

**Amtrak Route Ridership  
FY22 vs. FY21**

	Ridership		
	FY22	FY21	% change vs. FY21
<b>NEC Spine</b>			
<i>Acela</i>	2,144,369	897,639	+138.9
<i>Northeast Regional</i>	7,091,325	3,508,766	+102.1
<i>NEC Special Trains</i>	0	2,420	-100.0
<b>Subtotal</b>	<b>9,235,694</b>	<b>4,408,825</b>	<b>+109.5</b>

<b>State Supported</b>		<b>by state(s)</b>		
<b>Northeast Routes</b>				
<i>Downeaster</i>	ME	444,812	205,674	+116.3
<i>Empire South</i>	NY	1,019,187	613,171	+66.2
<i>Empire West/Maple Leaf</i>	NY	384,971	245,079	+57.1
<i>Adirondack</i>	NY	0	0	-
<i>Ethan Allen</i>	NY/VT	63,356	12,456	+408.6
<i>Berkshire Flyer</i>	MA	1,641	N/A	-
<i>Vermont</i>	VT/MA/CT	87,282	18,585	+369.6
<i>New Haven-Springfield</i>	MA/CT	324,342	192,584	+68.4
<i>Keystone</i>	PA	806,430	394,279	+104.5
<i>Pennsylvanian</i>	PA	176,130	128,451	+37.1
<b>Southern Routes</b>				
<i>Washington-Lynchburg/Roanoke</i>	VA	230,066	113,644	+102.4
<i>Washington-Newport News</i>	VA	249,249	195,099	+27.8
<i>Washington-Norfolk</i>	VA	311,242	142,014	+119.2
<i>Washington-Richmond</i>	VA	93,298	463	+20050.8
<i>Carolinian</i>	NC	270,050	194,675	+38.7
<i>Piedmont</i>	NC	212,554	97,189	+118.7
<i>Heartland Flyer</i>	OK/TX	63,052	42,299	+49.1
<b>Midwest + Cascades</b>				
<i>Wolverine</i>	MI	367,254	153,923	+138.6
<i>Blue Water</i>	MI	145,072	98,668	+47.0
<i>Pere Marquette</i>	MI	86,148	52,367	+64.5
<i>Hiawatha</i>	WI/IL	501,925	241,639	+107.7
<i>Lincoln Service</i>	IL	476,180	261,160	+82.3
<i>Illini/Saluki</i>	IL	224,271	150,148	+49.4
<i>Illinois Zephyr/Carl Sandburg</i>	IL	134,235	78,179	+71.7
<i>Missouri River Runner</i>	MO	120,187	77,179	+55.7
<i>Cascades</i>	WA/OR	390,248	181,495	+115.0
<b>California</b>				
<i>Pacific Surfliner</i>	CA	1,634,087	840,962	+94.3
<i>Capitol Corridor</i>	CA	674,039	354,373	+90.2
<i>San Joaquins</i>	CA	710,051	434,099	+63.6
<b>Buses &amp; Special Trains</b>				
<i>Unallocated Buses*</i>		-	-	-
<i>Non-NEC Special Trains</i>		0	77	-100.0
<b>Subtotal</b>		<b>10,201,399</b>	<b>5,519,931</b>	<b>+84.8</b>

<b>Long Distance</b>				
<b>Southeast Routes</b>				
<i>Silver Star</i>		434,779	187,152	+132.3
<i>Silver Meteor</i>		79,196	187,013	-57.7
<i>Palmetto</i>		277,054	147,745	+87.5
<i>Auto Train</i>		279,019	199,414	+39.9
<i>City of New Orleans</i>		155,618	100,816	+54.4
<i>Crescent</i>		202,686	114,280	+77.4
<b>Central Routes</b>				
<i>Cardinal</i>		80,322	69,098	+16.2
<i>Capitol Limited</i>		167,713	96,885	+73.1
<i>Lake Shore Limited</i>		319,254	195,850	+63.0
<i>Empire Builder</i>		303,568	220,681	+37.6
<i>California Zephyr</i>		290,423	184,667	+57.3
<b>Southwest Routes</b>				
<i>Southwest Chief</i>		223,654	135,901	+64.6
<i>Coast Starlight</i>		352,725	189,593	+86.0
<i>Texas Eagle</i>		253,491	151,393	+67.4
<i>Sunset Limited</i>		73,904	57,562	+28.4
<b>Subtotal</b>		<b>3,493,406</b>	<b>2,238,050</b>	<b>+56.1</b>
<b>Amtrak Total</b>		<b>22,930,499</b>	<b>12,166,806</b>	<b>+88.5</b>

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.