



Amtrak Fact Sheet, Fiscal Year 2017

State of Florida

Florida and the *Auto Train*

- In Fiscal 2017, the *Auto Train* carried nearly 229,000 passengers, removing over 123,000 vehicles from highways connecting Florida with the Northeast
- Accessibility improvements at the Sanford station were completed in 2015.

Amtrak Service & Ridership

Amtrak operates four National Network trains through Florida:

- The *Auto Train* (daily Lorton, Va.-Sanford, Fla.)
- The *Silver Meteor* (New York-Orlando-Miami)
- The *Silver Star* (daily New York-Orlando-Tampa-Miami)
- The *Sunset Limited* (tri-weekly Los Angeles-Orlando via New Orleans, Pensacola and Jacksonville)*

*Sunset Limited *service suspended east of New Orleans.*

During FY17 Amtrak served the following Florida locations*:

<u>City</u>	<u>Boardings + Alightings</u>
Deerfield Beach	23,836
DeLand	20,827
Delray Beach	13,782
Fort Lauderdale	41,377
Hollywood	24,621
Jacksonville	70,539
Kissimmee	35,737
Lakeland	19,479
Miami	66,110
Okeechobee	3,935
Orlando	133,248

Palatka	12,579
Sanford (Auto Train Station)	228,943
Sebring	15,214
Tampa	110,577
West Palm Beach	54,828
Winter Haven	20,598
Winter Park	27,253
Total Florida Station Usage:	923,483

**Rail service to Chipley, Crestview, Lake City, Madison, Pensacola, Tallahassee suspended 8/27/05.*

Procurement

Amtrak spent \$29,618,970 on goods and services in Florida in FY17. Most of this amount was in the following locations:

<u>City</u>	<u>Amount</u>
Atlantic Beach	\$ 9,948,233
Chipley	\$ 1,656,123
Doral	\$ 2,299,891
Jacksonville	\$ 5,171,840
Orlando	\$ 1,459,227

Employment

At the end of FY17, Amtrak employed 688 Florida residents. Total wages of Amtrak employees living in Florida were \$49,344,710 during FY17.

Major Facilities

Amtrak operates the Hialeah maintenance facility in Miami, which services and performs light overhauls for Viewliner, Amfleet, and Heritage cars for single-level, National Network trains. The new Hialeah facility opened on April 20, 2012. Also, the Sanford maintenance facility services the Superliner-equipped *Auto Train*.

Amtrak has train and engine crew bases in Miami, Sanford and Jacksonville, an on-board service crew base in Hialeah, and contractor-operated commissaries in Hialeah and Sanford.

Auto Train

Amtrak's *Auto Train* service operates daily between Lorton, Virginia (outside of Washington, D.C.) and the *Auto Train* terminal off I-4 in Sanford, Florida. This unique service carries passengers and their vehicles on a 16½ hour overnight trip from Northern Virginia to Florida. Passengers ride in Superliner coaches and sleepers, while their vehicles are transported in auto carrier cars at the rear of the train and are

delivered to them upon arrival at the Sanford terminal. During FY 2017, Amtrak's *Auto Train* carried 228,943 passengers and 123,772 vehicles.

Station Improvements

- **Miami:** Amtrak is currently negotiating lease arrangements with the Florida Department of Transportation (FDOT) for use of space in the Miami Intermodal Center. FDOT subsequently will transfer ownership of the facility to the Dade County Transit Division. The MIC is designed to bring Amtrak, Tri-Rail, Metro Rail, car rentals, and other transportation services together in one location, connected to Miami International Airport by people mover.
- **Orlando:** A new, 1,200-foot, island platform was constructed in conjunction with the new SunRail commuter operation. The platforms now serve three tracks, as opposed to the previous configuration serving two. Also, renovation of the station was completed and a dedication took place on June 29, 2015.

SunRail

Amtrak and Florida DOT entered into an agreement for periodic and heavy maintenance and for heavy repair of SunRail equipment at the Sanford maintenance facility. This allows Amtrak to fill some excess capacity at the facility, which also services Auto Train equipment. SunRail began commuter service through Orlando on May 1, 2014.

Service Restoration Update

In 2015, Amtrak conducted a ridership and revenue study for the Southern Rail Commission that outlined potential options for restoring service between New Orleans the Gulf Coast and Florida. Subsequently, the FAST Act of 2015 required Amtrak and the FRA to perform an analysis that was developed from the option the Southern Rail Commission chose to pursue from the previous study. That option was a daily, long-distance service between New Orleans and Orlando (with through service from Chicago) and a daily corridor service between New Orleans and Mobile.

In February 2016, Amtrak, in partnership with the Southern Rail Commission, operated a two-day inspection train from New Orleans to Jacksonville. The train made stops at all of the previously served stops with significant fanfare and political support at each location.

The Gulf Coast Working Group, led by FRA, concluded their work in May 2017 and submitted their findings to Congress, which included \$118 million in capital improvements. Amtrak supports the findings of this report. Negotiations remain underway between all of the parties necessary to restore service between New Orleans and Florida.