

# Amtrak® FY15 Ridership & Revenue

- Amtrak ridership and revenue remained steady in Fiscal Year 2015, reflecting continued strong demand for passenger rail
- At 30.8 million, ridership was roughly even (0.1 percent below) with the level attained in FY14
- Amtrak has carried more than 30 million passengers for five straight years.
- For Fiscal Year 2015, ticket revenues reached \$2.185 billion, 0.1 percent below the prior year.
- With ridership of 11.7 million, the Northeast Corridor (NEC) had its highest ridership year ever in FY 2015, up 0.5 percent from the prior year, led by *Northeast Regional* service that saw a 1.5 percent increase.
- *Northeast Regional*, *Southwest Chief* and *Empire Service* all set new ridership records in FY15.
- The slower growth in ridership is due, in part, to significant weather events and lower gas prices.



Revised: 11/5/15

<b>Amtrak Fiscal Year 2015 Ridership and Revenue (10/01/14-9/30/15)</b>						
	<b>Ridership</b>			<b>Ticket Revenue</b>		
	FY15	FY14	% change vs. FY14	FY15	FY14	% change vs. FY14
<b>Northeast Corridor (Boston-Washington)</b>						
<i>Acela Express</i>	3,473,644	3,545,306	-2.0	\$584,926,276	\$585,770,219	-0.1
<i>Northeast Regional</i>	8,215,523	8,083,237	+1.6	\$611,727,933	\$603,529,930	+1.4
<i>Special Trains</i>	17,912	17,539	+2.1	\$2,035,286	\$2,124,746	-4.2
<b>Subtotal</b>	<b>11,707,079</b>	<b>11,646,082</b>	<b>+0.5</b>	<b>\$1,198,689,495</b>	<b>\$1,191,424,895</b>	<b>+0.6</b>
<b>State Supported</b>						
<i>Ethan Allen</i>	52,553	52,755	-0.4	\$2,956,374	\$2,898,957	+2.0
<i>Vermont</i>	92,699	89,640	+3.4	\$5,823,031	\$5,531,708	+5.3
<i>Albany-Niagara Falls-Toronto service</i>	403,985	410,344	-1.5	\$24,307,719	\$24,712,104	-1.6
<i>Downeaster service</i>	420,752	514,708	-18.3	\$7,254,193	\$8,638,103	-16.0
<i>Shuttles (New Haven-Springfield)</i>	351,307	370,896	-5.3	\$11,596,593	\$12,238,623	-5.2
<i>Keystone Service</i>	1,359,615	1,326,450	+2.5	\$38,253,088	\$37,804,213	+1.2
<i>Empire Service (New York City-Albany)</i>	1,152,536	1,119,959	+2.9	\$48,671,743	\$47,472,663	+2.5
<i>Lincoln Service (Chicago-St. Louis)</i>	576,705	633,531	-9.0	\$14,456,613	\$16,792,321	-13.9
<i>Hiawatha Service</i>	799,271	799,638	-0.0	\$16,997,417	\$16,794,044	+1.2
<i>Wolverine service</i>	465,627	477,157	-2.4	\$18,960,778	\$18,900,614	+0.3
<i>Illini &amp; Saluki (Chicago-Carbondale)</i>	292,187	315,963	-7.5	\$8,387,264	\$9,272,724	-9.5
<i>Illinois Zephyr &amp; Carl Sandburg (Chicago-Quincy)</i>	208,961	214,951	-2.8	\$5,287,029	\$5,521,055	-4.2
<i>Heartland Flyer</i>	69,006	77,861	-11.4	\$1,796,811	\$1,965,642	-8.6
<i>Pacific Surfliner service</i>	2,827,134	2,681,173	+5.4	\$70,488,654	\$65,514,742	+7.6
<i>Amtrak Cascades service</i>	751,148	782,519	-4.0	\$28,510,954	\$28,440,469	+0.2
<i>Capitol Corridor service</i>	1,474,873	1,419,134	+3.9	\$28,071,935	\$27,105,046	+3.6
<i>San Joaquin service</i>	1,177,073	1,188,228	-0.9	\$37,377,878	\$38,087,608	-1.9
<i>Adirondack</i>	132,345	133,764	-1.1	\$7,453,664	\$7,538,465	-1.1
<i>Blue Water</i>	180,617	191,231	-5.6	\$6,308,554	\$6,487,869	-2.8
<i>Washington-Lynchburg service</i>	189,598	189,723	-0.1	\$12,561,970	\$12,604,973	-0.3
<i>Washington-Newport News service</i>	348,581	344,335	+1.2	\$22,447,498	\$22,057,190	+1.8
<i>Washington-Norfolk</i>	153,857	152,135	+1.1	\$8,434,574	7,748,910	+8.8
<i>Washington-Richmond</i>	186,268	190,833	-2.4	\$9,836,686	9,594,953	+2.5
<i>Hoosier State</i>	29,703	33,930	-12.5	\$711,481	\$802,581	-11.4
<i>Missouri River Runner (Kansas City-St. Louis)</i>	178,915	189,402	-5.5	\$5,108,200	\$5,341,229	-4.4
<i>Pennsylvanian</i>	231,720	230,767	+0.4	\$11,530,141	\$11,447,786	+0.7
<i>Pere Marquette</i>	95,807	100,961	-5.1	\$3,040,677	\$3,101,530	-2.0
<i>Carolinian</i>	298,973	302,601	-1.2	\$19,217,309	\$19,136,311	+0.4
<i>Piedmont service</i>	161,487	170,413	-5.2	\$3,304,601	\$3,402,929	-2.9
<i>Buses</i>	-	-	-	\$8,012,745	\$7,686,264	+4.2
<i>Special Trains</i>	23,205	26,991	-14.0	\$2,258,212	\$1,930,798	+17.0
<b>Subtotal</b>	<b>14,686,508</b>	<b>14,731,993</b>	<b>-0.3</b>	<b>\$489,424,386</b>	<b>\$486,572,424</b>	<b>+0.6</b>
<b>National (Long Distance) Network</b>						
<i>Silver Star</i>	383,347	405,695	-5.5	\$33,108,142	\$34,557,675	-4.2
<i>Cardinal</i>	103,633	109,154	-5.1	\$7,645,472	\$7,763,143	-1.5
<i>Silver Meteor</i>	346,097	348,581	-0.7	\$38,455,934	\$38,499,563	-0.1
<i>Empire Builder</i>	438,376	450,932	-2.8	\$50,541,140	\$54,545,844	-7.3
<i>Capitol Limited</i>	226,240	235,926	-4.1	\$19,103,951	\$20,591,711	-7.2
<i>California Zephyr</i>	375,342	366,564	+2.4	\$48,780,177	\$49,206,656	-0.9
<i>Southwest Chief</i>	367,267	352,162	+4.3	\$44,904,314	\$44,631,296	+0.6
<i>City of New Orleans</i>	255,458	251,106	+1.7	\$19,427,528	\$20,186,510	-3.8
<i>Texas Eagle</i>	317,282	313,338	+1.3	\$24,403,496	\$24,833,403	-1.7
<i>Sunset Limited</i>	100,713	105,041	-4.1	\$11,639,368	\$12,597,724	-7.6
<i>Coast Starlight</i>	455,845	459,450	-0.8	\$41,113,114	\$42,150,907	-2.5
<i>Lake Shore Limited</i>	356,898	373,331	-4.4	\$28,498,399	\$31,841,366	-10.5
<i>Palmetto</i>	208,645	203,168	+2.7	\$16,860,699	\$17,083,752	-1.3
<i>Crescent</i>	281,777	294,306	-4.3	\$31,333,652	\$33,336,475	-6.0
<i>Auto Train</i>	271,622	274,445	-1.0	\$81,607,535	\$78,831,501	+3.5
<b>Subtotal</b>	<b>4,488,542</b>	<b>4,543,199</b>	<b>-1.2</b>	<b>\$497,422,921</b>	<b>\$510,657,526</b>	<b>-2.6</b>
<b>Amtrak Total</b>	<b>30,882,129</b>	<b>30,921,274</b>	<b>-0.1</b>	<b>\$2,185,536,803</b>	<b>\$2,188,654,846</b>	<b>-0.1</b>

Note: Ridership to some locations south and west of Chicago is shared by state-supported and national network trains, as shown above. Combined ridership for all Amtrak trains on these corridors is as follows for FY15: Chicago-St. Louis, 682,296 (down 5%); Chicago-Carbondale, 358,578 (down 4%) and Chicago-Quincy, 244,444 (down 2%).

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