



# Amtrak Fact Sheet Fiscal Year 2019 *State of Florida*

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## Amtrak Service & Ridership

Amtrak operates three National Network trains through Florida:

- The **Auto Train** (daily Lorton-Sanford)
- The **Silver Meteor** (daily New York-Washington-Richmond-Charleston-Savannah-Jacksonville-Orlando-Miami)
- The **Silver Star** (daily New York-Washington-Raleigh-Columbia- Savannah-Jacksonville-Orlando-Tampa-Miami)

During FY19 Amtrak served the following Florida locations\*:

<u>City</u>	<u>Boardings &amp; Alightings</u>
<a href="#">Deerfield Beach</a>	21,066
<a href="#">DeLand</a>	20,453
<a href="#">Delray Beach</a>	14,752
<a href="#">Fort Lauderdale</a>	41,218
<a href="#">Hollywood</a>	21,652
<a href="#">Jacksonville</a>	63,969
<a href="#">Kissimmee</a>	35,726
<a href="#">Lakeland</a>	19,186
<a href="#">Miami</a>	62,497
<a href="#">Okeechobee</a>	4,109
<a href="#">Orlando</a>	127,186
<a href="#">Palatka</a>	12,313
<a href="#">Sanford (Auto Train Station)</a>	236,035
<a href="#">Sebring</a>	14,083
<a href="#">Tampa</a>	110,309
<a href="#">West Palm Beach</a>	53,716
<a href="#">Winter Haven</a>	19,757
<a href="#">Winter Park</a>	27,047
<b>Total Florida Station Usage:</b>	<b>905,074</b>

\*Rail service to Chipley, Crestview, Lake City, Madison, Pensacola, and Tallahassee via the **Sunset Limited** suspended 8/27/05.

## Host Railroads & On Time Performance

Amtrak relies heavily on the cooperation of other railroads in order to operate routes using tracks that are not owned or controlled by Amtrak. Host railroads are statutorily required to provide Amtrak trains "preference" over freight transportation. However, on time performance on most host railroads is poor and continues to decline largely due to hosts ignoring their statutory responsibilities.

Listed below are the Amtrak services that operate in Florida with each service's host railroads and on-time performance (OTP) in FY19:

<b>Service</b>	<b>Host Railroads</b>	<b>FY19 OTP</b>
<b><i>Auto Train</i></b>	CSX and Central Florida Rail Corridor	<b>75.0%</b>
<b><i>Silver Meteor</i></b>	CSX, Florida Department of Transportation, and Central Florida Rail Corridor	<b>49.4%</b>
<b><i>Silver Star</i></b>	CSX, Norfolk Southern, Florida Department of Transportation, and Central Florida Rail Corridor	<b>35.8%</b>

"On-time performance" represents the percentage of stations at which the train arrives within 15 minutes of the scheduled arrival time.

## Amtrak Guest Rewards

At the end of FY19, there were **324,736** members of the Amtrak Guest Rewards program in Florida. This is a 11% increase from FY18.

## Procurement

Amtrak spent \$44,791,900 on goods and services in Florida in FY19, including at:

<b><u>City</u></b>	<b><u>Amount</u></b>
Atlantic Beach	\$ 13,245,599
Doral	\$ 3,033,287
Fleming Island	\$ 2,079,946
Jacksonville	\$ 6,298,552
Palatka	\$ 2,009,469
St. Augustine	\$ 2,767,234
Tallahassee	\$ 2,407,820

## Employment

At the end of FY19, Amtrak employed 634 Florida residents. Total wages during FY19 of Amtrak employees living in Florida were \$52,765,573.

## Major Facilities

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

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

## Stations

**Miami:** Amtrak is initiating the design for ADA improvements that will include parking improvements, path of travel, station waiting room interior and a new platform. Construction is expected to begin in the Fall of 2021.

**Sebring:** Amtrak is currently making ADA improvements to the station that include a new platform, path of travel lighting and restoration of the platform canopy. Construction is expected to be complete by early Summer 2020.

**Tampa:** Amtrak is constructing a new ADA compliant level boarding platform and canopy that will be completed by early Summer 2020.

## 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. In FY19 Auto Train carried 128,624 vehicles.

## 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 the 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. While negotiations remain underway between the parties necessary to restore service between New Orleans and Florida, there is a strong desire to establish multiple frequency corridor service between New Orleans and Mobile utilizing the CRISI Grant Program with matching support from the states. This alternative is being advanced in Louisiana, Mississippi and Alabama.

# AMTRAK ROUTES IN FLORIDA

