



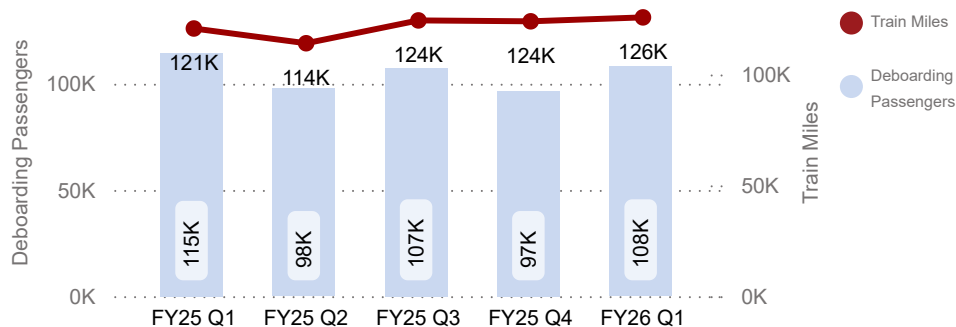
Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- NWK - Newark (Penn Station), NJ
- 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

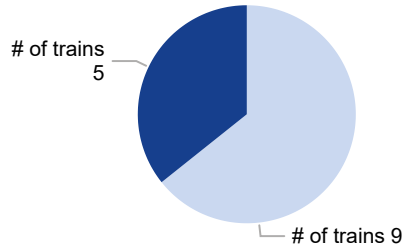
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

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
FTI	Freight train interference	8,385
PTI	Passenger train interference	8,246
DSR	Slow order delays	5,085

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	89%	79%

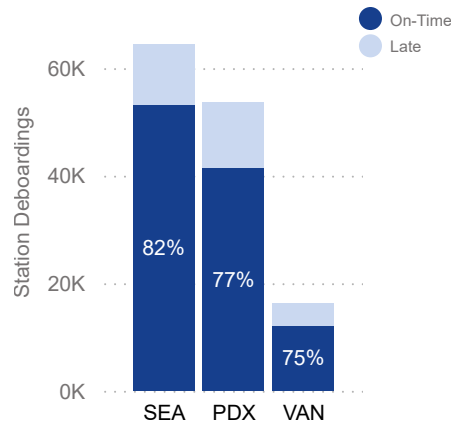
Trends

Route Map

Route Path
States Served

Station Performance

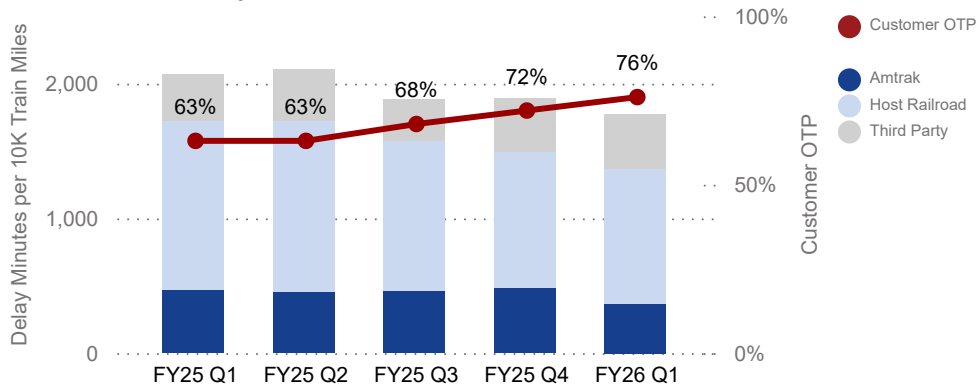
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



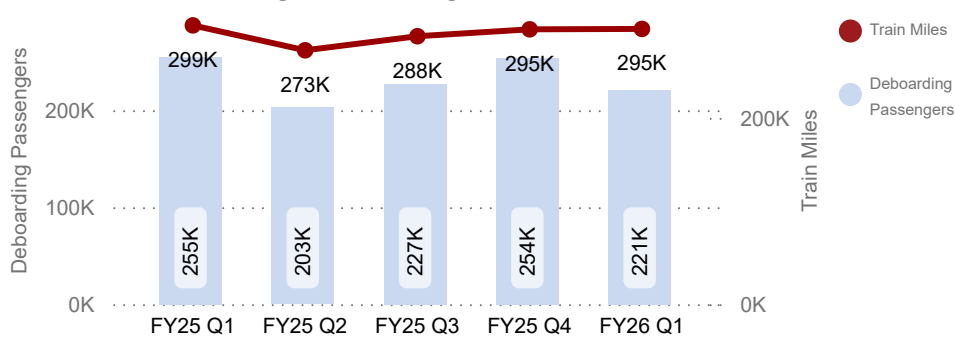
Route Stops

- 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



State Supported

Downeaster

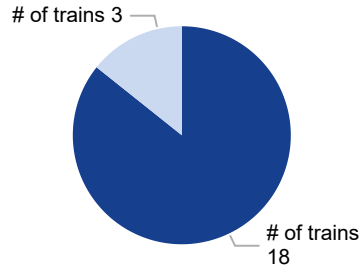
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

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
PTI	Passenger train interference	3,147
NOD	Unused recovery time	2,755
DCS	C&S work due to defect	2,135

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	95%	90%

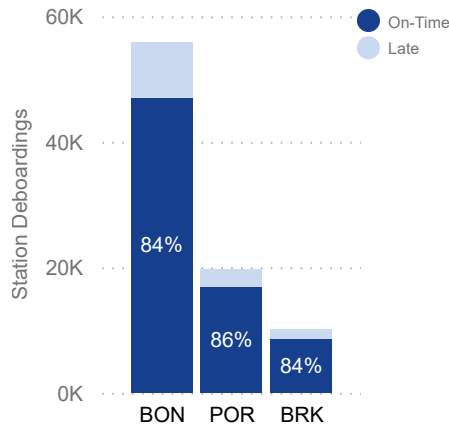
Trends

Route Map

Route Path
States Served

Station Performance

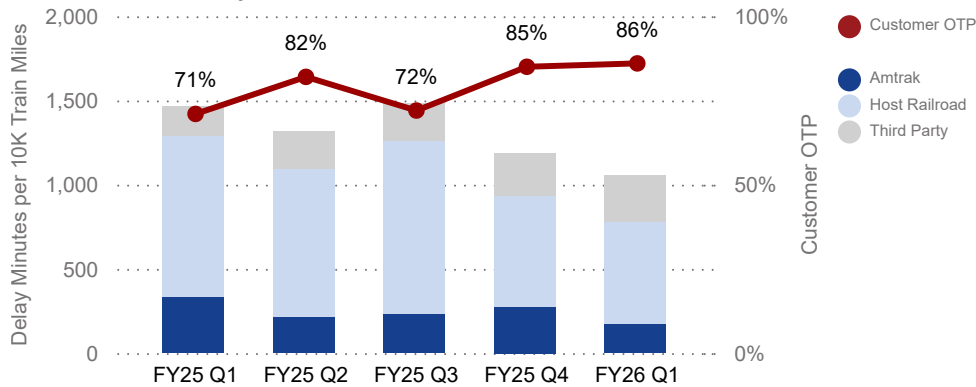
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



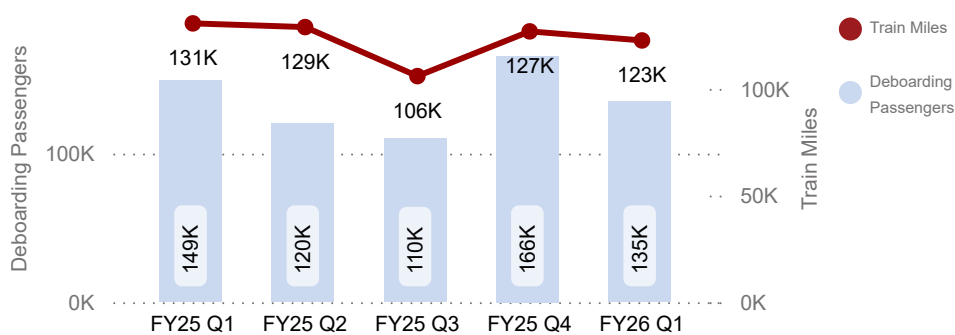
Route Stops

- 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 and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

State Supported

Ethan Allen Express

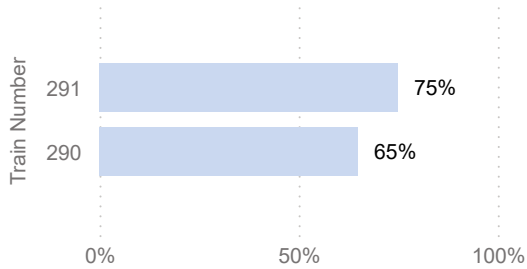
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **70%**

Train Level Customer OTP

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



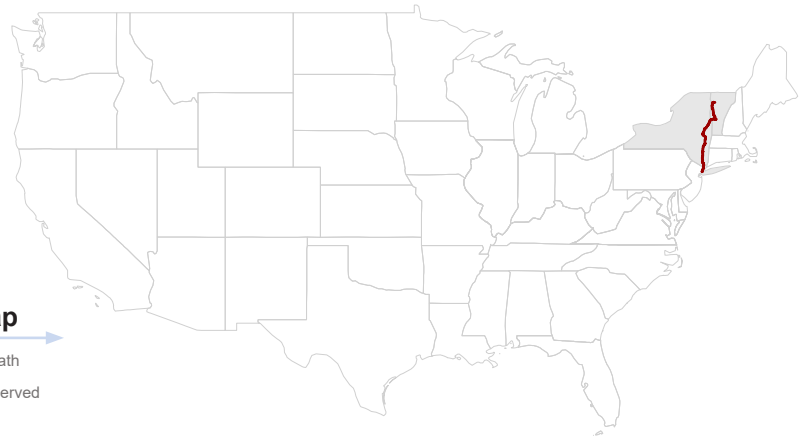
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	1,796
PTI	Passenger train interference	1,469
CTI	Commuter train interference	1,390

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	91%	83%

Trends

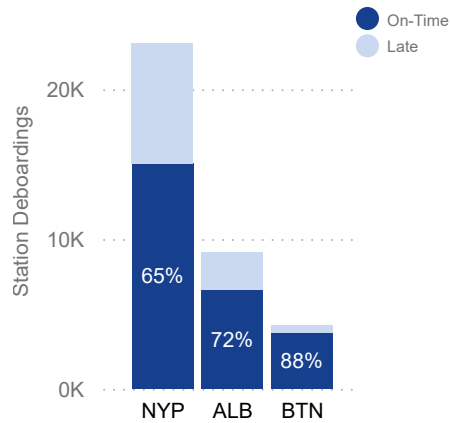


Route Map

Route Path
States Served

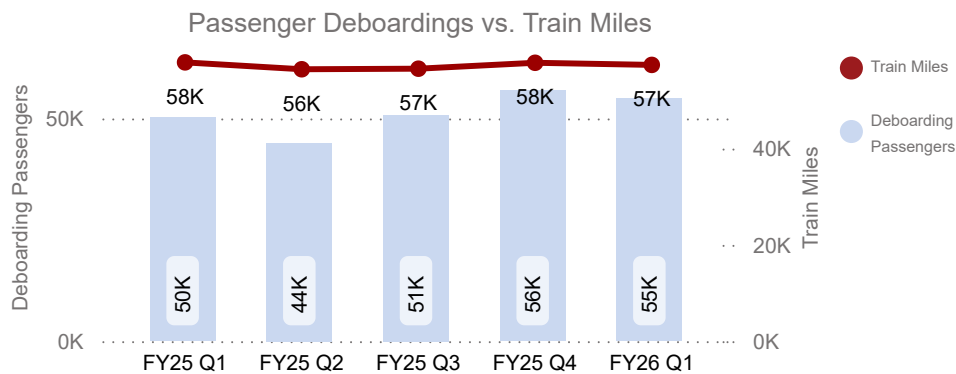
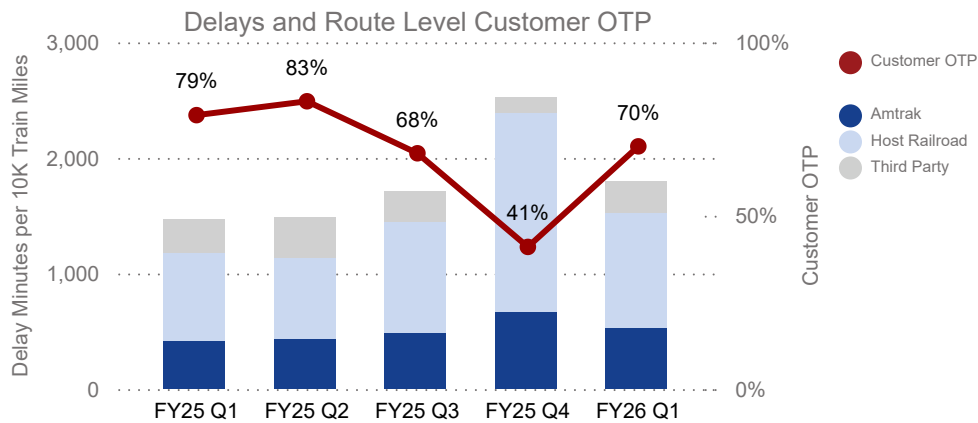
Station Performance

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



Route Stops

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



Additional Notes

State Supported

Gold Runner

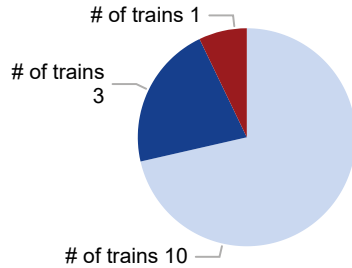
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **63%**

Train Level Customer OTP

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



Delays

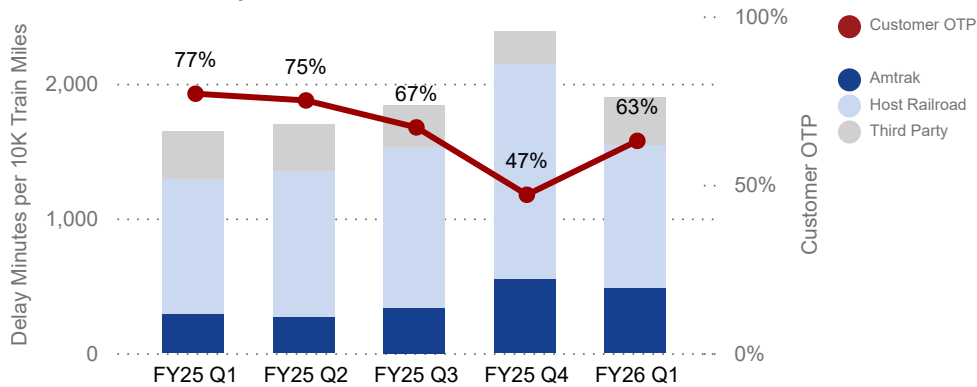
Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	16,124
FTI	Freight train interference	11,188
NOD	Unused recovery time	4,894

Customer Service Index (CSI)

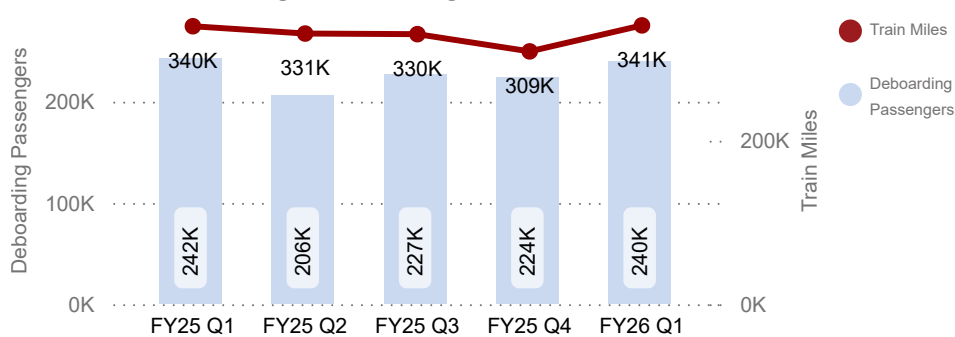
	On-Time Respondents	All Survey Respondents
Overall Service	92%	75%

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles

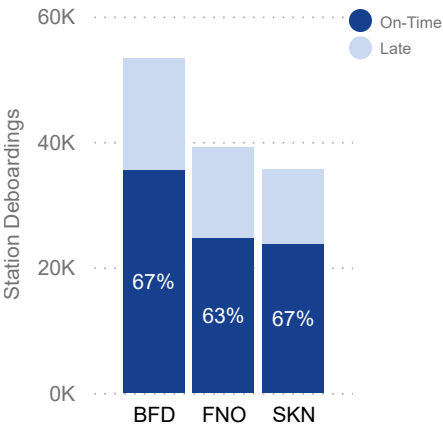


Route Map

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

State Supported

Heartland Flyer

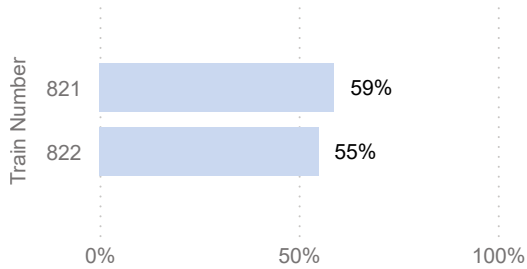
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **57%**

Train Level Customer OTP

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



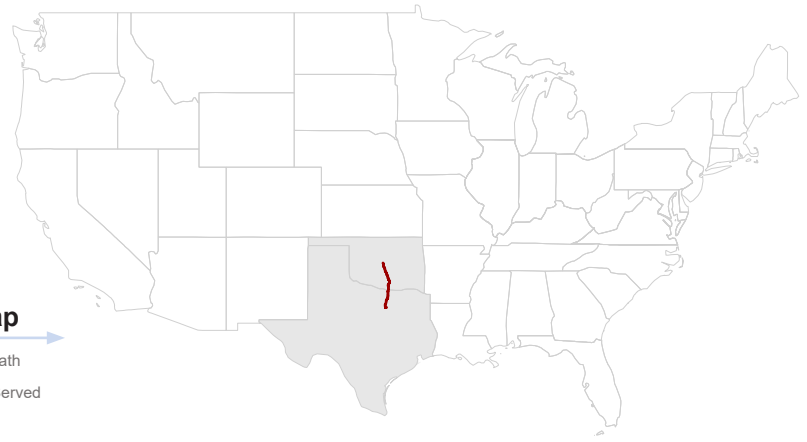
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	4,497
FTI	Freight train interference	2,553
HLD	Passenger-related	389

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	96%	86%

Trends

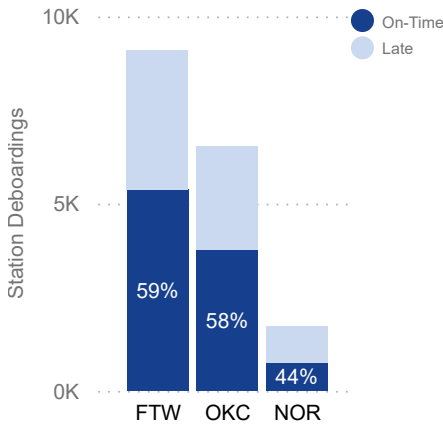


Route Map

Route Path
States Served

Station Performance

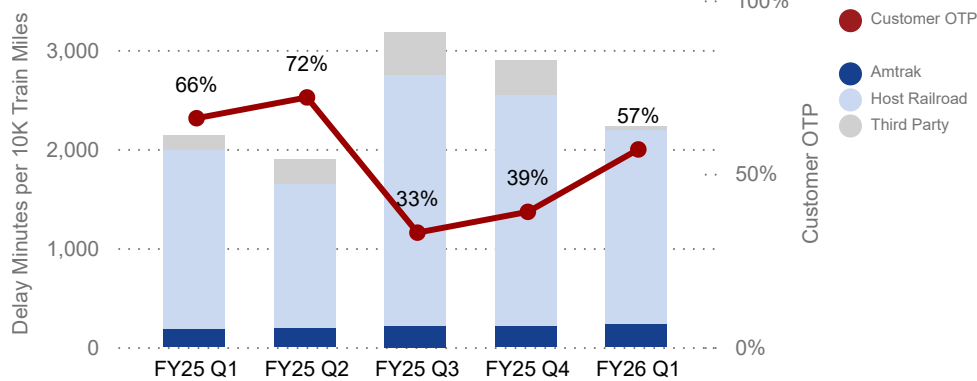
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



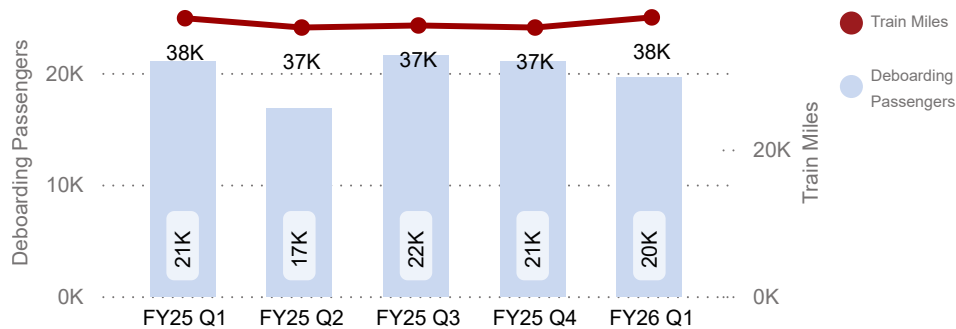
Route Stops

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

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

The Heartland Flyer typically runs between Fort Worth, TX and Oklahoma City, OK. On October 10, 2025, the Heartland Flyer ran its "Big Game Train" to Dallas, resulting in passengers deboarding at Eddie Bernice Johnson Union Station in Dallas, TX.

State Supported

Hiawatha

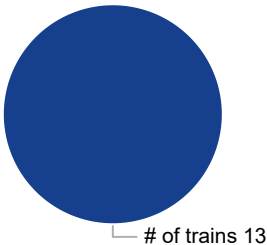
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP 87%

Train Level Customer OTP

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



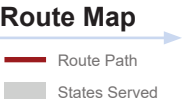
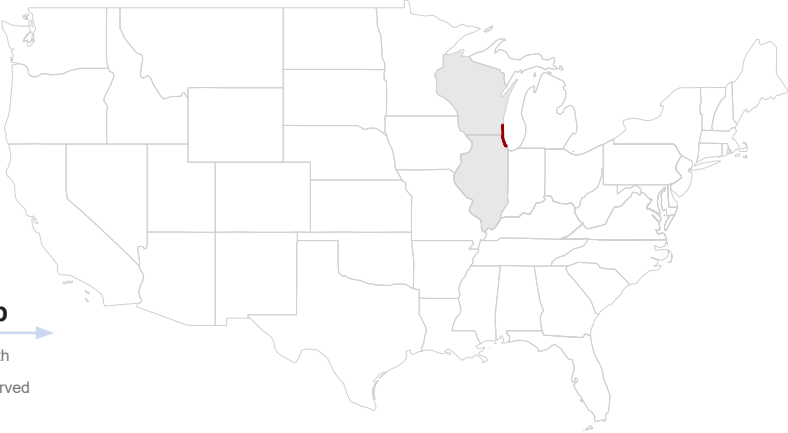
Delays

Top 3 Causes of Delay		Delay Min
CTI	Commuter train interference	4,340
OTH	Miscellaneous delays	2,444
ITI	Initial terminal delay	1,700

Customer Service Index (CSI)

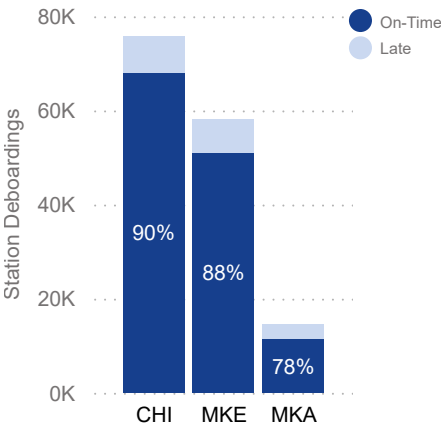
	On-Time Respondents	All Survey Respondents
Overall Service	93%	83%

Trends



Station Performance

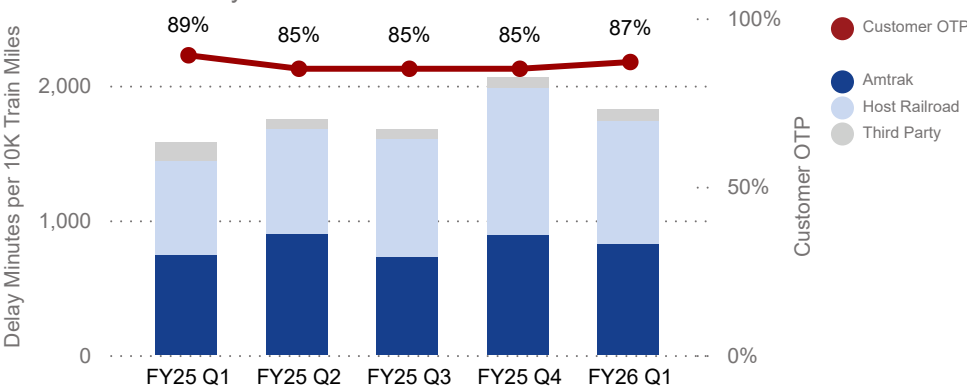
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



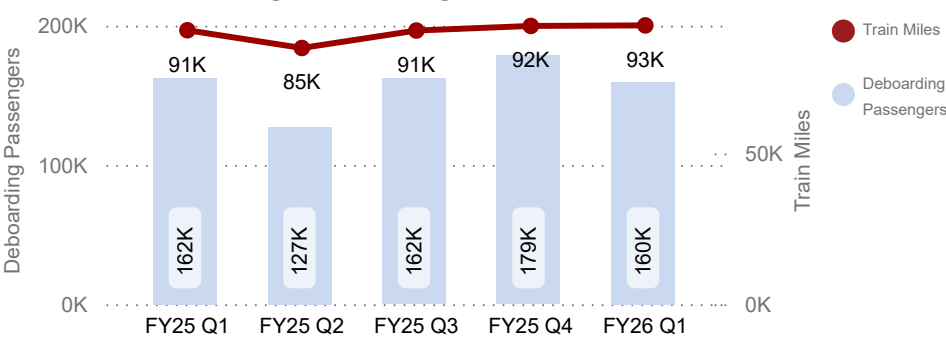
Route Stops

- 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

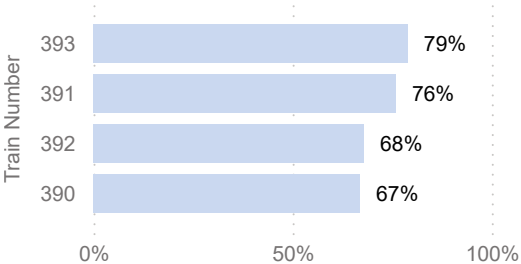
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP 72%

Train Level Customer OTP

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



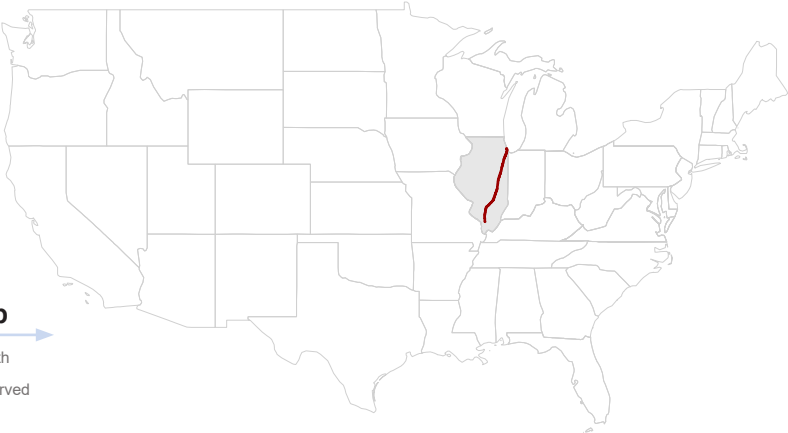
Delays

Top 3 Causes of Delay		Delay Min
DSR	Slow order delays	4,225
FTI	Freight train interference	2,195
PTI	Passenger train interference	2,000

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	92%	79%

Trends

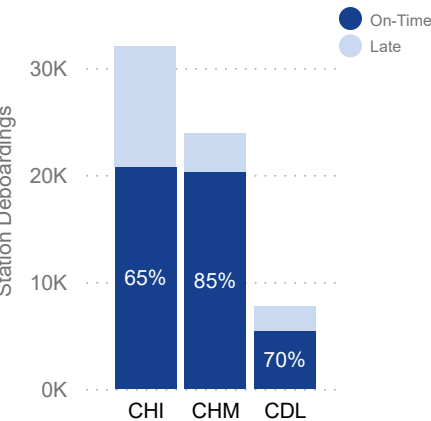


Route Map

Route Path
States Served

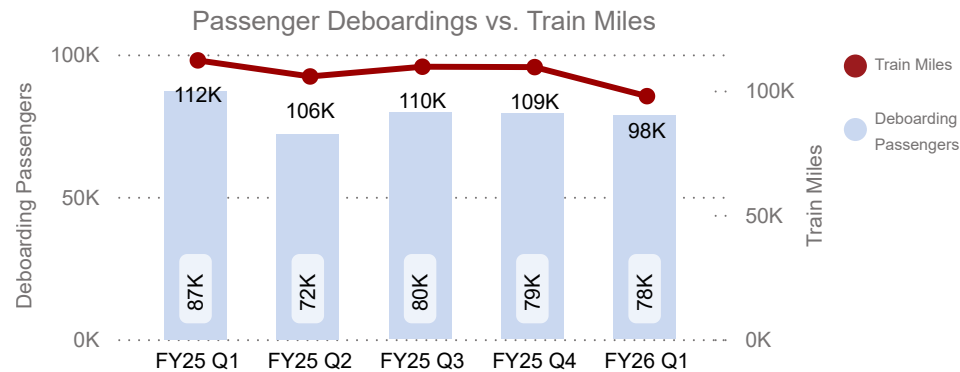
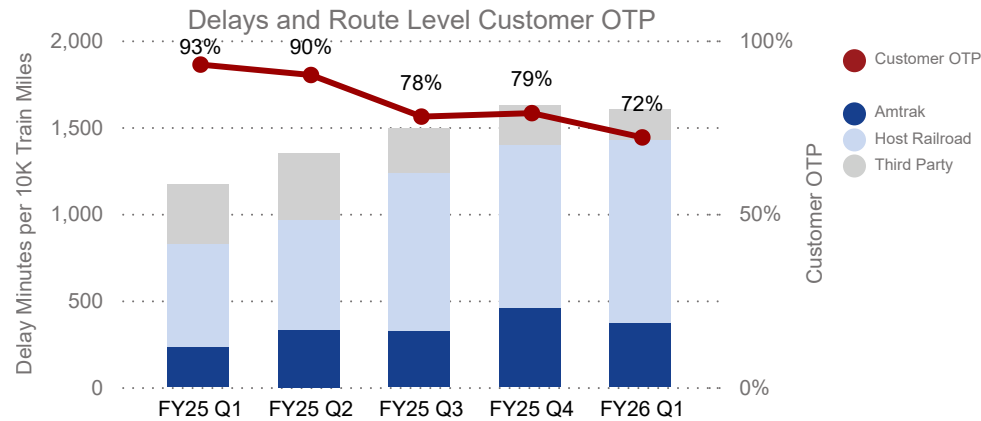
Station Performance

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



Route Stops

- CHI - Chicago (Union Station), IL
- HMW - Homewood, IL
- KKI - Kankakee, IL
- 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



Additional Notes

State Supported

Keystone

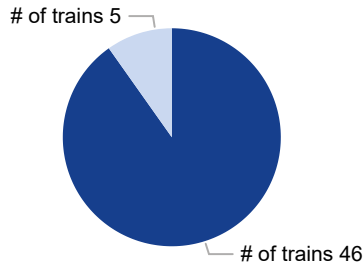
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **90%**

Train Level Customer OTP

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



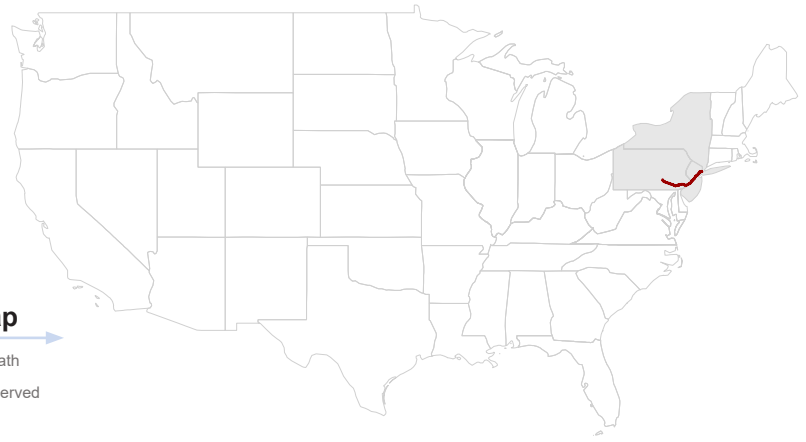
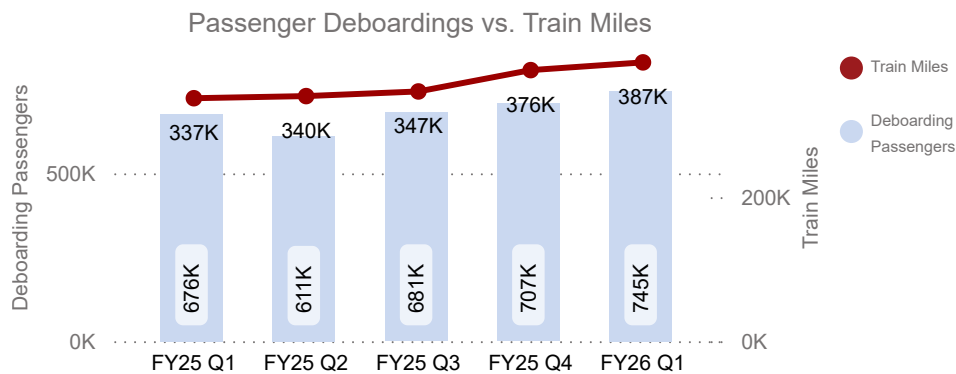
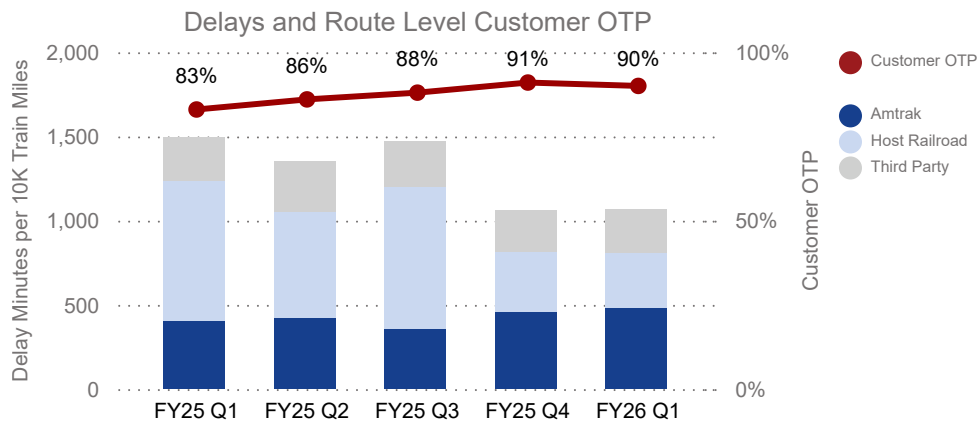
Delays

Top 3 Causes of Delay		Delay Min
OTH	Miscellaneous delays	11,311
NOD	Unused recovery time	5,154
CTI	Commuter train interference	4,795

Customer Service Index (CSI)

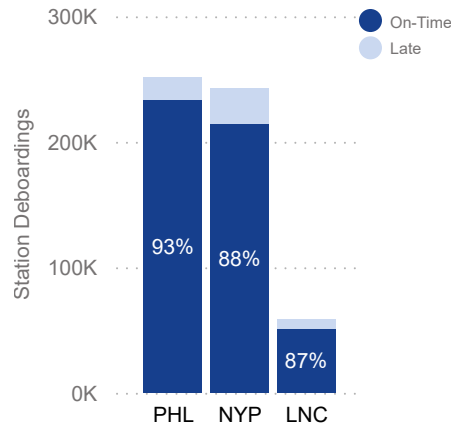
	On-Time Respondents	All Survey Respondents
Overall Service	96%	89%

Trends



Station Performance

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



Route Stops

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

Additional Notes

State Supported

Lincoln Missouri

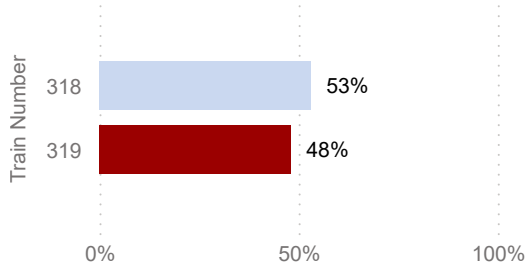
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **51%**

Train Level Customer OTP

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



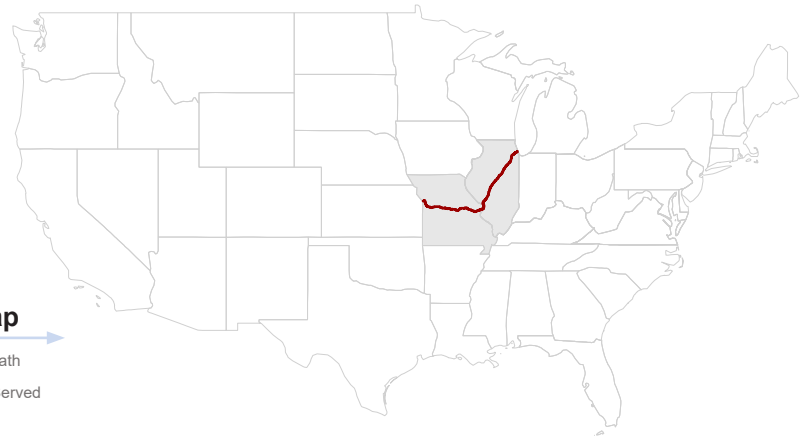
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	3,785
PTI	Passenger train interference	2,697
DSR	Slow order delays	2,136

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	See note below	See note below

Trends

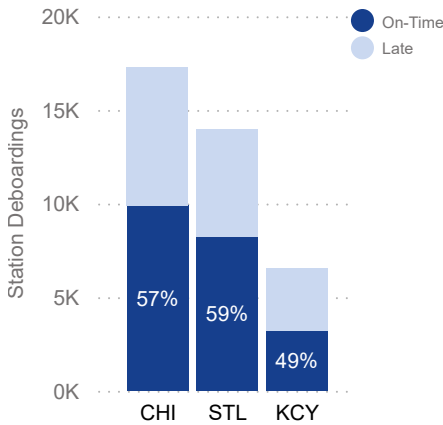


Route Map

Route Path
States Served

Station Performance

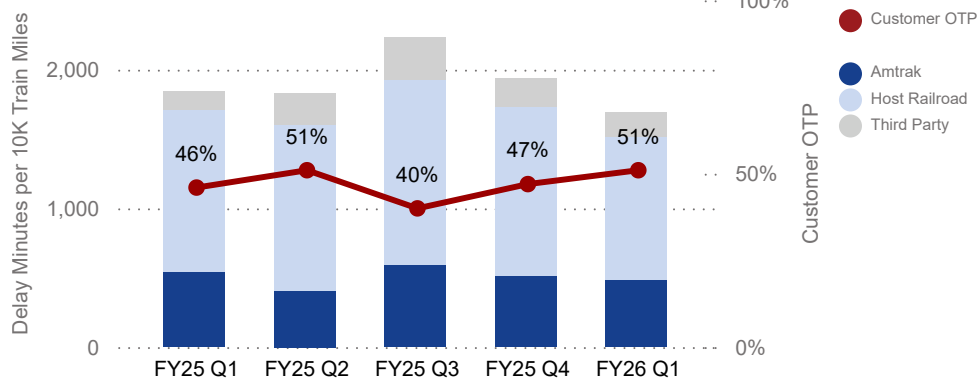
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



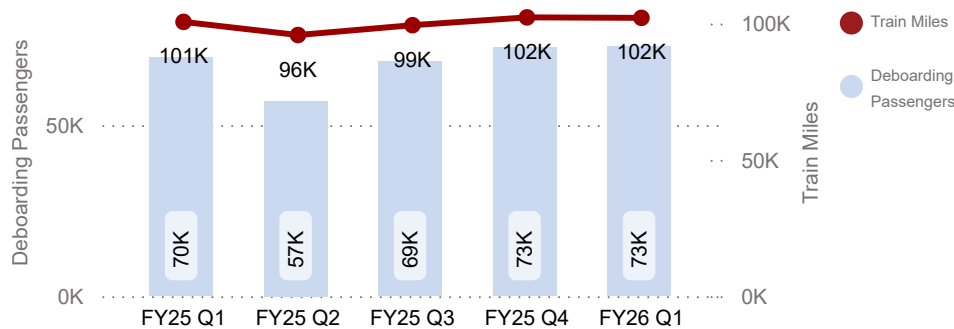
Route Stops

- 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

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

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

State Supported

Lincoln Service

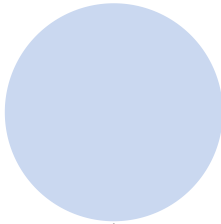
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **68%**

Train Level Customer OTP

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



of trains 6

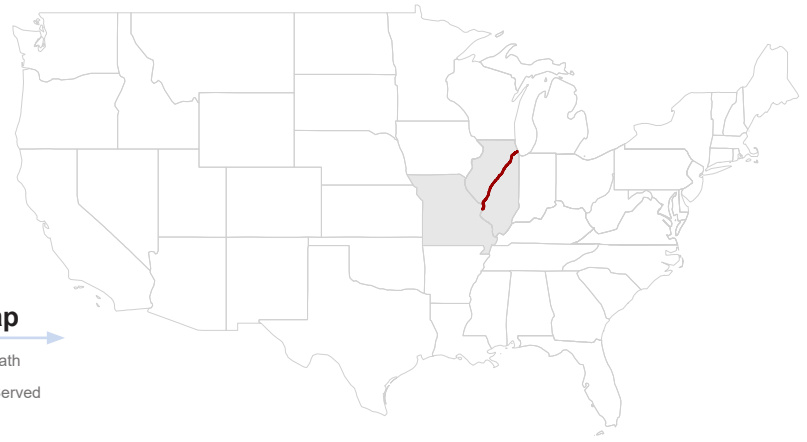
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	6,581
PTI	Passenger train interference	4,694
NOD	Unused recovery time	3,495

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	90%	75%

Trends

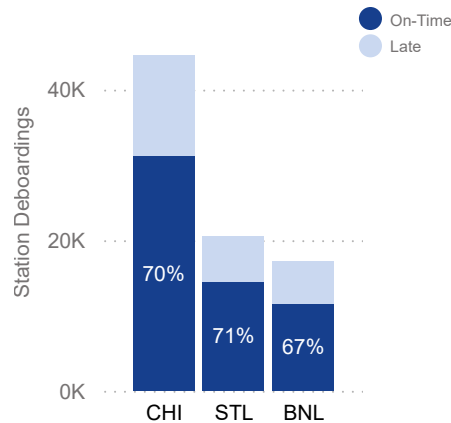


Route Map

Route Path
States Served

Station Performance

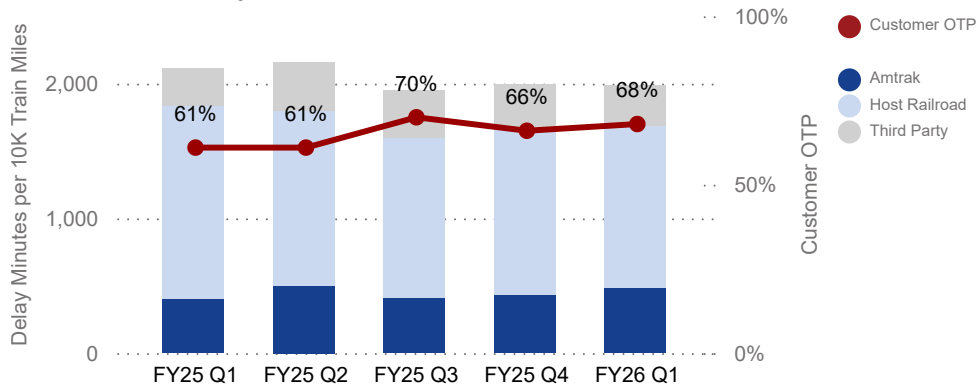
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



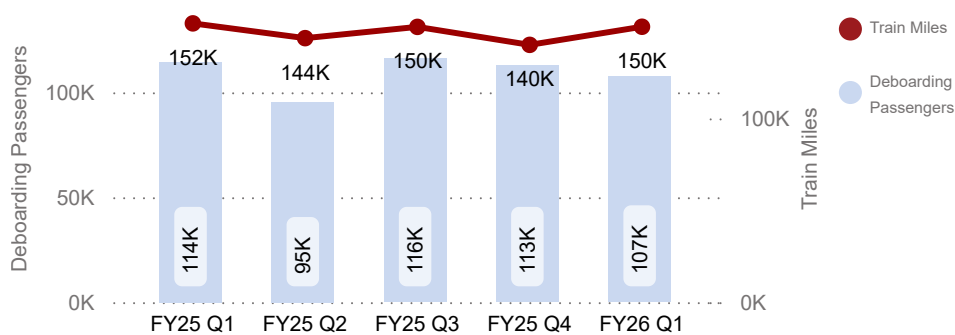
Route Stops

- 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

Delays and Route Level Customer OTP

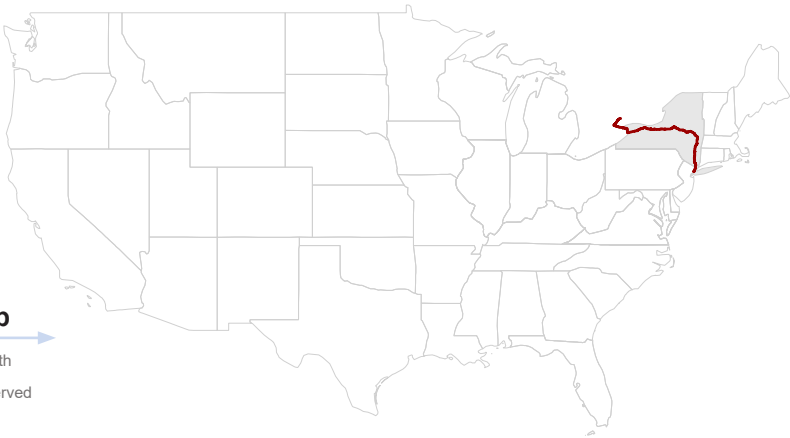


Passenger Deboardings vs. Train Miles



Additional Notes

CSI data includes the Illinois portion of the Lincoln Missouri.

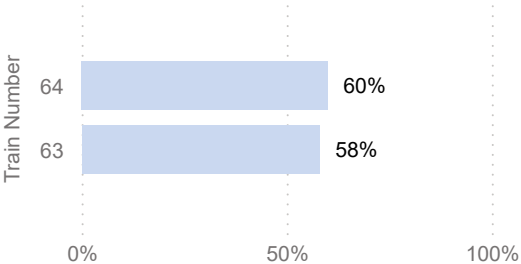


Customer On-Time Performance

Route Level Customer OTP 59%

Train Level Customer OTP

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

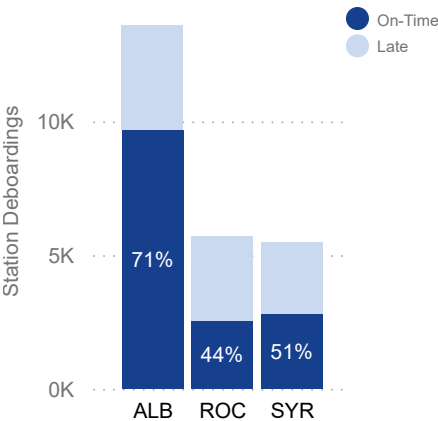


Route Map

Route Path
States Served

Station Performance

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



Route Stops

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

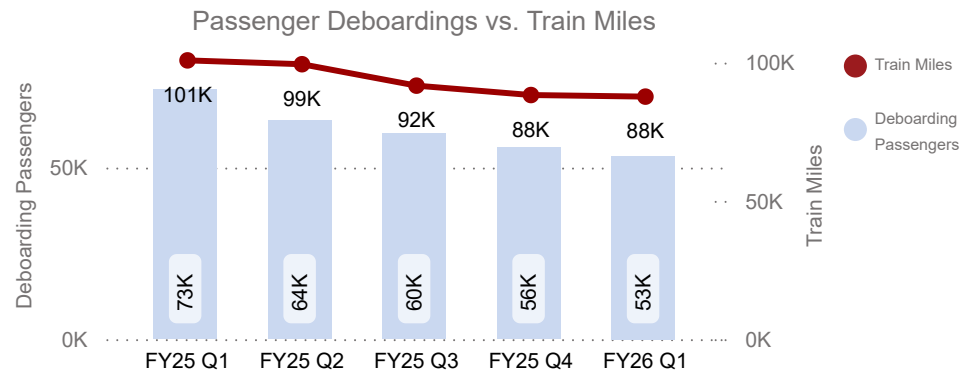
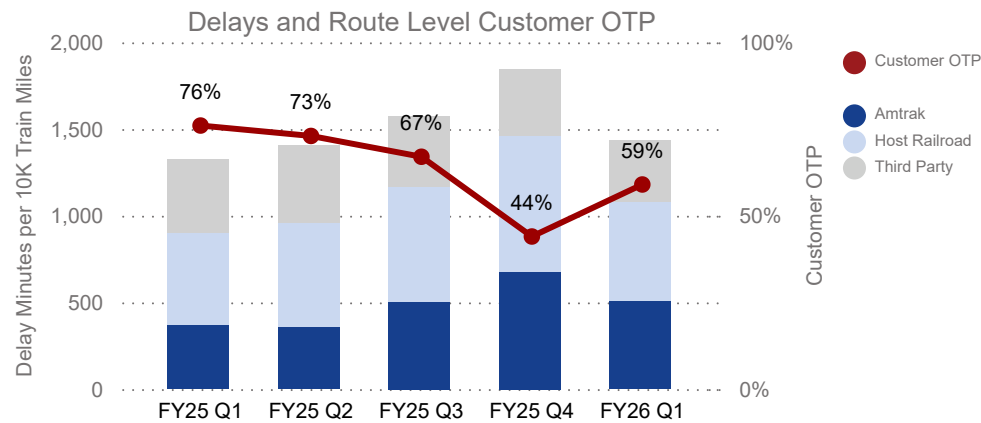
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	2,282
FTI	Freight train interference	2,144
HLD	Passenger-related	1,187

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	91%	81%

Trends



Additional Notes

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

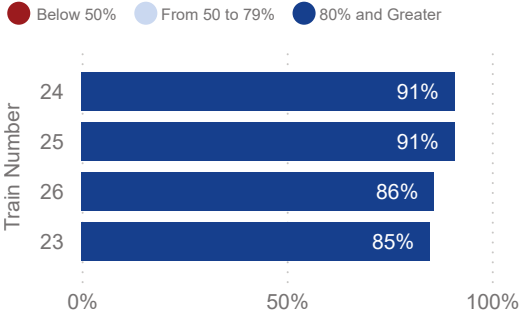
Mardi Gras Service

Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP 88%

Train Level Customer OTP



Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	7,318
FTI	Freight train interference	4,851
PTI	Passenger train interference	2,371

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	96%	93%

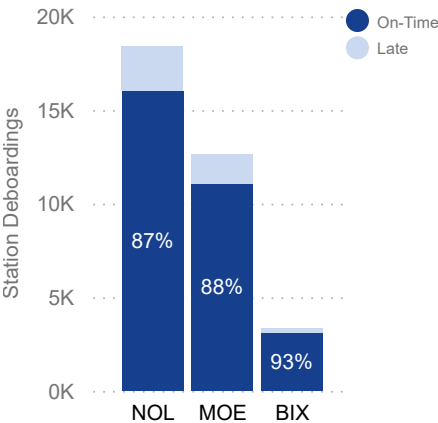
Trends



Route Map

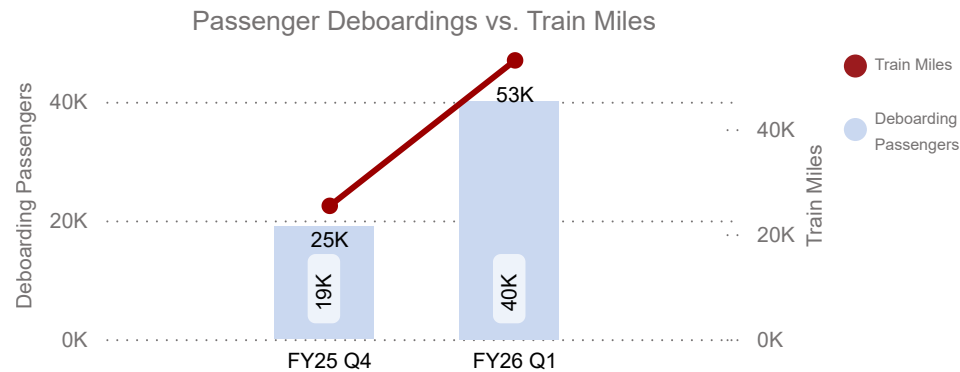
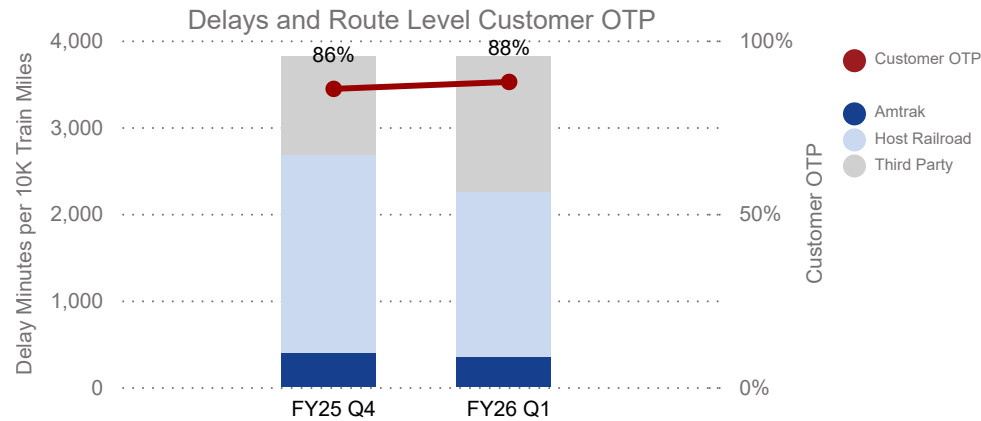
Station Performance

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



Route Stops

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



Additional Notes

Mardi Gras Service began operations in August 2025.

Missouri

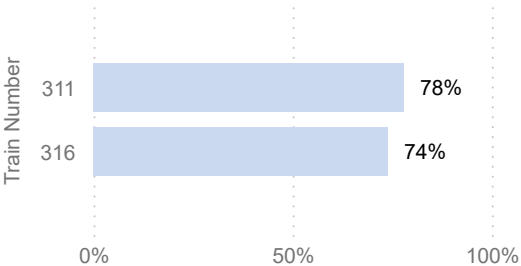
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP 77%

Train Level Customer OTP

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



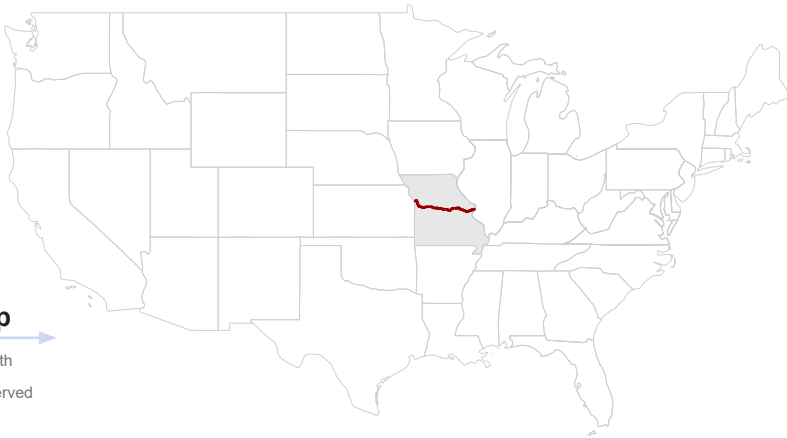
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	1,732
PTI	Passenger train interference	787
ADA	Passenger-related	541

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	91%	85%

Trends

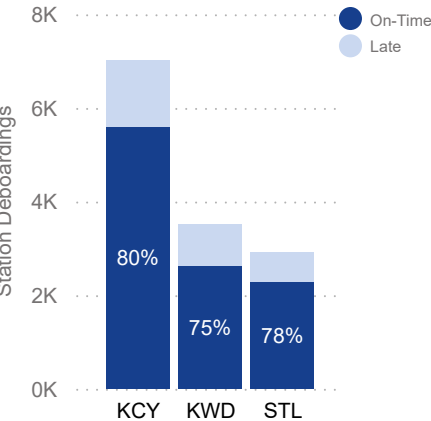


Route Map

Route Path
States Served

Station Performance

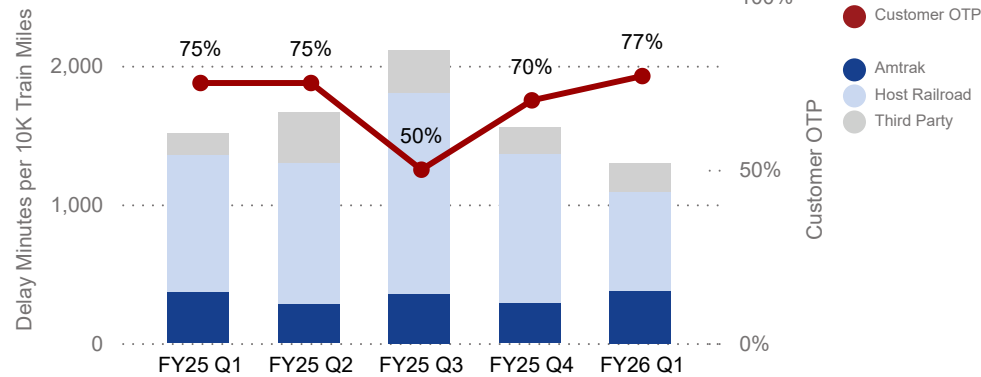
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



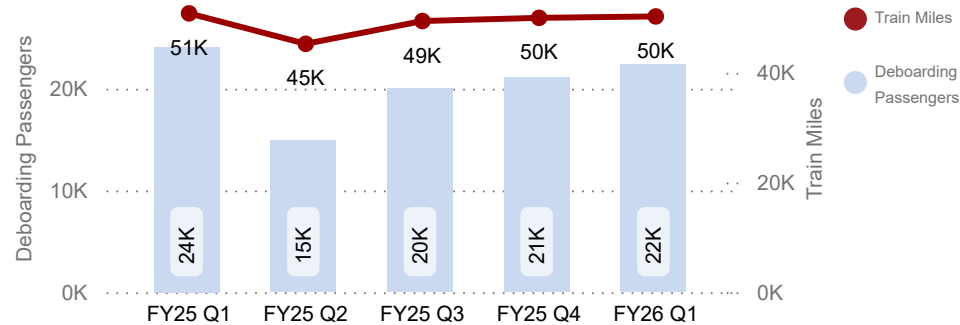
Route Stops

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

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

CSI data includes the Missouri portion of the Lincoln Missouri.

State Supported

New York - Albany

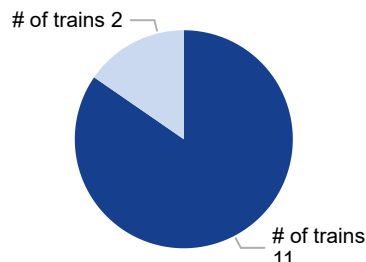
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **86%**

Train Level Customer OTP

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



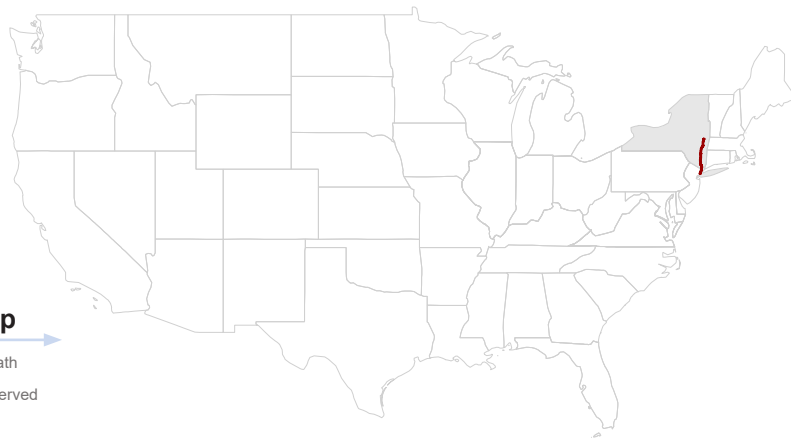
Delays

Top 3 Causes of Delay		Delay Min
CTI	Commuter train interference	4,045
OTH	Miscellaneous delays	1,649
HLD	Passenger-related	1,144

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	91%	78%

Trends

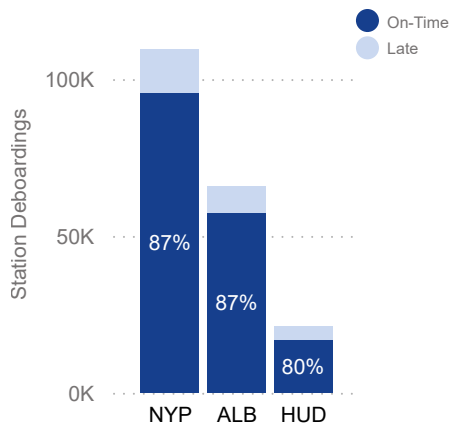


Route Map

Route Path
States Served

Station Performance

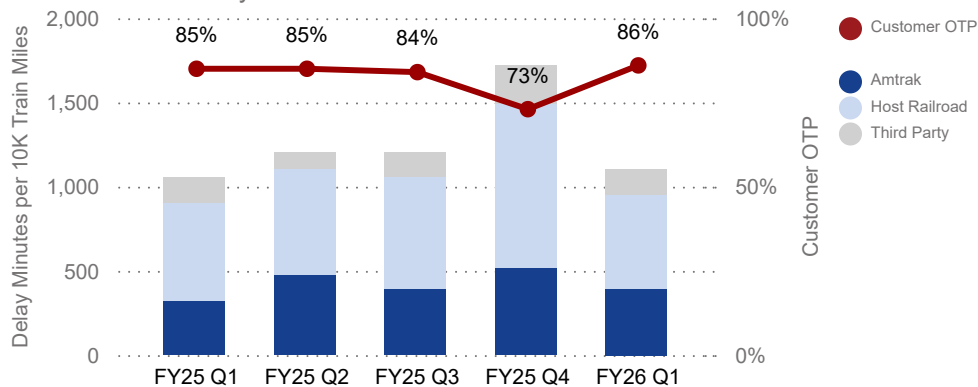
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



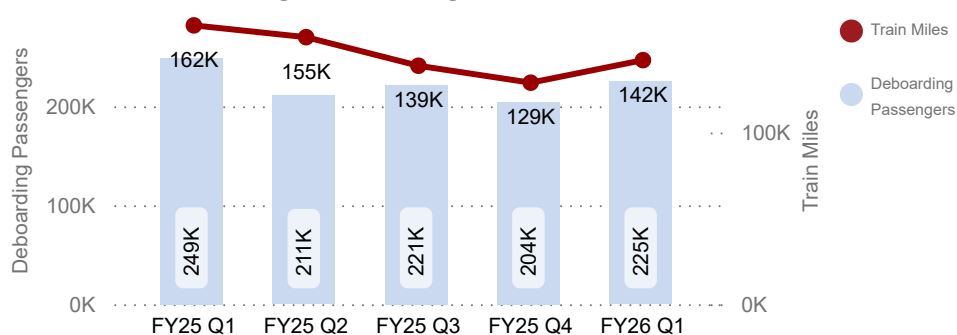
Route Stops

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

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

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

New York - Niagara Falls

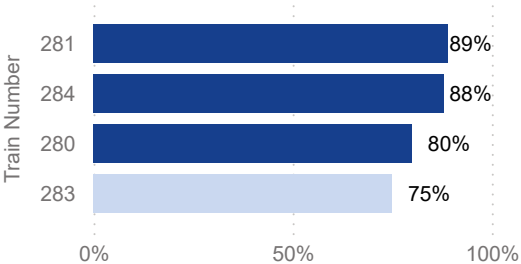
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

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
FTI	Freight train interference	3,698
NOD	Unused recovery time	1,746
CTI	Commuter train interference	1,531

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	91%	78%

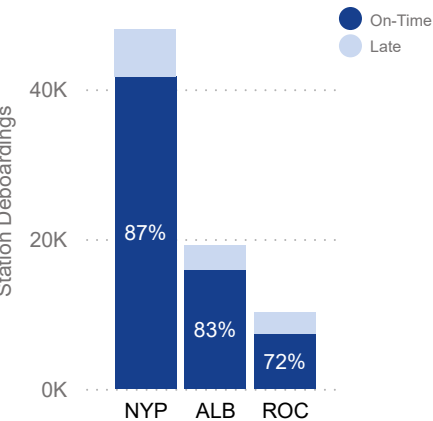
Trends

Route Map

Route Path States Served

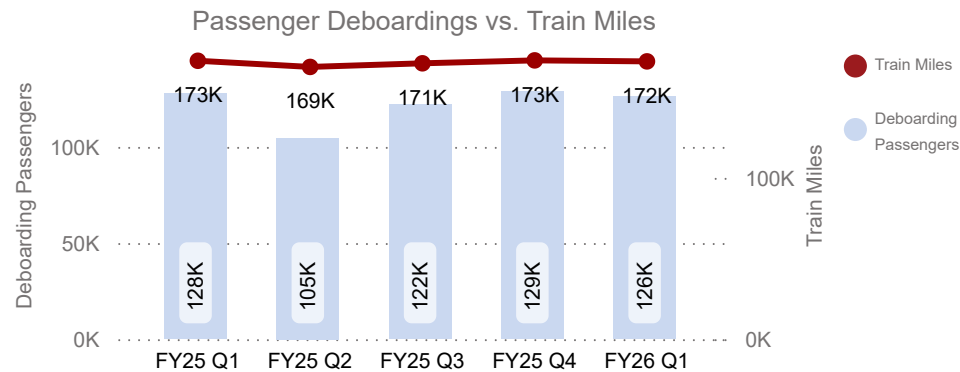
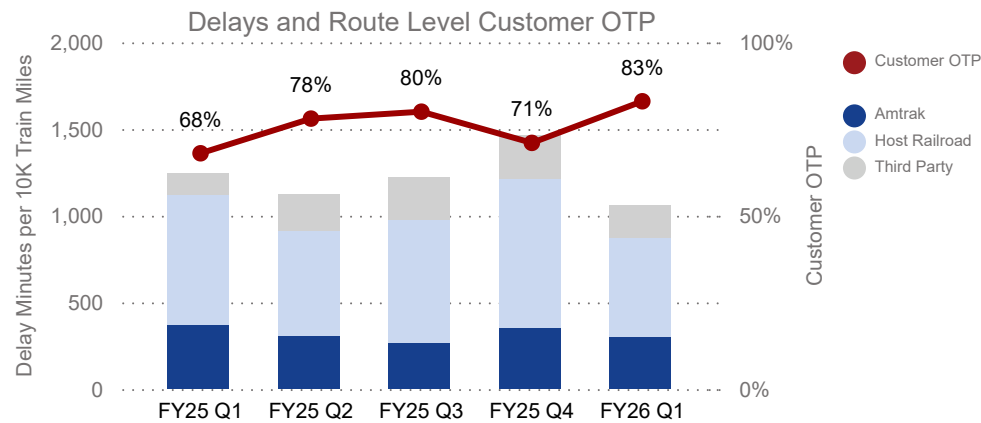
Station Performance

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



Route Stops

- NYP - NY Moynihan Train Hall at Penn Station, NY
- 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

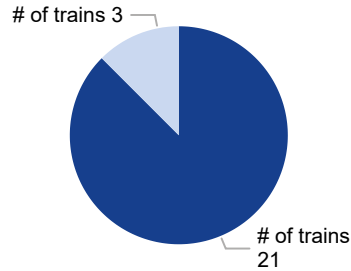
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **85%**

Train Level Customer OTP

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



Delays

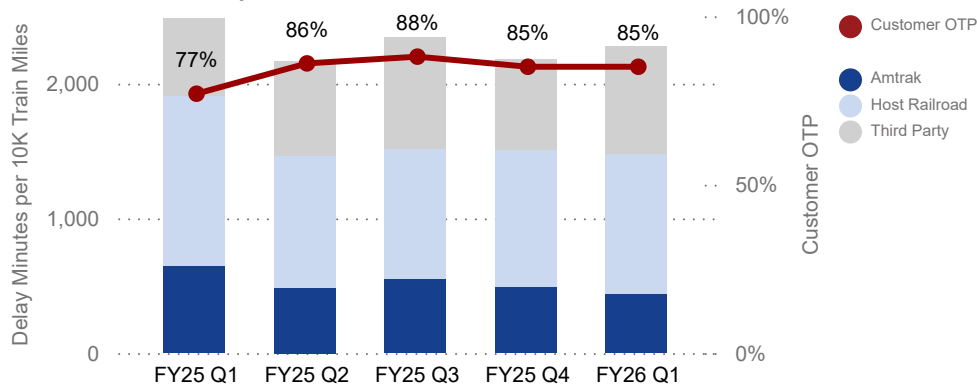
Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	21,989
PTI	Passenger train interference	13,923
CTI	Commuter train interference	11,699

Customer Service Index (CSI)

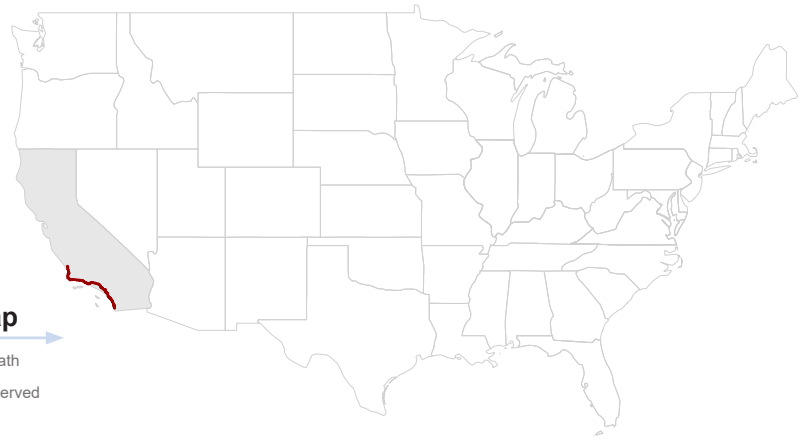
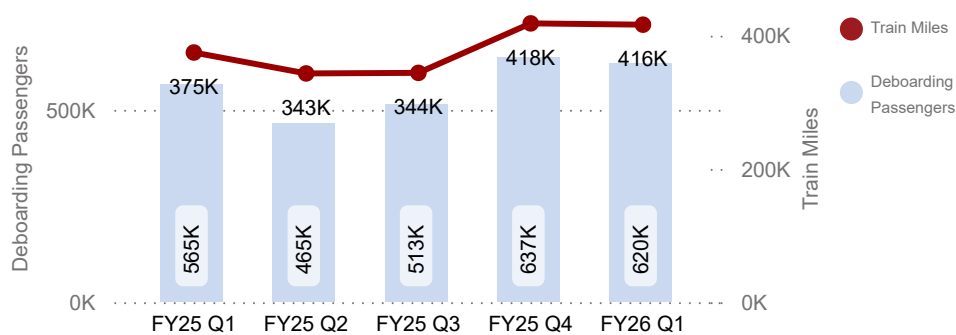
	On-Time Respondents	All Survey Respondents
Overall Service	92%	82%

Trends

Delays and Route Level Customer OTP



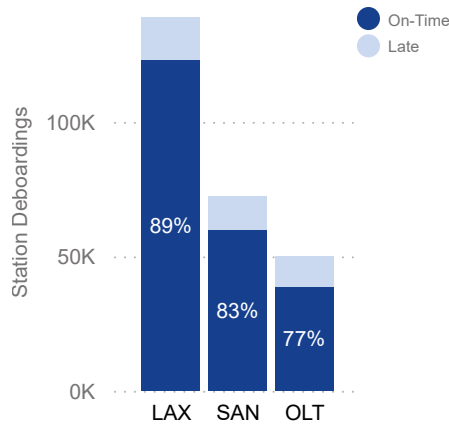
Passenger Deboardings vs. Train Miles



Route Map

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

Additional Notes

State Supported

Pennsylvanian

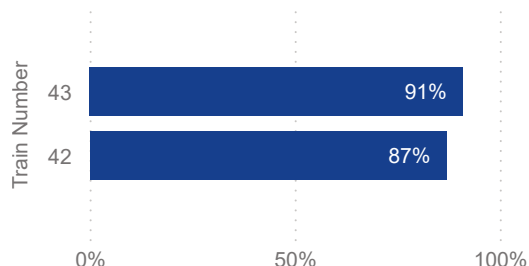
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **89%**

Train Level Customer OTP

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



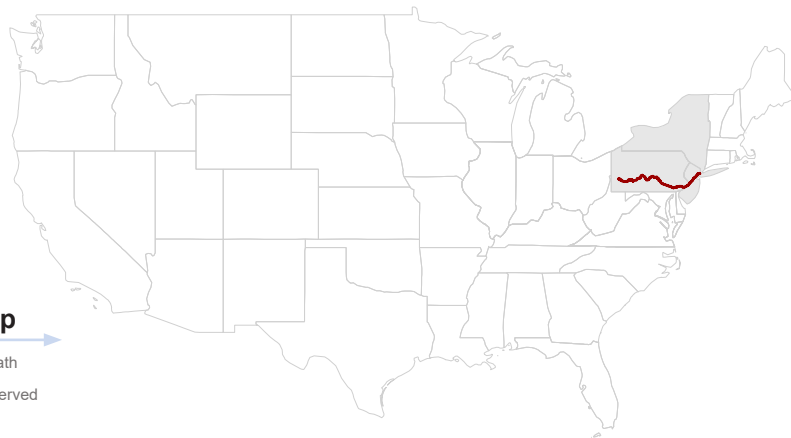
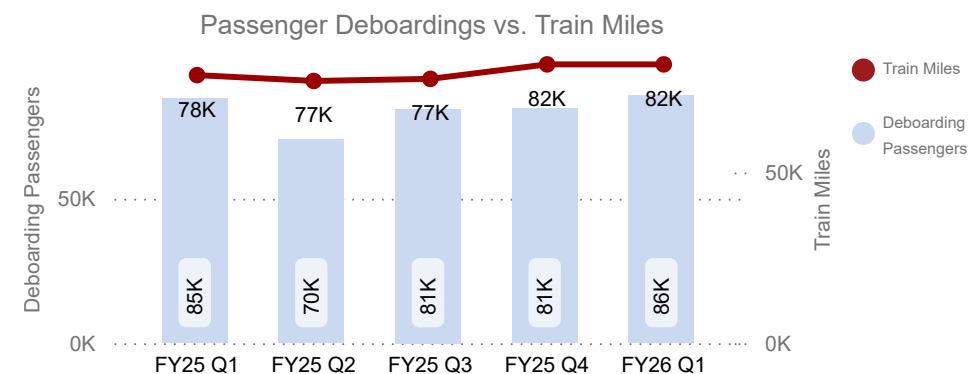
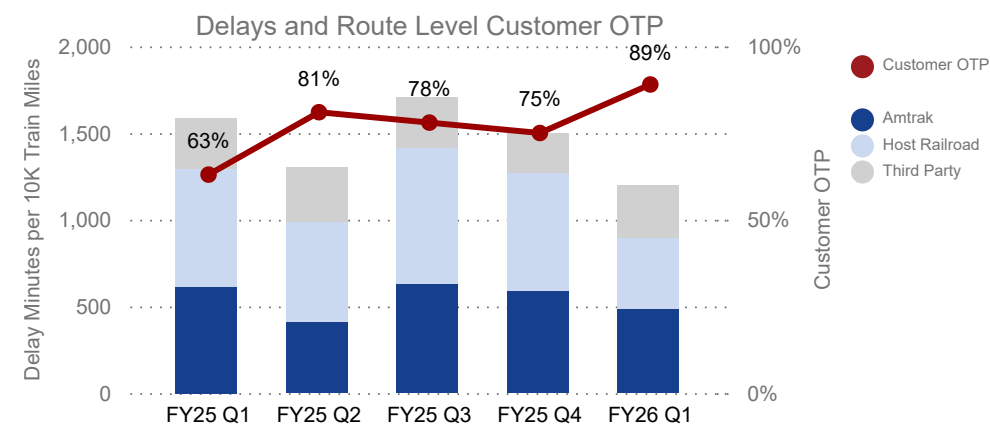
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	1,863
OTH	Miscellaneous delays	1,445
FTI	Freight train interference	706

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	92%	85%

Trends

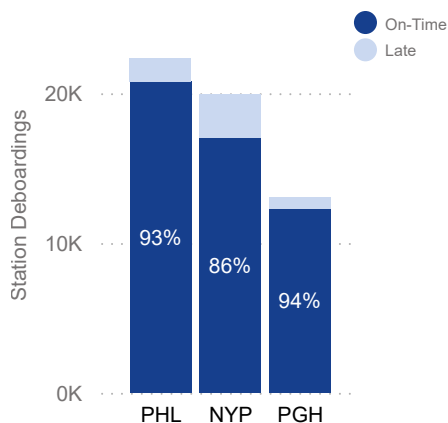


Route Map

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
- 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

Additional Notes

State Supported

Pere Marquette

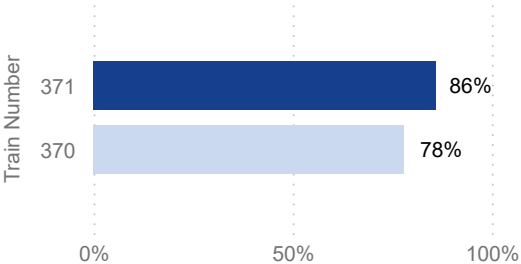
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP 82%

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	1,355
CAR	Car failure	406
NOD	Unused recovery time	376

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	92%	83%

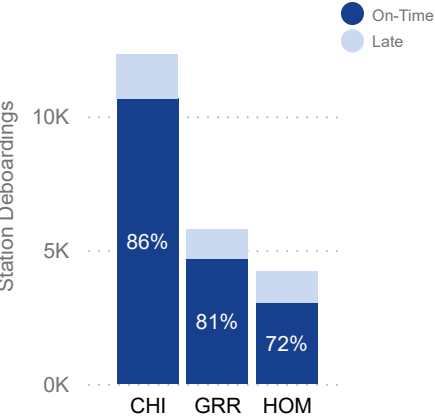
Trends

Route Map

Route Path
States Served

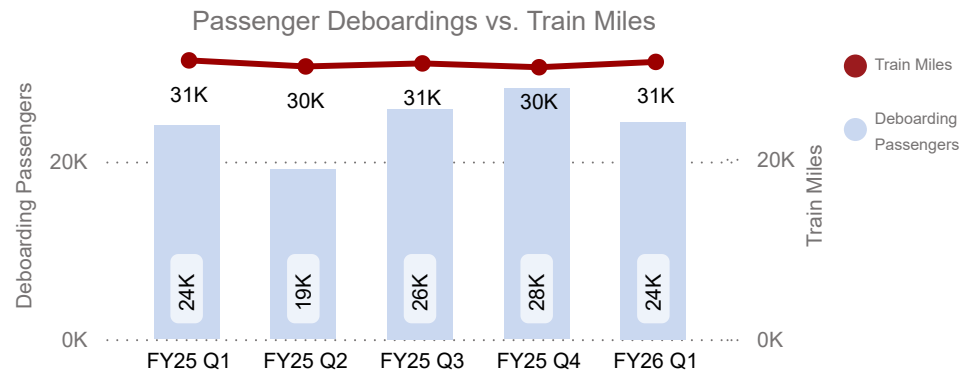
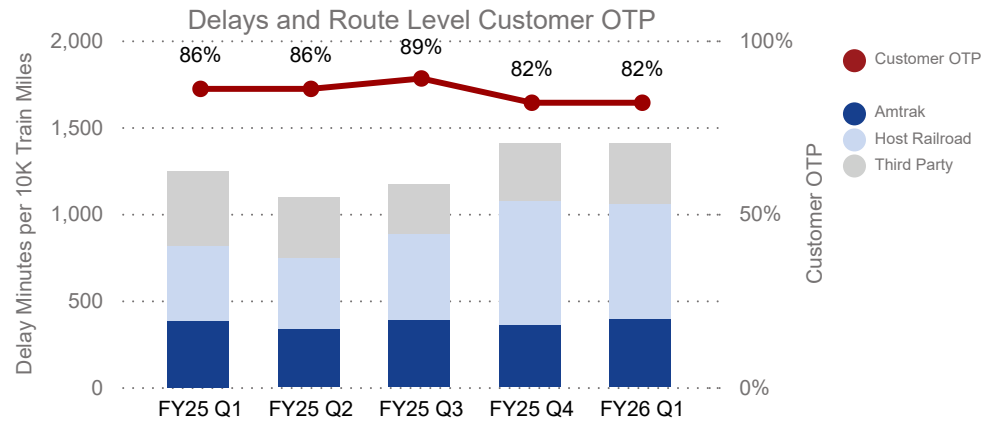
Station Performance

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



Route Stops

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



Additional Notes

State Supported

Piedmont

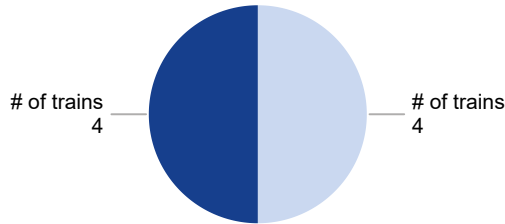
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **76%**

Train Level Customer OTP

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



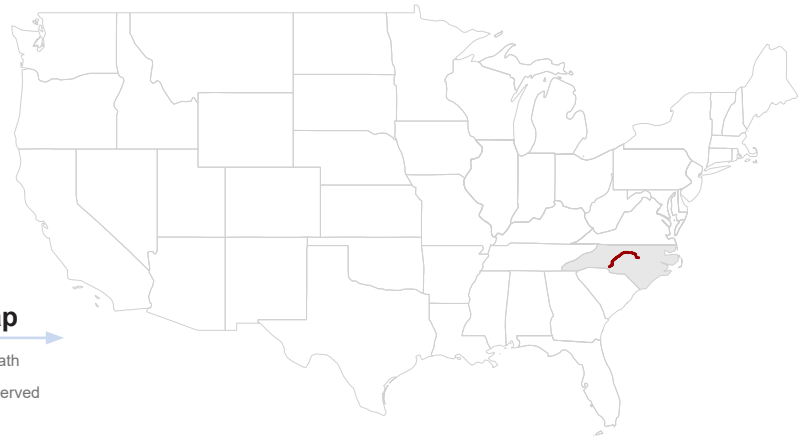
Delays

Top 3 Causes of Delay		Delay Min
PTI	Passenger train interference	3,354
FTI	Freight train interference	1,459
ADA	Passenger-related	1,341

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	95%	89%

Trends

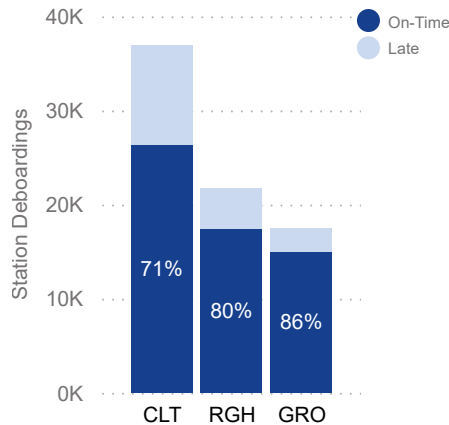


Route Map

Route Path
States Served

Station Performance

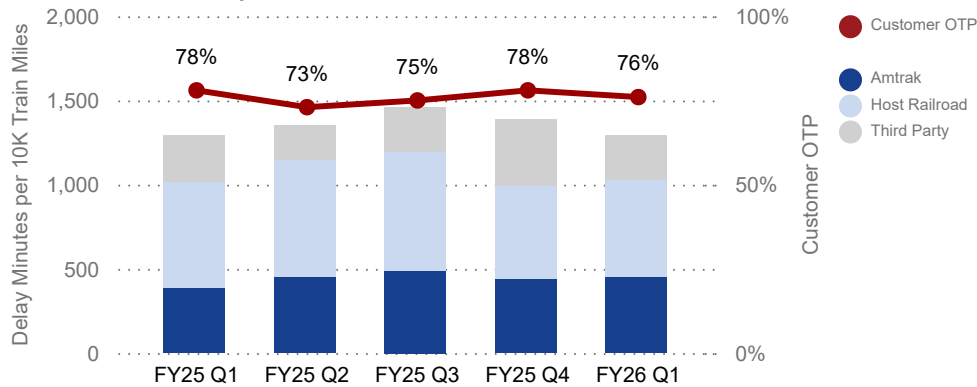
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



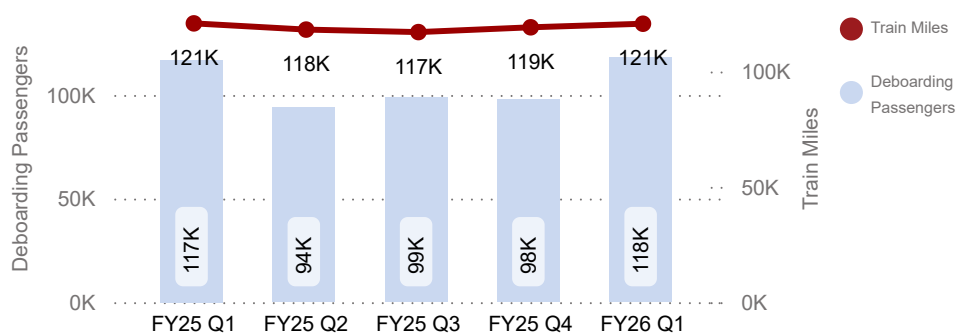
Route Stops

- 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

Vermont

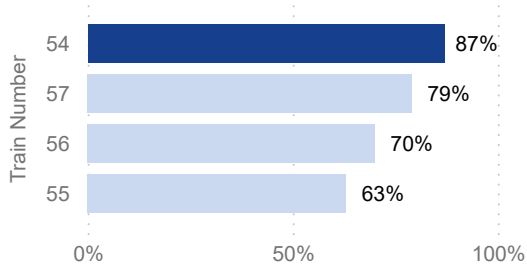
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **72%**

Train Level Customer OTP

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



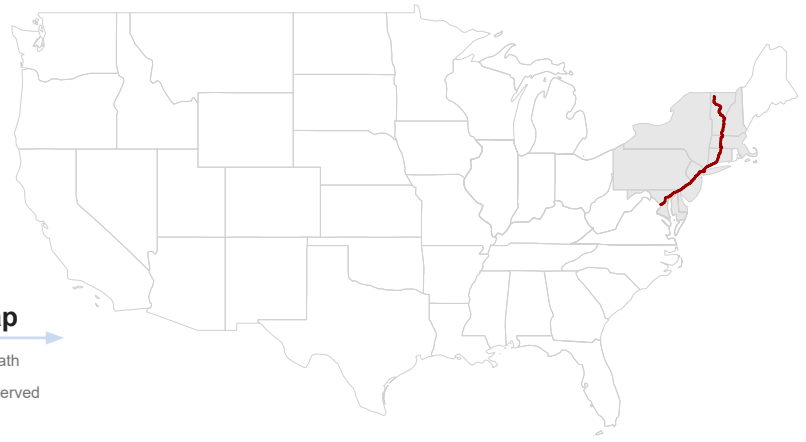
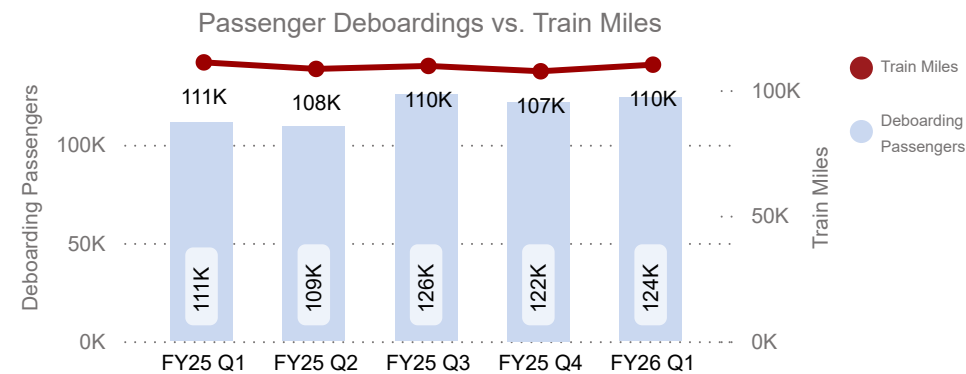
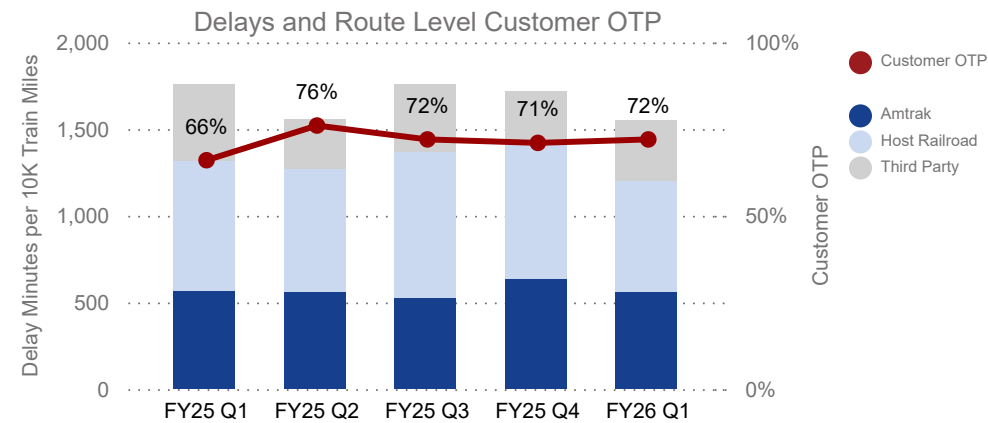
Delays

Top 3 Causes of Delay		Delay Min
OTH	Miscellaneous delays	3,731
DSR	Slow order delays	3,037
NOD	Unused recovery time	2,206

Customer Service Index (CSI)

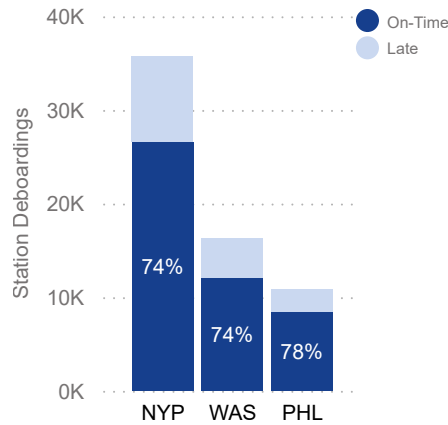
	On-Time Respondents	All Survey Respondents
Overall Service	92%	84%

Trends



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

Additional Notes

State Supported

Wolverine

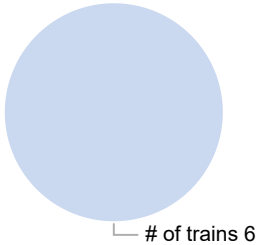
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **66%**

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	5,131
DSR	Slow order delays	3,930
FTI	Freight train interference	2,920

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	93%	78%

Trends

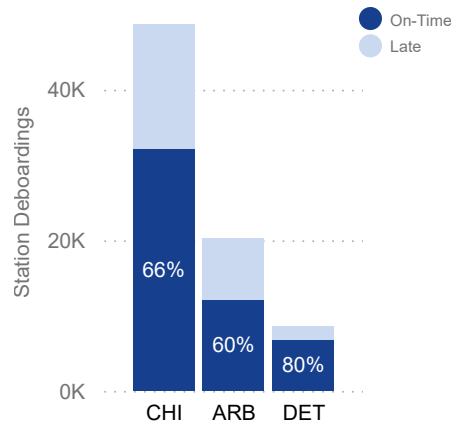


Route Map

Route Path
States Served

Station Performance

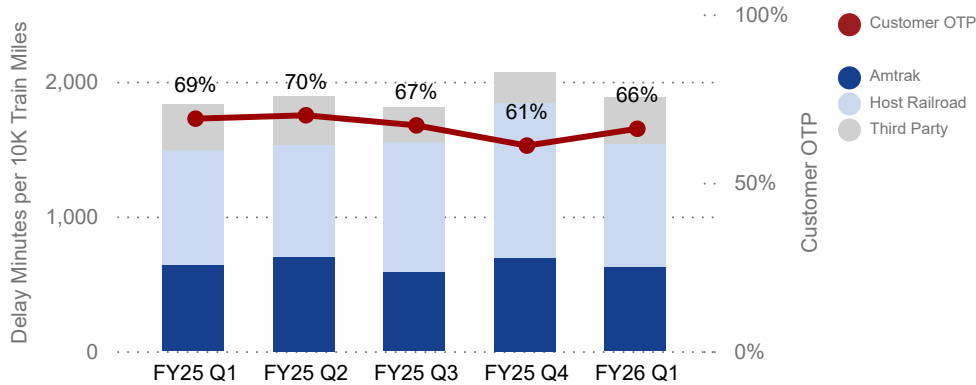
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



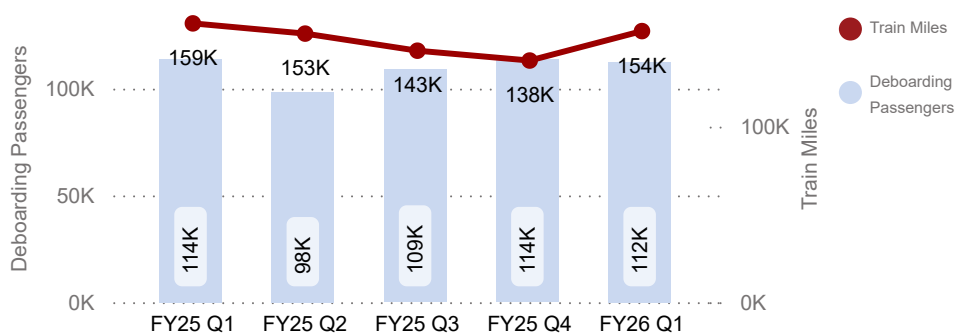
Route Stops

- 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

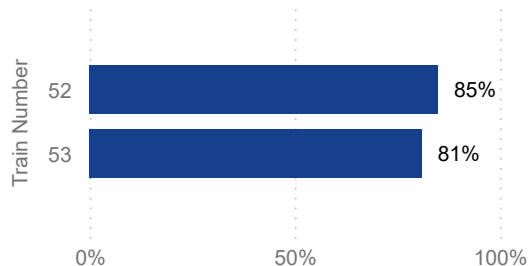
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

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

FTI	Freight train interference	6,958
PTI	Passenger train interference	3,566
DSR	Slow order delays	3,436

Customer Service Index (CSI)

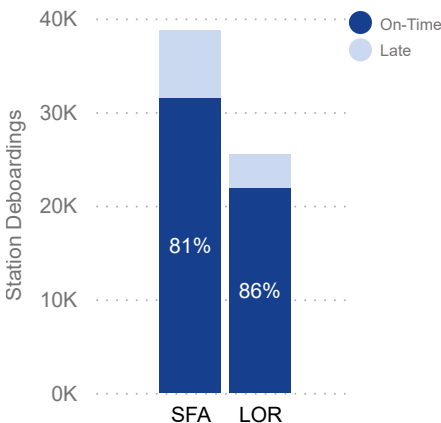
	On-Time Respondents	All Survey Respondents
Overall Service	85%	80%

Route Map

— Route Path
■ States Served

Station Performance

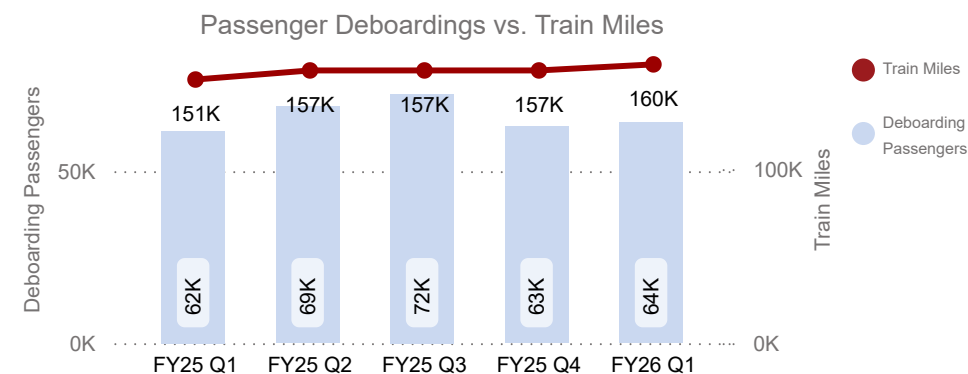
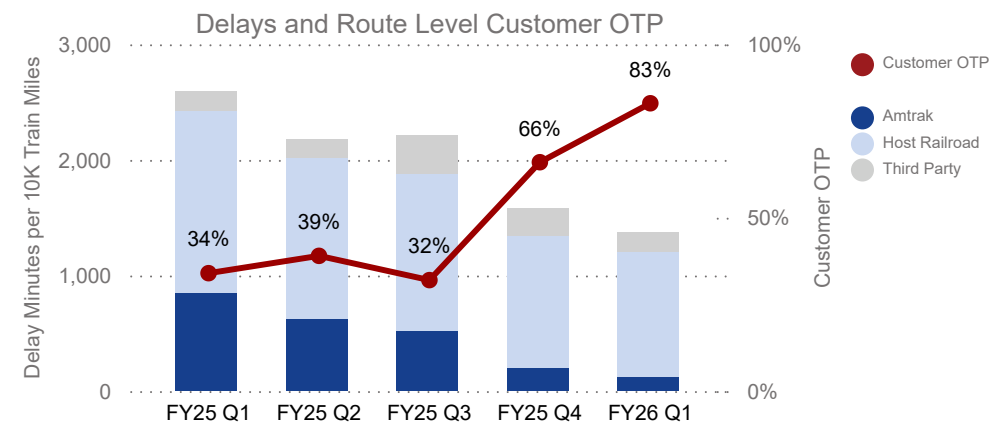
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



Route Stops

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

Trends



Additional Notes

Long Distance

California Zephyr

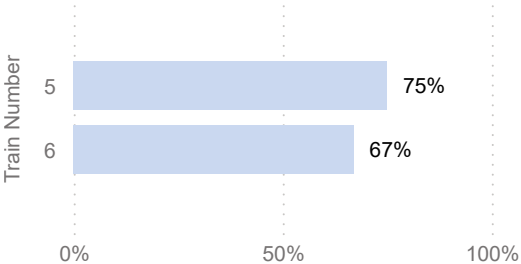
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP 71%

Train Level Customer OTP

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



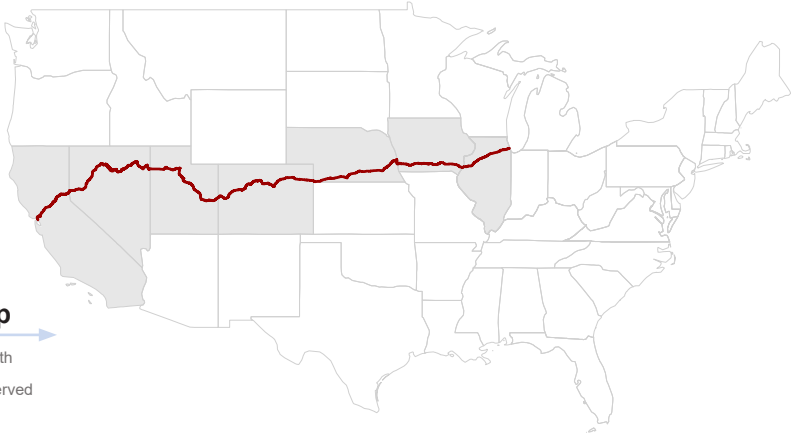
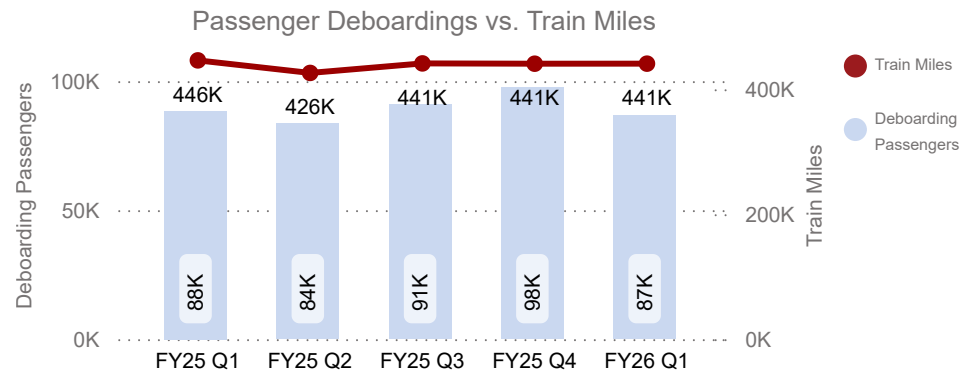
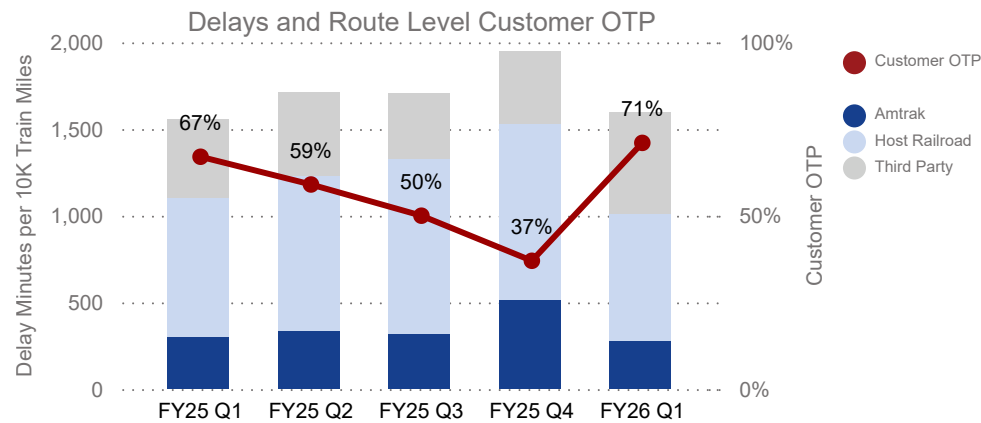
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	19,481
FTI	Freight train interference	11,867
DSR	Slow order delays	8,203

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	85%	75%

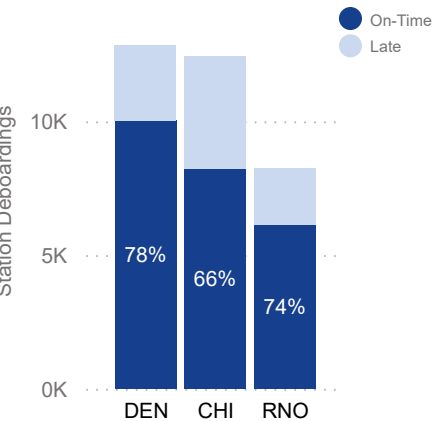
Trends



Route Map

Station Performance

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



Route Stops

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

Additional Notes

Long Distance

Cardinal

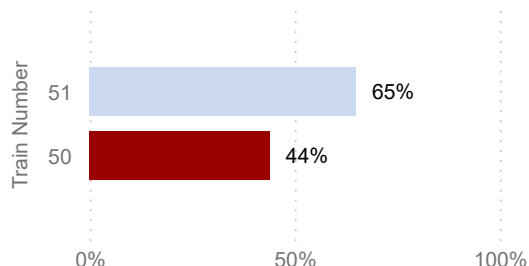
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **56%**

Train Level Customer OTP

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



Delays

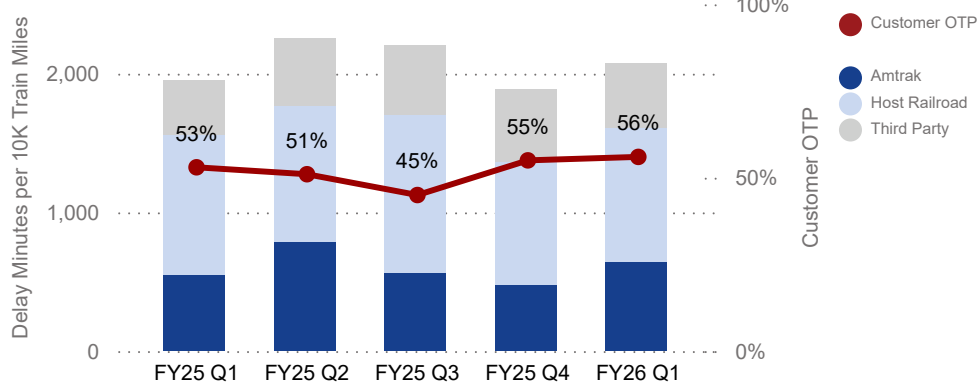
Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	3,876
NOD	Unused recovery time	3,420
PTI	Passenger train interference	1,840

Customer Service Index (CSI)

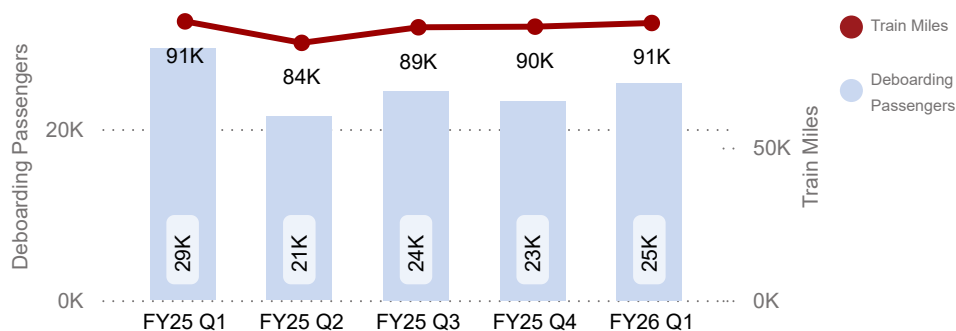
	On-Time Respondents	All Survey Respondents
Overall Service	85%	72%

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles

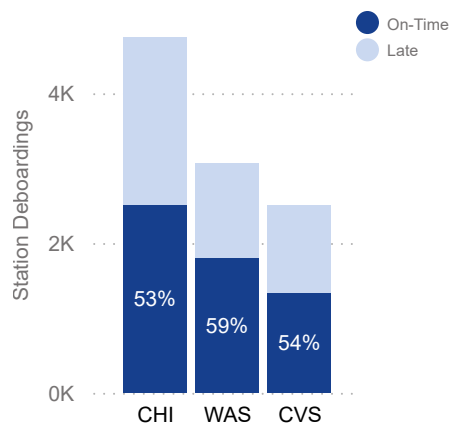


Route Map

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

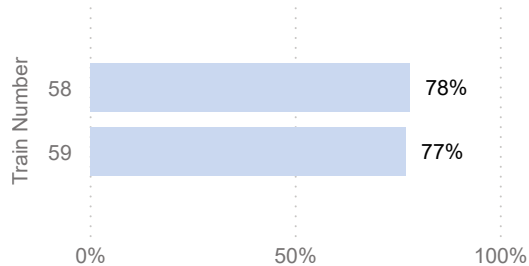
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

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
NOD	Unused recovery time	7,606
DSR	Slow order delays	7,038
FTI	Freight train interference	5,516

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	86%	79%

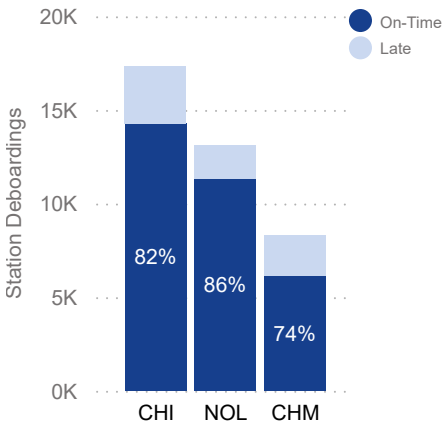
Trends

Route Map

Route Path
States Served

Station Performance

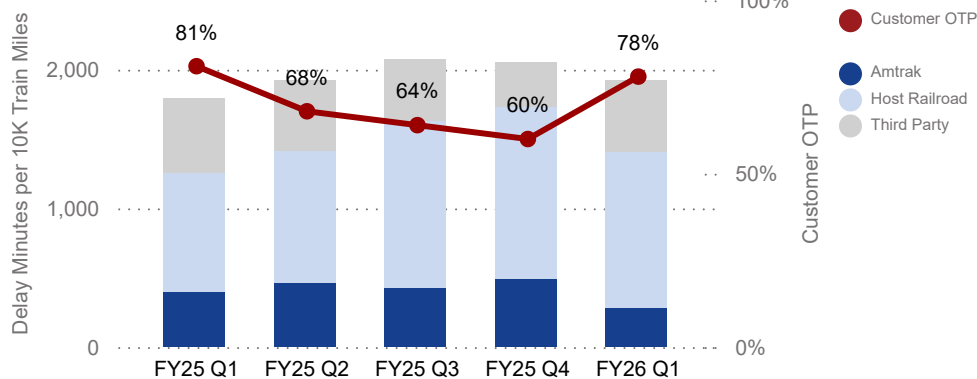
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



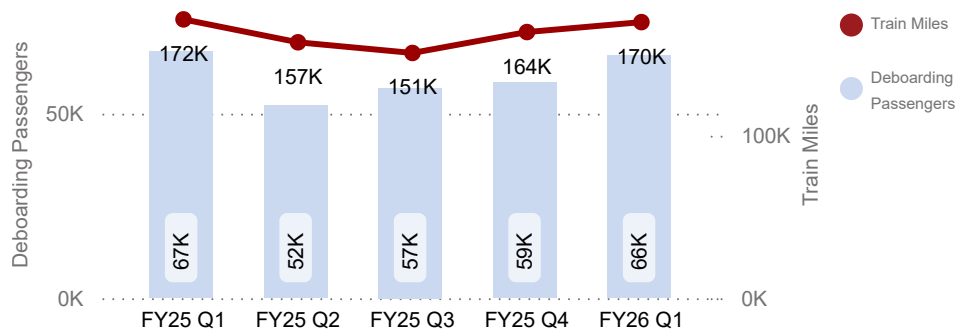
Route Stops

- 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

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

Long Distance

Coast Starlight

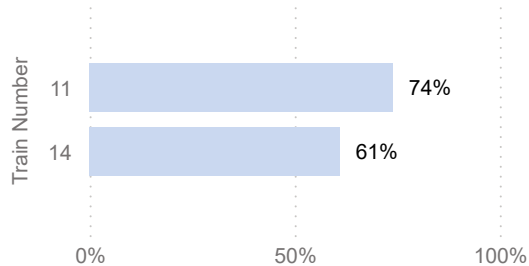
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **68%**

Train Level Customer OTP

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



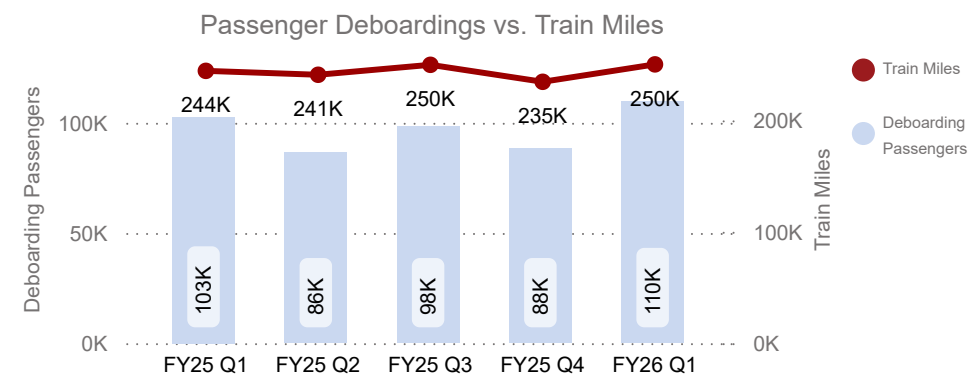
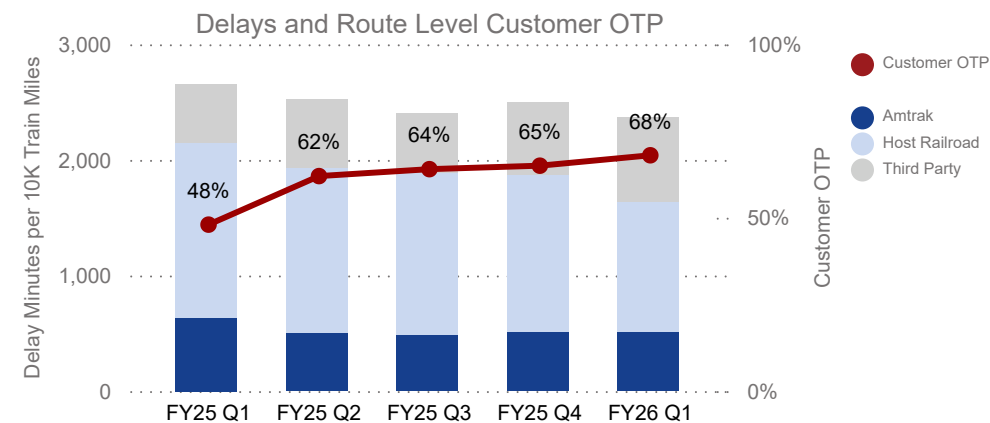
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	10,804
PTI	Passenger train interference	7,451
FTI	Freight train interference	6,739

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	83%	71%

Trends

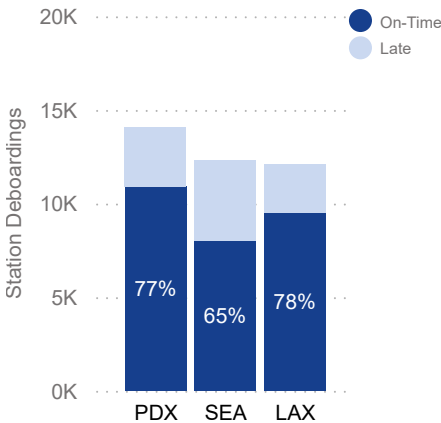


Route Map

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

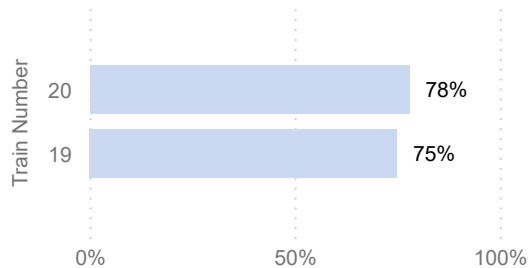
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **76%**

Train Level Customer OTP

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



Delays

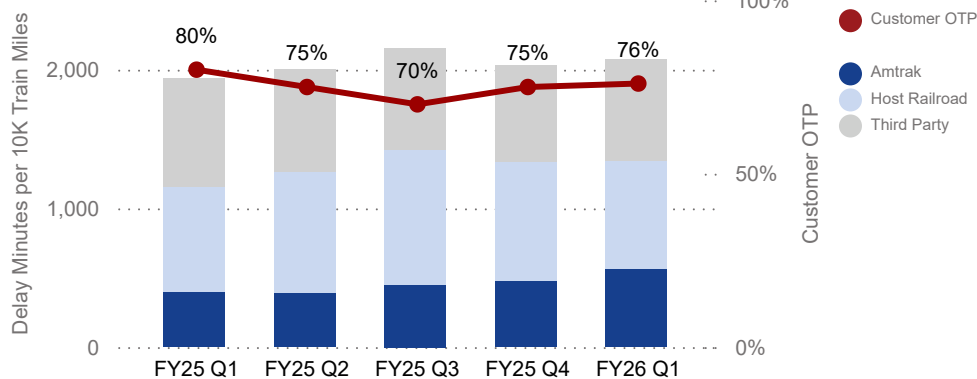
Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	15,972
FTI	Freight train interference	6,571
PTI	Passenger train interference	4,435

Customer Service Index (CSI)

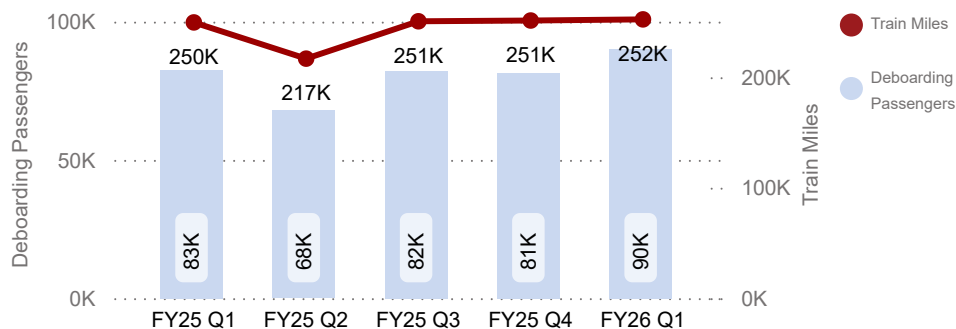
	On-Time Respondents	All Survey Respondents
Overall Service	86%	76%

Trends

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles

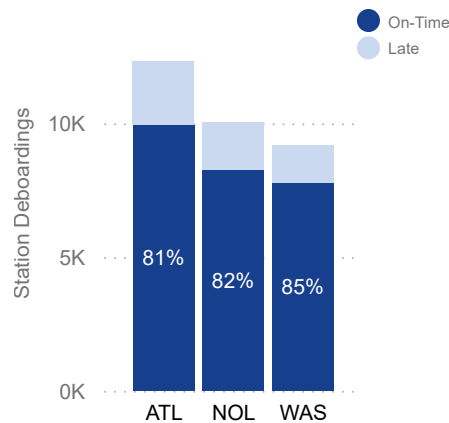


Route Map

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

Additional Notes

Long Distance

Empire Builder

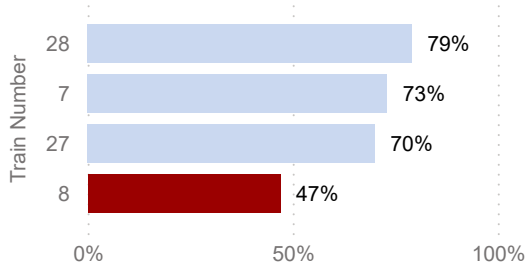
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **61%**

Train Level Customer OTP

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



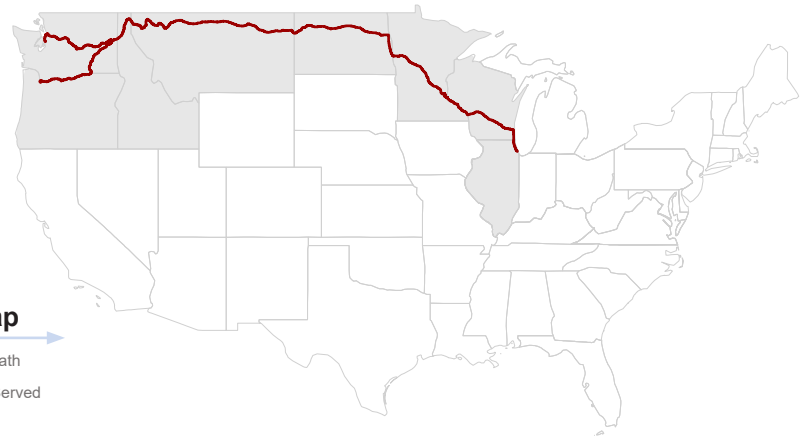
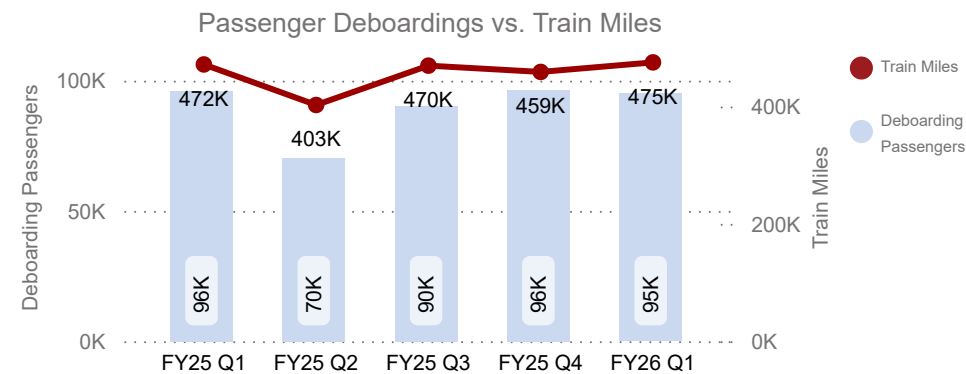
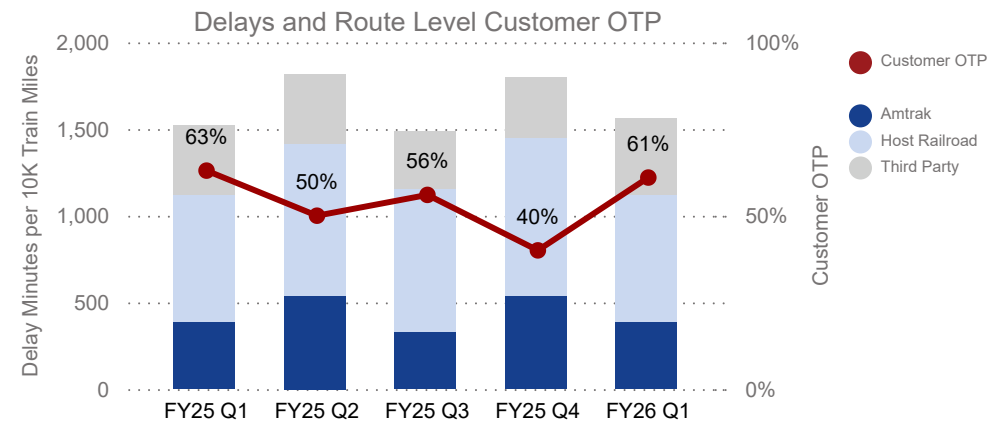
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	20,143
NOD	Unused recovery time	15,221
DSR	Slow order delays	4,955

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	84%	72%

Trends

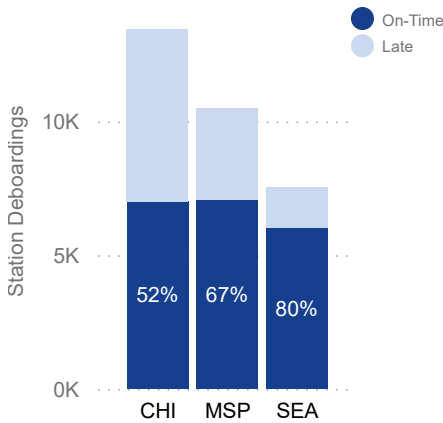


Route Map

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
- GPK - East Glacier Park, MT
- ESM - Essex, MT
- WGL - West Glacier, MT
- WFH - Whitefish, MT
- LIB - Libby, MT
- SPT - Sandpoint, ID
- SPK - Spokane, WA
- EPH - Ephrata, WA
- 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

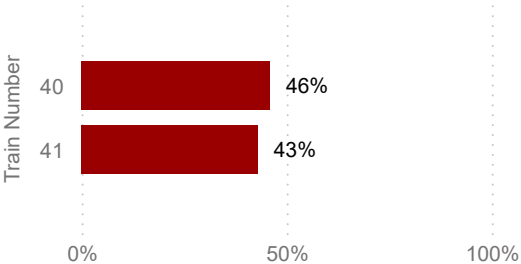
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP 44%

Train Level Customer OTP

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



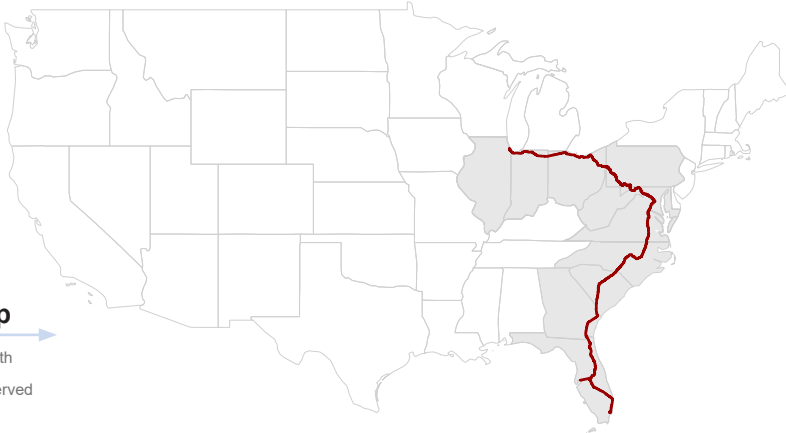
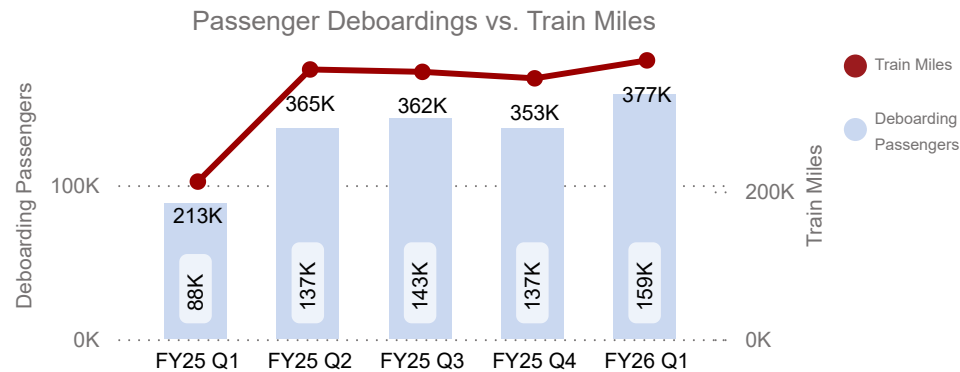
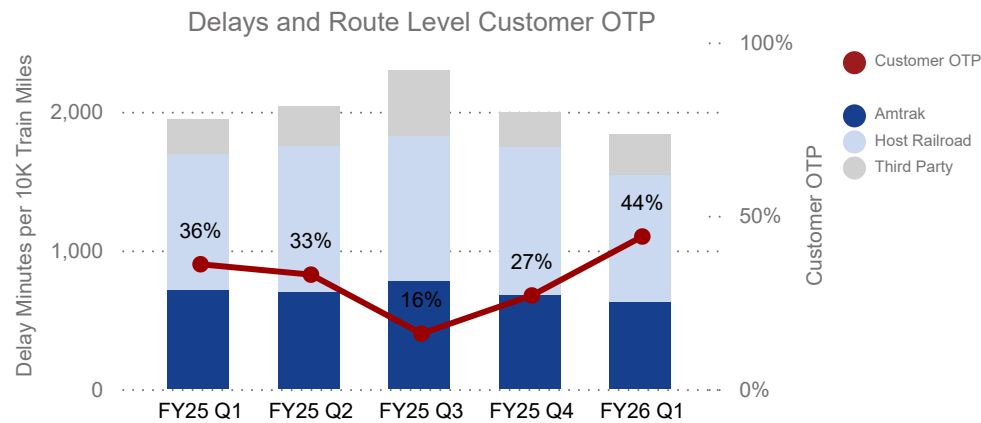
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	11,238
DSR	Slow order delays	6,469
NOD	Unused recovery time	6,105

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	87%	68%

Trends

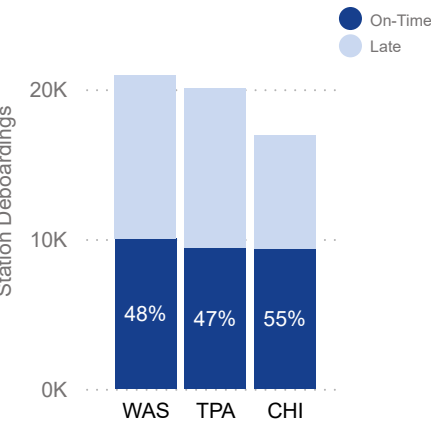


Route Map

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, a temporary route with service between Chicago and Miami, began operations in November 2024.

Long Distance

Lake Shore Limited

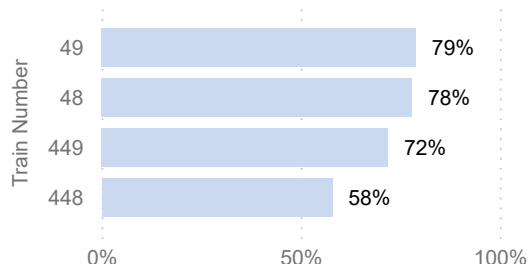
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **78%**

Train Level Customer OTP

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



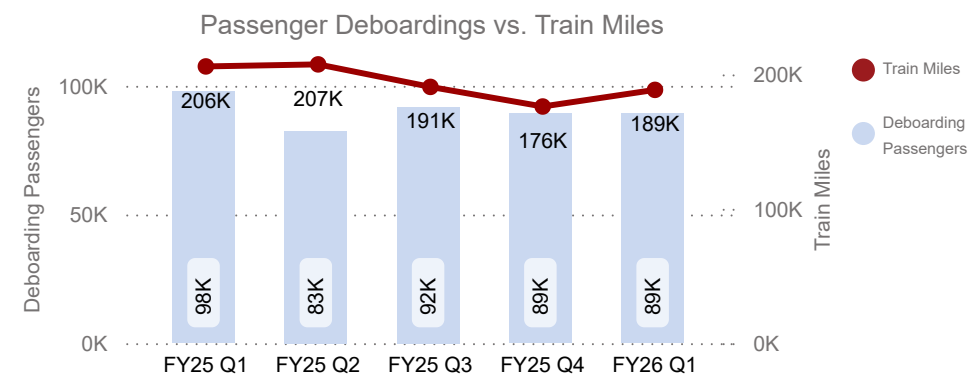
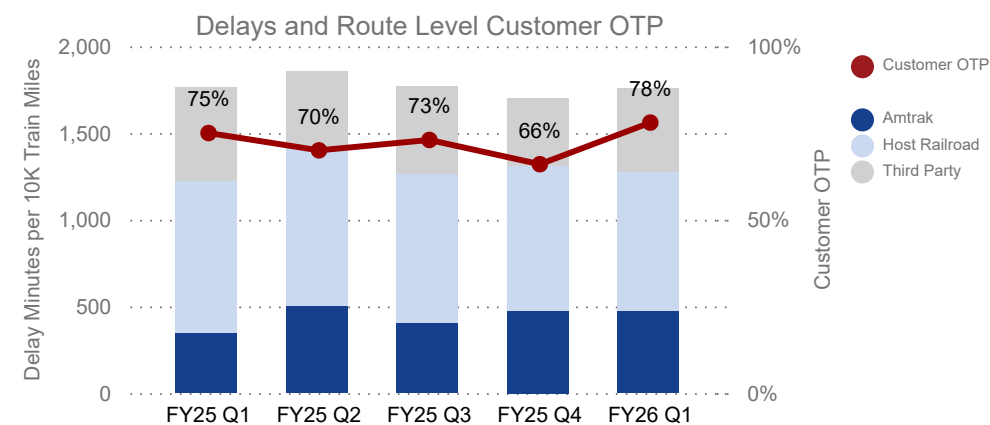
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	7,277
FTI	Freight train interference	5,733
RTE	Routing delays, including late ...	2,579

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	84%	73%

Trends

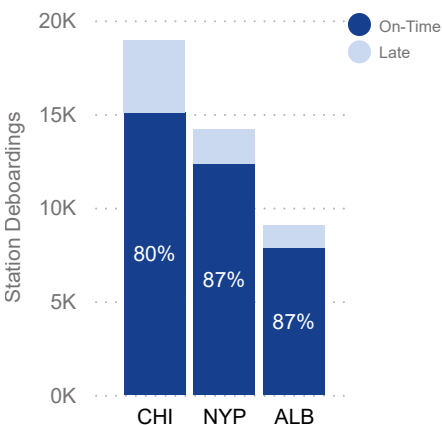


Route Map

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
- 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

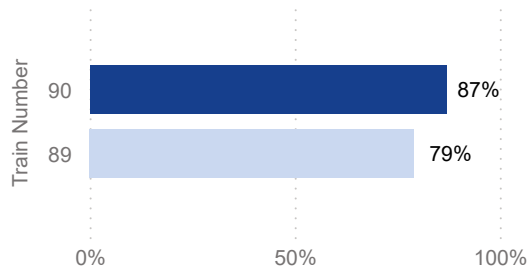
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **83%**

Train Level Customer OTP

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



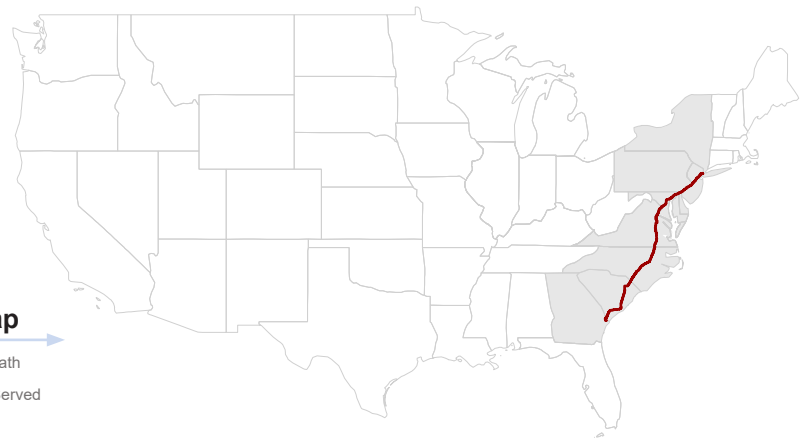
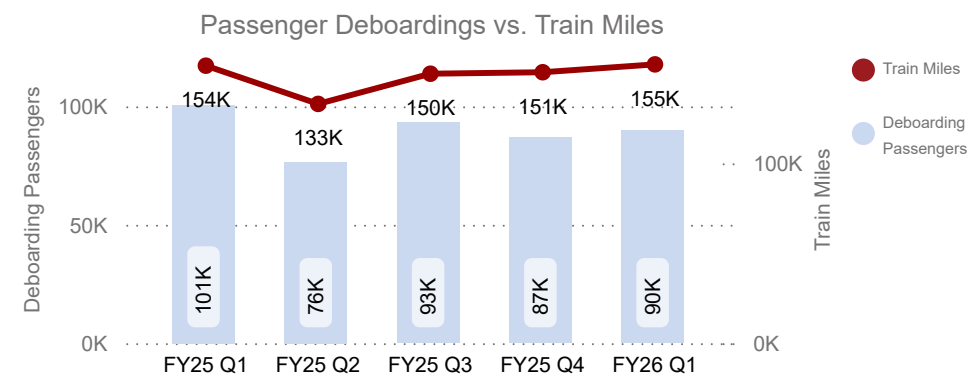
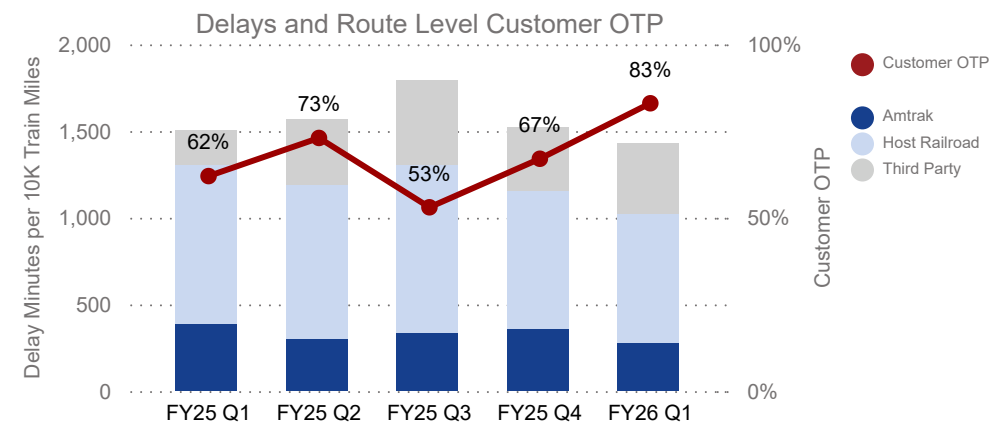
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	5,168
FTI	Freight train interference	4,266
PTI	Passenger train interference	3,341

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	91%	82%

Trends

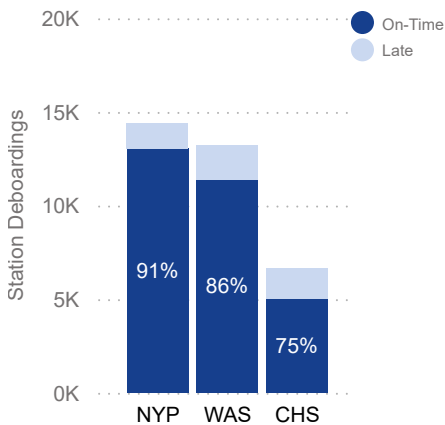


Route Map

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

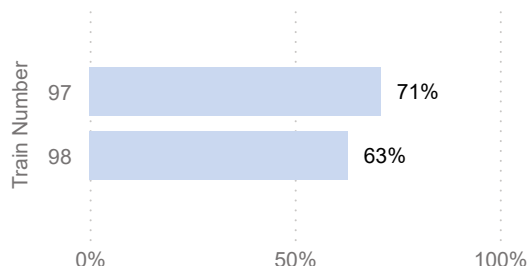
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **67%**

Train Level Customer OTP

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



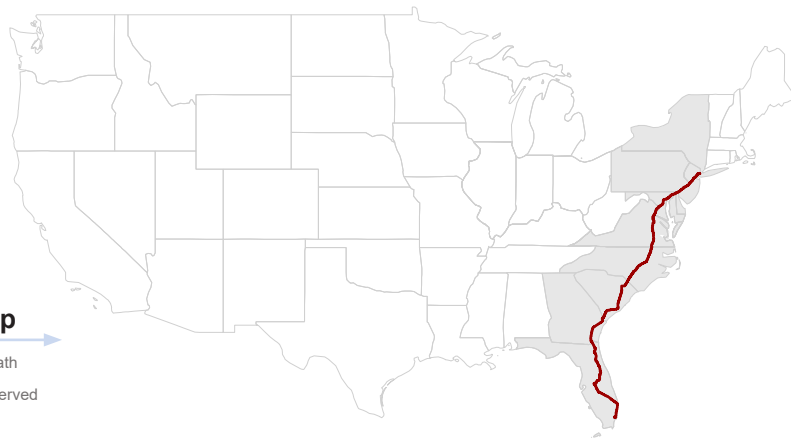
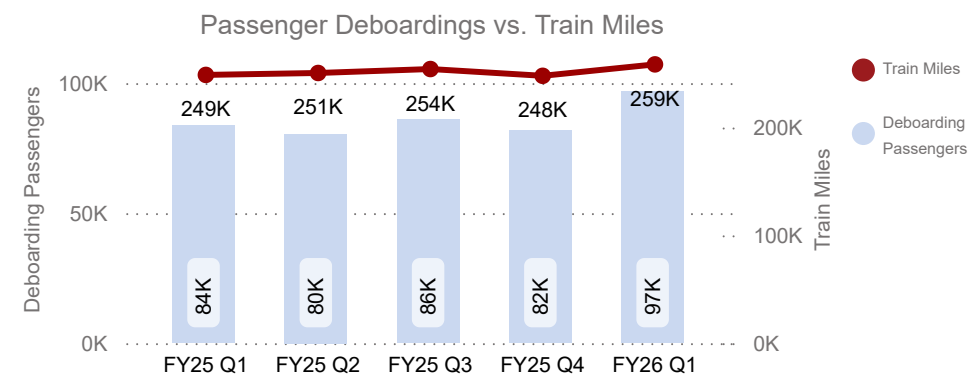
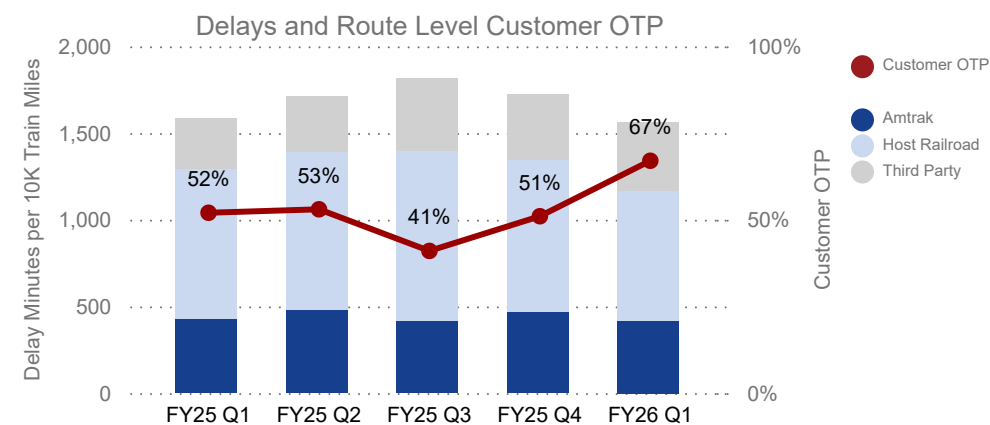
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	8,061
FTI	Freight train interference	5,058
PTI	Passenger train interference	4,944

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	85%	74%

Trends

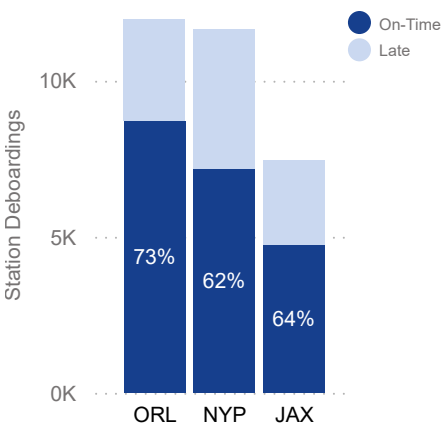


Route Map

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

Southwest Chief

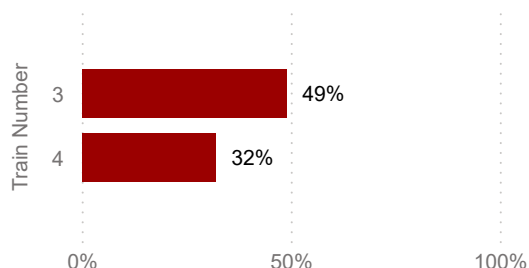
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **40%**

Train Level Customer OTP

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



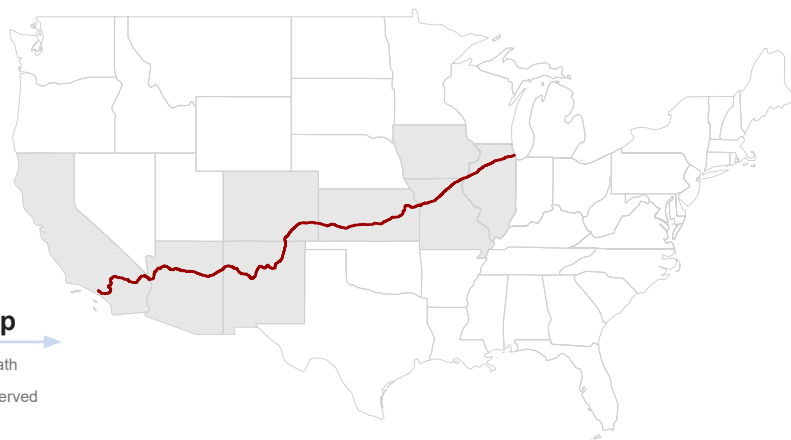
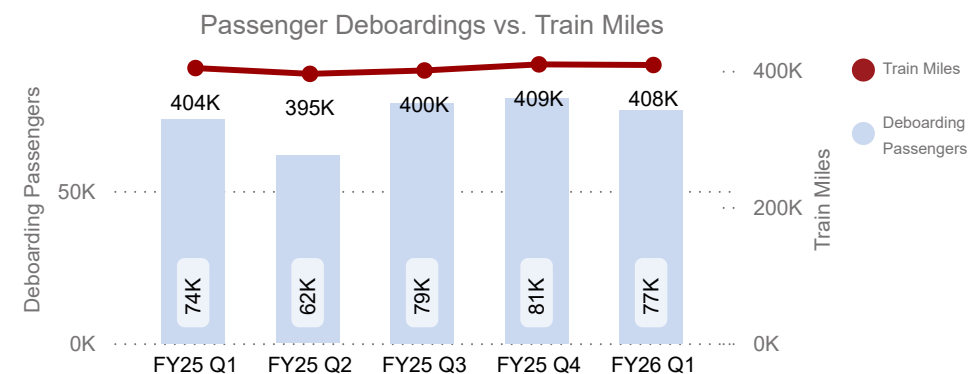
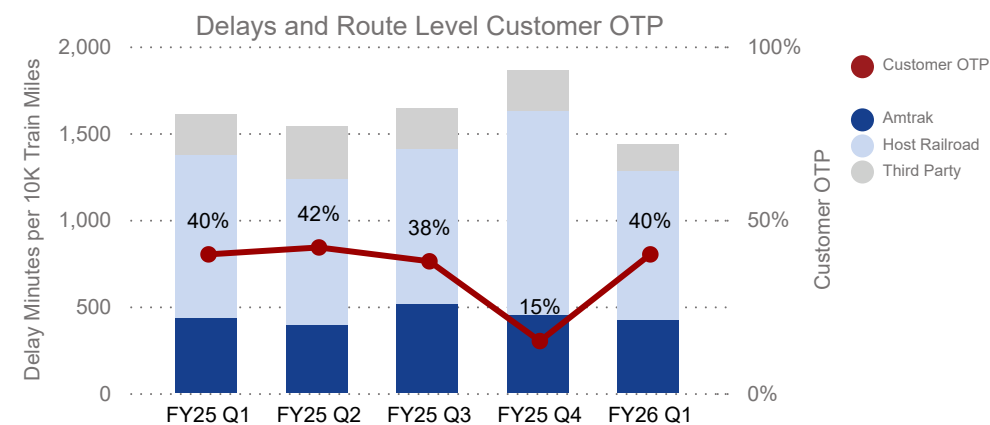
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	13,565
DSR	Slow order delays	7,762
SVS	Servicing	5,547

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	82%	70%

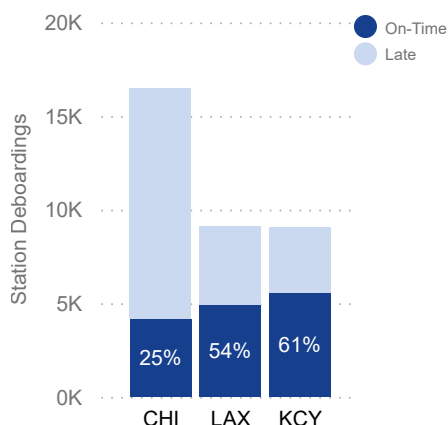
Trends



Route Map

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

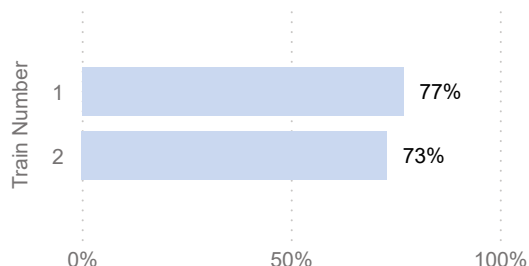
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **75%**

Train Level Customer OTP

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



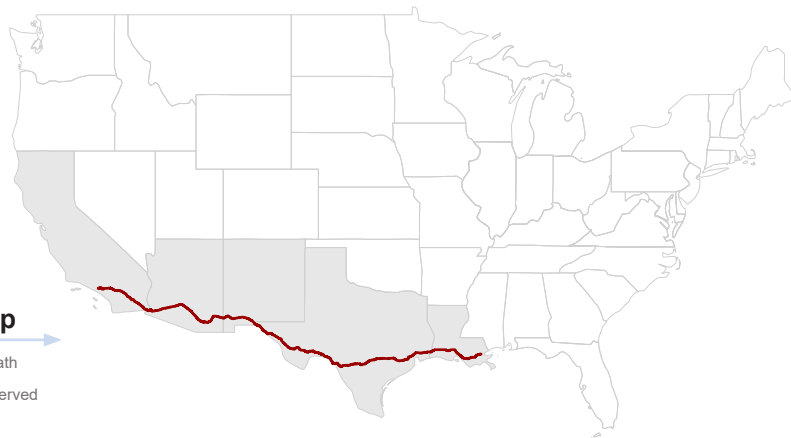
Delays

Top 3 Causes of Delay		Delay Min
NOD	Unused recovery time	7,710
FTI	Freight train interference	6,972
DSR	Slow order delays	3,790

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	86%	78%

Trends

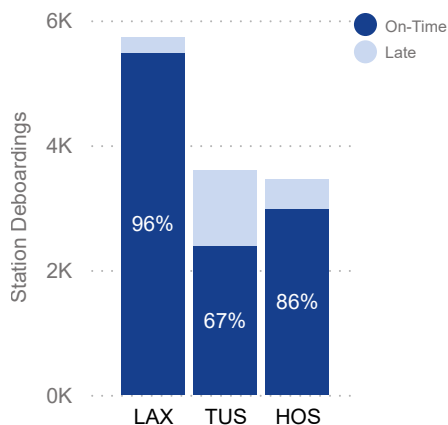


Route Map

Route Path
States Served

Station Performance

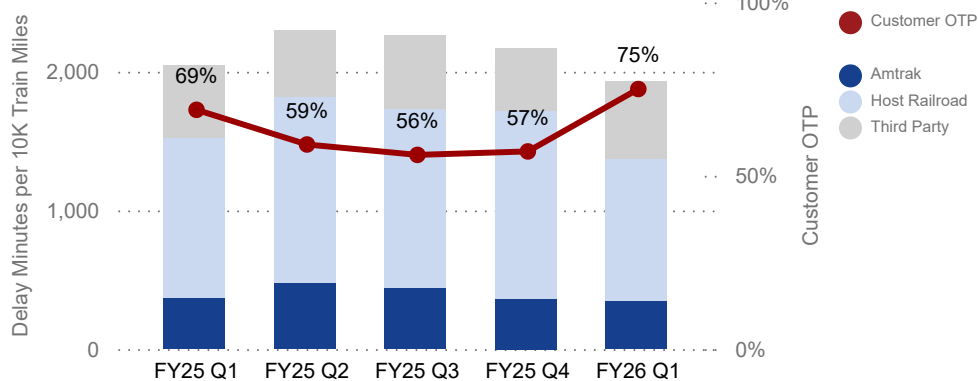
Customer OTP for Top 3 Stations on Route, by Passenger Deboarding



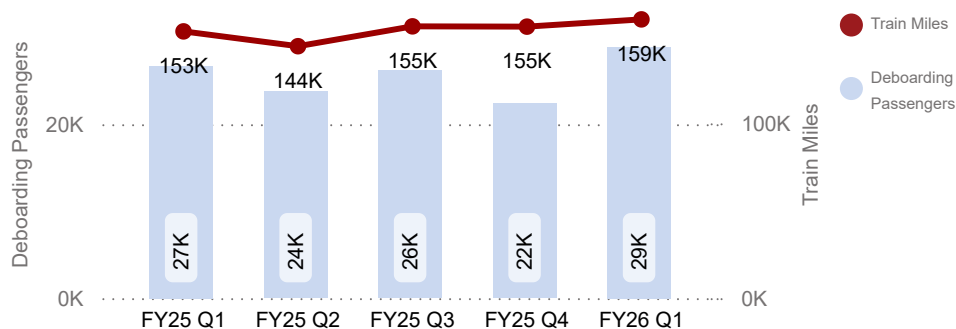
Route Stops

- 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

Delays and Route Level Customer OTP



Passenger Deboardings vs. Train Miles



Additional Notes

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

Long Distance

Texas Eagle

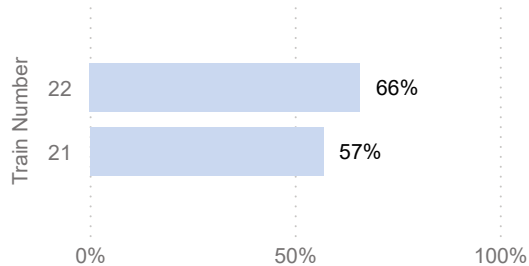
Route Performance Profile – FY 2026 Q1 (Oct. 1, 2025 – Dec. 31, 2025)

Customer On-Time Performance

Route Level Customer OTP **62%**

Train Level Customer OTP

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



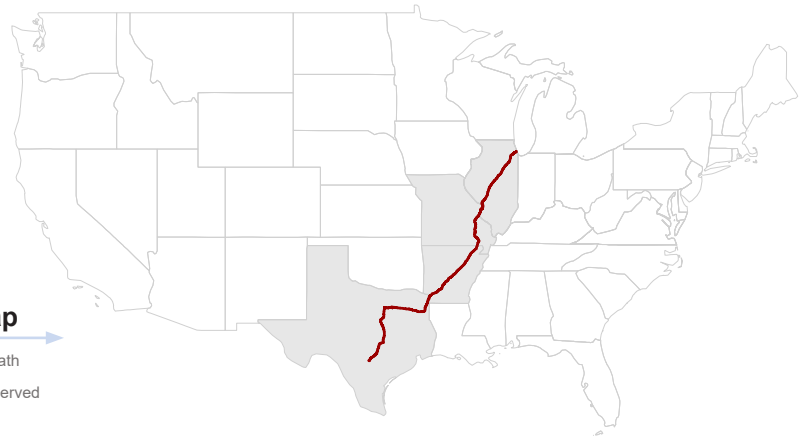
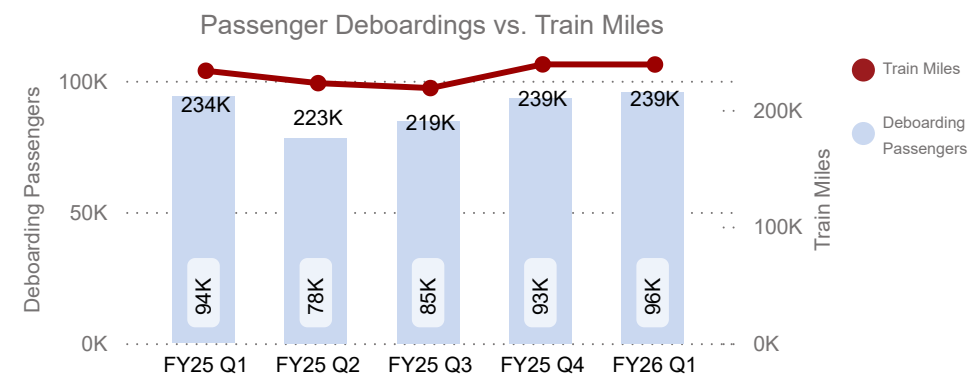
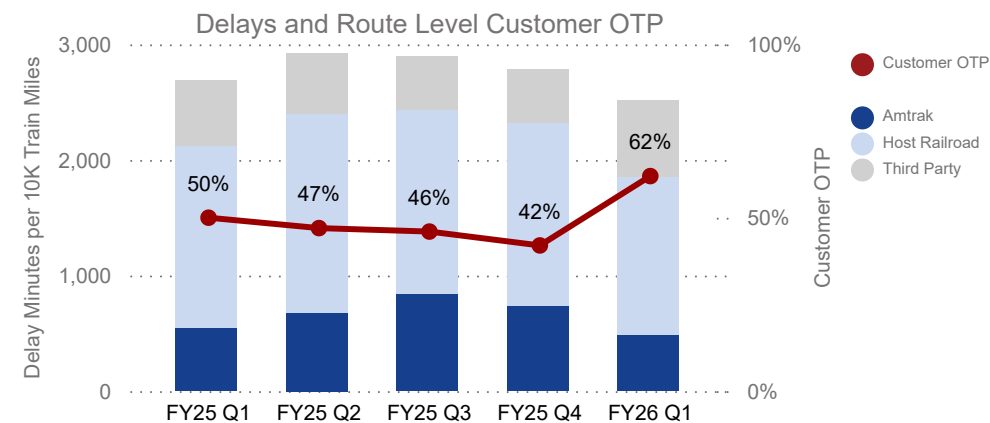
Delays

Top 3 Causes of Delay		Delay Min
FTI	Freight train interference	16,034
NOD	Unused recovery time	12,810
DSR	Slow order delays	7,965

Customer Service Index (CSI)

	On-Time Respondents	All Survey Respondents
Overall Service	87%	76%

Trends

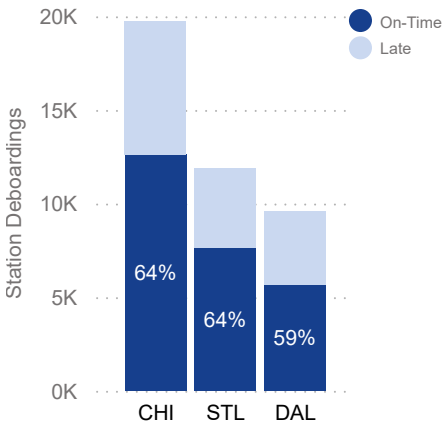


Route Map

Route Path
States Served

Station Performance

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



Route Stops

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

Additional Notes

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

Appendix A. On-Time Performance and Train Delay Metrics

Certified Schedules

The number of certified schedules, uncertified schedules, and disputed schedules, reported by train, by route, and by host railroad (excluding switching and terminal railroads), identified in a notice to the Federal Railroad Administrator by Amtrak.

Notes

- The metric was reported monthly through May 2021, after which it is reported annually.
- *Certified schedule* means a published train schedule that Amtrak and the host railroad jointly certify is aligned with the customer on-time performance metric and standard.
- *Uncertified schedule* means a published train schedule that has not been reported as a certified schedule or a disputed schedule.
- *Disputed schedule* means a published train schedule for which a specific change is sought: (i) that is the only subject of a non-binding dispute resolution process led by a neutral third-party and involving Amtrak and one or more host railroads; (ii) that is the only subject of a non-binding dispute resolution process led by a neutral third-party that has been initiated by one or more host railroads and Amtrak has not consented to participate in the process within 30 calendar days; or (iii) that is the only subject of a non-binding dispute resolution process led by a neutral third-party that has been initiated by Amtrak and the host railroad has not consented to participate in the process within 30 calendar days.
- Certified Schedules data is available for download at railroads.dot.gov. See Schedule Certification Tables.

Customer On-Time Performance

The Metrics and Minimum Standards for Intercity Passenger Rail Service rule defines OTP as the percentage of all customers on an intercity passenger rail train who arrive at their detraining point no later than 15 minutes after their published scheduled arrival time, reported by train and by route. Amtrak uses the 15-minute maximum when calculating OTP for all routes and trains.

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.

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 has changed how it calculates Customer Service Metrics (CSI) scores as of October 1, 2025 (FY2026 Q1). Previously, Amtrak adjusted 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 were not adjusted for Northeast Corridor routes. In Metrics and Standards reporting prior to October 1, 2025, Amtrak reported both adjusted (removing delayed passengers) and unadjusted CSI scores (responses from all survey respondents and passengers regardless of on-time status). From FY2026 Q1 onwards, Amtrak will report adjusted overall satisfaction score performance based on survey responses from passengers that depart and arrive no more than five minutes behind schedule ("on-time") and self-report satisfaction with their on-time performance of either a 9 or 10 out of 10. Amtrak will also report to FRA unadjusted CSI data for all passenger survey responses. The Route Profiles in the Metrics and Standards Quarterly report include both an "on-time" CSI score and an all survey respondents CSI score.

Amtrak provides the percent of respondents to the Amtrak customer satisfaction survey who provided a score of 7 out of 10 or higher for their overall satisfaction (Top 4) and the percent of respondents who provided a score of 8 out of 10 or higher (Top 3).

Customer Satisfaction

The percent of respondents to the Amtrak customer satisfaction survey who provided a score of 7 out of 10 or higher for their "overall satisfaction" for their most recent trip, by route, shown both adjusted for performance and unadjusted.

On-Board Personnel

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

Information Given

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

On-Board Comfort

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

On-Board Cleanliness

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

On-Board Food Service

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



Appendix C. Financial Metrics

Average Ridership

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

Notes

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

Avoidable Operating Costs Covered by Passenger Revenue

The percent of avoidable operating costs divided by passenger revenue for each route, shown with and without State operating payments.

Notes

- Avoidable operating costs* means costs incurred by Amtrak to operate train service along a route that would no longer be incurred if the route were no longer operated. For this quarterly report, *avoidable operating expense* is calculated by adding frequency variable & route variable costs.
- Passenger revenue* means intercity passenger rail revenue generated from passenger train operations, including ticket revenue, food and beverage sales, operating payments collected from States or other sponsoring entities, special trains, and private car operations.
- Financial Metrics data is available for download at railroads.dot.gov.

Cost Recovery

Amtrak's adjusted operating revenue divided by Amtrak's adjusted operating expense. This metric is reported at the corporate level/system-wide and for each route and is reported in constant dollars of the reporting year based on the Office of Management and Budget's gross domestic product chain deflator.

Notes

- Adjusted operating expenses* means Amtrak's operating expenses adjusted to exclude certain Amtrak expenses that are not considered core to operating the business. The major exclusions are depreciation, capital project-related expenditures not eligible for capitalization, the non-cash portion of pension and post-retirement benefits, and Amtrak's Office of Inspector General expenses. *Adjusted operating expenses* do not include any operating expenses for State Supported routes that are paid for separately by States.
- System-wide* (Total Amtrak) includes ancillary and infrastructure expenses not related to train operations. National train service includes expenses from all train operations and routes. Special trains includes expenses related to contracting of Amtrak's equipment crews for private excursion.
- Financial Metrics data is available for download at railroads.dot.gov.

Fully Allocated Core Operating Costs Covered by Passenger Revenue

The percent of fully allocated core operating costs divided by passenger revenue for each route, shown with and without State operating payments.

Notes

- *Fully allocated core operating costs* means Amtrak's total costs associated with operating an Amtrak route, including direct operating expenses, a portion of shared expenses, and a portion of corporate overhead expenses. Fully allocated core operating costs exclude ancillary and other expenses that are not directly reimbursed by passenger revenue to match revenues with expenses.
- *Passenger revenue* means intercity passenger rail revenue generated from passenger train operations, including ticket revenue, food and beverage sales, operating payments collected from States or other sponsoring entities, special trains, and private car operations.
- Financial Metrics data is available for download at railroads.dot.gov.

Total Ridership

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

Notes

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

Appendix D. Amtrak Delay Code Definitions

Table 5. Amtrak Delay Code Definitions

Responsibility	Code	Code Description	Explanation
Amtrak-responsible delays	ADA	Passenger-related	All delays related to disabled passengers, wheelchair lifts, guide dogs, etc.
	CAR	Car failure	Mechanical failure on all types of cars
	CCR	Cab car failure	Mechanical failure on Cab Cars
	CON	Hold for guaranteed connection	Holding for connections from other trains or buses
	CTC	CETC system failure	Failure of the Centralized Electrification and Traffic Control (CETC) train control system
	ENG	Locomotive failure	Mechanical failure on engines
	HLD	Passenger-related	All delays related to passengers, checked baggage, large groups, etc.
	INJ	Injured/Ill guest/Employee	Delay due to injured passengers or employees
	ITI	Initial terminal delay	Delay at initial terminal due to late arriving inbound trains causing late release of equipment
	MTI	Disabled train ahead	Disabled train ahead due to mechanical failure
	OTH	Miscellaneous delays	Lost-on-run, heavy trains, unable to make normal speed, etc.
	SVS	Servicing	All switching and servicing delays
	SYS	Crew & system	Delays related to crews including lateness, lone-engineer delays
	TCC	Cab car failure	Third Party Contractor Cab Car Failure Delay
	TCR	Car failure	Third Party Contractor Car Failure Delay
	TEN	Locomotive failure	Third Party Contractor Engine Failure Delay
	TIP	Train Interference Planned	Planned time added to the schedule to account for congestion between segments
	UND	Undefined	Delays that are auto-entry 2 minute delay
Host-responsible delays	CTI	Commuter train interference	Delays for meeting or following commuter trains
	CTP	Commuter train problems	Delays directly caused by abnormal occurrences to commuter trains
	DBB	B&B work due to defect	Delays caused by bridge or building maintenance
	DCS	C&S work due to defect	Signal failure or other signal delays, wayside defect-detector false alarms, defective road crossing protection, efficiency tests, drawbridge stuck open
	DCT	Defective concrete ties	Delays caused by the replacement of concrete ties
	DDA	Defect detector actuation	Delays caused by train inspection following a defect detector actuation
	DET	ET work due to defect	Catenary or other electrical maintenance

Table 5. Amtrak Delay Code Definitions (Continued)

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