



## Timeline

- 1984
  - Amtrak's Sunset Limited rail service begins operating between Mobile, Alabama and New Orleans.
- 1993
  - The Sunset Limited route is extended from Los Angeles to New Orleans and onto Jacksonville, Orlando and initially Miami, Florida.
  - The Los Angeles—Florida run becomes the first coast-to-coast passenger rail service operated by a single carrier.
- August 2005
  - Hurricane Katrina strikes the Gulf Coast and causes severe damage to all railroad infrastructures in the region.
  - The main line between New Orleans and Mobile is hit the hardest.
- 2008
  - Congress passes the Passenger Rail Investment and Improvement Act (PRIIA). The Act requires Amtrak to develop a plan for restoring rail service between New Orleans and Sanford, Florida.
- 2009
  - Amtrak identifies three preferred alternatives in its 2009 Gulf Coast Service Plan Report, including a New Orleans—Orlando route.
- 2010
  - Mayors, businesses and civic organizations along the Gulf Coast provide recommendations on service restorations.
- 2012
  - Mayors of Tallahassee and Mobile lead the municipalities affected by suspended rail service and formally establish a consensus that service should be restored.
- 2014
  - The Southern Rail Commission ([SRC](#)) leads the effort in engaging mayors and business and civic leaders across the Gulf Coast in advocating for the return of the improved passenger rail service.
- 2015
  - At the request of the SRC, Amtrak studies restoration of service for the Gulf Coast region and identifies five alternatives, including options for daily corridor service between New Orleans and Mobile.
- December 2015
  - Congress passes Section 11304 of the Fixing America's Surface Transportation (FAST) Act requiring the Secretary of Transportation to convene a working group to evaluate the restoration of intercity passenger rail service between New Orleans and Orlando and submit a report to Congress by September 2016 that includes a preferred option for restoring service; the reasons for selecting that option; a prioritized inventory of capital

projects; the infrastructure, costs and benefits associated with restoration of services; and potential funding sources.

- February 2016
  - The Federal Railroad Administration (FRA), SRC and Gulf Coast Working Group ([GCWG](#)) holds its first meeting.
  - Thousands of people at 14 train stations in four states witness something that had not happened in more than a decade: an Amtrak train traveled from New Orleans, along the Gulf Coast toward Jacksonville, as a part of the two-day inspection in an effort to restore passenger rail service along the Gulf Coast.
- April 2016
  - Amtrak presents preliminary findings regarding the condition of the stations located along the Sunset Limited route at a GCWG meeting in Atmore, Alabama.
- August 2016
  - Amtrak submits to the GCWG a draft station-condition assessment, which includes conception cost-estimate and high-level Americans with Disabilities Act (ADA) observations.
  - GCWG, CSX and their consultants, HDR Engineering, Inc., present the findings from their modeling study.
- September 2016
  - GCWG meets FAST Act requirements.
- Next steps
  - GCWG must complete the following tasks to finalize the 2016 report:
    - Determine the physical infrastructure necessary to support daily passenger services.
    - Develop an order-of-magnitude capital cost estimate based on identified infrastructure requirements.
    - Identify potential sources for federal, state and local funding.
    - Identify potential benefits and challenges to restoring intercity passenger rail transportation in the region.