



Amtrak Fact Sheet, Fiscal Year 2009

State of Florida

Amtrak Service & Ridership

Amtrak operates four long-distance 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 FY09 Amtrak served the following Florida locations*:

<u>City</u>	<u>Boardings + Alightings</u>
Deerfield Beach	27,506
Deland	25,965
Delray Beach	10,232
Fort Lauderdale	49,609
Hollywood	34,532
Jacksonville	65,051
Kissimmee	41,054
Lakeland	22,212
Miami	81,582
Okeechobee	3,521
Orlando	145,775
Palatka	12,522
Sanford (Auto-Train Station)	232,955
Sebring	16,982
Tampa	110,857
West Palm Beach	54,119
Winter Haven	22,881
Winter Park	30,948
Total Florida Station Usage:	988,303

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

Procurement/Contracts

Amtrak expended \$22,876,722 for goods and services in Florida in FY09. Much of this money was spent in the following locations:

<u>City</u>	<u>Amount</u>
Boca Raton	\$ 1,421,856
Fort Lauderdale	\$ 1,976,401
Jacksonville	\$ 5,478,669
Lake Mary	\$ 4,588,346
St. Petersburg	\$ 3,113,500
Tampa	\$ 2,037,701

Employment

At the end of FY09, Amtrak employed 750 Florida residents. Total wages of Amtrak employees living in Florida were \$48,841,968 during FY09.

Major Facilities

Amtrak operates the Hialeah maintenance facility in Miami, which services and performs light overhauls for Viewliner, Amfleet, and Heritage cars for *Silver Service* trains, as well as the Sanford maintenance facility which services the Superliner-equipped *Auto Train*.

Amtrak's Southern Division, which is responsible for Amtrak's operations in the Southeastern United States, is headquartered in Jacksonville. Amtrak also 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 2009, Amtrak's *Auto Train* carried 232,995 passengers and 111,373 vehicles.

Amtrak acquired new auto carrier cars in 2005 to replace the up to 50-year old auto carriers previously operated. The new auto carriers increase the maximum number of sedans that can be carried on each train from 187 to 250, and the maximum number of minivans and SUVs from 29 to 120. Amtrak's capital plan (which is subject to federal funding levels) includes additional capital investments to overhaul Superliner cars and P-42 diesel locomotives used on the *Auto Train*, and \$2.5 million to repair hurricane damage, replace hydraulic ramps, and expand the passenger waiting area at the Sanford terminal.

Station Improvements

Florida DOT has begun construction on the \$1.5-billion Miami Intermodal Center, which may open in 2011 or 2012. It 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.

Amtrak conducted a groundbreaking on May 18, 2009, for the renovation of the Sanford *Auto Train* station. The station square-footage will be quadrupled by the \$10 million project, which is using ARRA stimulus funds and which is scheduled to be complete in fall 2010.

Stimulus Funding, Fiscal 2009

The American Recovery and Reinvestment Act of 2009 (ARRA) provided Amtrak with \$1.3 billion for capital investments, including \$446 million for security and life safety improvements and \$842 million for rebuilding and modernizing infrastructure and equipment. Included in the latter category is a Mobility First program, designed as an immediate-action program to reduce as many accessibility barriers as possible prior to Amtrak's deadline of July 26, 2010, to bring stations into compliance with the Americans with Disabilities Act. Mobility First investments can include wheelchair lifts, connecting walkways, and designated parking spaces. Investments planned for Florida include:

Delray Beach	Information kiosk	\$ 11,000
Hialeah	Commissary upgrades	\$ 875,000
Hialeah	Maintenance facility new roof	\$ 500,000
Hialeah	Maintenance facility supply machines	\$ 105,000
Hialeah	New maintenance facility	\$ 25,000,000
Hialeah	Track and power upgrades	\$ 8,008,304
Jacksonville	platform tactile edge	\$ 100,000
Jacksonville, Sanford	wireless access, field operations	\$ 210,000
Okeechobee	Mobility First	\$ 14,000
Okeechobee	New station shelter	\$ 1,350,000
Orlando	Information kiosk, other signage	\$ 25,000
Sanford	Auto Train station renovation	\$ 10,000,000
Sanford	Crew base improvements	\$ 1,000,000
Sanford	Exterior lighting upgrade	\$ 500,000
Sanford	Maintenance facility power upgrade	\$ 500,000
Sanford	Maintenance facility supply machines	\$ 46,000
Sanford	Mobility First	\$ 11,000
Sanford	platform tactile edge	\$ 150,000
Tampa	Mobility First	\$ 2,000
Tampa	Platform, canopy upgrades	\$ 1,600,000
Waldo	Information kiosk	\$ 11,000
Wildwood	Information kiosk	\$ 11,000
Winter Haven	Mobility First	\$ 2,000
Winter Haven	platform tactile edge	\$ 100,000
Total Florida ARRA funds:		\$ 50,131,304