

**October FY17 (sorted by region)**

NEC Spine	Ridership					Ticket Revenue					Ticket Revenue Per Rider				
	FY17	FY16	Budget	% change vs.		FY17	FY16	Budget	% change vs.		FY17	FY16	Budget	% change vs.	
				FY16	Budget				FY16	Budget				FY16	Budget
01 - Acela	307,536	330,735	311,529	-7.0	-1.3	\$53,768,683	\$56,932,357	\$54,618,232	-5.6	-1.6	\$174.84	\$172.14	\$175.32	+1.6	-0.3
05 - Northeast Regional	748,652	744,334	709,545	+0.6	+5.5	\$56,731,461	\$57,377,975	\$54,431,801	-1.1	+4.2	\$75.78	\$77.09	\$76.71	-1.7	-1.2
99 - NEC Special Trains	5,331	4,616	4,524	+15.5	+17.8	\$720,570	\$325,909	\$319,409	+121.1	+125.6					
<b>Subtotal</b>	<b>1,061,519</b>	<b>1,079,685</b>	<b>1,025,598</b>	<b>-1.7</b>	<b>+3.5</b>	<b>\$111,220,713</b>	<b>\$114,636,241</b>	<b>\$109,369,441</b>	<b>-3.0</b>	<b>+1.7</b>	<b>\$104.62</b>	<b>\$106.33</b>	<b>\$106.80</b>	<b>-1.6</b>	<b>-2.0</b>

**State Supported by state(s)**

Northeast Routes		FY17	FY16	Budget	% change vs.		FY17	FY16	Budget	% change vs.		FY17	FY16	Budget	% change vs.	
	State				FY16	Budget				FY16	Budget				FY16	Budget
09 - Downeaster	ME	38,979	41,868	37,221	-6.9	+4.7	\$550,988	\$707,151	\$628,620	-22.1	-12.3	\$14.14	\$16.89	\$16.89	-16.3	-16.3
15 - Empire South	NY	104,992	105,001	103,394	-0.0	+1.5	\$4,302,402	\$4,510,580	\$4,532,217	-4.6	-5.1	\$40.98	\$42.96	\$43.83	-4.6	-6.5
07 - Empire West/Maple Leaf	NY	30,336	30,616	30,690	-0.9	-1.2	\$1,823,459	\$1,841,170	\$1,883,481	-1.0	-3.2	\$60.11	\$60.14	\$61.37	-0.0	-2.1
03 - Ethan Allen	NY/VT	3,988	4,103	4,044	-2.8	-1.4	\$216,128	\$230,951	\$232,180	-6.4	-6.9	\$54.19	\$56.29	\$57.41	-3.7	-5.6
40 - Adirondack	NY	11,717	12,095	11,957	-3.1	-2.0	\$643,002	\$667,883	\$673,361	-3.7	-4.5	\$54.88	\$55.22	\$56.32	-0.6	-2.6
04 - Vermonter	VT/MA/CT	8,587	7,161	8,063	+19.9	+6.5	\$528,774	\$440,006	\$499,475	+20.2	+5.9	\$61.58	\$61.44	\$61.95	+0.2	-0.6
12 - New Haven-Springfield	MA/CT	22,637	22,651	21,391	-0.1	+5.8	\$853,824	\$789,507	\$766,824	+8.1	+11.3	\$37.72	\$34.86	\$35.85	+8.2	+5.2
14 - Keystone	PA	134,747	124,472	121,353	+8.3	+11.0	\$3,753,365	\$3,409,313	\$3,365,360	+10.1	+11.5	\$27.85	\$27.39	\$27.73	+1.7	+0.4
57 - Pennsylvania	PA	19,648	19,932	20,013	-1.4	-1.8	\$986,420	\$938,521	\$944,642	+5.1	+4.4	\$50.20	\$47.09	\$47.20	+6.6	+6.4
Southern Routes																
46 - Washington-Lynchburg	VA	15,895	16,282	16,176	-2.4	-1.7	\$1,026,733	\$1,042,607	\$1,038,333	-1.5	-1.1	\$64.59	\$64.03	\$64.19	+0.9	+0.6
47 - Washington-Newport News	VA	27,432	27,380	27,304	+0.2	+0.5	\$1,741,000	\$1,798,459	\$1,812,641	-3.2	-4.0	\$63.47	\$65.69	\$66.39	-3.4	-4.4
50 - Washington-Norfolk	VA	11,602	11,681	12,400	-0.7	-6.4	\$673,876	\$672,061	\$719,189	+0.3	-6.3	\$58.08	\$57.53	\$58.00	+1.0	+0.1
51 - Washington-Richmond	VA	13,836	15,835	16,232	-12.6	-14.8	\$719,517	\$813,335	\$839,883	-11.5	-14.3	\$52.00	\$51.36	\$51.74	+1.2	+0.5
66 - Carolinian	NC	24,928	27,414	26,161	-9.1	-4.7	\$1,380,087	\$1,521,290	\$1,471,487	-9.3	-6.2	\$55.36	\$55.49	\$56.25	-0.2	-1.6
67 - Piedmont	NC	13,305	14,246	14,184	-6.6	-6.2	\$281,851	\$301,258	\$306,532	-6.4	-8.1	\$21.18	\$21.15	\$21.61	+0.2	-2.0
Midwest Routes																
54 - Hoosier State	IN	2,805	2,294	2,262	+22.3	+24.0	\$93,736	\$72,624	\$72,867	+29.1	+28.6	\$33.42	\$31.66	\$32.21	+5.6	+3.7
22 - Wolverine	MI	27,286	36,430	37,471	-25.1	-27.2	\$1,158,934	\$1,479,484	\$1,555,584	-21.7	-25.5	\$42.47	\$40.61	\$41.51	+4.6	+2.3
41 - Blue Water	MI	15,371	13,518	13,984	+13.7	+9.9	\$493,054	\$432,831	\$464,807	+13.9	+6.1	\$32.08	\$32.02	\$33.24	+0.2	-3.5
65 - Pere Marquette	MI	6,609	6,260	6,142	+5.6	+7.6	\$202,379	\$188,619	\$189,072	+7.3	+7.0	\$30.62	\$30.13	\$30.78	+1.6	-0.5
21 - Hiawatha	WI/IL	68,869	67,966	65,837	+1.3	+4.6	\$1,534,347	\$1,454,319	\$1,472,359	+5.5	+4.2	\$22.28	\$21.40	\$22.36	+4.1	-0.4
20 - Lincoln Service	IL	46,205	30,500	30,009	+51.5	+54.0	\$1,127,846	\$703,036	\$694,018	+60.4	+62.5	\$24.41	\$23.05	\$23.13	+5.9	+5.5
23 - Illini/Saluki	IL	22,472	23,983	23,755	-6.3	-5.4	\$680,277	\$728,861	\$723,421	-6.7	-6.0	\$30.27	\$30.39	\$30.45	-0.4	-0.6
24 - Illinois Zephyr/Carl Sandburg	IL	17,607	17,499	17,267	+0.6	+2.0	\$476,341	\$460,776	\$455,639	+3.4	+4.5	\$27.05	\$26.33	\$26.39	+2.7	+2.5
56 - Missouri River Runner	MO	16,819	18,478	18,342	-9.0	-8.3	\$547,645	\$513,465	\$510,784	+6.7	+7.2	\$32.56	\$27.79	\$27.85	+17.2	+16.9
29 - Heartland Flyer	OK/TX	5,402	5,578	5,472	-3.2	-1.3	\$142,852	\$157,804	\$154,983	-9.5	-7.8	\$26.44	\$28.29	\$28.32	-6.5	-6.6
Western Routes																
35 - Pacific Surfliner	CA	205,977	230,687	236,440	-10.7	-12.9	\$5,048,443	\$5,345,983	\$5,480,560	-5.6	-7.9	\$24.51	\$23.17	\$23.18	+5.8	+5.7
37 - Capitol Corridor	CA	137,413	134,233	129,758	+2.4	+5.9	\$2,616,829	\$2,490,859	\$2,431,006	+5.1	+7.6	\$19.04	\$18.56	\$18.73	+2.6	+1.6
39 - San Joaquins	CA	87,454	90,961	96,113	-3.9	-9.0	\$2,749,314	\$2,756,890	\$2,918,862	-0.3	-5.8	\$31.44	\$30.31	\$30.37	+3.7	+3.5
36 - Cascades	WA/OR	62,930	54,190	53,238	+16.1	+18.2	\$2,230,003	\$2,108,965	\$2,076,254	+5.7	+7.4	\$35.44	\$38.92	\$39.00	-8.9	-9.1
Buses & Special Trains																
74-85 - Unallocated Buses*		-	-	-	-	-	\$690,443	\$583,813	\$574,713	+18.3	+20.1					
97 - Non-NEC Special Trains		1,832	7,511	7,361	-75.6	-75.1	\$317,039	\$554,840	\$543,740	-42.9	-41.7					
<b>Subtotal</b>		<b>1,207,680</b>	<b>1,220,825</b>	<b>1,214,030</b>	<b>-1.1</b>	<b>-0.5</b>	<b>\$39,590,908</b>	<b>\$39,717,260</b>	<b>\$40,032,897</b>	<b>-0.3</b>	<b>-1.1</b>	<b>\$32.00</b>	<b>\$31.80</b>	<b>\$32.25</b>	<b>+0.6</b>	<b>-0.8</b>

**Long Distance**

Southeast Routes		FY17	FY16	Budget	% change vs.		FY17	FY16	Budget	% change vs.		FY17	FY16	Budget	% change vs.	
	State				FY16	Budget				FY16	Budget				FY16	Budget
16 - Silver Star		22,505	23,871	29,103	-5.7	-22.7	\$1,599,857	\$1,781,393	\$2,205,826	-10.2	-27.5	\$71.09	\$74.63	\$75.79	-4.7	-6.2
19 - Silver Meteor		19,460	20,786	27,832	-6.4	-30.1	\$1,946,604	\$2,069,382	\$2,813,940	-5.9	-30.8	\$100.03	\$99.56	\$101.11	+0.5	-1.1
48 - Palmetto		26,574	14,893	32,454	+78.4	-18.1	\$1,831,100	\$1,043,554	\$2,246,813	+75.5	-18.5	\$68.91	\$70.07	\$69.23	-1.7	-0.5
63 - Auto Train		12,030	14,976	21,034	-19.7	-42.8	\$4,127,139	\$4,844,531	\$6,601,531	-14.8	-37.5	\$343.07	\$323.49	\$313.86	+6.1	+9.3
30 - City of New Orleans		21,405	22,175	21,846	-3.5	-2.0	\$1,543,661	\$1,559,577	\$1,556,860	-1.0	-0.8	\$72.12	\$70.33	\$71.27	+2.5	+1.2
52 - Crescent		22,008	22,563	22,607	-2.5	-2.6	\$2,611,643	\$2,395,583	\$2,431,375	+9.0	+7.4	\$118.67	\$106.17	\$107.55	+11.8	+10.3
Central Routes																
18 - Cardinal		9,990	9,889	9,625	+1.0	+3.8	\$727,206	\$698,909	\$693,689	+4.0	+4.8	\$72.79	\$70.68	\$72.07	+3.0	+1.0
26 - Capitol Ltd.		18,975	18,457	18,156	+2.8	+4.5	\$1,544,940	\$1,542,560	\$1,537,696	+0.2	+0.5	\$81.42	\$83.58	\$84.70	-2.6	-3.9
45 - Lake Shore Limited		31,955	29,884	29,041	+6.9	+10.0	\$2,428,897	\$2,342,596	\$2,503,815	+3.7	-3.0	\$76.01	\$78.39	\$86.22	-3.0	-11.8
25 - Empire Builder		33,017	33,823	33,212	-2.4	-0.6	\$3,832,478	\$3,745,795	\$3,729,643	+2.3	+2.8	\$116.08	\$110.75	\$112.30	+4.8	+3.4
27 - California Zephyr		31,659	30,945	30,502	+2.3	+3.8	\$4,166,041	\$3,950,690	\$3,949,194	+5.5	+5.5	\$131.59	\$127.67	\$129.47	+3.1	+1.6
Southwest Routes																
28 - Southwest Chief		29,442	29,136	28,613	+1.1	+2.9	\$3,584,324	\$3,516,379	\$3,500,932	+1.9	+2.4	\$121.74	\$120.69	\$122.35	+0.9	-0.5
34 - Coast Starlight		34,110	35,941	35,578	-5.1	-4.1	\$3,032,900	\$3,055,741	\$3,065,800	-0.7	-1.1	\$88.92	\$85.02	\$86.17	+4.6	+3.2
32 - Texas Eagle		26,351	21,187	26,103	+24.4	+0.9	\$1,777,053	\$1,639,580	\$2,072,135	+8.4	-14.2	\$67.44	\$77.39	\$79.38	-12.9	-15.0
33 - Sunset Limited		7,549	7,655	7,552	-1.4	-0.0	\$864,623	\$848,087	\$853,875	+1.9	+1.3	\$114.53	\$110.79	\$113.06	+3.4	+1.3
<b>Subtotal</b>		<b>347,030</b>	<b>336,181</b>	<b>373,256</b>	<b>+3.2</b>	<b>-7.0</b>	<b>\$35,618,467</b>	<b>\$35,034,357</b>	<b>\$39,763,123</b>	<b>+1.7</b>	<b>-10.4</b>	<b>\$102.64</b>	<b>\$104.21</b>	<b>\$106.53</b>	<b>-1.5</b>	<b>-3.7</b>

<b>Amtrak Total</b>	<b>2,616,229</b>	<b>2,636,691</b>	<b>2,612,885</b>	<b>-0.8</b>	<b>+0.1</b>	<b>\$186,430,089</b>	<b>\$189,387,857</b>	<b>\$189,165,461</b>	<b>-1.6</b>	<b>-1.4</b>	<b>\$71.26</b>	<b>\$71.83</b>	<b>\$72.40</b>	<b>-0.8</b>	<b>-1.6</b>
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\* Ticket revenues on bus routes 70, 71, 72 and 73 are allocated to train routes 05, 39, 35, and 37 respectively. Ticket revenues on all other bus routes (74 to 85) are combined. Bus ridership is not shown in this report.