



Amtrak in Florida Fiscal Year 2025



Amtrak is America's Railroad,[®] created by Congress to "provide efficient and effective intercity passenger rail mobility consisting of high quality service that is trip-time competitive with other intercity travel options." In FY 2025, the company's 21,000+ employees operated an average of almost 300 intercity trains per day along 47 permanent routes, serving a record 34.5 million passengers. Amtrak's network includes 526 regularly-scheduled stops across 46 states, 3 Canadian provinces, and Washington, DC. Partner-operated Amtrak Connections offer connecting service to additional communities, typically via bus.

Service & Ridership

In FY 2025, Amtrak operated **6 intercity trains per day** on 3 permanent routes serving Florida, with **1,061,617 total passengers** boarding or alighting in the state.¹ Service was provided via the following routes:²

▪ Long-Distance Trains³

- **Auto Train** — Sanford (Orlando area) - Lorton (Washington, DC area) (1 round trip daily)
- **Silver Meteor** — Miami - Orlando - Jacksonville - Savannah - Charleston - Fayetteville - Richmond - Washington, DC - Baltimore - Philadelphia - New York (1 round trip daily)
- **Floridian** — Chicago - South Bend - Toledo - Cleveland - Pittsburgh - Washington, DC - Richmond - Raleigh - Columbia - Savannah - Orlando - Tampa - Miami (1 round trip daily)⁴

Uniquely, the *Auto Train* transports both people and vehicles—enabling passengers to bring their cars to or from Florida without having to drive. (Motorcycles, small boats, jet skis, and other recreational vehicles can also be accommodated.) Passengers travel overnight and have the option of booking either first class sleeping compartments or coach class seats. In FY 25, this route carried 267,000 passengers as well as over 150,000 vehicles.

Amtrak Connections

Some Amtrak routes offer partner-operated **Amtrak Connections** and/or other interline connections to additional communities (including in Florida), via either bus or other modes of transportation. Many such services are sponsored by one or more of Amtrak's State-Supported partners, or by other public entities; these connections can be vitally important in certain markets. Tickets are purchasable through

¹ Total equals sum of all boardings and alightings at in-state stations.

² Not all stops shown. Note that certain frequencies may not serve every station listed.

³ *Sunset Limited* service is currently suspended east of New Orleans.

⁴ Effective Nov. 10, 2024, the *Silver Star* (New York - Miami) and *Capital Limited* (Chicago - Washington, DC) are being temporarily combined into a new route, the *Floridian* (Chicago - DC - Miami), to accommodate regional capacity constraints created by a capital project in New York. The *Floridian* offers a single-seat connection between the Midwest and Florida, but does not serve *Silver Star* station stops north of Washington.

Amtrak; detailed, up-to-date information on available connections can be accessed via the booking tool on Amtrak.com.

Stations

During FY 2025, Amtrak intercity trains made scheduled stops at 18 locations in Florida:

Station (Code)	2025 Ridership (Ons + Offs)	Amtrak ADA Responsibility	Amtrak ADA Compliance	Amtrak ADA Investment ⁵
Deerfield Beach (DFB)	20,916	None	N/A	—
DeLand (DLD)	19,366	Partial	FY 26	\$675,560
Delray Beach (DLB)	13,831	None	N/A	—
Fort Lauderdale (FTL)	45,989	None	N/A	—
Hollywood (HOL)	24,707	None	N/A	—
Jacksonville (JAX)	94,915	Sole	FY 28	\$11,994,393
Kissimmee (KIS)	35,007	None	N/A	—
Lakeland (LAK/LKL) ⁶	22,039	None	N/A	—
Miami (MIA)	89,463	Sole	FY 29	\$2,962,778
Okeechobee (OKE)	4,672	Sole	Complete	\$31,568
Orlando (ORL)	145,057	None	N/A	—
Palatka (PAK)	17,241	None	N/A	—
Sanford (<i>Auto Train</i>) (SFA)	265,950	Sole	Complete	\$5,266,944
Sebring (SBG)	17,805	Sole	Complete	\$6,584,142
Tampa (TPA)	145,295	Partial	Complete	\$11,674,401
West Palm Beach (WPB)	43,603	None	N/A	—
Winter Haven (WTH)	30,309	Sole	FY 28	\$3,619,606
Winter Park (WPK)	25,452	None	N/A	—
Total:	1,061,617	8/18	In Progress	\$42,809,392

Amtrak is working to ensure that its stations are fully accessible to individuals with disabilities. Most Amtrak-served stations are decades old; many were served by other railroads before the company ever existed. The Americans with Disabilities Act (ADA), enacted in 1990, requires that U.S. stations be made accessible; in response, Amtrak developed an ADA Stations Program (ADASP) to bring station components for which the company is responsible into full ADA compliance. ADASP aims to ensure Amtrak provides the best possible service in the shortest possible timeframe; the program will ultimately invest a total of \$1.8 billion in 382 communities nationwide, including a **\$42.8 million investment in Florida**. All Amtrak-responsible work is targeted for completion by the end of CY 2029.

⁵ "Amtrak ADA Investment" describes Amtrak's projected total investment in compliance work over the lifetime of ADASP.

⁶ The Lakeland Station has two station codes, reflecting the fact that *Silver Star* trains pass through that station twice per trip—once on the way into, and once on the way out of Tampa.

Detailed profiles of every permanent Amtrak station stop, including current information on accessibility, can be found on the Great American Stations website: <https://www.greatamericanstations.com>.

Additional Footprint

Amtrak employees perform significant train equipment maintenance work in the Miami (Hialeah) and Orlando (Sanford) areas. More specifically, the **Hialeah Maintenance Facility** and **Sanford Auto Train Facility** carry out certain overhaul work, lifecycle preventive maintenance (LCPM), and other, lighter maintenance work on a combination of locomotives, passenger cars, and *Auto Train* auto racks. Both locations also host **maintenance-of-way facilities**.

Additionally, Amtrak maintains **crew bases** in Jacksonville, Miami, Orlando, and Sanford. The company also maintains **commissaries** in Miami and Sanford.

Host Railroads & On Time Performance

Outside the Boston-to-Washington, DC, Northeast Corridor (NEC), most Amtrak trains must travel over other “host” railroads’ tracks—and hosts generally control dispatching decisions on the tracks that they own. By law, Amtrak trains are required to receive preference over freight trains (i.e., priority in dispatching), but many host-dispatched trains arrive late at their destinations, and many routes do not meet on-time performance (OTP) standards established by the Federal Railroad Administration (FRA)—affecting millions of passengers per year.

Listed below are the Amtrak routes that operate in Florida, along with each route’s major in-state host railroad(s) and full-route customer on-time performance (C-OTP)⁷ in FY 2025:

Route	In-State Host(s)	C-OTP
<i>Auto Train</i>	Central Florida Rail Corridor, CSX	42.9%
<i>Floridian</i> ⁸	Central Florida Rail Corridor, CSX, FDOT	27.4%
<i>Silver Meteor</i>	Central Florida Rail Corridor, CSX, FDOT	49.4%

Amtrak Guest Rewards

At the end of FY 2025, there were approximately 22.4 million members of Amtrak Guest Rewards (AGR), with 667,523 members listing an address in Florida. For more information about AGR, please see: <https://www.amtrak.com/guestrewards/home>.

⁷ C-OTP measures the proportion of customers traveling on a given route who arrive at their destinations on time. Suppose that passengers board a train scheduled to make two stops, and suppose that train is on time at the first stop, but arrives late at the second. If all passengers alight at the first stop, C-OTP for that train is 100%; if all passengers alight at the second stop, C-OTP is 0%.

⁸ Amtrak is temporarily combining the Capitol Limited and Silver Star trains to create the Floridian service. The C-OTP listed for the Floridian is from November 10, 2024 – September 30, 2025.

Procurement

Amtrak's procurements are subject to "Buy America"-style domestic preference requirements, which the company is proud to meet or exceed. Nationally, Amtrak paid nearly \$5.7 billion for goods and services in FY 2025; 99% of that amount was spent domestically, and **\$88.9 million** went to vendors in Florida:

Community	Amount Spent
Boca Raton	\$24,284,727
Lake Mary	\$14,599,235
Jacksonville	\$11,430,537
St Petersburg	\$10,985,433
Orlando	\$4,156,732
Tallahassee	\$3,530,860
Doral	\$2,931,791
Miami	\$2,732,599
Tampa	\$2,542,430
Parkland	\$2,294,008
Fleming Island	\$1,286,949
Cape Canaveral	\$1,200,705
Pompano Beach	\$1,155,792
Punta Gorda	\$880,206
Sebring	\$765,640
Kissimmee	\$535,653
Clearwater	\$467,958
West Palm Beach	\$375,534
Sanford	\$212,175
All Others <\$200k	\$2,544,832
Total Payments	\$88,913,797

The single largest in-state payment category was **information technology services**.

Employment & Compensation

At the end of FY 2025, **731 Amtrak employees** lived in Florida, and the company had paid out a total of **\$68,455,022 in base wages and salary** in-state. Nationwide, Amtrak employed more than 21,000 active workers; total base wages and salaries for the year were approximately \$2.2 billion.

Contract Commuter Services

While Amtrak's core mission focuses on "intercity passenger rail mobility," the company also provides commercial services to several commuter rail authorities (which provide local or regional service) under market-based contracts. In Florida, Amtrak maintains **SunRail** equipment for the Orlando-based **Central Florida Commuter Rail Commission (CFCRC)**.

Current Amtrak

