



Hillsborough County Transportation Planning Organization Board Meeting

March 20, 2024

T. L. Stennis III

Director, Government Affairs – South

Joseph E. Barr

Director, Network Development – East



Amtrak: Brief History and Overview

- By law, freight railroads were once obliged to offer passenger service. In the 1950s and '60s, shifting transportation patterns, encouraged by government subsidization of air and highway travel, made passenger rail service unprofitable—driving many railroads to the brink of bankruptcy.
- Congress created Amtrak to relieve railroads of their obligation to serve passengers; in exchange, those railroads granted Amtrak certain rights, including the right to use their tracks and facilities. The company began national operations on May 1, 1971.
- While congressionally chartered, Amtrak is operated and managed as a private, for-profit corporation. By law, its mission is to “provide efficient and effective intercity passenger rail mobility consisting of high-quality service that is trip-time competitive with other intercity travel options.”



Quick Facts

- 280+ trains per day
- 40+ routes covering 21,400+ route-miles
- 524 stations in 46 states, DC, & Canada
- 32 million+ riders
- 21,600+ employees
- 46% more energy-efficient than cars
- Top speeds soon to reach 160 mph

Amtrak's System Map



N.B. — If a State-Supported route and Long-Distance route serve the same segment, that segment is shown as State-Supported (blue). If the NEC and either a State-Supported or a Long-Distance route serve the same segment, that segment is shown as NEC (red). Termini of Long-Distance routes are given on a later slide. Seasonal routes not shown.

Hosts, Preference, & Access

“Host” railroads, mostly freight railroads, own 97% of the route-miles where Amtrak trains travel.



Congress created Amtrak to relieve those freight railroads of their obligation to provide passenger service.



In exchange, federal law requires that hosts grant:

Preference

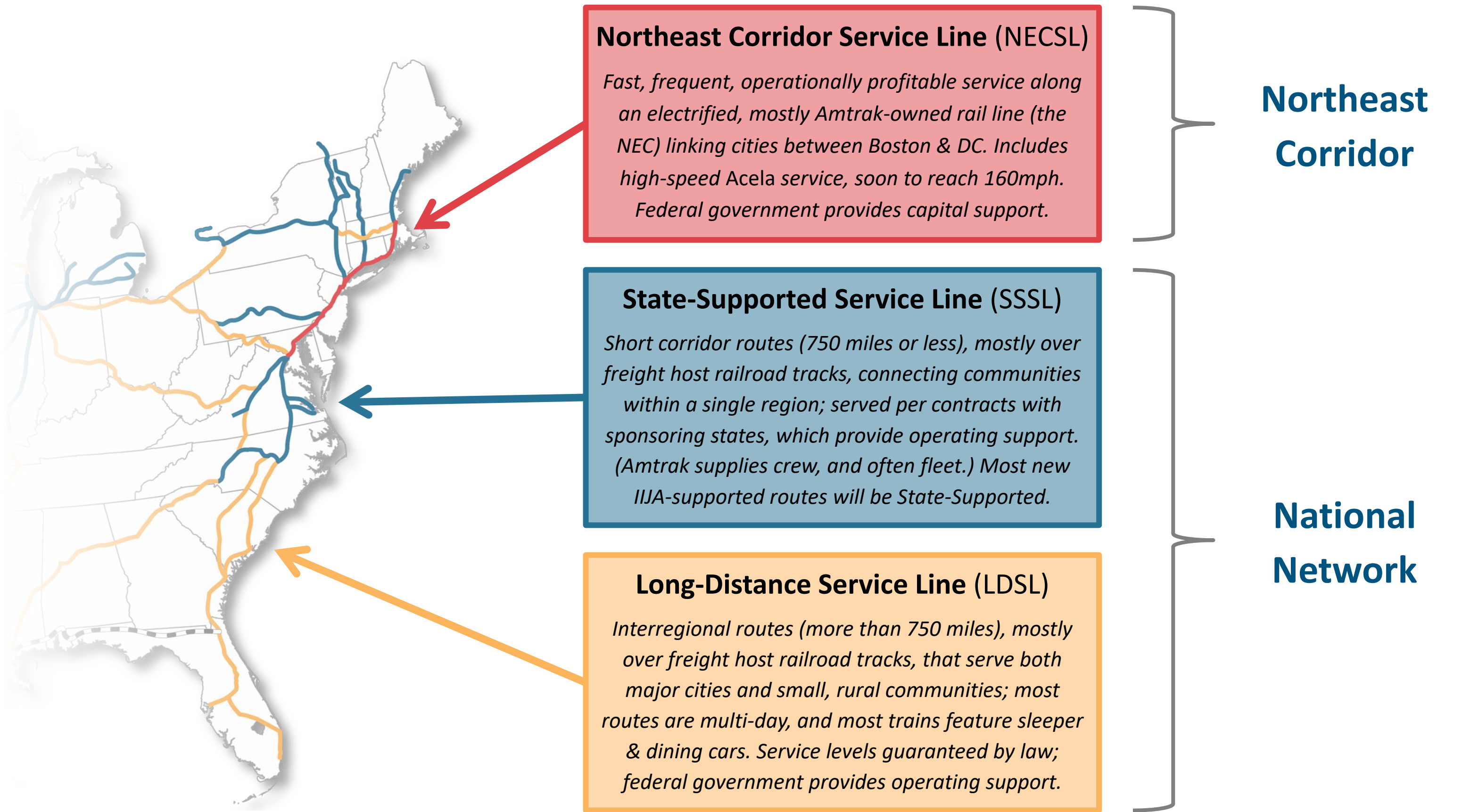
Amtrak trains must receive dispatching preference over freight trains (“right to go first”).

Access

Existing and additional Amtrak trains must be able to use freight host railroad tracks.

- At times, some freight hosts violate preference and access requirements, creating major delays for countless passengers (and impeding service expansion).
- Congress could take policy action to better prevent such violations. Meanwhile, Amtrak is using existing tools where we can. Notably, in response to an Amtrak complaint and petition, the Surface Transportation Board opened an investigation into poor on-time performance by the Long-Distance *Sunset Ltd.* in 2023.

Service Lines: Three Lines; Two Accounts



Service Lines: State-Supported (SSSL)



- **Sec. 209** — Federal law requires the use of a standardized methodology to fairly allocate SSSL route costs between Amtrak and the sponsoring state(s). The State-Amtrak Intercity Passenger Rail Committee (SAIPRC) maintains this methodology. An IJA-required update is being implemented in FY 24.
- **Growth** — Ridership on corridor routes has risen by two-thirds in recent years. SSSL ridership accounts for almost 50% of Amtrak’s national total.
 - Recent Expansions — New or expanded service has recently begun in VT (*Ethan Allen* extension) and NY/MA (*Berkshire Flyer*); frequencies have been added to existing routes in places like NC, OR, VA, & WA.
 - Upcoming Expansions — Additional new service is planned for 2024 in the Midwest (IL, WI, MN) and along the Gulf Coast (LA, MS, AL), along with likely expanded service in northern New England (ME).
 - CID — FRA’s Corridor Identification & Development (CID) Program and new IJA funding have created an opportunity to greatly increase State-Supported service, bringing even more trains to more people.

FY 23 Quick Facts: SSSL	
Ridership	12.5M
Operating Earnings	(\$237M)
Cost Recovery	78%

State-Supported Routes

Adirondack (NY), *Berkshire Flyer* (NY/MA), *Blue Water* (MI), *Capitol Corridor* (CA), *Carl Sandburg* (IL), *Carolinian* (NC), *Cascades* (OR/WA), *Downeaster* (ME), *Empire Service* (NY), *Ethan Allen Express* (NY/VT), *Hartford Line* (CT/MA), *Heartland Flyer* (OK/TX), *Hiawatha* (IL/WI), *Illini* (IL), *Illinois Zephyr* (IL), *Keystone* (PA), *Lincoln Service* (IL), *Maple Leaf* (NY), *Missouri River Runner* (MO), *Pacific Surfliner* (CA), *Pennsylvanian* (PA), *Père Marquette* (MI), *Piedmont* (NC), *Saluki* (IL), *San Joaquin* (CA), *Valley Flyer* (CT/MA), *Vermont* (CT/MA/VT), *Virginia Service* (VA), *Wolverine Service* (MI)

Service Lines: Long-Distance (LDSL)



- **The Future of Long-Distance** — The IJA generally prohibits discontinuance of LDSL routes. We are working continually to modernize our Long-Distance offerings in order to better serve our customers.
- **Shortages** — Wreck repairs and pandemic-era work deferrals have limited the availability of Long-Distance passenger cars. Building on efforts in FY 23, Amtrak aims to return 47 additional cars to service during FY 24.
- **On-Time Performance** — Long-Distance passengers are chronically late due to freight railroads' violation of Amtrak's preference rights, despite clear prohibitions.
- **Schedules** — Some major cities are currently served mainly in the dead of night (e.g., Cleveland) or less than daily (e.g., Houston). Where appropriate, Amtrak is seeking to address such issues via FRA's CID process and the FRA Long-Distance Study.
- **Important Facilities** — Amtrak operates the Hialeah maintenance facility in Miami, which services and performs light overhauls for Amfleet II and Viewliner cars for single-level National Network trains.

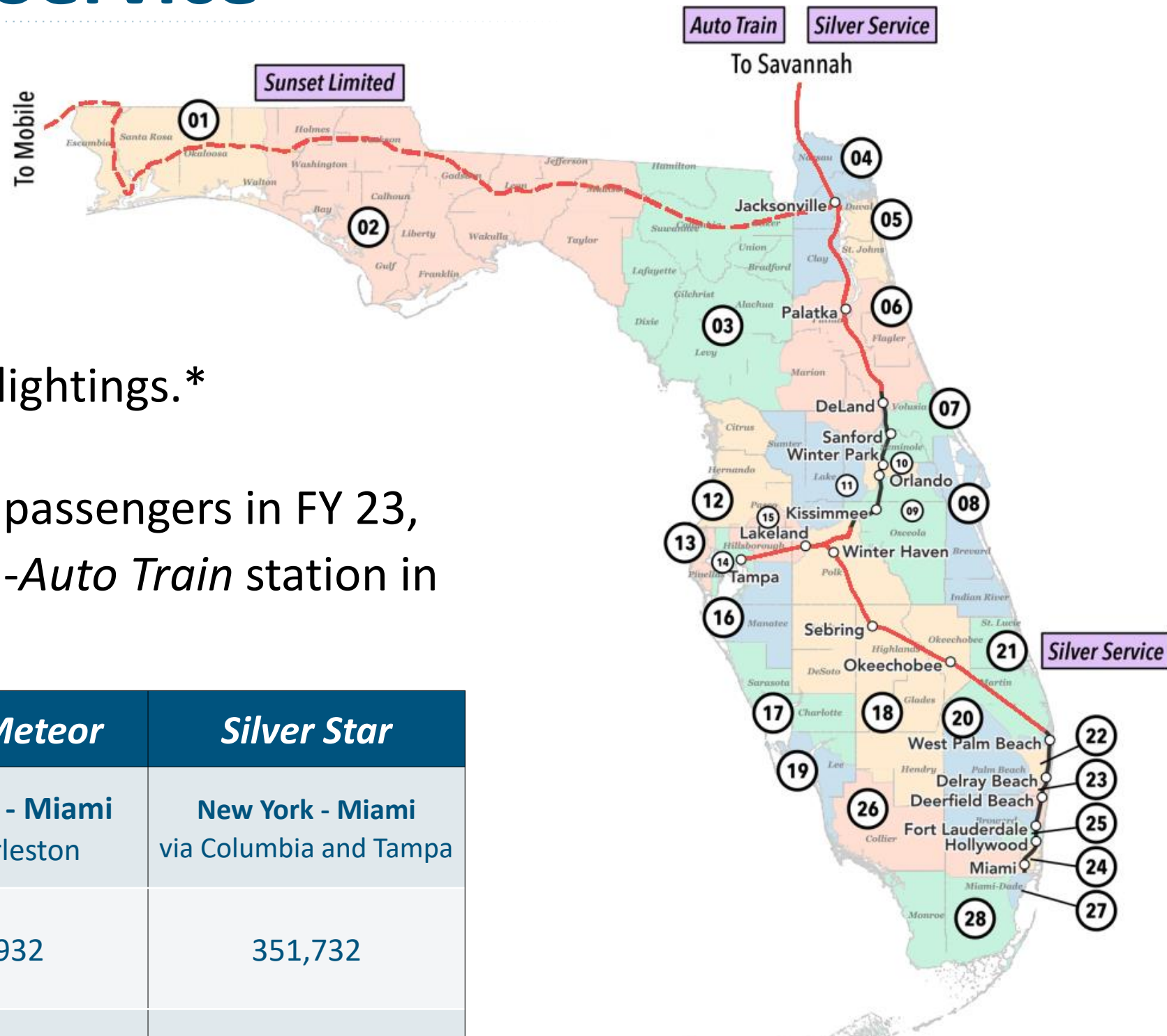
FY 23 Quick Facts: LDSL	
Ridership	3.9M
Operating Earnings	(\$596M)
Cost Recovery	50%

Long-Distance Routes

Auto Train (DC-Orlando), *California Zephyr* (Chicago-SF Bay Area), *Capitol Limited* (Chicago-Washington), *Cardinal* (New York-Chicago), *City of New Orleans* (Chicago-New Orleans), *Coast Starlight* (Los Angeles-Seattle), *Crescent* (New York-New Orleans), *Empire Builder* (Chicago-Seattle/Portland), *Lake Shore Limited* (New York/Boston-Chicago), *Palmetto* (New York-Savannah), *Silver Meteor* (New York-Miami), *Silver Star* (New York-Miami), *Southwest Chief* (Los Angeles-Chicago), *Sunset Limited* (Los Angeles-New Orleans), *Texas Eagle* (Los Angeles/San Antonio-Chicago)

Amtrak in Florida: Current Service

- Three Long-Distance routes serve eighteen stations (not counting the *Sunset Ltd.*, for which service east of NOLA is suspended).
- FY 23 passenger count: **936,802** boardings/alightings.*
- Tampa Union Station served almost 130,000 passengers in FY 23, the second highest total ridership of any non-*Auto Train* station in Florida!



	<i>Auto Train</i>	<i>Silver Meteor</i>	<i>Silver Star</i>
Route Description	Lorton - Sanford	New York - Miami via Charleston	New York - Miami via Columbia and Tampa
FY 23 Ridership (all passengers along full route)	283,646	283,932	351,732
FY 23 On-Time Performance (all passengers along full route)	66%	53%	49%
Host Railroads (in-state)	CSX, Florida Central Rail Corridor	CSX, FDOT, Florida Central Rail Corridor	CSX, FDOT, Florida Central Rail Corridor

* Combined total; figure double-counts passengers who both boarded and alighted within Florida.

Track Ownership

- Amtrak
- BNSF
- CN
- CPKC
- CSX
- NS
- UP
- Other

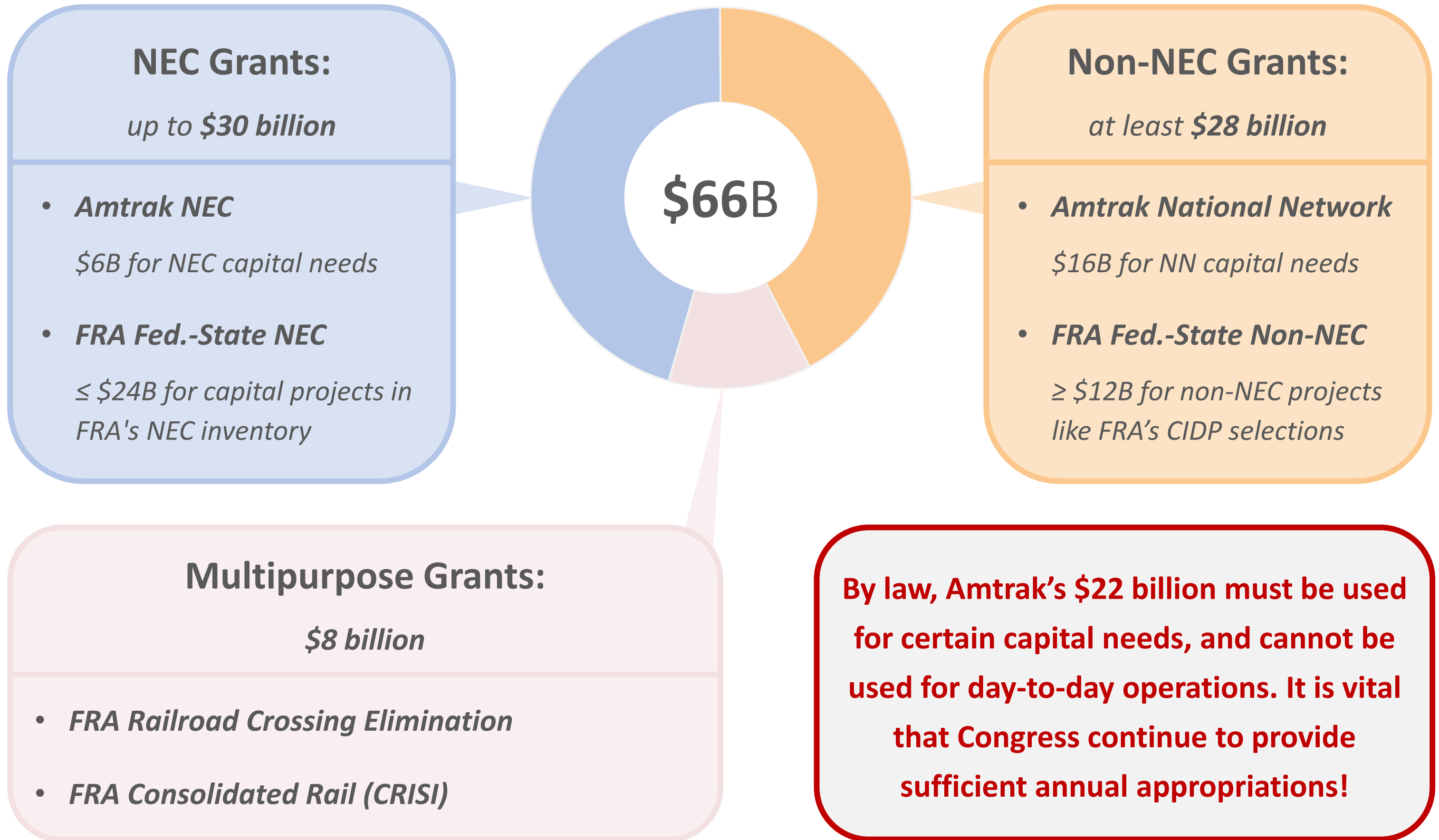
Amtrak: Investing in Accessibility

- Amtrak’s ADA Stations Program is responsible for improving accessibility at almost 400 stations.
- Since 2011, the program has invested more than \$800 million in compliance work, including \$114 million in FY 23 alone.
- Ultimately, Amtrak expects to invest a total of \$1.8 billion, including \$60 million in Florida, to bring all Amtrak-responsible station components into **full ADA compliance by 2029**.

Amtrak Is Investing to Achieve Full ADA Compliance			
Florida Station	FY 23 Ridership	Amtrak ADA-Responsible?	Amtrak ADA-Compliant?
Deerfield Beach (DFB)	19,026	no	—
DeLand (DLD)	16,606	in part	planned
Delray Beach (DLB)	13,023	no	—
Fort Lauderdale (FTL)	39,143	no	—
Hollywood (HOL)	20,439	no	—
Jacksonville (JAX)	64,038	in full	planned
Kissimmee (KIS)	33,123	no	—
Lakeland (LKL & LAK)	6,145	no	—
Miami (MIA)	73,883	in full	planned
Okeechobee (OKE)	4,026	in full	yes
Orlando (ORL)	135,614	no	—
Palatka (PAK)	10,395	no	—
Sanford (Auto Train) (SFA)	272,896	in full	yes
Sebring (SBG)	12,858	in full	yes
Tampa (TPA)	129,036	in part	yes
West Palm Beach (WPB)	44,807	no	—
Winter Haven (WTH)	20,735	in full	planned
Winter Park (WPK)	21,009	no	—
Total	936,803	8/18	4/8

(As of Oct 1, 2023. Ridership is combined total for boardings + alightings.)

The IIJA: \$66 Billion Investment in Rail



NEC Grants:

up to \$30 billion

- **Amtrak NEC**
\$6B for NEC capital needs
- **FRA Fed.-State NEC**
≤ \$24B for capital projects in FRA's NEC inventory

Non-NEC Grants:

at least \$28 billion

- **Amtrak National Network**
\$16B for NN capital needs
- **FRA Fed.-State Non-NEC**
≥ \$12B for non-NEC projects like FRA's CIDP selections

Multipurpose Grants:

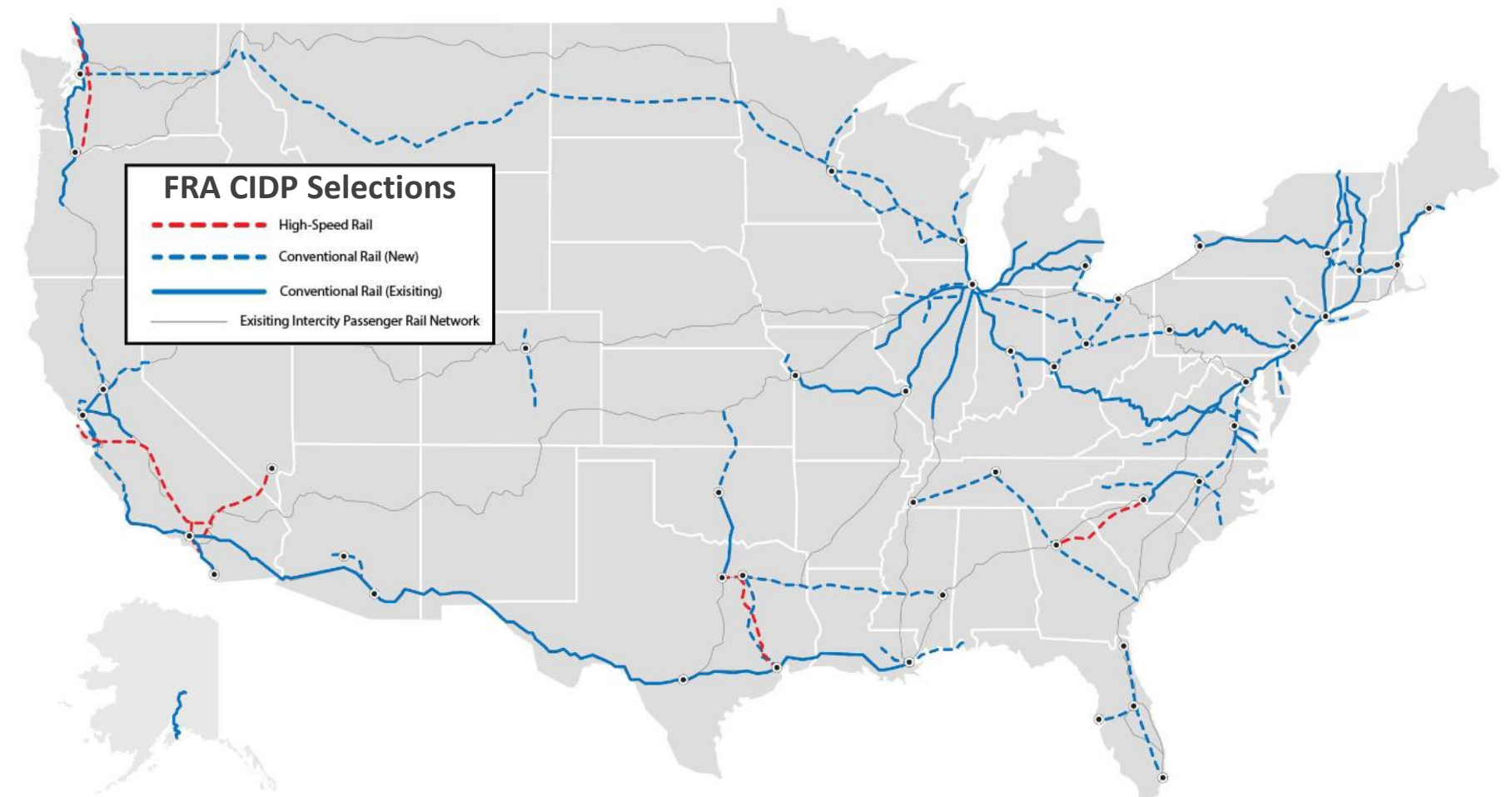
\$8 billion

- **FRA Railroad Crossing Elimination**
- **FRA Consolidated Rail (CRISI)**

By law, Amtrak's \$22 billion must be used for certain capital needs, and cannot be used for day-to-day operations. It is vital that Congress continue to provide sufficient annual appropriations!

Looking Ahead: FRA's CID Program Selections

- Late in 2023, FRA announced initial acceptance of 69 applications into its Corridor Identification and Development (CID) program. Most applications were led by states, not Amtrak.
- Successful applicants received \$500k to lay groundwork for later preparation of service development plans (SDPs), which will map out proposed service changes in detail.
- In the future, FRA will decide when corridors should continue to advance in project development; the agency will then award planning and capital grants to those applicants.

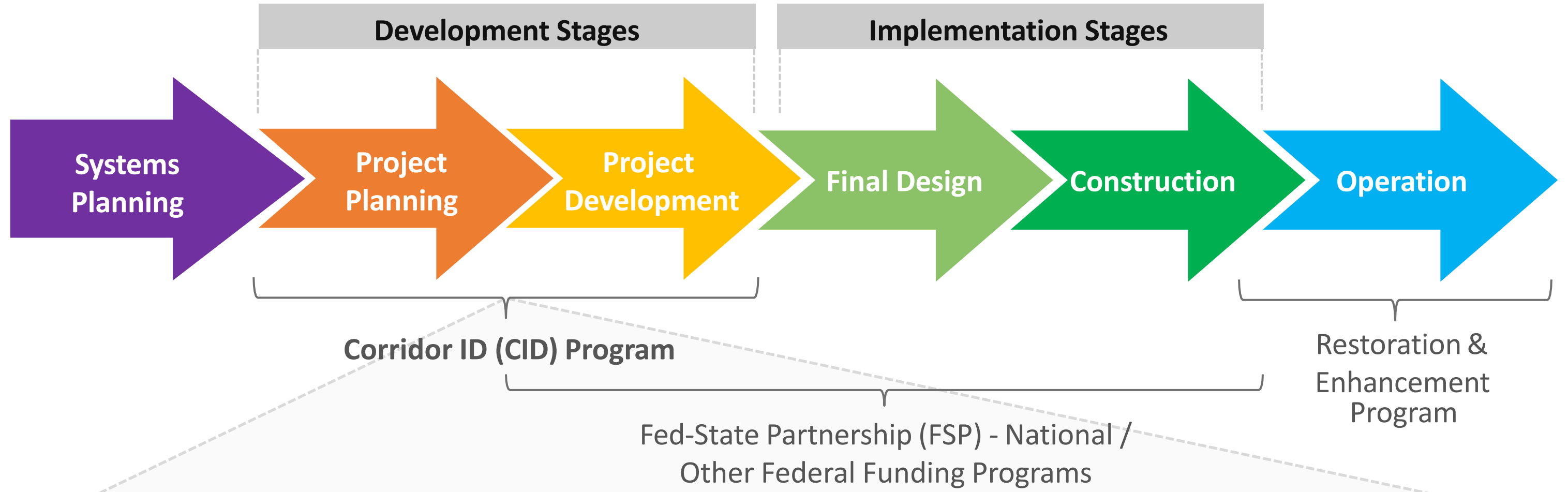


Map originally by FRA, with modifications by Amtrak.

Successful Florida Applications

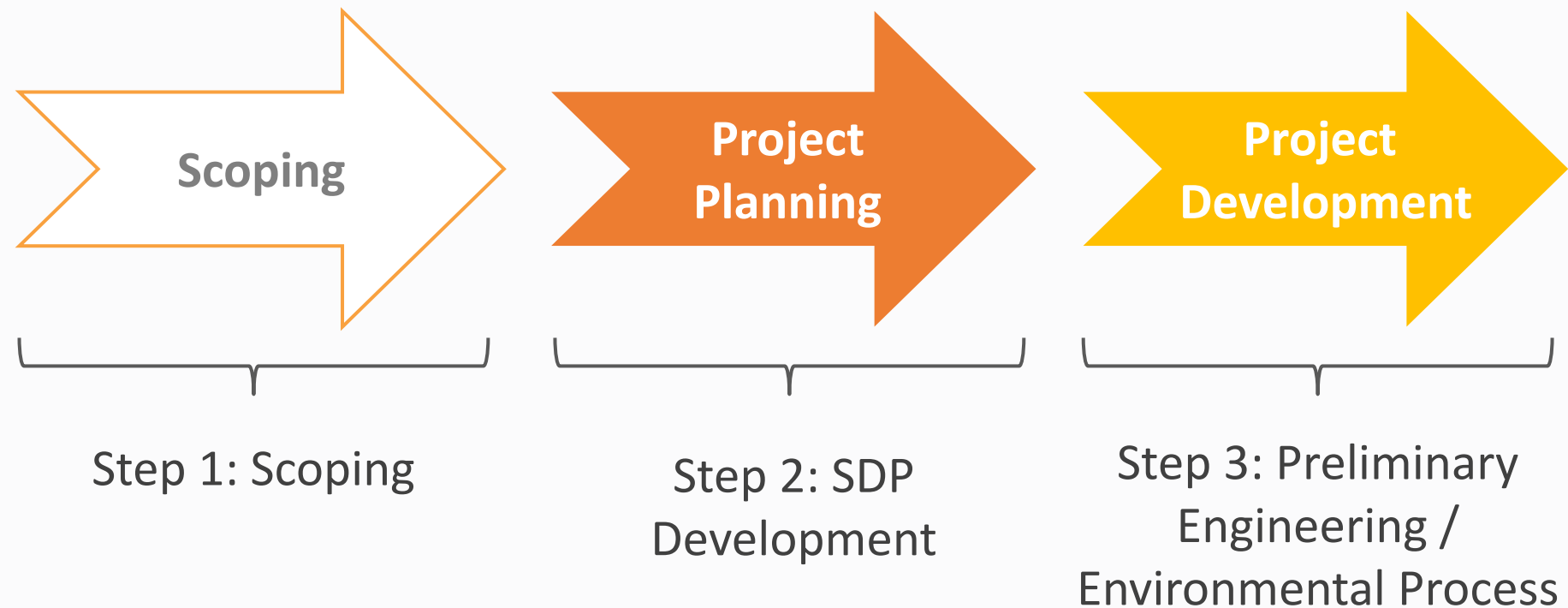
Two Florida Department of Transportation applications were awarded up to \$500k from CID: the **Jacksonville–Orlando–Miami** corridor and the **Miami–Orlando–Tampa** corridor. Both will begin Step One of the CID program, which involves developing a statement of work for SDPs.

FRA's CID Program Process



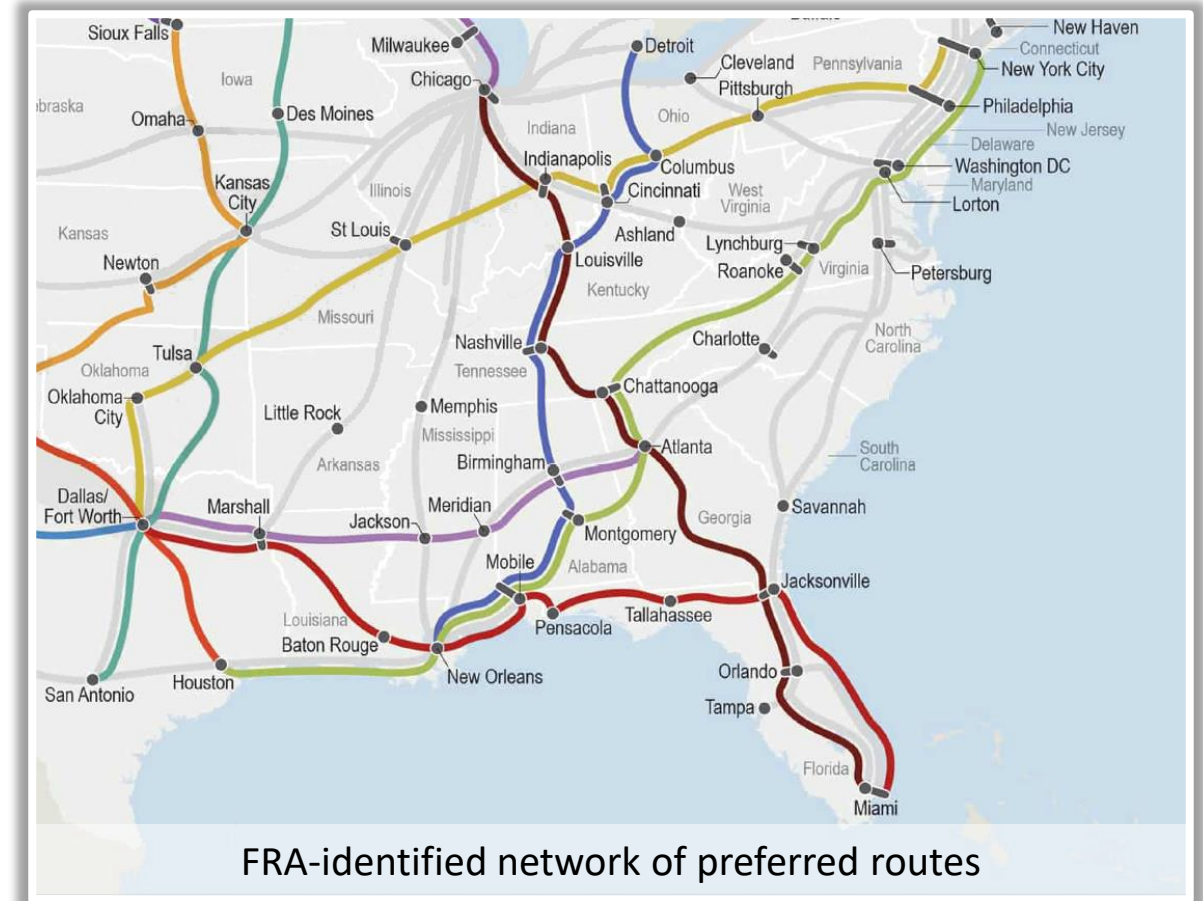
Closer look: CID / Development Stages:

Each step will have a separate grant agreement



FRA's Long-Distance Study

- FRA is in the process of completing an IIA-required study evaluating feasibility and cost of restoring daily intercity passenger rail service along discontinued Amtrak Long-Distance (L-D) routes, as well as the *Cardinal* and the *Sunset Limited* that don't run daily. Additionally, the study can consider other opportunities to bring L-D passenger rail service to new communities.
- Informed by the results, and contingent on sufficient federal funding, Amtrak *could* advance efforts to:
 - Restore/expand L-D service along promising routes
 - Improve service quality along existing L-D routes
- This study is expected to be complete later in 2024 and will identify projects and funding needed to implement new or expanded L-D routes.



Amtrak's Partnership in Florida

- Amtrak is excited to keep working with partners in Florida to improve and expand service, above and beyond the ADA investments described previously. Efforts include:
 - **Ongoing Coordination** – Amtrak continues to meet with Florida DOT on a monthly basis to discuss future projects to benefit both Florida and America's broader network.
 - **Funding for Intercity Passenger Rail in FL** – Amtrak has submitted letters of support to the FRA and other agencies on behalf of numerous partners' grant applications, including two letters supporting the City of Tampa's applications for Tampa Union Station Restoration and Improvements.
 - **Collaboration on FRA's CID Program** – To continue to advance corridors selected for CID over the long term, applicants / sponsors will need (among other steps) to conduct stakeholder and public engagement; identify political champions; and secure state and local funding matches. Amtrak does not decide which routes advance in CID, but we support applicants who seek our assistance.





Questions?

Thank you!

Continue the conversation:

T. L. Stennis III, Director, Government Affairs, NSR - Southern Region

TL.Stennis@amtrak.com | 504-579-4550

