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EXPEDITED CONSIDERATION REQUESTED

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BEFORE THE
SURFACE TRANSPORTATION BOARD
DOCKET NO. FD 36496

APPLICATION OF THE NATIONAL RAILROAD PASSENGER CORP. UNDER 49 U.S.C. § 24308(e) – CSX TRANSPORTATION, INC. AND NORFOLK SOUTHERN CORPORATION

APPLICATION

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NORFOLK SOUTHERN CORPORATION

APPLICATION

Pursuant to 49 U.S.C. § 24308(e), the National Railroad Passenger Corporation ("Amtrak") respectfully petitions the Surface Transportation Board ("the Board") to:

(1) institute a proceeding and establish a procedural schedule for a hearing on the record followed by entry of an order requiring CSX Transportation, Inc. ("CSX") and Norfolk Southern Corporation ("NS") to allow Amtrak to provide for the operation of additional intercity passenger trains over the rail lines of CSX and NS between New Orleans, Louisiana, and Mobile, Alabama on the schedules appended hereto (the "Gulf Coast Service"), with such service to commence on or about January 1, 2022; and

(2) during the pendency of this proceeding, issue an interim order requiring CSX and NS to provide Amtrak with access to their rail lines between New Orleans and Mobile in order to perform all necessary preparations for the Gulf Coast Service to commence on or about January 1, 2022.

REQUEST FOR EXPEDITED CONSIDERATION

Amtrak requests expedited consideration by the Board of this application so that it may restore the Gulf Coast Service on or about January 1, 2022. Amtrak's application is entirely consistent with the Board's authority. The requested interim order is necessary to allow Amtrak to properly prepare for the beginning and safe operation of the Gulf Coast Service.

DISCUSSION

Amtrak is charged by Congress with delivering "efficient and effective" intercity passenger rail service. 49 U.S.C. § 24101(b). For the past five years, Amtrak has been attempting to secure access to the host railroads' rail lines for the purpose of restoring efficient and effective intercity passenger rail service to the people of the Gulf Coast, who lost such service following Hurricane Katrina. Bringing intercity passenger service back to the Gulf Coast is an integral part of an overall plan to make intercity passenger rail service a more vital part of the nation's transportation system, offering connections between communities in heavily populated corridors across America; alleviating worsening congestion on highways and in the aviation system; and encouraging use of a more sustainable, energy efficient, and environmentally friendly means of travel than other modes.

Unfortunately, CSX and NS have failed to agree to allow Amtrak to provide for the operation of the requested Gulf Coast Service, which is a twice-daily round-trip service between New Orleans and Mobile set to begin on or about January 1, 2022. Amtrak has engaged in good faith negotiations with these railroads for more than five years, including participating in a working group created by Congress, preparing a report in conjunction with that working group, entering into an agreement for a modeling study with CSX and NS, and reviewing the results of CSX's own earlier modeling study. But despite this time and effort, the parties remain very far apart in their

positions on what is required to begin operating the Gulf Coast Service. With no agreement in sight and no guaranteed end to negotiations forthcoming, Amtrak is now seeking relief from the Board under Section 24308(e).

Before Hurricane Katrina suspended Amtrak service, Amtrak served the Gulf Coast region via three different services, two of which ran between the same city pairs as the proposed Gulf Coast Service. For years following Hurricane Katrina, residents of the Gulf States, as well as local, state, and federal officials, requested the return of Amtrak passenger service to the region. In 2015, under the Fixing America's Surface Transportation (FAST) Act, Congress directed the creation of the Gulf Coast Working Group to evaluate restoring intercity passenger rail service.[1] Amtrak, CSX, and NS all participated in that working group, as did representatives from the Federal Railroad Administration, the Southern Rail Commission, the Departments of Transportation of Louisiana, Alabama, and Florida, municipalities and communities along the proposed route, regional transportation planning organizations, and others. The working group's evaluation resulted in a report in July 2017 recommending, among other things, twice-daily service between New Orleans and Mobile.[2] The report found that the Gulf Coast Service could commence with about $5.4 million in capital investments for station-related improvements, along with an additional approximately $95 million in capital improvements after the Gulf Coast Service began operations.[3]

[1] Fixing America's Surface Transportation Act, Pub. L. No. 114-94, § 11304, 129 Stat. 1312, 1655 (2015).

[2] *See generally Gulf Coast Working Group Report to Congress* (July 2017) (appended hereto); *see also id.* at ES-1.

[3] *Id.* at 30, Table 5.

CSX and NS ultimately did not support the working group's recommendations or its assessment of what was required to restore service. Rather than participate in the feasibility study that led to the report's recommendations, CSX performed its own study and then demanded that the "necessary improvements for any Gulf Coast passenger restoration" would cost "at a minimum, $2 billion," including a second main track, new sidings, siding extensions, and yard bypasses, modernization of drawbridges, as well as projects to improve speeds, including implementation of signaling systems and main track increases.[4]

The parties' attempts to bridge the gap between their very different positions on what is required to restart the Gulf Coast Service have been unsuccessful. These attempts have included a recent year-long agreement for a modeling study, but that agreement expired with the study still incomplete. In February 2021, Amtrak explicitly requested that CSX and NS agree to permit the Gulf Coast Service to commence on January 1, 2022, in accordance with a specific twice-daily schedule and terms proposed by Amtrak. CSX and NS did not agree, thus prompting this application under Section 24308(e).

In Section 24308(e), Congress provided that whenever a rail carrier "does not agree to provide, or allow Amtrak to provide, for the operation of additional trains over a rail line of the carrier, Amtrak may apply to the Board for an order requiring the carrier to provide or allow for the operation of the requested trains."[5] The Board shall then hold a hearing on the record, after which it may order the carrier, within 60 days, to "allow for the operation of the requested trains

[4] *Id.* at A-5; *see also id.* at 20-21.

[5] 49 U.S.C. § 24308(e).

on a schedule based on legally permissible operating times."[6] At that hearing, the rail carrier has the burden of demonstrating that operation of the requested trains "would impair unreasonably freight transportation of the rail carrier."[7]

This statutory procedure was added to the Rail Passenger Service Act in 1980 to provide Amtrak with an expedited mechanism to obtain access to host railroads' lines to operate additional trains because "Congress [was] concerned that in the past Amtrak's efforts to add or modify services have involved protracted arbitration proceedings and have often prompted requests by the railroads for inordinate capital improvements."[8] Thus, it was "important that Amtrak have available to it an expedited procedure for making necessary modifications or additions to its operations."[9] Moreover, Congress was aware of and "concerned about the lack of cooperation private freight railroads have demonstrated toward Amtrak."[10] Section 24308(e) came about as an effort to "enable Amtrak to secure expeditious relief from such intransigence."[11] The protracted proceedings, lack of cooperation, and inordinate demands for capital improvements that prompted Congress to enact Section 24308(e) are all present here in Amtrak's futile, five-year-long attempt to secure agreement to resume the Gulf Coast Service.

Given the length of time that has already passed, Amtrak requests expedited treatment of this application. The parties have already engaged in many years' worth of factual development

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[6] *Id*. The statute further provides that "if the Board decides not to hold a hearing, the Board, not later than 30 days after receiving the application, shall publish in the Federal Register the reasons for the decision not to hold the hearing." *Id.*

[7] *Id*.

[8] H.R. Rep. No. 96-1041, at 42 (1980) (Conf. Rep.).

[9] *Id*.

[10] H.R. Rep. No. 96-839, at 20-21 (1980).

[11] *Id.* at 21

and only limited, targeted discovery should be necessary. Moreover, if Amtrak is to begin the Gulf Coast Service on or about January 1, 2022, it will need access to the rail lines in the interim in order to have enough lead time to make the improvements recommended in the Gulf Coast Working Group's report,[12] allocate and ready the equipment, train and qualify the employees, and take other steps necessary to ensure the safe operation of the Gulf Coast Service. Therefore, Amtrak requests the Board enter an interim order providing Amtrak with all necessary access to CSX's and NS's rail lines and adopting the following procedural schedule:

1. Decision Date Opening Proceedings + 30 days: CSX and NS opening brief(s);[13]
2. Decision Date Opening Proceedings + 60 days: Amtrak to engage in any discovery needed to test assertions in opening brief(s);
3. Decision Date Opening Proceedings + 60 days: Amtrak response brief(s);
4. Decision Date Opening Proceedings + 90 days: CSX and NS to engage in any discovery needed to test assertions in response brief(s);
5. Decision Date Opening Proceedings + 90 days: CSX and NS reply brief(s);
6. Decision Date Opening Proceedings + 120 days: Hearing on the record;
7. Decision Date Opening Proceedings + 180 days: Service to commence.

[12] Those improvements are identified in Table 5 of the *Gulf Coast Working Group Report* as the "Minimum Needed for Passenger Rail Service."

[13] Although CSX and NS are the respondents in this proceeding, they bear the burden of proof under the statute and therefore should file the opening brief(s). *See* 49 U.S.C. § 24308(e).

CONCLUSION

For the above stated reasons, Amtrak respectfully requests the Board grant this application, institute proceedings under its authority as provided under 49 U.S.C. § 24308(e), enter the proposed briefing schedule, and order all interim access necessary for Amtrak to prepare for the Gulf Coast Service to commence while this proceeding is pending.

March 16, 2021

Respectfully submitted:

/s/ Jessica Ring Amunson

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CERTIFICATE OF SERVICE

I, Jessica Ring Amunson, certify that I have this day served copies of this document upon all parties of record in this proceeding, by express overnight delivery and by email, consistent with 49 C.F.R. § 1104.12.

/s/ Jessica Ring Amunson March 16, 2021

Jessica Ring Amunson

Appendix A:
Proposed Schedules

Gulf Coast Service
Train 23

Schedule Skeleton - Gulf Coast Service Westbound AM (Daily) **1-Jan-22**

	Days of Operation	Effective 1/1/22 Daily	Remarks and Changes	RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
				CSX	0.0							6:30 AM	Mobile, AL
				CSX	39.9		37	4		2	7:11 AM	7:13 AM	Pascagoula, MS
Dp	Mobile, AL	6:30 AM		CSX	60.4		22	6		2	7:41 AM	7:43 AM	Biloxi, MS
Dp	Pascagoula, MS	7:13 AM		CSX	72.5		15	1		2	7:59 AM	8:01 AM	Gulfport, MS
Dp	Biloxi, MS	7:43 AM		CSX	87.6		21	3		2	8:25 AM	8:27 AM	Bay St. Louis, MS
Dp	Gulfport, MS	8:01 AM		NS	136.8		48	5			*9:20 AM*	*9:20 AM*	XNO - *N.O.T. Jct*
Dp	Bay St. Louis, MS	8:27 AM		AMT	140.5		7	12			*9:39 AM*	*9:39 AM*	XEJ - *East City Jct*
Ar	New Orleans, LA	9:53 AM		AMT	144.1	T,E,FA,I,W,G	9	5			9:53 AM		New Orleans, LA

Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time
159	36	0	8	203

Gulf Coast Service
Train 24

Schedule Skeleton - Gulf Coast Service Eastbound AM (Daily) **1-Jan-22**

	Days of Operation	Effective 1/1/22 Daily	Remarks and Changes	RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
				AMT	0.0	T,E,FA,I,W,G,X						7:35 AM	New Orleans, LA
				NS	3.4		9	9			*7:53 AM*	*7:53 AM*	XEJ - *East City Jct*
Ar	New Orleans, LA	7:35 AM		CSX	7.1		7				*8:00 AM*	*8:00 AM*	XNO - *N.O.T. Jct*
Dp	Bay St. Louis, MS	8:54 AM		CSX	56.5		48	4		2	8:52 AM	8:54 AM	Bay St. Louis, MS
Dp	Gulfport, MS	9:21 AM		CSX	71.4		20	5		2	9:19 AM	9:21 AM	Gulfport, MS
Dp	Biloxi, MS	9:40 AM		CSX	84.1		17			2	9:38 AM	9:40 AM	Biloxi, MS
Dp	Pascagoula, MS	10:14 AM		CSX	104.1		22	10		2	10:12 AM	10:14 AM	Pascagoula, MS
Dp	Mobile, AL	10:58 AM		CSX	144.1		37	7			10:58 AM		Mobile, AL

Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time
160	35	0	8	203

Gulf Coast Service
Train 25

Schedule Skeleton - Gulf Coast Service Westbound PM (Daily) **1-Jan-22**

	Days of Operation	Effective 1/1/22 Daily	Remarks and Changes	RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
				CSX	0.0							4:30 PM	Mobile, AL
				CSX	39.9		37	4		2	5:11 PM	5:13 PM	Pascagoula, MS
Dp	Mobile, AL	4:30 PM		CSX	60.4		22	6		2	5:41 PM	5:43 PM	Biloxi, MS
Dp	Pascagoula, MS	5:13 PM		CSX	72.5		15	1		2	5:59 PM	6:01 PM	Gulfport, MS
Dp	Biloxi, MS	5:43 PM		CSX	87.6		21	3		2	6:25 PM	6:27 PM	Bay St. Louis, MS
Dp	Gulfport, MS	6:01 PM		NS	136.8		48	5			*7:20 PM*	*7:20 PM*	XNO - *N.O.T. Jct*
Dp	Bay St. Louis, MS	6:27 PM		AMT	140.5		7	12			*7:39 PM*	*7:39 PM*	XEJ - *East City Jct*
Ar	New Orleans, LA	7:53 PM		AMT	144.1	T,E,FA,I,W,G	9	5			7:53 PM		New Orleans, LA

Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time
159	36	0	8	203

Gulf Coast Service
Train 26

Schedule Skeleton - Gulf Coast Service Eastbound PM (Daily) **1-Jan-22**

	Days of Operation	Effective 1/1/22 Daily	Remarks and Changes	RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
				AMT	0.0	T,E,FA,I,W,G,X						5:31 PM	New Orleans, LA
				NS	3.4		9	9			*5:49 PM*	*5:49 PM*	XEJ - *East City Jct*
Dp	New Orleans, LA	5:31 PM		CSX	7.1		7				*5:56 PM*	*5:56 PM*	XNO - *N.O.T. Jct*
Dp	Bay St. Louis, MS	6:55 PM		CSX	56.5		48	9		2	6:53 PM	6:55 PM	Bay St. Louis, MS
Dp	Gulfport, MS	7:22 PM		CSX	71.4		20	5		2	7:20 PM	7:22 PM	Gulfport, MS
Dp	Biloxi, MS	7:41 PM		CSX	84.1		17			2	7:39 PM	7:41 PM	Biloxi, MS
Dp	Pascagoula, MS	8:13 PM		CSX	104.1		22	8		2	8:11 PM	8:13 PM	Pascagoula, MS
Dp	Mobile, AL	8:54 PM		CSX	144.1		37	4			8:54 PM		Mobile, AL

Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time
160	35	0	8	203

Appendix B:
Gulf Coast Working Group Report

Gulf Coast Working Group
Report to Congress



Prepared for: Committee on Commerce, Science and Transportation of the Senate and Committee on Transportation and Infrastructure of the House of Representatives

Submitted by: The Gulf Coast Working Group

Final Report

July 2017

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EXECUTIVE SUMMARY

The Federal Railroad Administration (FRA) and the Southern Rail Commission (SRC) held the first meeting of the Gulf Coast Working Group (GCWG). Congress directed the formation of the GCWG in December 2015 in the Fixing America's Surface Transportation (FAST) Act (P.L. 114-94, § 11304, 129 Stat. 1312, 1655 [Dec. 4, 2015]).

Section 11304 of the FAST Act requires the GCWG to evaluate the restoration of intercity passenger rail service between New Orleans, LA and Orlando, FL and to submit a report (Report) to Congress 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 service; potential funding sources; and any other related information.

This Report, which fulfills the requirements of Section 11304, identifies the preferred option as restoring service between:

- New Orleans, LA and Orlando, FL via long-distance train for one daily round trip, and
- New Orleans, LA and Mobile, AL via state-supported train for one daily round trip.

This option consists of two of the five alternatives studied by Amtrak for its December 2015 report for the SRC. That report, titled *Potential Gulf Coast Service Restoration Options*, included an analysis of ridership levels, projected revenues, and associated costs. For the purpose of this Report, Amtrak's analysis was used to estimate annual operating needs for each service: $5.48 million for the long-distance train between New Orleans and Orlando, and $4 million for the state-supported train between New Orleans and Mobile.

The GCWG identified the Orlando and Mobile services as preferred because they outperformed the other options studied by Amtrak in terms of ridership demand and operating funding needs. In addition, they are expected to expand markets for tourism and business travel; reduce vehicular congestion on Interstate 10; improve access to jobs, education, and healthcare; and provide support for disaster and emergency response in a region susceptible to coastal storm events.

This Report considers restoring passenger rail service on the aforementioned corridor segments at two investment levels:

- Minimum needed for passenger rail service[1] – primarily station improvements. This investment level would support restoration of a long-distance train only at the level similar to the suspended *Sunset Limited* operations between New Orleans, LA and Orlando, FL; and
- Service level for ongoing operations – improvements that are intended to reduce trip times and enhance service reliability. This investment level would support the addition of the state-supported train, which would operate during the day when freight traffic between New Orleans and Mobile is higher; as a result, more improvements are recommended. However, the effectiveness of the improvements for on-time performance has not been validated as part of this Report, but doing so is recommended as a next step.

[1] The minimum needed for passenger rail service does not include Positive Train Control since the specific need for it has not yet been determined.

The GCWG discussed different proposals that require further discussion. FRA also identified a program of capital improvements and developed preliminary costs at each investment level for each corridor segment. See the Capital Cost Summary table below. Existing station improvements and associated costs were derived from Amtrak's 2016 analysis regarding the condition of suspended service stations along the Gulf Coast Corridor in Mississippi, Alabama, and Florida. All other improvements and costs listed were developed from infrastructure analysis conducted by FRA, which is the result of evaluating CSX's track charts, outputs from CSX's model that shows the freight activity along the corridor (i.e., string line diagrams), and recent aerial photos of the corridor.

Furthermore, for the service level for ongoing operations investment level, most of the proposed improvements for the restoration of passenger rail service from New Orleans to Orlando will benefit the freight operations and the proposed passenger service. With the exception of the passenger station related work, the following improvements will help the rail freight services as well as accommodate the passenger service: additional yard bypass tracks; improvements to passing sidings; addition of higher speed turnouts to existing siding tracks; and upgrades to miter rails on moveable bridges, which would allow for higher speeds, as well as others identified in Chapter 4.

It should be noted that Positive Train Control (PTC) and any associated signal system needs and costs are not included in FRA's recommendation because FRA, Amtrak, and CSX Transportation (CSX), which owns the right-of-way along this corridor, need to further assess the existing and planned operations on the line to make a final determination on those items before passenger rail service is restored, in accordance with federal law. A range of preliminary estimates for the cost of installing a PTC system is provided in Chapter 4 (Section 4.5.2.3), but these estimates relate only to PTC installation costs, not ongoing operation and maintenance (O&M) costs.

Capital Cost Summary – FRA's Identified Improvements for Restoration of Gulf Coast Intercity Passenger Rail Service[2]

Costs shown are in 2016 dollars.

Project Element	New Orleans to Mobile		Mobile to Orlando*		Subtotals		Total
	Minimum Needed for Passenger Rail Service	Service Level for Ongoing Operations	Minimum Needed for Passenger Rail Service**	Service Level for Ongoing Operations	Minimum Needed for Passenger Rail Service	Service Level for Ongoing Operations	
Planning & Project Development							$5,000,000
Siding Improvements		$45,880,000				$45,880,000	$45,880,000
Grade Crossings		$2,604,000				$2,604,000	$2,604,000
Yard Bypass Tracks		$28,036,000				$28,036,000	$28,036,000
Interlocking Improvements		$6,892,000				$6,892,000	$6,892,000
Movable Bridge Miter Rails		$7,277,000				$7,277,000	$7,277,000
Upgrade Existing Stations	$3,478,000		$4,342,000		$7,820,000		$7,820,000
New Station W. of Mobile		$4,192,000				$4,192,000	$4,192,000
Mobile Station Track	$1,898,000				$1,898,000		$1,898,000
Jacksonville Terminal				$8,073,000		$8,073,000	$8,073,000
Totals**	**$5,376,000**	**$94,881,000**	**$4,342,000**	**$8,073,000**	**$9,718,000**	**$102,954,000**	**$117,672,000**

** Infrastructure improvements end in Deland, FL*

***Positive Train Control (PTC) & base signal system installation needs and costs from Flomaton, AL to Jacksonville, FL and Flomaton, AL to Tallahassee, FL, respectively, have not been determined by the time this report was finalized. The installation of PTC could significantly increase the service restoration costs.*

As part of its infrastructure analysis, FRA considered and incorporated some of the elements (e.g., yard bypass tracks) from two infrastructure improvement plans produced by CSX. CSX's initial plan, which has a $2.3 billion estimate, was based on operations modeling analysis performed by CSX and its consultants; however, CSX stated it still may not be possible for passenger trains to operate with an on-time performance of 80% at all stations even after such investments were made. CSX then developed a plan with a reduced scope of improvements, which is based on a site visit of the Gulf Coast Corridor (operations modeling analysis was not conducted), and includes new and extended sidings as well as track, yard, bridge, and signal improvements. The revised plan's cost estimate is $780 million. In CSX's view, the improvements identified in its infrastructure plans provide necessary capacity to increase service reliability and limit impacts that would interfere with CSX's freight operations.

However, since providing the reduced scope of improvements, CSX has determined it is not valid and insists that their initial plan's $2.3 billion cost estimate is necessary to support passenger service. CSX believes that the most accurate analysis of what would be required to add modified Amtrak service described in this Report is the initial modeling authorized and funded by FRA and conducted by HDR with CSX as the intermediary.

The HDR study found that monumental capacity challenges exist along the CSX rail line, from New Orleans, LA to Mobile, AL to Deland, FL, which will make operating the proposed new passenger service that meets the required on-time performance of 80% very difficult and very expensive. Even with targeted capital projects estimated to cost more than $2.3 billion, the modeling estimates the long-distance train would still only reach 67% on-time performance, well below the federal requirement. CSX asserts that other efforts to seek fewer infrastructure enhancements and lower cost alternatives fail to adequately address federally mandated on-time performance requirements, potential degradation of freight service, and major causes of delay including moveable bridges. However, the HDR study was conducted solely by HDR and CSX,

[2] This table does not include operating costs.

and the non-proprietary assumptions, methodology, and inputs used to develop the model have not yet been fully shared with any other members of the GCWG. As such, the GCWG could not validate the results of the HDR study. The GCWG cannot concur with any proposed capital investment from CSX without understanding how the proposal was developed.

It is CSX's position that if Amtrak wishes to add modified passenger rail service along the Gulf Coast, the appropriate next step is for it to initiate the planning process with a formal notice to CSX so that the two parties, and ultimately the Surface Transportation Board (STB), can establish a path forward.

To illustrate an implementation schedule, FRA prepared an estimate of capital funding needs to implement FRA's identified improvements over the next five years, which is shown in the Five-Year Funding Plan table below.

Five-Year Funding Plan for FRA's Identified Improvements

Costs shown are in 2016 dollars. For planning purposes, FRA assumes a federal share of 80% and non-federal share of 20%.

	Planning and Project Development		Minimum Needed for Passenger Rail Service*				Service Level for Ongoing Operations					
			Year 1		Year 2		Year 3		Year 4		Year 5	
Project Element	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal
Planning & Project Development	$4,000,000	$1,000,000										
Stations			$3,887,200	$971,800	$3,887,200	$971,800	$3,270,667	$817,667	$3,270,667	$817,667	$3,270,667	$817,667
Infrastructure & New Stations							$24,183,733	$6,045,933	$24,183,733	$6,045,933	$24,183,733	$6,045,933
Annual Totals	**$4,000,000**	**$1,000,000**	**$3,887,200**	**$971,800**	**$3,887,200**	**$971,800**	**$27,454,400**	**$6,863,600**	**$27,454,400**	**$6,863,600**	**$27,454,400**	**$6,863,600**

** Positive Train Control (PTC) & base signal system installation needs and costs from Flomaton, AL to Jacksonville, FL and Flomaton, AL to Tallahassee, FL, respectively, have not been determined by the time this report was finalized. The installation of PTC could significantly increase the service restoration costs.*

As indicated above, a combination of local, state, and federal funding needs to be secured to support initial and ongoing capital costs. This is also the case for O&M needs; although, at this time, a funding plan for O&M needs has not been determined. However, in accordance with the requirements of FAST Act, Section 11304, this Report identifies potential funding and financing sources, both existing and anticipated, that could support the restoration of passenger rail service:

Existing

- Railroad Rehabilitation and Improvement Financing (RRIF) Program
- Transportation Infrastructure Finance and Innovation Act (TIFIA) Program
- Consolidated Rail Infrastructure and Safety Improvements (CRISI) Program
- Restoration and Enhancement (REG) Program
- Infrastructure for Rebuilding America Grant Program
- Transportation Investment Generating Economic Recovery (TIGER) Program
- Railway-Highway Crossings (Section 130) Program
- Fiscal Year 2006 Gulf Coast High-Speed Rail Corridor Earmark Funds
- Local Community Funds

Anticipated

- British Petroleum's (BP) Oil Spill Proceeds

The next steps outlined in this Report are critical to advance the investment plan. CSX, FRA, Amtrak, and the SRC need to verify the recommended improvements to ensure the proper investments are identified for the restoration of service. Also, determining a funding plan for O&M needs and capital improvements will require additional analysis, coordination, and

collaboration among GCWG members. To maintain the momentum achieved by the GCWG, this Report recommends that Congress act quickly to provide at least $5 million (estimated) for planning and project development—which would include additional planning for operations modeling, required environmental studies, property acquisition for new station and terminal facilities, design/engineering, and construction.

Lastly, GCWG members, CSX, and Norfolk Southern Railway (NS), as host railroads, have been key stakeholders throughout this process, as have Amtrak and SRC. This Report identifies a number of important elements for the restoration of passenger service as well as additional considerations that need to be examined. However, CSX and NS have expressed concerns with some of the details in the Report, which are outlined in their letters to FRA dated April 18, 2017. CSX and NS remain important partners that the other stakeholders will continue to look to for input to make the restoration of passenger rail service a reality. FRA also received a letter from Amtrak expressing their support for this Report and their commitment to seeking solutions concerning the agreed upon infrastructure improvements. The SRC also provided a letter to FRA expressing their support for this Report and implementation of the preferred option, along with sentiments of disappointment regarding actions and statements made by CSX at a stakeholder meeting. Copies of letters from the aforementioned members are in Appendix A.

1 OVERVIEW

In 2005, Hurricane Katrina caused significant damage to the rail infrastructure in the Gulf Coast Corridor, leading to the suspension of Amtrak's passenger rail service east of New Orleans. Over the course of the past decade, it has become clear that the restoration of passenger rail service along the corridor is important to the region in order to sustain its economic growth and provide additional connectivity between growing economic centers and the region's smaller communities and rural areas and north-south intermodal routes.

As described further below, the FAST Act called for the preparation of a report that would identify plans, costs, funding options, and potential benefits for the restoration of passenger rail service. This legislation directed the Secretary of Transportation to create the GCWG to assess and present findings of capacity, cost, and implementing actions necessary to restore passenger service in the Gulf Coast region. The GCWG—a collaborative effort among the SRC, the States of Alabama, Florida, Louisiana, and Mississippi, local agencies, Amtrak, CSX, and other stakeholders—is chaired by FRA, under the direction of the FRA Administrator.

In order to facilitate the reading of this Report, Appendix B provides a glossary of railroad terms.

2 BACKGROUND AND HISTORY

2.1 DESCRIPTION OF GCWG SCOPE OF WORK

2.1.1 THE FAST ACT AND RESPONSE TO CONGRESS

The FAST Act comprehensively addressed all aspects of surface transportation—including roads, bridges, transit systems, and passenger rail—across the United States. Title XI – Rail authorizes numerous grants and initiatives, including Amtrak reforms, Intercity Passenger Rail Policy, Safety, Project Delivery, and Financing. Section 11304 of Title XI requires the Secretary of Transportation to establish GCWG with representatives from Amtrak, the states along the route, regional transportation planning organizations, metropolitan planning organizations (MPO), municipalities, communities along the proposed routes, the SRC, railroad carriers whose tracks may be used for such service, and other entities as deemed appropriate by the Secretary.

The responsibilities of the GCWG identified in Section 11304 include:

- Evaluate all options for restoring intercity rail passenger service in the Gulf Coast region, including options outlined in the report Amtrak transmitted to Congress pursuant to Section 226 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA) (division B of P.L. 110–432);
- Select a preferred option for restoring the selected service;
- Develop a prioritized inventory of capital projects and other actions required to restore the selected service and cost estimates for such projects or actions; and
- Identify federal and non-federal funding sources required to restore the selected service, including options for entering into public-private partnerships to restore the selected service.

The GCWG is also tasked with creating this Report, to include the approach and rationale employed in recommending a preferred option for restoring intercity rail service, to submit to the Committee on Commerce, Science and Transportation of the Senate and the Committee on Transportation and Infrastructure of the House of Representatives.

2.1.2 GOALS

The immediate goal of the GCWG, reflected throughout the Report, is to provide sufficient, reliable information to be the starting point for restoring passenger rail service. In support of this goal, the GCWG's objective is to define the restored intercity passenger rail service in a manner that will ultimately achieve a new and improved schedule (timetable), increasing frequency and improving reliability compared to its historic counterpart, and operate without unreasonably impairing CSX's freight operations.[3] While the primary goal for the GCWG is to comply with the FAST Act, it is also helping to define the structure to develop a more robust multi-modal transportation network serving the Gulf Coast region. This is important to the affected states, cities, and communities that recognize how essential this will be to continue the growth that has occurred in the region during the past decade and promote further economic development.

2.1.3 REPORT ORGANIZATION

This Report provides an overview of the tasks assigned to the GCWG, the background of intercity passenger rail service along the Gulf Coast, and a proposed restoration and implementation plan developed by FRA, as Chair of the GCWG. This Report also provides descriptions of the parties involved and their commitment to seeing rail service restored to the region. Additionally, it outlines the station and infrastructure improvements required to restore service, along with the associated costs and benefits. Potential sources of funding are also identified.

2.2 HISTORY

2.2.1 PREVIOUS PASSENGER RAIL SERVICE TO THE GULF COAST

There is a long history of passenger rail service along the Gulf Coast Corridor between New Orleans and Jacksonville. Early on, service was provided by the *New Orleans-Florida Limited*, plus one or two very slow, unnamed local trains that stopped at every town along the way. The *New Orleans-Florida Limited* was replaced by the streamlined *Gulf Wind* in 1949. These trains were jointly operated by the Seaboard Air Line (later Seaboard Coast Line) and Louisville and Nashville railroads, now all part of CSX. By the time Amtrak took over intercity passenger service in 1971, service had dwindled to just the *Gulf Wind* and was reduced to a tri-weekly schedule. Between Flomaton, AL and New Orleans, service was also provided by a daily New Orleans-Cincinnati train, and as ridership declined on this segment, the two trains were often combined. Subsequent to 1971, there were several initiatives to provide service to all or portions of the corridor.

Between April 1984 and January 1985, and again between June 1996 and March 1997, Amtrak operated a daily state-funded train called the *Gulf Coast Limited* between New Orleans and Mobile, AL. Despite the evidence that there was strong ridership potential, the problems securing annual operating funds from the states of Louisiana, Mississippi, and Alabama resulted in the train's termination.

Between October 1989 and April 1995, Amtrak operated a daily through service between Mobile and New York via the *Gulf Breeze*, which operated as a section of the New York-New Orleans *Crescent*, separating from the *Crescent* at Birmingham. Amtrak discontinued the train in 1995 as

[3] See 49 U.S.C. § 24308(e)(2).

part of a broad cost-cutting measure.

Starting in April 1993, Amtrak extended tri-weekly Los Angeles-New Orleans *Sunset Limited* service east of New Orleans to Jacksonville and south to Miami, restoring passenger rail service over the full length of the Gulf Coast Corridor. In 1996, Amtrak cut back the eastern terminus to Sanford, FL, and in 1997 extended it to Orlando. As rail freight traffic congestion grew, on-time performance for the *Sunset Limited* became increasingly difficult, with the train often operating many hours late, and in extreme cases a day late, with on-time performance declining to 7% in the final year of service. This was exacerbated by the unusually long length of the route, resulting in frequent substitution of bus service east of New Orleans so that the rail equipment could be returned to New Orleans to get back on schedule. The poor on-time performance for the service, coupled with an inconvenient departure time from New Orleans, led to a significant decline in ridership between 2000 and 2004 (the last full year of operations). Gulf Coast trips (including trips where the origin, destination, or both were east of New Orleans) declined from 53,256 to 37,375.

The full corridor route is shown in

Figure **1**, and the evolution and configuration of various rail services are illustrated graphically in the series of schematic service diagrams located in Appendix C.

Figure 1 – Corridor Route Map



2.2.2 RECENT HISTORY OF LOCAL SUPPORT TO RESTORE PASSENGER SERVICE

Starting in 2010, mayors, businesses, and civic organizations on the Gulf Coast initiated conversations and individual recommendations, including use of potential BP oil spill settlement monies to fund restoration of a daily intercity passenger rail service to the region. In 2012, led principally by the mayors of Tallahassee, FL and Mobile, AL, a consensus was formally established by the municipal leaders of the 12 station communities affected by suspended service that the service should be restored and its operation should be a daily level of service far better than its predecessor. The SRC, a strong partner with the mayors in restoring passenger rail service to the Gulf Coast, has led this effort since 2014 as mayoral leadership changed in key coastal cities. Local support culminated in February 2016 during the Amtrak and SRC-hosted Gulf Coast Inspection Train trip to examine existing infrastructure and gauge public interest in restored service.

2.3 REGIONAL ECONOMIC SUMMARY

2.3.1 POTENTIAL ECONOMIC BENEFITS

To fully assess the potential return on an investment to support the restoration of passenger rail service along the Gulf Coast, the region is presented as a whole, looking across political boundaries. Appendix D provides a detailed presentation of the overall region's economic dynamics. Over twenty-two million people live in the four-state region, working in crucial U.S. industries like commercial seafood, shipping, tourism, and oil and gas production.

By the year 2050, the Gulf Coast megaregion's population is expected to increase by an estimated 10 million people, or 76%; similarly, the Florida megaregion is expected to grow by an estimated 13.8 million people, or 80%.[4] Passenger rail service could improve links between growing economic centers and the region's smaller communities and rural areas.

In addition to restoring passenger service, the continued viability of freight rail service to freight customers along the line is vital to growing the regional economy. As previously stated, one of the GCWG's goals is to reintroduce passenger trains while not unreasonably impairing CSX's ability to maintain freight service to its existing customers.

Chapter 4 identifies the GCWG's infrastructure analysis for restoring passenger rail service. The proposed services (including long-distance service between Orlando and New Orleans and daily state-supported service between Mobile and New Orleans) are anticipated to provide a number of economic benefits to communities, residents, visitors, and businesses across the Gulf Coast region:

- Expanded customer markets for tourism and business travel;
- Improved access to labor markets, educational opportunities, and healthcare; and
- Expanded transportation options.

[4] According to the America 2050 website (http://www.america2050.org), the Gulf Coast megaregion extends from the southern coast of Texas to the western Florida panhandle; principal cities include Houston, New Orleans, and Baton Rouge. The Florida megaregion includes most of Florida, areas east and south of Lake City, FL; principal cities are Miami, Orlando, Tampa, and Jacksonville.

Among the proposed passenger rail services' benefits are the expansion of business sales, income, and jobs along the corridor itself, as well as within its greater service area. Construction of needed capacity improvements, as well as operation of the proposed services, would also provide additional temporary and full-time jobs. The creation of economic investments in the corridor has already begun, and local examples are provided in Appendix D.

Additional station and infrastructure improvement projects described in Section 4.5.1 will create both temporary and permanent jobs through construction and operations. They also establish initial route-specific expenditures that start the multiplier effect of downstream economic impacts. These downstream economic impacts will likely be the greatest contributors to tourism and business travel.

The proposed long-distance service anchors two of the region's largest tourist economies—New Orleans and Orlando. In between these two cities lies Mississippi, with its coastal gaming and resort venues, Alabama's and Florida's gulf beaches, and a coastal region already offering the 20+ millions of annual visitors vibrant experiences in outdoor recreation, military history, collegiate and professional sports, culture, and the arts.

2.4 DESCRIPTION OF PARTIES INVOLVED

As the Chair of the Working Group, FRA identified the GCWG representatives who met Congress' intent and provided a range of representation and perspectives.

2.4.1 GULF COAST WORKING GROUP STRUCTURE & MEMBERSHIP

Members of the GCWG include representatives from FRA (Chair); Amtrak; State Departments of Transportation from Louisiana, Mississippi, Alabama, and Florida; municipalities and communities along the proposed route; regional transportation planning organizations; MPOs; the SRC; and railroad carriers whose tracks may be used for the proposed service (CSX, NS, and Florida DOT/SunRail). Appendices E and F provide a complete listing and detailed description of the over 60 groups/organizations that participated in the GCWG. Organizations that have submitted a resolution in support of the GCWG's goals are noted in Appendix G.

Members of the GCWG have demonstrated a deep commitment to the process and have met bi-weekly from March 2016 through September 2016, on the second Thursday of each month (via teleconference) and the fourth Thursday of the month (in-person meeting hosted by a city along the proposed route). After September 2016, the GCWG was unable to conduct routine in-person meetings due to limited travel allowances. From October 2016 to February 2017, CSX, Amtrak, SRC, and FRA formed a Technical Group and held three in-person meetings to undertake the highly technical aspects of planning for this effort. Minutes of each meeting were prepared by FRA's Monitoring and Technical Assistance Contractor, Urban Engineers, Inc., which are available from FRA upon request. Urban Engineers, Inc. also assisted the GCWG in preparing this Report.

2.4.2 GCWG INTERACTION WITH CONGRESSIONAL MEMBERS

A kick-off to the work of the GCWG was held in February 2016 during the Amtrak and SRC--hosted Gulf Coast Inspection Train trip referenced in the Executive Summary. Interested state and local elected officials and Congressional members participated in this effort in order to view, first-hand, the infrastructure and station improvements that would be required to restore passenger service. As noted in Section 2.4.1 above, the GCWG began meeting in March 2016 in

cities along the proposed route. Congressional staff members participated in some of these meetings and provided input. In September 2016, FRA, as the GCWG Chair, provided a detailed briefing to Senate Commerce Committee staff and Senator Roger Wicker on the status of the GCWG's efforts. This was followed by status update letters submitted to Congressional members on September 2, 2016 and December 14, 2016, provided in Appendix H.

3 EXISTING CONDITIONS

3.1 EXISTING RAILROAD INFRASTRUCTURE

3.1.1 ELEMENTS OF RAIL INFRASTRUCTURE

There are many elements of railroad infrastructure that impact the ability to accommodate freight and passenger rail traffic, as well as the speed and reliability of that traffic. They include track, signals, grade crossings, and bridges. Appendix I provides a detailed description of these elements in order to better understand how they influence current operations and future service needs.

3.1.2 EXISTING GULF COAST CORRIDOR RAIL INFRASTRUCTURE

This section identifies the existing rail infrastructure in the Gulf Coast Corridor. General characteristics are summarized in Table 1, and are located graphically on the map in Figure 2. The characteristics show the route's challenges regarding signal systems (or lack thereof), track speeds, track capacity, and other considerations.

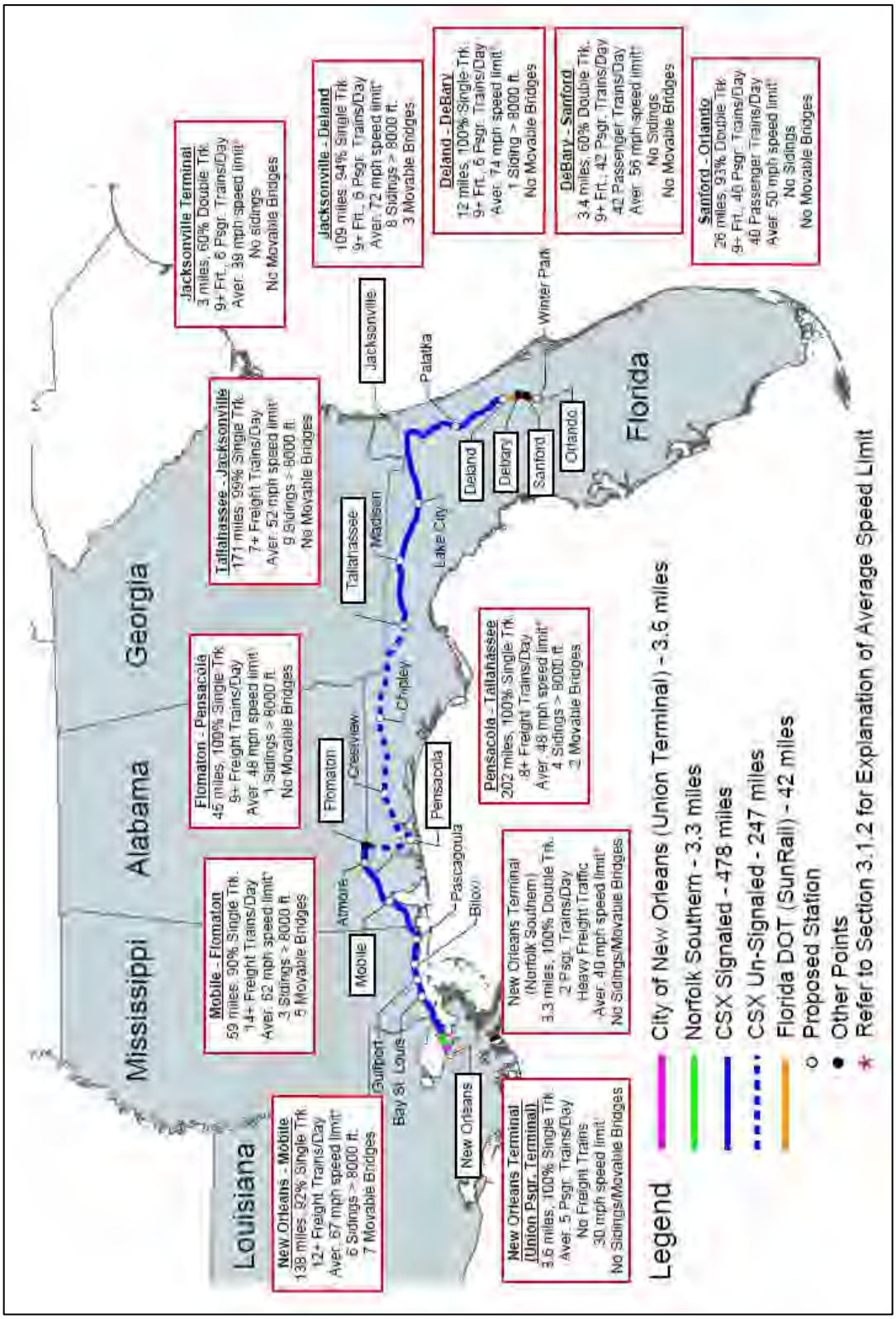
The Gulf Coast Corridor between New Orleans and Orlando is 775 miles in length and is almost entirely single track. There are 17 movable bridges between New Orleans and Orlando, seven of which are between New Orleans and Mobile. Between Flomaton and Tallahassee, a distance of 247 miles, there is no signal system. The average speed limits shown are for passenger trains and are calculated based on the various speed limits posted in the railroad employee timetable and the distances over which they apply. The average speed achieved by a passenger train would be lower, taking into account station stops, bridge openings, and variable operating conditions such as interaction with freight trains.

Table 1 – Existing Gulf Coast Rail Infrastructure

			New Orleans Terminal		New Orleans to Mobile	Mobile to Flomaton	Flomaton to Pensacola	Pensacola to Tallahasee	Tallahasee to Jacksonville	Jacksonville Terminal	Jacksonville to Deland	Deland to DeBary	Debary to Sanford	Sanford to Orlando
Owner			NOUPT	NS	CSX	CSX	CSX	CSX	CSX	CSX	CSX	Florida DOT	Florida DOT	Florida DOT
Route Length (miles)			3.6	3.3	137.7	59	45	202	171	3	109	12.2	3.4	26.19
Route Miles	Single Track		3.6	0	127.1	53.4	45	202	168.8	1.1	103.3	12.2	1.3	1.9
	Double Track		0	3.3	10.6	5.6	0	0	2.2	1.9	5.7	0	2.1	24.29
Signal System			Yes	Yes	Yes	Yes	No	No	Yes	Yes	Yes	Yes	Yes	Yes
Aver. Passenger Speed Limit (mph)			30	40	67	62	48	48	52	39	72	74	56	50
Siding Lengths (No.)	<4000 feet		0	0	1	2	1	0	3	0	0	0	0	0
	4000 to 8000 feet		0	0	3	3	1	1	3	0	0	0	0	0
	>8000 ft.		0	0	6	3	1	4	9	0	8	1	0	0
Siding Type (No.)	Signaled		0	0	3	5	0	0	5	0	8	0	0	0
	Controlled		0	0	7	3	3	5	10	0	0	1	0	0
Average Siding Spacing (Miles)			n/a	n/a	12.7	6.7	15.0	40.4	11.3	n/a	12.9	12.2	n/a	n/a
Number of Movable Bridges			0	0	7	5	0	2	0	0	3	0	0	0
No. of Grade Crossings	Flashers and/or Gates		0	0	152	11	57	156	127	1	111	3	2	68
	No Auto Devices		0	0	26	6	9	28	28	0	23	3	1	0
Aver. Weekday Trains (No.)*	NB or WB	Psgr.	2.5	2	0	0	0	0	0	3	3	3	21	20
		Frt.	0	*	6.3	7.4	4.6	4.2	3.7	4.7	4.7	4.7	4.7	4.7
	EB or SB	Psgr.	2.5	2	0	0	0	0	0	3	3	3	21	20
		Frt.	0	*	6.4	7.2	4.6	4	3.6	4.3	4.3	4.3	4.3	4.3

Freight movements are frequent but variable; average not applicable.

Figure 2 – Map of Existing Gulf Coast Rail Infrastructure



3.1.2.1 OTHER INFRASTRUCTURE

POSITIVE TRAIN CONTROL

Under 49 U.S.C. § 20157, each Class I railroad and each entity providing regularly scheduled intercity or commuter rail passenger transportation must implement a PTC system on: (1) its main line over which 5 million or more gross tons of annual traffic and poison- or toxic-by-inhalation hazardous materials are transported, and (2) its main line over which intercity or commuter rail passenger transportation is regularly provided.[5] By law, a PTC system must be designed to prevent train-to-train collisions, over-speed derailments, incursions into established work zones, and the movement of a train through a switch left in the wrong position.[6]

CSX must implement PTC systems on each main line track segment subject to the statutory mandate, unless it receives FRA approval of a *de minimis* exception, a routing change request, or a passenger main line track exception under FRA's regulations. Moreover, if any new passenger service is added to CSX's main line that triggers the need for PTC system implementation, CSX must submit to FRA a request for amendment (RFA) to its PTC Implementation Plan (PTCIP) for FRA review and approval under FRA's RFA procedures.[7] If the new passenger service qualifies for a passenger main line track exception under 49 CFR § 236.1019, the RFA may also include a request, subject to FRA review and approval, for an applicable exception for all or part of the main line track segment, as appropriate.

Cost sharing options will be explored as appropriate for sections of the rail line where it is determined that PTC system implementation is not required unless there is the addition of passenger rail service.

Lastly, separate from this restored passenger rail service effort, CSX has stated it will implement a PTC system between New Orleans and Flomaton and between Jacksonville and Deland. In addition, SunRail has stated it will implement a PTC system on its entire network, which includes the Deland to Orlando segment where the restored passenger service would operate. SunRail will coordinate with CSX and Amtrak to achieve interoperability of their PTC systems where they operate over the same track.

ORLANDO

Upon arriving in Orlando and deboarding passengers, the long-distance passenger train will need to reverse direction to return north to Sanford, where Amtrak has facilities for parking and servicing the train between runs. For departure back to New Orleans, the train will need to return south to Orlando and again reverse direction before departing north toward New Orleans. There are two wyes[8] approximately 6 and 8.5 miles, respectively, south of the Orlando station. One of these could be potentially used to turn around a train terminating at Orlando. Both wyes include a highway grade crossing, across which a turning train would have to make a backup

[5] Rail Safety Improvement Act of 2008, P.L. No. 110-432, § 104(a), 122 Stat. 4848, 4857–58 (Oct. 16, 2008), as amended by the Positive Train Control Enforcement and Implementation Act of 2015, Pub. L. No. 114-73, 129 Stat. 568, 576–82 (Oct. 29, 2015) and the Fixing America's Surface Transportation Act, P.L. No. 114-94, § 11315(d), 129 Stat. 1312, 1675 (Dec. 4, 2015).

[6] *See, e.g.*, 49 U.S.C. § 20157(i)(5); 49 CFR § 236.1005.

[7] 49 CFR §§ 236.1009(a)(2)(ii), 236.1021; 49 U.S.C. § 20157(a)(2)(C).

[8] This railroad term and others are defined in Appendix B.

move. Between the two wyes there is a controlled siding 6,989 feet in length. At the Orlando station, SunRail recently added a third track that could be used. More information on the Orlando area and SunRail's operations can be found in Section 4.4.1.3. In general, servicing the Orlando station will require further study.

NEW ORLEANS RAIL GATEWAY

The New Orleans Rail Gateway (NORG) (also known as the New Orleans Terminal Gateway) is an area within Jefferson and Orleans Parishes that provides a critical link in the east-west distribution of freight traffic and allows access to Canada and Mexico; it is where six of the seven U.S. Class I Railroads and one short line railroad converge. The NORG stretches from the City of Avondale, LA via the Huey P. Long Bridge to just west of Gentilly Yard in New Orleans. Located in the center of the NORG is the New Orleans Union Passenger Terminal (NOUPT).

The NORG's rail corridor is mostly double track with some single-track segments, and the infrastructure currently accommodates three existing Amtrak routes—the *City of New Orleans*, the *Sunset Limited*, and the *Crescent*—as well as the freight trains of Burlington Northern Santa Fe (BNSF), Canadian National (CN), CSX, Kansas City Southern (KCS), NS, New Orleans Public Belt (NOPB), and Union Pacific (UP). Each of these railroads maintains a major facility within the New Orleans Gateway. Initiating additional passenger frequencies in this congested area may have operational impacts beyond those already studied separate from this effort, as a result of the occupation of the terminal area track that is otherwise used by these freight carriers on through and connecting routes, and in order to interchange traffic with each other. Additionally, within one 3.3-mile segment of an anticipated new route, there are three different dispatching entities (Amtrak, NS, and CSX). A separate study is currently underway (although it is on hold) to address overall freight movement needs through the New Orleans area, including areas adjacent to the NOUPT.

4 PROPOSED RESTORATION PLAN

4.1 PREVIOUSLY STUDIED OPTIONS

As required by PRIIA, Amtrak studied restoration of service between New Orleans and Sanford, FL, issuing a report in 2009. After initially considering 12 different service alternatives, Amtrak selected three options for further analysis:

- Restoration of tri-weekly *Sunset Limited* service between Los Angeles and Orlando;
- Extension from New Orleans to Orlando of the daily *City of New Orleans* operating between Chicago and New Orleans; and
- A separate overnight service operating daily between New Orleans and Orlando.

As noted on page 44 of the 2009 Amtrak report, coastal communities preferred daily service:

"*…Most of those in the Gulf Coast Region who provided comments via Amtrak's stakeholder interviews and outreach efforts considered…a daily…train between New Orleans and Orlando… to be the most desirable of the three preferred options because it would provide a reliable daily service….*"

In 2015, Amtrak again studied restoration of service, this time at the request of the SRC, and completed a report in December 2015. Amtrak dropped the previously studied alternative of extending the tri-weekly *Sunset Limited* from consideration because of the extremely long route

between Los Angeles and Orlando, and the associated history of severe on-time performance issues, with the train routinely operating many hours late and in extreme cases as much as a day late. The 2015 report contains updated figures reflecting changes in market demand and operating assumptions, such as a modified schedule assumption and more economical train assumptions. Furthermore, the financial forecasts included in this 2015 evaluation reflect updated base cost data from more recent system-wide cost experience, and identifies and prices state-supported service under the PRIIA 209 methodology[9]. The 2015 study considered five alternatives, including options for daily corridor service between New Orleans and Mobile, AL. The service alternatives studied are as follows:

- Alternative A: A daily overnight long-distance train operating each way between New Orleans and Orlando that would operate as an extension of the Chicago-New Orleans *City of New Orleans,* with through equipment from Chicago to Orlando, plus a daily state-supported train operating round trip between New Orleans and Mobile.
- Alternative A1: A daily overnight long-distance train operating each way between New Orleans and Orlando that would operate as an extension of the Chicago-New Orleans *City of New Orleans,* with through equipment from Chicago to Orlando.
- Alternative B: Two daily state-supported trains operating round trip between New Orleans and Mobile, with no service east of Mobile to Orlando.
- Alternative B1: Two daily state-supported trains operating round trip between New Orleans and Mobile, with a Thruway bus connecting with one of the trains to provide service east of Mobile to Jacksonville.
- Alternative C: A daily overnight long-distance train operating each way between New Orleans and Orlando.

The ridership, passenger miles, revenue, operating costs (not including incremental operating cost of CSX track and infrastructure maintenance), and subsidy requirements of the five alternatives are summarized in

Table **2**.

[9] Section 209 led to the development and implementation of a single, nationwide standardized methodology for establishing and allocating operating and capital costs among the States and Amtrak associated with trains operated on each of the routes described in section 24102(5)(B) and (D) and section 24702.

Table 2 – Summary of Alternatives Considered in Amtrak 2015 Study

	Alternatives	A	A1	B	B1**	C
Projected Annual Passengers	Long Distance Train	119,100	138,300			69,100
	State Supported Train	34,800		38,400	43,400	
	Total	153,900	138,300	38,400	43,400	69,100
Annual Rail Passenger Miles (millions)	Long Distance Train	61.30	63.00			24.04
	State Supported Train	3.80		3.79	5.23	
	Total	65.10	63.00	3.79	5.23	24.04
Annual Ticket, Food & Beverage Revenue (millions)	Long Distance Train	$11.96	$12.25			$4.03
	State Supported Train	$0.76		$0.70	$1.05	
	Total	$12.72	$12.25	$0.70	$1.05	$4.03
Annual Operating Cost (millions)	Long Distance Train	$17.67	$17.73			$18.43
	State Supported Train*	$4.54		$7.67	$9.30	
	Total	$22.21	$17.73	$7.67	$9.30	$18.43
Annual Incremental Operating Loss (millions)	Long Distance Train	$5.71	$5.48			$14.40
	State Supported Train	$3.78		$6.97	$8.26	
	Total	$9.49	$5.48	$6.97	$8.26	$14.40

* Includes annual equipment capital expense charges to state partners

** State supported train numbers include Thruway bus between Mobile and Jacksonville

During the February 2016 inaugural GCWG meeting, the members formally agreed to adopt Alternatives A and Al from Amtrak's 2015 study for further consideration in this Report. Alternative A generates the highest levels of ridership and passenger miles and provides service to the entire Gulf Coast region. Alternative C generates lower ridership than A1 because it would require passengers to and from points north of New Orleans to change trains in New Orleans. Alternatives B and B1 have lower ridership and passenger miles because they do not provide rail service between Mobile and Orlando.

4.2 DESCRIPTION OF PROPOSED SERVICE OPTIONS

4.2.1 ALTERNATIVE A

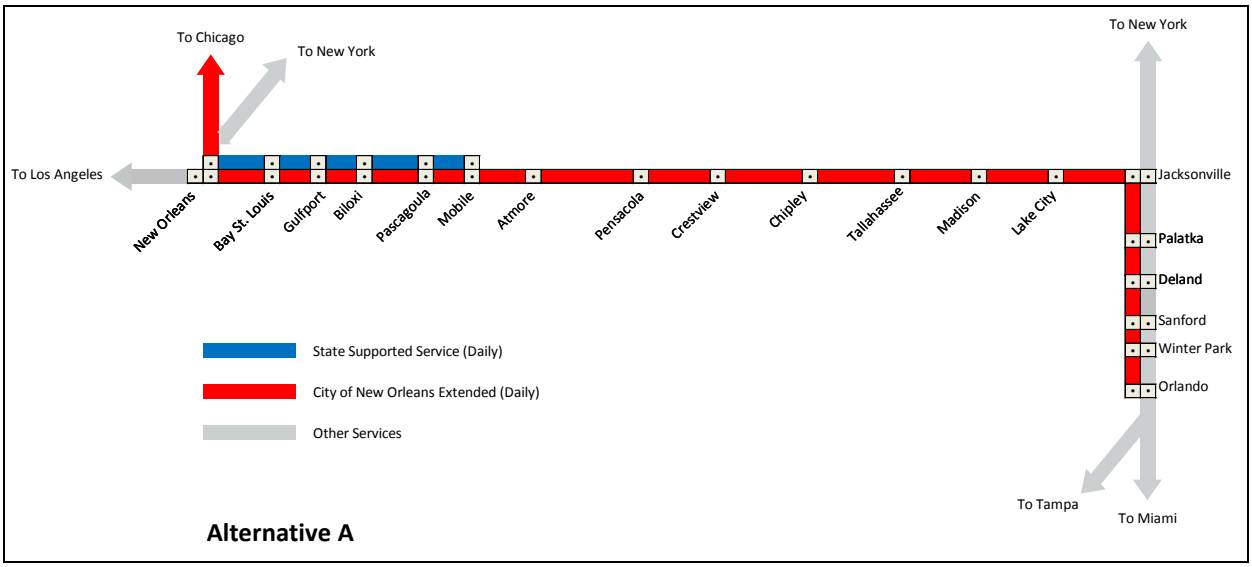
Alternative A provides daily service each way between New Orleans and Orlando, operating as an extension of the Chicago-New Orleans *City of New Orleans* train. The train would offer through service between Orlando and points north of New Orleans, including Jackson, MS; Memphis, TN; and Chicago, IL. At Jacksonville, the train would offer connections to points north toward Georgia, the Carolinas, Virginia, and Washington, DC, and points in the Northeast Corridor including Philadelphia, PA; New York City, NY; and Boston, MA.

At Orlando, connections would be available to both Tampa and Miami. Amtrak Thruway motor coach service would provide connections to additional Florida cities. At New Orleans, an overnight connection to the tri-weekly *Sunset Limited* to points west including Houston, San Antonio, and Los Angeles would be available three days each week. Three sets of rail equipment including cars and locomotives would be required to operate this service. Through-running equipment from the *City of New Orleans* would include a Superliner coach, Superliner coach-baggage, Superliner Cross-County Café car (offering food service), and a Superliner sleeping car.

In addition, Alternative A provides an additional state-supported train between New Orleans and Mobile, resulting in two trains that would provide service between those cities. This additional

service results in the highest total ridership of the alternatives considered, but requires additional equipment and incurs additional operating cost. Equipment for the extended *City of New Orleans* would include a Superliner coach, Superliner coach-baggage, Superliner Cross-County Café car (offering food service) and a Superliner sleeping car. The state-supported train would include coach service (Superliner or single-level Horizon coach) and food service (Superliner Sightseer Lounge or single-level Horizon or Amfleet-I Club dinette. Both services are shown schematically in Figure 3.

Figure 3 – Alternative A

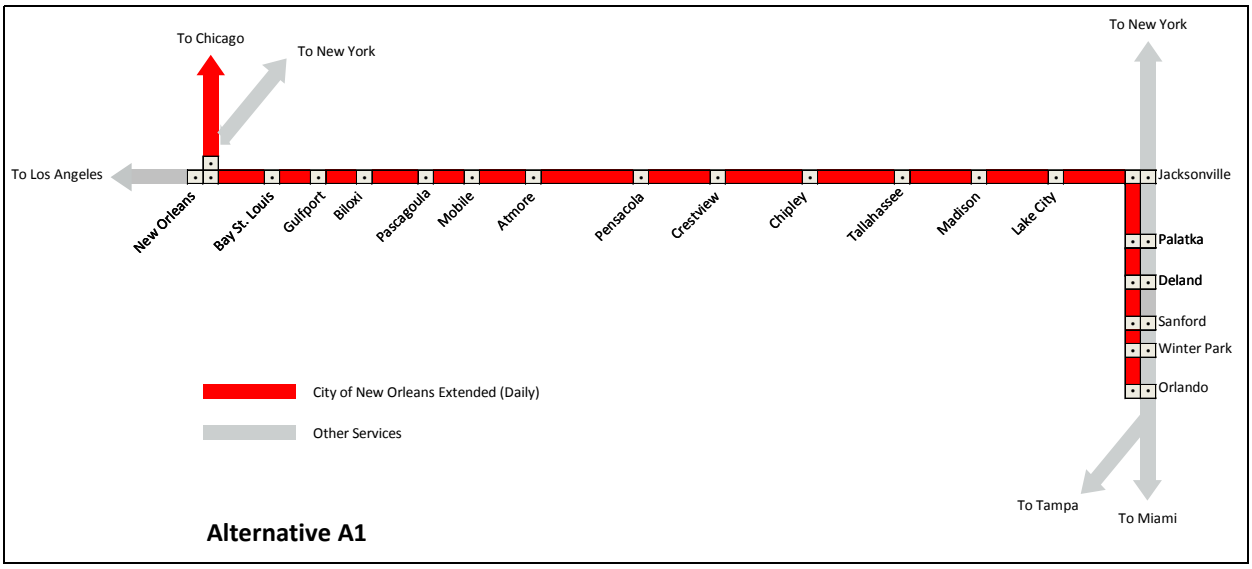


4.2.2 ALTERNATIVE A1

Alternative A1 provides service between New Orleans and Orlando, but does not include a daily state-supported train between New Orleans and Mobile. Similar to Alternative A, the train provides daily service each way between New Orleans and Orlando, operating as an extension of the Chicago-New Orleans *City of New Orleans* train. The train would offer through service between Orlando and points north of New Orleans, including Jackson, Memphis, and Chicago. At Jacksonville, the train would offer connections to points north in Georgia, the Carolinas, Virginia, Washington, DC, and points in the Northeast Corridor including Philadelphia, New York City, and Boston.

At Orlando, connections would also be available to both Tampa and Miami. Amtrak Thruway motor coach service would provide connections to additional Florida cities. At New Orleans, an overnight connection to the tri-weekly *Sunset Limited* to points west, including Houston, TX; San Antonio, TX; and Los Angeles, CA, would be available three days each week. Three sets of rail equipment including cars and locomotives would be required to operate this service. Through-running equipment from the *City of New Orleans* would include a Superliner coach, Superliner coach-baggage, Superliner Cross-County Café car (offering food service), and a Superliner sleeping car. The service is shown schematically in Figure 4.

Figure 4 – Alternative A1



4.2.3 PREFERRED OPTION

The GCWG selected Alternative A as the preferred service option as it would provide a daily, round trip long-distance train and a daily, round trip corridor train. However, the GCWG supports Alternative A1 as an option to restore service in the near term if initial funding resources are only available for the long-distance train.

4.3 PASSENGER SERVICE SCHEDULE COMPARISON

Amtrak's 2015 report on *Potential Gulf Coast Service Restoration Options* included a proposed schedule for the long-distance service operating as an extension of the Chicago-New Orleans *City of New Orleans* train. Similar to previous schedules when the train operated as an extension of the Los Angeles-New Orleans *Sunset Limited*, the run between New Orleans and Orlando spans the overnight hours; although, there are variations in the arrival and departure times at the two cities. The schedules of the service proposed in 2015 and the schedules of the train when it previously operated in 1999 and 2005 are shown for comparison in Table 3. The end-to-end running times and average speed obtained, accounting for station stops and other operating conditions including interaction with freight trains, in the proposed 2015 schedule are similar to the schedule in 1999. The 2005 schedule was slower due to reduced speed limits in some areas and additional recovery time built into schedules to account for increased delays.

Table 3 – Schedule Comparison of Long-Distance Train

	Eastbound				Westbound			
		1999*	2005*	Proposed in 2015		1999*	2005*	Proposed in 2015
		From Los Angeles	From Los Angeles	From Chicago		To Los Angeles	To Los Angeles	To Chicago
New Orleans (CT)	↓	8:15 PM	10:30 PM	5:00 PM	↑	11:26 AM	9:20 AM	9:30 AM
Orlando (ET)		3:20 PM	8:45 PM	11:30 AM		6:50 PM	1:45 PM	4:15 PM
Running Time (Hrs:Min)		18:05	21:25	17:30		17:36	20:35	18:15
Average Speed (Mph)		43	36	45		44	38	43

** Source: Amtrak Public Timetables*

4.4 OPERATIONAL REQUIREMENTS

4.4.1 TERMINALS

Appropriate facilities will be required to store and service trains at their terminals. It is important to understand these requirements because they will influence the capital needs for restoring the service described in Alternatives A and A1.

4.4.1.1 NEW ORLEANS

The NOUPT (owned by the City of New Orleans) already serves two daily plus one tri-weekly Amtrak trains. This station has sufficient facilities for servicing both an extension of a section of the *City of New Orleans* overnight train to Orlando plus a daily service between New Orleans and Mobile. The facilities include a wye track, used for turning a train around.

4.4.1.2 MOBILE

A day train operating from New Orleans to Mobile and returning the same day would need a track on which to park the train during the middle of the day. If a push-pull pull train is used with a locomotive on one end and a cab control car on the other end, the train can operate in reverse to return to New Orleans, and a simple single-ended storage track is all that would be needed. The seats on the train could be reversed during the layover. Otherwise, the train will have to be turned around on a wye track. The nearest existing wye is about 13 miles south in the direction of New Orleans and would require a backup move of 13 miles in each direction, which is not considered desirable. In the other direction, the nearest wye is about 24 miles away in Bay Minette, requiring a 48-mile round trip to turn the train.

4.4.1.3 ORLANDO AREA AND SUNRAIL OPERATIONS

There are limited facilities for servicing or turning a long-distance train at or near the Orlando Station, and with only three station tracks already serving 18 SunRail commuter trains in each direction, and two Amtrak trains in each direction, there is little or no opportunity for parking another long-distance train there for any length of time. However, there is a wye track for turning a train about 8.5 miles south of Orlando, and there are existing Amtrak facilities for servicing and storing trains plus a wye at Sanford, 26 miles to the north. In the past, after deboarding its passengers at Orlando, the long-distance train (*Sunset Limited*) from New Orleans would proceed south to the wye, turn around, and then head north to Sanford, where it would again turn on a wye and back into Amtrak's facility for servicing and overnight storage. The next

day, the train would back out onto the main line and head south to the wye south of Orlando, where it would again turn around and then head back north to Orlando, where it would load passengers and begin its trip to New Orleans. This procedure is still possible using existing infrastructure; however, it involves a total of 86 miles of dead head running, three turnings of the train, and unlike in the past, must now be integrated with frequent SunRail commuter operations. The procedure will likely take significantly more time than in the past.

SunRail will consider another option, which would be a new process since it added a third track at the Orlando station. The restored passenger service would run on the third track at the Orlando Station and detrain the passengers. Amtrak would then cut the locomotive power off the south end of the train and run around the train on track #2 and couple up on the north end on the train. Once the locomotive power is on the north end, Amtrak would operate northbound back to the Amtrak Auto Train Facility. SunRail would handle the dispatching for this option. This procedure would require the Amtrak train to operate with two locomotives coupled back-to-back in order to have a control cab facing forward for the run back to the Amtrak facility in Sanford.

4.4.1.4 ROLLING STOCK EQUIPMENT

For the restored Gulf Coast passenger rail service, Amtrak could utilize equipment associated with the *City of New Orleans'* equipment as well as add equipment to run the long-distance train east to Orlando to maximize capacity. For the New Orleans to Mobile service, Amtrak will explore the availability of equipment currently used on corridors elsewhere in the country. There are no plans to purchase new rolling stock for this service, and, therefore, any associated costs would be considered an O&M expense.

4.5 CAPITAL IMPROVEMENTS

4.5.1 STATION REVIEW

An Amtrak team of engineers and architects with significant station design experience conducted on-site surveys during the week of July 10-16, 2016, to prepare the individual (Amtrak) Station Condition Assessment provided in Appendix J. The comprehensive reports provide a condition overview assessment for the 12 stations located along the Gulf Coast in Mississippi, Alabama, and Florida, where Amtrak service was suspended. The assessment's reports encompass the station site, station building (interior and exterior and building systems), and Americans with Disabilities Act (ADA) accessibility observations for these 12 stations. The reports also include photographic records of observed conditions and an order-of-magnitude cost estimate that considers local conditions to restore service to the stations based on 2016 costs and appropriate contingencies. The estimated order-of-magnitude capital costs for the comprehensive list of improvements is $13.4 million. And, per the GCWG's request to identify an incremental approach for improvements, Amtrak provided a narrower list of essential (i.e., minimum) improvements needed to restore service, which are estimated to cost $7.8 million (in 2016 dollars).

4.5.1.1 APPROACH TO DEFINING INCREMENTAL STATION IMPROVEMENTS

As noted above, to reduce the immediate capital funding needs for station improvements, critical upgrades essential for the restoration of passenger rail service were identified by Amtrak. The assessment team defined "restoration of service" to each station to be the minimum required to achieve the following three objectives (also referred to as the "minimum required"):

- Allow a train to safely load and detrain passengers;
- Allow passengers to travel safely from the public right-of-way to the train via a safe and code-compliant platform and path of travel; and
- Comply with all current required codes and 49 CFR part 37 "Transportation Services for Individuals with Disabilities" (hereafter "49 CFR 37"). 49 CFR 37 provides the ADA Standards issued by the Department of Transportation that apply to facilities used by state and local governments to provide designated public transportation services, including bus stops and stations, and rail stations. Meeting 49 CFR 37 requirements will allow the first two objectives to be met.

Consequently, the revised assessment, providing the immediate increment of improvements and associated capital costs needed to restore passenger rail service, excludes restoration of, or other improvements to, the following:

- Amenities that existed at the time of service suspension, including baggage handling;
- Existing station buildings or shelter construction or other appurtenances thereto;
- Parking facilities not required to achieve a 49 CFR 37 compliant path from the public right-of-way to platforms; and
- Site, civil, electrical, mechanical, plumbing, storm water remediation, or other utilities that are the responsibility of local municipalities that do not hinder the minimum required above.

The revised/minimum required assessment recommended that the existing station buildings or shelters be immediately and completely closed and protected with access granted only to those whose duties require entry. However, individual communities are welcomed to improve these facilities to suit local needs and through separate efforts, since these facilities are not required to restore passenger rail operations.

Existing parking lot surfaces that require patching, restriping, regrading or full resurfacing should also be addressed by each individual city/municipality, and are not included in the revised assessment of required improvements to initially restore service. Finally, while this assessment identifies those items required to restore service, it is understood that the responsibility for implementing these items rests with each individual city/municipality.

Restoration of Gulf Coast passenger rail service need not wait for all stations to be made ready for service. Amtrak anticipates that, if necessary, service could be resumed bypassing certain stations until they have been made ready for service.

4.5.1.2 HIGHLIGHTS/SUMMARY OF ASSESSMENT FINDINGS

All of the 12 stations surveyed require some prior repair work to minimally restore passenger service to this portion of the route from New Orleans to Orlando. The key observations regarding the minimum requirements for service restoration at the majority of stations are:

- Sites are in adequate condition: In general, the sites and landscaping at all of the stations are in adequate condition and do not require any immediate work. Common to most stations is a general deterioration of parking lot surfacing, which requires patching, restriping, or resurfacing. As noted above, these improvements were not addressed or included in the immediate list of improvements. The exception is Pascagoula, at which a comprehensive rework of the site is required as a result of a CSX track relocation that occurred after 2005, leaving the existing passenger platform several feet away from the tracks.

- Signage requires a full upgrade: All signage at all the stations is outdated and does not meet current Amtrak or ADA standards. Signage is required to be upgraded for both operational need and ADA compliance. Signage replacement should be accomplished on a programmatic basis for all stations.
- Platform Conditions: The platforms, with a few notable exceptions, are in acceptable condition and could be restored to safe service with routine patching and minor repairs. At Pascagoula and Atmore, however, a full replacement of the platforms is required prior to the restoration of service. At these stations, the platforms have deteriorated to the point where patching is not a viable solution. For both stations, an eight-inch (8") top of rail platform is proposed in keeping with 49 CFR § 37.42 for stations adjacent to freight rail traffic. Where they exist, platform canopies are in sound physical condition; although, some require roof system repair to eliminate leaks.
- Tactile Warning Surfaces require full replacement: With very few exceptions, the tactile warning surface systems require a full replacement along the full length of each platform as they are uniformly beyond a state of good repair. Like the signage replacement, this, too, should be a programmatic effort in order to ensure that work is accomplished in a uniform manner, meeting both FRA and Amtrak requirements.
- ADA Considerations: All stations require ADA improvements to render them accessible to passengers with disabilities under the current requirements of 49 CFR 37, inclusive of path of travel, provision of wheelchair lifts and/or enclosures, and platform work.
- Passenger Information Display systems are absent: All stations could remain without Passenger Information Display Systems (PIDS) as there were none in place before 2005, which is allowable under ADA regulations if a public address system is not present.
- Electrical and Lighting Recommendations: Another programmatic recommendation is to replace all existing lighting fixtures to provide sufficient lighting to meet ADA requirements for accessible paths of travel, and test all existing utilities to ensure that required lighting can be adequately powered by these utilities in their current condition. Some have not powered facilities for over 10 years.

4.5.1.3 ORDER-OF-MAGNITUDE CAPITAL COST SUMMARY

The Project Design & Construction Budget provided in Table 4 identifies a total estimated capital cost of $7.8 million to implement the recommended station improvements that are essential to restore passenger service. The notes in Table 4 identify several of the key assumptions made in developing these order-of-magnitude cost estimates. Appendix J provides the complete summary of the assessment findings essential to the restoration of passenger rail service, as well as a very detailed description of individual station findings, recommended improvements, and the order-of-magnitude cost of returning these stations to a state of good repair. In both cases, the cost includes design, construction, soft costs (administration, construction management, etc.), and a 30% contingency, which is an industry standard.

Table 4 – Summary of Essential Station Restoration Costs

Project Design & Construction Budget					9/22/2016
Overall Estimate to Meet Minimum Requirements to Restore Service					
Station	Design	Construction	Soft Costs	Contingency	Total Costs
Lake City FL	$30,527	$305,273	$30,527	$109,898	$476,226
Madison, FL	$29,134	$291,339	$29,134	$104,882	$454,489
Tallahassee, FL	$17,999	$179,993	$17,999	$64,797	$280,789
Chipley, FL	$30,130	$301,302	$30,130	$108,469	$470,031
Crestview, FL	$30,266	$302,664	$30,266	$108,959	$472,156
Pensacola, FL	$39,969	$399,693	$39,969	$143,889	$623,521
Atmore, AL	$100,299	$1,002,987	$100,299	$361,075	$1,564,660
Mobile, AL	$17,514	$175,144	$17,514	$63,052	$273,225
Pascagoula MS	$105,659	$1,056,586	$105,659	$380,371	$1,648,274
Biloxi, MS	$20,787	$207,874	$20,787	$74,835	$324,283
Gulfport, MS	$41,600	$416,001	$41,600	$149,760	$648,962
Bay St. Louis, MS	$37,369	$373,686	$37,369	$134,527	$582,950
Grand Total	**$501,254**	**$5,012,542**	**$501,254**	**$1,804,515**	**$7,819,566**

Notes:

1. Assumes no escalation. Based on 2016 Dollars, and construction within 2016.
2. Assumes no PIDS.
3. Assumes no environmental work.
4. Does not include additional 10% Owner's reserve.
5. Assumes Construction, Design (10% of Construction), Soft Costs (10% of Construction),
6. Contingency (30% of Design, Construction, Soft Costs Total)

4.5.2 RAIL INFRASTRUCTURE

4.5.2.1 BACKGROUND

The Gulf Coast Corridor between New Orleans and Orlando is 775 miles in length, and is composed of four different owners:

- City of New Orleans: Within NOUPT's boundary, 3.6 miles of track is currently used by Amtrak passenger trains to access the New Orleans terminal station.
- New Orleans Terminal: This belt line owned by NS is on the north side of New Orleans and is currently used by freight and Amtrak passenger trains. The portion that would be used by Gulf Coast passenger trains is approximately 3.6 miles in length.
- CSX: From New Orleans to Deland, FL, a distance of 727 miles, the route is owned by CSX. The segment from New Orleans to Jacksonville, 615 miles, is currently freight only, while the Jacksonville station segment (3 miles) and the segment from Jacksonville to Deland (109 miles) is used by freight and Amtrak passenger trains.
- SunRail: The 42 miles of track from Deland to Orlando is owned by Florida DOT and is operated by SunRail. This segment operates commuter service and accommodates freight trains and Amtrak passenger trains.

The portion of the Gulf Coast Corridor owned and operated by CSX between Gentilly Yard on the eastern side of New Orleans and Jacksonville, 618 miles or 80% of the entire New Orleans-Orlando route, is the primary segment where infrastructure improvements could benefit passenger rail operations. This segment is currently occupied only by rail freight service. Freight operations are largely unscheduled and can vary from day to day based on the needs of local freight customers, the varying arrival of freight trains from connecting railroads, and general levels of freight traffic. While the existing infrastructure is adequate for freight operations, there are physical limitations (e.g., limited space within/adjacent to rail yards and bridge crossings) that may present a challenge to operating passenger trains on schedule.

Furthermore, since the suspension of Amtrak service in 2005, Congress has enacted Section 213 of the PRIIA (49 U.S.C. § 24308[f]). Section 213 authorizes the STB to investigate, among other things, intercity passenger train delays. In July 2016, the STB issued a final rule specifying the formula for calculating on-time performance under Section 213. The Association of American Railroads (AAR), together with several freight railroads, have challenged this rulemaking in court, and the dispute is currently pending before the U.S. Circuit Court of Appeals for the Eighth Circuit.

Due to the large territory reviewed in this analysis, train volumes vary dramatically. Between New Orleans and Mobile, CSX operates approximately 11 trains per day, excluding local traffic. The volume is made up of unscheduled and scheduled merchandise traffic (due to handoff between railroads), unscheduled unit trains, and several intermodal trains. Between Mobile and Baldwin, FL, 7 to 13 trains per day operate, primarily unit trains and merchandise traffic. The total daily train volume in the vicinity of Jacksonville station is approximately 39 trains per day, the majority of which are intermodal trains.

4.5.2.2 ASSESSMENT OF INFRASTRUCTURE IMPROVEMENTS

Identifying the rail infrastructure improvements for restoring passenger rail service was an iterative process and is described below.

CSX MODELING ASSESSMENT

To identify the infrastructure improvements to support the restoration of passenger service over the 724 miles of CSX-hosted track, CSX, at FRA's direction and with support from the GCWG, engaged a consulting firm, HDR, Inc., to perform rail service modeling. The Rail Traffic Controller (RTC) model was used to forecast future shared freight and passenger operations, estimate the infrastructure required to operate safely and reliably over the route, and test proposed train schedules. The RTC model is a tool to assess the rail infrastructure necessary to accommodate various levels of service. The full report of the CSX/HDR RTC results is provided in Appendix K.

The outcome of this initial effort identified more than $2.3 billion in infrastructure improvements to support the passenger service, including lengthening existing passing sidings throughout the route, installing new tracks and yard improvements, and other projects. However, even with the addition of these projects, the modeling suggested that service may not meet the 80% threshold for passenger on-time performance. CSX's analysis estimates an end-point on-time performance of 67% for the New Orleans to Orlando service and 75% for the New Orleans to Mobile service.

REVIEW & REFINEMENT OF INITIAL CSX RECOMMENDATIONS

Due to the scope and cost of the initial list of infrastructure improvements developed by CSX, the other members of the GCWG found them to be disproportionate to the level of proposed passenger service, and subsequently the GCWG Technical Group was formed to conduct additional technical reviews. As a result, the Technical Group held meetings in October and December 2016. The meeting participants reviewed key infrastructure needs and developed next steps for resolving outstanding issues. The key areas along the CSX route discussed included: Gentilly Yard (New Orleans) and adding capacity through this area; the installation of a second track in the Pascagoula Yard area; improvements to Sibert Yard (Mobile) to accommodate GCWG members' interest in having the state-supported corridor train terminate in Atmore, AL; PTC signal improvements; possible station relocation in Jacksonville; selected track upgrades to permit higher operating speeds; the construction of new sidings and extensions of existing sidings to 15,000 feet to provide improved freight operations flexibility; and other projects. CSX then conducted a site visit and more closely examined the options, focusing on a minimum set of improvements to restore passenger service without constraints of a pre-determined schedule or service frequencies. It was discussed that the schedules would be adjusted after additional analysis was completed taking the infrastructure into account. CSX presented a revised list of improvements at a GCWG Technical Group meeting on February 8, 2017. CSX's revised cost estimate for improvements including the New Orleans to Orlando route is approximately $780 million. The New Orleans to Atmore, AL route cost estimate is approximately $515 million; if the corridor train terminates in Mobile, CSX's cost estimate is approximately $424 million for that segment of the corridor. On-time performance analysis was not performed for this revised suite of projects. Additional discussions, modeling, and negotiations amongst the stakeholders are needed to further advance the reduce scope of improvements.

For both the initial and revised cost estimates, CSX developed the order-of-magnitude capital costs as follows:

- CSX took a "Program" approach given the number of projects required, and thus the individual project costs were not broken down as the estimate confidence was based on the average project cost within the program.
- CSX applied historical costs based on CSX's extensive track and signal construction knowledge.
- Costs are in 2016 dollars and do not account for escalation to the time period when construction would occur.
- Contingency ranged from 25-35% based on historical risks as identified by different scopes of work.
- The estimates include property acquisition and environmental permitting/mitigation.
- Costs for the program were compared to the highly successful and recent North Carolina DOT Piedmont Improvement Program (PIP) and were relatively close on a per mile basis ($3-million per mile for the PIP and $1 million per mile for the revised Gulf Coast proposal).

However, within a couple of months after completing the reduced scope and estimate, CSX determined it is not valid and insists that their $2.3 billion proposal is necessary to support passenger service. CSX believes that the most accurate analysis of what would be required to add modified Amtrak service described in this report is the initial modeling authorized and

funded by FRA and conducted by HDR with CSX as the intermediary. It is CSX's position that if Amtrak wishes to add modified passenger service along the Gulf Coast, the appropriate next step is for it to initiate CSX's planning process with a formal notice to CSX so that the two parties, and ultimately the STB, can establish a path forward.

AMTRAK RECOMMENDATIONS

Amtrak has identified recommended improvements for restoring service, which is supported by the SRC. While recognizing the benefits of capital improvements, Amtrak believes the only necessary improvement to CSX's line is the installation of PTC, if it is confirmed that the sole presence of passenger service warrants it, on some or all, of the segment between Flomaton, AL and Jacksonville, FL. PTC was discussed in Section 3.1.2.1, and this matter will require further review.

Amtrak recommends that the priority should be restoring the maximum allowable speeds (MAS) on the corridor to their 1999 levels. Since 1999, CSX has significantly reduced passenger train speeds along the route. In total, these and other speed reductions add approximately 80 minutes to the running time between New Orleans and Jacksonville, versus when Amtrak last operated on the route. See Table 3 to compare the service running times and average speeds for 1999, 2005, and the schedule proposed in 2015.

Amtrak has recognized the need to work with CSX to jointly assess intercity passenger rail service restoration and reach an agreement on the equitable distribution of costs for improvements to increase passenger service operating speed levels.

In terms of capacity improvements, Amtrak supports a phased approach after service is restored. Initial phases would include improvements that provide routes around major rail yards to increase speed and minimize risk of delays and provide flexibility for meets between opposing Amtrak trains. Subsequent phases would involve improvements that would facilitate meets and overtakes between Amtrak and freight trains. After Gulf Coast service is restored, the process of identifying exact infrastructure improvements would involve a more in-depth review of the existing infrastructure and be informed by actual experience. See Amtrak's November 10, 2016 letter to FRA in Appendix A for more details on their recommendation.

FRA EVALUATION

Following the February 8, 2017 Technical Group meeting, FRA, Chair of the GCWG, took action, independent of the HDR modeling analysis, to identify the infrastructure improvements that FRA considered necessary for passenger rail service. In particular, service between New Orleans and Mobile was considered crucial to the time competitiveness of a state-supported day train between the two cities. FRA identified improvements by reviewing and analyzing CSX's track charts, outputs from CSX's model that shows the freight activity along the corridor (i.e., string line diagrams), and recent aerial photos of the corridor.

Improvements identified for CSX's infrastructure were divided into two segments:

- New Orleans to Mobile: This segment would host two daily trains in each direction—a long-distance train operating between New Orleans and Orlando, plus a state-supported train operating between New Orleans and Mobile; and
- Mobile to Orlando: This segment would host only the daily long-distance train operating between New Orleans and Orlando.

4.5.2.3 FRA IDENTIFIED IMPROVEMENTS

This section outlines the improvements FRA identified for enhancing the operations of passenger trains on the corridor without unreasonably impairing freight operations. Aside from the passenger station related improvements, most of the proposed improvements for the restoration of passenger service from New Orleans to Orlando will benefit both the freight operations and the proposed passenger service. Improvements including, but not limited to, additional yard bypass tracks, improvements to passing sidings, and addition of higher speed turnouts to existing siding tracks, will help the rail freight services as well as accommodate the passenger service.

Developing this list into an implementation plan that finalizes how the proposed improvements will be advanced will require additional operations analysis and discussions among CSX, Amtrak, and the SRC. Where appropriate, the locations of proposed improvements are noted by railroad milepost (MP) and city location, and are shown on the maps in Figure 5. For additional context, see Appendix L.

PASSING SIDINGS

The Gulf Coast Corridor is largely a single track railroad. Adding passing sidings will allow trains traveling in opposite directions to pass one another or allow a faster train, such as a passenger train, to overtake and pass a slower train.

Many of the passing sidings on the Gulf Coast Corridor require upgrading for one or more of the following reasons:

- Siding is too short to accommodate most freight trains;
- Location of sidings is based on current freight operations, not on additional passenger service;
- Small turnouts leading to a siding significantly reduce operating speeds;
- Siding is not signaled, restricting speed to 15 mph; and
- Siding contains a highway grade crossing, which restricts the ability to stop long trains in the siding.

Identified Improvements:

- MP 780.4.4 to MP 781.9, Lake Catherine, LA: Replace No. 15 turnouts with No. 20 turnouts, modify signals, and upgrade track to permit high speeds.
- MP 766.3 to MP 768.1, Magnolia Ridge, MS: Replace No. 15 turnouts with No. 20 turnouts, modify signals, and upgrade track to permit higher speeds.
- MP 764.2, East of Ansley, MS: Install new 10,000-foot passing siding that will also allow switching of local industry without blocking the main line.
- MP 745.1 to MP 746.9, White Harbor, MS: Re-align and extend siding, and replace No. 15 turnouts with No. 20 turnouts, modify signals, and upgrade track to permit higher speeds.
- MP 730.3 to MP 731.9, Beauvoir, MS: Replace No. 15 turnouts with No. 20 turnouts, modify signals, and upgrade track to permit higher speeds. Also includes closing of Iris Street crossing in middle of siding.
- MP 709.9 to MP 711.4, Gautier, MS: Replace No. 15 turnouts with No. 20 turnouts, modify signals, and upgrade track to permit higher speeds.
- MP 699.4 to MP 701.2, Orange Grove, MS: Replace No. 15 turnouts with No. 20 turnouts,

modify signals, and upgrade track to permit higher speeds.

- MP 685.6 to MP 687.4, St. Elmo, AL: Replace No. 15 turnouts with No. 20 turnouts, modify signals, and upgrade track to permit higher speeds.
- MP 669.7 to MP 671.8, Mobile, AL: Replace No. 15 turnouts with No. 20 turnouts, modify signals, and upgrade track to permit higher speeds.

GRADE CROSSINGS

Existing public highway grade crossings in the corridor are equipped with different types of protection. Many are protected by flashing lights and/or gates that are automatically activated by the approach of a train. Private roads have only warning signs (crossbucks) or standard stop signs, relying on the motorist to watch for the approach of a train. Grade crossings are a source of numerous concerns:

- Crashes: Motorists can ignore flashing lights, drive around gates, or fail to stop or yield to an oncoming train, resulting in a collision between a vehicle and a train that may cause injuries and/or fatalities, damage to vehicles and trains, damage to infrastructure, and extensive delays to trains.
- Operations: To avoid blocking a highway grade crossing for extended periods of time, trains may restrict operations, such as switching and occupying sidings that have grade crossings.
- Maintenance and Inspection: Crossing protections need periodic inspection and maintenance.
- Ride Quality: A sudden change in track condition at grade crossings can often be felt by passengers on trains traveling at higher speeds.
- Speed Restrictions: Restricting the speed of trains through grade crossings may be necessary or may be requested by the local municipality.

The Gulf Coast Corridor includes a large number of grade crossings. Some have a history of frequent accidents, are closely spaced, and/or restrict switching operations and use of sing tracks. Proposed improvements will require proper coordination with the respective State Department of Transportation and local jurisdiction.

Identified Improvements:

- MP. 799.3, New Orleans, LA: Remove crossing at Old Gentilly Road, which could improve switching of Gentilly Yard and reduce blockage of main track by switching operations when combined with additional track capacity.
- MP 795.2, New Orleans, LA: Remove Michoud Boulevard grade crossing. This will provide CSX with an additional length of track to park freight trains, allowing passage of passenger trains on main track.
- West of Bay St. Louis: Remove two grade crossings to allow use of second track as passing track.
- West of Gulfport through Biloxi: Out of 14 crossings in a 20-mile stretch, remove three and upgrade warning signals at two others to potentially allow removal of voluntary 45 mph speed restriction, subject to further study by CSX. FRA will need to coordinate an onsite grade crossing diagnostic team for the two locations slated to be upgraded. Team members should include (but not be limited to) state and local officials, the railroad and its signal consultants, emergency personnel, and any other stakeholders.
- Mobile: Close three lightly used and closely spaced crossings to improve operational

flexibility.

YARD BYPASS TRACKS

Yards are used for assembling and disassembling trains, and sorting and storing of rail cars. They may also have facilities for servicing and fueling locomotives, minor car repair, and changing of crews. While most yard facilities are separate from main tracks, they can impact traffic on main tracks by trains pulling into and out of the yard, and in some locations, due to site limitations, require using main tracks for assembling and disassembling trains and/or for pushing and pulling strings of cars to and from yard tracks.

Operations at Gentilly Yard on the east side of New Orleans, Bayou Cassotte Yard in Pascagoula, and Sibert Yard in Mobile frequently block main tracks for extended periods, which would impede the passage of passenger trains.

Identified Improvements:

- Gentilly Yard in New Orleans: Construct a new, fully signaled bypass track around Gentilly Yard in New Orleans for passenger trains on the north side of the existing main line for approximately two miles with No. 20 turnouts at each end.
- Bayou Cassotte Yard in Pascagoula: Install approximately 21,000 feet of fully signaled passing track with No. 20 turnouts to allow passenger trains to bypass freight trains stopped for switching on the main track. As of March 2017, the Port of Pascagoula is working on a TIGER 2013 funded project that includes rail improvements (i.e., new rail track) in the same vicinity as this proposed passing track, east of the yard. Although construction has not started yet, CSX and Amtrak will need to coordinate with the Port to see if design modifications can be made so both projects can be built to meet the needs of each entity.

INTERLOCKING IMPROVEMENTS

Interlockings are locations where there are remotely controlled turnouts, crossovers, diamond crossings, and other special track work that is fully signalized. The interlocking primarily assists with moving trains to different tracks.

Identified Improvements:

- Gulfport, MS: Revise the interlocking where KCS trains cross CSX track to give CSX priority control for expediting passenger trains.
- Theodore, AL: Replace hand thrown turnouts with interlocked remote control powered turnouts to expedite freight movements to and from the Theodore Industrial track, reducing freight train occupancy time on the main track.
- Mobile, AL: Interlock and remote control the interlocking where CN trains cross CSX track to give CSX priority control for expediting passenger trains.

MOVABLE BRIDGES

Movable bridges, whose jurisdiction is under the U.S. Coast Guard (USCG), are those that do not have enough clearance above the water to allow passage of many types of boats. Thus, they must be opened by raising or swinging out of the way to allow passage of marine vessels.

To prepare for any potential challenges with any of the bridges' open/close cycle time, the USCG described their drawbridge operating regulation procedure for requesting modifications to bridge movements for train crossings in an October 3, 2016 letter to Senator Roger Wicker, see

Appendix M. With an understanding that the modification process is not guaranteed, this topic will need to be further explored by some of the GCWG members for the restoration of passenger service.

FRA's only recommendation for the moveable bridges is concerning the miter rails. When a movable bridge closes, it must be locked in position with the rails on the movable part of the bridge precisely aligned with the rails on the fixed part of the bridge. To ensure proper alignment is maintained, special miter rails are required. The type of miter rails impacts the allowable speed of trains. The type of miter rail used at most of the CSX bridges currently restricts train speeds.

Identified Improvements:

Upgrade to the miter rails and perform a structural analysis to potentially permit faster speeds at the following movable bridges:

- MP 787.3, Chef Menteur
- MP 775.3, Rigolets
- MP 768.8, Pearl River
- MP 753.0, Bay St. Louis
- MP 724.4, Biloxi Bay
- MP 706.8, Pascagoula River

IDENTIFIED (PROPOSED) NEW STATIONS - FOR FURTHER CONSIDERATION

As part of the Service Level for Ongoing Operations category of investments, FRA recommends that Amtrak and the cities of Mobile, AL and Jacksonville, FL consider the addition of two new stations as part of a long-term strategy to help encourage additional ridership. The basis for the recommendation is described further within each city's section below. The planning and design of new stations would need to follow the respective city's land development process as well as applicable state and federal regulations. In addition, new stations are considered a modification of service under the Amtrak-CSX contract, requiring a joint planning process between the two parties.

Proposed Suburban Station West of Mobile:

To improve access to the passenger service from suburban points north, northwest, and southwest of Mobile, FRA recommends that the City of Mobile consider a park and ride station with convenient highway access. This station would be in addition to restoring the downtown Mobile station, and it would eliminate the need for suburban passengers to drive 6-10 miles east to that station in order to travel west on the train. The proposed location is a site at the intersection of the railroad with Highway Route 193, which passes over the railroad. The site is near to full interchanges with I-10 and US 90, with an existing frontage road providing access to the site. The station would have a 300-foot platform adjacent to the existing main track, plus parking for 150 cars. On other passenger routes around the U.S., properly located suburban stations (a.k.a., beltway stations) have attracted ridership beyond what was expected in the planning stages.

Proposed Additional Jacksonville Station:

The existing Jacksonville station is located north of a direct route for a train traveling between New Orleans and Orlando. To serve this station, the train would have to make a 3-mile detour

through a very congested freight switching area and reverse direction on a wye track with a backup move. The detour and backup move is estimated to require 23 additional minutes of schedule time and would likely be subject to additional delays due to freight train activity.

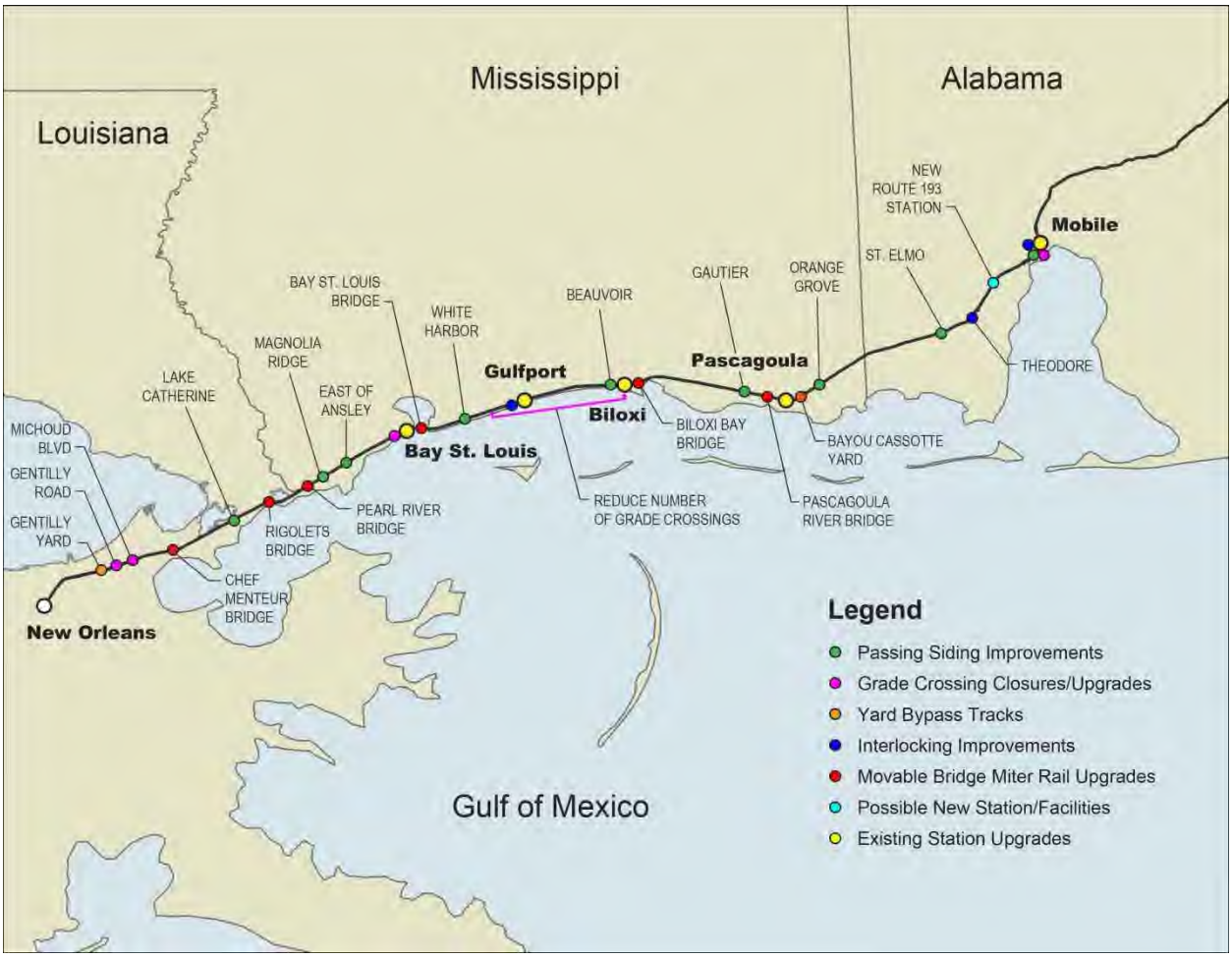
FRA recommends that the City of Jacksonville consider an additional station that could be located on the southwest side of Jacksonville. The new station would improve access to some suburban areas and could also be served by existing Amtrak trains. Furthermore, the station would incorporate a simple platform and canopy with vehicular access and parking, and is not intended to replace the existing Jacksonville station, which would require more extensive facilities.

MOBILE STATION TRACK

A daily round trip train operating from New Orleans to Mobile will need a place to park in Mobile during the middle of the day. A 1,000-foot track on the west side of the existing Mobile station platform and connected to the main track with a fully signaled and interlocked No. 10 turnout is proposed.

Figure 5 – Maps of FRA's Identified Improvements





IMPROVEMENTS REQUIRING FURTHER CONSIDERATION:

PTC and Signal Systems:

Based on the information provided in Section 3.1.2.1, CSX and Amtrak will need to further assess the traffic levels, precise volume of poison- or toxic-by-inhalation hazardous materials transported over each territory along the corridor, and precise beginning and end points where passenger service would be provided for a final determination on the needs and costs for PTC and any associated signal system installation, in accordance with federal law. Once the specific passenger service beginning and end points have been determined, Amtrak and CSX can detail the PTC project needs and submit to FRA, for review and approval, a request for amendment to CSX's PTC Implementation Plan, as explained in Section 3.1.2.1.

The total cost for fully implementing a PTC system on the Gulf Coast Corridor, including costs for PTC system installation, deployment, operation, and ongoing maintenance, is not yet known. PTC installation costs are very specific to each territory; as such, more detailed planning and design work is needed to develop an estimate for the Gulf Coast route. An initial projected cost range based on the experience of other railroads across the country shows that installing PTC could cost between $200,000 and $850,000 per track mile where PTC is required. The exact cost per mile is highly dependent upon many factors, including, but not limited to, the amount of work required to bring the supporting signaling infrastructure to an adequate state of

repair and/or installation of a supporting signal system to support the proposed method of operations, which has not been determined yet. As mentioned in Section 3.1.2 and shown in Figure 2, there is no signal system between Flomaton, AL and Tallahassee, FL.

Amtrak and CSX also provided preliminary PTC installation cost estimates during the process of preparing this Report. Amtrak's preliminary PTC installation cost estimate is $50 million, and it has indicated the AAR's industry average is $170,000 per mile, which includes costs for research and development and equipping locomotives with a PTC system. Furthermore, CSX provided a $93 million preliminary estimate for the cost of installing a PTC system, including signal upgrades. The varying cost estimates are likely based on PTC installation projects that do not require the installation of a base signal system because it already exists.

4.5.2.4 FRA IDENTIFIED IMPROVEMENTS FOR CSX LINE AND ORDER OF MAGNITUDE CAPITAL COSTS

For the New Orleans to Mobile daily state-supported train and the New Orleans to Orlando daily long-distance train, FRA identified infrastructure improvements for the CSX-owned line at two levels to illustrate the differences in capital needs and costs: 1) Minimum needed for passenger rail service; and 2) Service level for ongoing operations. The infrastructure improvements comprising each level and their estimated costs are shown in Table 5.

MINIMUM NEEDED FOR PASSENGER RAIL SERVICE

These improvements are primarily comprised of station improvements that are needed to restore passenger service. This investment level would support the long-distance train only since the proposed restoration of the long-distance service is very similar to the suspended *Sunset Limited* operations between New Orleans, LA and Orlando, FL.

SERVICE LEVEL FOR ONGOING OPERATIONS

These improvements include the addition of signals, larger turnouts, and track upgrades for increased speeds in and out of passing tracks in order to improve overall capacity and expedite all train movements, installation of new miter rails on moveable bridges, grade crossing improvements, yard improvements, and other projects. These improvements are intended to enhance the reliability and reduce the trip time of passenger trains. The effectiveness of the improvements for on-time performance has not been validated as part of this Report and is recommended as a next step. Moreover, these improvements are targeted to support the addition of the state-supported train as it would operate during the daytime (also based on the schedule in Amtrak's 2015 report) when freight traffic between New Orleans and Mobile is higher.

The order-of-magnitude capital costs incorporated the following list of assumptions:

- Design and construction management (CM) costs were each calculated as percentages of the program subtotal (10% and 5%, respectively).
- Unallocated Contingency of 35% was included.
- Costs are in 2016 dollars and do not account for escalation to the time period when construction would occur.
- For grade crossing closures, it was assumed that in all cases the "most reasonable" approach would be taken, recognizing that there may be local opposition to a crossing closure.
- The ownership of right-of-way that may be required to implement the improvements was not considered, and real estate/property acquisition costs have not been included.

- The CSX Timetable speed restrictions (via the Train Performance Calculator output) were used to determine track class and crossing systems/software, and to provide backup for other assumptions. The majority of the main line track was determined to be Class 4 track (60 mph max speed for freight, 80 mph max speed for passenger); therefore, no improvements are included.
- It was assumed that track could be upgraded from Class 2 track (25 mph max freight, 30 mph max passenger) to Class 3 track (40 mph max freight, 60 mph max passenger) on many existing sidings by making improvements rather than replacing the track structure (for a much lower cost). Actual site surveys may reveal that track may, indeed, need to be replaced.
- It was assumed that all environmental, National Environmental Policy Act (NEPA), and related clearances can be obtained, but this may be difficult with some of the work that is required, particularly in the wetland regions. The cost estimates do not include any environmental or hazardous material removal or mitigation costs.

The capital needs for each line segment (New Orleans to Mobile, and Mobile to Orlando) and their associated order-of-magnitude capital cost are summarized and provided in Table 5. These are initial cost estimates; preliminary engineering and design is needed for more accurate and detailed cost estimates. Supporting capital cost documentation for Table 5 is provided in Appendix L.

Table 5 – Capital Cost Summary - FRA's Identified Improvements

Costs shown are in 2016 dollars.

Project Element	New Orleans to Mobile		Mobile to Orlando*		Subtotals		Total
	Minimum Needed for Passenger Rail Service	Service Level for Ongoing Operations	Minimum Needed for Passenger Rail Service**	Service Level for Ongoing Operations	Minimum Needed for Passenger Rail Service	Service Level for Ongoing Operations	
Planning & Project Development							$5,000,000
Siding Improvements		$45,880,000				$45,880,000	$45,880,000
Grade Crossings		$2,604,000				$2,604,000	$2,604,000
Yard Bypass Tracks		$28,036,000				$28,036,000	$28,036,000
Interlocking Improvements		$6,892,000				$6,892,000	$6,892,000
Movable Bridge Miter Rails		$7,277,000				$7,277,000	$7,277,000
Upgrade Existing Stations	$3,478,000		$4,342,000		$7,820,000		$7,820,000
New Station W. of Mobile		$4,192,000				$4,192,000	$4,192,000
Mobile Station Track	$1,898,000				$1,898,000		$1,898,000
Jacksonville Terminal				$8,073,000		$8,073,000	$8,073,000
Totals**	**$5,376,000**	**$94,881,000**	**$4,342,000**	**$8,073,000**	**$9,718,000**	**$102,954,000**	**$117,672,000**

** Infrastructure improvements end in Deland, FL*

***Positive Train Control (PTC) & base signal system installation needs and costs from Flomaton, AL to Jacksonville, FL and Flomaton, AL to Tallahassee, FL, respectively, have not been determined by the time this report was finalized. The installation of PTC could significantly increase the service restoration costs.*

5 IMPLEMENTATION

5.1 FRA IDENTIFIED PROGRAM OF IMPROVEMENTS

FRA's identified program of improvements for consideration and associated capital costs are described below. The O&M costs associated with the state-supported, corridor train, and the long-distance train, are described as well. The O&M costs are of particular significance because Amtrak projects the two services to yield annual incremental operating losses; both federal and/or non-federal (state and/or local) funding sources will need to be identified prior to the restoration of passenger service.

5.1.1 OPERATIONS AND MAINTENANCE (O&M) COSTS

Amtrak's 2015 report contains estimated passenger revenue and O&M costs[10] for the service along the entire route from New Orleans to Orlando (Alternative A1 in Section 4.2.2, without the additional round trip between New Orleans and Mobile) to yield an annual incremental operating loss of $5.48 million. If operated as a standalone service, the operation between New Orleans and Mobile (Alternative A1 subtracted from Alternative A in Table 2) would yield an annual incremental operating loss of $4 million, due primarily to the reduction in passenger volume and other sources of revenue. The combined service (Alternative A in Section 4.2.1) would yield an annual incremental operating loss of $9.49 million.

Amtrak's estimated revenues and O&M costs for restored passenger rail service are based on the corridor's 1999 operating speeds, which were faster than the rail infrastructure currently allows, and do not incorporate any rail infrastructure improvements. As such, additional analysis of the revenues and O&M costs is recommended.

In addition, ongoing capital lifecycle costs, including PTC system maintenance, have not been estimated as part of the evaluation for this Report. Lifecycle costs should be assessed as a next step when more detailed planning efforts are underway.

5.1.2 SUMMARY OF STATION, INFRASTRUCTURE & OTHER IMPROVEMENT COSTS

FRA's recommended capital improvements for restoring passenger rail service are discussed in Sections 4.5.2.3 and 4.5.2.4. The suggested approach would be to first implement the minimum improvements needed to restore service, to be followed by the service level for ongoing operations improvements as additional funding becomes available. The total estimated amount of capital investment for the recommended improvements that will be required is $117.67 million in 2016 dollars, and includes the elements shown in Table 6.

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[10] Assumptions from 2015 Amtrak report: the financial forecasts based in the evaluation reflect updated base cost data from more recent system-wide cost experience, and identifies and prices state-supported service under the PRIIA 209 methodology. Methodology: In order to forecast the operating results for the proposed Gulf Coast services, including PRIIA 209 methodology pricing, Amtrak Market Research and Amtrak Finance relied on modeling processes consistent with those used for studies of other service changes throughout the Amtrak system.

Table 6 – Capital Cost Summary by Phased Implementation

Project Element	Minimum needed for passenger rail service *	Service level for ongoing operations	TOTAL
Planning and Project Development	$ 5,000,000		$ 5,000,000
Station Improvements	$ 7,820,000		$ 7,820,000
New Station/Terminal	$ 1,898,000	$ 12,265,000	$ 14,163,000
Infrastructure Improvements		$ 90,689,000	$ 90,689,000
TOTAL	$ 14,718,000	$102,954,000	$ 117,672,000

** Positive Train Control (PTC) & base signal system installation needs and costs from Flomaton, AL to Jacksonville, FL and Flomaton, AL to Tallahassee, FL, respectively, have not been determined by the time this report was finalized. The installation of PTC could significantly increase the service restoration costs.*

5.2 FUNDING

A key challenge to implementing the restored passenger rail service will be securing the necessary funds for both capital improvements and sustained financial support to cover projected operating losses. At this time, specific source(s) of funds have not been identified to cover the projected operating losses identified above.

An estimate of capital funding needs to implement the identified improvements over the course of the next five years has been projected and is shown in Table 7 below.

Table 7 – Five-Year Funding Plan for FRA's Identified Improvements

Costs shown are in 2016 dollars. For planning purposes, FRA assumes a federal share of 80% and non-federal share of 20%.

	Planning and Project Development		Minimum Needed for Passenger Rail Service*				Service Level for Ongoing Operations					
			Year 1		Year 2		Year 3		Year 4		Year 5	
Project Element	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal	Federal	Non-Federal
Planning & Project Development	$4,000,000	$1,000,000										
Stations			$3,887,200	$971,800	$3,887,200	$971,800	$3,270,667	$817,667	$3,270,667	$817,667	$3,270,667	$817,667
Infrastructure & New Stations							$24,183,733	$6,045,933	$24,183,733	$6,045,933	$24,183,733	$6,045,933
Annual Totals	**$4,000,000**	**$1,000,000**	**$3,887,200**	**$971,800**	**$3,887,200**	**$971,800**	**$27,454,400**	**$6,863,600**	**$27,454,400**	**$6,863,600**	**$27,454,400**	**$6,863,600**

** Positive Train Control (PTC) & base signal system installation needs and costs from Flomaton, AL to Jacksonville, FL and Flomaton, AL to Tallahassee, FL, respectively, have not been determined by the time this report was finalized. The installation of PTC could significantly increase the service restoration costs.*

The following section outlines potential or existing sources of funding that can be considered to support the restoration of passenger rail service.

5.2.1 LOCAL FUNDING

5.2.1.1 LOCAL MATCH TO FRA GRANTS

Several communities along the suspended service route in Louisiana, Mississippi and Alabama will invest local dollars to match federal funds to complete a variety of planning studies and construction projects. The SRC and FRA are using the $2.45 million in FY 2006 Gulf Coast High Speed Rail Corridor earmark funds to set up railroad planning and development grants. The grant will require a 50% cash match, and the SRC has received commitments from the

potential grant recipients to supply the full match for their respective project(s).

5.2.1.2 OTHER LOCAL FUNDING INITIATIVES

The City of Live Oak, FL does not currently have a passenger station, but has expressed strong support for one. The Suwanee County Economic Development Office, a GCWG member, has identified $2.5 million that is available for potential platform and passenger station facilities.

5.2.1.3 BP OIL SPILL SETTLEMENT PROCEEDS

In April 2010, BP's offshore oil rig *Deepwater Horizon* (off the Louisiana Coast) exploded, sending millions of gallons of oil into the Gulf of Mexico. Following a number of lawsuits, a $20 billion settlement was reached, providing funds to the five affected Gulf Coast states (Texas, Louisiana, Mississippi, Alabama and Florida) and localities to address environmental damage and other claims. The spill restoration funding is accessed through multiple sources, each having its own requirements and limitations on use of the monies. Only two sources offer opportunities for possible use in restoration and resilience investments, such as the restoration of passenger rail service. The sources are the Gulf states' economic damages settlement awards and certain funds under the Revived Economies of the Gulf Coast States Act (RESTORE Act) (included in the settlement).

Although no specific amount of funding has been identified from the settlement proceeds available to the Gulf States that might be directed toward possible eligible uses to support the proposed activities in this Report, this remains a viable source for potential future funding.

5.2.2 THE FAST ACT

The recently passed federal surface transportation authorization, the FAST Act, includes a passenger rail title. The passenger rail programs are not guaranteed to be funded at the authorized funding levels included in the Act, in contrast to most highway and transit programs. Rather, these rail programs must rely on the federal appropriations process to receive annual funds, if any. The FY 2017 appropriations act provides some passenger rail funding available as grants to states and local governments, which is the first time since 2010 that Congress has provided these entities with passenger rail funding. These grant programs will be awarded on a competitive basis according to the statutory requirements.

5.2.2.1 CONSOLIDATED RAIL INFRASTRUCTURE AND SAFETY IMPROVEMENTS (CRISI) PROGRAM

The CRISI program's (Section 11301 of the FAST Act) purpose is to improve the safety, efficiency, and reliability of passenger and freight rail systems. This program did receive $68 million in the FY 2017 appropriations act.

5.2.2.2 RESTORATION AND ENHANCEMENT (REG) PROGRAM

The REG program (Section 11303 of the FAST Act) provides up to six operating assistance grants to support initiated, restored, or enhanced intercity passenger rail transportation. This program received $5 million for operating costs in the FY 2017 appropriations act.

5.2.2.3 FASTLANE GRANTS

The FASTLANE program (Section 1105 of the FAST Act) authorizes funding for critical freight and highway projects across the country. Projects are selected by the Secretary of Transportation on a competitive basis. The program limits funding to multi-modal non-freight highway projects

to $500 million over the life of the FAST Act, which expires in 2021. These funds are guaranteed on an annual basis, unlike passenger rail programs.

5.2.3 TIGER GRANTS

TIGER grants are another federal funding source that the SRC and the Gulf States are familiar with through past applications. To date, roughly $500 million has been appropriated annually for capital investments in surface transportation infrastructure of all sorts.

5.2.4 HIGHWAY-RAIL GRADE CROSSINGS

The Federal Highway Administration (FHWA) administers the Railway-Highway Crossings (Section 130) Program. According to FHWA's website, "[the] Program provides funds for the elimination of hazards at railway-highway crossings. The Section 130 Program has been correlated with a significant decrease in fatalities at railway-highway grade crossings." The Program funds are apportioned to states by formula, and serve as a potential funding source.

The following section is a summary of the Alabama DOT's and Louisiana Department of Transportation & Development's (DOTD) Section 130 Program.

5.2.4.1 ALABAMA DOT

The Alabama DOT's (ALDOT) Section 130 Program is a 100% federally funded program dedicated to reducing crashes, injuries and deaths at highway-rail grade crossings. The Section 130 Program initiates railroad safety projects that provide for the construction and installation of active warning devices at high-risk rail-highway grade crossing locations throughout the State of Alabama. In FY 2016, the ALDOT initiated 19 projects at an estimated cost of $5.8 million.

Alabama has approximately 2,748 public highway-rail grade crossings. Forty-eight percent of these grade crossings have active warning devices (signals, bells, and gates), and the remaining rail-highway crossings are equipped with passive warning devices.

The ALDOT uses the U.S. DOT/AAR Accident Prediction Formula Index (Index) to establish the potential risk of a crossing and to determine which rail-highway grade crossings to select for safety improvements using Section 130 funds. This Index is used nationally by several states to rank rail-highway crossings. On average, Alabama experiences about 70 crashes between trains and vehicles each year, resulting in 35 injuries and seven to eight fatalities.

On an annual basis, ALDOT selects the top 20 highway-rail grade crossing locations from the U.S. DOT/AAR Accident Prediction Formula Index. The scope of work generally consists of installing active and passive warning devices at each highway-rail grade crossing location listed. Once the Phase Document is approved by FHWA, ALDOT will initiate, process, and complete projects at each location to install warning devices.

5.2.4.2 LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT (DOTD)

Louisiana has approximately 2,800 public at-grade crossings (open to the public and road approaches are maintained by the DOTD, Parish [similar to counties] or a municipality). Over 50% of these Louisiana public at-grade crossings have railroad active warning devices (railroad flashing lights with or without gates).

Louisiana DOTD has a Railroad Safety Program to fund about $8 million of railroad safety projects each year. This uses the 130 Program funds and other federal funds to accomplish this effort. Louisiana DOTD uses the FRA Accident Prediction System (APS) to initially rate

crossings based on inventory data. The highest APS crossings (the top 200 plus a few over 200), and those crossings with at least two collisions within five years per FRA collision data, go through an additional review by DOTD railroad safety personnel to determine proposed railroad safety projects. Some of the recommended railroad safety projects will include multiple crossings to be upgraded.

5.2.5 RRIF/TIFIA PROGRAMS

The U.S. Department of Transportation's Build America Bureau oversees innovative financing tools for the agency—such as the TIFIA and RRIF Programs, which provide low-interest loans for capital improvements to eligible borrowers who meet credit worthiness criteria. The TIFIA programs' project cost floors have been lowered to $10 million for station/transit area development/local projects in the FAST Act and may be a viable option for service restoration and eligible capital work.

5.3 NEXT STEPS

There are a number of critical next steps that will need to be addressed in order to progress the restoration of passenger rail service in the Gulf Coast Corridor within a reasonable timeframe, as discussed below.

5.3.1 VERIFY RECOMMENDED IMPROVEMENTS

CSX, Amtrak, FRA, and the SRC will need to hold collaborative meetings to verify and detail the recommended improvements. Capital improvements need to be confirmed for the New Orleans to Mobile, AL segment due to the higher volume of freight operations between these cities compared to points east. For these discussions to be productive, a certain level of conceptual engineering will need to be completed to identify fatal flaws and gain confidence in the proposed improvements.

5.3.2 CONFIRM PTC REQUIREMENTS

As previously mentioned, PTC system implementation is required on main line track where intercity or commuter rail passenger service is regularly provided, in accordance with federal law. The costs for implementing a PTC system on the tracks from Flomaton, AL to Jacksonville, FL, or any segment thereof, and equipping locomotives will need to be determined by CSX and Amtrak, if passenger service is restored. The full implementation of a PTC system could significantly increase the service restoration costs.

5.3.3 EVALUATE SAFETY AT GRADE CROSSINGS

5.3.3.1 PROPOSED GRADE CROSSING STUDY

Highway-rail grade crossing safety is an important topic for State DOTs and local communities. To evaluate grade crossing improvement needs along the Gulf Coast Corridor, local stakeholders and State DOTs should determine if a grade crossing study is needed. The study could evaluate installing active warning devices, upgrading active warning devices, improving roadway approaches (including elimination of "humpback" crossings capable of hanging up low-profile vehicles), and closing crossings.

5.3.3.2 MISSISSIPPI RAILROAD CORRIDOR WORKING GROUP

The Mississippi Railroad Corridor (MRC) Working Group is an example of a grade crossing safety effort that is underway. In 2016, the Gulf Regional Planning Commission (GRPC) formed

the MRC Working Group as an initiative under its ongoing transportation safety program in support of advancing multi-modal transportation options. The GRPC serves three counties (Hancock, Harrison and Jackson) and 12 cities of the Mississippi Gulf Coast. The MRC Working Group's efforts are funded by the GRPC's FHWA/Federal Transit Administration's MPO Planning funds and local match.

The MRC Working Group has hosted discussions focused on safety and the need for cooperation to achieve zero loss of life. The MRC Working Group has also met with CSX regarding highway grade crossing upgrades and closures. Ongoing discussions have included the CSX corridor; in particular: 1) identifying the condition of highway grade crossings across the three counties; 2) improvements to increase the safety and efficiency of the CSX rail corridor; 3) determining if safety improvements are practical and feasible; and 4) identifying resources to assist the local governments to make the safety improvements.

Furthermore, members of the MRC Working Group have noticed acceptance from the public on closing crossings. In 2017, GRPC launched an initiative to create a programmatic approach for the safety and security of the entire CSX rail corridor. Once the group becomes more established and schedules regular meetings, this initiative could expand to include the entire Gulf Coast Corridor.

5.3.4 NEPA ENVIRONMENTAL REVIEW

The infrastructure improvements recommended for the restoration of passenger rail service will require compliance with NEPA if federal funds are used. Section 102 of NEPA requires federal agencies to incorporate environmental considerations in the planning and development of new initiatives. There is a general hierarchy to the assessment of environmental impacts, beginning with consideration for a Categorical Exclusion (CATEX). Projects that do not have a significant impact can be categorically excluded from a detailed environmental analysis. If a CATEX does not apply, then an Environmental Assessment (EA) may be required. An EA discusses the need for a project, alternatives considered, and any environmental impacts that may ensue. If a project is found not to have a significant impact on the environment, a Finding of No Significant Impact is made. If the EA determines that a project will yield significant environmental impacts, then an Environmental Impact Statement (EIS) is prepared. The regulatory requirements for an EIS are more detailed and rigorous than those required for an EA.

5.3.5 EXECUTE NECESSARY AGREEMENTS

In order to operate passenger service on CSX's line from New Orleans to Deland, Amtrak must have an operating agreement with CSX. Similarly, from Deland, FL to Orlando, FL, Amtrak will need to establish an operating agreement with SunRail.

For the existing passenger stations, the legal status of leasing and ownership needs to be determined by the respective local government, Amtrak, and/or CSX. In particular, if any agreements were in place in 2005, all parties need to know if those agreements are still valid. If a new station is built or if a station is relocated, agreements also need to be established to determine ownership and leasing responsibilities.

5.3.6 APPLICATION OF POTENTIAL FUNDING

While capital costs and potential funding sources have been identified in this Report, adequate funding will be necessary for continuing the work started by the GCWG and returning passenger

rail service to the Gulf Coast Region. In addition, a stable and ongoing funding source will be required for the service's O&M costs.

5.3.6.1 REQUEST FOR FUNDING:

The short-term (years 2017-2020) items include:

- Additional planning such as modeling and project development (including NEPA/environmental studies);
- Design/Engineering;
- Rehabilitation of existing stations;
- Refurbishing of rolling stock; and
- Construction of initial capital improvements

The long-term items include:

- Construction of new stations (which will need to go through the respective city's development process and Amtrak's process); and
- Construction of ongoing capital improvements.

5.3.7 IDENTIFICATION OF REAL ESTATE REQUIREMENTS & DEVELOPMENT OPPORTUNITIES

The possible addition of one or more new stations and new infrastructure may require property acquisition and/or easements from existing property owners. Therefore, real estate needs will need to be assessed, along with the identification of associated costs. Development opportunities and public-private partnerships to construct these new facilities will also be explored.

5.3.8 OTHER RECOMMENDATIONS

5.3.8.1 EXTEND LONG-DISTANCE SERVICE TO TAMPA, FL

The possible extension of passenger rail service beyond Orlando to Tampa has been recommended for consideration. Ending the line at the existing terminus in Orlando presents several challenges for Amtrak to service trains at this location. Trains would need to turn on a wye at Stanton (8.4 miles south of Orlando), travel back north to Sanford for servicing and turning on a wye there, then return south and turn again on the wye at Stanton, and finally move north to the Orlando station to begin the trip to New Orleans, a process that would add time for the train crew. Extending the train to Tampa would encourage additional ridership while avoiding the challenging turning moves in Orlando. This alternative would have to be studied to understand the associated capital and operating costs.

5.3.8.2 ASSESSMENT OF EXTENDING STATE-SUPPORTED SERVICE TO ATMORE, AL

This Report identifies the improvements needed to support an initial state-supported service between New Orleans and Mobile. However, there is strong local support for extending the state-supported train to Atmore. This extension needs further evaluation, particularly regarding identifying improvements in the Sibert Yard (Mobile) area and any potential increase to incremental operating losses and capital costs.

6 CLOSING STATEMENT

In the more than 10 years since Hurricane Katrina struck, Gulf Coast leaders and residents have made great strides in rebuilding businesses, communities, and infrastructure that connect cities across the region. In the last five years, more than $3 billion in private funds were invested in industrial, medical, IT, and aerospace sectors.

As mentioned earlier in this Report, during the next 30 years the Gulf Coast and Florida megaregion's populations are expected to increase by 10 million and 13.8 million, respectively. For the region to harness this projected population growth, it needs a multi-modal transportation system that provides transportation alternatives.

Appendix A
Letters from GCWG Members Regarding Report to Congress



David Dech
Assistant Vice President
CSX Transportation
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Office (904) 359-3568
David_Dech@csx.com

April 18th, 2017

VIA E-MAIL AND
FIRST CLASS MAIL

Mr. Patrick Warren
Executive Director and Chair of the Gulf Coast Working Group
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Warren:

CSX cannot support the Gulf Coast Working Group ("GCWG") report to Congress in its current form.

While we have sought to participate fully in the GCWG process, in cooperation with all of the other stakeholders, the final draft of the report is not an accurate representation of the work conducted over the last 15 months. Regrettably, we must therefore dissent from the Gulf Coast Working Group ("GCWG") report that the Federal Railroad Administration ("FRA") has submitted to Congress.

The GCWG stakeholders have demonstrated a deep commitment to evaluate intercity passenger service between New Orleans, LA and Orlando, FL. However, the report prepared by the FRA fails to adequately portray the real challenges associated with initiating the proposed new passenger service along the Gulf Coast. It inaccurately represents that it has developed a thorough inventory of capital projects as required by the FAST Act.

The report, at best, provides anecdotal information about the infrastructure requirements to establish what should be considered a new passenger service with four daily frequencies rather than a restoration of service along the Gulf Coast. CSX, in particular, takes exception with the "Amtrak Recommendation" and the "FRA Proposed Improvements", as included in the report, for lacking the analytical rigor and depth to support the introduction of new passenger service. No analysis or study was performed to confirm that the infrastructure improvements recommended would be sufficient to initiate a new passenger service without unduly interfering with freight operations and meeting federally mandated on-time ("OTP") standards.

During the planning process in 2016, the FRA commissioned a capacity modeling study to assess the infrastructure needs to support a passenger service between New Orleans and Orlando as contemplated by Amtrak's 2015 report on Potential Gulf Coast Service Restoration Options. The planning of passenger service is an iterative process and the transportation consulting firm HDR developed an initial capacity modeling study that should be used as the foundation for developing an accurate inventory of capital projects to support a passenger service that is reliable, sustainable, does not unduly interfere with freight operations and meets PRIIA's OTP standards. Only after this iterative process is completed, to the satisfaction of all the stakeholders, a report to Congress should be submitted. The FRA's disregard for the findings in a study that it commissioned casts significant doubt on any recommendations the FRA is making to Congress.

In addition, the report mischaracterizes the Positive Train Control ("PTC") requirements and financial responsibilities associated with the installation of any equipment required to meet the PTC federal mandate. The report states that "CSX and Amtrak will make a joint determination on the needs and costs" for PTC. On property that is owned by CSX, CSX will require the installation of PTC before passenger service is established regardless of the tonnage or presence of TIH/PIH traffic. When the PTC federal mandate has been triggered by the presence of passenger service, all installation and maintenance costs will have to be paid by the passenger service at no cost to CSX.

In closing we are including two previous letters that CSX sent to the FRA during the planning of the project which demonstrate our on-going concerns while providing continued cooperation and support to successfully progress the project. Since CSX infrastructure is expected to host the preponderance of the route for the proposed service, we believe that our feedback should be incorporated into the final report, and that by withholding such feedback, we think the FRA is providing an inaccurate representation to Congress and the affected communities along the Gulf Coast. Hope is not a strategy. To claim that you can add a new, faster service during a different time of day with only minimal improvements to the stations and get a result different than the 7% OTP of the past is irresponsible.

Thank you again for including CSX's dissent and comments to the FRA report submission to Congress to restore service on the Gulf Coast.

Sincerely,



David Dech

Attachments:

1. August 15, 2016 - Letter from Jay Westbrook to Marc Dixon
2. March 28, 2017 – Letter from David Dech to Marc Dixon

500 Water Street, J315
Jacksonville, FL 32202
Jay_Westbrook@csx.com
T: 904-359-3568

Jay S. Westbrook
Assistant Vice President
Passenger Operations

August 15, 2016

VIA E-MAIL AND
FIRST CLASS MAIL

Mr. Marc Dixon
Regional Manager – South Central
Federal Railroad Administration
Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Mr. Dixon:

We appreciate the Federal Railroad Administration's pursuit of a fact-based inquiry into the issues that would surround resumption of Amtrak passenger service from New Orleans, LA, to Orlando, FL. In that regard, we were grateful to participate in the Gulf Coast Working Group ("GCWG") efforts, including hosting the August 11 meeting where the results of HDR's capacity modeling of the corridor were shared. As there was a great deal of detail provided at the session, including about new legal requirements for service, we thought it would be helpful to recap what we heard and to share some of our perspectives about the Amtrak service under consideration.

Attributes of the Gulf Coast Corridor. As we heard at the GCWG meeting, CSXT's Gulf Coast line is comprised of 718 route miles, most of which is single track. Approximately 243 miles of the line is unsignaled, with a current maximum authorized speed of 59 mph for passenger trains, and 49 mph for freight. The line has 17 moveable bridges, and 12 of those are located in the 150 miles between New Orleans and Bay Minette, AL.

We discussed the fact that the U.S. Coast Guard has jurisdiction over the opening and closing of the moveable bridges, and the regulations are designed to ensure that vital maritime commerce is not impaired. Typically, each such bridge takes from 15 to 30 minutes to open, to allow marine traffic through, to close and to then display a proceed signal for waiting or expected trains.

We also discussed the complicated and crowded infrastructure in Mobile at CSXT's Mobile Yard, and yard capacity limits at CSXT yards in New Orleans and Pensacola. CSXT traffic along the line today includes long merchandise trains, several intermodal trains, bulk coal, grain and rock trains, and finally local train traffic. All freight traffic combined tops 17 daily trains from New Orleans to Mobile.

There are 179 active customers along the rail line from New Orleans to Orlando. By far the largest customer site is the Alabama State Port Authority's McDuffie Terminal, where CSX handled nearly 40,000 loads in 2015. Other major customers whose success is important to the regional economy include Chevron in Pascagoula, MS, Ineos Phenol in Theodor, AL and PCS in Lake City, FL.

History of the Sunset Limited. To understand the challenges of the region, it is worth reviewing the passenger service there before Hurricane Katrina damaged much of the Gulf Coast in 2005, including destroying approximately 40 miles and three major bridges and others on CSXT's line. The federal government reported extremely challenging service, financial and ridership numbers for the pre-Katrina Amtrak train, known as the Sunset Limited.

- The on-time performance (OTP) of the Sunset Limited along its entire route averaged 7% according to the testimony of Kenneth Mead, the U.S. Department of Transportation's Inspector General. He reported that 7% performance in testimony before the U.S. Senate Commerce Committee in September, 2005.

- The same testimony reported that each passenger trip on the Sunset Limited was heavily subsidized by the federal government, with estimates as follows:

    - on an operating basis, between $286 per passenger (coach) and $366 per passenger (first class); and
    - on a fully- allocated cost basis, between $416 and $627 per passenger.

- Gulf Coast trips on the Sunset Limited had an average annual ridership of under 40,000 during its last full year of operation in 2004.

HDR Recommendations. HDR identified the necessary improvements for any Gulf Coast passenger restoration:

- 182 miles of second main track, sidings and yard bypasses;
- 243 miles of CTC signaling and 392 miles of PTC
- 14 improved drawbridges
- 3 replaced drawbridges

These recommendations take into account the geographic constraints of the line, the existing and future freight traffic (estimating 2.4% compound annual growth), and the CSXT infrastructure. We believe these enhancements would cost, at a minimum, $2 billion. The average run time of the total route would be just over 19 hours westbound, and just under 19 hours eastbound.

Even with those improvements, HDR's modeling suggests that the OTP of the long-distance trains (FRA's Alternative A and A1) would average only 67% at the endpoint. HDR did not take into account the STB rule that takes effect later this month that measures OTP at every station stop, and would deem a train late after 15 minutes at any stop.

The OTP of the state-supported corridor (FRA Alternative A) did not improve to be close to the 80% standard; it stayed markedly lower at 75%. To summarize, the OTP of both passenger service alternatives could not, as a practical matter, achieve the 80% all station minimum prescribed in a combination of the 2008 Passenger Rail Infrastructure Improvement Act (PRIIA) and the new STB rule.

Performance Compliance Likely Impossible. The historically poor performance of the Sunset Limited, due to the geographic and regulatory challenges cited above, occurred before the passage of PRIIA, which enforced an 80% OTP standard for Amtrak trains based on endpoint OTP. The precise calculation of the 80% is the subject of pending litigation, but the 80% standard remains unless Congress repeals it. The STB in late July published a rule to become effective August 27 which measures the 80% OTP at every station stop, not just endpoint. In other words, while OTP performance would improve *if the HDR recommended improvements are made*, it would still fall far below the regulatory threshold, subjecting CSX to undefined and punitive financial penalties.

CSXT has been a willing partner in the discussions of the GCWG to date and, in that regard, offered expertise and did not pre-judge the modeling results. Now that they have been shared, however, it is clear that the resumption of Amtrak service on the Gulf Coast comes at an extremely steep price, with no practical ability for CSXT to provide the level of service required now by applicable law, which would expose it to uncapped penalties and devastating reputational harm.

Again, we thank the FRA, Amtrak and the members of the Working Group for allowing us to participate in this important effort. We know that all involved understand the complexity of this effort and share our belief that any reinstitution of new service must be designed and funded in a way that would reasonably assure CSXT's ability to meet minimum federal requirements for performance.

Very truly yours,

Jay S. Westbrook
Assistant Vice President, Passenger Operations

cc: Mr. Richard Cogswell
Ms. Jessie Fernandez-Gatti



David Dech
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March 28, 2017

VIA E-MAIL AND
FIRST CLASS MAIL

Mr. Marc Dixon
Regional Manager – South Central
Federal Railroad Administration
Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Mr. Dixon:

CSX appreciates the opportunity to comment on the Gulf Coast Working Group (GCWG)'s draft Report to Congress, as released by the FRA. As our comments suggest, we believe the draft report creates a misimpression that providing a new daily service along the Gulf Coast will be cheap and easy to do. As CSX has said consistently, starting with the release of the HDR study in August 2016 (see Jay Westbrook's letter attached), unfortunately, neither is the case.

CSX moves more Amtrak and commuter rail trains on our network every day than any other freight railroad in the Eastern United States. CSX has been successful in operating both freight and passenger trains by following four principles:

- **Safety:** Passenger service on CSX routes must not compromise safety. Planning initiatives to establish or expand passenger service must meet and fund any required safety infrastructure.
- **Capacity:** Passenger rail use of CSX infrastructure and property should not compromise CSX's ability to serve present or future freight customers.
- **Compensation:** CSX should not be expected to subsidize passenger trains.
- **Liability:** CSX must be fully protected from any liability arising from the presence of passenger rail service on its freight lines.

CSX has worked in good faith and dedicated countless staff hours and substantial resources to support the work and analysis of the GCWG and cooperated with all stakeholders to progress the initiative. The FAST Act tasked GCWG to evaluate all options for restoring intercity
Mr. Marc Dixon

passenger service in the Gulf Coast region, select a preferred option and develop an inventory of capital projects and costs to implement the service.

Prior to Hurricane Katrina in August 2005, the Gulf Coast was served by a triweekly service that operated between New Orleans and Orlando. The GCWG decided to study a modified and expanded service that included a daily long distance train, between New Orleans and Orlando, and a state supported service, between New Orleans and Mobile. To expedite the project, FRA requested CSX cooperation to develop a capacity modeling study performed by the transportation consulting firm HDR.

The HDR study found that a $2 billion infrastructure investment would be required to accommodate the modified and expanded service. However, even with those improvements, HDR's modeling determined that the trains could not meet the federal standard for endpoint On-time performance ("OTP") that was in effect at the time the study was performed. In July 2016, the Surface Transportation Board ("STB") issued new regulations that required an 80% all station OTP. We believe that STB's new all station OTP standard is even more stringent and challenging to achieve. Of course, OTP, schedules and frequencies of service all impact potential ridership levels.

Because of the costs required to implement the new proposed passenger service, FRA held technical meetings with stakeholders to identify infrastructure improvements in areas with the most significant challenges. CSX provided a modified estimate ranging between $424M to $780M for minimum capacity projects to accommodate a new passenger service on the route without considering schedules or service frequencies. In addition, analysis has yet to be performed to verify the proposed improvements would achieve the federally mandated OTP standards.

The FAST Act requires the GCWG to develop a prioritized inventory of capital projects and costs to restore passenger service on the Gulf Coast route. However, the report only selectively uses data from the HDR study, describes infrastructure recommendations based on a study CSX only saw last week, and fails to provide a clear consensus of what capital projects are essential and meaningful prior to the initiation of any proposed service. Also, there is no assessment about whether the proposed service will meet the federally mandated OTP standards and the impacts on freight operations and capacity. We believe that before releasing the final report to Congress, more analysis must be completed, and a face-to-face meeting of all GCWG stakeholders should occur.

We all share the goals of growing economic activity along the Gulf Coast and improving transportation options throughout the region. This letter is submitted in a spirit of cooperation,

and to underscore our concerns. We expect that any final report will fully address the issues raised in our initial August letter, this letter and by our comments.

Finally, we note that the New Orleans to Orlando train would likely not receive funding under the President's 2018 budget proposal, which terminates the Administration's support for Amtrak's long distance train services.

CSX appreciates your sustained leadership and work on exploring options and requirements to re-establish passenger train service between New Orleans, Louisiana and Orlando, Florida.

Sincerely,

David Dech

Norfolk Southern Corporation
Strategic Planning
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April 18, 2017

Patrick L. Warren
Executive Director
Federal Railroad Administration
Office of Railroad Policy and Development
1200 New Jersey Avenue, SE
Washington, D.C. 20590

Dear Mr. Warren:

Norfolk Southern Corporation (Norfolk Southern) appreciates the opportunity to comment on the April 11, 2017 draft of the Gulf Coast Working Group (GCWG) Report to Congress. We limit our comments to one fairly brief item, but one of great significance to the conclusions posited by the draft.

We note that the draft Report recognizes the important New Orleans Terminal area portion of the route as extremely complicated operationally, but of limited infrastructure. Further, the draft Report acknowledges the New Orleans Terminal area as an important freight gateway for several Class I railroads including Union Pacific, BNSF, Canadian National, CSX Transportation, Kansas City Southern, and Norfolk Southern. Many of these carriers have not had the opportunity to participate in this study, despite the fact that adding new passenger service to this portion of the route will have an effect on their traffic. But more important, the draft Report acknowledges that the New Orleans Terminal area portion of the route has not been the subject of the GCWG's study to institute a new round trip between New Orleans and Orlando and another between New Orleans and Mobile. There has been no effort, in this study, to determine how the proposed services would impact the transcontinental freight service that transits this portion of the proposed passenger route, nor the impact on service to, over, and through the New Orleans Public Belt.

Norfolk Southern does not believe that any conclusions can be drawn with regard to a safe and reliable introduction of passenger service, its impact on the freight service that transits this area, and any required mitigation to protect that service, with this portion of the route completely unreviewed by the GCWG.

I hope that this is helpful.

Sincerely,

John V. Edwards

SOUTHERN RAIL COMMISSION

May 25, 2017

Jamie Rennert
Director, Program Delivery
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
West Building- Mail Stop 20
Washington, DC 20590

Dear Ms. Rennert:

The Southern Rail Commission (SRC), as a Congressionally appointed member of the Gulf Coast Working Group (GCWG), writes to express our gratitude for the efforts of the Federal Railroad Administration (FRA) to bring resolution over the past eighteen months in order to answer the directive of the 114th Congress. Section 11304 of Fixing America's Surface Transportation (FAST) Act directs the U.S. Department of Transportation Secretary to "convene a working group to evaluate the restoration of intercity rail passenger service in the Gulf Coast region between New Orleans, Louisiana, and Orlando, Florida," whose work includes developing "a prioritized inventory of capital projects and other actions required to restore such service and cost estimates for such projects or actions." However, we must express our deepest disappointment in the actions and statements of the CSX Railroad.

While the FRA has worked tirelessly to reach consensus through research and negotiation, CSX has demonstrated a commitment to obfuscation and deceit, which culminated with the sentiments they expressed during our May 10, 2017 meeting.[1]

From the beginning and throughout this process, SRC has maintained that the restoration and enhancement of service along the Gulf Coast should work for both freight and passenger rail interests. However, CSX has failed to reciprocate this sentiment and their actions demonstrate what can only be understood as an unwillingness to negotiate in good faith and an opposition to bringing back passenger rail service to communities along the Gulf Coast.

CSX's claim that the freight issues they have raised have not been acknowledged by the working group are patently ridiculous. The FRA and SRC have diligently worked to address the purported obstacles to restoring service that CSX identified. SRC's efforts have included working with the US Coast Guard to successfully resolve bridge access issues, resolving missing and incomplete bridge tender log data, making trips to ports and yards along the Gulf Coast to collaborate with locals identifying solutions to address access and movement concerns – all issues raised by CSX as hindering passenger rail resumption. The SRC has been and continues to be an engaged, honest and committed member of the GCWG.

In the May 10 meeting, CSX recanted a previously issued, lower estimation of costs and returned to their initial demand of $2.3 billion in infrastructure costs for the desired service, which is less than 800 miles. By comparison, CSX literature indicates its annual total infrastructure

[1] See May 10, 2017 GCWG meeting summary included as Attachment B.

expenditures, plus regulatory (including Positive Train Control) expenditures, are less than $1.5 billion for all of their 21,000 miles of track.[2] For a historical comparison, CSX signed an agreement with Amtrak in 1992 stating that the capital improvements to extend Amtrak's Sunset Limited service from New Orleans, Louisiana through Mobile, Alabama and on to Jacksonville, Florida would cost $4,067,191.[3] Following Hurricane Katrina, portions of track along this route were rebuilt and thus, their condition substantially improved, which should considerably lower costs for infrastructure improvements necessary to restore passenger rail service. SRC takes issue with CSX's $2.3 billion number in the following ways:

First, CSX denied the FRA and the GCWG – established by Congress – from seeing the full modeling or any of the underlying assumptions for the modeling used to reach this number. Even worse, CSX accepted taxpayer dollars to conduct this study yet still withheld the underlying assumptions and detailed data upon which the taxpayer funded study was based. CSX also denied FRA experts permission to inspect the rail lines in question. Recent reports concerning safety defects and other issues relative to rail conditions demand greater transparency from the railroad in general, but in particular raise concerns about where the $2.3 billion demanded by CSX will actually be spent. It is unconscionable that the American taxpayer be asked to foot the bill for improvements for which there is no evidence – save CSX's protestations – and look highly suspect upon even a cursory review.

Second, CSX stated that the railroad would restore the previous three-day per week service along the Gulf Coast route at no cost. Yet, four more trains a week would require $2.3 billion. One does not require expensive models or an engineering degree to see such a claim as absurd. This claim simply reveals CSX's intent to prevent the American people from getting passenger rail service along this route.

It is important to remember that Congress formed the GCWG to work towards restoring intercity passenger rail service in a manner that will ultimately yield competitive and high quality service, in contrast to what existed before Huricaine Katrina. CSX was well aware of this and was a willing participant in the GCWG; yet, CSX's statements in the May 10 meeting indicate disregard for any successful collaboration towards this objective.

CSX's demands for an unjustified amount of money in exchange for accommodating passenger rail service would, in effect, overturn existing law. If upheld, all freight railroads would have a financial veto over passenger rail service and could ignore 49 U.S. Code § 24308, which states:

> *"Amtrak may make an agreement with a rail carrier or regional transportation authority to use facilities of, and have services provided by, the carrier or the authority under terms on which the parties agree. … If the parties cannot agree and if the Surface Transportation Board finds it necessary to carry out this part, the Board shall –*
> *(i) order that the facilities be made available and the services provided to Amtrak; and*
> *(ii) prescribe reasonable terms and compensation for using the facilities and providing the services.*
> *When prescribing reasonable compensation…the Board shall consider quality of service as a major factor when determining whether, and the extent to which, the amount of*

[2] See Attachment A.
[3] Amtrak, CSX agreement dated April 28, 1992.

compensation shall be greater than the incremental costs of using the facilities and providing the services."

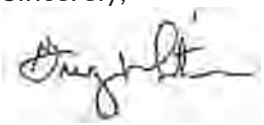
CSX's demands for $2.3 billion are nothing close to "reasonable terms and compensation" for the "incremental costs of using the facilities and providing the services" requested along the route.

The final GCWG report recommends continued coordination and collaboration among GCWG members. However, in the May 10 GCWG meeting, CSX clearly stated that their organization will not continue in any further conversations with the other stakeholders represented in the working group.

We cannot allow an unsupported, unreasonable demand by CSX to overturn long-established law and veto a passenger rail service supported by the people and leadership of the coastal south. Congress has identified this route as of high importance and interest for the public. Continued investments in our passenger rail system are vital as our society becomes increasingly mobile and we look for ways to improve access to skilled workers, jobs, and new opportunities for economic development.

We ask that our concerns be reflected in the Gulf Coast Working Group Report to Congress, and we look forward to working with Congress and FRA to enforce the law and establish passenger rail service to the communities along the Gulf Coast.

Sincerely,



_____

Greg White, Chairman and Alabama Commissioner



_____

John Spain, Vice-Chairman and Louisiana Commissioner



_____

Knox Ross, Secretary-Treasurer and Mississippi Commissioner

Attachment A

Capital Expenditures *(Dollars in Millions)*	Fiscal Years 2016	2015	2014
Track	$ 714	$ 866	$ 750
Bridges, Signals and Other	433	491	538
Total Infrastructure	1,147	1,357	1,288
Freight Cars	82	218	329
Capacity and Commercial Facilities	406	295	452
Regulatory (including PTC)	313	341	321
Locomotives	409	337	51
Public-Private Partnerships - net [(a)]	41	14	8
Total Property Additions	2,398	2,562	2,449
Cash paid for new assets using seller financing [(b)]	307	$ —	$ —
Total Capital Expenditures [(a)]	$ 2,705	2,562	2,449

(a) *Total capital expenditures shown above include investments related to reimbursable public-private partnerships. These partnership investments are for projects that are partially or wholly reimbursed to CSX through either government grants or other funding sources such as cash received from a property sale. These reimbursements may not be fully received in a given year; therefore the timing of receipts may differ from the timing of the investment.*

(b) *In 2016, CSX made payments related to locomotive purchases made in 2015 using seller financing of $307 million.*

The chart above was taken from CSX's 2016 Annual Report, "*How Tomorrow Moves,*" Page 52. Highlighted emphasis was added by SRC. https://www.csx.com/index.cfm/investors/annual-materials/

Attachment B

Gulf Coast Working Group

Meeting Summary
May 10, 2017

Below is a summary of the Gulf Coast Working Group's meeting on May 10, 2017, as written by the Southern Rail Commission and Transportation for America.

Attendees:

CSX	• Dave Dech, AVP Passenger Operations • Garrick Francis, AVP Federal Affairs • Will Roseborough, Director Project Management • Marco Turra • Sean Craig, Attorney
Amtrak	• Mark Murphy, Senior VP & General Manager – Long Distance Service • Kelly Cunningham, Lead Host Railroads Specialist • Morgan Connell, Lead Host Railroads Specialist • Ken Altman • Jackie Meredith-Batchelor, Attorney • Todd Stennis, Director, Government Affairs-South
Southern Rail Commission	• Greg White • Knox Ross • John Spain • John Robert Smith (advisor to the SRC, Transp. 4 America)
Florida DOT *(participating via teleconference)*	• Rickey Fitzgerald, Manager, Freight & Multimodal Operations (Rail Office) • Fred Wise, Rail Director – Florida District (HNTB consultant) • Holly Munroe
FRA	• Jamie Rennert, Director, Office of Program Delivery • Trevor Gibson, Office of Program Delivery – Program Implementation • Catherine Dobbs, Office of Program Delivery – Program Implementation • Dick Cogswell, Office of Program Delivery – Engineering & Projects Development • Marc Dixon, Office of Program Delivery – Program Implementation • Mark Hartong, Office of Safety – PTC • Devin Rouse, Office of Safety – PTC • Stephanie Anderson, Office of Chief Counsel - Safety

Meeting Summary

I. Welcome & Introductions

After a round of introductions, Jamie Rennert of FRA remarked that while the group is at the end of a milestone, the group is also at the beginning of a next phase. She noted that CSX had called for the meeting and turned the floor over to CSX to allow them to express their concerns.

II. Opening Remarks by CSX

Dave Dech, CSX, provided an overview of the challenges perceived by CSX, which included the following:

CSX believes HDR provided an unbiased third party opinion regarding infrastructure concerns, but that HDR's study seems to have been discounted. The $2.3 billion number determined by HDR would still not guarantee on-time performance. CSX made a good faith effort to pare this down to a lower number, but even then could not guarantee on-time performance.

CSX is frustrated that the $2.3 billion number is not being used as the basis, when they are the ones who will have to answer for the infrastructure along the route.

CSX noted that the previous passenger rail service never performed and struggled with on-time performance and ridership. They are concerned that we live in a different world than then. CSX believes it has all of the liability from a public standpoint. CSX is saying "I can't do this" not "I don't want to do this". Yet, if passenger rail service is restored CSX will have to explain why on-time performance is sub-standard, even though they said all along that they could not achieve it.

CSX does not intend to install PTC along this line but will have to if there is a passenger train. CSX claims Amtrak has the responsibility to pay for PTC. CSX stated that the train has a shelf life of just a few years, which calls into question if this is really where money should be spent.

CSX maintains that this is not restoration of service. The pervious service was 3-days per week and had a set schedule. CSX noted that they would be bound to restoring the service at the previous schedule, but will not volunteer to take on any additional days or difference in schedule.

CSX maintains that there is a separate process for establishing such 'new' service, which requires a letter requesting new service to be sent to CSX. Upon recipet of the letter, CSX would name the cost for infrastructure upgrades and if the passenger rail service does not agree to the cost, then STB would be the arbitrator. CSX noted that they see this request for passenger service going to STB.

III. PTC

Jamie Rennert, FRA, raised the issue of PTC mentioned by CSX as the first point of discussion. FRA representatives noted that PTC exemptions are available for this reason – PTC requirements are not meant to prevent service. There is a threshold for a limited service exemption, which could apply for this line. However, FRA does not know all of the information needed to ensure an exemption would apply. For example, if CSX's freight movements include certain toxic inhalants along this line, then it cannot be exempt from the PTC requirement.

CSX responded that PTC was forced upon the railroads by law. CSX will not seek an exemption, for fear of ending up in the news. CSX maintains that the provision of PTC is a term and condition of access, for which STB is the arbiter.

FRA noted that a decision to not install PTC would be a decision on the part of CSX, and likely not a required cost for restoring service.

IV. Modelling Study

Jamie Rennert, FRA, noted that the GCWG established a set of numbers related to cost – CSX put the cost at $2.3 billion, but walked this down to $700-$800 million, which is closer to the $117 - $200 million numbers determined by other GCWG stakeholders. She pointedly asked CSX if they would be willing to continue to work with the stakeholders of the GCWG to collaborate towards a mutually agreed on determination of cost.

Dave Dech replied no, CSX would not continue to work with the group. CSX also no longer supports the $700-$800 million number and only feels confortable with the $2.3 billion number. CSX noted "this is not how we do business with Amtrak" and that Amtrak must send them a letter of request.

CSX noted that they have zero interest in phasing the infrastructure improvements, even though the improvements are based on 20-year growth projections. CSX maintains that all infrastructure improvements, based on 20-year growth projections, must be completed before they will start the first day of service.

FRA noted that the HDR study and CSX's cost estimates were presented in a "black box." FRA does not know how CSX / HDR got to that number and does not know what assumptions were made. There has been differences in analysis and the next step would be to collaborate on the analysis.

CSX said that would be a good idea if this was public property, but it is private property. FRA noted that Amtrak has a public interest; to which CSX replied that responsibility falls on Amtrak. FRA noted that the GCWG study was intended as a cost-focused study, not a legal or statutory rights study.

CSX reinterated that the HDR study is the only true, factual analysis done, but that the number has been largely ignored. FRA noted that when they asked CSX if their staff

could accompany CSX to site-visits, CSX denied their request. CSX agreed, stating that their property is private.

SRC noted that they have worked in good faith, made visits to ports and communities along the Gulf Coast to identify solutions to what CSX has maintained as areas of issue. SRC disagreed that HDR is a true third party. SRC noted their desire from the beginning to seek a solution for passenger rail that would work for both freight and passenger interests.

V. Submitting Report to Congress

FRA asked if the group could collectively agree to continue working as a group to collectively drill down on the points of PTC and schedule, with the goal of coming closer together and with the goal of not needing to resort to going to the STB. CSX stated that they will not participate in any further meetings or conversations with the group.

FRA wrapped up the meeting with a discussion of the report due for submission to Congress. FRA is currently in final review of the report and will update the report to reflect the conversation of the May 10 meeting. After a final review at FRA, the report will be sent for review with OMB. The final report may be received in Congress as early as May 31st.

NATIONAL RAILROAD PASSENGER CORPORATION
60 Massachusetts Avenue, NE, Washington, DC 20002

June 1, 2017

Ms. Jamie Rennert
Director, Program Delivery
U.S. Department of Transportation
Federal Railroad Administration
1200 New Jersey Avenue, SE
West Building- Mail Stop 20
Washington, DC 20590

Dear Ms. Rennert:

We want to thank the FRA for organizing and facilitating the Gulf Coast Working Group. The Amtrak team appreciates the opportunity to have participated in this collaborative effort to identify the best service models possible for implementation in the Gulf South Region. Amtrak hopes that its contributions, including Amtrak's December 2015 study (enclosed), station assessments, and the enclosed November 2016 infrastructure assessment, have been valuable to meeting the objectives as outlined by Congress. Amtrak remains committed to operating both the long-distance and corridor services on the Gulf Coast route as soon as the necessary funding can be arranged, and the necessary agreements are in place to implement the service.

While it is unfortunate that an agreement has not yet been reached with CSX, Amtrak remains committed to seeking consensus on solutions to the agreed upon infrastructure issues that exist on this route. Although additional details need to be worked out, FRA's draft report offers a helpful framework for a solution that would mutually benefit Amtrak, CSX, and the public. Amtrak looks forward to reaching a conclusion with CSX and the Gulf Coast Working Group partners in order to implement service as soon as possible.

Sincerely,

Joe McHugh
Vice President State Supported Services-
Business Development

Mark Murphy
Vice President Long Distance-
Business Development

Enclosures



Report for the Southern Rail Commission on Potential Gulf Coast Service Restoration Options



December 2015

AMTRAK



On the cover
Top: The Amtrak® *Sunset Limited*® crossing Escambia Bay, circa 1994.
Bottom: Amtrak P-42 locomotive and Horizon coaches and Club Dinette cars in state-supported service.

Amtrak, Sunset Limited, City of New Orleans, Silver Meteor, Silver Service, Empire Builder, California Zephyr, Southwest Chief, Lincoln Service, Blue Water, Pere Marquette, Wolverine Service, Hiawatha Service, Capitol Limited, Lake Shore Limited, Cardinal and Hoosier State are registered service marks of the National Railroad Passenger Corporation.

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EXECUTIVE SUMMARY

In mid-2015, the Southern Rail Commission (SRC) commissioned Amtrak to evaluate potential service restoration options along the Gulf Coast. The purpose of this report is to determine the operating characteristics of potential service options and forecast performance so that the SRC can identify the service plan which would best serve the region. The chosen alternative would then provide a basis for any program of community outreach, study of necessary infrastructure improvements or implementation of necessary funding mechanisms to follow.

Amtrak launched its Gulf Coast service with the *Gulf Coast Limited*, a train that operated between Mobile and New Orleans during the 1984 World's Fair, and again in 1996-1997. From 1993 through 2005 Amtrak also operated an extension of the *Sunset Limited* through the region, as part of a transcontinental Los Angeles-Florida run, but for various reasons (including the route length and carrier operating conditions), successful on-time performance proved to be elusive, hindering the train's ridership and hence its financial performance. Since Hurricane Katrina in 2005, service has been suspended east of New Orleans.

The Gulf Coast region is home to numerous regional, national and global tourist destinations and events, including New Orleans' Mardi Gras, the theme parks of central Florida, Gulf Coast beaches and casino gaming/resorts. Major league sports teams, NCAA bowl games, three cruise terminals with weekly mass-market cruise ship departures and convention opportunities also draw visitors to communities in the region, while military bases and major defense contractor facilities bring business and military travelers. Reintroduction of rail passenger service to this market presents numerous marketing opportunities and Amtrak has the marketing capability to assist in promoting any service which is implemented.

Given these factors and opportunities, Amtrak has identified a range of feasible service options and produced an analysis of ridership levels, projected revenues, and associated costs. While infrastructure capital costs are not included in this evaluation, these service options provide a starting point for a detailed analysis of the capital needs associated with each option.

Of the five evaluated alternatives and sub-alternatives, Amtrak identified **Alternatives A/A1** as providing the best balance of operating costs and ridership benefits:

- **Alternatives A and A1:** Extend a portion of the *City of New Orleans* consist from New Orleans to Orlando, with (**Alternative A**) or without (**Alternative A1**) a single daily state-supported train, priced under the Passenger Rail Investment and Improvement Act, Section 209 methodology (PRIIA 209) between New Orleans and Mobile.
  - **Alternative A** would generate annual ridership of 153,900 passengers and would require an annual operating (and PRIIA 209 Equipment Capital) funding commitment of $9.49 million. This alternative provided the **highest total ridership** of any analyzed alternative.
  - **Alternative A1** would generate annual ridership of 138,300 passengers and require an annual operating funding commitment of $5.48 million. This alternative provided the

second highest ridership of all the analyzed alternatives, but the **lowest level of identified operating need**.

In addition, Amtrak evaluated two alternate service plans:

- **Alternatives B and B1:** Two daily state-supported round trips between New Orleans and Mobile, to be priced and funded by the state partners under the PRIIA 209 methodology without (**Alternative B**) or with (**Alternative B1**) a Thruway bus connection from Mobile to Amtrak service at Jacksonville.
  - o **Alternative B** would generate annual ridership of 38,400 passengers and would require an annual PRIIA 209 operating and equipment capital funding commitment of $6.97 million.
  - o **Alternative B1** would generate annual ridership of 43,400 passengers and would require an annual PRIIA 209 operating and equipment capital funding commitment of $8.26 million.

- **Alternative C:** One daily long distance round trip between New Orleans and Orlando. This alternative would generate annual ridership of 69,100 passengers and would require an annual operating funding commitment of $14.4 million.

Alternatives A and A1 yield superior ridership demand and cost efficiency over **Alternatives B and B1** and **C** due to the availability of daily "one-seat ride" service between the Gulf Coast stations and points on the current *City of New Orleans* route, eliminating the need to change trains in New Orleans for travel between the current *City of New Orleans* route and Gulf Coast points. Since the number of passengers who are willing to make a single connection is greater than those willing to make two connections to continue a trip, ridership also increases on additional Amtrak services which connect to both the future Gulf route as well as the existing *City of New Orleans*. Cost efficiencies are also present, as a run-through operation requires less additional equipment than a stand-alone New Orleans-Orlando passenger train with dedicated equipment.

To proceed with any of the proposed alternatives evaluated here, Amtrak and the SRC will need to:

- Approach the host railroads (chiefly CSXT) to identify any infrastructure needs for the proposed service.
- Identify and develop operating and capital funding mechanisms to support any proposed service.
- Identify and build support from institutions which are likely to benefit from, and attract riders to, the proposed Gulf Coast service.
- Work with communities on plans to revitalize station facilities.
- Refine service proposals as a clearer picture emerges of the infrastructure environment and as marketing opportunities are developed along the route.

INTRODUCTION & BACKGROUND

INTRODUCTION AND PURPOSE

This report has been prepared by Amtrak in response to a request from the Southern Rail Commission for a study of possible alternatives for the return of passenger service to the Gulf Coast region. The goal of this report is to determine the potential operating characteristics and performance of different potential service scenarios, allowing the SRC to pick which service plan would benefit the region best, so that it can base community outreach, study necessary infrastructure improvements and develop necessary funding mechanisms accordingly.

History of Amtrak Service Along the Gulf Coast

Amtrak launched service along the Gulf Coast beginning in 1984 with the daily *Gulf Coast Limited* between Mobile and New Orleans, in conjunction with the Louisiana World's Fair Exposition, at the behest of the Southern Rapid Rail Transit Commission (now the SRC). The states of Louisiana, Mississippi and Alabama, via legislature-approved funding, jointly supported the service as a 403(b) operation. Although the train was well patronized, Mississippi did not continue its financial support and the service was terminated in January, 1985. In March of 1993, Amtrak inaugurated the first coast-to-coast intercity passenger train by extending the long distance, tri-weekly Los Angeles-New Orleans *Sunset Limited* to Miami, Florida and points in between. The states (Louisiana, Mississippi, Alabama and Florida) were again called on to provide a one-time financial commitment in the form of capital infrastructure dollars. In the summer of 1996, at the request of the SRC, Amtrak restarted the *Gulf Coast Limited*, again with financial support from Louisiana, Mississippi and Alabama. This New Orleans-Mobile service was operated in addition to the *Sunset Limited*, briefly providing multiple frequencies along the Gulf Coast until its discontinuance in March 1997. While the corridor train proved to be successful, it was lost due to the lack of consistent multi-state funding.

***Gulf Coast Limited* Ridership during 1984-85 and 1996-97 Operations**

Month	Ridership	Month	Ridership
April 1984*	505	June 1996*	24
May 1984	9,096	July 1996	3,377
June 1984	13,422	August 1996	4,951
July 1984	10,055	September 1996	4,439
August 1984	8,032	October 1996	1,358
September 1984	5,823	November 1996	8,155
October 1984	7,477	December 1996	5,622
November 1984	4,906	January 1997	1,320
December 1984	3,101	February 1997	1,213
January 1985*	1,285	March 1997*	3,658
Total	**63,702**	**Total**	**34,117**

* Trains did not operate for the entirety of first/last months

Sunset Limited Gulf Coast and Total Ridership, FY1993-FY2005		
Fiscal Year	Gulf Coast Trips*	Total Trips
1993	n/a	148,387
1994	n/a	174,927
1995	n/a	161,412
1996	n/a	144,324
1997	n/a	124,493
1998	n/a	120,691
1999	n/a	113,646
2000	53,256	114,401
2001	48,908	110,262
2002	41,178	97,366
2003	43,936	105,033
2004	37,375	96,426
2005	29,668**	81,348

Note: Gulf Coast breakout data not available prior to Fiscal Year 2000.

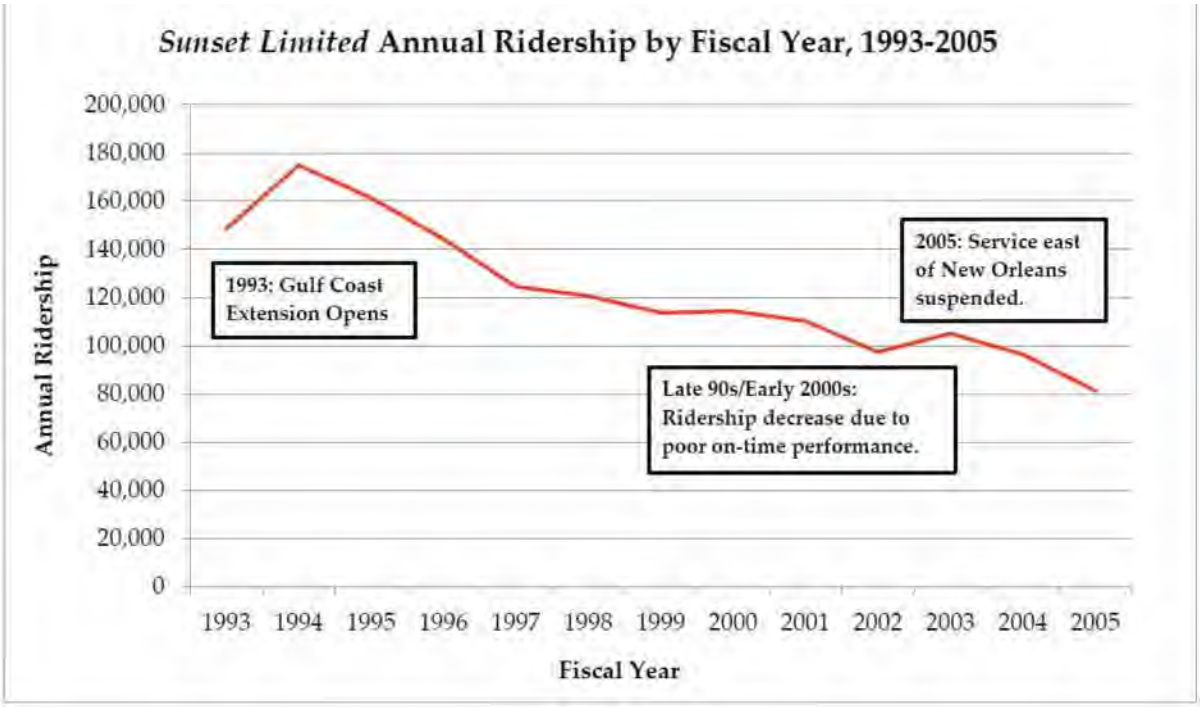
* Gulf Coast trips include trips where the origin, destination or both were east of New Orleans.

** Gulf Coast service suspended August 2005; Amtrak's Fiscal Year ended September 30.



Inaugural run of the Sunset Limited *along the Gulf Coast Gulfport, Mississippi, March 31, 1993.*
Photo: Amtrak Archives courtesy Ira Silverman

While the *Sunset Limited* was initially a success, as the years went on the train suffered from significant operating and timekeeping problems which were a product of more general operating problems experienced by the host railroads. While the host railroad operating problems were beyond Amtrak's control, the 2,764-mile length of the *Sunset Limited* route greatly magnified the impacts to service. Trains frequently ran several hours late (sometimes over 24 hours late) in the late 1990s and early 2000s. Amtrak made several adjustments in an attempt to address the delays, including adding more time to the schedule, but to no avail. By 2005, Amtrak was busing passengers east of New Orleans on nearly one third of all trips in an effort to keep the *Sunset Limited* on schedule over the rest of its route.



The *Sunset Limited* service was suspended in August of 2005, immediately prior to Hurricane Katrina making landfall along the Louisiana-Mississippi border. Due to the significant damage to the region, CSXT railroad service was also suspended. Following the restoration of the CSXT mainline in the spring of 2006, Amtrak did not restore the previous service east of New Orleans. Service has remained suspended since that time as Amtrak, the states, Federal and local governments have taken the problem of service restoration under consideration.

The Southern Rail Commission's Request

In mid-2015, the SRC commissioned Amtrak to evaluate service options along the Gulf Coast. This evaluation includes a range of service options that Amtrak believes it can reliably provide,

as well as an analysis of ridership levels, projected revenues, and associated costs. While infrastructure capital costs are not included in this evaluation, the service options provide a starting point for a detailed analysis of the capital needs associated with each option.

Amtrak developed and evaluated five alternatives and sub-alternatives. The superior alternatives from a ridership demand and/or cost effectiveness standpoint are **Alternatives A/A1**:

- **Alternative A:** Extend a portion of the *City of New Orleans*' consist through from New Orleans to Orlando, with a single state-supported train priced under PRIIA 209 between New Orleans and Mobile. This alternative was also evaluated without the state-supported service, as **Alternative A1**, which has the lowest forecast operating funding need of all evaluated alternatives. A stable, multi-year operating funding mechanism for the additional long distance service would have to be developed that is beyond the scope of PRIIA 209 state-supported pricing.

In addition, Amtrak evaluated:

- **Alternatives B/B1:** Two daily state-supported round trips between New Orleans and Mobile, to be priced and funded by the state partners under the PRIIA 209 methodology. A Thruway bus connection from proposed service at Mobile to Amtrak service at Jacksonville was also evaluated, as **Alternative B1**.

- **Alternative C:** One daily long distance round trip between New Orleans and Orlando. A stable, multi-year funding mechanism for this service would have to be developed that is beyond the scope of PRIIA 209 state-supported pricing.

Details of the proposed operational and financial results of each alternative are described in detail in the "Evaluated Alternatives" and "Comparison of Results" sections of this report.

In June 2009, pursuant to Section 226 of the Passenger Rail Investment and Improvement Act of 2008, Amtrak released a report containing potential service restoration alternatives for Gulf Coast Service, including the stand-alone long distance train and *City of New Orleans* extension options. This report contains updated figures to reflect changes in market demand and operating assumptions such as a modified schedule assumption and more economical consist assumptions. Furthermore, the financial forecasts based in this evaluation reflect updated base cost data from more recent systemwide cost experience, and identifies and prices state-supported service under the PRIIA 209 methodology.

The Gulf Coast Region

The Gulf Coast region is defined for the purposes of this report as the towns, cities, metropolitan and micropolitan areas between New Orleans and Orlando which would gain service under

the alternatives proposed in this study. The region is home to numerous regional, national and global tourist destinations and events, including New Orleans' Mardi Gras, the theme parks of central Florida, the Gulf Coast beaches, and multiple casino gaming/resort destinations. Major league sports teams, NCAA bowl games, three cruise terminals with weekly mass-market cruise ship departures and conventions also draw visitors to communities in the region, while military bases and major defense contractor facilities bring business and military travelers. The tables on the following pages highlight some of the attractions and major institutional traffic generators along the proposed route, along with the population of the individual communities, as well as the aggregate totals for the region.

The geography of the Gulf Coast region and the proposed service schedules open up numerous opportunities for connectivity with other Amtrak services and modes of transportation. A long distance train terminating in Orlando would benefit from connections to existing Amtrak service to the Miami metropolitan area, Tampa and the west coast of Florida. At New Orleans, connections (or through service in **Alternatives A/A1**) can be offered to points north including Jackson, Memphis and Amtrak's Chicago hub for long distance and state-supported routes aboard the *City of New Orleans* train. Connections up the east coast of the United States could be facilitated through Jacksonville, while the joint Amtrak/Greyhound station facility in New Orleans could also facilitate new Thruway bus connections under Amtrak interline ticketing agreements with Greyhound. Specific connections available under each alternative are highlighted in the Alternatives section of this report.

Major Institutions and Traffic Generators, New Orleans-Orlando Gulf Coast Route

Attraction or Institution	Colleges/ Univ-ersities	Tourism, Leisure, Sports/ Entertain-ment	Govern-ment/ Defense	Conven-tions/ Group Travel or Business
New Orleans, LA				
Allstate Sugar Bowl, R+L Carriers New Orleans Bowl (NCAA)		X		
Cruises: *Carnival Triumph* (2,758 berths), *Norwegian Dawn* (2,340), *Carnival Elation* (2,052)		X		
Global tourist destination		X		
HBCUs: Southern, Dillard, Xavier (Combined enrollment: 7,000)	X			
Mardi Gras, festivals, conventions, etc.		X		X
New Orleans Pelicans (NBA)		X		
New Orleans Saints (NFL)		X		
New Orleans Zephyrs (AAA Baseball)		X		
Tulane University (Enrollment: 13,000)	X			
University of New Orleans (9,000)	X			
Bay St. Louis, MS				
Festivals		X		
Casino gaming/resorts		X		
Stennis Space Center/INFINITY Science Center		X	X	
Gulfport				
Casino Gaming/Resorts		X		
NCBC Gulfport			X	
Biloxi				
Biloxi Shuckers (AA Baseball)		X		
Casino gaming/resorts		X		
Kessler Air Force Base			X	
Pascagoula				
Ingalls Shipbuilding			X	X
Mobile, AL				
Cruises: *Carnival Fantasy* (2,052 berths)		X		
GoDaddy Bowl (NCAA)		X		
Mobile BayBears (AA Baseball)				
Mardi Gras and Festivals		X		
University of Mobile and Spring Hill College (Combined enrollment: 3,000)	X			
University of South Alabama (Enrollment: 11,000)	X			
Atmore				
Casino gaming/resorts		X		
Pensacola, FL				
Pensacola Blue Wahoos (AA Baseball)		X		
Pensacola NAS			X	
University of West Florida (Enrollment: 13,000)	X			

Continued on following page

Major Institutions and Traffic Generators, New Orleans-Orlando Gulf Coast Route

Continued from previous page

Attraction or Institution	Colleges/ Universities	Tourism, Leisure, Sports/ Entertainment	Government/ Defense	Conventions/ Group Travel or Business
Crestview				
Gateway to Eglin AFB			X	
Gateway to Ft. Walton Beach/Destin		X		
Chipley				
Gateway to Baptist College of Florida	X			
Gateway to Panama City/Beaches		X		
Tallahassee				
Florida A&M University (Enrollment: 10,000)	X			
Florida State Capital			X	
Florida State University (Enrollment: 42,000)	X			
Madison				
Access to camping/campgrounds		X		
Lake City				
Osceola National Forest		X		
Jacksonville				
Access to conventions				X
Cruises: *Carnival Fascination* (2,052 berths)		X		
Gateway to beaches		X		
Jacksonville Jaguars (NFL)		X		
Jacksonville Naval Complex			X	
Jacksonville Suns (AA Baseball)		X		
TaxSlayer Bowl (NCAA)		X		
University of North Florida (Enrollment: 16,000)	X			
Palatka				
St. Johns River State College	X			
DeLand				
Gateway to East Coast beaches		X		
Stetson University (Enrollment: 3,000)	X			
Winter Park				
Access to SunRail Connecting Service				
Rollins College (Enrollment: 3,000)	X			
Orlando				
Access to conventions				X
Access to SunRail Connecting Service				
AutoNation Cure Bowl, Russell Athletic Bowl, Buffalo Wild Wings Citrus Bowl (NCAA)		X		
Gateway to Disney World, Sea World, Universal Studios		X		
Global tourist destination		X		
Major League Baseball spring training at multiple locations in the region		X		
Orlando Magic (NBA)		X		

Population and Income of Gulf Coast Region Station Communities					
		Population		Median Household	
Municipality	Metropolitan/Micropolitan Area	Town/City Proper[1]	Metro/Micro area[2]	Town/City Proper	Metro/Micro area
New Orleans, LA	New Orleans-Metairie, LA Metro Area	384,320	1,209,239	$37,146	$47,341
Bay St. Louis, MS	None	11,388		$44,573	
Gulfport, MS	Gulfport-Biloxi-Pascagoula, MS Metro Area	71,750	375,259	$37,610	$45,479
Biloxi, MS		44,984		$39,666	
Pascagoula, MS		22,224		$39,363	
Mobile, AL	Mobile, AL Metro Area	194,675	413,188	$38,644	$43,028
Atmore, AL	None	10,006		$24,911	
Pensacola, FL	Pensacola-Ferry Pass-Brent, FL Metro Area	53,068	456,374	$44,144	$48,594
Crestview, FL	Crestview-Fort Walton Beach-Destin, FL Metro Area	22,955	242,442	$49,124	$52,303
Chipley, FL	None	3,605		$31,611	
Tallahassee, FL	Tallahassee, FL Metro Area	188,107	370,777	$39,524	$45,516
Madison, FL	None	2,843		$19,985	
Lake City, FL	Lake City, FL Micro Area	12,100	67,568	$28,155	$38,070
Jacksonville, FL	Jacksonville, FL Metro Area	853,382	1,363,610	$47,557	$52,258
Palatka, FL	Palatka, FL Micro Area	10,387	73,683	$19,883	$32,497
DeLand, FL	Deltona-Daytona Beach-Ormond Beach, FL Metro Area	29,194	593,569	$37,744	$43,133
Winter Park, FL	Orlando-Kissimmee-Sanford, FL Metro Area	29,442	2,183,363	$57,545	$48,459
Orlando, FL		262,372		$42,147	
	Total Population	**2,206,802**	**7,349,072**		

Sources for Data: US Census Bureau, Census.gov

1. 2014 Census Estimate
2. 2009-2013 American Community Survey 5-Year Estimates
3. 2009-2013 American Community Survey 5-Year Estimates, in 2013 inflation-adjusted $

METHODOLOGY

In order to forecast the operating results for the proposed Gulf Coast services, including forecast PRIIA 209 methodology pricing results for proposed state-supported services, Amtrak Market Research and Amtrak Finance relied on modeling processes consistent with those used for studies of other service changes throughout the Amtrak system. To obtain data on market demand, Amtrak Market Research relied on research and modeling services provided by Steer Davies Gleave (SDG), an industry leader in demand forecasting.

To ensure effective modeling of demand, SDG uses a model developed specifically for services whose frequency, operational characteristics, and levels of service were typical of the operations Amtrak has historically provided in the Gulf Coast Region. Basic demand forecasting was provided by the Long Distance Train Demand Forecasting Model, which provided the starting point for the analytical effort. The resulting demand forecasts were then fed into Amtrak's Route and Service Change Evaluation Model, along with the proposed service plan, to determine incremental costs, PRIIA 209 pricing, and the resulting profit and/or loss results.

Long Distance Train Demand Forecasting Model

The Long Distance Train Demand Forecasting Model is a reliable and well tested instrument which Amtrak uses to forecast ridership and ticket revenue on Amtrak's existing long distance train services. The model uses a direct demand approach to forecast Amtrak ridership by geographic market and class of service. Long distance customer travel surveys and actual ridership/revenue data were used to create a mathematical model which would, with the necessary inputs, provide users with forecasts of ridership, passenger mileage, and ticket revenue. The surveys included stated preference questions addressing sensitivities to changes in key characteristics of Amtrak long distance train travel. The model utilizes existing and historical ridership data, where available, to validate the baseline condition.

For a particular analysis, the long distance model is applied to all existing and new markets impacted by the proposed change(s), including markets served directly by a "one seat ride" and major markets served by connecting trains and Thruway bus services. Socio-economic data and forecasts of population, employment, and income, provided by Moody's Economy.com, are assembled for a 30-mile radius around each station area. Other key inputs to the long distance model analysis include:

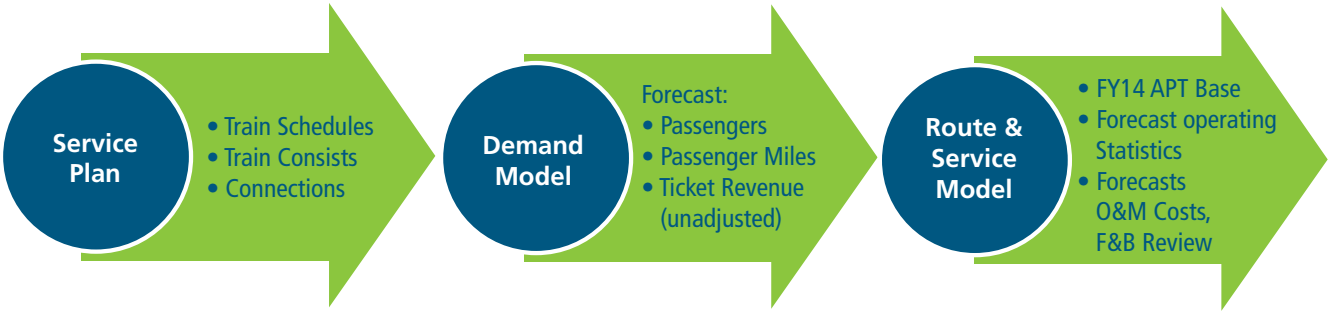
- Timetables (for each train and connection), which provide:
  - Departure and arrival times, that define
    - Travel times
    - Time of day
    - Number of nights
    - Spacing between trains
  - Class(es) of service provided (coach, sleeper, etc.)
  - Frequency of service (daily, tri-weekly, etc.)

- Direct vs. connecting service (and train vs. bus)
- Fares (average yields) by class of service

Route and Service Change Evaluation Model

Once the relevant demand data has been generated by the Amtrak Long Distance Train Demand Forecasting Model administered by Steer Davies Gleave, Amtrak Finance evaluates the forecast cost of each alternative. This evaluation uses Amtrak's internally-developed Route and Service Change Evaluation Model.

The Route and Service Change Model receives the demand forecasts from the Demand Model and builds the service plan based on the proposed train schedules and equipment consists. Forecast ticket revenue is subsequntly adjusted in the Route and Service Change Model to transfer the forecast value of any premium class (sleeping car, business class) food and beverage service amenities to food and beverage revenue. This value is added to the forecast food and beverage revenue based on the forecast passenger miles.



The base unit costs are calculated using FY2014 Amtrak Performance Tracking (APT) data for the specific routes affected, in this case the *City of New Orleans* and *Sunset Limited*. These unit costs are then applied to the demand and operating statistics to forecast the operating and maintenance costs. Statistics that drive these costs include: train miles, labor hours, ticket revenue, passengers, passenger miles, number of equipment sets, unit miles, and train hours. The results are presented within the model in FY2014 dollars inflated to FY2016 for the proposed Gulf Coast services.

PRIIA 209 Methodology

Section 209 of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA 209) requires that all Amtrak routes under 750 miles in length (and outside of the Boston-Washington Northeast Corridor) must be the financial responsibility of the states they operate through. Costs and payments for these services must be computed using a uniform methodology that is applied equally to all states and state-supported routes. The line-item breakdown and representation of

costs for state-supported services in this study is shown in the PRIIA 209 methodology format, resulting in state payment figures which are consistent with the methodology. PRIIA 209 also requires that states pay for the appropriate share of overhauls of equipment operated in state-supported service through an equipment capital use charge, which is also included in the results of this evaluation for all state-supported routes. These costs are based on the percent share of units used for a given equipment type and the forecast overhaul costs for that equipment type across Amtrak's fleet for the forecast year.

Long Distance Financial Figures

Long distance trains are not subject to the PRIIA 209 cost methodology. Amtrak forecasted figures using its standard Route and Service Change Evaluation Model, as the model can forecast costs for both PRIIA 209 and non-PRIIA 209 Amtrak services. The net incremental operating losses forecast are not currently funded, and require future discussion with the SRC, as Amtrak is under considerable pressure to reduce losses and cannot cover the costs of any of the proposed options. The long distance incremental cost impacts provided in this report represent the total systemwide impact, including instances where some losses to the Gulf Coast long distance service can be partially mitigated through positive connecting revenue impacts to other routes within the Amtrak system.

EVALUATED ALTERNATIVES

Overview

At the request of the SRC, Amtrak evaluated five alternatives and sub-alternatives for service to the Gulf Coast. **Alternatives A/A1** clearly outperformed the other alternatives in terms of ridership demand and operating funding need:

Alternative A: Extend the *City of New Orleans* from New Orleans to Orlando and operate a single state-supported round trip between New Orleans and Mobile. This alternative had the best forecast ridership demand.

- **Alternative A1**: Extend the *City of New Orleans* from New Orleans to Orlando without additional service between New Orleans and Mobile. This alternative had the lowest operating funding need.

Amtrak also evaluated two other alternatives, **B/B1** and **C**:

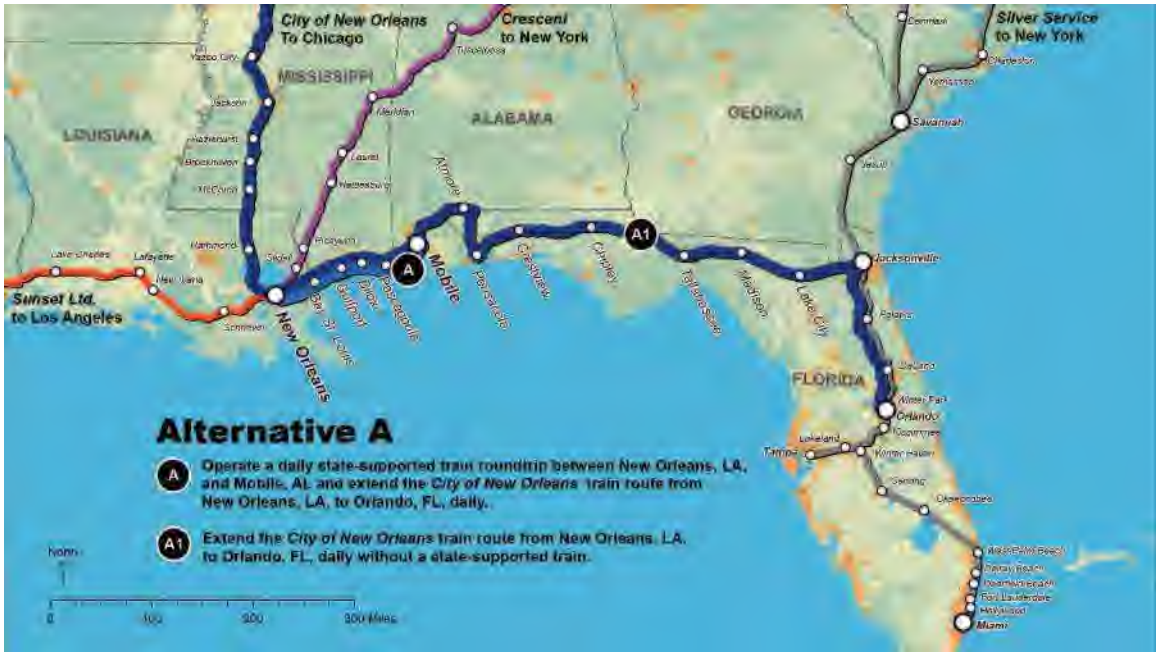
Alternative B: Two daily state-supported round trips between New Orleans and Mobile.

- **Alternative B1:** Two daily state-supported round trips between New Orleans and Mobile with a dedicated Amtrak Thruway motorcoach connection between Mobile and Jacksonville.

Alternative C: Stand-alone long distance train operating between New Orleans and Orlando.

Detailed descriptions of each alternative, including conceptual schedules, proposed consists and equipment turns, connections and staffing assumptions, are presented on the following pages.

Alternatives A and A1: Extend the City of New Orleans *to Florida with (A) or without (A1) an additional State-Supported Train.*



Overview

For **Alternative A**, Amtrak would extend a portion of the *City of New Orleans* train through to Orlando. The train would make intermediate station stops at Bay St. Louis, Gulfport, Biloxi, Pascagoula, Mobile, Atmore, Pensacola, Crestview, Chipley, Tallahassee, Madison, Lake City, Jacksonville, Palatka, DeLand and Winter Park. The eastbound train would depart New Orleans in the late afternoon, Mobile in the evening, Tallahassee early the next morning, Jacksonville mid-morning, and arrive into Orlando late morning. The westbound train would depart Orlando in the early afternoon, Jacksonville late afternoon, Tallahassee in the evening, Mobile early the next morning, and arrive into New Orleans mid-morning. Amtrak would also operate a single state-supported train eastbound in the morning and westbound in the afternoon/evening between New Orleans and Mobile. This alternative envisions operating the daily state-supported round trip between New Orleans and Mobile with intermediate station stops at Bay St. Louis, Gulfport, Biloxi, and Pascagoula. Coach service with at-seat power outlets and AmtrakConnect Wi-Fi would be available on both trains. On the *City of New Orleans* extension, food service would be provided with a Cross-Country Café and equipment would be maintained overnight at the Sanford, FL *Auto Train* Facility. On the state-supported corridor train, food service would consist of café car service provided through a Club Dinette car, and equipment would be maintained in New Orleans with contract cleaning and turnaround services in Mobile.

Amtrak also evaluated the impact of the long distance train extension without the added state corridor train, referred to as **Alternative A1**.



The Amtrak southbound City of New Orleans *arriving into Jackson, MS. In Alternative A/A1, this train extends beyond New Orleans to Gulf Coast points and Orlando.*

Conceptual Schedule

Conceptual schedules for **Alternative A** are shown in the tables on the following pages. For the long distance train, stations on the extended section are highlighted in blue.

Train Name ▸				New Orleans - Mobile
Train Number ▸				TBD 4
Normal Days of Operation ▸				Daily
On Board Service ▸				B C W
Station	Mile			
New Orleans, LA	0.0	CST	Dp	8:00 AM
Bay St. Louis, MS	56.0	CST		9:13 AM
Gulfport, MS	71.0	CST		9:35 AM
Biloxi, MS	83.0	CST		9:53 AM
Pascagoula, MS	103.0	CST		10:17 AM
Mobile, AL	143.0	CST	Ar	11:13 AM

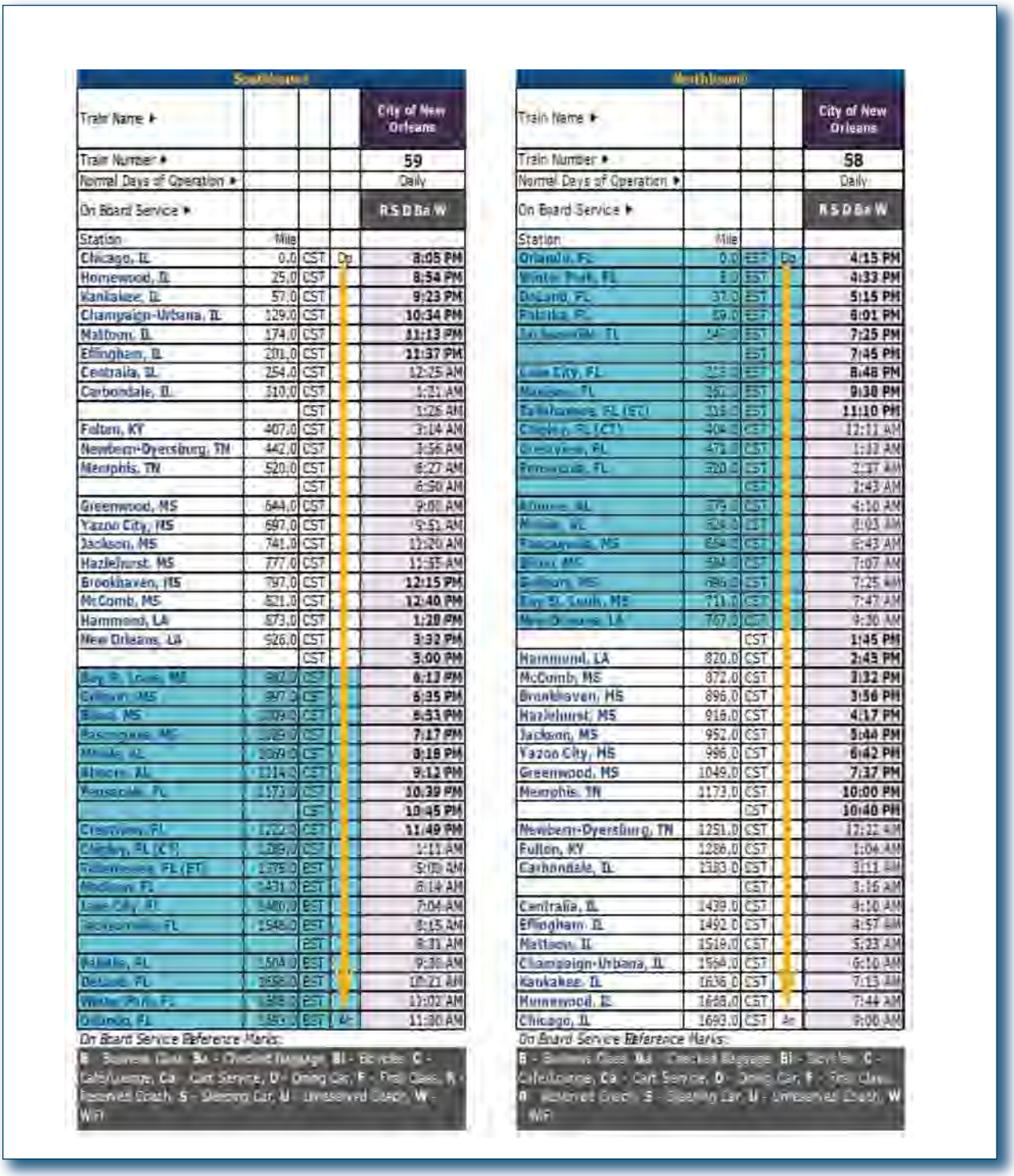
On Board Service Reference Marks:

B - Business Class, Ba - Checked Baggage, Bi - Bicycles, C - Café Lounge, Ca - Café Service, D - Dining Car, F - First Class, R - Reserved Coach, S - Sleeping Car, U - Unreserved Coach, W - WiFi

Train Name ▸				New Orleans - Mobile
Train Number ▸				TBD 3
Normal Days of Operation ▸				Daily
On Board Service ▸				B C W
Station	Mile			
Mobile, AL	0.0	CST	Dp	5:00 PM
Pascagoula, MS	40.0	CST		5:40 PM
Biloxi, MS	60.0	CST		6:04 PM
Gulfport, MS	72.0	CST		6:23 PM
Bay St. Louis, MS	87.0	CST		6:44 PM
New Orleans, LA	143.0	CST	Ar	8:23 PM

On Board Service Reference Marks:

B - Business Class, Ba - Checked Baggage, Bi - Bicycles, C - Café Lounge, Ca - Café Service, D - Dining Car, F - First Class, R - Reserved Coach, S - Sleeping Car, U - Unreserved Coach, W - WiFi



Southbound				
Train Name ▸				City of New Orleans
Train Number ▸				59
Normal Days of Operation ▸				Daily
On Board Service ▸				R S D Ba W
Station	Mile			
Chicago, IL	0.0	CST	Dp	8:05 PM
Homewood, IL	25.0	CST		8:54 PM
Kankakee, IL	57.0	CST		9:23 PM
Champaign-Urbana, IL	129.0	CST		10:34 PM
Mattoon, IL	174.0	CST		11:13 PM
Effingham, IL	201.0	CST		11:37 PM
Centralia, IL	254.0	CST		12:25 AM
Carbondale, IL	310.0	CST		1:21 AM
		CST		1:26 AM
Fulton, KY	407.0	CST		3:14 AM
Newbern-Dyersburg, TN	442.0	CST		3:56 AM
Memphis, TN	520.0	CST		4:27 AM
		CST		4:50 AM
Greenwood, MS	644.0	CST		6:00 AM
Yazoo City, MS	697.0	CST		6:51 AM
Jackson, MS	741.0	CST		7:20 AM
Hazlehurst, MS	777.0	CST		7:35 AM
Brookhaven, MS	797.0	CST		7:45 PM
McComb, MS	821.0	CST		8:40 PM
Hammond, LA	873.0	CST		9:20 PM
New Orleans, LA	926.0	CST		10:32 PM
		CST		11:00 PM
Bay St. Louis, MS	987.0	CST		11:13 PM
Gulfport, MS	997.0	CST		11:35 PM
Biloxi, MS	1009.0	CST		11:53 PM
Pascagoula, MS	1029.0	CST		12:17 AM
Mobile, AL	1069.0	CST		1:18 AM
Atmore, AL	1114.0	CST		2:12 AM
Pensacola, FL	1173.0	CST		3:39 AM
		CST		3:45 AM
Crestview, FL	1222.0	CST		4:49 AM
Chipley, FL (CT)	1289.0	CST		5:11 AM
Tallahassee, FL (ET)	1379.0	EST		6:10 AM
Madison, FL	1431.0	EST		6:44 AM
Lake City, FL	1480.0	EST		7:04 AM
Jacksonville, FL	1548.0	EST		7:45 AM
		EST		8:31 AM
Palatka, FL	1604.0	EST		9:30 AM
DeLand, FL	1658.0	EST		10:21 AM
Winter Park, FL	1696.0	EST		10:02 AM
Orlando, FL	1709.0	EST	Ar	11:30 AM

On Board Service Reference Marks:

B - Business Class Ba - Checked Baggage Bi - Bicycles C - Cafe/Lounge, Ca - Cart Service, D - Dining Car, F - First Class, R - Reserved Coach, S - Sleeping Car, U - Unreserved Coach, W - WiFi

Northbound				
Train Name ▸				City of New Orleans
Train Number ▸				58
Normal Days of Operation ▸				Daily
On Board Service ▸				R S D Ba W
Station	Mile			
Orlando, FL	0.0	EST	Dp	4:15 PM
Winter Park, FL	13.0	EST		4:33 PM
DeLand, FL	57.0	EST		5:15 PM
Palatka, FL	113.0	EST		6:01 PM
Jacksonville, FL	167.0	EST		7:25 PM
		EST		7:45 PM
Lake City, FL	235.0	EST		8:48 PM
Monticello, FL	282.0	EST		9:30 PM
Tallahassee, FL (ET)	338.0	EST		11:10 PM
Chipley, FL (CT)	404.0	CST		12:11 AM
Crestview, FL	472.0	CST		1:13 AM
Pensacola, FL	520.0	CST		2:37 AM
		CST		2:43 AM
Atmore, AL	579.0	CST		4:10 AM
Mobile, AL	624.0	CST		5:03 AM
Pascagoula, MS	684.0	CST		6:43 AM
Biloxi, MS	704.0	CST		7:07 AM
Gulfport, MS	716.0	CST		7:25 AM
Bay St. Louis, MS	736.0	CST		7:47 AM
New Orleans, LA	787.0	CST		9:30 AM
		CST		1:45 PM
Hammond, LA	820.0	CST		2:43 PM
McComb, MS	872.0	CST		3:32 PM
Brookhaven, MS	896.0	CST		3:56 PM
Hazlehurst, MS	916.0	CST		4:17 PM
Jackson, MS	952.0	CST		5:44 PM
Yazoo City, MS	996.0	CST		6:42 PM
Greenwood, MS	1049.0	CST		7:37 PM
Memphis, TN	1173.0	CST		10:00 PM
		CST		10:40 PM
Newbern-Dyersburg, TN	1251.0	CST		12:22 AM
Fulton, KY	1286.0	CST		1:04 AM
Carbondale, IL	1383.0	CST		3:11 AM
		CST		3:16 AM
Centralia, IL	1439.0	CST		4:10 AM
Effingham, IL	1492.0	CST		4:57 AM
Mattoon, IL	1519.0	CST		5:23 AM
Champaign-Urbana, IL	1564.0	CST		6:10 AM
Kankakee, IL	1636.0	CST		7:15 AM
Homewood, IL	1668.0	CST		7:44 AM
Chicago, IL	1693.0	CST	Ar	9:00 AM

On Board Service Reference Marks:

B - Business Class Ba - Checked Baggage Bi - Bicycles C - Cafe/Lounge, Ca - Cart Service, D - Dining Car, F - First Class, R - Reserved Coach, S - Sleeping Car, U - Unreserved Coach, W - WiFi

Connections

Alternative A provides the greatest number of possible connection options. By extending the *City of New Orleans* to Orlando, passengers could travel between Gulf Coast stations and points on the *City of New Orleans* route such as Jackson, Memphis and Chicago without changing trains. Passengers from Gulf Coast stations and points on the existing *City of New Orleans* route could connect with the *Silver Meteor* at Orlando for travel to points south to West Palm Beach, Fort Lauderdale and Miami, or use the Amtrak Thruway motorcoach service to reach Lakeland, Tampa, St. Petersburg, Bradenton or Sarasota. Passengers at Jacksonville can connect with the *Silver Star* and *Silver Meteor* for destinations in Georgia, the Carolinas, Virginia and the Northeast Corridor (Washington – Philadelphia – New York City). At New Orleans, passengers could connect overnight with the *Sunset Limited* service to Los Angeles. Passengers from Gulf Coast stations could connect at Jackson with Amtrak Thruway interline motorcoach service to Shreveport. Additionally, passengers from Gulf Coast stations could connect with Amtrak Thruway motorcoach service at Carbondale to St. Louis. Finally, access to Chicago Union Station would permit connections with Amtrak's *Empire Builder*, *California Zephyr, Southwest Chief, Lincoln Service*, *Blue Water*, *Pere Marquette*, *Wolverine Service*, *Hiawatha Service*, *Capitol Limited*, *Lake Shore Limited*, *Cardinal* and *Hoosier State*.

Amtrak also has the ability to offer through ticketing on connecting bus services under its nationwide partnership with Greyhound. This partnership would allow passengers to access the frequent service between New Orleans and Baton Rouge, as well as connections to/from Alexandria, Lafayette, Beaumont and Houston. Amtrak and Greyhound both use New Orleans Union Passenger Terminal, allowing for convenient access and ease of connectivity at this important location on the route.

Consist

The *City of New Orleans* currently operates with three sets of equipment. A fourth and fifth set of equipment will be necessary, but they will be smaller sets since they will include only equipment needed for the operation between New Orleans and Orlando. This alternative assumes that the P-42 locomotive, one Superliner coach, one Superliner coach-baggage, one Superliner Cross-Country Café car and one Superliner sleeping car would operate through from Chicago to Orlando on a year-round basis, while the rest of the consist would turn at New Orleans. On some peak dates, however, an additional coach and/or the transition sleeping car from the *City of New Orleans* may also need to operate through in order to capture all ridership demand and revenue. This concept of operating trains of variable lengths depending on demand is consistent with the "right-sizing" initiative in place for nearly all routes in Amtrak's Long Distance Business Line, where consists vary in size according to seasonal demand.

The state-supported round trip would require a single P-42, two Horizon coaches and a Horizon Club Dinette (offering both food service and Business Class) in dedicated Gulf Coast service.

A table of the equipment used on each train operating east of New Orleans is presented below:

Alternative A/A1 Consist Proposal			
Equipment Type	Locomotives/ Cars per Trainset	Incremental Number of Trainsets**	Incremental Number of Locomotives/ Cars Needed
***City of New Orleans* Extension**			
P-42 Diesel Locomotive	1	2	2
Superliner Coach*	1	2	2
Superliner Cross-Country Café	1	2	2
Superliner Sleeper	1	2	2
Superliner Coach-Baggage	1	2	2
Superliner Transition Sleeper*	On Demand		
State-Supported Train (Not included in Alternative A1)			
P-42 Diesel Locomotive	1	1	1
Horizon Coach	2	1	2
Horizon or Amfleet-I Club Dinette	1	1	1

* Second coach per trainset, and total of 4 additional coaches needed on the route, on demand during peak

** For the *City of New Orleans* extension, all equipment operating through from New Orleans to Orlando requires a five-set rotation compared to the current three-set rotation.



Amtrak Superliner Sleeping Car Roomette, set up for daytime use, similar to the sleeping accommodations which would be available on the proposed long distance service. At night, the seats fold into a lower bunk bed, an upper bunk is lowered from above.



Cross-Country Café car, with tables for sit-down meal service and a counter for ordering food.

Staffing

The long distance train would be staffed with 1-2 engineers, conductor and assistant conductor (3-4 crewmembers) who are subject to Federal Hours of Service regulations. The number of engineers is determined based on Amtrak's labor agreements. This study assumes these crews would change at Pensacola and Jacksonville. In addition, each train would be staffed with an on-board service (OBS) crew of 5, including:

- One coach attendant for the coach section
- One Sleeping car attendant for the sleeping car
- One chef, one service attendant and one lead service attendant in the Cross Country Café to provide food service.
- If the *City of New Orleans* extension must operate with an additional coach and/or Transition Sleeper for peak trips, the additional cars also will trigger a sixth OBS employee, one additional attendant.

On-board service positions are not subject to Federal Hours of Service regulations and these employees will work through from New Orleans to Orlando, with rest hours for portions of the trip during the middle of the night. As with **Alternative C**, Amtrak forces would maintain the long distance train at the Sanford *Auto Train* mechanical facility.

The state-supported trains would be staffed with an engineer, conductor, assistant conductor and a single lead service attendant providing food service in the Club-Dinette. The financial evaluation assumes that trains would be serviced by a mechanical contractor at Mobile and by Amtrak's in-house mechanical forces in New Orleans.

Performance

If **Alternative A** (operation of both the long distance and state-supported trains) is selected, the posited results would include the following:

- 153,900 annual passengers (34,800 on the state-supported service plus 119,100 on the *City of New Orleans* extension).
- 65.1 million annual rail passenger miles (3.8 million on the state-supported service plus 61.3 million on the *City of New Orleans* extension).
- $12.72 million in annual ticket and food & beverage revenue ($756,000 on the state-supported service plus $11.96 million on the *City of New Orleans* extension).
- $3.93 million in annual operating expenses under PRIIA 209 for the state-supported service.
- $3.17 million in annual state operating payments under PRIIA 209.
- $609,000 in annual equipment capital expenses charged to the state partners under PRIIA 209 for the state-supported service.
- $3.78 million in total PRIIA 209 state payments (operating and equipment capital) for the state-supported service.

- $5.71 million in annual incremental operating loss as a result of the *City of New Orleans* extension.
- $9.49 million in combined annual funding needs for the *City of New Orleans* extension and state-supported service, the net of the $5.71 million annual incremental operating loss for the long distance train east of New Orleans and the $3.78 million net operating and equipment capital expense for the state-supported service.
- Potential cost reductions of $654,000 annually are possible if the chef position in the Cross-Country Café is removed from the proposal, and food is instead prepared and served by the Lead Service Attendant and Service Attendant. A trial of this staffing plan is currently underway on the *City of New Orleans*.
- Conversely, potential additional costs are possible if the third coach and/or Transition Sleeper must operate through from New Orleans to Florida on a regular basis in order to realize all demand and revenue on all trips during peak periods. Based on figures provided by Amtrak Finance, an incremental cost of $363,000 is possible for the cars to be added to the busiest 25% of trips in a given year.

If **Alternative A1** is chosen, the most notable variations to the results listed above would include:

- 138,300 annual incremental passengers (down from 153,900).
- 63.0 million annual rail passenger miles (down from 65.1 million).
- $5.48 million in combined annual funding needs for the long distance train extension (down from $5.71 million).
- The same potential cost adjustments regarding the chef position and/or addition of peak season equipment in **Alternative A** also apply to **Alternative A1**.

Forecast long distance expenses included in this evaluation are incremental in nature and do not reflect allocations of system-wide expenses.

Alternatives B and B1: Two daily state-supported round trips between New Orleans and Mobile.



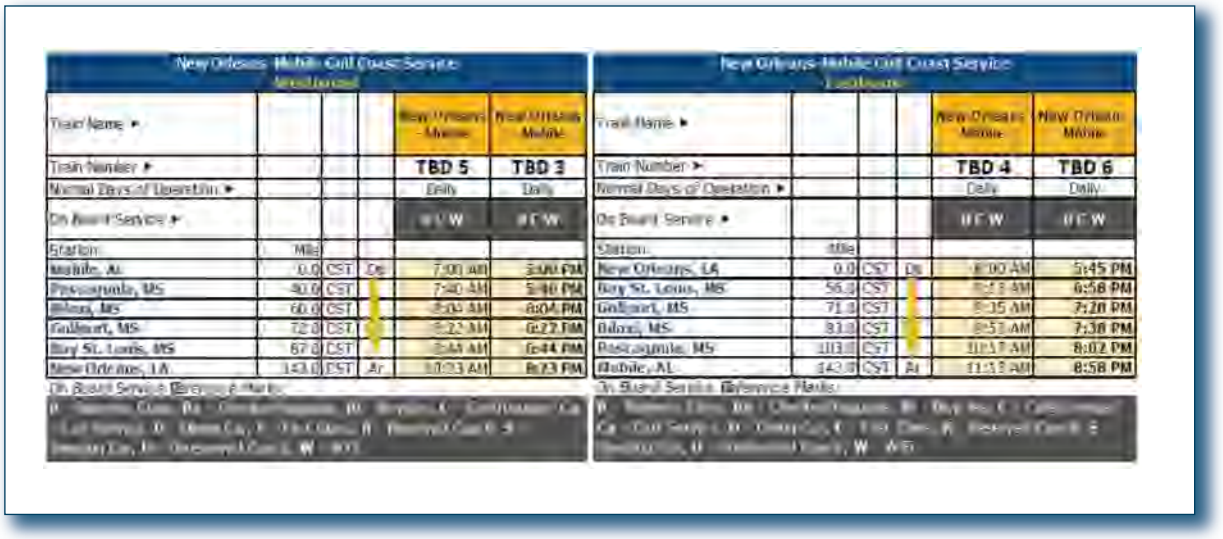
Overview

Alternatives B and B1 envision operation of two daily state-supported round trips between New Orleans, LA and Mobile, AL, making the same intermediate station stops as the state-supported train in **Alternative A**. The two round trips (listed in the accompanying timetables as TBD 3, 4, 5 and 6) would include one morning train in each direction, and one late afternoon/early evening train in each direction. One round trip (operating eastbound in the afternoon/evening and westbound in the morning) would use equipment which currently sits in New Orleans in between scheduled runs of the *City of New Orleans*. Coach and lounge car service would be provided. The other round trip (eastbound in the morning and westbound in the afternoon/evening) would use a dedicated trainset and could include coach, Business Class and café car service. Both trains would offer AmtrakConnect Wi-Fi service and at-seat power outlets. One of the coaches could also be designated an Amtrak Quiet Car if the state partners so desire.

For **Alternative B1**, Amtrak also evaluated a connecting motorcoach operation between Mobile and Jacksonville, providing connectivity between the new service and stations east of Mobile, as well as a connection to the New York-Miami *Silver Star* at Jacksonville.

Conceptual Schedule

Conceptual schedules for **Alternatives B and B1** are shown in the tables below:



For **Alternative B1**, the Thruway motorcoach schedule assumption was:

Proposed Dedicated Thruway Bus

Daily	Days of Operation			Daily
6:39 AM	Dp	*Silver Star* connects at Jacksonville	Ar	11:03 PM
7:30 AM		Jacksonville, FL		9:55 PM
8:45 AM		Lake City, FL		8:45 PM
9:40 AM		Madison, FL		7:50 PM
11:20 AM		Tallahassee, FL (ET)		6:35 PM
12:00 Noon		Chipley, FL (CT)		4:30 PM
1:20 PM		Crestview, FL		3:10 PM
2:35 PM		Pensacola, FL (Airport)		1:05 PM
3:45 PM	Ar	Mobile, AL	Dp	11:45 AM

Connections

Trains TBD 5 and TBD 6 would connect with the *City of New Orleans* at New Orleans. In **Alternative B1**, Trains TBD 3 and TBD 4 would also connect with the proposed dedicated Thruway bus from Mobile to Jacksonville, which would provide a connection with Amtrak's *Silver Star* Trains 91 and 92 service to Georgia, the Carolinas, Virginia and the Northeast Corridor (Wash-

ington – Philadelphia – New York). At New Orleans, passengers would be able to connect overnight with the *Sunset Limited*.

Amtrak, through its nationwide partnership with Greyhound, also has the ability to offer through ticketing on connecting bus services, such as the frequent service between New Orleans and Baton Rouge, as well as connections to/from Alexandria, Shreveport, Lafayette, Beaumont and Houston. Amtrak and Greyhound both use the New Orleans Union Passenger Terminal in New Orleans, affording passengers an easy connection.

Consist

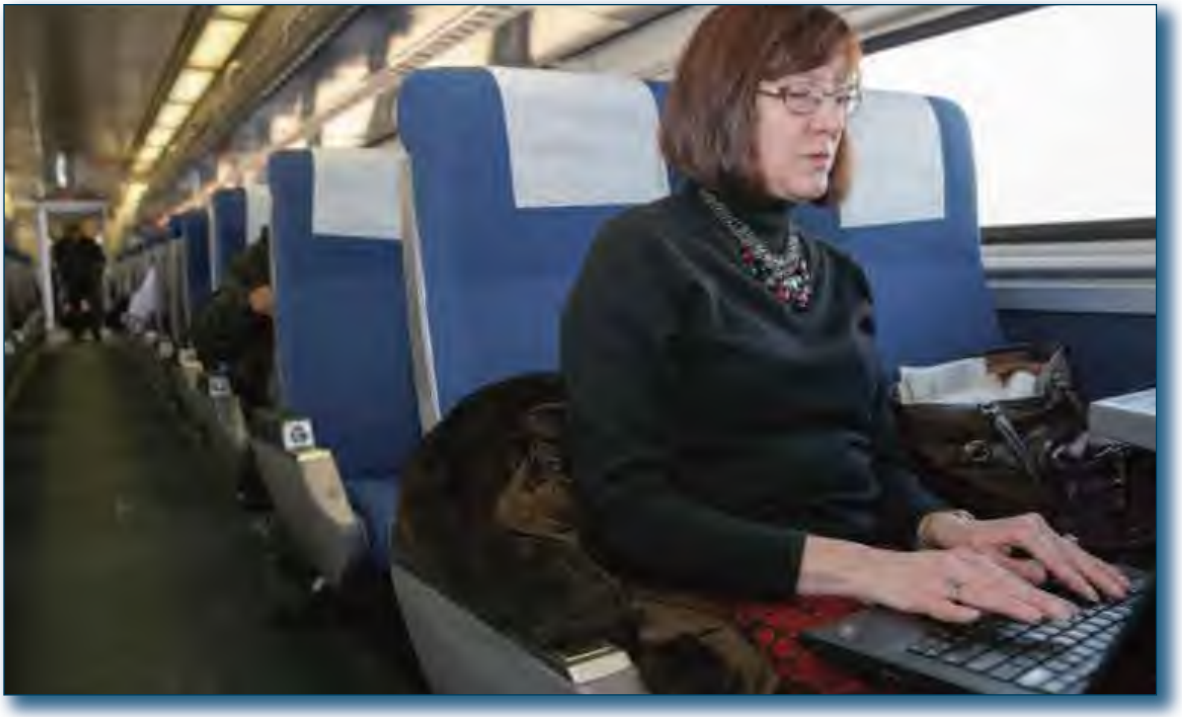
Two sets of equipment would be used for the state-supported service in **Alternative B**. One round trip (shown here as Trains TBD 5 and TBD 6) would use a P-42, two Superliner coaches, a

Alternative B Consist Proposal			
Equipment Type	Locomotives/ Cars per Trainset	Trainsets Used in Daily Service	Locomotives and Cars Used
State-Supported Trains			
P-42 Diesel Locomotive*	1	2	2
Superliner Coach	2	1	2
Superliner Sightseer Lounge	1	1	1
Horizon Coach	2	1	2
Horizon or Amfleet-I Club Dinette	1	1	1

* P-42 Diesels are used to pull both a single Superliner trainset and a single Horizon/Amfleet trainset.



Amtrak's Horizon Business Class features spacious leather seating with two seats (shown) on one side of the aisle and single seats on the other side of the aisle.



Amtrak Horizon Coaches feature reclining seats, overhead reading lights, power outlets at each seat pair and AmtrakConnect Wi-Fi.

Superliner coach-baggage and Superliner Sightseer Lounge which otherwise would layover in New Orleans between regularly scheduled *City of New Orleans* trips. The other trainset would use a single P-42, two Horizon coaches and a Horizon Club Dinette in dedicated Gulf Coast service. The table on the following page shows the equipment required for each trainset.

Staffing

Each train would be staffed with an engineer, conductor, assistant conductor and attendant providing food service in the Sightseer Lounge car (Trains TBD 5 and TBD 6) or Club Dinette (Trains TBD 3 and TBD 4). The financial evaluation assumes trains being serviced by a mechanical contractor at Mobile and by Amtrak's in-house mechanical forces in New Orleans.

Performance

Amtrak Finance, using demand data from Amtrak Market Research and SDG, forecast the following performance for the proposed service in **Alternative B**:

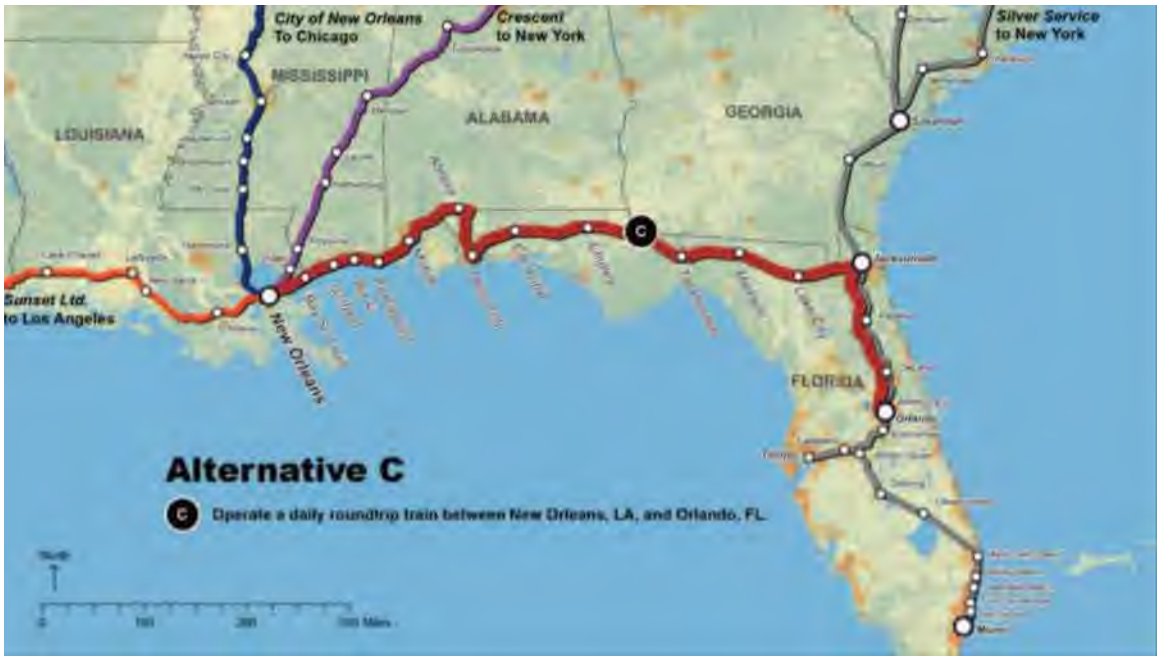
- 38,400 annual passengers.
- 3.79 million annual rail passenger miles.
- $704,000 annual ticket and food & beverage revenue.

- $6.15 million in annual operating expenses under the PRIIA 209 methodology.
- $5.45 million in annual state operating payments under the PRIIA 209 methodology.
- $1.52 million in annual equipment capital expenses charged to the state partners under the PRIIA 209 methodology.
- $6.97 million in annual state payments.

Adding the Thruway connection between Mobile and Jacksonville for **Alternative B1** increases the state payment by $1.26 million annually. Due to the length of the Thruway route, a separate vehicle and driver would be required for each one way trip, with drivers likely required to overnight with their vehicles away from their home terminal. Specific ridership, revenue and financial performance data for **Alternative B1** was forecast as follows:

- 43,400 annual passengers.
- 5.228 million annual rail passenger miles.
- $1.05 million in annual ticket and food & beverage revenue.
- $7.78 million in annual operating expenses under the PRIIA 209 methodology.
- $1.52 million in annual equipment capital expenses charged to the state partners under the PRIIA 209 methodology.
- $8.26 million in annual state payments.

Alternative C: Stand-Alone Long Distance Train Operating Between New Orleans and Orlando.



Overview

Alternative C involves operation of a single daily overnight round trip between New Orleans and Orlando, Florida. The schedule and intermediate station stops are identical to the long distance service east of New Orleans in **Alternatives A and A1**. Coach and sleeping car service would be available, with AmtrakConnect Wi-Fi and power outlets at coach seats and in sleeping car rooms. Food service would be provided with a Cross-Country Café, similar to the food service car on the *City of New Orleans*. Equipment would be maintained overnight at the Sanford, FL *Auto Train* facility.

Conceptual Schedule

The conceptual schedule for Alternative C is shown in the table below as Trains TBD 1 & 2:



New Orleans–Orlando Gulf Coast Service

Train Name ▸				New Orleans Orlando
Train Number ▸				TBD 1
Normal Days of Operation ▸				Daily
On Board Service ▸				[illegible]
Station	Mile			
Orlando, FL	0.0	EST	Dp	4:15 PM
Winter Park, FL	5.0	EST		4:33 PM
DeLand, FL	37.0	EST		5:15 PM
Palatka, FL	89.0	EST		6:01 PM
Jacksonville, FL	147.0	EST		7:25 PM
		EST		7:45 PM
Lake City, FL	213.0	EST		8:48 PM
Madison, FL	263.0	EST		9:38 PM
Tallahassee, FL (ET)	318.0	EST		11:10 PM
Chipley, FL (CT)	404.0	CST		12:11 AM
Crestview, FL	471.0	CST		1:35 AM
Pensacola, FL	520.0	CST		2:27 AM
		CST		2:45 AM
Atmore, AL	579.0	CST		4:10 AM
Mobile, AL	624.0	CST		5:05 AM
Pascagoula, MS	669.0	CST		6:45 AM
Biloxi, MS	684.0	CST		7:07 AM
Gulfport, MS	696.0	CST		7:25 AM
Bay St. Louis, MS	711.0	CST		7:47 AM
New Orleans, LA	767.0	CST	Ar	9:20 AM

On Board Service Reference Marks:

[illegible]

New Orleans–Orlando Gulf Coast Service

Train Name ▸				New Orleans–Orlando
Train Number ▸				TBD 2
Normal Days of Operation ▸				Daily
On Board Service ▸				[illegible]
Station	Mile			
New Orleans, LA	0.0	CST	Dp	5:00 PM
Bay St. Louis, MS	56.0	CST		6:13 PM
Gulfport, MS	71.0	CST		6:35 PM
Biloxi, MS	83.0	CST		6:53 PM
Pascagoula, MS	103.0	CST		7:17 PM
Mobile, AL	145.0	CST		8:16 PM
Atmore, AL	188.0	CST		9:12 PM
Pensacola, FL	247.0	CST		10:39 PM
		CST		10:45 PM
Crestview, FL	296.0	CST		11:48 PM
Chipley, FL (CT)	363.0	CST		1:11 AM
Tallahassee, FL (ET)	449.0	EST		3:00 AM
Madison, FL	505.0	EST		4:14 AM
Lake City, FL	554.0	EST		5:04 AM
Jacksonville, FL	620.0	EST		6:15 AM
		EST		6:21 AM
Palatka, FL	678.0	EST		7:36 AM
DeLand, FL	730.0	EST		8:22 AM
Winter Park, FL	762.0	EST		8:52 AM
Orlando, FL	767.0	EST	Ar	9:20 AM

On Board Service Reference Marks:

[illegible]

Connections

This train offers same-day connections with the *City of New Orleans* at New Orleans for points north to Jackson, Memphis and Chicago, the *Silver Star* and *Silver Meteor* at Jacksonville for points north in Georgia, the Carolinas, Virginia and the Northeast Corridor (Washington – Philadelphia – New York), and the *Silver Meteor* at Orlando for points south to West Palm Beach, Fort Lauderdale and Miami. This train would also connect with existing Amtrak Thruway motorcoach service to Lakeland, Tampa, St. Petersburg, Bradenton and Sarasota. At New Orleans, passengers can connect overnight with the *Sunset Limited*.

Amtrak, through its nationwide partnership with Greyhound, also has the ability to offer through ticketing on connecting bus services, such as the frequent service between New Orleans and Baton Rouge, as well as connections to/from Alexandria, Shreveport, Lafayette, Beaumont and Houston. Amtrak and Greyhound both use the New Orleans Union Passenger Terminal in New Orleans, so bus-to-train connections are facilitated within the same building.

Consist

Three sets of equipment are required to operate this service, each consisting of one P-42 locomotive, one Superliner coach, one Superliner coach-baggage (coach with checked baggage room), one Superliner Cross-Country Café (to offer food service) and one Superliner sleeping car. Coach and sleeping car service is offered on board. Equipment would turn around during the day at New Orleans, and would be maintained overnight at the current *Auto Train* maintenance facility near Orlando at Sanford, FL. A table of the equipment used for each of the three trainsets is presented below:

Alternative C Consist Proposal

Equipment Type	Locomotives/ Cars per Trainset	Trainsets Used in Daily Service	Locomotives and Cars Used
New Long-Distance Service			
P-42 Diesel Locomotive	1	3	3
Superliner Coach	1	3	3
Superliner Coach-Baggage	1	3	3
Superliner Cross-Country Café	1	3	3
Superliner Sleeper	1	3	3

* P-42 Diesels are used to pull both a single Superliner trainset and a single Horizon/Amfleet trainset.

Staffing

Each train would be staffed with an engineer, conductor and assistant conductor who are subject to Federal Hours of Service regulations. A second engineer would also work the train where applicable, per Amtrak's labor agreements. Amtrak assumes these crews will change at Pensacola and Jacksonville. In addition, each train would be staffed with:

- A coach attendant for the coach section
- Sleeping car attendant for the sleeping car
- Service attendant, chef and lead service attendant in the Cross-Country Café to provide food service.

These attendant positions are not subject to Federal Hours of Service regulations and these employees will work through from New Orleans to Orlando, with rest hours for portions of the trip during the middle of the night.

Performance

Amtrak Finance, using demand data from Amtrak Market Research and SDG, forecast the following performance for the proposed service in **Alternative C:**

- 69,100 annual passengers.
- 24.04 million annual rail passenger miles.
- $4.03 million in annual ticket and food and beverage revenue.
- $14.4 million in annual incremental operating loss.

Forecast expenses included in this evaluation alternative are incremental in nature and do not reflect allocations of system-wide expenses.

Alternatives A/A1 yield superior ridership demand and cost efficiency over **Alternatives B/B1** and **C** as they allow for daily "one-seat ride" service between the Gulf Coast stations and the current *City of New Orleans* route. Since the number of passengers who are willing to make a single connection is also greater than those willing to make two connections to continue a trip, ridership also increases on additional Amtrak services which connect to both the future Gulf route as well as the existing *City of New Orleans*. Cost efficiencies are also present, as a run-through operation requires less additional equipment than a stand-alone New Orleans-Orlando passenger train with dedicated equipment.

COMPARISON OF RESULTS

A comparison of the full range of alternatives studied is summarized in the table below, in 2016 dollars:

Gulf Coast Service Alternatives					
	Alternative A *(Extend City of New Orleans, 1 daily state train)*	**Alternative A1** *(Extend City of New Orleans, no state trains)*	**Alternative B** *(2 daily state-supported Trains)*	**Alternative B1** *(2 daily state trains with Thruway to JAX)*	**Alternative C** *(NOL-ORL standalone long distance Train)*
Endpoints	New Orleans-Orlando, 2nd train New Orleans-Mobile	New Orleans to Orlando	New Orleans to Mobile	New Orleans-Mobile, Thruway to Jacksonville	New Orleans to Orlando
Ridership	153,900	138,300	38,400	43,400	69,100
Passenger miles	65.14M	63.00M	3.79M	5.23M*	24.04M
Total Revenue	$12.72M	$12.25M	$704K	$1.05M	$4.03M
PRIIA 209 Operating Costs	$3.93M	N/A	$6.15M	$7.78M	N/A
PRIIA 209 Equipment Capital Use Charge	$609K	N/A	$1.52M	$1.52M	N/A
PRIIA 209 State Payment	$3.78M	N/A	$6.97M	$8.26M	N/A
Long Distance Incremental Cost**	$17.67M	$17.73M	n/a	n/a	$18.43M
Long Distance Incremental Loss	$5.71M	$5.48M	n/a	n/a	$14.40M
Total Annual Funding Need	**$9.49M**	**$5.48M**	**$6.97M**	**$8.26M**	**$14.40M**

Please note that some figures may not sum precisely due to rounding.

*All passenger miles are rail only.

** Net of route-specific losses and connecting route impacts.

As can be seen in the table above, **Alternatives A and A1** clearly outperform the other alternatives in terms of ridership, and both include service through to Orlando from New Orleans. **Alternative A1** offers the lowest forecast total annual funding need, while **Alternative A** features the highest ridership.

MARKETING & SALES RESOURCES

Amtrak Marketing has developed a sample strategy for marketing and sales for the analyzed alternatives designed to maximize publicity and stimulate travel demand. This strategy includes paid advertising, strategic public relations (PR) initiatives, social media campaigns, and partnerships with local traffic generators, educational institutions and tourist attractions. A well-managed publicity campaign could include a "whistle stop" inaugural run designed to maximize media exposure. This sample strategy is based on recent Amtrak experience launching other routes, many of which have benefited from widely advertised service launches.

With the proposal for new Amtrak Service between New Orleans, LA and Orlando, FL, there are several notable opportunities which can be leveraged to raise the public profile of any future service both in the general marketplace as well as through earned media gained from public relations and social media. This service would not just reconnect a region of the country that has had no Amtrak service since Hurricane Katrina, it would serve to connect important southern economies and support growing tourism in this prosperous and economically active region. New Amtrak service would facilitate group travel, increase the availability of public transportation for student travelers, and provide opportunities for business and government travel throughout the region.

Strategy

An integrated marketing strategy would be a vital component of any plan to inaugurate any new service. It will be important to develop a brand identity, paid media strategy and the route specific collateral about the service that will be used to consistently communicate about the new service. These elements would also be used in communication and PR about the service and also support a social media presence. A paid media schedule could begin to promote an inaugural train and whistle stop tour, but there will be a need to identify funding for these efforts.

Ideally, messaging and public relations efforts should begin a year before the scheduled service launch. An integrated public relations and media relations campaign including news releases and public forums will help to educate and inform the public and communities along the route about the future service.

Four months before scheduled service launch, the date of an inaugural train and whistle stop tour to promote the new service could be announced. The inaugural train could include a stop with celebrations and media events in each community, picking up dignitaries and key stakeholders along the way, and culminating with a final grand event at a chosen destination station. This is also an appropriate time to announce an introductory fare offer (if determined by pricing) to increase awareness. Another and often more efficient method is to announce city pair pricing between various destinations along the route.

Social media can be used to create awareness, leveraging the social media efforts and market penetration of the various partners to ensure a widespread reach. Grass roots relationships and partnerships developed and implemented including convention/visitors bureau (CVB) memberships and engagement with business and political communities would greatly enhance such an effort, and would pave the way for a paid media program that would begin two weeks ahead of service launch.



Amtrak and Virginia state partner officials cut the ribbon to launch Amtrak's state-supported service to Lynchburg in October of 2009. Amtrak's successful state partnership with Virginia will result in this train being extended further south, to Roanoke, in 2016.

Tactics

The marketing effort would center around the identified markets along the route. An integrated effort, involving Amtrak and its partners, would target these markets heavily, leveraging our partners' knowledge and market penetration to ensure effective outreach. Key efforts would include (but not necessarily be limited to):

- Promote student travel by connection and sponsorship of colleges and universities along the route.

- Develop and promote Amtrak Vacations packages (route specific) (12-14 months prior to inaugural train).
- Business and government travel (military installations and major employers in the region). Include eligibility for Amtrak Federal Fare program.
- Family reunion travel.
- Sports sponsorships (both college and professional).

To ensure this effort is a success, Amtrak would leverage its existing marketing resources heavily. As the nation's only national passenger rail carrier, Amtrak possesses significant advertising, marketing, ticketing and reservation operations that would support any of the identified service alternatives. These would include:

- Full service web service (route page and regional specific content, Amtrak policies, schedules, Google Maps, etc.)
- Email marketing
- Reservation system
- Contact centers
- E-ticketing
- Thruway bus connectivity
- Amtrak Vacations
- National asset development, TV, radio, digital
- Social media support

NEXT STEPS

The financial evaluations performed by Amtrak and included here examine only the operating cost impacts of the proposed long distance services, or operating and equipment capital state pricing for state-supported services under PRIIA 209. The evaluation figures provided here do not include the capital costs associated with stations or any infrastructure improvements necessary to support track speeds equal to those available for the last passenger trains to regularly operate over the Gulf Coast route in 2005. These figures also do not include any incremental costs for Positive Train Control or capacity improvements needed to operate passenger trains alongside existing freight traffic.

To proceed with any of the proposed alternatives evaluated here, Amtrak and the SRC will need to:

- *Approach the host railroads (chiefly CSXT) to identify any infrastructure needs for the proposed service.* A capacity study may be necessary, and infrastructure improvements necessary to support passenger operation may be identified.

- *Develop operating and capital funding mechanisms to fund any proposed service.* Such solutions will need to either assure funding for state supported services of under 750 miles route length per PRIIA 209, or will need to assure funding that is sufficient to recover any incremental costs incurred by Amtrak as a result of changes to the long distance route network.

- *Identify and build support from institutions which are likely to benefit from, and attract riders to, the proposed Gulf Coast service.* Amtrak and the SRC will need to reach out to colleges/universities, tourist attractions, communities, chambers of commerce and other major government and private institutions to determine how proposed rail service can provide the most useful transportation options to as many such potential traffic generators as possible.

- *Work with communities on plans to revitalize stations to support service.* Throughout the Amtrak system, physical station facilities for new routes are the responsibility of communities and states served. Amtrak can assist the SRC in working with communities to ensure that station facilities will be in proper condition for service.

- *Further refine service proposals as a clearer picture emerges of the infrastructure environment and additional marketing opportunities are forged along the route.* As Amtrak and the SRC proceed with the other next steps, changes to assumptions for the service plan and potential economic viability of the route may emerge, and should be explored in follow-up evaluation work.

NOTES

NOTES


AMTRAK



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November 10, 2016

Sarah E. Feinberg
Administrator
Federal Railroad Administration
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Washington, DC 20590

Dear Administrator Feinberg:

The Southern Rail Commission (SRC) has asked Amtrak to provide FRA with a high-level overview of the scale and nature of infrastructure investment and other improvements on CSX that would be desirable to support restored Amtrak service between New Orleans and Orlando, with one round trip per day between New Orleans and Orlando plus one round trip per day between New Orleans and Atmore, AL. This letter is Amtrak's reply.

This letter discusses issues directly related to line-of-road CSX railroad infrastructure. It does not consider stations, servicing/layover facilities, revenues, operating costs, or other issues being considered separately by the Gulf Coast Working Group. This is a strategic-level overview to serve as a framework for discussions with host railroads on a plan and timeline for beginning service promptly while protecting host railroads' reasonable interests. Amtrak's recommendations are consistent with the focus proposed by FRA in its November 7, 2016 email to SRC, Amtrak, and CSX.

All costs shown are based on planning-level unit costs, and include engineering design costs. Actual costs for each item may vary substantially and will be known with more precision once: 1) More specifics are negotiated with the host railroads, and 2) Site-specific inspections and preliminary engineering work are conducted. Further refinement of this plan will require cooperation from all stakeholders.

Amtrak believes that the only improvement to CSX infrastructure that might be *necessary* in order to begin Amtrak service is to install Positive Train Control where it is required by law solely due to the existence of Amtrak trains. Otherwise, the attached Phase 1 schedule could be implemented with current infrastructure and current speeds.

Amtrak does, however, believe that passengers on the restored service would benefit from certain targeted improvements on the route. CSX and its freight customers also would benefit from these improvements. The improvements fall into four general categories: 1) PTC, 2) Restoring speeds, 3) Capacity, and 4) Drawbridge-opening procedures.

Section 1: Positive Train Control (PTC)

Between New Orleans and Flomaton, and between Jacksonville and Deland, CSX already is installing PTC due to existing CSX traffic. Therefore no PTC costs are chargeable to the Gulf Cost service in these segments.

Between Flomaton and Jacksonville, it is likely that restoration of Amtrak service will trigger a requirement under FRA regulations for PTC installation on some or all of this segment.

If PTC is installed, a planning-level estimate for CSX to install wayside PTC (where the presence of Amtrak trains is the sole reason PTC is required under FRA regulations) is **$50 million**. Ongoing maintenance costs for PTC on this portion of the route have not been quantified, but to the extent that Amtrak or the public sector must fund such costs they would be in addition to the funding requirements outlined in Amtrak's December 2015 report to SRC.

Recommended next steps with respect to PTC are:

1. CSX provide freight traffic data necessary to determine FRA PTC requirements, including detailed current and forecast segment by segment gross tonnage and PIH/TIH volumes.
2. Compare CSX traffic data to FRA PTC regulations.
3. Confirm whether CSX could file an MTEA (Main Track Exclusion Addendum) and be granted by FRA a Limited Operation Exception. (If so, this would reduce or eliminate PTC installation costs.)

For segments, if any, where it is confirmed that PTC is required solely due to the presence of Amtrak trains:

4. CSX conduct preliminary engineering, including revised cost estimates.
5. Amtrak review costs and design.
6. CSX install PTC system.

Section 2: Restoring Speeds

Between Flomaton and Tallahassee, the route currently is unsignaled ("dark"). The lack of signals limits passenger trains in this area to 59mph, and this would remain the case even if PTC is installed. Other major factors currently limiting speeds between New Orleans and Jacksonville include civil speed restrictions, yard limits, and speed restrictions on curves and bridges.

Since 1999, CSX has significantly reduced passenger train speeds on the route. For example, between Jacksonville and Tallahassee, a total of 82 miles where Maximum Authorized Speed was between 70 mph and 79 mph, have been slowed to 50 mph. Between Tallahassee and Pensacola, a total of 74 miles where Maximum Authorized Speed was between 50 mph and 59 mph, have been slowed to 40 mph. In total, these and other speed reductions add approximately 80 minutes to the Pure Running Time between New Orleans and Jacksonville versus when Amtrak last operated on the route, with the largest differences being between Jacksonville and Tallahassee (approximately 32 minutes) and between Tallahassee and Pensacola (approximately 44 minutes).

Amtrak proposes to allow CSX twelve months, following Amtrak's formal notice to CSX of service restoration, to bring passenger train speeds back to the levels that were in place in 1999. To the extent that there is a cost to do so, this cost should be borne by CSX.

Restoration of service need not wait, however, for such work to be completed. Amtrak would initially use an interim schedule similar to the attached Phase 1 schedule, which reflects the speeds currently in place. The schedule would be shortened as speeds are restored to their 1999 levels; a schedule similar to the attached Phase 2 schedule would be implemented once all 1999 speeds have been restored.

To the extent that the initial service is slower than the schedules that were used in Amtrak's December 2015 report to SRC, it is likely that initially the service would have somewhat lower revenue and higher cost, and therefore higher funding requirements, than forecast in the December 2015 report. (There also likely would be a financial impact of operating a New Orleans – Atmore train, as discussed in this report, instead of a New Orleans – Mobile train as analyzed in the December 2015 report.)

To resolve any concerns about the actual Pure Running Times ("PRTs") on the line at the current or restored speeds, Amtrak proposes that within 2 months of restoration of service, and again within 2 months of implementing the Phase 2 schedule, Amtrak and CSX would conduct a joint field study to confirm the PRTs. Following each such study, the schedule would be adjusted to reflect any corrections to the PRTs.

There are opportunities to further increase speeds above 1999 levels such as reducing civil and grade crossing-related speed restrictions, increasing speeds on bridges, or installing CTC in the current dark territory and upgrading the track in that segment to Class IV. Amtrak feels these speed improvements may be valuable over time, however further analysis is needed to identify the costs and benefits of such improvements.

Section 3: Capacity

Although Amtrak does not believe that capacity additions are a prerequisite to restoring Gulf Coast service, there are several investments that could help improve the service. A program of targeted capacity investments could be implemented as soon as practical following restoration of service.

Any capacity additions should be determined through an analysis that considers many possible solutions to address potential conflicts between trains, such as:

1. Adjustments to proposed passenger train schedules (e.g., to move scheduled meets between opposing passenger trains to locations where there is less risk of delay)
2. Adjustments to freight train schedules to reposition meets and overtakes to locations where there is less risk of delay
3. Operating freight trains on more-predictable schedules
4. Upgrading existing infrastructure, such as by:
    a. Adding signal circuits in existing sidings
    b. Adding higher-speed switches on existing sidings
    c. Powering up existing hand-throw switches (through CTC, CTC islands, or radio-controlled switches)
5. Other solutions that may add capacity, or facilitate operations with existing capacity, at less cost than adding new infrastructure
6. Adding new infrastructure such as sidings.

Amtrak has created a list of example capacity improvements for implementation following restoration of Gulf Coast service. This list, shown in Exhibit 1, shows the scale and nature of capacity improvements that would most cost-effectively minimize the risk of delays to passenger and freight trains.

In anticipation of these improvements being constructed in steps after service is restored, Amtrak has categorized the improvements into three phases, based on priority. These capacity improvements would represent Phases 4, 5, and 6 of the implementation plan shown at the end of this letter. Phase 4 improvements (i.e., the highest priority) are generally those that either: A) Provide flexibility for meets between opposing Amtrak trains, B) Provide routes around major yards in order to increase speeds and minimize the risk of delays, or C) Fill particularly large gaps between existing sidings. Phases 5 and 6 are generally other improvements that would facilitate meets and overtakes between Amtrak trains and freight trains, but that are less important than the Phase 4 improvements.

Since this proposal envisions only 2-4 passenger trains per day at any location, the capacity improvements would also be available to provide additional capacity and fluidity for freight operations during the vast majority of each day when they are not in use for passenger train purposes.

Amtrak anticipates that the list in Exhibit 1 will provide a starting point for an analysis as described above, to explore alternative combinations of infrastructure improvements and operational changes to determine if the same benefits can be achieved at less cost, or if greater benefit can be achieved for the same cost. This process will involve a more in-depth review of the existing infrastructure, informed by actual experience after Gulf Coast service is restored. It likely will also include preliminary engineering of these and/or other potential improvements, so that more-precise cost estimates can be a consideration in choosing improvements. Consideration must also be given to the capacity investments that were made in the 1990s, at public expense, to support introduction of Amtrak service at that time.

To the extent that the parties agree there are reasonable concerns about CSX's ability prior to completion of these improvements to operate Amtrak trains on the existing infrastructure without unreasonably impairing CSX's freight operations, Amtrak is open to discussions about reasonable interim operating practices which would be phased out as capacity additions are completed. Some interim practices may require Amtrak and CSX to seek approval from the Surface Transportation Board.

Section 4: Drawbridge-Opening Procedures

When Amtrak previously operated service between New Orleans and Orlando, drawbridge-opening delays averaged approximately 1 minute per trip. (The largest category of delay between New Orleans and Orlando was CSX Freight Train Interference). Amtrak therefore does not expect drawbridge delays to be a significant issue. CSX, however, has raised this as a concern.

CSX has indicated that because of the time of day the restored Gulf Coast service would operate, Amtrak trains would encounter more drawbridge openings than on the previous schedule. Accordingly, Amtrak has requested from CSX its historical data regarding the times and durations of drawbridge openings. CSX has not yet provided such data. Regardless, Amtrak believes that any risk of an increase in drawbridge-opening delays should not present a barrier to service restoration.

Amtrak proposes the following in order to address any risk of increased drawbridge-opening delays:

1. In parallel with other discussions regarding service restoration, work with CSX and the U.S. Coast Guard (USCG) to identify any bridges where historical bridge-opening data indicate that there may be a particular risk of train delay. Implement interim protocols at these bridges to mitigate such risks while protecting the interests of marine traffic. Amtrak and USCG have already had initial discussions regarding such protocols. Service restoration need not wait for a specific outcome from this effort, however the more progress that can be made, the less risk there will be of increased train delay.

2. Once passenger train service has been restored, closely monitor delays related to drawbridge openings. Amtrak's delay reporting system has a separate delay code for drawbridge-opening delays, so in the event the restored service's on-time performance is below standard, it will be clear from the data whether and to what extent drawbridge-opening delays are the cause of on-time performance issues.

3. Three months after restoration of service, and again twelve months after restoration of service, conduct a joint (Amtrak, CSX, and USCG) review of any actual delays to Gulf Coast Amtrak trains due to drawbridge openings. To the extent such delays are identified, address them through one or a combination of the following:

    a. Refine protocols/regulations at the specific bridges at issue
    b. Adjust train schedules
    c. Build infrastructure that addresses specific actual issues that come up at specific bridges.

Unless specific infrastructure needs are identified in the future following restoration of service, there is no direct cost associated with the above steps.

The drawbridges along this line have been listed Exhibit 2, along with the approximate passing times of each train (in 15 minute increments) based on Amtrak's proposed Phase 1 schedule. As the Phase 2 schedule is refined and implemented, drawbridge passing times and associated protocols may need to be revisited.

Summary and Next Steps

In summary, Amtrak believes that with respect to line-of-road CSX infrastructure, service may be initiated as soon as any PTC issues are resolved. Amtrak has identified additional infrastructure improvements that could implemented as soon as practical following the restoration of service.

Major next steps are shown below, in Phases based on priority order.

Phase #	Description	Planning-Level Public-Sector Funding Requirement
1	Conduct PTC-related steps described above in Section 1. ***Service may be initiated once this is complete, using Phase 1 schedules.***	$50 million
2	Restore 1999 speeds. Field-check new running times and implement Phase 2 schedules as described in Section 2.	N/A
3	Work with USCG and CSX to revise protocols at key drawbridges where there is a risk of train delay. Follow up based on actual experience after start of service, as described in Section 4.	N/A
4	Construct Phase 4 capacity investments, or other capacity investments as agreed to with CSX.	$87 million
5	Construct Phase 5 capacity investments, or other capacity investments as agreed to with CSX.	$48 million
6	Construct Phase 6 capacity investments, or other capacity investments as agreed to with CSX.	$57 million
7	Identify additional opportunities to increase speeds and reduce trip times, as described in Section 2.	TBD

Some or all of these steps may be conducted in parallel. For example, Amtrak anticipates that discussions regarding drawbridge-opening practices and regarding capacity additions would proceed in parallel with PTC installation and service restoration.

Amtrak looks forward to working with all stakeholders to make restored Gulf Coast service a reality as quickly and cost-effectively as possible.

Sincerely,

DJ Stadtler
Executive Vice President/Chief Operations Officer

cc: Paul Nissenbaum (FRA)
Greg White (SRC)
Jay Westbrook (CSX)
Joe McHugh

Phase 1 Schedule: New Orleans to Atmore

RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0	T,E,FA,I,W,G,X						7:15 AM	New Orleans, LA
NS	3.8		12				*7:27 AM*	*7:27 AM*	XEJ - *East City Jct*
CSX	7.2		8	2			*7:37 AM*	*7:37 AM*	XNO - *N.O.T. Jct*
CSX	56.4		51	1		2	8:29 AM	8:31 AM	Bay St. Louis, MS
CSX	71.5		20		5	2	8:56 AM	8:58 AM	Gulfport, MS
CSX	83.9		15	5		2	9:18 AM	9:20 AM	Biloxi, MS
CSX	104.3		22	1		2	9:43 AM	9:45 AM	Pascagoula, MS
CSX	144.2		37	7		5	10:29 AM	10:34 AM	Mobile, AL
CSX	189.4		55	6			11:35 AM		Atmore, AL

Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time
220	22	5	13	260

Purpose of Misc. Adjustments

5 Meet Westbound Orlando to New Orleans train between Bay St. Louis and Gulfport

Phase 1 Schedule: Atmore to New Orleans

RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
CSX	0.0							4:30 PM	Atmore, AL
CSX	45.2		55	2		5	5:27 PM	5:32 PM	Mobile, AL
CSX	85.1		37	1		2	6:10 PM	6:12 PM	Pascagoula, MS
CSX	105.5		22	5		2	6:39 PM	6:41 PM	Biloxi, MS
CSX	117.9		15	1	5	2	7:02 PM	7:04 PM	Gulfport, MS
CSX	133.0		20			2	7:24 PM	7:26 PM	Bay St. Louis, MS
NS	182.2		51	11			*8:28 PM*	*8:28 PM*	XNO - *N.O.T. Jct*
AMT	185.6		7				*8:35 PM*	*8:35 PM*	XEJ - *East City Jct*
AMT	189.4	T,E,FA,I,W,G	23	2			9:00 PM		New Orleans, LA

Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time
230	22	5	13	270

Purpose of Misc. Adjustments

5 Meet Eastbound New Orleans to Orlando train between Biloxi and Gulfport

AMTRAK

Phase 1 Schedule: New Orleans to Orlando

RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0	T,E,FA,I,W,G,X						5:00 PM	New Orleans, LA
NS	3.8		12				*5:12 PM*	*5:12 PM*	XEJ - *East City Jct*
CSX	7.2		8	3			*5:23 PM*	*5:23 PM*	XNO - *N.O.T. Jct*
CSX	56.4		51			2	6:14 PM	6:16 PM	Bay St. Louis, MS
CSX	71.5		20	3		2	6:39 PM	6:41 PM	Gulfport, MS
CSX	83.9		15	5	5	2	7:06 PM	7:08 PM	Biloxi, MS
CSX	104.3		22	2		2	7:32 PM	7:34 PM	Pascagoula, MS
CSX	144.2		37	13		5	8:24 PM	8:29 PM	Mobile, AL
CSX	189.4		55			2	9:24 PM	9:26 PM	Atmore, AL
CSX	248.3		81	5		6	10:52 PM	10:58 PM	Pensacola, FL
CSX	297.6		61	1		2	12:00 AM	12:02 AM	Crestview, FL
CSX	364.1		93	5	10	2	1:50 AM	1:52 AM	Chipley, FL **CT**
CSX	450.2		141	15		5	4:28 AM	4:33 AM	Tallahassee, FL **ET**
CSX	506.0		72	4		2	5:49 AM	5:51 AM	Madison, FL
CSX	555.4		62			2	6:53 AM	6:55 AM	Lake City, FL
CSX	621.4	T,E,X	79	20		20	8:34 AM	8:54 AM	Jacksonville, FL
CSX	678.9		63	2		2	9:59 AM	10:01 AM	Palatka, FL
CSX	730.9		43			2	10:44 AM	10:46 AM	DeLand, FL
CFRC	747.2		18				*11:04 AM*	*11:04 AM*	*Sanford, FL*
CFRC	763.6		21	3		2	11:28 AM	11:30 AM	Winter Park, FL
CFRC	768.4		15	16			12:01 PM		Orlando, FL **ET**

		% Recovery	Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time
NOL-ORL		10.0%	969	97	15	60	1141
NOL-JAX		9.4%	809	76	15	34	934
XNO-JAX		9.3%	789	73	15	34	911

Purpose of Misc. Adjustments

5 Meet Westbound Atmore to New Orleans train between Gulfport and Biloxi

10 Meet Westbound Orlando to New Orleans train between Crestview and Chipley

AMTRAK

Phase 1 Schedule: Orlando to New Orleans

RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
CFRC	0.0							4:15 PM	Orlando, FL **ET**
CFRC	4.8		16			2	4:31 PM	4:33 PM	Winter Park, FL
CFRC	21.2	T,E,FA,I,W,G	21				*4:54 PM*	*4:54 PM*	*Sanford, FL*
CSX	37.5		18	3		2	5:15 PM	5:17 PM	DeLand, FL
CSX	89.5		43			2	6:00 PM	6:02 PM	Palatka, FL
CSX	147.0	T,E,X,F,W	71	20		20	7:33 PM	7:53 PM	Jacksonville, FL
CSX	213.0		79	2		2	9:14 PM	9:16 PM	Lake City, FL
CSX	262.4		62			2	10:18 PM	10:20 PM	Madison, FL
CSX	318.2		72	7		5	11:39 PM	11:44 PM	Tallahassee, FL **ET**
CSX	404.3		141	3		2	2:08 AM	2:10 AM	Chipley, FL **CT**
CSX	470.8		93		**10**	2	3:53 AM	3:55 AM	Crestview, FL
CSX	520.1		61	5		**6**	5:01 AM	5:07 AM	Pensacola, FL
CSX	579.0		81	3		2	6:31 AM	6:33 AM	Atmore, AL
CSX	624.2		55	27		5	7:55 AM	8:00 AM	Mobile, AL
CSX	664.1		37			2	8:37 AM	8:39 AM	Pascagoula, MS
CSX	684.5		22	2		2	9:03 AM	9:05 AM	Biloxi, MS
CSX	696.9		15			2	9:20 AM	9:22 AM	Gulfport, MS
CSX	712.0		20	1	**5**	2	9:48 AM	9:50 AM	Bay St. Louis, MS
NS	761.2		51	11			*10:52 AM*	*10:52 AM*	XNO - *N.O.T. Jct*
AMT	764.6		7				*10:59 AM*	*10:59 AM*	XEJ - *East City Jct*
AMT	768.4	T,E,FA,I,W,G	23	15	6		11:43 AM		New Orleans, LA

		% Recovery	Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time
ORL-NOL		10.0%	988	99	21	60	1168
JAX-NOL		9.3%	819	76	21	34	950
JAX-XNO		7.7%	789	61	15	34	899

Purpose of Misc. Adjustments

10 Meet Eastbound New Orleans to Orlando train between Chipley and Crestview

5 Meet Eastbound New Orleans to Atmore train between Gulfport and Bay St. Louis

Phase 2 Schedule: New Orleans to Atmore

RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0	T,E,FA,I,W,G,X						7:15 AM	New Orleans, LA
NS	3.8		12				*7:27 AM*	*7:27 AM*	XEJ - *East City Jct*
CSX	7.2		8	2			*7:37 AM*	*7:37 AM*	XNO - *N.O.T. Jct*
CSX	56.4		51	1		2	8:29 AM	8:31 AM	Bay St. Louis, MS
CSX	71.5		20		**5**	2	8:56 AM	8:58 AM	Gulfport, MS
CSX	83.9		15	5		2	9:18 AM	9:20 AM	Biloxi, MS
CSX	104.3		22	1		2	9:43 AM	9:45 AM	Pascagoula, MS
CSX	144.2		38	7		5	10:30 AM	10:35 AM	Mobile, AL
CSX	189.4		54	6			11:35 AM		Atmore, AL
			Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time		
			220	22	5	13	260		

Purpose of Misc. Adjustments

5 Meet Westbound Orlando to New Orleans train between Bay St. Louis and Gulfport

Phase 2 Schedule: Atmore to New Orleans

RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
CSX	0.0							4:30 PM	Atmore, AL
CSX	45.2		54	2		5	5:26 PM	5:31 PM	Mobile, AL
CSX	85.1		38	1		2	6:10 PM	6:12 PM	Pascagoula, MS
CSX	105.5		22	5		2	6:39 PM	6:41 PM	Biloxi, MS
CSX	117.9		15	1	5	2	7:02 PM	7:04 PM	Gulfport, MS
CSX	133.0		20			2	7:24 PM	7:26 PM	Bay St. Louis, MS
NS	182.2		51	11			*8:28 PM*	*8:28 PM*	XNO - *N.O.T. Jct*
AMT	185.6		7				*8:35 PM*	*8:35 PM*	XEJ - *East City Jct*
AMT	189.4	T,E,FA,I,W,G	23	2			9:00 PM		New Orleans, LA

Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time
230	22	5	13	270

Purpose of Misc. Adjustments

5 Meet Eastbound New Orleans to Orlando train between Biloxi and Gulfport

Phase 2 Schedule: New Orleans to Orlando

RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
AMT	0.0	T,E,FA,I,W,G,X						5:00 PM	New Orleans, LA
NS	3.8		12				*5:12 PM*	*5:12 PM*	XEJ - *East City Jct*
CSX	7.2		8	3			*5:23 PM*	*5:23 PM*	XNO - *N.O.T. Jct*
CSX	56.4		51			2	6:14 PM	6:16 PM	Bay St. Louis, MS
CSX	71.5		20	3		2	6:39 PM	6:41 PM	Gulfport, MS
CSX	83.9		16	5	5	2	7:07 PM	7:09 PM	Biloxi, MS
CSX	104.3		22	2		2	7:33 PM	7:35 PM	Pascagoula, MS
CSX	144.2		38	13		5	8:26 PM	8:31 PM	Mobile, AL
CSX	189.4		54			2	9:25 PM	9:27 PM	Atmore, AL
CSX	248.3		85	5		6	10:57 PM	11:03 PM	Pensacola, FL
CSX	297.6		62	1		2	12:06 AM	12:08 AM	Crestview, FL
CSX	364.1		78	5	10	2	1:41 AM	1:43 AM	Chipley, FL **CT**
CSX	450.2		118	15		5	3:56 AM	4:01 AM	Tallahassee, FL **ET**
CSX	506.0		69	4		2	5:14 AM	5:16 AM	Madison, FL
CSX	555.4		48			2	6:04 AM	6:06 AM	Lake City, FL
CSX	621.4	T,E,X	62	20		20	7:28 AM	7:48 AM	Jacksonville, FL
CSX	678.9		63	2		2	8:53 AM	8:55 AM	Palatka, FL
CSX	730.9		43			2	9:38 AM	9:40 AM	DeLand, FL
CFRC	747.2		18				*9:58 AM*	*9:58 AM*	*Sanford, FL*
CFRC	763.6		21	3		2	10:22 AM	10:24 AM	Winter Park, FL
CFRC	768.4		15	16			10:55 AM		Orlando, FL **ET**

	% Recovery	Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time
NOL-ORL	10.7%	903	97	15	60	1075
NOL-JAX	10.2%	743	76	15	34	868
XNO-JAX	10.1%	723	73	15	34	845

Purpose of Misc. Adjustments

5 Meet Westbound Atmore to New Orleans train between Gulfport and Biloxi

10 Meet Westbound Orlando to New Orleans train between Crestview and Chipley

AMTRAK

Phase 2 Schedule: Orlando to New Orleans

RR	Mileage	Services	PRT	Recovery Minutes	Misc. Adjust.	Dwell Minutes	Arrive	Depart	Station
CFRC	0.0							4:15 PM	Orlando, FL **ET**
CFRC	4.8		16			2	4:31 PM	4:33 PM	Winter Park, FL
CFRC	21.2	T,E,FA,I,W,G	21				*4:54 PM*	*4:54 PM*	*Sanford, FL*
CSX	37.5		18	3		2	5:15 PM	5:17 PM	DeLand, FL
CSX	89.5		43			2	6:00 PM	6:02 PM	Palatka, FL
CSX	147.0	T,E,X,F,W	71	20		20	7:33 PM	7:53 PM	Jacksonville, FL
CSX	213.0		62	2		2	8:57 PM	8:59 PM	Lake City, FL
CSX	262.4		48			2	9:47 PM	9:49 PM	Madison, FL
CSX	318.2		69	7		5	11:05 PM	11:10 PM	Tallahassee, FL **ET**
CSX	404.3		118	3		2	1:11 AM	1:13 AM	Chipley, FL **CT**
CSX	470.8		78		**10**	2	2:41 AM	2:43 AM	Crestview, FL
CSX	520.1		62	5		**6**	3:50 AM	3:56 AM	Pensacola, FL
CSX	579.0		85	3		2	5:24 AM	5:26 AM	Atmore, AL
CSX	624.2		54	27		5	6:47 AM	6:52 AM	Mobile, AL
CSX	664.1		38			2	7:30 AM	7:32 AM	Pascagoula, MS
CSX	684.5		22	6		2	8:00 AM	8:02 AM	Biloxi, MS
CSX	696.9		16			2	8:18 AM	8:20 AM	Gulfport, MS
CSX	712.0		20	1	**5**	2	8:46 AM	8:48 AM	Bay St. Louis, MS
NS	761.2		51	7			*9:46 AM*	*9:46 AM*	XNO - *N.O.T. Jct*
AMT	764.6		7				*9:53 AM*	*9:53 AM*	XEJ - *East City Jct*
AMT	768.4	T,E,FA,I,W,G	23	15	6		10:37 AM		New Orleans, LA

	% Recovery	Total Pure Run	Total Recovery Minutes	Total Misc. Adjust.	Total Dwell	Total Schedule Time
ORL-NOL.	10.7%	922	99	21	60	1102
JAX-NOL	10.1%	753	76	21	34	884
JAX-XNO	8.4%	723	61	15	34	833

Purpose of Misc. Adjustments

10 Meet Eastbound New Orleans to Orlando train between Chipley and Crestview

5 Meet Eastbound New Orleans to Atmore train between Gulfport and Bay St. Louis

AMTRAK

Exhibit 1 – Potential Capacity Improvements

	Planning-Level Cost ($ MM)
Phase 4	
Build new bypass track at Gentilly Yard near New Orleans	$24
Build new siding at Goulding Yard near Pensacola	$13
Build new siding between Crestview and Chipley	$13
Build new bypass track at Sibert Yard near Mobile	$9
Lengthen siding between NOT Junction and Bay St. Louis	$7
Lengthen siding between Lake City and Jacksonville Terminal	$6
Install CTC signals on existing siding between Biloxi and Pascagoula	$3
Install CTC signals on existing siding between Gulfport and Biloxi	$3
Install CTC signals on existing siding between Bay St. Louis and Gulfport	$3
Install CTC signals on existing siding between NOT Junction and Bay St. Louis	$3
Install CTC signals on existing siding between Pascagoula and Mobile	$3
Total Phase 4	**$87**
Phase 5	
Build new siding between Chipley and Chattahoochee	$13
Build second new siding between Crestview and Chipley	$13
Lengthen, and install CTC signals in, siding between Mobile and Atmore	$8
Lengthen, and install CTC signals in, siding between Chattahoochee and Tallahassee	$7
Lengthen siding between Chipley and Chattahoochee	$4
Install CTC signals on Tallahassee Yard running track	$3
Total Phase 5	**$48**
Phase 6	
Build new siding between Flomaton and South Pensacola	$13
Build second new siding between Chipley and Chattahoochee	$13
Lengthen, and install CTC signals in, siding between Biloxi and Pascagoula	$7
Lengthen siding between NOT Junction and Bay St Louis	$6
Lengthen siding between Pascagoula and Mobile	$6
Lengthen, and install CTC signals in, siding between Flomaton and Pensacola	$6
Lengthen second siding between Mobile and Atmore	$4
Lengthen, and install CTC signals in, siding between Pensacola and Crestview	$2
Total Phase 6	**$57**

AMTRAK

Exhibit 2: Approximate Drawbridge Passing Times

		NOL – Atmore Train		NOL – Orlando Train	
Station	**Drawbridge**	**Eastbound**	**Westbound***	**Eastbound**	**Westbound***
New Orleans					
	Industrial Canal	7:45am	8:30pm	5:30pm	11:00am
	Chef Menteur	8:00am	8:15pm	5:45pm	10:45am
	Rigolets	8:15am	8:00pm	6:00pm	10:30am
	Pearl River	8:30am	7:45pm	6:15pm	10:15am
Bay St. Louis					
	Bay St. Louis	8:45am	7:15pm	6:30pm	9:45am
Gulfport Biloxi					
	Biloxi Bay Pascagoula River	9:30am 9:45am	6:30pm 6:15pm	7:15pm 7:30pm	9:00am 8:45am
Pascagoula Mobile					
	Three Mile Creek	10:45am	5:30pm	8:30pm	7:30am
	Chickasawbogue River	10:45am	5:30pm	8:30pm	7:30am
	Bayou Sara River	11:00am	5:15pm	8:45pm	7:15am
	Mobile River	11:15am	5:00pm	9:00pm	7:00am
	Tensaw River	11:15am	5:00pm	9:00pm	7:00am
Atmore Pensacola					
	Blackwater River			11:30pm	4:30am
Crestview Chipley					
	Apalachicola River	*Locked for rail movement*			
Tallahassee Madison Lake City Jacksonville					
	McGirts Creek			9:00am	7:00pm
	Rice Creek			9:45am	6:15pm
Palatka					
	Buffalo Bluff			10:00am	6:00pm
Deland Winter Park Orlando					

*WB trains should be read from bottom to top.

Appendix B
Glossary of Railroad Terms

TRACK TERMS

Double Track - A double track railroad has two continuous parallel tracks to accommodate trains traveling in opposite directions and can also be used to allow faster trains to overtake and pass slower trains. A double track railroad has substantially more capacity and flexibility than a single track railroad to accommodate rail traffic.

Single Track - A single track railroad requires passing tracks or sidings at various locations to allow trains travelling in opposite directions to pass one another, or to permit a faster train to overtake and pass a slower train.

Passing Sidings - Necessary on single track railroads, passing sidings consist of a length of parallel track connected to an adjacent main track by a turnout (switch) at each end.

Turnout - The size of turnouts, defined by the ratio of the frog angle, determines the allowable speed to enter the siding. The larger the number, the greater the allowable speed. No. 20 turnouts allow 45 mph (limited speed) and No. 15 turnouts allow 30 mph (medium speed). Smaller sizes, commonly No. 10 or No 8, allow only a restricted speed of 15 mph.

Wye - A wye is a three leg intersection which permits a train to backup through one of the legs and turn around or reverse its direction.

Track Alignment -The geometric alignment of the track, primarily curves, is a major factor in determining the speed of the trains and their travel time over a given segment of line. The sharpness (radius) of the curve in combination with the superelevation (banking) of the track determines the allowable maximum safe speeds. Where curves accommodate trains traveling at different speeds, such as fast passenger trains and slower freight trains, the superelevation of the curves may be a compromise between maximizing the speed of passenger trains and reducing rail wear from slower freight trains.

Track Condition - The condition of the track is another major factor in determining the allowable speeds of passenger and freight trains. The conditions take into account the condition of rail and ties, and deviations in the alignment, profile, and cross level. The Federal Railroad Administration has established a set of track classifications for progressively higher speeds and the minimum criteria for each classification to which railroads must adhere.

SIGNAL TERMS

Signaled Territory - A signaled railroad has track circuits that automatically detect the presence of trains and provide signal indications alongside the track and/or in the cab of the locomotive to tell the engineer how to proceed or stop. There are several levels of sophistication of signal systems. Historically, centralized traffic control (CTC) provides the greatest flexibility and capacity for moving trains, with a centralized dispatcher having a visual representation of the locations of trains and the ability to remotely control switches and signals over a wide territory. Positive train control (PTC), legislated to be installed on many rail lines by the end of 2018, includes features that will automatically force trains to comply with signal indications and speed limits if the engineer fails to do so.

Un-signaled (Dark) Territory - An un-signaled railroad has no track circuits or signals to detect the presence of other trains and indicate how the engineer should proceed. Switches must typically be manually operated by a member of the train crew. Trains must receive a verbal track warrant authority from the dispatcher with written backup to enter and occupy specified sections of track.

Signaled Siding - A signaled siding has track circuits and signals that indicate the present of other trains, if any, in the siding and if clear, allow trains to enter the siding at the maximum speed allowed by the turnout. The switch is remotely controlled by the dispatcher.

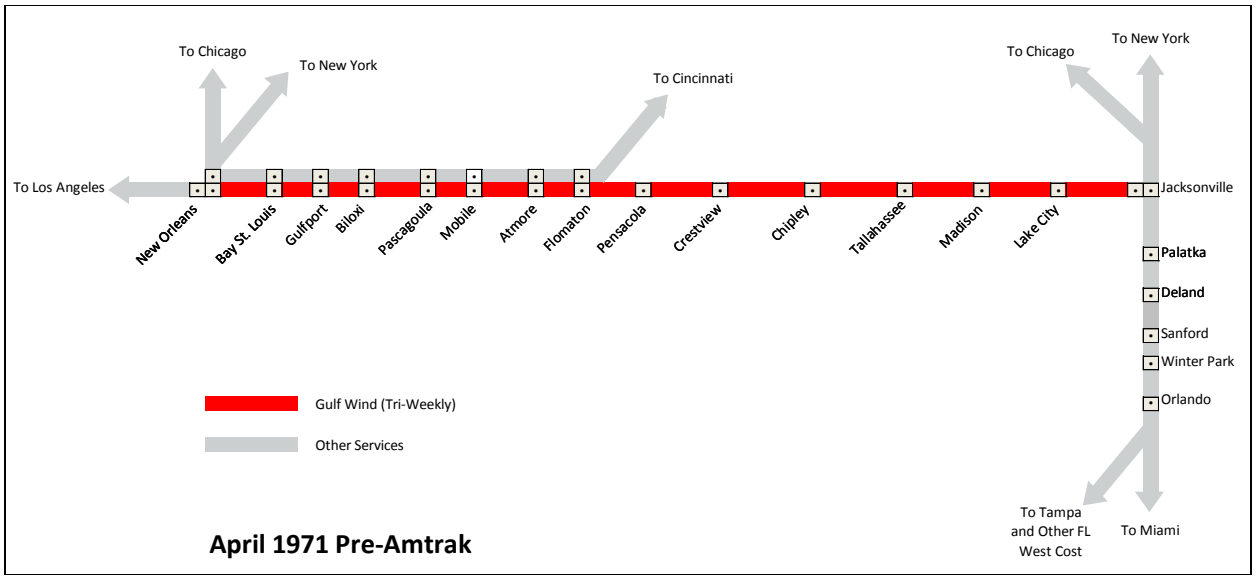
Controlled Siding - Although the switch to the siding may be manually operated by the train crew in some locations and remotely controlled by the dispatcher in others, there are no track circuits or signals to indicate the presence or absence of another train in the siding, and a train must enter the siding at restricted speed regardless of the size of the turnout.

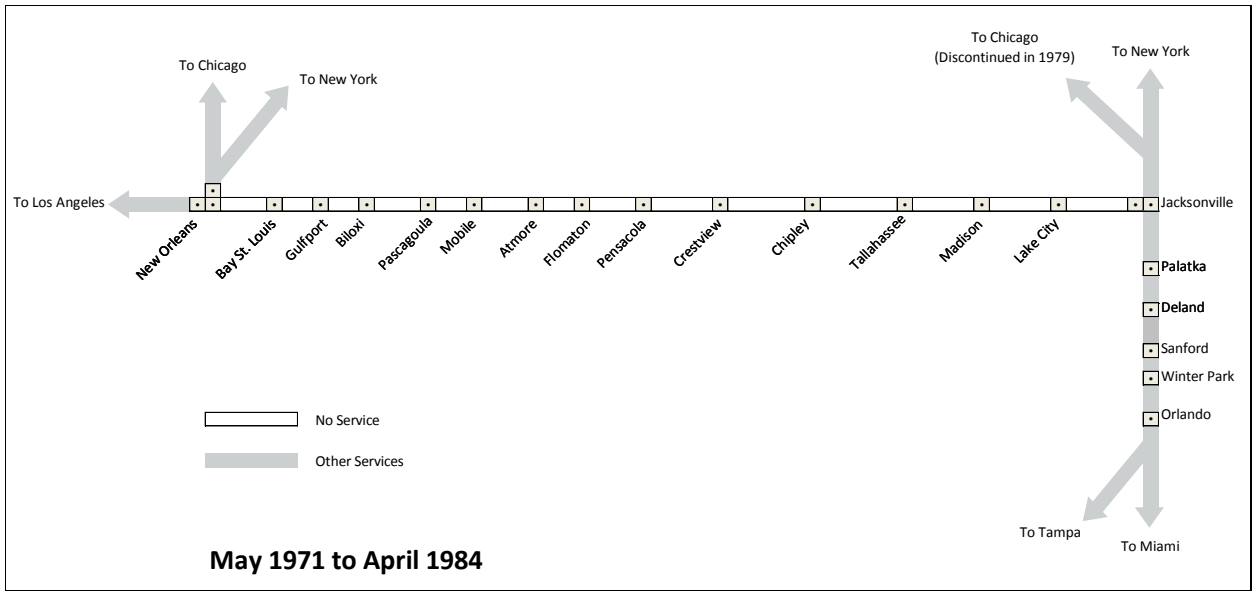
OTHER ELEMENTS

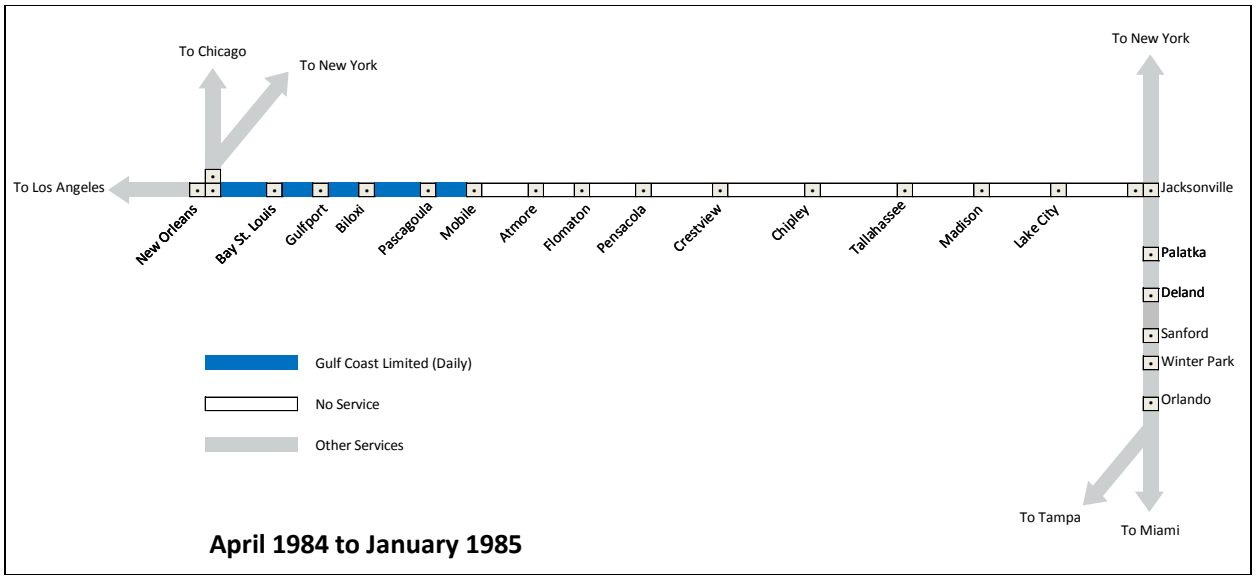
Highway Grade Crossings - Highway grade crossings may have automatic warning devices, i.e. flashing lights or flashing lights plus gates, or they may only have fixed warning signs, requiring the vehicle operator to watch for the approach of trains. Grade crossings do not normally impact train operations except if they are located where there is a passing siding, in which case a stopped train in the siding might not be allowed to block the crossing beyond a certain time limit. This may significantly compromise the utility of the siding including the length of trains that may occupy it.

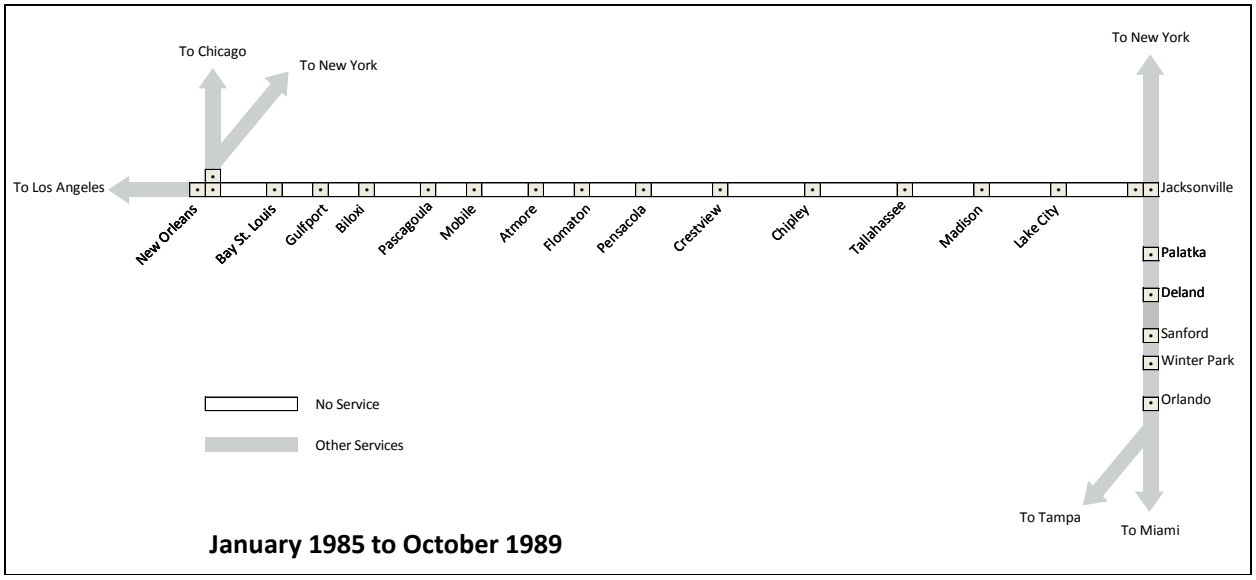
Moveable Bridges - Bridges may have speed restrictions, especially movable bridges, which have special miter rail joints connecting the track on the movable bridge span with the track on the land or fixed spans. Movable bridges may be normally open, only closing as required for the passage of a train, or normally closed, only opening as required for the passage of marine traffic. Marine traffic normally has priority over rail traffic at movable bridges. Those in the Gulf Coast corridor are normally kept in the open position for marine traffic, only closing to allow passage of a train subject to marine traffic priority.

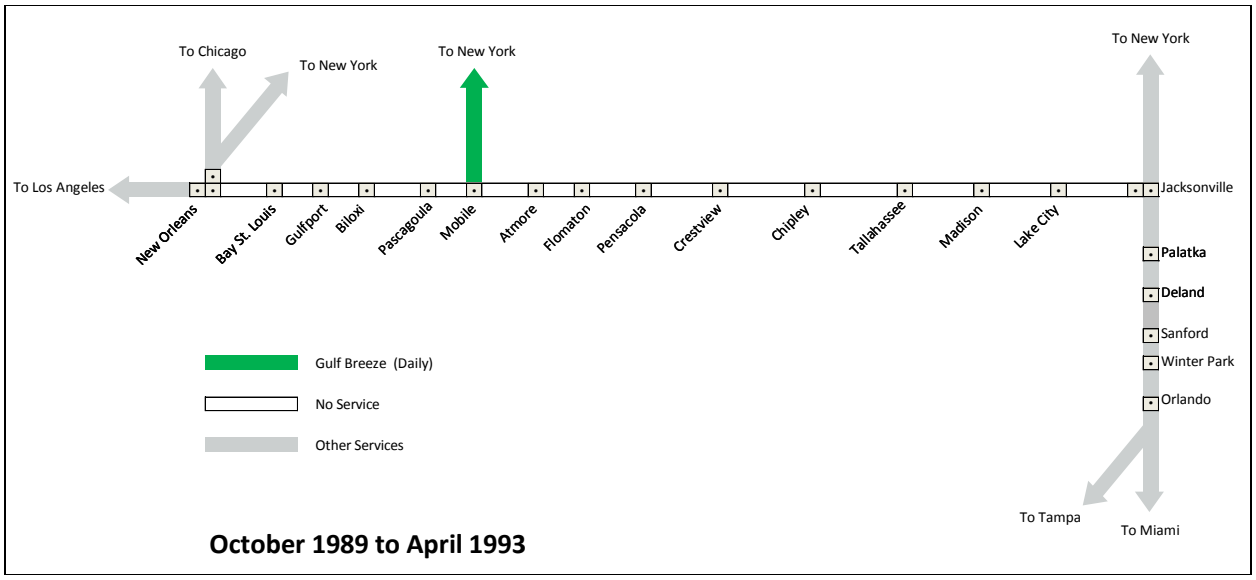
Appendix C
Schematic Diagrams of Previous Gulf Coast Passenger Services

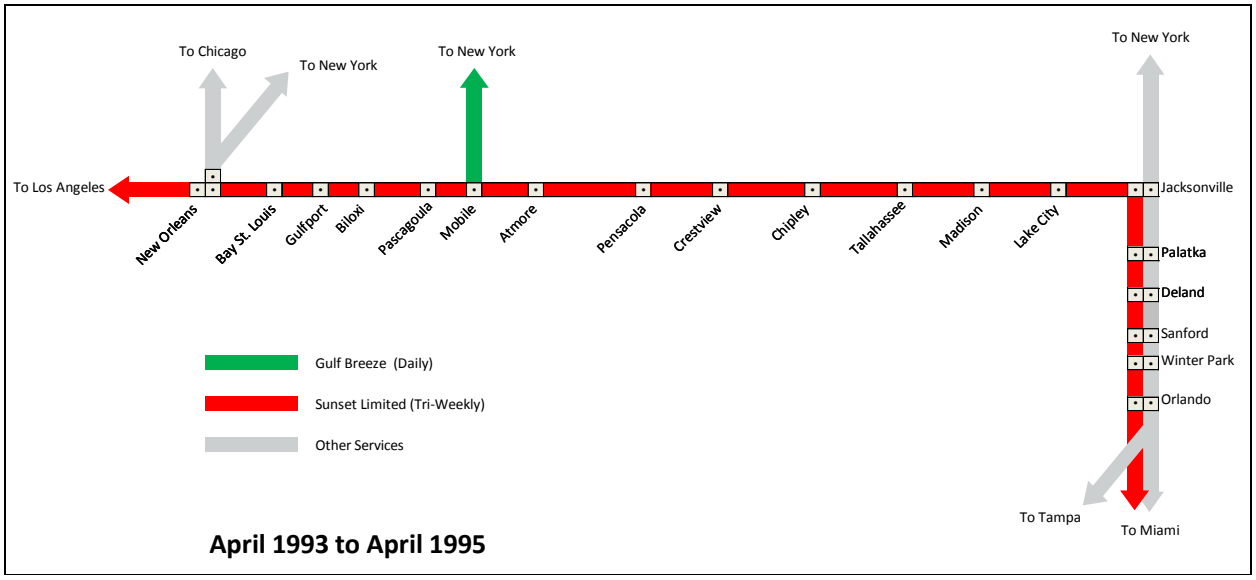

To Chicago
To New York
To Cincinnati
To Chicago
To New York
To Los Angeles
Jacksonville
New Orleans
Bay St. Louis
Gulfport
Biloxi
Pascagoula
Mobile
Atmore
Flomaton
Pensacola
Crestview
Chipley
Tallahassee
Madison
Lake City
Palatka
Deland
Sanford
Winter Park
Orlando
Gulf Wind (Tri-Weekly)
Other Services
To Tampa and Other FL West Cost
To Miami
April 1971 Pre-Amtrak


To Chicago
(Discontinued in 1979)
To New York
To Chicago
To New York
To Los Angeles
Jacksonville
New Orleans
Bay St. Louis
Gulfport
Biloxi
Pascagoula
Mobile
Atmore
Flomaton
Pensacola
Crestview
Chipley
Tallahassee
Madison
Lake City
Palatka
Deland
Sanford
Winter Park
Orlando
No Service
Other Services
To Tampa
To Miami
May 1971 to April 1984

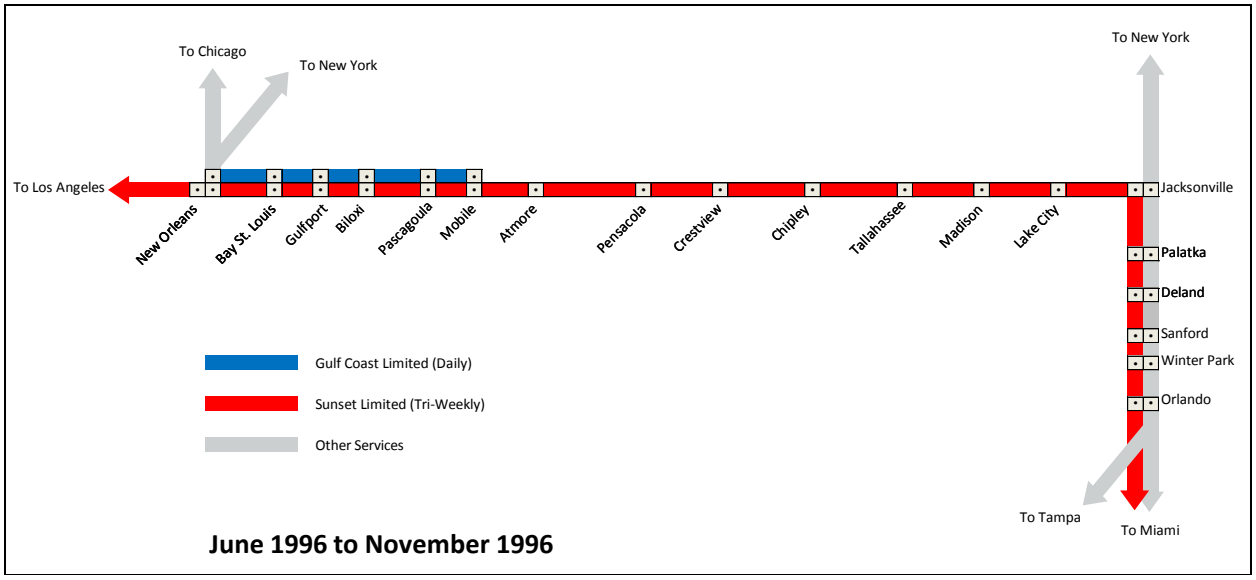

To Chicago
To New York
To New York
To Los Angeles
Jacksonville
New Orleans
Bay St. Louis
Gulfport
Biloxi
Pascagoula
Mobile
Atmore
Flomaton
Pensacola
Crestview
Chipley
Tallahassee
Madison
Lake City
Palatka
Deland
Sanford
Winter Park
Orlando
Gulf Coast Limited (Daily)
No Service
Other Services
To Tampa
To Miami
April 1984 to January 1985

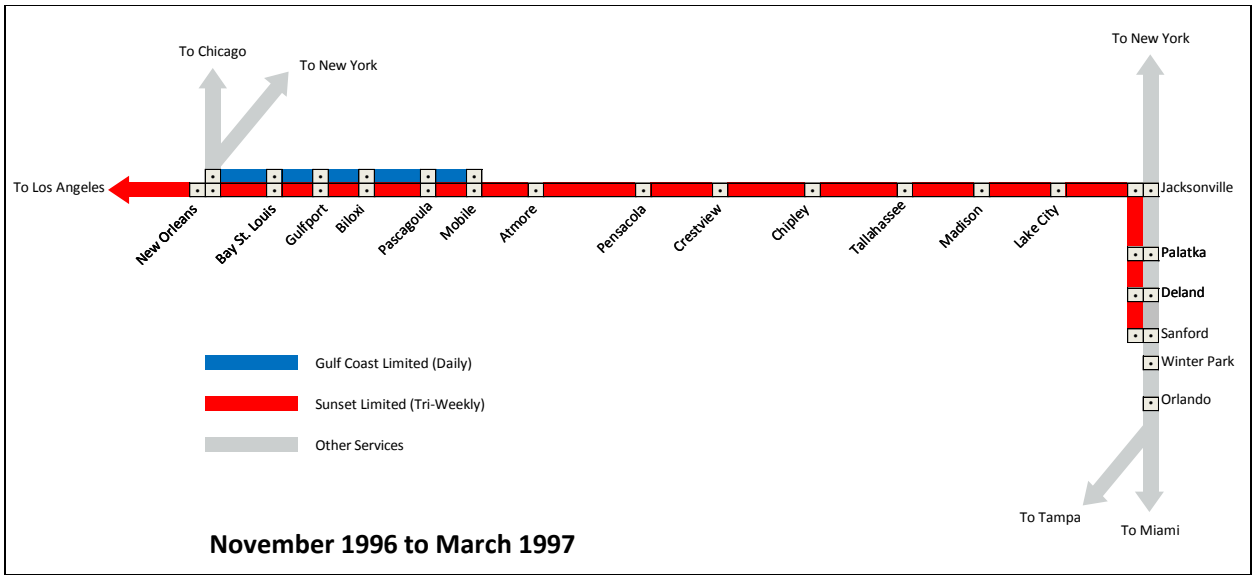

To Chicago
To New York
To New York
To Los Angeles
Jacksonville
New Orleans
Bay St. Louis
Gulfport
Biloxi
Pascagoula
Mobile
Atmore
Flomaton
Pensacola
Crestview
Chipley
Tallahassee
Madison
Lake City
Palatka
Deland
Sanford
Winter Park
Orlando
No Service
Other Services
To Tampa
To Miami
January 1985 to October 1989

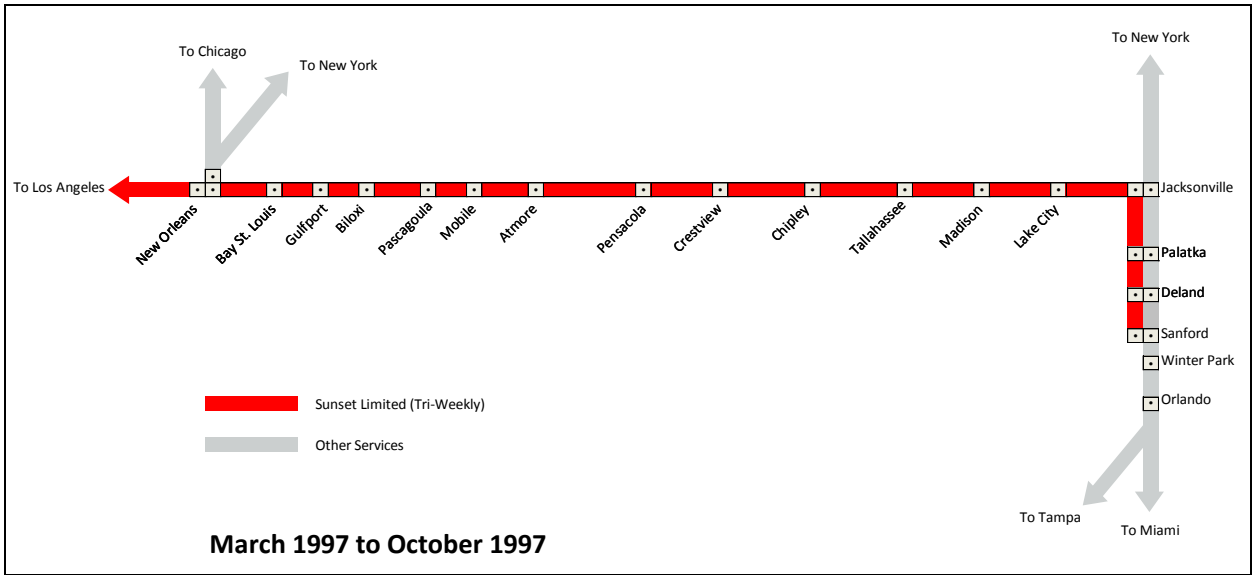

To Chicago
To New York
To New York
To New York
To Los Angeles
Jacksonville
New Orleans
Bay St. Louis
Gulfport
Biloxi
Pascagoula
Mobile
Atmore
Flomaton
Pensacola
Crestview
Chipley
Tallahassee
Madison
Lake City
Palatka
Deland
Sanford
Winter Park
Orlando
Gulf Breeze (Daily)
No Service
Other Services
To Tampa
To Miami
October 1989 to April 1993

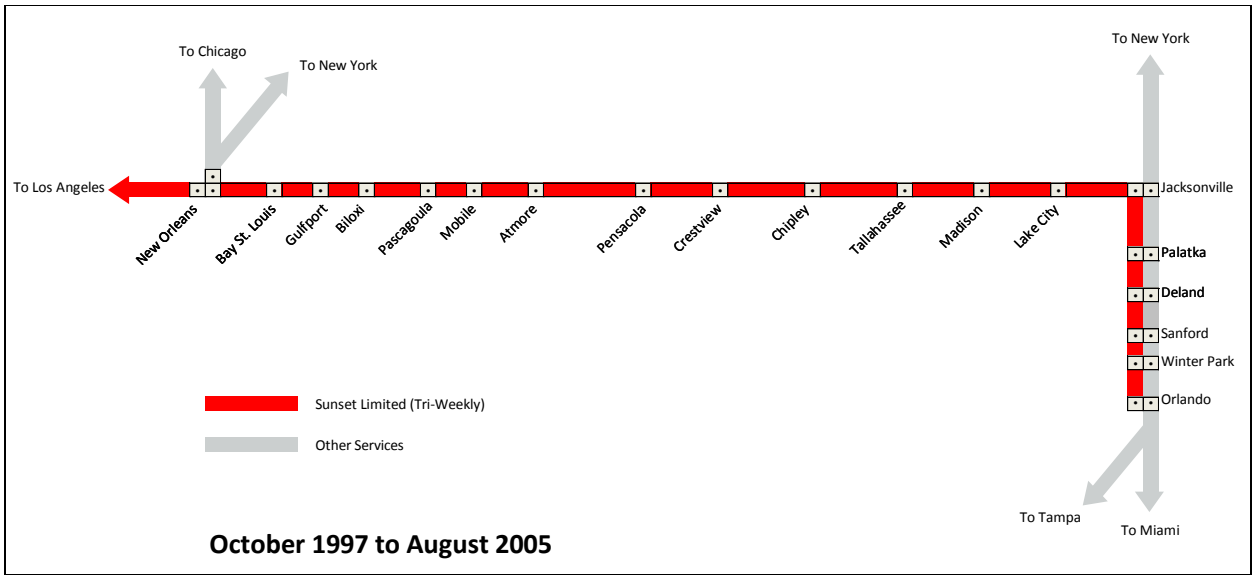

To Chicago
To New York
To New York
To New York
To Los Angeles
Jacksonville
New Orleans
Bay St. Louis
Gulfport
Biloxi
Pascagoula
Mobile
Atmore
Pensacola
Crestview
Chipley
Tallahassee
Madison
Lake City
Palatka
Deland
Sanford
Winter Park
Orlando
Gulf Breeze (Daily)
Sunset Limited (Tri-Weekly)
Other Services
To Tampa
To Miami
April 1993 to April 1995

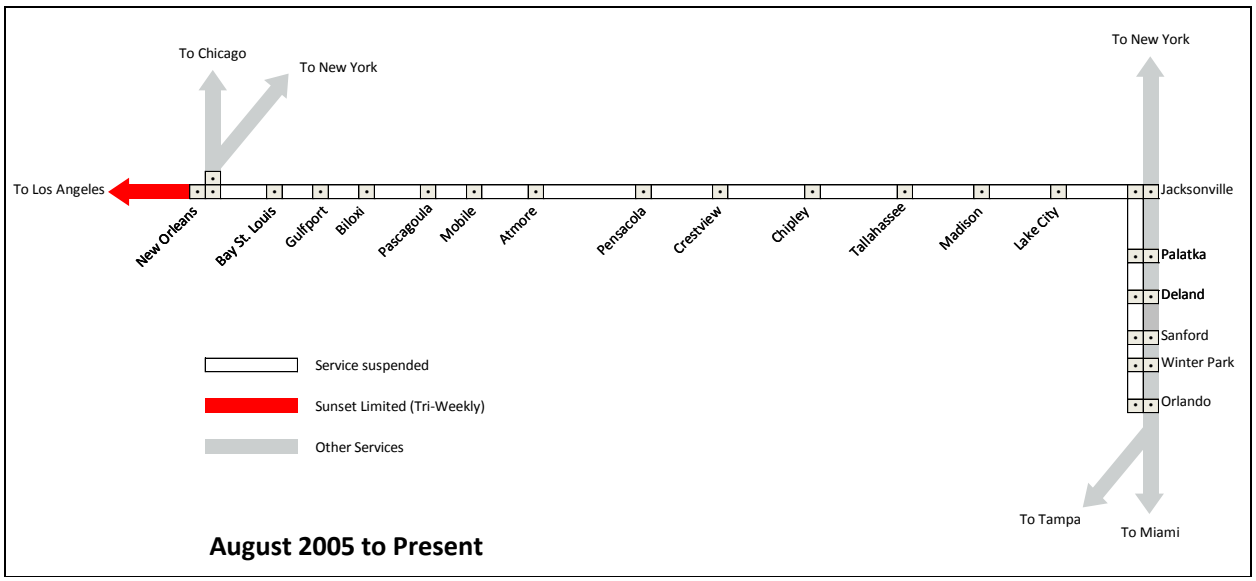

To Chicago
To New York
To New York
To Los Angeles
Jacksonville
New Orleans
Bay St. Louis
Gulfport
Biloxi
Pascagoula
Mobile
Atmore
Pensacola
Crestview
Chipley
Tallahassee
Madison
Lake City
Palatka
Deland
Sanford
Winter Park
Orlando
Sunset Limited (Tri-Weekly)
Other Services
To Tampa
To Miami
April 1995 to June 1996


To Chicago
To New York
To New York
To Los Angeles
Jacksonville
New Orleans
Bay St. Louis
Gulfport
Biloxi
Pascagoula
Mobile
Atmore
Pensacola
Crestview
Chipley
Tallahassee
Madison
Lake City
Palatka
Deland
Sanford
Winter Park
Orlando
Gulf Coast Limited (Daily)
Sunset Limited (Tri-Weekly)
Other Services
To Tampa
To Miami
June 1996 to November 1996


To Chicago
To New York
To New York
To Los Angeles
Jacksonville
New Orleans
Bay St. Louis
Gulfport
Biloxi
Pascagoula
Mobile
Atmore
Pensacola
Crestview
Chipley
Tallahassee
Madison
Lake City
Palatka
Deland
Sanford
Winter Park
Orlando
Gulf Coast Limited (Daily)
Sunset Limited (Tri-Weekly)
Other Services
To Tampa
To Miami
November 1996 to March 1997


To Chicago
To New York
To New York
To Los Angeles
Jacksonville
New Orleans
Bay St. Louis
Gulfport
Biloxi
Pascagoula
Mobile
Atmore
Pensacola
Crestview
Chipley
Tallahassee
Madison
Lake City
Palatka
Deland
Sanford
Winter Park
Orlando
Sunset Limited (Tri-Weekly)
Other Services
To Tampa
To Miami
March 1997 to October 1997


To Chicago
To New York
To New York
To Los Angeles
Jacksonville
New Orleans
Bay St. Louis
Gulfport
Biloxi
Pascagoula
Mobile
Atmore
Pensacola
Crestview
Chipley
Tallahassee
Madison
Lake City
Palatka
Deland
Sanford
Winter Park
Orlando
Sunset Limited (Tri-Weekly)
Other Services
To Tampa
To Miami
October 1997 to August 2005


To Chicago
To New York
To New York
To Los Angeles
Jacksonville
New Orleans
Bay St. Louis
Gulfport
Biloxi
Pascagoula
Mobile
Atmore
Pensacola
Crestview
Chipley
Tallahassee
Madison
Lake City
Palatka
Deland
Sanford
Winter Park
Orlando
Service suspended
Sunset Limited (Tri-Weekly)
Other Services
To Tampa
To Miami
August 2005 to Present

Appendix D
Regional Economy and Local Support

Regional Activities in Support of Passenger Rail Restoration

The restoration of passenger rail service has increasingly become a regional priority, recognizing the critical mobility, economic development and safety benefits associated with the service.

Timeline of Gulf Coast Passenger Rail Service Support 2012 - Present

- 2012
  - June – Mayor John Marks III, Tallahassee, FARP & NARP "Bring Back Amtrak"
  - August – Gulf Coast Passenger Rail Summit , Mayor Sam Jones, City of Mobile
- 2013
  - February – Baton Rouge to New Orleans Strategic Business Plan for Intercity Rail
  - April – Amtrak updates Gulf Service Restoration Cost Estimate
  - March - June - John Robert Smith Testimony before T&I Subcommittee, presented Letters and Resolutions of Support from Mayors, MPO/RPO's, and businesses from across the gulf coast route. (Effort led by Mobile Mayor's office)
  - July – COMTO annual meeting in Jacksonville, FL. Cong. Brown hosts special discussions on restoring gulf coast passenger service.
  - December – Mayor Marks meeting with Sec. Foxx in D.C.
- 2014
  - March – Draft Gulf Coast Working Group (SRC) for Cong. Brown
  - April – SRC TIGER Grant Application – Letters and Resolutions of Support
  - May – Initiation of Gulf Coast Passenger Rail Working Group legislative language (Cong. C. Brown/SRC/T4A)
  - June – MS Municipal League Presentation (SRC)
  - Sep – Multi-State rail meeting: SRC/FRA led, TX, LA, MS, AL, GA, TN, FL
  - Oct – Nov – Two FRA Corridor Planning Grant Applications (SRC/T4A) – Letters / Resolutions of Support from gulf coast community
- 2015
  - FRA Planning Grant application
  - SRC involved to generate federal legislative support
  - Katrina + 10 SRC Public Forum in Biloxi, MS
  - FAST Act 2015
  - December 4 – SRC "Mayors Forum", Mobile, AL
  - December 15 – SRC receives Amtrak Gulf Service Report
- 2016
  - Gulf Coast Passenger Rail Working Group (ongoing)
  - February 18-19 Gulf Coast Inspection Train
  - February 21 – SRC testimony to Senate Commerce T&I Subcommittee
  - September 15 – SRC Forum @ MS Chapter APA Conference

Economic Overview of Gulf Coast Region

Trends in Population, Employment and Economic Output
U.S. trends in population growth, employment and economic output have been growing in the coastal regions for many years. Population density on U.S. coasts is five times that of other parts of the country. Between 2000 and 2020, the South's population is projected to increase another 23.8 million, reaching almost 114 million people by the close of 2020.



In an American economy dominated by the East and West Coasts, there has been a dramatic geographic shift toward the Gulf Coast. The five U.S. Gulf Coast states, if considered an individual country, would rank seventh in global gross domestic product. America's Gulf Coast region produced 30 percent of the nation's gross domestic product in 2009. (Gulf Ecosystem Restoration Council: "Gulf of Mexico Regional Ecosystem Restoration Strategy" 2011).



Contributing to the region's appeal is its rapid employment growth. Between 2001 and 2012, the number of jobs along the coastal region, according to Economic Modeling Specialists International (EMSI), increased by 7.6 percent, well over three times the national growth rate. (Source Joel Kotkin, 2012).

The region provides more than 90 percent of the nation's offshore oil and natural gas production, 33 percent of the nation's seafood, 13 of the top 25 ports by tonnage in the United States in 2014 (USCE Waterways Report 2015), accounting for nearly a trillion dollars in trade each year.

Coastal tourism and recreational activities, such as fishing, boating, beachcombing and bird watching, support more than 800,000 jobs across the region, making a significant economic input

to Gulf communities and the nation. (Gulf Ecosystem Restoration Council: "Gulf of Mexico Regional Ecosystem Restoration Strategy" 2011)

Recreation and tourism benefits nearly 1.8million people employed across the region's coastal zone counties in the leisure & recreation industries alone, with wages reported in excess of $38.5Billion. (NOEP Online Economic Database Portal)

Tourism, fishing, agriculture, logistics, aerospace, mining, steel, timber harvesting, and the oil and gas industry have long dominated the economy of the Gulf Coast, but a fresh wave of multinational investment is reshaping the region's profile.

There has been a sea change in industrial growth and development throughout the Gulf Coast states of Florida, Alabama, Mississippi, Louisiana and Texas. In the past five years, investments of more than $3Billion have been made in industrial, medical, IT and aerospace sectors across the Gulf Coast, including:

- Airbus U.S. Manufacturing Facility $600 Million in Mobile, AL.
- Huntsman Corp. $78-million in Geismar, LA
- Kinder Morgan Energy Partners LLP $58-million in Geismar, LA, also $170-million in Houston, TX
- Katoen Natie USA $150-million in Baton Rouge, LA
- BioNitrogen Corp. $1.25 billion in Pointe Coupee Parish, La.
- Borusan Mannesmann Pipe $148 million in Baytown, TX
- Space Exploration Technologies Corp. (SpaceX) — cut the ribbon in April 2014 on the new E-2 test stand at Stennis Space Center near Bay St. Louis, Miss., where the company will test components of its methane-fueled Raptor rocket engine.



Additionally, along the suspended passenger rail service corridor, the Gulf Coast boasts defense industries and military bases which develop, fabricate, support and train the most advanced weapon systems on the planet. There are multiple military installations across the region that

provide communities jobs for military and civilians, services for veterans and families, and a complete range of support industries. Gulf Coast passenger rail will provide both a car-free basic transportation and recreational transportation capability for military members as well as easy access to the region's major military and VA medical facilities. Additionally, it will serve as a significant quality of life amenity which will allow military retirees to take advantage of the favorable climate, culture, and amenities as they chose a retirement region, community and lifestyle.

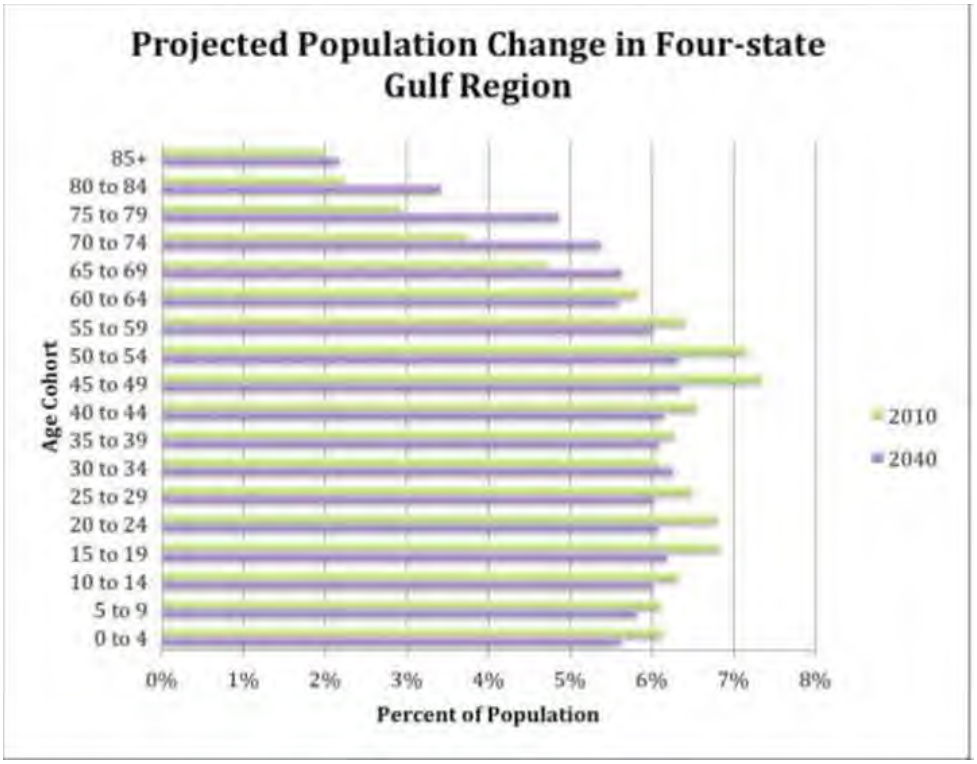
The Gulf Coast region of the United States is a strategic priority to the nation's future in energy exploration, production, transshipment, importing and exporting. The region provides more than 90 percent of the nation's offshore oil and natural gas production, stores the majority of all the nations' capacity (eia.gov), and exports a large percentage of inland produced crude and natural gas (eia.gov).

Of critical importance, access to the growing number of job opportunities in the region is critically important to lower-income populations. These opportunities will be critical to fulfilling the region's economic growth potential, contributing to the U.S. global economic position, and enhancing the quality of life for all along the Gulf Coast.

Accessibility and Demographics

Over 4 million people live in the suspended route's service area with limited access to long distance transportation alternatives.(US Census Data of selected county populations) While larger communities have access to some local bus transit & ridesharing services, there is not significant intercity service between communities in the gulf coastal corridor area. More than 95 percent of the total travel through this corridor is by private automobile on major interstate highways.

The table below shows the projected changes in the Gulf Coast Region's population and demographics over the next 25 years.



PUBLIC SAFETY

One environmental factor stresses Gulf Coast communities more than any other – hurricanes. The hurricane seasons of 2004 through 2005, saw the entire Gulf Coastal region engaged by various hurricanes with landfalls from south of Tampa then north and westward to Texas. In an evacuation scenario, once traffic on major highways are either fully reversed for mass evacuation or clogged, those unable to leave due to health or lack of capability are essentially trapped – as are those caught in the open.



Accessing transportation by all safe and practical modes is a key element of evacuation plans. As accentuated in the experiences of New Orleans in 2005, it is critical to prepare plans which include transportation for persons who cannot evacuate in personal vehicles, including persons with disabilities, the elderly who cannot or prefer not to drive, low-income households that do

not own automobiles, and those who are incarcerated or are in other institutions such as nursing homes or hospitals. Today there is a growing population of younger adult residents who do not own personal vehicles. All evacuation plans consider millions of unprepared, confused visitors.



In response to the 2005 Hurricanes Katrina and Rita, the FRA had staff in the Crisis Management Center (CMC) and FEMA regional emergency operations centers and worked with Amtrak, commuter trains, and freight railroads that were deployed to support emergency response. Trains were used to move some evacuees out of the region and to transport heavy equipment, supplies, and relief equipment into the area. Since 2006, the FRA now works with Amtrak to pre-identify trains, routes, and stations ahead of hurricane landfall in the event passenger rail is needed for evacuations.



Since 2012, public discussions on restoring passenger rail service have been centered on passenger rail as a missing element of economic development and coastal resilience. The restoration of passenger rail service will promote the continuation of these economic activities and enhance mobility, access to education and medical services and life safety needs.

Appendix E
Gulf Coast Working Group Membership Details

GULF COAST WORKING GROUP MEMBERSHIP

STATES (ALABAMA, FLORIDA, LOUISIANA, MISSISSIPPI)

The four states, Alabama, Florida, Louisiana and Mississippi have collaborated to address common issues relating to the loss of both regional mobility and access to regional and national markets, ability to promote tourism, and the ability to stimulate economic growth.

ALABAMA
The Alabama Department of Transportation (ALDOT) represents the State of Alabama on the GCWG. ALDOT is committed to working with the GCWG and all affected stakeholders to not only select the most practical and feasible option for restoring service, but also to work with Congress and other elected officials to make a financial determination for moving forward.

FLORIDA
The Florida Department of Transportation's Rail and Motor Carrier Operations Office represents the State of Florida on the GCWG. The Office is responsible for assisting in the development of Florida's passenger and freight rail systems. In addition, of particular importance to the restoration of passenger rail service, they oversee the SunRail commuter rail service from DeBary/Fort Florida Road in Volusia County to Sand Lake Road in Orange County. Close coordination will be required between the SunRail service and the proposed intercity passenger rail service in order to reach Orlando. The Department is a willing partner to ensure that both services can be accommodated and that the Region's common goals can be achieved.

LOUISIANA
The Louisiana Department of Transportation and Development (DOTD) represents the State of Louisiana on the GCWG and is fully committed to working with its regional partners to develop infrastructure that will facilitate economic development, create job opportunities, improve vital evacuation routes, and make critical freight corridors safer and more efficient.

MISSISSIPPI
The Mississippi Transportation Commission and Mississippi Department of Transportation (MDOT) represent the State of Mississippi on the GCWG and are deeply invested in restoring passenger rail service as well as committed to supporting the Region's shared goals, particularly improving economic growth and vitality intermodal transportation options.

LOCALITIES (CITIES/STATION LOCATIONS)

Like the States, the Cities and locations for both former and future stations are deeply invested in the GCWG and have demonstrated an enormous amount of enthusiasm and commitment to the restoration of passenger rail service. Perhaps this is due to their close and day-to-day interaction with their respective residents and constituents. In addition to the previously noted concerns, they are concerned about job creation through development opportunities near passenger rail stations, having the ability to provide rail options to the mobility impaired and those who do not own automobiles and the negative environmental impacts associated with continued reliance on automobiles. Nearly every city participating in the GCWG has submitted a formal resolution

supporting the Region's goals and committing support, including financial support to move the implementation process forward; they are provided in Appendix F.

Table 1 – Cities with Station Locations

Louisiana	Mississippi	Alabama	Florida
New Orleans	Bay St. Louis	Mobile	Pensacola
	Gulfport	Atmore	Crestview
	Biloxi		Chipley
	Pascagoula		Tallahassee
			Madison
			Lake City
			Jacksonville
			Palatka
			DeLand
			Winter Park
			Orlando

In addition to the cities with existing passenger rail stations, a number of other communities have been actively engaged with the GCWG, promoting the need for direct service to serve their mobility needs. These communities include: Bay County, Bossier, Diamondhead, Escambia County (AL), Escambia County (FL), Gautier, Gonzales, Hancock County, Leon County, Live Oak, Long Beach, Ocean Springs, Pass Christian, Poarch Band of Creek Indians, Ruston, St. Charles Parish, Suwannee County, and Walton County which have tied local economic growth and development directly to proposed passenger rail service.

The FRA chairs the GCWG, under the leadership and direction of its Administrator. The agency was created by the Department of Transportation Act of 1966, with its primary purpose being the promulgation and enforcement of rail safety regulations. It also administers railroad assistance programs, conducts research and development in support or improved railroad safety and national rail policy, provides for the rehabilitation of the Northeast Corridor rail passenger service, and consolidates government support of rail transportation activities. Through the FAST Act Section 11101(d), USDOT through the FRA is to provide $500,000 in both FY16 and FY17 to support the work of the GCWG under a variety of grants.

SOUTHERN RAIL COMMISSION (SRC)

The Southern Rail Commission was established by an act of Congress in June 1982 (Public Law 97-213). The Commission is made up of seven members from each of three states – Alabama, Louisiana and Mississippi -- including the governor, state department of transportation and five commissioners appointed by each governor. Membership is open to contiguous states subject to approval by that State Legislature. Its mission is to promote the safe, reliable and efficient

movement of people and goods to enhance economic development along rail corridors; provide transportation choices; and facilitate emergency evacuation routes. They accomplish this by engaging Federal, State and local decision makers; pursue funding for planning and implementing improvements; and by supporting the state departments of transportation in all three states.

The SRC is very actively engaged with the GCWG and shares the vision to create a strong, multi-modal transportation network connecting the entire Gulf South with passenger rail service and promoting the economic benefits of this service.

RAILROADS

NATIONAL RAILROAD PASSENGER CORPORATION (AMTRAK)

Founded in 1971 through the government-sponsored consolidation of most of the remaining U.S. passenger rail companies, it is partially government-funded yet operated and managed as a for-profit corporation. Amtrak operates more than 300 trains each day on 21,300 miles (34,000 km) of track with select segments having civil operating speeds of 150 mph (240 km/h) and connecting more than 500 destinations in 46 states, in addition to three Canadian Provinces. Amtrak was forced to suspend service in the Gulf Coast Region following Hurricane Katrina, as described in Section 1 above.

Amtrak has been an active member of the GCWG and contributed to this report by conducting a station condition assessment of facilities along the proposed rail route and identifying order of magnitude capital costs needed to restore passenger service.

CSX

CSX is one of the major Class I freight railroads that provides rail, intermodal and rail-to-truck transload services and solutions to customers across a broad array of markets. For more than 190 years, CSX has played a critical role in the nation's economic expansion and industrial development. Its network connects every major metropolitan area in the eastern United States, where nearly two-thirds of the nation's population resides. It also links more than 240 short-line railroads and more than 70 ocean, river and lake ports with major population centers and small farming towns alike.

CSX owns and dispatches all trains on the proposed passenger rail route, which would be shared with their freight service, except the small segments of New Orleans Union Terminal and Norfolk Southern trackage in New Orleans, and the segment in Florida from Deland to Orlando, owned and dispatched by SunRail. In the months following Hurricane Katrina, CSX completed one of the first major infrastructure rebuilds in the areas struck by Katrina. CSX's Katrina recovery efforts were completed within five months, giving the devastated Gulf Coast region a much-needed transportation link and a vital tool for recovery.

CSX is playing a key role on the GCWG by conducting operational studies and train simulations over their right-of-way to assess the impact of the proposed passenger trains on their freight service.

OTHERS

A number of other agencies and organizations have also been active participants on the GCWG. They include:

GULF REGIONAL PLANNING COMMISSION

The Gulf Regional Planning Commission (GRPC) was established in 1962 under Mississippi Code 17-1-26 and is authorized to provide urban and regional planning assistance to its member jurisdictions, and is currently an active participant on the GCWG. GRPC has long been involved in the planning for multimodal transportation options, and the staff has worked with the Southern Rail Commission (SRC) in a technical capacity since the inception of the organization in the early 1980's. GRPC will also provide regional coordination and leadership for the successful restoration of the Amtrak passenger rail service to the Mississippi Gulf Coast.

SOUTH ALABAMA REGIONAL PLANNING COMMISSION

The South Alabama Regional Planning Commission (SARPC) is a locally controlled and organized instrument of local government in Southwestern Alabama, and serves its constituents through the provision of programs and services in community development; employment and economic development; grant administration; senior and social services and transportation planning. SARPC houses the Mobile Metropolitan Planning Organization, or MPO. SARPC is an active member of the GCWG and has made available data to assist the Group.

WEST FLORIDA REGIONAL PLANNING COUNCIL

The West Florida Regional Planning Council (WFRPC) is a multi-purpose regional entity that supports Northwest Florida by planning for and coordinating intergovernmental solutions to growth-related problems, providing technical assistance to local governments and meeting the needs of communities across the region. The WFRPC began participating in the meetings regarding restoration of passenger rail service along the Gulf Coast in 2012, and has subsequently played a key role on the GCWG.

NEW ORLEANS REGIONAL PLANNING COMMISSION

The New Orleans Regional Planning Commission (NORPC) is the metropolitan planning organization for the greater New Orleans region and as such establishes the transportation funding priorities for federal funds expended within the region through its Transportation Improvement Program (TIP) and Long Range Plan. NORPC is also an active member of the GCWG and provides political support and fiscal means, as feasible, for planning and projects under its control.

Of particular relevance to the restoration of passenger rail service, the New Orleans Union Passenger Rail station (referred to as NOUPT) is currently the hub for three long distance trains including the current Sunset Limited service (to Los Angeles), the City of New Orleans service (to Chicago) and the Crescent service (to New York City). The NOUPT facility would serve

additional passenger rail service along the Gulf Coast. NORPC actively supports projects associated with upgrades to the NOUPT and rail connections throughout the New Orleans Rail Gateway, all efforts that support the GCWG.

COASTAL ALABAMA PARTNERSHIP

The Coastal Alabama Partnership (CAP) is a 501(c)(3) private sector-led, not-for-profit organization focused on providing a platform for regional leaders to convene, collaborate, build consensus and advocate for Coastal Alabama Partnership's top priorities. CAP was appointed as a representative to the GCWG because it is the only regional business partnership representing the economic development entities in Coastal Alabama Partnership. CAP is a key member of the GCWG and affirms that restoring passenger service along the Gulf Coast will enhance the overall economic benefit of the Region, universally shared by all Group members.

The detailed list of GCWG members is provided in the summary table below, which also indicates whether a resolution of support for the restoration passenger rail service has been submitted (refer to Appendix G to view each resolution).

Table 2 – Summary Table of GCWG Membership

Organization	Location/Contact Information	GCWG Representatives	Resolution
Alabama DOT	Administrative Building, 1409 Coliseum Boulevard P O Box 303050 (36130-3050) Montgomery, AL 36110 334-242-6319 arkled@dot.state.al.us	Don T. Arkle	
Amtrak	1001 Loyola Ave, Rm 200A New Orleans, LA 70113 murphym@amtrak.com, StenniT@amtrak.com	Mark Murphy, Todd Stennis	
Apalachee Regional Planning Council			☑
City of Atmore	Poarch Band of Creek Indians Tribal Council 5811 Jack Springs Road Atmore, AL 36502 dgehman@pci-nsn.gov	David Gehman	☑
Bay County TPO			☑
City of Bay St. Louis	pfairconnetue@baystlouis-ms.gov	Paula Faiconnetue	☑
City of Biloxi	ckirkland@biloxi.ms.us	Cliff Kirkland	☑

Organization	Location/Contact Information	GCWG Representatives	Resolution
Bossier City			☑
City of Chipley	dminer@cityofchipley.com ptanner@cityofchipley.com	Dan Miner/ Patrice Tanner	☑
City of Crestview	Community Redevelopment Agency Main Street Crestview Association 198 North Wilson St Crestview, Florida 32536 850-689-3722	Brenda Smith	☑
City of Gulfport	Office of Mayor Billy Hewes P. O. Box 1780 Gulfport, MS 39502 (228) 868-5801	Billy Hewes, Rebecca Kajdan	☑
City of Jacksonville	Office of Mayor Lenny Curry City of Jacksonville D: 904-630-5984	Sheri Webber	☑
City of Madison	lee.anne.hall@cityofmadisonfl.com Tim.Bennett@cityofmadisonfl.com	Lee Anne Hall, Tim Bennett	☑
City of Mobile		Coastal Alabama Partnership	☑
City of New Orleans	City of New Orleans & New Orleans Building Corporation (504) 658-8458 p Csgrant@swbno.org	Cedric S. Grant	
City of Orlando	Transportation Planning Division City of Orlando 400 South Orange Avenue Orlando, FL 32801	Emily Thompson	☑
City of Pascagoula	603 Watts Avenue Pascagoula, MS 39567 (228) 990-1187 jimblevins@cityofpascagoula.com	Harry J. Blevins	☑
City of Pass Christian			☑
City of Pensacola	Office of Mayor Ashton Hayward, 222 West Main Street, Pensacola, FL 32502	Ashton Hayward, Rebecca Ferguson	☑
City of Tallahassee	Marks and Marks Law Firm, LLC 200 West College Avenue , Ste 226 Tallahassee, FL 32301 john@marksandmarksllc.com	John Marks, M'Lisa Ingram, City Commissioner's Office	☑
Coastal Alabama Partnership	1 South Royal Street, 2nd Floor P.O. Box 881, Mobile, AL 36601 wiley@coastalalabama.org;	Wiley Blankenship, Kristen O'Keefe	

Organization	Location/Contact Information	GCWG Representatives	Resolution
CSX	CSX Headquarters 500 Water St Jacksonville, FL david_dech@csx.com	Jay Westbrook, Garrick Francis, Stephen Curlee, Sean Craig, Rebecca Benn, David Dech, William Roseborough, Eric Hendrickson, Hannah Rosse	
D'Iberville			☑
Diamondhead			☑
Rep Doug Broxson			☑
Escambia (AL)			☑
Escambia (FL)			☑
Florida-Alabama TPO			☑
Florida DOT	Rail & Motor Carrier Office Florida Department of Transportation 605 Suwannee Street, M.S. 25 Tallahassee, Florida 32399-0450 850-414-4511 (Office) Rickey.Fitzgerald@dot.state.fl.us	Rickey Fitzgerald, Ryan Coyne, Ed Lee, Fred Wise	
FRA	Jessie.Gatti@dot.gov, marc.dixon@dot.gov richard.cogswell@dot.gov	Richard Cogswell, Marc Dixon, Jessie Fernandez-Gatti, Catherine Dobbs, Michael Johnsen	
Gautier			☑
Gonzalez			☑
Gulf Regional Planning Commission	Gulf Regional Planning Commission 1635 Popps Ferry RD, Suite G Biloxi, MS 39532 228*864-1167 x 209 egw@grpc.com	Elaine Wilkinson	☑
Rep. Gwen Graham –Letter of Support			☑
Hancock Chambers			☑
Hancock County			☑
Jackson County			☑

Organization	Location/Contact Information	GCWG Representatives	Resolution
Jacksonville Mayor – Letter of Support			☑
Lake City	sikesa@lcfla.com johnsonw@lcfla.com	Wendell Johnson, Audrey Sikes	☑
Leon County			☑
Live Oak			☑
Long Beach			☑
Louisiana DOT	Louisiana Department of Transportation & Development P.O. Box 94245 Baton Rouge, LA 70804-9245 (225)379-3031 dean.goodell@la.gov	Dean Goodell, Shawn Wilson, Chance McNeeley	
Mississippi DOT	MS Department of Transportation 601.359.1454 jstubbs@mdot.ms.gov	Josh Stubbs	
MS Gulf Coast Chamber of Commerce, Inc.			☑
MS Gulf Coast Regional Convention and Visitors Bureau			☑
Mobile - MPO			☑
MS Gulf Coast MPO			☑
New Orleans Regional Planning Commission	10 Veterans Blvd. New Orleans, LA 70124 504-483-8511 kparsons@norpc.org	Walter Brooks, Karen Parsons	☑
Northwest Regional Florida TPO			☑
Ocean Springs			☑
Okaloosa-Walton TPO			☑
Poarch Creek Band of Indians			☑
Ruston			☑

Organization	Location/Contact Information	GCWG Representatives	Resolution
South Alabama Regional Planning Commission	110 Beauregard St, Suite 207 Mobile, AL 36602 (251)706-4635 kharrison@sarpc.org	Kevin Harrison	☑
Southern Rail Commission	116 Crescent St Andalusia, AL 36420 334-222-2907 greg@whiteandmcclungcpa.com	Greg White, Knox Ross, Ashley Edwards, John Spain, Jerry Gehman, Dan Dealy	☑
St. Charles Parish			☑
Suwannee County	(O)386-364-1700 alvinj@suwgov.org	Alvin B. Jackson	☑
Suwannee Valley Transit Authority – Letter of Support			☑
Walton County			☑
Western Florida Regional Planning Council	West Florida Regional Planning Council 4081 E. Olive Road-Suite A, Pensacola, FL 32514 850-332-7976 x228 marybeth.washnock@wfrpc.org	Mary Beth Washnock	☑

Appendix F
Supporting Documentation/Information from Gulf Coast Working Group Members

As stated in the Report, the members of the Working Group are deeply committed to seeing passenger rail return to the reason, and many of them have written brief statements explaining their role in the GCWG and what their hopes for the outcome of this report. The following organizations and communities are included:

Departments of Transportation:
Alabama Department of Transportation (ALDOT)
Florida Department of Transportation (FDOT)
Louisiana Department of Transportation (DODT)
Mississippi Department of Transportation (MDOT)

Localities:
Atmore, Alabama
Bay St. Louis, Mississippi
Biloxi, Mississippi
Gulfport, Mississippi
Lake City, Florida
Madison, Florida
Mobile, Alabama
New Orleans, Louisiana
Orlando, Florida
Pascagoula, Mississippi
Pensacola, Florida
Tallahassee, Florida

Organizations:
Coastal Alabama Partnership
CSX Transportation
Federal Railroad Administration (FRA)
Gulf Regional Planning Commission (GRPC)
National Railroad Passenger Corporation (Amtrak)
New Orleans Regional Planning Commission (NORPC)
South Alabama Regional Planning Commission (SARPC)
Southern Rail Commission (SRC)
West Florida Regional Planning Commission (WFRPC)

Alabama Department of Transportation

The Alabama Department of Transportation (ALDOT) represents the State of Alabama on the Gulf Coast Working Group (GCWG). Mr. Don T. Arkle represents ALDOT on the GCWG. Mr. Arkle is the Chief Engineer for ALDOT. There are many who believe there is great value in restoring intercity rail passenger service in the Gulf Coast region. ALDOT is excited to participate in the GCWG and is eager to see the results of the study requested by congress under the FAST ACT. We expect the facts of the study to establish the most practical and feasible option for restoring service and to provide congress with the information necessary to make a financial determination for moving forward.

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Florida Department of Transportation

The Florida Department of Transportation's Rail Office represents the State of Florida on the Gulf Coast Working Group (GCWG). Mr. Ryan M. Coyne is the State's Rail Manager and FDOT representative on the GCWG. The Rail Office looks forward to participating in the GCWG and to providing input, expertise, and background data when requested by GCWG to assist in the study requested by congress under the FAST ACT.

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Louisiana Department of Transportation

The Louisiana Department of Transportation and Development (DOTD) is proud to represent the State of Louisiana on the Gulf Coast Working Group (GCWG). DOTD supports improved transportation mobility across the State and throughout the region. The return of passenger rail service along the Gulf Coast fills a gap in the southeast rail network that has long impacted all southeastern states. It will provide a backbone for the future introduction of new passenger rail services that will improve workforce mobility, tourism, and stimulate economic growth. DOTD is committed to delivering transportation and public works systems that also enhance the quality of life. In addition to more than 16,600 miles of roadway, including over 890 miles of interstate, DOTD oversees 2,800 miles of Louisiana navigable waterways, 70 publicly owned airports, and 2,927 miles of railroad. DOTD is excited to work with our regional partners to develop infrastructure that will facilitate economic development, create job opportunities, improve vital evacuation routes, and make critical freight corridors safer and more efficient.

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Mississippi Department of Transportation

The Mississippi Transportation Commission and Mississippi Department of Transportation (MDOT) are invested in restoring passenger rail service along the Gulf Coast after it was destroyed by Hurricane Katrina in August 2005. As a member of the Federal Rail Administration Gulf Coast Rail Service Working Group (GCWG), MDOT is assisting in the restoration of service between New Orleans, La., and Orlando, Fla. When the group was established by the Passenger Rail Reform and Investment Act of 2015 (HR 749), MDOT committed to supporting the feasibility of the restoration, improving economic impact and providing intermodal support along with local municipalities and communities, and regional and metropolitan planning organizations in Mississippi, other state DOTs, Amtrak and other railroad carriers, and the Southern Rail Commission.

"The rail service will provide options for tourism and travel along the Mississippi Gulf Coast that don't exist now and bring people to downtowns that are seeing a boom after years of building back following the destruction of Hurricane Katrina," said Commissioner Tom King (R-Hattiesburg), southern transportation district. "It's vital for community growth and will also provide service to a commuter workforce that includes Ingalls Shipbuilding, Stennis Space Center, the gaming industry and other job sites."

In February 2016, Commissioner Dick Hall (R-Brandon), central transportation district, King and MDOT staff joined U.S. Sen. Roger Wicker (R-Miss.) to participate in a Gulf Coast Passenger Rail Inspection Trip from New Orleans, La., to Jacksonville, Fla. The Amtrak inspection train made whistle stops in Bay St. Louis, Gulfport and Biloxi where passengers were greeted with speeches by local leaders, pep rallies and marching bands. This was the first time since Hurricane Katrina made landfall a decade ago that a passenger train rolled along the Mississippi Gulf Coast.

If service resumes, it will be the first passenger rail restored in the U.S. in a half-century, connecting small towns and cities, including Pascagoula, Bay St. Louis, Gulfport and Biloxi in Mississippi. After Katrina, the damaged tracks were repaired and freight began to roll again, but passenger service never returned.

"MDOT has worked with local communities to make a tremendous investment in the transportation infrastructure of South Mississippi," Hall said. "In doing so, we listened to what people wanted, especially young people, and we are providing a network that encourages walkability and biking in these communities. Passengers riding the train to visit the Mississippi Gulf Coast will be able to enjoy these towns in a new way."

The GCWG is meeting monthly to develop a plan and met in Biloxi, Miss., in March 2016.

MDOT is responsible for maintaining and preserving the state-owned transportation system which includes 30,000 highway miles and approximately 5,775 bridges. The agency supports 2,600 rail miles, 150 airports, 69 public transit providers and 16 ports. MDOT is responsible for litter removal from highways and supports 90 percent of commercial traffic and 60 percent of statewide traffic in the state. In 2016, MDOT celebrates 100 years of service. Since 1916, MDOT has been responsible for providing a safe intermodal transportation network that is planned, designed, constructed and maintained in an effective, cost-efficient and environmentally-sensitive manner. Today, MDOT's objective remains to maximize taxpayer's dollars by providing a safe, efficient multimodal network which enhances economic stability and growth.

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City of Atmore

How you became involved with the Working Group: I represented Mayor Jim Staff of the City of Atmore to the Southern Rail Commission quarterly meetings since 2014. When the actual "Working Group" was being formed, I recommended David Gehman, Secretary of the Poarch Band of Creek Indians to serve on the working group since he is very qualified and would bring influence from Poarch Band of Creek Indians as well as his many contacts in both the U.S. Senate and House of Representatives. David has a good working knowledge of Amtrak service to our community beginning with the first Amtrak service to Atmore in 1989. Southern Rail Commissioners agreed and submitted his name to serve.

City of Atmore history with passenger rail: Atmore, formerly known as William's Station, became a town in the 1880s as a result of the railroad and was (still is) served by two railroads. Incorporated in 1896, the town choose the city name to honor an L&N Railroad official, Mr. C.P. Atmore. Rail passenger service included L&N passenger trains: The Hummingbird and The Pan-american, as well as The Sunnyland Express on the Frisco Railroad. Passenger service ended in 1963 until we secured a stop on Amtrak's Gulf Breeze in 1989 and added The Sunset Limited in 1992. In 1991, following the announcement by Amtrak that Atmore had the highest ridership of any city our size in the U.S.A. State Representative Skippy White introduced legislation to declare Atmore as the official Alabama Rail Welcome Center.

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City of Bay St. Louis

The City of Bay St. Louis was initially contacted by Dan Dealy of DSD Services Group, LLC in January of 2016, alerting Mayor Fillingame of the upcoming Inspection Train run from New Orleans through the Mississippi Gulf Coast and beyond; and inviting the city to be a part of the groundbreaking festivities. Needless to say, the Mayor and City were on board and excited about the prospect of the reenactment of the passenger rail service in our community.

The Bay St. Louis Historic L&N Train Station, built in 1929, has a long history of providing passenger rail service in the southern region. The Amtrak ***Sunset Limited***, was the latest passenger rail to be serviced by Bay St. Louis Historical Depot in the in the mid 1990's.

It is our hope that the Amtrak passenger rail services to the Bay St. Louis and Hancock County community is reenacted, as it would be a tremendous help to the revitalization of the Downtown Depot District. With this in mind, the City is excited about the opportunity to submit this grant application for construction and improvements to the Historic L&N Train Depot and surrounding grounds. The entire community has embraced the idea and is looking forward to the return of the passenger rail services to the Mississippi Gulf Coast. The City of Bay St. Louis and Hancock County have partnered to provide match funding for the Southern Rail Commission's grant application. Other leaders in the community has committed to in-kind support and volunteer services. The uniqueness of Bay St. Louis is the ease of stepping off the train and immersing into the city. The Historic L&N Train Depot is located in the heart of the Downtown Depot District, surrounded by restaurants, shopping, leisure and entertainment establishments and the Bay St. Louis Little Theatre, all within walking distance from the depot. Old Town Bay St. Louis is only a three (3) minute drive away from the depot grounds where the Municipal Pier and Harbor, boating, fishing, shopping and dining, dancing and live entertainment can be enjoyed by all.

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City of Biloxi

My name is F. Cliff Kirkland. I am the Chief Civic Innovation & Development Officer for the City of Biloxi, MS. I have participated as a member of the FRA Work Group since its first meeting in New Orleans, and will continue to represent Biloxi throughout the process of re-establishing Amtrak service to our area.

Attached is a copy of the resolution adopted by the City of Biloxi, stating its support of, and financial commitment to the return of daily passenger rail service to our City and across the Gulf South. Biloxi has applied for and received initial confirmation of a near-$250,000 grant from the Southern Rail Commission. Our Mayor and City Council have, by the resolution attached, committed to matching the grant with $250,000 cash from the City General Fund to construct a new platform to accommodate the return of daily passenger rail service.

Our new platform will be connected by a signalized crosswalk from the rail tracks to our Multi-Model station located immediately south across Esters Blvd.

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City of Gulfport

Gulfport has a long, rich history with passenger rail service. After Hurricane Katrina, all passenger rail service was discontinued, leaving a void for commuters and travelers who desired to use passenger rail service for their travel needs. It was an integral part of travel for southerners to use during the 1984 World Fair and for those who desired to travel to Florida for a quick getaway. We were approached several years ago about the resurrection of the Sunset Limited and we were eagerly on board. As a community, we organized a hometown welcome like none other and AMTRAK officials got a first-hand look at our city's desire to have passenger rail service restored.

As the second largest city in Mississippi and with a beautiful historic train station nestled in the heart of our downtown, we are confident that a regular stop in Gulfport will only enhance and benefit the over $600 million dollars in current economic development projects. We will soon break ground on the Mississippi Aquarium in Gulfport that will be the center and showplace for all the southeast. Our studies show that upwards of 500,000 guests will visit the over $60 million destination once completed. Passenger rail service will be an added plus for those who can easily board a train with their final destination being Gulfport, Mississippi.

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Lake City

OFFICE OF THE CITY MANAGER
City of Lake City
205 N. Marion Avenue
Lake City FL 32055
(386) 719-5768

Ref: Gulf Coast Rail Service Working Group Report

July 19, 2016

The following information is provided for consideration of the *Gulf Coast Rail Service Working Group* to include in the Passenger Rail Report to the U.S. Congressional Committees. On behalf of the Citizens of Lake City, the Mayor and City Council are fully committed to the endeavor for restoring Amtrak Passenger Service to the Gulf Coast region and Lake City stands ready to assist in every possible way.

Who and how the City became involved with the Gulf Coast Rail Service Working Group?
During late 2015, City officials took notice of developments regarding restoring Amtrak Service along the eastern Gulf Coast. In February 2016 Lake City Mayor Steven Witt took a personal interest and initiated a community awareness campaign. He arranged an open meeting in Lake City with representatives of the Southern Rail Commission, Amtrak Officials and community leaders to discuss and gain commitment of local support for the initiative. During March 2016, Mayor Witt initiated a Resolution to support restoration of Amtrak Passenger Service between New Orleans, Louisiana and Orlando, Florida. This Resolution 2016-21 was unanimously approved by the City Council. Subsequently, the City Amtrak Station was assessed to assure quality condition and arrangements were coordinated with representatives of the DSD Services Group, LLC for the Amtrak test ride held during March 2016. Lake City had several hundred residents present upon the train's arrival along with extensive press coverage.

Lake City's history with passenger rail. Lake City's first passenger rail was the Georgia Southern & Florida Railroad built in 1890 extending from Lake City to Palatka, FL. The railroad came under the control of the Southern Railway in 1895. This line was the "B" line of GS&F, which was also known as "*The Suwanee River Route.*" The line was apparently abandoned in the late 1980s.
Amtrak service started in Lake City during 1993, running successfully until 2005 when the entire Gulf Coast Route was discontinued due to the devastation of Hurricane Wilma. A number of negative consequences caused by the service suspension are obvious. As such, Lake City is fully committed and prepared to accommodate restored rail passenger service.



Lake City Amtrak Station - 2016

What outcome does the city hope to see as a result of this report? The City of Lake City, a.k.a., Florida's Gateway, is strategically located at the intersection of Interstates 10 and 75. During the past two years the City has experienced rigorous retail growth which is anticipated to continue into the foreseeable future. Rail travel is viewed as very important, not only to economic vitality, and community quality of life, but also to the small metropolitan image desired by this City. The restoration of Amtrak passenger service may greatly add to enhanced tourism in this region and surely have a positive economic impact not only to the City of Lake City but to the State of Florida and all along the entire Gulf Coast rail length as well. Lake City's expectations is that the Congressional Report will convey to the Legislature a clear understanding of the economic and quality of life impact that restoration of Amtrak passenger service will bring to the Gulf Coast region from New Orleans to Jacksonville.

Sincerely,

Wendell Johnson
City Manager

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City of Madison

The city commission supported the restoration of passenger rail service which resulted in The Sunset Limited in 1993. Commissioner Jim Catron took the lead in local discussions. Following the 2005 disruption of service, Commissioner Catron attended the 2012 Gulf Coast railroad summit in Mobile, Alabama, called by Major Sam Jones to discuss restoring passenger rail service. The city has been attentive to efforts to restore rail service. Former Tallahassee Mayor John Marks is a friend.

Mayor Ina Thompson (Madison) attended a meeting in 2015 in Tallahassee which dealt with passenger rail restoration. As Mayor/Commissioner, I support the efforts of the Gulf Coast Rail Service Working Group.

Passenger railroad trains stopped at Madison for most of the 20th century beginning with the New Orleans-Florida Limited, continuing with the Gulf Wind, and The Sunset Limited. The Valdosta Southern Railway provided passenger rail service from 1901 to 1972.

The restoration of passenger rail service will provide efficient transportation options which are extremely limited at present and enhance economic development efforts. Valdosta, Georgia, 30 miles away, has not had passenger rail service since 1979.

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City of Mobile

The City of Mobile has worked with the Federal Rail Administration, local and state municipalities, Amtrak, and CSX regarding passenger rail service restoration since 2009. In the aftermath of the Deepwater Horizon Oil Spill in 2010, with a renewed focus on economic resiliency, the City of Mobile became the regional champion of passenger rail service restoration.

Currently, Mobile participates in and supports the work of the Southern Rail Commission and the Gulf Coast Rail Service Working Group. Mayor Sandy Stimpson is working closely with Wiley Blankenship of the Coastal Alabama Partnership to stay engaged with passenger rail service restoration efforts, examine associated economic development opportunities, and bolster local and regional support.

Various passenger rail routes have served the City of Mobile through the years, with regular service in the 1950's - 1960's and again in the 1990's - 2000's. In 2005, Hurricane Katrina caused track damage along the Gulf Coast and localized flooding at the Mobile station, which ultimately led to the deterioration and eventual demolition of the station building in 2007.

The City of Mobile looks forward to the economic development opportunities associated with the restoration of passenger rail service along the Gulf Coast. We anticipate that this report will highlight the many benefits of Gulf Coast passenger rail service restoration in a way that facilitates the subsequent funding of such efforts.

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City of New Orleans

The City of New Orleans is actively engaged in the efforts of the Gulf Coast Working Group's effort to restore rail service to the Gulf Coast.

The City has invested millions in the restoration of the Union Passenger Terminal and it is fully prepared to receive the Gulf Coast Rail Service in addition to the three long distance trains served by the terminal.

The City's terminal now serve all modes of transportation and offers total connectivity to the transportation system with intercity bus service provided by Greyhound and MegaBus. The Regional Transit Authority serves the terminal with direct streetcar and bus access. The terminal is also served by Taxi and Uber services.

The City of New Orleans Multi-modal Union Passenger Terminal is fully prepared to incorporate Gulf Coast Rail Service into operations on its first day of operations.

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City of Orlando

The City of Orlando was contacted by Vikki Garrett on behalf of the Gulf Coast Rail Service Working Group and asked to provide a resolution of support for the restoration of passenger rail service along the Gulf Coast. This resolution of support was passed at the April 18, 2016 City Council meeting.

History of the Orlando Amtrak Station:

- The station was built for the Atlantic Coast Line Railroad in 1926, and dedicated in 1927.
- The station was later used by the Seaboard Coast Line Railroad, following the 1967 merger of the Atlantic Coast Line and Seaboard Air Line Railroads.
- The station was designed by architect M.A. Griffith in the Spanish Mission style, at the request of the vice president of the Atlantic Coast Line Railroad. This style is reflected in the building's parapets, tile roof and bell towers.
- The Orlando City Council adopted an ordinance giving the station Orlando Historic Landmark status on February 2, 1978.
- The station underwent restoration efforts in 2014-2015.
- Today the station is one of the busiest in the state, serving over 160,000 passengers a year with Amtrak's Silver Star and Silver Meteor Service.
- The station also serves as the Orlando Health/Amtrak SunRail Station.
- The station is currently owned by the Florida Department of Transportation (FDOT) and operated by Amtrak.

We hope that the report supports the restoration of passenger rail service along the Gulf Coast.

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City of Pascagoula

The City of Pascagoula became actively involved with the Gulf Coast Rail Service Working Group in 1993 when Amtrak's Sunset Limited service was extended to Florida. The Community Development Director, Betty Bensey was the city's point of contact.

The City of Pascagoula has always been an incredible supporter of passenger rail service. The City began its history with passenger rail in 1993 when Amtrak's Sunset Limited, which operated between Los Angeles, CA and New Orleans, LA, was extended east from New Orleans to Miami, FL, by way of Jacksonville and Orlando, FL. In 1996, the city again supported the efforts of passenger rail service when Gulf Coast Limited was scheduled to run between New Orleans, LA and Mobile, AL. The City of Pascagoula became involved by sprucing up the Jolly McCarty Historic Train Depot and assisting in Amtrak service promotion efforts. The city encouraged the community to utilize this valuable service.

The City of Pascagoula is hopeful that this report will encourage the U.S. Congressional Committees to reinstate passenger rail service along the Gulf Coast region. This service would be an asset to residents who live in Pascagoula, citizens who work in the area, and visitors who travel to experience the city's amenities and events. Our elected officials believe that passenger rail service will have a significant economic impact on the city and specifically the downtown area around the Jolly McCarty Historic Train Depot. Developers will be drawn to build more restaurants, retail businesses and housing in downtown Pascagoula. Rail passengers will generate increased foot traffic which will only continue to promote Pascagoula as a great place to live, work and play!

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City of Pensacola

The City of Pensacola, home to a plethora of unique locations, events, and historic tales, is proud to offer all those who live, work, and play here the charm of a small town wrapped up in the convenience of a big city.

One large draw to Pensacola is the immense amount of history the city holds as the first settlement in North America. The downtown area holds historical homes, shops, and museums that highlight the centuries of culture this city is so proud of. Food, art, and history are consistently celebrated during the numerous festivals and celebrations that take place in Pensacola every year. From Gallery nights, to the Crawfish Festival, to the Fiesta of Five Flags, the city is always alive with the exciting events that make it special.

As the Cradle of Naval Aviation, Pensacola also attracts military personnel from around the world. Pensacola's Naval Air Station was the first one of its kind in the United States and, to this day, is still unique in many ways. One of the biggest attractions is the Naval Flight Demonstration squad, the Blue Angels. This is a team of highly skilled pilots that travel the country, performing aerial demonstrations for recruitment and to boost morale for the U.S. military.

As the westernmost city on the Florida panhandle, Pensacola is situated on over 50 miles of the beautiful emerald coast. Acclaimed for having the world's whitest beaches, this area is the perfect combination of relaxing beach fun and bustling metropolis. With an average of 220 sunny days a year, the Pensacola area is a perfect beach destination.

With the multitude of attractions and a constant desire to further economic development, the City of Pensacola is always taking strides to provide convenient and efficient transportation for visitors and citizens. The Pensacola International Airport offers travelers 1,300 domestic and 21 foreign flight options. The Port of Pensacola is one of the fastest transits in the Gulf of Mexico, making it quick and easy for companies wanting to do business in the city. To help connect the beach and downtown, Pensacola is introducing a new ferry system that will make it easier for people to enjoy all parts of this great city.

While Amtrak provides an amazing opportunity for individuals and families all over the United States to travel for work or pleasure in a convenient and cost effective way, Floridians living in the panhandle are missing out.

By restoring the section of the Sunset Limited from New Orleans to Jacksonville, the panhandle would be able to once again participate in this rich piece of American history. Restoration connects Florida and much of the southeastern United States directly to routes to the west. Pensacola is partnering with the Gulf Coast Working Group to restore this important crew change station, opening up a strip of the Sunset Limited and offering different national Amtrak locations to the people of this area. The restored Pensacola stop will allow travelers to utilize the rail system to visit the many unique experiences this city offers. Shows, festivals and celebrations are waiting for you in the nation's oldest city.

Jodi Sanders
Communications Intern
Office of the Mayor

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City of Tallahassee

Time Period	Action
May, 2006	Mayor John Marks mailed letter to Amtrak's VP of Governmental Affairs, joe McHugh requesting the Sunset Limited Express not be discontinued.
October, 2008	"A bill was passed by Congress and signed by the President G.W. Bush for AMTRAK funding. It had a provision in it that AMTRAK would be required to study restarting AMTRAK service along the Gulf Coast of Florida (New Orleans to Sanford, FL.)
Sept, 2011	Meetings with Amtrak reps
January, 2012	Meeting with Amtrak Rep Kierra King and Mayor Marks
February, 2012	Meeting w/Amtrak reps and Mayor Marks; Press Conference held supporting the reinstatement of passenger rail services
March, 2012	Mayor Marks and the County Chair discuss Amtrak at the monthly Mayor/Chair meeting
August, 2012	Meetings w/ staff and citizens discussing passenger rail restoration
Dec, 2012	Meeting in Commission Chambers to discuss the economic benefit of the restoration of Amtrak service
January, 2013	City Commission listed restoration of service as a priority Worked with legislative delegation and lobbyists on language
2013 – 2015	Mayor Marks and Commissioner Miller attended various meetings between New Orleans and Jacksonville to discuss and promote the return of Amtrak's passenger rail service
Nov, 2014	Worked with Federal Lobbying Team and Florida Legislative Delegation to ensure that Gulf Coast Rail Working Group (GCRWG) was included in transportation re-investment legislation
February, 2015	Hosted U.S. DOT Sec. Foxx; voiced support for transportation reauthorization and GCRWG Contributed to U.S. DOT Blog on importance of transportation investments
April, 2015	Supported an effort led by Mayor de Blasio's Office, Transportation Advocacy Day in New York
May, 2015	Supported Mayor's Transportation Lobby Day
July, 2015	Signed on as supporter of a bi-partisan Mayor's letter to urge Congress to fund transportation investments Organized by Mayor de Blasio from New York and Mayor Cornett from Oklahoma City
Aug - Dec. 2015	Participation in a series of working group calls organized by Transportation For America, which gave updates on transportation issues including Passenger Rail Reauthorization
Dec. 4th, 2015	FAST Act passed and signed into law, which included favorable GCRWG language
Dec. 9th 2015	Commissioner Maddox and Commissioner Miller attended the Amtrak restoration of service meeting hosted by former Mayor John Marks.
Feb. 18-19th, 2016	Amtrak Inspection Train travels from New Orleans to Orlando
March 4th, 2016	Deadline for Gulf Coast Working Group to Convene. Former Mayor John Marks appointed as representative on the Southern Rail Commission
Sept. 4th, 2016	Deadline for Working Group to submit a report to House and Senate Committees with findings
Ongoing	Conducting research into potential Southern Rail Commission membership for the State of Florida to present a recommendation to the City Commission, if these efforts would enhance

Passenger rail service began in Tallahassee in 1858 and ran continuously for 113 years until

1971, when the service was discontinued. The passenger rail service resumed again in 1993 and continued until Hurricane Katrina destroyed its tracks in 2005. Although the tracks are repaired, passenger rail service has not returned.

Tallahassee's ultimate goal is to see passenger rail service returned to Tallahassee. In an ideal world, it would arrive and depart between 5 a.m. and 11 p.m., but more than anything, the citizens of Tallahassee want the service back.

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Coastal Alabama Partnership

Coastal Alabama Partnership (CAP) is a 501(c)(3) private sector-led, not- for-profit organization focused on providing a platform for regional leaders to convene, collaborate, build consensus and advocate for Coastal Alabama's top priorities.

CAP stems from the recovery efforts of the April 20, 2010, Deepwater Horizon oil spill. In the aftermath of the oil spill, Alabama Governor Bob Riley signed an Executive Order establishing the Coastal Recovery Commission of Alabama (CRCA). The CRCA convened more than 600 civic, business and non-profit leaders to participate in an historic regional discussion about how to build a more resilient and sustainable Alabama coast. On December 15, 2010, the CRCA presented to Governor Bob Riley and then Governor-elect Robert Bentley a report of their findings, "A Roadmap to Resilience: Towards a Healthier Environment, Society and Economy for Coastal Alabama."

On April 12, 2011, the Coastal Alabama Leadership Council (CALC), a 501 (c) (6), and its sister organization, the Coastal Alabama Leadership Foundation (CALF), a 501(c) (3), were formed to implement the report's recommendations.

After more than a year of outreach, it was decided that Coastal Alabama would be better served by an organization with a longer-term vision than recovery from the oil spill.

A need was identified for an organization that could bring together regional leaders, entities and resources to focus on critical efforts and priorities that further protect and enhance our region's unparalleled quality of life and, ultimately, help make our region more resilient, prosperous and globally competitive. This transformational and generational opportunity is through the Coastal Alabama Partnership.

Through the efforts of many regional leaders, CAP has established a solid foundation to carry out its mission. It has established a regional mandate, obtained broad stakeholder buy-in, secured funding and built a solid governance structure. CAP will begin to generate and implement the substantive policy agenda, as well as continue to build and grow the young organization and its influence, reach and partnerships.

CAP's Board of Directors consists of representatives serving on behalf of nine regional "Founding Entities," which include: Coastal Alabama Business Chamber, Alabama State Port Authority, Baldwin County Economic Development Alliance, Eastern Shore Chamber of Commerce, Mobile Airport Authority, Mobile Area Chamber of Commerce, Visit Mobile, Orange Beach – Gulf Shores Tourism, and South Baldwin Chamber of Commerce. Additionally, regional leaders fill three other at-large Board positions, rounding off a twelve-member Board of Directors.

Wiley Blankenship, President and CEO of Coastal Alabama Partnership (CAP), is one of the five appointed members from the state of Alabama to the Gulf Coast Working Group. CAP was appointed as a representative from Alabama because it is the only regional business partnership representing the economic development entities in Coastal Alabama. The organization's efforts include improving infrastructure in the region, such as the restoration of passenger rail.

The ultimate outcome that CAP hopes to see as a result of the working group is the restoration of passenger rail service along the Gulf Coast. CAP also wants to ensure that infrastructure improvements are made throughout the region to make this possible. CAP recognizes the importance of restoring passenger rail service for many reasons, including 1) increasing the connectivity of Coastal Alabama citizens to the rest of the Gulf Coast, 2) enhancing the attractiveness for tourism and business travel to Coastal Alabama, 3) complimenting the

transportation options already available in Coastal Alabama, including the Mobile Airport Authority, and 4) benefiting future opportunities in Coastal Alabama, including the returning Carnival Cruise Ship to Mobile. Overall, CAP affirms that restoring passenger service along the Gulf Coast will enhance the overall economic benefit of the region.

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CSX

In the months following Hurricane Katrina, CSX completed one of the first major infrastructure rebuilds in the areas struck by Katrina. In Mississippi, the most notable damage to CSX's network was the destruction of three major bridges: the 2,300 ft. Gautier Bridge and the 6,000 ft. Biloxi Bay Bridge between Pascagoula and Biloxi and the 10,000 ft. bridge crossing Bay St. Louis. In addition to the extensive bridge rebuilds, CSX replaced approximately 40 miles of track along the Gulf Coast including five miles of track in Mississippi south of Bay St. Louis. To help shield the track in storm conditions, CSX installed rock known as rip rap along this line to strengthen the road bed and prevent storm surge. CSX's Katrina recovery efforts were completed within five months, giving the devastated Gulf Coast region a much-needed transportation link and a vital tool for recovery.

CSX, based in Jacksonville, Florida, is a premier transportation company. It provides rail, intermodal and rail-to-truck transload services and solutions to customers across a broad array of markets, including energy, industrial, construction, agricultural, and consumer products. For more than 190 years, CSX has played a critical role in the nation's economic expansion and industrial development. Its network connects every major metropolitan area in the eastern United States, where nearly two-thirds of the nation's population resides. It also links more than 240 short-line railroads and more than 70 ocean, river and lake ports with major population centers and small farming towns alike. More information about CSX Corporation and its subsidiaries is available at www.csx.com .

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Federal Railroad Administration

The FRA chairs the GCWG, under the leadership and direction of its Administrator. The agency was created by the Department of Transportation Act of 1966, with its primary purpose being the promulgation and enforcement of rail safety regulations. It also administers railroad assistance programs, conducts research and development in support or improved railroad safety and national rail policy, provides for the rehabilitation of the Northeast Corridor rail passenger service, and consolidates government support of rail transportation activities. The FRA is also providing the initial $500,000 to support the work of the GCWG under a variety of grants.

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Gulf Regional Planning Commission



The Gulf Regional Planning Commission (GRPC) was established in 1962 under Mississippi Code 17-1-26 and is authorized to provide urban and regional planning assistance to its member jurisdictions, which include the three counties of Hancock, Harrison and Jackson and the twelve cites within the counties. Pursuant to the Mississippi Attorney General, GRPC is an instrumentality of the local governments of the Mississippi Gulf Coast. GRPC was designated by the Governor of Mississippi in 1972 as the Metropolitan Planning Organization, certified by the Federal Highway Administration to plan and administer the Federal Surface Transportation Program funds allocated to the urbanized areas of the MS Gulf Coast.

GRPC has long been involved in the planning for multimodal transportation options, and the staff has worked with the Southern Rail Commission (SRC) in a technical capacity since the inception of the organization in the early 1980's. The linear pattern of urban growth and development along the coast has created a need for east-west corridor planning that enhances mobility options and supports the transit-oriented development nodes at the major north-south connectors. In conjunction with the restoration of passenger rail, an east-west BRT corridor is in the planning, with downtown Biloxi and Keesler Air Force Base as the termini on the east end and the Gulfport aquarium project and the intermodal transit center as the ridership anchor at the east end of the corridor development. Ultimately, rail and transit passengers will have access to jobs, schools, health and cultural facilities. The passenger rail connection is a critical component for the sustainable economic redevelopment of the MS Gulf Coast.

Elaine Wilkinson, Executive Director of GRPC, is currently an active participant the Gulf Coast Rail Working Group and will provide regional coordination and leadership for the successful restoration of the Amtrak passenger rail service to the Mississippi Gulf Coast.

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National Railroad Passenger Corporation (Amtrak)

Amtrak launched service along the Gulf Coast beginning in 1984 with the daily *Gulf Coast Limited* between Mobile and New Orleans, in conjunction with the Louisiana World's Fair Exposition, at the behest of the Southern Rapid Rail Transit Commission (now the SRC). The states of Louisiana, Mississippi and Alabama, via legislature-approved funding, jointly supported the service as a 403(b) operation. Although the train was well patronized, Mississippi did not continue its financial support and the service was terminated in January, 1985. In March of 1993, Amtrak inaugurated the first coast-to-coast intercity passenger train by extending the long distance, tri-weekly Los Angeles-New Orleans *Sunset Limited* to Miami, Florida and points in between. The states (Louisiana, Mississippi, Alabama and Florida) were again called on to provide a one-time financial commitment in the form of capital infrastructure dollars. In the summer of 1996, at the request of the SRC, Amtrak restarted the *Gulf Coast Limited*, again with financial support from Louisiana, Mississippi and Alabama. This New Orleans-Mobile service was operated in addition to the *Sunset Limited*, briefly providing multiple frequencies along the Gulf Coast until its discontinuance in March 1997. While the corridor train proved to be successful, it was lost due to the lack of consistent multi-state funding.

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New Orleans Regional Planning Commission (NORPC)

The relationship of the NORPC to the Gulf Coast Working Group and its efforts to initiate service between New Orleans and Jacksonville/Orlando is to provide political support and fiscal means, as feasible, for planning and projects under its control. The NORPC is the metropolitan planning organization for the greater New Orleans region and as such dictates the transportation funding priorities for federal funds expended within the region through its Transportation Improvement Program (TIP) and Long Range Plan.

The New Orleans Union Passenger Rail station is the hub for three long distance trains including the current Sunset Limited service (to Los Angeles), the City of New Orleans service (to Chicago) and the Crescent service (to New York City). The NOUPT facility would serve additional passenger rail service along the Gulf Coast (to Jacksonville). The NORPC actively supports projects associated with upgrades to the NOUPT and rail connections throughout the New Orleans Rail Gateway through planning, grant writing and administrative support. These labors in turn, support the efforts of the Gulf Coast Working Group.

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South Alabama Regional Planning Commission (SARPC)

As per the FAST ACT Section 11304 (b) (4), membership of the Gulf Coast Working Group shall consist of regional transportation planning organizations and metropolitan planning organizations (MPO) along the Gulf Coast. The Mobile, AL MPO is housed at the South Alabama Regional Planning Commission (SARPC) which is the regional voice for elected officials in South Alabama. SARPC is a locally controlled and organized instrument of local government in Southwestern Alabama, and for years has been an advocate for passenger rail as a mode of transportation. The importance of restoring passenger rail and terminal improvements has been identified in the MPO's Long Range Transportation Plan, which is essential for applying for federal funds for improvements. SARPC serves the three counties of Mobile, Baldwin, and Escambia and twenty-nine municipalities through the provision of programs and services in community development; employment and economic development; grant administration; senior and social services and transportation planning. The Rural Planning Organization (RPO) housed at SARPC, is the Alabama Department of Transportation (ALDOT) Rural Consultation Process for rural communities in the non-urbanized part of the region, and along the Gulf Coast Rail Corridor in South Alabama. The Mobile MPO serves the Urbanized area, and works to coordinate and establish transportation-related priorities within the urbanized area as a part of the 25-year, Long-Range Transportation Plan. Each year, the MPO for Mobile, AL invests millions of dollars in transportation projects of all kinds, from roads and bridges, to transit, to bicycle and pedestrian thoroughfares. SARPC makes available any data that can assist the GCWG, AMTRAK, Southern Rail Commission, and the Federal Rail Administration to achieve the goal in restoring passenger rail to the Gulf Coast.

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The Southern Rail Commission

The Southern Rail Commission was established by an act of Congress in June 1982 (Public Law 97-213). The Commission is made up of seven members from each state, including the governor, state department of transportation, and five commissioners appointed by the governor. Membership is open to contiguous states subject to approval by that State Legislature. Its mission is to support the establishment and advancement of passenger rail services and facilities, while improving rail safety in the states of Louisiana, Mississippi and Alabama. The Commission seeks to promote the safe, reliable and efficient movement of people and goods; enhance economic development along rail corridors; provide transportation choices; and facilitate emergency evacuation routes.

The Southern Rail Commission engages in activities such as conducting studies, convening hearings, advocacy around state and federal policy and executing plans and policies.

An important part of the Southern Rail Commission's vision is to create a strong, multi-modal transportation network throughout the Gulf South. The Commission has developed an alliance of local elected officials, business leaders, and civic leaders across the Gulf States that support the return of passenger rail service. The effort and commitment by locally elected leaders and regional planners across state lines and municipal jurisdictions is unprecedented.

This alliance has spurred cities along the Gulf to address their own intermodal and transit connections preparing their communities to better integrate into the rail system. In particular due to the hurricane damage of 2004 and 2005 and the Deepwater Horizon Oil Spill disaster, once disconnected communities are now thinking and planning as a region. They see themselves as a linear economic center of the South along a spine of freight and passenger rail vitality. The leaders of the communities realize that the best future for all metropolitan areas along the Gulf Coast is to continue combining their economic strengths into a regional center for business and in-migration. Passenger rail is a key component of that vision.

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West Florida Regional Planning Commission

The West Florida Regional Planning Council (WFRPC) is a multi-purpose regional entity recognized by the state of Florida. The WFRPC supports the region of Northwest Florida by planning for and coordinating intergovernmental solutions to growth-related problems, providing technical assistance to local governments and meeting the needs of communities across the region.

In 2012, the West Florida Regional Planning Council (as staff to the Florida-Alabama and Okaloosa-Walton Transportation Planning Organizations) began participating in the meetings regarding restoration of passenger rail service along the Gul Coast.

The West Florida Regional Planning Council (WFRPC) serves seven counties in the panhandle of Florida, three of which previously had designated stops and would be impacted by restoration of service. Those cities and counties are City of Pensacola in Escambia County, City of Crestview in Okaloosa County, and City of Chipley in Washington County.

When the Gulf Coast Rail Service Working Group was established in December 2015, per Section 11304 of the FAST Act, Mayor Knox Ross of the Southern Rail Commission recommended to FRA that I serve on the Working Group. The FRA approved my appointment on Feb 9, 2016 and followed up with a letter of confirmation.

Appendix G
Resolutions of Support

RESOLUTION 16 – 03

A RESOLUTION OF THE APALACHEE REGIONAL PLANNING COUNCIL (ARPC) IN SUPPORT OF THE RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through New Orleans and Mobile to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of Mobile's passenger rail terminal facility; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Mobile, Pensacola, Crestview, Chipley, Tallahassee, and Jacksonville to Orlando; and

WHEREAS, CSX, and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have both committed to cooperating with Amtrak in providing this vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando;

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings by September 2016; and

NOW, THEREFORE, BE IT RESOLVED the Apalachee Regional Planning Council recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida with a designated stop in Tallahassee, Florida.

Approved by unanimous vote of the Apalachee Regional Planning Council meeting in regular session on the 31st day of March, 2016

BY:

Randy Merritt, ARPC Chairman

ATTEST:

Chris Rietow, ARPC Executive Director

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RESOLUTION 06-2016
A RESOLUTION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO FLORIDA

WHEREAS, before Hurricane Katrina, Amtrak's Sunset Limited passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through New Orleans and Mobile to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of Mobile's passenger rail terminal facility; and

WHEREAS, Amtrak suspended all service on the eastern portion of the Sunset Limited line from New Orleans through Mobile, Pensacola, Crestview, Chipley, Tallahassee, and Jacksonville to Orlando; and

WHEREAS, CSX and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have both committed to cooperating with Amtrak in providing the vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama and Florida; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando;

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings by September 2016; and

NOW, THERFORE, BE IT RESOLVED the City of Atmore recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida with a designated stop in Atmore, Alabama.

Passed and duly adopted by the City of Atmore on this 11th day of April, 2016.

By: _____
Mayor, City of Atmore

Attest: _____
City Clerk, City of Atmore

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RESOLUTION BAY 13-07

A RESOLUTION OF THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND JACKSONVILLE, FLORIDA

WHEREAS, the Bay County Transportation Planning Organization (TPO) is the organization designated by the Governor of Florida as being responsible, together with the State of Florida, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Bay County TPO Planning Area; and

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through New Orleans and Mobile to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of Mobile's passenger rail terminal facility; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Mobile, Pensacola, Crestview, Chipley, Tallahassee, and Jacksonville to Orlando; and

WHEREAS, CSX and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have both committed to cooperating with Amtrak in providing this vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, the population growth along the Gulf Coast is projected to continue, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities and alternative transportation options for commuters, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando;

NOW, THEREFORE, BE IT RESOLVED BY THE BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION THAT:

The TPO recommends and supports the restoration of dependable, daily passenger rail service along the suspended route from New Orleans, LA to Jacksonville, FL and on to Orlando, FL.

Passed and duly adopted by the Bay County Transportation Planning Organization on this 24th day of April 2013.

BAY COUNTY TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Mike Nelson, Chairman

ATTEST: _____

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RECEIVED
JUL 05 2016
BY: Oct via fax
mtg 7-5-16

<Resolution in Support of the Restoration of Passenger Rail Service to the MS Gulf Coast>

By Resolution of the

City of Bay St. Louis, Mississippi

WHEREAS, the cities and counties of the Mississippi Gulf Coast have been actively seeking the restoration of passenger rail following suspension of the Sunset Limited due to Hurricane Katrina in 2005; and,

WHERAS, the loss of this rail service at a time when our coast was already decimated by the storm exacerbated the loss that the people were feeling, that in realty we were disconnected from much of the country; and,

WHEREAS, the current efforts of the Gulf Coast Working Group, along with the Federal Railroad Administration, Southern Rail Commission, Amtrak, CSX and other key stakeholders to restore passenger rail service along the CSX rail line from New Orleans, Louisiana to Florida has the unbridled support of the public and this body, as this service will be a major linchpin in the sustainable recovery of the Mississippi Gulf Coast; and,

WHEREAS, the benefits of having passenger rail that connects the Gulf Coast states to this to Amtrak, the national rail system, can be measured as being regionally and nationally significant. This service will provide:

1. Mobility and access, connecting people to places for jobs, schools, health care and recreation that may not otherwise have no means of travel;
2. Connection to a nation-wide rail system to travel across the country in a safe, relaxed environment;
3. Economic development initiatives in proximity to the station locations and across the Gulf Coast region;
4. Intermodal connectivity to complete the trips via automobile, public transportation, bicycles and as pedestrians.

NOW, THEREFORE, the City of Bay St. Louis, Mississippi expresses its wholehearted support of the restoration of daily passenger rail service to the Gulf Coast from Louisiana to Florida; and

FURTHERMORE, the Mayor and Council pledges to work with the Gulf Coast Working Group to satisfy the demands of the people in our region and the nation's Capital for a well-planned, cost effective rail service;

THUS, LASTLY, this governing body commends the Southern Rail Commission and our U.S. Congressional Delegation, for their vision and dedication to the sustained recovery and growth of the Mississippi Gulf Coast.

Dated: 7/5/2016

By: Mayor **Attest:**

07/05/16 11:32AM Bay St Louis Mayor's Office 2284665490 p.01

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Resolution No. 215-16

RESOLUTION AUTHORIZING SUBMITTAL OF A GRANT APPLICATION TO THE SOUTHERN RAIL COMMISSION AND COMMITTING REQUIRED MATCH TO IMPROVE SAFE ACCESS AND BETTER CONNECTIVITY FROM THE BILOXI DOWNTOWN RAILWAY PLATFORM

WHEREAS, the Southern Rail Commission has federal grant funds available to assist communities in Alabama and Mississippi along the designated federal Gulf Coast High Speed Rail (HSR) corridor that are planning for restored passenger rail service to improve stations and station areas to ensure safe access and better connectivity to and from the station, improve conveniences for riders and leverage the economic opportunity that comes with station redevelopment; and

WHEREAS, the City of Biloxi is eligible to apply for a grant to the Southern Rail Commission to assist in funding a pedestrian walkover to provide safe connectivity between its rail station platform, which is located on the Gulf Coast HSR corridor, and downtown Biloxi's Coast Transit Authority multimodal facility; and

WHEREAS, the City of Biloxi Comprehensive Plan, adopted December 2009, identifies the need for pedestrian enhancements to support downtown redevelopment and to expand multimodal transportation opportunities; and

WHEREAS, the City of Biloxi has determined that it is in the best interest of the City, its residents and its economy to apply for a Southern Rail Commission grant in the amount of $250,000 to assist in funding a pedestrian walkover to provide safe connectivity between its rail station platform and the multimodal facility; and

WHEREAS, the Southern Rail Commission grant program requires a 50 percent minimum match that is available for obligation at the time of grant application; and

Res. No. 215-16

WHEREAS, the City of Biloxi currently has $250,000 in its Economic Development Security Fund, that may be reserved as the required match for the Southern Rail Commission grant program, which would be paid back over a five-year period from increased sales tax revenue or other identified funds directly generated from the project;

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF BILOXI, MISSISSIPPI, THAT:

SECTION 1: The statements, findings, determinations, and conclusions contained in the preamble of this resolution are hereby adopted, ratified and incorporated herein.

SECTION 2: The Mayor, Municipal Clerk and such other representatives as may be necessary hereby are authorized to prepare a grant application requesting $250,000 to assist in funding a pedestrian walkover to provide safe connectivity between the Biloxi rail station platform, which is located on the Gulf Coast HSR corridor, and downtown Biloxi's CTA multimodal facility and to provide any additional information as may be required by the Southern Rail Commission to complete its review of said application.

SECTION 3: The Mayor, Municipal Clerk of the City of Biloxi, and any other appropriate staff, are hereby authorized and directed to reserve $250,000 in the Biloxi Economic Development Security Fund, to provide the minimum match required to leverage a Southern Rail Commission grant. Further, should this grant be funded, said match funds will be paid back over a five-year period from increased sales tax revenue or other identified funds directly generated from the project.

Res. No. 215-16

The foregoing Resolution having first been reduced to writing, was read by the Clerk and moved by Councilmember Newman, seconded by Councilmember Gines, and was adopted by the following vote:

YEAS:	Lawrence Gines Newman	Glavan Fayard	NAYS:	Deming Tisdale

The President then declared the Resolution adopted this the 3rd day of May, 2016.

Submitted to and approved by the Mayor, this the 5th day of May, 2016.

ATTEST: APPROVED:

STATE OF MISSISSIPPI ★ CITY OF BILOXI ★ HARRISON COUNTY

DEPUTY CLERK OF THE COUNCIL MAYOR

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The following Resolution offered and adopted:

Resolution No. 60 Of 2016

A RESOLUTION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORDIA.

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line was the only transcontinental passenger rail service from Los Angeles passing through New Orleans to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of the passenger rail terminal facility in Mobile, AL, and the main line rail bridge between Bay St. Louis and Gulfport, MS; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Bay St. Louis, Gulfport, Biloxi, Pascagoula, Mobile, Atmore, Pensacola, Crestview, Chipley, Tallahassee, Madison, Lake City, and Jacksonville, to Orlando; and

WHEREAS, CSX Transportation, and Norfolk Southern (the freight railroad companies that own the tracks on which Gulf Coast passenger rail service will operate) have both committed to cooperating with Amtrak in providing this vital service across the Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, communities not directly located on the suspended route, and citizens which have limited transportation access, options or physical challenges will be greatly served through an available long distance intercity passenger rail service within reasonable driving distance that provides links to the regional and national intermodal transportation system; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando; and

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings by September 2016; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of Bossier City, Louisiana, in regular session convened, recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida.

The above and foregoing Resolution was read in full at open and legal session convened, was on motion of Mr. Don Williams, and seconded by Mr. Scott Irwin, and adopted on the 5th day of July, 2016, by the following vote:

AYES: Mr. Montgomery, Jr., Mr. Larkin, Mr. Irwin, Mr. Darby, Mr. Williams, Mr. Free and Mr. Harvey

NAYS: none

ABSENT: none

ABSTAIN: none

David Montgomery, Jr., President

Phyllis McGraw, City Clerk

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RESOLUTION NO. 16-13

A RESOLUTION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA.

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through New Orleans and Mobile to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of Mobile's passenger rail terminal facility; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Mobile, Pensacola, Crestview, Chipley, Tallahassee, and Jacksonville to Orlando; and

WHEREAS, CSX, and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have both committed to cooperating with Amtrak in providing this vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando;

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings by September 2016; and

NOW, THEREFORE, BE IT RESOLVED the City of Chipley recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida with a designated stop in Chipley, Florida.

PASSED AND ADOPTED THIS 12TH DAY OF APRIL, 2016.

CITY OF CHIPLEY

Lee Dell Kennedy, Mayor

ATTEST:

Patrice A. Tanner

Assistant City Administrator/City Clerk

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RESOLUTION 16-08

A RESOLUTION OF THE CITY COUNCIL OF CRESTVIEW, FLORIDA SUPPORTING RESTORATION OF PASSENTGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA.

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through New Orleans and Mobile to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of Mobile's passenger rail terminal facility; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Mobile, Pensacola, Crestview, Chipley, Tallahassee, and Jacksonville to Orlando; and

WHEREAS, CSX, and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have both committed to cooperating with Amtrak in providing this vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando;

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings by September 2016; and

NOW, THEREFORE, BE IT RESOLVED The City of Crestview recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida with a designated stop in Crestview, Florida.

Passed and duly adopted by the City of Crestview 28th day of March 2016.

BY: _____
Shannon Hayes, Council President

_____
Elizabeth M. Roy, City Clerk

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RESOLUTION NO. 2148

RESOLUTION IN SUPPORT FOR THE RESTORATION OF PASSENGER RAIL ON THE GULF COAST

WHEREAS, the cities and counties of the Mississippi Gulf Coast have been actively seeking the restoration of passenger rail following suspension of the Sunset Limited due to Hurricane Katrine in 2005; and,

WHEREAS, the loss of rail service at a time when our coast was already decimated by the storm exacerbated the loss that the people were feeling, that in reality we were disconnected from much of the country; and,

WHEREAS, the current efforts of the Gulf Coast Working Group, along with the Federal Railroad Administration, Southern Rail Commission, Amtrak, CSX and other key stakeholders to restore passenger rail service along the CSX rail line from New Orleans, Louisiana to Florida has the unbridled support of the public and this body, as this service will be a major linchpin in the sustainable recovery of the Mississippi Gulf Coast; and,

WHEREAS, the benefits of having passenger rail that connects the Gulf Coast states to this Amtrak, the national rail system, can be measured as being regionally and nationally significant. This service will provide:

1. Mobility and access, connecting people to places for jobs, schools, health care and recreation that may not otherwise have no means of travel;
2. Connection to a nation-wide rail system to travel across the country in a safe, relaxed environment;
3. Economic development initiatives in proximity to the station locations and across the Gulf Coast region;
4. Intermodal connectivity to complete the trips via automobile, public transportation, bicycles and as pedestrians.

NOW, THEREFORE, the City of D'Iberville expresses its wholehearted support of the restoration of daily passenger rail service to the Gulf Coast from Louisiana to Florida; and

FURTHERMORE, the City of D'Iberville pledges to work with the Gulf Coast Working Group to satisfy the demands of the people in our region and the nation's Capital for a well-planned, cost effective rail service;

THUS, LASTLY, the City of D'Iberville commends the Southern Rail Commission and our U.S. Congressional Delegation, for their vision and dedication to the sustained recovery and growth of the Mississippi Gulf Coast.

The foregoing Resolution having first been reduced to writing was read by the Clerk and the motion was made by Boarge Seconded by Ellis to accept, and upon call for a vote the following was recorded:

AYES: Peloquin Toncrey
Boarge Quave
Diaz Ellis

NAYS: None

The Mayor declared the Motion **carried**, and the Resolution **adopted** this the **5th** day of **July,** 2016.

Rusty Quave, Mayor

ATTEST:

Jodi Weise, City Clerk

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Resolution 2016-026
Agenda Item 2016-114

RESOLUTION BY THE COUNCIL
CITY OF DIAMONDHEAD, MISSISSIPPI

WHEREAS, the cities and counties of the Mississippi Gulf Coast have been actively seeking the restoration of passenger rail following suspension of the Sunset Limited due to Hurricane Katrina in 2005; and,

WHERAS, the loss of this rail service at a time when our coast was already decimated by the storm exacerbated the loss that the people were feeling, that in realty we were disconnected from much of the country; and,

WHEREAS, the current efforts of the Gulf Coast Working Group, along with the Federal Railroad Administration, Southern Rail Commission, Amtrak, CSX and other key stakeholders to restore passenger rail service along the CSX rail line from New Orleans, Louisiana to Florida has the unbridled support of the public and this body, as this service will be a major linchpin in the sustainable recovery of the Mississippi Gulf Coast; and,

WHEREAS, the benefits of having passenger rail that connects the Gulf Coast states to this to Amtrak, the national rail system, can be measured as being regionally and nationally significant. This service will provide:

1. Mobility and access, connecting people to places for jobs, schools, health care and recreation that may not otherwise have no means of travel;
2. Connection to a nation-wide rail system to travel across the country in a safe, relaxed environment;
3. Economic development initiatives in proximity to the station locations and across the Gulf Coast region;
4. Intermodal connectivity to complete the trips via automobile, public transportation, bicycles and as pedestrians.

NOW, THEREFORE, City Council expresses its wholehearted support of the restoration of daily passenger rail service to the Gulf Coast from Louisiana to Florida; and

FURTHERMORE, the City Council of Diamondhead, Mississippi pledges to work with the Gulf Coast Working Group to satisfy the demands of the people in our region and the nation's Capital for a well-planned, cost effective rail service;

THUS, LASTLY, the City Council of Diamondhead, Mississippi commends the Southern Rail Commission and our U.S. Congressional Delegation, for their vision and dedication to the sustained recovery and growth of the Mississippi Gulf Coast.

The foregoing Resolution having first been reduced to writing, was read by the Clerk, so moved by Councilmember Rech, seconded by Councilmember Knobloch, and acted upon by the following vote:

	AYES:	NAYS:	ABSENT:
Councilmember Lopez			✓
Councilmember Woolbright			✓
Councilmember Rech	✓		
Councilmember Sislow	✓		
Councilmember Knobloch	✓		
Mayor Schafer	✓		

Mayor Thomas Schafer, IV then declared the Resolution adopted this 5th day of July, 2016.

ATTEST:
Jeannie Klein, City Clerk

APPROVED:
Mayor Thomas Schafer, IV

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A RESOLUTION SUPPORTING RESTORATION OF PASSENGER PAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line was the only transcontinental passenger rail service from Los Angeles passing through New Orleans to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of the passenger rail terminal facility in Mobile, AL, and the main line rail bridge between Bay St. Louis and Gulfport, MS; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Bay St. Louis, Gulfport, Biloxi, Pascagoula, Mobile, Atmore, Pensacola, Crestview, Chipley, Tallahassee, Madison, Lake City, and Jacksonville to Orlando; and

WHEREAS, CSX Transportation, and Norfolk Southern (the freight railroad companies that own the tracks on which Gulf Coast passenger rail service will operate) have both committed to cooperating with Amtrak in providing this vital service across the Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, communities not directly located on the suspended route, and citizens which have limited transportation access, options or physical challenges will be greatly served through an available long distance intercity passenger rail service within reasonable driving distance that provides links to the regional and national intermodal transportation system; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando; and

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings by September 2016; and

NOW, THEREFORE, BE IT RESOLVED that the Escambia County (Alabama) Commission recommends and supports the restoration of dependable, daily passenger rail service

along the suspended route between New Orleans, Louisiana and Orlando, Florida with a designated stop in Atmore, Alabama.

DONE, this the 13th day of June, 2016.

Raymond Wiggins
Commission Chairman
Escambia County, Alabama

Tony Gabbe
County Administrator

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Escambia County
Clerk's Original
Add On #1
3/17/2016 Robinson

RESOLUTION NUMBER R2016- 43

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA; PROVIDING FOR AN EFFECTIVE DATE.

Date: 4/14/2016 Verified By: K. McLeod

WHEREAS, before Hurricane Katrina, Amtrak's Sunset Limited passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through New Orleans and Mobile to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast and caused the loss of other portions of the infrastructure, including the total loss of Mobile's passenger rail terminal facility; and

WHEREAS, Amtrak suspended all service on the eastern portion of the Sunset Limited line from New Orleans through Mobile, Pensacola, Crestview, Chipley, Tallahassee, and Jacksonville to Orlando; and

WHEREAS, CSX, and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have both committed to cooperating with Amtrak in providing this vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, resuming passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando;

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings by September 2016.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF ESCAMBIA COUNTY, FLORIDA, AS FOLLOWS:

Section 1. That the Board of County Commissioners finds the above recitals to be true and correct and incorporates them herein by reference.

Section 2. That Escambia County hereby recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida with a designated stop in Pensacola, Florida.

Section 3. That this resolution shall take effect immediately upon its adoption by the Board of County Commissioners.

ADOPTED this 17th day of March 2016.

BOARD OF COUNTY COMMISSIONERS
ESCAMBIA COUNTY, FLORIDA

Grover C. Robinson, IV, Chairman

ATTEST: Pam Childers
Clerk of the Circuit Court

Kimberly McCord
Deputy Clerk

SEAL

Date Executed
4-14-2016

Approved as to form and legal sufficiency.
By/Title:
Date: 3/17/16

BCC Approved: March 17, 2016

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RESOLUTION FL-AL 13-11

A RESOLUTION OF THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND JACKSONVILLE, FLORIDA

WHEREAS, the Florida-Alabama Transportation Planning Organization (TPO) is the organization designated by the Governors of Florida and Alabama as being responsible, together with the States of Florida and Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Florida-Alabama TPO Planning Area; and

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through New Orleans and Mobile to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of Mobile's passenger rail terminal facility; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Mobile, Pensacola, Crestview, Chipley, Tallahassee, and Jacksonville to Orlando; and

WHEREAS, CSX, and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have both committed to cooperating with Amtrak in providing this vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, the population growth along the Gulf Coast is projected to continue, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities and alternative transportation options for commuters, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando;

NOW, THEREFORE, BE IT RESOLVED BY THE FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION THAT:

The TPO recommends and supports the restoration of dependable, daily passenger rail service along the suspended route from New Orleans, LA to Jacksonville, FL and on to Orlando, FL. Passed and duly adopted by the Florida-Alabama Transportation Planning Organization on this 10th day of April 2013.

FLORIDA-ALABAMA TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Lane Lynchard, Chairman

ATTEST: _____

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Florida House of Representatives

Representative Doug Broxson

District 3

Insurance & Banking Subcommittee
Agriculture & Natural Resources
Appropriations Subcommittee

Local & Federal Affairs Committee
Veteran & Military Affairs Subcommittee

July 7, 2016

Sarah E. Feinberg
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. Feinberg:

Prior to the 2005 destruction of Hurricane Katrina, Amtrak's Sunset Limited passenger line served railroad travelers as the only transcontinental passenger rail service in my district including Pensacola and Crestview. The unavailability of passenger rail service to the eastern Gulf Coast, and between New Orleans and Orlando, has greatly reduced economic growth and travel opportunities in northeast Florida.

Recent commitments between CSX, Norfolk Southern, Amtrak, and many others have been made to collaboratively restore this vital service to the eastern Gulf Coast. This passenger rail has many benefits to our area which include job creation through development opportunities, reduced environmental impact, increased tourism, and positive economic development.

I strongly recommend and support the restoration of dependable, daily passenger rail service along the suspended route between New Orleans and Orlando with designated stops in Pensacola and Crestview.

Best Regards,

Doug Broxson
State Representative

DB/jr

District Offices:
Pensacola State College, Building 4000, RM 4013, 5988 HWY 90, Milton Fl 32583-1713 Phone: 850-626-3113 Fax: 850-626-3114
Pensacola State College, RM 5141, 5075 Gulf Breeze Parkway, Gulf Breeze FL 32563-3100 Phone: 850-916-5436 Fax: 850-916-5438
Capitol Office: 405 House Office Building, 402 S Monroe St., Tallahassee FL 32399-1300 Phone: 850-717-5003

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There came for consideration of the Mayor and Members of the Council of the City of Gautier, Mississippi the following:

RESOLUTION NUMBER 012-2016

A RESOLUTION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line was the only transcontinental passenger rail service from Los Angeles passing through New Orleans to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of the passenger rail terminal facility in Mobile, AL, and the main line rail bridge between Bay St. Louis and Gulfport, MS; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Bay St. Louis, Gulfport, Biloxi, Pascagoula, Mobile, Atmore, Pensacola, Crestview, Chipley, Tallahassee, Madison, Lake City, and Jacksonville to Orlando; and

WHEREAS, CSX Transportation, and Norfolk Southern (the freight railroad companies that own the tracks on which Gulf Coast passenger rail service will operate) have both committed to cooperating with Amtrak in providing this vital service across the Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, communities not directly located on the suspended route, and citizens which have limited transportation access, options or physical challenges will be greatly served through an available long distance intercity passenger rail service within reasonable driving distance that provides links to the regional and national intermodal transportation system; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando; and

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings by September 2016; and

NOW, THEREFORE, BE IT RESOLVED the City of Gautier recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida .

Motion made by **Councilman Vaughan**, seconded by **Councilwoman Martin**, and the following vote was recorded.

AYES: **Gordon Gollott**
Mary Martin
Johnny Jones
Hurley Ray Guillotte
Casey Vaughan
Rusty Anderson
Adam Colledge

NAYS: **None**



MAYOR

ATTEST:



CITY CLERK

PASSED AND ADOPTED by Mayor and Members of the Council of the City of Gautier, Mississippi, at the meeting of June 7, 2016.

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City of Gonzales

State of Louisiana

Resolution

RESOLUTION # 2849

A RESOLUTION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA.

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line was the only transcontinental passenger rail service from Los Angeles passing through New Orleans to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of the passenger rail terminal facility in Mobile, AL, and the main line rail bridge between Bay St Louis and Gulfport, MS; and

WHEREAS, Amtrak suspended all services on the eastern portion of the *Sunset Limited* line from New Orleans through Bay St. Louis, Gulfport Biloxi, Pascagoula, Mobile, Atmore, Pensacola, Crestview, Chipley, Tallahassee, Madison, Lake City, and Jacksonville to Orlando: and

WHEREAS, CSX Transportation, and Norfolk Southern (the freight railroad companies that own the tracks on which Gulf Coast passenger rail service will operate) have both committed to cooperating with Amtrak in providing this vital service across the Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, communities not directly located on the suspended route, and citizens which have limited transportation access, options or physical challenges will be greatly served through an available long distance intercity passenger rail service within reasonable driving distance that provides links to the regional and national intermodal transportation system; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando; and

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "Fast Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings by September 2016; and

NOW, THEREFORE, BE IT RESOLVED that the City of Gonzales, recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida

The forgoing motion was offered by Councilman Kirk Boudreaux, seconded by Councilman Harold Stewart

I the undersigned, hereby certify that the foregoing resolution was duly adopted following a roll call vote:

YEAS: Councilman Kirk Boudreaux, Councilman Neal Bourque, Councilman Terance Irvin, Councilman David Guitreau, Councilman Harold Stewart

NAYS: NONE ABSENT: NONE

IN WITNESS WHEREOF, I have set my hand and have caused to be affixed the official Seal of the City of Gonzales, Parish of Ascension, State of Louisiana, on this the 13th day of June, 2016

Barney D. Arceneaux, Mayor-Administrator

ATTEST:

Clay A. Stafford, City Clerk

CITY OF GONZALES LOUISIANA

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There came on for consideration at a duly constituted meeting of the Mayor and Members of the City Council of the City of Gulfport, Mississippi, held on the 5th day of July, 2016, the following Resolution:

RESOLUTION OF THE GULFPORT CITY COUNCIL TO EXPRESS SUPPORT FOR THE RESTORATION OF PASSENGER RAIL SERVICE TO THE MISSISSIPPI GULF COAST, AND FOR RELATED PURPOSES

WHEREAS, the cities and counties of the Mississippi Gulf Coast have been actively seeking the restoration of passenger rail following suspension of the Sunset Limited due to Hurricane Katrina in 2005; and

WHEREAS, the loss of this rail service at a time when our coast was already decimated by the storm exacerbated the loss that the people were feeling, that in realty we were disconnected from much of the country; and,

WHEREAS, the current efforts of the Gulf Coast Working Group, along with the Federal Railroad Administration, Southern Rail Commission, Amtrak, CSX and other key stakeholders to restore passenger rail service along the CSX rail line from New Orleans, Louisiana to Florida has the unbridled support of the public and this body, as this service will be a major linchpin in the sustainable recovery of the Mississippi Gulf Coast; and,

WHEREAS, the benefits of having passenger rail that connects the Gulf Coast states to Amtrak, the national rail system, can be measured as being regionally and nationally significant. This service will provide:

1. Mobility and access, connecting people, who may not otherwise have any means of travel, to places for jobs, schools, health care and recreation;

2. Connection to a nation-wide rail system to travel across the country in a safe, relaxed environment;

3. Economic development initiatives in proximity to the station locations and across the Gulf Coast region;

4. Intermodal connectivity to complete the trips via automobile, public transportation, and bicycles and as pedestrians.

NOW THEREFORE, BE IT RESOLVED BY THE MAYOR AND CITY COUNCIL OF THE CITY OF GULFPORT, MISSISSIPPI, AS FOLLOWS, TO WIT:

Section 1. That the matters, facts and things recited in the Preamble hereto are hereby adopted as the official findings of the Governing Authority.

Section 2. That the City of Gulfport hereby expresses its wholehearted support of the restoration of daily passenger rail service to the Gulf Coast from Louisiana to Florida.

Section 3. That the City of Gulfport hereby pledges to work with the Gulf Coast Working Group to satisfy the demands of the people in our region and the nation's Capital for a well-planned, cost effective rail service.

Section 4. That the City of Gulfport commends the Southern Rail Commission and our U.S. Congressional Delegation, for their vision and dedication to the sustained recovery and growth of the Mississippi Gulf Coast.

Section 5. That this Resolution be, and it is hereby ordered to be spread on the minutes of the governing Authority, and to be in full force and effect upon its passage and enactment according to law and that a copy of this Resolution be provided to the South Mississippi Planning and Development District in order that they may provide a copy to the Gulf Cost Working Group, the Southern Rail Commission, our US Congressional District, as needed, and to any others as may be beneficial.

The above and foregoing Resolution, after having been first reduced to writing and ready by the Clerk, was introduced by Councilmember Pucheu, seconded by Councilmember Casey, and was adopted by the following roll call vote:

YEAS:	NAYS:	ABSENT:
Casey	**None**	**Holmes-Hines**
Dombrowski		
Walker		
Sharp		
Flowers		
Pucheu		

WHEREUPON the President declared the motion carried and the Resolution adopted, this the 5th day of July, 2016.

(SEAL)

ATTEST: **ADOPTED:**

Ronda S. Cole, Clerk of Council **F.B. "Rusty" Walker, IV, President**

The above and foregoing Resolution having been submitted to and approved by the Mayor, this the 6th day of July, 2016.

APPROVED:

Billy Hewes, Mayor

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Gulf Regional Planning Commission

<Resolution in Support of the Restoration of Passenger Rail Service to the MS Gulf Coast>

By Resolution of the

GULF REGIONAL PLANNING COMMISSION

WHEREAS, the Gulf Regional Planning Commission for the MS Gulf Coast is actively participating as a member of the Gulf Coast Working Group, along with the Federal Railroad Administration, Southern Rail Commission, Amtrak, CSX and other key stakeholders to restore passenger rail service along the CSX rail line from New Orleans, Louisiana to Florida, with stops along the Mississippi Gulf Coast; and,

WHEREAS, by U.S. Congressional legislation, the working group is preparing a report to present to Congress on the implementation of the *City of New Orleans* daily Amtrak service including a service alternative to provide daily service between New Orleans and Mobile; and,

WHEREAS, the benefits of connecting the Gulf Coast states to this national rail system can be measured as being regionally and nationally significant. This service will provide:

1. Mobility and access, connecting people to places for jobs, schools, health care and recreation that may not otherwise have no means of travel;
2. Connection to a nation-wide rail system to travel across the country in a safe, relaxed environment;
3. Economic development initiatives in proximity to the station locations and across the Gulf Coast region;
4. Intermodal connectivity to complete the trips via automobile, public transportation, bicycles and as pedestrians.

NOW, THEREFORE, the Gulf Regional Planning Commission expresses its wholehearted support of the restoration of daily passenger rail service to the Gulf Coast from Louisiana to Florida; and

FURTHERMORE, the Commission pledges to continue its work on the Gulf Coast Working Group to satisfy the demands of the people in our region and the nation's Capital for a well-planned, cost effective rail service;

THUS, LASTLY, the Gulf Regional Planning Commission commends the Southern Rail Commission and our U.S. Congressional Delegation, for their vision and dedication to the sustained recovery and growth of the Mississippi Gulf Coast.

By Unanimous Vote of the Gulf Regional Planning Commission, Dated: 5/25/2011

By: W. Brian Fulton
W. Brian Fulton, Chairman

Attest: Elaine G. Wilkinson
Elaine G. Wilkinson, Executive Director

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YOUR BUSINESS JUST GOT BETTER

HANCOCK CHAMBER

Bay St. Louis ▪ Diamondhead
Kiln ▪ Stennis ▪ Waveland

June 21, 2016

Elaine G. Wilkinson
Executive Director
Gulf Regional Planning Commission
1635 Popps Ferry RD, Suite G
Biloxi, MS 39532

Dear Elaine:

I am pleased to write this letter of support to restore passenger rail service between New Orleans, Louisiana and Orlando, Florida with a designated stop in Hancock County, Mississippi at our historic depot district. This beautiful depot is one of the few historic landmarks remaining on the Mississippi Gulf Coast and this service would enable the City to graciously and safely receive our much anticipated passengers.

Bay St. Louis and Hancock County have a history that is built upon the second home market—those travelers who, using the train, came to our shores on weekends and summers. This market has a loyal base of support for our area because of this historic resource. Restoring the Amtrak service to this region will rebuild a market that has not yet rebounded since Hurricane Katrina and the Gulf Oil Spill.

It was the very businessmen of the New Orleans area who established the Hancock Chamber 90 years ago to grow commerce in the region. As the largest business organization in the county, we represent 600 member businesses with 2,500 representatives and 20,000 employees. The mission of the Chamber is to promote the social, civic and economic well-being of Hancock County with particular emphasis upon the development of jobs and the promotion of retail, industrial, agricultural and tourism businesses.

We strongly support the combined efforts of governmental entities at the local, state and federal level for this important initiative through the Gulf Coast Working Group, along with the Federal Railroad Administration, Southern Rail Commission, Amtrak, CSX and other key stakeholders to restore passenger rail service along the CSX rail line from New Orleans, Louisiana to Florida to provide:

100 South Beach Boulevard, Suite A, Bay St. Louis, MS 39520
www.hancockchamber.org / tish@hancockchamber.org

- Mobility and access, connecting people to places for jobs, schools, health care and recreation who may otherwise have no means of travel;
- Connection to a nation-wide rail system to travel across the country in a safe, relaxed environment;
- Economic development initiatives in proximity to the station locations and across the Gulf Coast region; and,
- Intermodal connectivity to complete the trips via automobile, public transportation, bicycles and as pedestrians.

We look forward to working with the Gulf Coast Working Group to satisfy the demands of the people in our region and the nation's Capital for a well-planned, cost effective rail service; and, we commend the Southern Rail Commission and our U.S. Congressional Delegation, for their vision and dedication to the sustained recovery and growth of the Mississippi Gulf Coast.

Sincerely,

Tish H. Williams
Executive Director

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A RESOLUTION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA, AND ORLANDO, FLORIDA, WITH A DESIGNATED STOP IN HANCOCK COUNTY, MISSISSIPPI

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line was the only transcontinental passenger rail service from Los Angeles passing through New Orleans to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of the passenger rail terminal facility in Mobile, AL, and the mainline rail bridge between Bay St. Louis and Gulfport, MS; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Bay St. Louis, Gulfport, Biloxi, Pascagoula, Mobile, Atmore, Pensacola, Crestview, Chipley, Tallahassee, Madison, Lake City, and Jacksonville to Orlando; and

WHEREAS, CSX Transportation and Norfolk Southern (the freight railroad companies that own tracks on which Gulf Coast passenger rail service will operate) have both committed to cooperating with Amtrak in providing this vital service across the Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, communities not directly located on the suspended route, and citizens which have limited transportation access, options or physical challenges, will be greatly served through an available long distance intercity passenger rail service within reasonable driving distance that provides links to the regional and national intermodal transportation system; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando; and

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana, and Orlando, Florida, and to submit findings by September 2016.

NOW, THEREFORE, BE IT RESOLVED the Hancock County, Mississippi, Board of Supervisors hereby recommends and supports the restoration of dependable daily passenger rail service along the suspended route between New Orleans, Louisiana, and Orlando, Florida, with a designated stop in Hancock County, Mississippi.

Passed and duly adopted by the Hancock County Board of Supervisors this the 6th day of June, 2016.

Blaine LaFontaine, Board President

ATTEST: Timothy A. Kellar

Timothy Kellar, Chancery Clerk

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RESOLUTION OF THE BOARD OF SUPERVISORS
OF JACKSON COUNTY, MISSISSIPPI IN SUPPORT OF THE
RESTORATION OF PASSENGER RAIL SERVICE
TO THE MISSISSIPPI GULF COAST

WHEREAS, the cities and counties of the Mississippi Gulf Coast have been actively seeking the restoration of passenger rail following suspension of the Sunset Limited due to Hurricane Katrina in 2005; and

WHEREAS, the loss of this rail service at a time when our coast was already decimated by the storm exacerbated the loss that the people were feeling, that in reality we were disconnected from much of the country; and,

WHEREAS, the current efforts of the Gulf Coast Working Group, along with the Federal Railroad Administration, Southern Rail Commission, Amtrak, CSX and other key stakeholders to restore passenger rail service along the CSX rail line from New Orleans, Louisiana to Florida has the unbridled support of the public and this body, as this service will be a major linchpin in the sustainable recovery of the Mississippi Gulf Coast; and,

WHEREAS, the benefits of connecting the Gulf Coast states to this national rail system can be measured as being regionally and nationally significant. This service will provide:

1. Mobility and access, connecting people to places for jobs, schools, health care and recreation that may not otherwise have no means of travel; and
2. Connection to a nation-wide rail system to travel across the country in a safe, relaxed environment; and
3. Economic development initiatives in proximity to the station locations and across the Gulf Coast region; and
4. Intermodal connectivity to complete the trips via automobile, public transportation, bicycles and as pedestrians.

NOW, THEREFORE, the Jackson County Board of Supervisors expresses its unqualified support of the restoration of the passenger rail service to the Gulf Coast from Louisiana to Florida; and

FURTHERMORE, the Jackson County Board of Supervisors pledges to work with the Gulf Coast Working Group to satisfy the demands of the people in our region and the nation's Capital for a well-planned, cost effective rail service;

THUS, LASTLY, the Jackson County Board of Supervisors commends the Southern Rail

Commission and our U.S. Congressional Delegation, for their vision and dedication to the sustained recovery and growth of the Mississippi Gulf Coast.

The motion to approve the foregoing resolution was made by Supervisor Cumbest seconded by Supervisor Taylor, and the following vote was recorded:

Supervisor Cumbest	Yes
Supervisor Harris	Yes
Supervisor Taylor	Yes
Supervisor Ross	Yes
Supervisor Bosarge	Yes

RESOLVED, this the 5th day of July, 2016.

ATTEST:

Clerk of the Board

BOARD OF SUPERVISORS

By: Melton Harris
President

CHANCERY CLERK
JACKSON COUNTY, MISS.

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OFFICE OF MAYOR LENNY CURRY

ST. JAMES BUILDING
117 WEST DUVAL STREET, SUITE 400
JACKSONVILLE, FLORIDA 32202

PH: (904) 630-1776
FAX: (904) 630-2391
www.coj.net

May 31, 2016

Sarah E. Feinberg
Federal Railroad Administration
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Ms. Feinberg:

Prior to the 2005 destruction of Hurricane Katrina, Jacksonville was a beneficiary of Amtrak's *Sunset Limited* service.

The unavailability of passenger rail service to the eastern Gulf Coast, and between New Orleans and Orlando, has greatly reduced economic growth and travel opportunities in northeast Florida. The *Sunset Limited* served many large communities, including Jacksonville, Pensacola, Tallahassee, and Lake City.

In light of recent commitments between CSX, Norfolk Southern and Amtrak to collaboratively restore this service, I urge you to carefully consider the far-reaching benefits of this restoration which includes job creation, economic development, reduced environmental impact, and increased tourism. As mayor of Jacksonville, I recognize the benefits of the proposed restoration.

You have an open invitation to visit Jacksonville and experience the many wonderful amenities our gateway city and northeast Florida offer to residents and visitors alike.

Sincerely,

Lenny Curry
Mayor

LC/sw

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HFD/lss
3/31/2016

CITY COUNCIL RESOLUTION NO. 2016-021

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LAKE CITY, FLORIDA, SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA .

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through New Orleans and Mobile to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of Mobile's passenger rail terminal facility; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Mobile, Pensacola, Crestview, Chipley, Tallahassee, and Jacksonville to Orlando; and

WHEREAS, CSX and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have both committed to cooperating with Amtrak in providing this vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the Eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando; and

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana, and Orlando, Florida, and to submit findings by September 2016;

WHEREAS, the City of Lake City, Florida, desires to support the restoration of passenger rail service between New Orleans, Louisiana, and Orlando, Florida.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LAKE CITY, FLORIDA, AS FOLLOWS:

Section 1. The above recitals are all true and accurate and are hereby incorporated herein and made a part of this resolution.

Section 2. The City Council of the City of Lake City, Florida, hereby recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana, and Orlando, Florida, with a designated stop in Lake City, Florida,

PASSED AND ADOPTED at a meeting of the City Council this 4th day of April, 2016.

Mayor-Councilman

ATTEST:

City Clerk

APPROVED AS TO FORM AND LEGALITY:

By: _____

HERBERT F. DARBY
City Attorney

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RESOLUTION NO. 11-72

A RESOLUTION OF THE BOARD OF COUNTY COMMISSIONERS OF LEON COUNTY, FLORIDA, IN SUPPORT OF THE RESTORATION OF PASSENGER RAIL SERVICE THROUGHOUT NORTH FLORIDA AND THE GULF COAST REGION.

WHEREAS, In August 2005, passenger rail service east of New Orleans, LA was suspended due to catastrophic damages caused by Hurricane Katrina; and

WHEREAS, October 16, 2008, the "Passenger Rail Investment and Improvement Act of 2008" was enacted requiring Amtrak's Gulf Coast Service Plan Report; and

WHEREAS, July 16, 2009, Amtrak submitted its Gulf Coast Service Plan Report as required by "Passenger Rail Investment and Improvement Act of 2008" and outlined the three most feasible options for restoring service to North Florida and the Gulf Coast Region; and

WHEREAS, the reinstitution of passenger rail service will greatly benefit business, mobility, and exchange across North Florida and the Gulf Coast Region; and

WHEREAS, local governments in Leon County have invested a considerable amount of tax funds toward the improvement of the local service station area with the development of Cascades Park and the Gaines Street revitalization project; and

WHEREAS, the Leon County Board of County Commissioners recognizes the importance of multimodal systems of transportation to get people and goods moving in order spur economic growth in the community and the region; and

WHEREAS, the Leon County Board of County Commissioners recognize the need for alternative modes of travel for commercial and recreational purposes; and

WHEREAS, Leon County seeks to reduce the reliance on single occupancy automobile travel; and

NOW, THEREFORE, BE IT RESOLVED by the Board of County Commissioners of Leon County, Florida, that:

1. The Gulf Coast Service Plan would favorably impact and enhance local economic development efforts and alternative modes of travel for commercial and recreation purposes.

2. Leon County supports the restoration of regional and transcontinental passenger rail connectivity throughout North Florida and the Gulf Coast Region.

3. Leon County strongly urges Congress to pursue the restoration of the Gulf Coast Service Plan and adequately appropriate funds for the capital and ongoing operating costs.

4. Leon County understands the shared responsibility to improve and/or maintain the suspended service stations in order to implement passenger rail service in a timely fashion.

DONE AND ADOPTED by the Board of County Commissioners of Leon County, Florida, on this the 13 day of December 2011.

LEON COUNTY, FLORIDA

BY: Akin S. Akinyemi
Akin Akinyemi, Chairman
BOARD OF COUNTY COMMISSIONERS

ATTEST:

BOB INZER, CLERK OF THE CIRCUIT COURT
LEON COUNTY, FLORIDA

BY: _____

APPROVED AS TO FORM:

OFFICE OF THE COUNTY ATTORNEY
LEON COUNTY, FLORIDA

BY: _____
Herbert W. A. Thiele
County Attorney

F02-00051
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RESOLUTION NO. 16-02

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF LIVE OAK, FLORIDA, IN SUPPORT FOR RESTORATION OF PASSENGER RAIL SERVICE FROM NEW ORLEANS TO JACKSONVILLE AND FOR A STATION STOP TO BE ESTABLISHED IN LIVE OAK, FLORIDA; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Amtrak ridership and revenues have continued to see strong growth in FY 2014, and steady figures for FY 2015, with nearly 31 million riders each year; and

WHEREAS, Amtrak news releases dated 10-27-2014 and 12-2-2015 both emphasize that "New investment in rail infrastructure is critical for future growth of passenger rail to meet passenger demand"; and

WHEREAS, both Jacksonville and New Orleans Amtrak stations are viable and successful transportation hubs, with 77,553 and 196,768 respective riders in 2014; and

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through New Orleans and Mobile to Jacksonville; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as causing the loss of other portions of the infrastructure; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* service from New Orleans through Mobile, Tallahassee, and Jacksonville; and

WHEREAS, Amtrak has yet to restore this vital transportation link; and

WHEREAS, CSX, and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have all committed to cooperating with Amtrak in its providing this vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, the population growth along the Gulf Coast is projected to continue, therefore, restoration of passenger rail service to the eastern Gulf Coast will create jobs, facilitate job creation through development opportunities and alternative transportation options for commuters, enhance tourism, reduce environmental impacts due to personal automobile use, reduce roadway impacts due to personal vehicular use, thereby having a positive economic and environmental impact to all the coastal states Louisiana, Mississippi, Alabama and Florida; and

WHEREAS, such resumption of passenger rail service will also benefit the entire Nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act, Amtrak's enabling legislation which was passed by the United States Congress in 2008, called for Amtrak to study the potential return of passenger rail service from New Orleans to Jacksonville/Orlando; and

WHEREAS, the undersigned, in conjunction with vast local community support, have commonly agreed upon the need for a daily, reliable, quality passenger rail service with an appropriate operating schedule between New Orleans to Jacksonville; and

WHEREAS, the undersigned agree that a base level daily service that meets regional needs, and can serve as a building block for additional long distance or corridor-type service to meet regional and national transportation needs, will stimulate economic development, including facilitating, promoting and supporting: local businesses, community events, festivals and concerts, local historic and eco-tourism opportunities; and

WHEREAS, the City of Live Oak, Florida owes its very existence and namesake as a city - borne out of the railroad expansion in the 1800's, and a stop here by a large "live oak" tree, and henceforth, the railroad has been the backbone of the community providing sustained opportunities for growth and commerce; and

WHEREAS, the City of Live Oak is geographically the obvious choice for a mid-level transportation hub between Tallahassee and Jacksonville, served by two interstate highways, three state highways, and regional airports; and

WHEREAS, the City of Live Oak City Council and Live Oak Community Redevelopment Agency has made a commitment to the revitalization of the Downtown, which would be a viable and appropriate location for an Amtrak passenger station; and

WHEREAS, there is overwhelmingly strong support by the City of Live Oak: residents, citizens, business community, governmental staff, appointed and elected officials – for not only the reestablishment of Amtrak service along this important transportation corridor, but for the establishment of a station stop in the heart of Downtown Live Oak.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF LIVE OAK, FLORIDA, as follows:

Section 1. The recitals and findings contained in the Preamble to this Resolution are adopted by reference and incorporated as if fully set forth in this Section.

Section 2. The City Council, on behalf of the community and all stakeholders, does hereby call for the return of the vital passenger rail service along the Gulf Coast from New Orleans to Jacksonville, with a dedicated stop in Downtown Live Oak, Florida.

Section 3. The City Council further commits to coordinate in the coming weeks and months to provide a detailed list of actions their respective community has taken to facilitate restoration of train service along the Gulf Coast, and to reconvene thereafter to consider the next steps to accomplish this goal.

Section 4. Effective Date. This resolution shall become effective immediately upon adoption and approval and signature of the Mayor.

PASSED AND DULY ADOPTED in a regular Council Session this 8th day of March, 2016.

Keith Mixon, President

Attest:

John W. Gill,
City Clerk

Garth R. Nobles, Jr.
Mayor

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A RESOLUTION THE MAYOR AND BOARD OF ALDERMEN OF THE CITY OF LONG BEACH, MISSISSIPPI, SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA, AND FOR RELATED PURPOSES.

WHEREAS, the Mayor and Board of Aldermen (the "Governing Body") of the City of Long Beach, Mississippi, (the "Municipality") having made due investigation therefore, do now find, determined, adjudicate and resolve as follows:

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line was the only transcontinental passenger rail service from Los Angeles passing through New Orleans to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of the passenger rail terminal facility in Mobile, AL, and the main line rail bridge between Bay St. Louis and Gulfport, MS; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Bay St. Louis, Gulfport, Biloxi, Pascagoula, Mobile, Atmore, Pensacola, Crestview, Chipley, Tallahassee, Madison, Lake City, and Jacksonville to Orlando; and

WHEREAS, CSX Transportation, and Norfolk Southern (the freight railroad companies that own the tracks on which Gulf Coast passenger rail service will operate) have both committed to cooperating with Amtrak in providing this vital service across the Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, communities not directly located on the suspended route, and citizens which have limited transportation access, options or physical challenges will be greatly served through an available long distance intercity passenger rail service within reasonable driving distance that provides links to the regional and national intermodal transportation system; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando; and

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate

CITY OF LONG BEACH, HARRISON COUNTY, MISS. SEAL

the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings by September 2016; and

NOW, THEREFORE, BE IT RESOLVED the City of Long Beach, Mississippi, (the "Municipality") by and through the Mayor and Board of Aldermen (the "Governing Authorities") hereby expresses its support for, and recommends the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida with a designated stops in Gulfport and /or Biloxi, Mississippi.

The above and foregoing Resolution was introduced in writing by Alderman Carrubba who moved its adoption. Alderman Ponthieux seconded the motion, and after discussion the question being put to a roll call vote, the result was as follows:

Alderman Bernie Parker	Voted	Aye
Alderman Gary Ponthieux	Voted	Aye
Alderman Kelly Griffin	Voted	Aye
Alderman Alan Young	Voted	Aye
Alderman Leonard G. Carrubba, Sr.	Voted	Aye
Alderman Mark E. Lishen	Voted	Aye
Alderman Ronnie Hammons	Voted	Aye

The question having received the affirmative vote of all the Aldermen present and voting, the Mayor declared the motion carried and said Resolution adopted and approved this the 7th day of June, 2016.

CITY OF LONG BEACH, HARRISON COUNTY, MISS. SEAL

APPROVED:

WILLIAM SKELLIE, JR., MAYOR

ATTEST:

REBECCA E. SCHROFF, CITY CLERK

CITY OF LONG BEACH, HARRISON COUNTY, MISS. SEAL

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RESOLUTION 2016-6

A RESOLUTION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through New Orleans and Mobile to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of Mobile's passenger rail terminal facility; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Mobile, Pensacola, Crestview, Chipley, Tallahassee, and Jacksonville to Orlando; and

WHEREAS, CSX, and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have both committed to cooperating with Amtrak in providing this vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando;

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings by September 2016; and

NOW, THEREFORE, BE IT RESOLVED the City Commission of the City of Madison, Florida recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida with a designated stop in Madison, Florida.

Passed and duly adopted by the City Commission of the City of Madison, Florida, this 12th day of April, 2016.

ATTEST:

BY: Jim Catron
Jim Catron, Mayor/Commissioner

Lee Anne Hall, City Clerk

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Mississippi Gulf Coast
Chamber of Commerce, Inc.

CONNECT INFORM ADVOCATE DEVELOP

U.S. Chamber of Commerce Accredited ★★★★

Resolution of the Mississippi Gulf Coast Chamber of Commerce, Inc.

Whereas, the Mississippi Gulf Coast have been actively seeking the restoration of passenger rail following suspension of the Sunset Limited due to Hurricane Katrina in 2005; and,

Whereas, the current efforts of the Gulf Coast Working Group, along with the Federal Railroad Administration, Southern Rail Commission, Amtrak, CSX and other key stakeholders to restore passenger rail service along the CSX rail line from New Orleans, Louisiana to Florida has the unbridled support of the public and this body, as this service will be a major linchpin in the sustainable recovery of the Mississippi Gulf Coast; and,

Whereas, the benefits of having passenger rail that connects the Gulf Coast states to this to Amtrak, the national rail system, can be measured as being regionally and nationally significant. This service will provide:

1. Mobility and access, connecting people to places for jobs, schools, health care and recreation that may not otherwise have no means of travel;
2. Connection to a nation-wide rail system to travel across the country in a safe, relaxed environment;
3. Economic development initiatives in proximity to the station locations and across the Gulf Coast region;
4. Intermodal connectivity to complete the trips via automobile, public transportation, bicycles and as pedestrians.

Therefore, the Mississippi Gulf Coast Chamber of Commerce, Inc. expresses its support of the restoration of daily passenger rail service to the Gulf Coast from Louisiana to Florida. This restoration will help in job creation through economic development opportunities, enhanced tourism and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the Mississippi Gulf Coast; and

Furthermore, the Mississippi Gulf Coast Chamber of Commerce, Inc. commends the Southern Rail Commission and our U.S. Congressional Delegation, for their vision and dedication to the sustained recovery and growth of the Mississippi Gulf Coast.

Mississippi Gulf Coast Chamber of Commerce, Inc. (Chamber) is a Mississippi non-profit corporation, incorporated June 29, 1988, whose mission is to connect, inform, advocate and develop. As a membership organization, the Chamber is comprised of businesses throughout the Gulf South, and strives to improve the business climate through fostering leadership, advocating for business, and providing information to the community. The mission is accomplished through a partnership with the Biloxi Chamber of Commerce, Gulfport Chamber of Commerce, Long Beach Chamber of Commerce, and Pass Christian Chamber of Commerce. Additional divisions of the Mississippi Gulf Coast Chamber of Commerce, Inc., include Coast Young Professionals, Leadership Gulf Coast, Coast Centurion Association, and the Mississippi Gulf Coast Chamber of Commerce Foundation.

In 2014 the United States Chamber of Commerce awarded the Chamber with 4-start accreditation for its excellence in chamber planning and performance. To achieve accreditation, a chamber must demonstrate quality programs, clear organizational procedures, and effective communications by meeting standards in its operations and programs, including areas of governance, government affairs, and technology.

Kimberly Nastasi, Chief Executive Officer **Julie Gresham, President** **June 2016**

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Resolution of the Mississippi Gulf Coast Regional Convention and Visitors Bureau

d/b/a Visit Mississippi Gulf Coast

In Support of Restoration of Passenger Rail Service

to the MISSISSIPPI GULF COAST

WHEREAS, the cities and counties of the Mississippi Gulf Coast have been actively seeking the restoration of passenger rail service following suspension of the Sunset Limited due to the catastrophic impacts of Hurricane Katrina in 2005; and,

WHEREAS, the loss of this rail service, at a time when our Gulf Coast was already decimated by Hurricane Katrina, exacerbated our disconnection from much of our Country; and

WHEREAS, current efforts of the Gulf Coast Working Group, along with the Federal Railroad Administration, Southern Rail Commission, Amtrak, CSX and other key stakeholders to restore passenger rail service along the CSX rail line from New Orleans, Louisiana to Florida have unbridled support of the public and our regional tourism stakeholders, as this service will be a major linchpin in the sustainable recovery of the Mississippi Gulf Coast; and,

WHEREAS, the benefits of having passenger rail that connects the Gulf Coast states to Amtrak, the national rail system, can be measured as being regionally and nationally significant through impacts which include, but are not limited to, the following:

1. Mobility and access, connecting people to places for jobs, schools, health care and recreation that may not otherwise have means of travel;
2. Connection to a nation-wide rail system to travel across the Country in a safe, relaxed environment;
3. Economic development initiatives in proximity to the station locations and across the Gulf Coast region;
4. Intermodal connectivity to complete the trips via automobile, public transportation, bicycles and as pedestrians.

NOW, THEREFORE, upon motion duly made, seconded, and unanimously carried, it is hereby **RESOLVED** that the **Mississippi Gulf Coast Regional Convention and Visitors Bureau d/b/a Visit Mississippi Gulf Coast** fully endorses and supports restoration of daily passenger rail service to and along the Gulf Coast region from, through and to the states of Louisiana, Mississippi, Alabama and Florida.

FURTHER, IT IS RESOLVED that the **Mississippi Gulf Coast Regional Convention and Visitors Bureau d/b/a Visit Mississippi Gulf Coast** hereby pledges to work with the Gulf Coast Working Group to fulfill the needs of the people of the Gulf Coast region and the nation's capital for a well-planned, cost effective rail service.

FURTHER, IT IS RESOLVED that the **Southern Rail Commission** and our **U.S. Congressional delegation** should be and hereby are commended for their vision and dedication to the sustained recovery and growth of the Mississippi Gulf Coast.

THIS RESOLUTION was duly passed and adopted by the Mississippi Gulf Coast Regional Convention and Visitors Bureau d/b/a Visit Mississippi Gulf Coast on the 28TH day of June, 2016.

MISSISSIPPI GULF COAST REGIONAL CONVENTION AND VISITORS BUREAU

d/b/a VISIT MISSISSIPPI GULF COAST

BY: _____

TITLE: PRESIDENT

ATTEST: _____

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MOBILE COUNTY COMMISSION

COUNTY COMMISSIONERS
JERRY L. CARL, PRESIDENT
MERCERIA LUDGOOD, COMMISSIONER
CONNIE HUDSON, COMMISSIONER

TELEPHONE (251) 574-5077

ADMINISTRATION
JOHN F PAFENBACH
COUNTY ADMINISTRATOR

GLENN L. HODGE
DEPUTY ADMINISTRATOR

TELEPHONE (251) 574-8606
FAX (251) 574-5080

June 14, 2016

Mr. Greg White, Chairman
Southern Rail Commission
P. O. Box 281
Andalusia, AL 36420

RE: Restoration of Passenger Rail Service

Dear Mr. White:

Enclosed is a copy of the Resolution that was adopted on June 13, 2016 by the Mobile County Commission, Mobile, Alabama, supporting restoration of passenger rail service between New Orleans, Louisiana and Orlando, Florida.

Please let me know if I can be of further assistance.

Yours truly,

John F. Pafenbach
County Administrator

JFP:bts

Enclosure

205 Government Street • Mobile, Alabama 36644 • Post Office Box 1443 • Mobile, Alabama 36633

RESOLUTION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA

WHEREAS, prior to Hurricane Katrina, Amtrak's *Sunset Limited* passenger line was the only transcontinental passenger rail service from Los Angeles, California passing through New Orleans, Louisiana to Orlando, Florida; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast and also caused the loss of other portions of the infrastructure, including the total loss of the passenger rail terminal facility in Mobile, Alabama, and the main line rail bridge between Bay St. Louis and Gulfport, Mississippi; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Bay St. Louis, Gulfport, Biloxi, and Pascagoula, Mississippi; Mobile, Bay Minette, and Atmore, Alabama; and Pensacola, Crestview, Chipley, Tallahassee, Madison, Lake City, and Jacksonville, Florida to Orlando; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando; and

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (the "FAST Act") of 2015 mandates that the Federal Railroad Administration convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans and Orlando and to submit findings by September 2016; and

WHEREAS, CSX Transportation and Norfolk Southern (the freight railroad companies that own the tracks on which Gulf Coast passenger rail service will operate) have both committed to cooperating with Amtrak to restore such service across the Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, communities not directly located on the suspended route, and citizens who have limited transportation access, options or physical challenges will be greatly served through an available long distance intercity passenger rail service within reasonable driving distance that provides links to the regional and national intermodal transportation system; and

WHEREAS, restoration of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

NOW, THEREFORE, in consideration of the premises, the Mobile County Commission, the governing body of Mobile County, Alabama, recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida.

STATE OF ALABAMA }

COUNTY OF MOBILE }

I, John F. Pafenbach, County Administrator, certify that the foregoing is a true and correct copy of a resolution adopted by the Mobile County Commission in regular meeting convened the 13th day of June, 2016.

IN WITNESS WHEREOF, I have hereunto set my hand and the official seal of the Mobile County Commission on this the 14th day of June, 2016.

John Pafenbach

John F. Pafenbach, County Administrator

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RESOLUTION 15-011

MOBILE AREA TRANSPORTATION STUDY (MATS)
METROPOLITAN PLANNING ORGANIZATION (MPO)
Mobile Metropolitan Planning Organization
Support of the Restoration of Passenger Rail to the Gulf Coast

WHEREAS, the Mobile Metro Planning Organization (MPO) is the organization designated by the Governor of Alabama as being responsible, together with the State of Alabama, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Mobile MPO Planning Area; and,

WHEREAS, the nation's passenger rail system connects people and regional economies throughout this country and represents one unified, integrated transportation system; and,

WHEREAS, the Railroad Reform, Enhancement, and Efficiency Act (S. 1626) passed the Senate Commerce Committee on June 25, 2015 that would ensure adequate fiscal scrutiny is provided for each of Amtrak's lines of service, while not bifurcating or placing prioritization on the Northeast Corridor (NEC) at the expense of the rest of the national system; and,

WHEREAS, the Mobile MPO recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida as previously stated in Resolution adopted by the Mobile MPO on August 12, 2009; and,

WHEREAS, the Senate bill creates a Gulf Coast Rail Service Working Group to evaluate the restoration of service between New Orleans, Louisiana and Orlando, Florida; and,

WHEREAS, we are committed to working with the USDOT to ensure the successor to the Passenger Rail Investment and Improvement Act authorizes adequate funding for the one, unified, national passenger rail system;

THEREFORE, BE IT RESOLVED that after review and evaluation, the MATS Metropolitan Planning Organization in session this 19th day of August, 2015, does hereby encourage the approach used in the Railroad Reform, Enhancement, and Efficiency Act (S.1626) included in future House-Senate negotiation.

ATTEST:

Chairman, TCC

Chairman, MPO

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RESOLUTION

Of the

Metropolitan Planning Organization

TO SUPPORT THE RESTORATION OF PASSENGER RAIL SERVICE ALONG THE MISSISSIPPI GULF COAST

WHEREAS, The Metropolitan Planning Organization (MPO) is actively participating as a member of the Gulf Coast Working Group, appointed by the Federal Railroad Administration (FRA), authorized by the Fast Act, to develop an implementation plan to restore passenger rail service from Louisiana to Florida, with stops along the Mississippi Gulf Coast; and,

WHEREAS, under the direction of FRA Working Group has the full cooperation and participation of the Southern Rail Commission, Amtrak and CSX, the cities, state DOTs, MPOs and key stakeholders from Louisiana, Mississippi, Alabama and Florida, to complete the final report that will detail the recommended schedules, levels of service, infrastructure needs and funding requirements to implement the service, due to Congress September 2016; and,

WHEREAS, the scenario that is being studied would provide daily service by the extension of the *City of New Orleans* including the option of an additional daily commuter service between New Orleans, Louisiana and Mobile, Alabama, with stops along the Mississippi Gulf Coast; and,

WHEREAS, the benefits of connecting the Gulf Coast states to this national rail system can be measured as being regionally and nationally significant. This service will provide:

1. Mobility and access, connecting people to places for jobs, schools, health care and recreation that may not otherwise have no means of travel; and,
2. Connection to a nation-wide rail system to travel across the country in a safe, relaxed environment; and,
3. Economic development initiatives in proximity to the station locations and across the Gulf Coast region; and,
4. Intermodal connectivity to complete the trips via automobile, public transportation, bicycles and as pedestrians.

NOW, THEREFORE, BE IT RESOLVED The Metropolitan Planning Organization for the Mississippi Gulf Coast hereby expresses its unqualified support for the restoration of the passenger rail service to the Gulf Coast and pledges to continue to work with the Working Group to facilitate and expedite the implementation of the train; and,

BE IT FURTHER RESOLVED, the MPO commends Senators Roger Wicker and Thad Cochran and Congressman Steven Palazzo for their vision and dedication to the sustained recovery of the Mississippi Gulf Coast.

BY ACTION OF THE METROPOLITAN PLANNING ORGANIZATION

June 30, 2016

Mayor Billy Skellie, Chairman, Transportation Policy Committee

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RESOLUTION NWFL 13-03

A RESOLUTION OF THE NORTHWEST FLORIDA REGIONAL TRANSPORTATION PLANNING ORGANIZATION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND JACKSONVILLE, FLORIDA

WHEREAS, the Northwest Florida Regional Transportation Planning Organization was created by an interlocal agreement between the Florida-Alabama Transportation Planning Organization and the Okaloosa-Walton Transportation Planning Organization to study regional transportation issues affecting a four-county region; and

WHEREAS, the interlocal agreement creating the Northwest Florida RTPO implements a coordinated planning process for producing a regional transportation plan, regional transportation project priorities, and a regional public involvement plan; and

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through New Orleans and Mobile to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of Mobile's passenger rail terminal facility; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Mobile, Pensacola, Crestview, Chipley, Tallahassee, and Jacksonville to Orlando; and

WHEREAS, CSX and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have both committed to cooperating with Amtrak in providing this vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, population growth along the Gulf Coast is projected to continue, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities and alternative transportation options for commuters, enhance tourism, reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando;

NOW, THEREFORE, BE IT RESOLVED BY THE NORTHWEST FLORIDA REGIONAL TRANSPORTATION PLANNING ORGANIZATION THAT:

The RTPO recommends and supports the restoration of dependable, daily passenger rail service along the suspended route from New Orleans, LA to Jacksonville, FL and on to Orlando, FL.

Passed and duly adopted by the Northwest Florida Regional Transportation Planning Organization on this 17th of April 2013.

NORTHWEST FLORIDA REGIONAL
TRANSPORTATION PLANNING ORGANIZATION

BY: _____
Gene Valentino, Chairman

ATTEST: _____

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RESOLUTION BY CITY OF OCEAN SPRINGS

WHEREAS, America is witnessing a passenger rail renaissance with passenger rail ridership having increased throughout the entire country over the past two decades, and Amtrak achieving record ridership in ten out of the past twelve years with ridership at levels not seen since the 1950s;

WHEREAS, the nation's passenger rail authorization emphasizes that Amtrak's long-distance and State-supported routes are a vital part of the U.S. intercity passenger rail network, and are a necessary part of that nation's intermodal transportation system and economy;

WHEREAS, the nation's passenger rail system represents a tripod that benefits from the interconnected mobility provided by three key components: Long-Distance network, State-Supported Corridors and the Northeast Corridor;

WHEREAS, separating or removing any of the three legs will lead to an overall system and/or financial collapse for the national passenger rail system, as the key components feed (i.e. administratively, financially and passenger use) into and off of one another;

WHEREAS, Amtrak was created to take over the operations of the privately operated, national network of long distance passenger services for the railroads who chose to get out of the business of transporting passenger in the 1970s;

WHEREAS, in exchange for Congress relieving the private railroads of their responsibility to run passenger rail service, Amtrak received the right to access any railroad in the country with passenger service today at incremental costs;

WHEREAS, Amtrak, State and local leaders have found many private railroads usurping the requirements to provide public passenger rail service upon private track by preventing new or expanded access by demanding unwarranted capital improvements or unfeasible schedules that would mitigate ridership and economic development opportunities from the service, all while driving up cost;

WHEREAS, Amtrak has and should continue to focus on expanded service throughout the country by leading negotiations on behalf of the public with freight railroads to planned state and multi-state passenger rail service into operation;

WHEREAS, arbitrarily separating the annual appropriations, operating and capital budgets for the national passenger system three key components into a National System (Long-Distance and State-supported) from the Northeast Corridor does little to improve passenger rail services for this country, and may reverse the passenger rail growth currently witnessed throughout the country;

NOW THEREFORE BE IT RESOLVED BY THE CITY OF OCEAN SPRINGS THAT:

The City of Ocean Springs recommends that Congress should focus on laying the foundation for continued growth of rail service throughout the entire country to match demand, build resilience, and connect vulnerable populations and regional economies with megaregions by improving funding to Amtrak, States and local governments to maintain, expand and establish new service; and Pass a passenger rail authorization bill in the 114th Congress that keeps the national system intact by not

bifurcating the three key components of the system: Long-Distance network, State-Supported Corridors and the Northeast Corridor.

This the **18th** day of **August**, 2015.

Alderman Cox	Aye
Alderman Gill	Aye
Alderman McDonnell	Aye
Alderman Cody	Aye
Alderman Denyer	Aye
Alderman Dalgo	Aye
Alderman Impey	Aye

Shelly Ferguson
City Clerk

CITY OF OCEAN SPRINGS MISS. * SEAL * JACKSON COUNTY, MISS.

Connie Moran
Mayor

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RESOLUTION O-W 13-04

A RESOLUTION OF THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND JACKSONVILLE, FLORIDA

WHEREAS, the Okaloosa-Walton Transportation Planning Organization (TPO) is the organization designated by the Governor of Florida as being responsible, together with the State of Florida, for carrying out the continuing, cooperative and comprehensive transportation planning process for the Okaloosa-Walton TPO Planning Area; and

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through New Orleans and Mobile to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of Mobile's passenger rail terminal facility; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Mobile, Pensacola, Crestview, Chipley, Tallahassee, and Jacksonville to Orlando; and

WHEREAS, CSX, and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have both committed to cooperating with Amtrak in providing this vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, the population growth along the Gulf Coast is projected to continue, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities and alternative transportation options for commuters, enhance tourism, reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando;

NOW, THEREFORE, BE IT RESOLVED BY THE OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION THAT:

The TPO recommends and supports the restoration of dependable, daily passenger rail service along the suspended route from New Orleans, LA to Jacksonville, FL and on to Orlando, FL.

Passed and duly adopted by the Okaloosa-Walton Transportation Planning Organization on this 18th day of April 2013.

OKALOOSA-WALTON TRANSPORTATION PLANNING ORGANIZATION

BY: James T. Wood, Jr., Chairman

ATTEST:

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RESOLUTION NO. 160418C06

A RESOLUTION SUPPORTING RESTORATION OF AMTRAK PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA; AND PROVIDING AN EFFECTIVE DATE.

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through New Orleans and Mobile to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of Mobile's passenger rail terminal facility; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Mobile, Pensacola, Crestview, Chipley, Tallahassee, and Jacksonville to Orlando; and

WHEREAS, CSX, and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have both committed to cooperating with Amtrak in providing this vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a broad positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida and more specific benefits to residents and businesses within the City of Orlando; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando;

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group, "Group," to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings to Congress by September 2016; and

WHEREAS, the Group has requested a resolution of support from the City of Orlando for the restoration of passenger rail service along the Gulf Coast, to be included in the Group's submittal to Congress; and

WHEREAS, the Orlando Amtrak Station continues to be a major transportation hub for

City Council Meeting: 4-18-16
Item: C-6 Documentary: 160418C06

the entire Central Florida region, serving over 160,000 passengers a year; and

WHEREAS, the Orlando Amtrak Station underwent major renovation efforts in 2014/15 that restored and preserved the historic heritage of the building while improving accessibility to the station for residents and visitors and increasing connectivity with SunRail; and

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Orlando, Florida, that:

SECTION ONE - the City Council hereby recommends and supports the restoration of Amtrak daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida with a designated stop at the Orlando Amtrak Station in Orlando, Florida.

SECTION TWO – This Resolution shall take effect immediately upon its adoption.

PASSED AND DULY ADOPTED BY THE CITY COUNCIL OF THE CITY OF ORLANDO THIS 18 DAY OF April, 2016.

ATTEST:

By: _____
Amy T. Iennaco, Interim City Clerk

CITY OF ORLANDO, FLORIDA, a municipal corporation, organized and existing under the laws o State of Florida

By: _____
Mayor / Mayor Pro Tem

Date: 4/18/16

APPROVED AS TO FORM AND LEGALITY for the use and reliance of the City of Orlando, Florida only.

4-20, 2016

_____
Chief Assistant City Attorney
Orlando, Florida

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RESOLUTION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA

WHEREAS, before Hurricane Katrina, Amtrak's Sunset Limited passenger line was the only transcontinental passenger rail service from Los Angeles passing through New Orleans to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of the passenger rail terminal facility in Mobile, AL, and the main line rail bridge between Bay St. Louis and Gulfport, MS; and

WHEREAS, Amtrak suspended all service on the eastern portion of the Sunset Limited line from New Orleans through Bay St. Louis, Gulfport, Biloxi, Pascagoula, Mobile, Atmore, Pensacola, Crestview, Chipley, Tallahassee, Madison, Lake City, and Jacksonville to Orlando; and

WHEREAS, CSX Transportation and Norfolk Southern (the freight railroad companies that own the tracks on which Gulf Coast passenger rail service will operate) have both committed to cooperating with Amtrak in providing this vital service across the Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creations through development opportunities, enhance tourism, and reduce environmental impact to the coastal states of Louisiana, Mississippi, Alabama and Florida; and

WHEREAS, communities not directly located on the suspended route, and citizens which have limited transportation access, options or physical challenges will be greatly served through an available long distance intercity passenger rail service within reasonable driving distance that provides links to the regional and national intermodal transportation system; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando; and

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana, and Orlando, Florida, and to submit findings by September, 2016; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Pascagoula, Mississippi, recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana, and Orlando, Florida, with a designated stop in Pascagoula, Mississippi.

The above Resolution was introduced by Councilman Tadlock, seconded for adoption by Councilman Hill, and received the following vote: Mayor Blevins "AYE". Councilmen Hill "AYE", Jackson "AYE", Pickett "AYE", Simkins "AYE", Tadlock "AYE", and Tipton "AYE". The Mayor then declared the Resolution adopted on the 7th day of June, 2016.

STATE OF MISSISSIPPI
COUNTY OF JACKSON
CITY OF PASCAGOULA

I, CAROL GROEN, duly appointed Chief Deputy City Clerk of the City of Pascagoula, Jackson County, Mississippi, do hereby certify that the above and foregoing is a true and correct copy of a Resolution which was adopted by the City Council of the City of Pascagoula, MS, at its regular meeting held on June 7, 2016.

WITNESS MY HAND AND OFFICIAL SEAL of the City of Pascagoula, Jackson County, Mississippi, on this the 21st day of June, 2016

Carol Groen

CAROL GROEN, Chief Deputy City Clerk

(S E A L)

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A RESOLUTION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line was the only transcontinental passenger rail service from Los Angeles passing through New Orleans to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of the passenger rail terminal facility in Mobile, AL, and the main line rail bridge between Bay St. Louis and Gulfport, MS; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Bay St. Louis, Gulfport, Biloxi, Pascagoula, Mobile, Atmore, Pensacola, Crestview, Chipley, Tallahassee, Madison, Lake City, and Jacksonville to Orlando; and

WHEREAS, CSX Transportation, and Norfolk Southern (the freight railroad companies that own the tracks on which Gulf Coast passenger rail service will operate) have both committed to cooperating with Amtrak in providing this vital service across the Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, communities not directly located on the suspended route, and citizens which have limited transportation access, options or physical challenges will be greatly served through an available long distance intercity passenger rail service within reasonable driving distance that provides links to the regional and national intermodal transportation system; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando; and

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings by September 2016; and

NOW, THEREFORE, BE IT RESOLVED the City of Pass Christian, Mayor and Board of Aldermen recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida.

Passed and duly adopted by the City of Pass Christian Mayor and Board of Aldermen 7th day of June 2016

By: _____
Leo Chipper McDermott, Mayor

Attest: _____
City Clerk

CITY OF PASS CHRISTIAN * PASS CHRISTIAN, MS

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Poarch Creek Indian

Tribal Council Resolution

TCR 2016-066

RESOLUTION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA

WHEREAS, the Poarch Band of Creek Indians is a federally recognized Tribe organized pursuant to 25 CFR, Part 83;

WHEREAS, the Tribal Council is authorized by the Constitution to transact business on behalf of the Tribe; to enact codes, ordinances, and resolutions; and to exercise all inherit powers for the Tribe;

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles, California, passing through New Orleans, Louisiana, and Mobile, Alabama, to Orlando, Florida;

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast and also caused the loss of other portions of the infrastructure, including the total loss of Mobile's passenger rail terminal facility;

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans, Louisiana, through Mobile and Atmore in Alabama, then through Pensacola, Crestview, Chipley, Tallahassee, and Jacksonville to Orlando, Florida;

WHEREAS, CSX and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have both committed to cooperating with Amtrak in providing this vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina;

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida;

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast;

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans, Louisiana, to Orlando, Florida;

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act of 2015 (or "FAST Act") mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana, and Orlando, Florida, and to submit findings by September 2016; and

WHEREAS, the Tribal Council desires to support the restoration of passenger rail service between New Orleans, Louisiana, and Orlando, Florida.

NOW THEREFORE BE IT RESOLVED that the Tribal Council hereby recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana, and Orlando, Florida, with a designated stop in Atmore, Alabama.

APPROVAL

I, the Tribal Chair of the Poarch Band of Creek Indians, hereby affix my signature to this resolution authorizing it to become official this 5th day of May, 2016.

Stephanie A. Bryan, Tribal Chair
Poarch Band of Creek Indians

CERTIFICATION

I, the Secretary of the Poarch Band of Creek Indians, certify that the foregoing is a true extract from the minutes of the Tribal Council meeting of the Poarch Band of Creek Indians, comprised of nine members with 8 in attendance on the 5th day of May, 2016, and that the above is in conformity with the provisions therein adopted by a vote of 7 in favor, and 0 against, 0 abstentions.

David W. Gehman, Tribal Secretary
Poarch Band of Creek Indians

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RESOLUTION
NO. 18-16

A RESOLUTION
TO BE ENTITLED:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF PENSACOLA, FLORIDA SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through new Orleans and Mobile to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of Mobile's passenger rail terminal facility; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Mobile, Pensacola, Crestview, Chipley, Tallahassee and Jacksonville to Orlando; and

WHEREAS, CSX, and Norfolk Southern (the freight railroad companies that won the tracks on which passenger rail service on the Gulf Coast will operate) have both committed to cooperating with Amtrak in providing the vital service along the eastern Gulf Coast and to do so in a more efficient manner that prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando; and

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings by September 2016; NOW, THEREFORE,

BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF PENSACOLA, AS FOLLOWS:

SECTION 1. The Pensacola City Council recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida with a designated stop in Pensacola, Florida.

SECTION 2. This Resolution shall become effective on the fifth business day after the adoption, unless otherwise provided pursuant to Section 4.03(d) of the City Charter of the City of Pensacola.

Adopted: May 12, 2016

Approved: _____
President of City Council

Attest:

Ericka L. Burnett
City Clerk

I, DO HEREBY CERTIFY THAT THE ABOVE AND FOREGOING IS A TRUE AND CORRECT COPY OF THE ORIGINAL THEREOF ON FILE IN MY OFFICE. WITNESS MY HAND AND THE CORPORATE SEAL OF THE CITY OF PENSACOLA, FLORIDA THIS THE 13th DAY OF May 2016

Ericka L. Burnett
CITY CLERK
CITY OF PENSACOLA, FLORIDA

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NUMBER ___16-2011_____

RESOLUTION

TRANSPORTATION POLICY COMMITTEE
of the
REGIONAL PLANNING COMMISSION for
JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. TAMMANY AND TANGIPAHOA PARISHES

A Resolution of the Regional Planning Commission supporting restoration of passenger rail service between New Orleans, Louisiana and Jacksonville/Orlando, Florida

WHEREAS, the Regional Planning Commission is designated by the Governor of Louisiana to conduct a continuing, cooperative and comprehensive transportation planning process for the Transportation Management Area (TMA); and

WHEREAS, before Hurricane Katrina hit the Gulf Coast on August 29, 2005, Amtrak's Sunset Limited passenger train served railroad travelers from Los Angeles to Jacksonville as the only transcontinental passenger rail service in the country; and

WHEREAS, Hurricane Katrina significantly damaged the Gulf Coast rail infrastructure where the Sunset Limited operated, taking over 6 months to rebuild; and

WHEREAS, Amtrak suspended all passenger rail service during reconstruction and continued the suspension of service to this day; and

WHEREAS, CSX and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast operate) have both committed to cooperating with Amtrak in providing this vital passenger rail service and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, the population growth along the Gulf Coast is projected to increase and restored passenger rail service will facilitate job creation and tourism while meeting goals to reduce environmental and roadway impacts due to automobile use; and

WHEREAS, resumption of passenger rail service will benefit the New Orleans region by providing a renewed link to the Gulf Coast and benefit the entire nation by improving access and mobility, especially for households without cars, low income, elderly, and disabled but ambulatory persons.

NOW, THEREFORE, BE IT RESOLVED BY THE REGIONAL PLANNING COMMISSION FOR JEFFERSON, ORLEANS, PLAQUEMINES, ST. BERNARD, ST. TAMMANY AND TANGIPAHOA PARISHES THAT THE RPC RECOMMENDS AND SUPPORTS THE RESTORATION OF DEPENDABLE, DAILY PASSENGER RAIL SERVICE ALONG THE SUSPENDED ROUTE FROM NEW ORLEANS, LOUISIANA TO JACKSONVILLE/ORLANDO, FLORIDA.

AYES: __31__ NAYS: ___0___ ABSTENTIONS: ___0____

and the Chairwoman declared the Resolution duly carried.

Patricia P. Brister

PATRICIA BRISTER
CHAIRWOMAN

MITCHELL J. ANDRIEU
SECRETARY

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RESOLUTION NO. 1050 OF 2016

RESOLUTION SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA, AND ORLANDO, FLORIDA

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line was the only transcontinental passenger rail service from Los Angeles passing through New Orleans to Orlando; and,

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast, as well as caused the loss of other portions of the infrastructure, including the total loss of the passenger rail terminal facility in Mobile, Alabama, and the main line rail bridge between Bay St. Louis and Gulfport, Mississippi; and,

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Bay St. Louis, Gulfport, Biloxi, Pascagoula, Mobile, Atmore, Pensacola, Crestview, Chipley, Tallahassee, Madison, Lake City, and Jacksonville to Orlando; and,

WHEREAS, CSX Transportation and Norfolk Southern (the freight railroad companies that own the tracks on which Gulf Coast passenger rail service will operate) have both committed to cooperating with Amtrak in providing this vital service across the Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and,

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and,

WHEREAS, communities not directly located on the suspended route, and citizens which have limited transportation access, options or physical challenges will be greatly served through an available long distance intercity passenger rail service within reasonable driving distance that provides links to the regional and national intermodal transportation system; and,

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and,

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando; and,

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana, and Orlando, Florida, and to submit findings by September 2016; and,

WHEREAS, the City desires to recommend and support the restoration of dependable, daily passenger rail service along with the suspended route between New Orleans, Louisiana, and Orlando, Florida;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF ALDERMEN OF THE CITY OF RUSTON, LOUISIANA:

§1. The City recommends and supports the restoration of dependable, daily passenger rail service along with the suspended route between New Orleans, Louisiana, and Orlando, Florida.

§2. The Mayor is authorized and empowered to execute any and all documents necessary pursuant to such terms and conditions as he shall deem advisable and do any and all things necessary and proper to carry out this Resolution and to fulfill its objects and purposes.

§3. This Resolution shall become effective upon final adoption and signature of the Mayor.

Said Resolution having been read and considered by a quorum of the Board of Aldermen, on motion to adopt by Alderwoman Angela Mayfield, seconded by Alderman Bruce Siegmund, a record vote was taken and the following result was had:

YEA: ALDERWOMAN CAROLYN ELMORE CAGE
ALDERMAN JEDD LEWIS
ALDERWOMAN ANGELA R. MAYFIELD
ALDERMAN JIM PEARCE
ALDERMAN BRUCE SIEGMUND

NAY: NONE

ABSENT: NONE

WHEREUPON, the presiding officer declared the above Resolution duly adopted in full on this the 11th day of July, 2016.

ATTEST:

EMMETT GIBBS, CLERK

RONNY WALKER, MAYOR

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RESOLUTION 2015-07

SOUTH ALABAMA REGIONAL PLANNING COMMISSION
Support of the Restoration of Passenger Rail to the Gulf Coast

WHEREAS, the nation's passenger rail system connects people and regional economies throughout this country and represents one unified, integrated transportation system; and,

WHEREAS, the Railroad Reform, Enhancement, and Efficiency Act (S. 1626) passed the Senate Commerce Committee on June 25, 2015 that would ensure adequate fiscal scrutiny is provided for each of Amtrak's lines of service, while not bifurcating or placing prioritization on the Northeast Corridor (NEC) at the expense of the rest of the national system; and,

WHEREAS, the Senate bill creates a Gulf Coast Rail Service Working Group to evaluate the restoration of service between New Orleans, Louisiana and Orlando, Florida; and,

WHEREAS, the Mobile MATS Metropolitan Planning Organization approved Resolution 15 011 at its August 19, 2015 Policy Board meeting; and,

WHEREAS, SARPC and the Mobile MPO are committed to working with the USDOT to ensure the successor to the Passenger Rail Investment and Improvement Act authorizes adequate funding for the one, unified, national passenger rail system;

THEREFORE, BE IT RESOLVED by the South Alabama Regional Planning Commission Board of Directors in session this 16th day of September 2015 approve Resolution 2015-07.

William S. Simpson, Chairman

Larry White, Secretary-Treasurer

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ST. CHARLES PARISH

OFFICE OF THE COUNCIL

P.O. BOX 302 • HAHNVILLE, LOUISIANA 70057
(985) 783-5000 • Fax: (985) 783-2067
www.stcharlesparish-la.gov

June 23, 2016

WENDY BENEDETTO
CHAIRMAN
COUNCILWOMAN AT LARGE, DIVISION A

JULIA FISHER-PERRIER
VICE-CHAIRMAN
COUNCILWOMAN, DISTRICT VII

PAUL J. HOGAN, PE
COUNCILMAN AT LARGE, DIVISION B

TERRELL D. WILSON
COUNCILMAN, DISTRICT I

MARY K. CLULEE
COUNCILWOMAN, DISTRICT II

DICK GIBBS
COUNCILMAN, DISTRICT III

WILLIAM BILLY WOODRUFF
COUNCILMAN, DISTRICT IV

MARILYN B. BELLOCK
COUNCILWOMAN, DISTRICT V

TRACI A. FLETCHER
COUNCILWOMAN, DISTRICT VI

Mr. Greg White, Chairman
Southern Rail Commission
P. O. Box 281
Andalusia, Alabama 36420

Re: Support Restoration of Passenger Rail Service
New Orleans, Louisiana and Orlando, Florida

Dear Mr. White:

On Monday, June 20, 2016, the St. Charles Parish Council adopted Resolution No. 6232 supporting restoration of passenger rail service between New Orleans, Louisiana and Orlando, Florida.

A copy of the resolution is enclosed for your records.

Sincerely,

TIFFANY K. CLARK
COUNCIL SECRETARY

TKC/sm

Enclosure

cc: Parish Council
Mr. Billy Raymond w/enclosure
Center for Planning Excellence w/enclosure

2016-0245
INTRODUCED BY: LARRY COCHRAN, PARISH PRESIDENT
RESOLUTION NO. 6232

A resolution supporting restoration of passenger rail service between New Orleans, Louisiana and Orlando, Florida.

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line was the only transcontinental passenger rail service from Los Angeles passing through New Orleans to Orlando; and,

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of the passenger rail terminal facility in Mobile, AL, and the main line rail bridge between Bay St. Louis and Gulfport, MS; and,

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Bay St. Louis, Gulfport, Biloxi, Pascagoula, Mobile, Atmore, Pensacola, Crestview, Chipley, Tallahassee, Madison, Lake City, and Jacksonville to Orlando; and,

WHEREAS, CSX Transportation, and Norfolk Southern (the freight railroad companies that own the tracks on which Gulf Coast passenger rail service will operate) have both committed to cooperating with Amtrak in providing this vital service across the Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and,

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and,

WHEREAS, communities not directly located on the suspended route, and citizens which have limited transportation access, options or physical challenges will be greatly served through an available long distance intercity passenger rail service within reasonable driving distance that provides links to the regional and national intermodal transportation system; and,

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and,

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando; and,

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings by September 2016.

NOW, THEREFORE, BE IT RESOLVED, THAT WE, THE MEMBERS OF THE ST. CHARLES PARISH COUNCIL, do hereby recommend and support the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida.

The foregoing resolution having been submitted to a vote, the vote thereon was as follows:

YEAS: BENEDETTO, HOGAN, WILSON, CLULEE, GIBBS, WOODRUFF, BELLOCK, FLETCHER, FISHER-PERRIER
NAYS: NONE
ABSENT: NONE

And the resolution was declared adopted this 20th day of June 2016, to become effective five (5) days after publication in the Official Journal.

CHAIRMAN: _____
SECRETARY: _____
DLVD/PARISH PRESIDENT: 6/22/16
APPROVED: _____ DISAPPROVED: _____
PARISH PRESIDENT: _____
RET/SECRETARY: 6/22/16
AT: 9:40 AM RECD BY: _____

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RESOLUTION NO. 2016-

A RESOLUTION OF THE SUWANNEE COUNTY BOARD OF COUNTY COMMISSIONERS, SUWANNEE COUNTY FLORIDA, IN SUPPORT OF RESTORING PASSENGER RAIL SERVICE FROM NEW ORLEANS TO JACKSONVILLE AND FOR AND ESTABLISHING A STOP IN LIVE OAK, FLORIDA; PROVIDING FOR AN EFFECTIVE DATE.

WHEREAS, Amtrak ridership and revenues have continued to see strong growth in FY 2014, and steady figures for FY 2015, with nearly 31 million riders each year; and

WHEREAS, Amtrak news releases dated 10-27-2014 and 12-2-2015 both emphasize that "New investment in rail infrastructure is critical for future growth of passenger rail to meet passenger demand"; and

WHEREAS, both Jacksonville and New Orleans Amtrak stations are viable and successful transportation hubs, with 77,553 and 196,768 respective riders in 2014; and

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through New Orleans and Mobile to Jacksonville; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as causing the loss of other portions of the infrastructure; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* Service from New Orleans through Mobile, Tallahassee, and Jacksonville; and

WHEREAS, Amtrak has yet to restore this vital transportation link; and

WHEREAS, CSX, and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have all committed to cooperating with Amtrak in its providing this vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, the population growth along the Gulf Coast is projected to continue, therefore, restoration of passenger rail service to the eastern Gulf Coast will create jobs, facilitate job creation through development opportunities and alternative transportation options for commuters, enhance tourism, reduce environmental impacts due to personal automobile use, reduce roadway impacts due to personal vehicular use, thereby having a positive economic and environmental impact to all the coastal states Louisiana, Mississippi, Alabama and Florida; and

Suwannee County Resolution No. 2016-42

WHEREAS, such resumption of passenger rail service will also benefit the entire Nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act, Amtrak's enabling legislation which was passed by the United States Congress in 2008, called for Amtrak to study the potential return of passenger rail service from New Orleans to Jacksonville/Orlando; and

WHEREAS, the undersigned, in conjunction with vast local community support, have commonly agreed upon the need for a daily, reliable, quality passenger rail service with an appropriate operating schedule between New Orleans to Jacksonville; and

WHEREAS, the undersigned agree that a base level daily service that meets regional needs, and can serve as a building block for additional long distance or corridor-type service to meet regional and national transportation needs, will stimulate economic development, including facilitating, promoting and supporting: local businesses, community events, festivals and concerts, local historic and eco-tourism opportunities; and

WHEREAS, the City of Live Oak, Florida in Suwannee County owes its very existence and namesake as a city - borne out of the railroad expansion in the 1800's, and a stop here by a large "live oak" tree, and henceforth, the railroad has been the backbone of the community providing sustained opportunities for growth and commerce; and

WHEREAS, the City of Live Oak is geographically the obvious choice for a mid-level transportation hub between Tallahassee and Jacksonville, served by two interstate highways, three state highways, and regional airports; and

WHEREAS, the City of Live Oak City Council and Live Oak Community Redevelopment Agency and Suwannee County Economic Development Office has made a commitment to the revitalization of the Downtown, which would be a viable and appropriate location for an Amtrak passenger station; and

WHEREAS, there is overwhelmingly strong support by the Suwannee County: residents, citizens, business community, governmental staff, appointed and elected officials – for not only the reestablishment of Amtrak service along this important transportation corridor, but for the establishment of a station stop in the heart of Downtown Live Oak.

NOW, THEREFORE, BE IT RESOLVED BY, THE SUWANNEE COUNTY BOARD OF COUNTY COMMISSIONERS, SUWANNEE COUNTY FLORIDA, as follows:

Section 1. The recitals and findings contained in the Preamble to this Resolution are adopted by reference and incorporated as if fully set forth in this Section.

Section 2. **THE SUWANNEE COUNTY BOARD OF COUNTY COMMISSIONERS, SUWANNEE COUNTY**, on behalf of the community and all stakeholders, does hereby call for the return of the vital passenger rail service along the Gulf Coast from New Orleans to Jacksonville, with a dedicated stop in Downtown Live Oak, Florida.

Section 3. **THE SUWANNEE COUNTY BOARD OF COUNTY COMMISSIONERS, SUWANNEE COUNTY** further commits to coordinate in the coming weeks and months to provide a detailed list of actions their respective community has taken to facilitate restoration of train service along the Gulf Coast, and to reconvene thereafter to consider the next steps to accomplish this goal.

Section 4. Effective Date. This resolution shall become effective immediately upon adoption and approval and signature of the Chairman.

This resolution shall be effective immediately upon adoption.

PASSED, ADOPTED and APPROVED this 16th day of March, 2016

SUWANNEE COUNTY BOARD
OF COUNTY COMMISSION

Jason Bashaw, Chairman

Attest:

BOARD OF COUNTY COMMISSIONERS OFFICIAL SEAL SUWANNEE COUNTY, FLORIDA

for BARRY BAKER, CLERK

Suwannee County Resolution No. 2016-42

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SUWANNEE VALLEY TRANSIT AUTHORITY
1907 VOYLES STREET, SW
LIVE OAK, FL 32064
(386) 362-5332

June 2, 2016

To Whom It May Concern:

Please allow me to introduce myself. I am the Administrator of the Community Transportation Coordinator (CTC) for Suwannee, Hamilton and Columbia Counties. Our facility is located inside the city limits of Live Oak, FL in beautiful Suwannee County.

We would like you to strongly consider Live Oak, Florida's train depot as a designated stop between Jacksonville, FL and New Orleans, LA. Live Oak is situated in close proximity to the I-10/I-75 interchange and is the halfway point between Jacksonville and Tallahassee.

Suwannee County is home to the historic Suwannee River and boasts of many natural springs, parks, hiking and biking trails. The first Saturday in December is Live Oak's Christmas on the Square. The Spirit of the Suwannee Music Park, located on the banks of the Suwannee River, hosts many festivals and events in which patrons travel from near and far to attend. Stephen Foster State Park is in neighboring Hamilton County, which is host to the Florida Folk Festival and the Wild Azalea Festival. Neighboring Columbia County hosts the annual Olustee Battle Reenactment. These are just some of the events that are held in our area that draws thousands of visitors. I am confident that many would be happy to utilize the Amtrak as a means of transportation to our area.

As the local transportation agency, SVTA is located 1.9 miles from the depot and will be available to provide transportation services for passengers from the train depot to a number of locations. Our professional bus operators (PBO) are trained in safety and security measures. Our vehicles undergo both a pre-trip and post-trip inspection every day and we pride ourselves on the cleanliness and safety of our vehicles. We could have a vehicle on site on a fixed schedule to assure that passengers have a minimal wait time.

The placement of a stop here in Live Oak would be a huge financial boost not only to our lovely town, but, the entire Suwannee Valley Region.

Sincerely,

Larry Sessions,
Administrator

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RESOLUTION NO. 16-R-18

A RESOLUTION OF THE CITY COMMISSION OF THE CITY OF TALLAHASSEE, FLORIDA, SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND ORLANDO, FLORIDA

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line was the only transcontinental passenger rail service from Los Angeles passing through New Orleans to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of the passenger rail terminal facility in Mobile, AL, and the main line rail bridge between Bay St. Louis and Gulfport, MS; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Bay St. Louis, Gulfport, Biloxi, Pascagoula, Mobile, Atmore, Pensacola, Crestview, Chipley, Tallahassee, Madison, Lake City, and Jacksonville to Orlando; and

WHEREAS, CSX Transportation and Norfolk Southern (the freight railroad companies that own the tracks on which Gulf Coast passenger rail service will operate) have both committed to cooperating with Amtrak in providing this vital service across the Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando; and

WHEREAS, Section 11304 of Fixing America's Surface Transportation Act (or "FAST Act") of 2015 mandates the Federal Railroad Administration to convene a working group to evaluate the restoration of intercity rail passenger services in the Gulf Coast region between New Orleans, Louisiana and Orlando, Florida and to submit findings by September 2016.

NOW, THEREFORE, BE IT RESOLVED the City Commission of the City of Tallahassee recommends and supports the restoration of dependable, daily passenger rail service along the suspended route between New Orleans, Louisiana and Orlando, Florida with a designated stop in Tallahassee, Florida.

ADOPTED by the City Commission of the City of Tallahassee this 8th day of June, 2016.

CITY OF TALLAHASSEE

By: _____
Andrew D. Gillum
Mayor

ATTEST:

By: _____
James O. Cooke, IV
City Treasurer-Clerk

APPROVED AS TO FORM:

By: _____
Lewis E. Shelley
City Attorney

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RESOLUTION 2012-13

A RESOLUTION OF THE WALTON COUNTY BOARD OF COUNTY COMMISSIONERS SUPPORTING JOINT RESOLUTION 2012-01-19-03 OF THE NORTHWEST FLORIDA LEAGUE OF CITIES AND THE SUWANNEE RIVER LEAGUE OF CITIES.

Be it resolved by the Walton County Board of County Commissioners, as follows:

The Board of County Commissioners realizes that rail passenger service is an important and vital mobility transportation mode for North Florida residents and for those that want to travel and visit North Florida destinations. The Board believes that it is in the best interest of the citizens of Walton County to have an Amtrak stop in Walton County. The Board wishes to join in Joint Resolution 2012-01-19-03 with the Northwest Florida League of Cities and the Suwannee River League of Cities.

Therefore, the Walton County Board of County Commissioners agree to jointly participate with the Northwest Florida League of Cities and the Suwannee River League of Cities in requesting Amtrak to restore the Sunset Rail Passenger Service and expand the number of municipal passenger stops across Northwest and North Central Florida.

DULY ADOPTED this 28th day of February 2012 by the Walton County Board of County Commissioners.

ATTEST: Martha Ingle, Clerk

APPROVED: Scott A. Brannon, Chairman

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RESOLUTION 2013-03

A RESOLUTION OF THE WEST FLORIDA REGIONAL PLANNING COUNCIL SUPPORTING RESTORATION OF PASSENGER RAIL SERVICE BETWEEN NEW ORLEANS, LOUISIANA AND JACKSONVILLE, FLORIDA

WHEREAS, before Hurricane Katrina, Amtrak's *Sunset Limited* passenger line served railroad travelers as the only transcontinental passenger rail service from Los Angeles passing through New Orleans and Mobile to Orlando; and

WHEREAS, Hurricane Katrina damaged a portion of the rail infrastructure along the Gulf Coast as well as caused the loss of other portions of the infrastructure, including the total loss of Mobile's passenger rail terminal facility; and

WHEREAS, Amtrak suspended all service on the eastern portion of the *Sunset Limited* line from New Orleans through Mobile, Pensacola, Crestview, Chipley, Tallahassee, and Jacksonville to Orlando; and

WHEREAS, CSX, and Norfolk Southern (the freight railroad companies that own the tracks on which passenger rail service on the Gulf Coast will operate) have both committed to cooperating with Amtrak in providing this vital service along the eastern Gulf Coast and to do so in a more efficient manner than prior to Hurricane Katrina; and

WHEREAS, the population growth along the Gulf Coast is projected to continue, restoration of passenger rail service to the eastern Gulf Coast will facilitate job creation through development opportunities and alternative transportation options for commuters, enhance tourism, and reduce environmental and roadway impacts due to personal automobile use, thereby having a positive economic and environmental impact to the coastal states of Louisiana, Mississippi, Alabama, and Florida; and

WHEREAS, such resumption of passenger rail service will also benefit the entire nation by providing a link to the Gulf Coast from the Midwest and West Coast; and

WHEREAS, the Passenger Rail Investment and Improvement Act of 2008 called for Amtrak to study the potential return of passenger rail service from New Orleans to Orlando;

NOW, THEREFORE BE IT RESOLVED BY WEST FLORIDA REGIONAL PLANNING COUNCIL THAT:

The WFRPC recommends and supports the restoration of dependable, daily passenger rail service along the suspended route from New Orleans, LA to Jacksonville, FL and on to Orlando, FL.

Duly passed and adopted by the West Florida Regional Planning Council on this 15th day of April, 2013.

WEST FLORIDA REGIONAL PLANNING COUNCIL

BY: David Cadle
David Cadle, Chairman

ATTEST:
Terry A. Joseph, Executive Director
West Florida Regional Planning Council

West Florida Regional Planning Council

Appendix H
Status Update Letters to Congress

GULF COAST WORKING GROUP

SEP 0 2 2016

The Honorable Roger Wicker
United States Senate
Washington, DC 20515

Dear Senator Wicker:

In late February 2016, thousands of people at 14 train stations in four states witnessed something that had not happened in more than a decade: an Amtrak train traveled from New Orleans, LA along the Gulf Coast toward Jacksonville, FL. Thousands of people held signs, marching bands performed, and school children waved American flags as the train traveled east.

The two-day journey of the inspection train marked the beginning of an effort to restore passenger rail service along the Gulf Coast, which was suspended in 2005 due to the damage from Hurricane Katrina. Two days before the inspection train departed, the Federal Railroad Administration (FRA) and the Southern Rail Commission (SRC) held the first meeting of the Gulf Coast Working Group (GCWG). Congress directed the formation of this group in December 2015 when it passed the Fixing America's Surface Transportation (FAST) Act (P.L. 114-94).

Section 11304 of the FAST Act required the Secretary of Transportation to convene a working group to evaluate the restoration of improved intercity passenger rail service between New Orleans and Orlando, FL. Section 11304 also requires the working group to submit a report to Congress (Report) within nine months of enactment of the FAST Act (September 4, 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 service; and potential funding sources; as well as any other related information.

This letter, or status update, describes the GCWG's progress in determining the infrastructure requirements and associated costs needed to restore passenger rail service along the Gulf Coast. This status update also outlines the next steps to finalize the Report, which will be submitted in 2016.

BEFORE HURRICANE KATRINA

From 1984 to 2005, some form of passenger rail service existed along the Gulf Coast. The most recent passenger rail service was Amtrak's *Sunset Limited.* In 1993, *the Sunset Limited* route was extended from Los Angeles to New Orleans and onto Jacksonville, Orlando, and initially Miami, FL. This Los Angeles-Florida run became the first coast-to-coast passenger rail service operated by a single carrier.

While this historic long-distance service was initially a success, during the late 1990s and early 2000s, the *Sunset Limited*'s on-time performance for its tri-weekly trips suffered due to growing freight rail congestion.[1] The long length of the route exacerbated this issue, resulting in schedule delays greater than 24 hours in some instances and frequent substitution of bus service for rail service east of New Orleans. Consequently, ridership with origins and destinations east of New Orleans began a slow decline in FY 2001.[2]

HURRICANE KATRINA

On August 29, 2005, Hurricane Katrina struck the Gulf Coast and caused severe damage to all railroad infrastructure in the region. CSX was hit the hardest—in particular its main line between New Orleans and Mobile, AL, used by Amtrak's *Sunset Limited.*

PREVIOUS EFFORTS TO RESTORE SERVICE

Since Hurricane Katrina, support for restoring passenger rail service has grown. The absence of service currently limits the transportation options of approximately 20 million annual travelers and more than 4 million residents.

In 2008, Congress passed the Passenger Rail Investment and Improvement Act (PRIIA), which required Amtrak to develop a plan for restoring passenger rail service between New Orleans and Sanford, FL. After it initially considered 12 different service alternatives, Amtrak identified three preferred alternatives in its 2009 Gulf Coast Service Plan Report. As noted in that report, Gulf Coast communities preferred daily service:

> *Most of those in the Gulf Coast Region who provided comments via Amtrak's stakeholder interviews and outreach efforts considered Option 3—a daily stand-alone train between New Orleans and Orlando that would require the highest level of operating funding—to be the most desirable of the three preferred options because it would provide a reliable daily service.*[3]

Beginning in 2010, mayors, businesses, and civic organizations along the Gulf Coast initiated discussions and provided recommendations on service restoration. In 2012, the mayors of Tallahassee and Mobile led the municipalities affected by suspended service and formally established a consensus that service should be restored. Building on this momentum, the SRC began leading the effort in 2014, engaging mayors and business and civic leaders across the Gulf Coast in advocating for the return of improved passenger rail service.

---

[1] Amtrak, *Report for the Southern Rail Commission on Potential Gulf Coast Service Restoration Options,* Dec. 2015, p. 9.
[2] *Id.*, p. 8.; Please note that ridership data for FY 2003 indicates an exception to this trend.
[3] Amtrak, *P.R.I.I.A. Section 226 Gulf Coast Service Plan Report,* July 16, 2016, p. 44.

CONGRESS RENEWS EFFORTS

By 2015, residents, local leaders, and members of Congress were unified that restoration of passenger rail service along the Gulf Coast would greatly benefit the region by threading together the important anchors of education, business , public safety, healthcare, and employment. When Congress passed the FAST Act, it not only required the Secretary to convene a working group to evaluate the restoration of intercity passenger rail service between New Orleans and Orlando but also clearly defined the GCWG's responsibilities as follows:

- Evaluate all options for restoring intercity passenger rail service in the Gulf Coast region—including options outlined in the report transmitted to Congress pursuant to Section 226 of PRIIA;
- Select a preferred option for restoring service;
- Develop a prioritized inventory of capital projects and other actions necessary to restore service and cost estimates for such projects or actions;
- Identify federal and non-federal funding sources needed to implement this service, including options for entering into public-private partnerships to restore such service; and
- Document findings and recommendations in a Report to Congress.

Unlike the previous effort Congress required in 2008 under PRIIA, the FAST Act requires a broader group of stakeholders to participate. The GCWG consists of 28 member organizations—local governments, state departments of transportation, planning commissions, railroads, etc.—and is chaired by FRA. (See page 8 of this update for a list of GCWG members.)

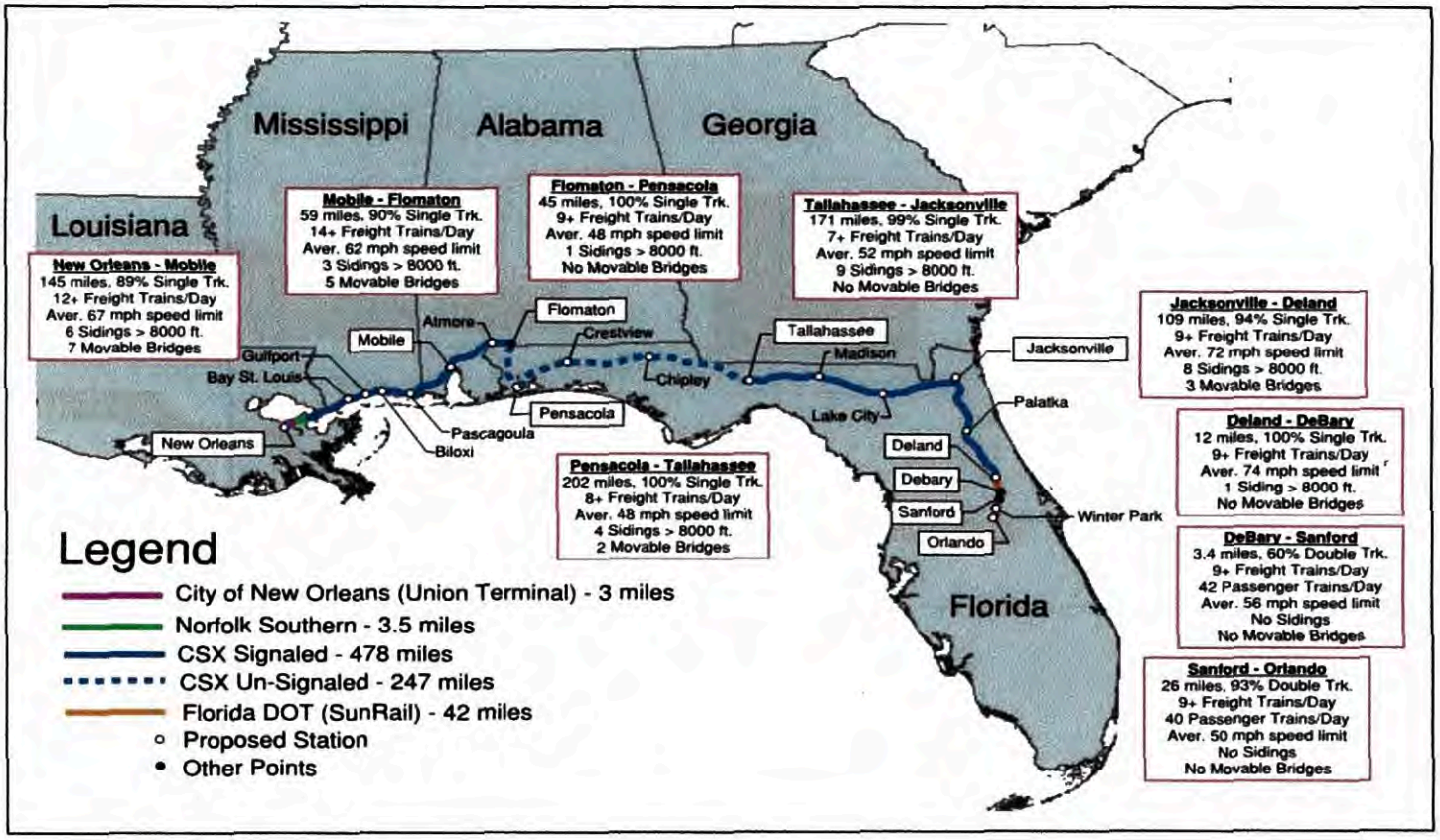
GULF COAST WORKING GROUP – PROGRESS AND NEXT STEPS

FRA hosted the inaugural meeting of the GCWG in New Orleans on February 16, 2016. Since then, the GCWG and its partners have met in person seven times in various cities across the Gulf Coast and held numerous teleconferences to fulfill the requirements of Section 11304 in the FAST Act. The GCWG has assessed existing rail infrastructure, ridership data for other Amtrak services in the region, and previously proposed restoration alternatives. The GCWG has also made significant headway on the other elements needed to complete the Report.

Existing Gulf Coast Corridor Rail Infrastructure

Figure 1 identifies the route's existing rail infrastructure on a segment-by-segment basis, illustrating several of the route's challenges regarding signal systems, or lack thereof; track speeds; and other considerations. (Please note that the final Report will describe in detail the track, signaling, stations, and other infrastructure needed to restore service.)

Figure 1. Existing Gulf Cost Infrastructure Map



Ridership for Other Amtrak Services

Since 2005, demand for other Amtrak intercity passenger rail services has increased in Louisiana, Alabama, Mississippi, and Florida. Even with the loss of *Sunset Limited* and the lack of additional service, these states have all witnessed ridership increases of more than 20 percent since 2004, the last full year the *Sunset Limited* was in service east of New Orleans.

Table 1. FY 2004 & FY 2015 Amtrak Ridership Levels for Gulf Coast States

State	FY 2004 Ridership	FY 2015 Ridership	% changed
Alabama	48,466	60,992	**26.00%**
Florida	913,553	1,027,196	**13.00%**
Louisiana	180,475	223,864	**24.00%**
Mississippi	83,562	107,129	**28.00%**

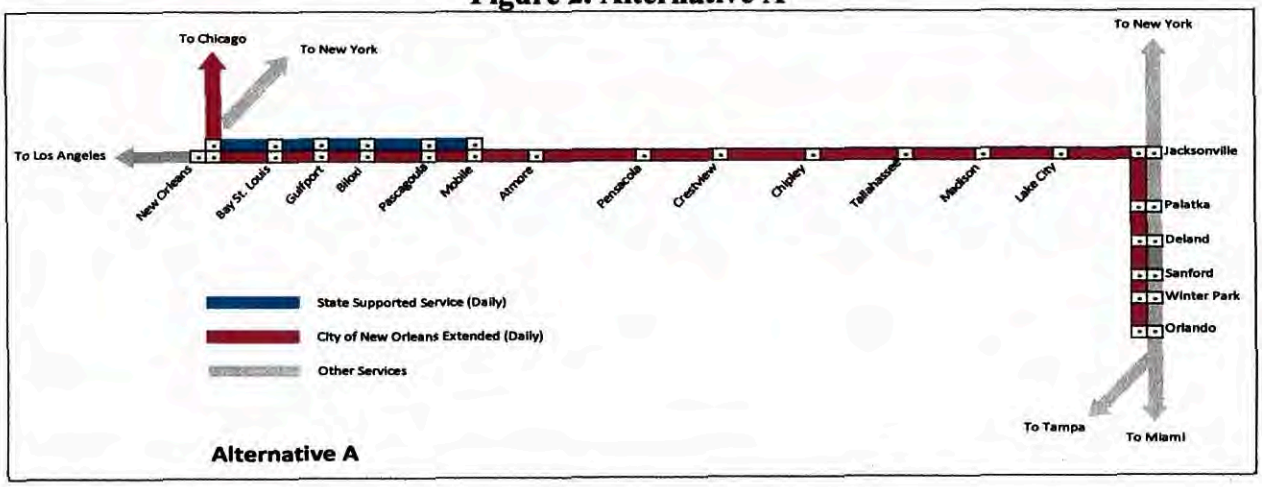
Proposed Restoration Alternatives

In 2015, Amtrak again studied restoration of service, this time at the request of the SRC. Using its Service Change Evaluation Model, which can forecast for both PRIIA 209 and non-PRIIA 209 services,[4] Amtrak considered five alternatives, including options for daily corridor service between New Orleans and Mobile:

- **Alternative A:** A daily overnight long-distance train operating each way between New Orleans and Orlando that would operate as an extension of the Chicago, IL–New Orleans *City of New Orleans*, with through equipment from Chicago to Orlando, plus a daily state-supported train operating round trip between New Orleans and Mobile.
- **Alternative A1:** A daily overnight long-distance train operating each way between New Orleans and Orlando that would operate as an extension of the Chicago–New Orleans *City of New Orleans*, with through equipment from Chicago to Orlando.
- **Alternative B:** Two daily state-supported trains operating round trip between New Orleans and Mobile, with no service east of Mobile to Orlando.
- **Alternative B1:** Two daily state-supported trains operating round trip between New Orleans and Mobile, with a thruway bus connecting with one of the trains to provide service east of Mobile to Jacksonville.
- **Alternative C:** A daily overnight long-distance train operating each way between New Orleans and Orlando.

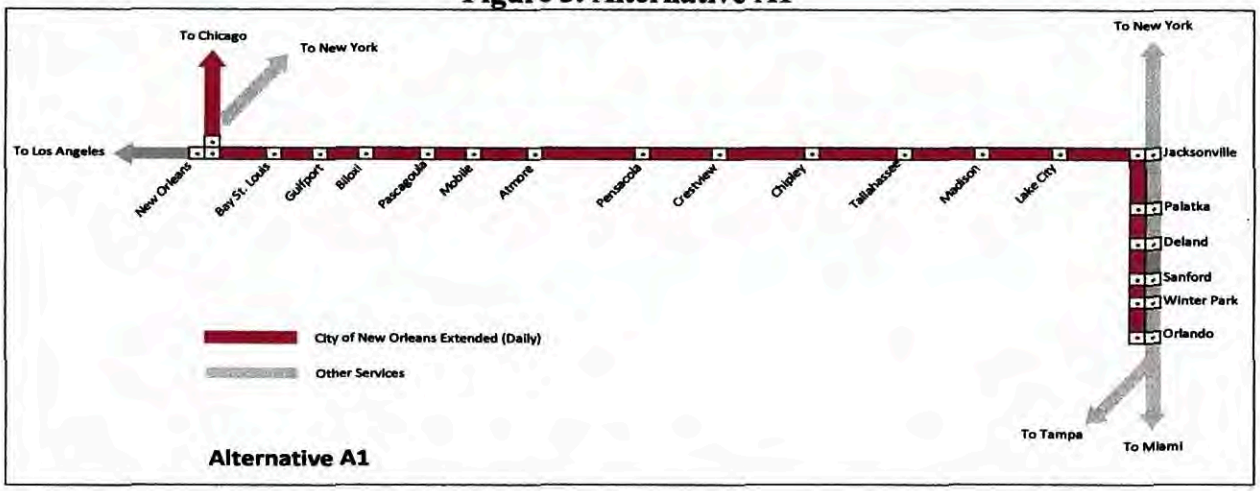
Amtrak selected Alternatives A and A1 (see Figures 2 and 3) for further consideration because both would generate high levels of ridership and return service to the entire Gulf Coast. During its February 2016 inaugural meeting, GCWG members formally agreed to adopt Alternatives A and A1 from Amtrak's 2015 study. In addition, all parties agreed that CSX, in coordination with SunRail and the Florida Department of Transportation, would handle the modeling efforts from New Orleans to the Orlando area, using Alternatives A and A1 as the basis for determining the infrastructure needs required to restore passenger rail service along this route.

Figure 2. Alternative A



[4] "Section 209 of PRIIA requires that all Amtrak routes under 750 miles in length (and outside of the Boston–Washington Northeast Corridor) must be the financial responsibility of the states they operate through," see PRIIA 209 Methodology, pp. 16 and 17 of Amtrak's Dec. 2015 *Report for the Southern Rail Commission on Potential Gulf Coast Service Restoration Options*.

Figure 3. Alternative A1



Additional GCWG Activities – Completed and Ongoing

- GCWG members meet twice a month using various methods: in person, in different cities along the route on a rotating basis, and via teleconference.
- Of the 28 GCWG members, so far 17 have submitted to FRA resolutions indicating support for restoration of intercity passenger rail service along the Gulf Coast.
- Members have contributed background information to the Report.
- In April 2016, at an in-person GCWG meeting in Atmore, AL, Amtrak presented preliminary findings regarding the condition of stations located along the route.
- In early August 2016, Amtrak submitted to the GCWG a draft station-condition assessment report, which includes a conceptual cost estimate and high-level Americans with Disabilities Act (ADA) observations. FRA and the GCWG are reviewing the report.
- On August 11, 2016, at an in-person GCWG meeting in Jacksonville, CSX and their consultants, HDR Engineering, Inc., presented the findings from their modeling study. FRA and the GCWG are reviewing CSX's proposed improvements.

Next Steps to Complete Report

The Report is in development and will detail the station assessment, operations simulation results, conceptual infrastructure improvements, capital cost estimates, projected operating costs and revenues, and passenger timetables. To finalize the report, the GCWG must complete the following tasks:

1. Determine physical infrastructure necessary to support daily passenger service

- **CSX Operations Simulation Modeling** – Review and examine the results of CSX's modeling study to help identify the infrastructure improvements required to support the proposed passenger operations over CSX-owned tracks. Using Rail Traffic Controller, a computer software program, to simulate the movement of trains through the rail network, CSX will help identify infrastructure needs required to operate both passenger and freight trains at an acceptable level of performance along the corridor. This is an iterative

process that incorporates future year train growth (20 years) to promote efficient investments and freight and passenger rail requirements. The model incorporates rail geometry and configuration, maximum authorized speeds, passenger and freight train consists, and timetables to determine the infrastructure needs. The results of this modeling effort will help inform the financial requirements to restore intercity passenger rail service.

- **Amtrak's Station Assessment** – Amtrak prepared a uniform checklist for a condition assessment of 12 stations. The onsite station assessments included the platform; canopy; station building, interior and exterior; the mechanical, electrical, and plumbing facilities; as well as fire protection and the improvements needed to meet minimum ADA standards and operational requirements.

2. Agree to Order-of-Magnitude Capital Cost Estimates

- The GCWG is developing an order-of-magnitude capital cost estimate based on the identified infrastructure requirements. These estimates will inform Step 3 below.

3. Identify Potential Sources for Federal, State, and Local Funding

- Funding sources for operations and maintenance (O&M) expenses need to be identified, especially O&M costs for the state-supported service from New Orleans to Mobile as PRIIA requires states to provide O&M funding for passenger rail service on routes less than 750 miles in length. The GCWG is identifying funding sources to meet the financial obligations to operate the Gulf Coast service.

4. Document Potential Benefits and Challenges to Restoring Intercity Passenger Rail Transportation in the Region

- There are many infrastructure challenges that need to be addressed before restoring passenger service to a sustainable level that benefits Amtrak, CSX, marine traffic, U.S. Coast Guard, and the various communities the service will interface with. The GCWG has identified such challenges and is considering how they impact a potential strategy for phased implementation of a preferred option. The GCWG has also identified potential benefits associated with restoring service, such as economic development and increased connectivity of regional assets, and will document these in the Report.

5. Finalize Report and Submit to Congress for Consideration

- FRA will submit the Report in 2016.

CLOSING

In the more than 10 years since Hurricane Katrina struck, Gulf Coast leaders and residents have made great strides in rebuilding businesses, communities, and infrastructure that connect cities across the region. In the last five years, more than $3 billion in private funds were invested in industrial, medical, IT, and aerospace sectors.

The region is ready to restore service, not only because its residents hold fond memories of it but because it is now an economic necessity. During the next 40 years, the Gulf Coast's population is

expected to increase by 10 million people[5]. For the region to harness this projected population growth, it desperately needs a strong transportation system. And to have a strong transportation system, passenger rail service must be included.

I have also sent this letter to Chairman Bill Shuster and Ranking Member Peter A. DeFazio of the House Committee on Transportation and Infrastructure, and Chairman John Thune and Ranking Member Bill Nelson of the Senate Committee on Commerce, Science, and Transportation.

Should you have any questions regarding the GCWG's Report to Congress, please feel free to call me. If your staff has questions, they may contact Mr. Trevor Dean, Government Affairs Advisor, at 202-493-0668 or Trevor.Dean@dot.gov. We look forward to continuing to work with you to restore intercity passenger rail service to the Gulf Coast.

Sincerely,

Sarah E. Feinberg
Chair, Gulf Coast Working Group
Federal Railroad Administration

Greg White
Gulf Coast Working Group
Southern Rail Commission, Alabama

Knox Ross
Gulf Coast Working Group
Southern Rail Commission, Mississippi

John Spain
Gulf Coast Working Group
Southern Rail Commission, Louisiana

John R. Marks III
Former Mayor of Tallahassee, Florida

[5] Beyond Traffic. U.S. Department of Transportation. https://www.transportation.gov/BeyondTraffic

GCWG Members

Alabama DOT	**City Pensacola**
Amtrak	**City of Tallahassee**
City of Atmore	**Coastal Alabama**
City of Bay St. Louis	**CSX**
City of Biloxi	**Florida DOT**
City of Chipley	**Federal Railroad Administration**
City of Crestview	**Gulf Regional Planning Commission**
City of Gulfport	**Lake City**
City of Jacksonville	**Louisiana DOT**
City of Madison	**Mississippi DOT**
City of Mobile	**New Orleans Regional Planning Commission**
City of New Orleans	**South Alabama Regional Planning Commission**
City of Orlando	**Southern Rail Commission**
City of Pascagoula	**West Florida Regional Planning Council**

GULF COAST WORKING GROUP

December 14, 2016

The Honorable Roger Wicker
Committee on Commerce, Science, and Transportation
United States Senate
Washington, DC 20510

Dear Senator Wicker:

Section 11304 of the Fixing America's Surface Transportation (FAST) Act, signed into law on December 4, 2015, requires the Secretary of Transportation to convene a working group to evaluate the restoration of intercity passenger rail service between New Orleans, LA and Orlando, FL. Section 11304 also requires the working group to submit a report to Congress (Report) 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 service; and potential funding sources; as well as any other related information.

On September 2, 2016, the Gulf Coast Working Group (GCWG)—composed of federal, state and local agencies, the Southern Rail Commission (SRC), the National Railroad Passenger Corporation (Amtrak), railroad officials, and other key stakeholders—provided Congress with an update letter detailing the GCWG's progress. This letter, dated December 14, 2016, serves as an additional update to describe progress made since September and to identify next steps to complete the Report.

GULF COAST WORKING GROUP – PROGRESS SINCE SEPTEMBER 2016

- ***Confirmed and Proceeded to Assess Preferred Option for Restoring Intercity Passenger Rail Service***
  - Preferred Option: A daily, overnight long-distance train operating each way between New Orleans and Orlando that would operate as an extension of the Chicago, IL–New Orleans *City of New Orleans*, with through equipment from Chicago to Orlando; plus a daily, state-supported train operating round trip between New Orleans and Atmore, AL.[1]
  - The GCWG recommends that the services above be restored in phases, the details of which as well as the reasons for choosing these services will be delineated in the Report.

[1] Previously, the state-supported service route under consideration was New Orleans to Mobile, AL, but the SRC suggested extending the service to Atmore due to existing relationships with the community. The GCWG did not oppose the change.

- ***Completed Review of Amtrak's Station Assessments***
  - Comprehensive Station Assessment: Amtrak prepared a uniform checklist for a condition assessment of the 12 suspended service stations, all out of service since 2005 and located along the Gulf Coast in Florida, Alabama, and Mississippi. This onsite station assessment observed the readiness of each facility and built on Amtrak's assessment performed in 2009.[2] This assessment included the platform; canopy; station building, interior and exterior; mechanical, electrical, and plumbing infrastructure; as well as fire protection. It also included the improvements needed to meet minimum Americans with Disabilities Act (ADA) standards and operational requirements. The assessment included cost estimates totaling $13 million.
  - Revised Station Assessment: To identify critical station improvements and immediate capital funding needs, Amtrak prepared a revised checklist, one that identified the minimum required for each station to achieve the following:
    - Allow a train to safely load and detrain passengers;
    - Allow passengers to travel safely from the public right-of-way to the train via a safe and code-compliant platform and path of travel; and
    - Comply with all current required codes and U.S. Department of Transportation's ADA standards that apply to facilities used by state and local governments to provide designated public transportation services, including bus stops and stations and rail stations.
  - The revised assessment does not supersede the first; instead, its purpose is to show a phased approach to upgrading facilities along the Gulf Coast corridor. This assessment's total estimated cost for the critical station improvements deemed essential for restoring passenger service is $7.8 million.
  - **Special Note – Rail Safety & Station Area Improvement Grants:** In support of the GCWG's efforts, the SRC and the Federal Railroad Administration (FRA) are working to repurpose $2.45 million in unused Railroad Research and Development earmark funds for the federally designated Gulf Coast high-speed rail corridor to support rail safety and station area improvements in Louisiana, Mississippi, and Alabama.
- ***Completed Several Critical Meetings***
  - September 29, 2016 – GCWG teleconference.
    - **Of Note:** U.S. Coast Guard (USCG) joined the GCWG to facilitate discussions regarding how passenger rail service and marine traffic can be coordinated. USCG's efforts will include a review of the types of marine traffic using each bridge along the

[2] Referenced in Amtrak's 2009 Gulf Coast Service Restoration Report, as directed by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA).

corridor and educating the GCWG on the rulemaking process with regard to operating schedules of drawbridges and their effect on railway service and waterway navigation.

- October 19, 2016 – Technical Meeting at CSX Transportation's (CSX) Washington, DC office with CSX, HDR Inc., Amtrak, USCG, SRC, and FRA to discuss, in-depth, CSX's operations modeling results vis-à-vis real-life conditions on the corridor. This meeting was necessary to have more informed, detailed discussions on the infrastructure improvements required to support proposed passenger operations over CSX-owned tracks.
  - **Of Note:** General tenor of meeting was collaborative—with all parties gaining a greater understanding of the challenges with the existing route and the improvements necessary for restoring passenger rail, and agreeing that continued collaboration is needed to gain further clarity of operational nuances.
- October 20, 2016 – GCWG teleconference.
  - **Of Note:** Extensive discussion regarding the importance of public safety and how closures of at-grade crossings could be accommodated. In particular, the grade crossing in Gulfport, MS has a 30+ year history of automobile-train crashes, including many fatalities. As a result, CSX keeps its train speeds relatively low in three Mississippi counties. The SRC, Gulf Regional Planning Commission, Mississippi Department of Transportation, CSX, and mayors of local communities are holding discussions pertaining to the crossings; there is a commitment for further action based on the timing for initiating passenger rail service.

GULF COAST WORKING GROUP – NEXT STEPS

1. Finalize List of Infrastructure Needs to Restore Service in Phases

- The GCWG is using the results of CSX's operations modeling study, presented to GCWG members on August 11, 2016 in Jacksonville, FL, and follow-up, collaborative technical meetings to identify a structured list of Gulf Coast corridor infrastructure needs for the Report.
- FRA will host a technical meeting with CSX, Amtrak, and SRC on December 15, 2016. The goal of the meeting is to determine what, if any, track/signal changes are necessary and sufficient to resume intercity passenger rail operations per the preferred option.
- The December 15th meeting will focus on the following three locations, which have the most significant infrastructure challenges to be met for restoring Gulf Coast passenger rail operations:
  - Gentilly Yard area in New Orleans.

  - Pascagoula area (estimated six-mile segment).
  - Mobile Terminal area (estimated six-mile segment). This is especially important if the proposed New Orleans–Mobile passenger rail service is to be extended to Atmore.

- Outside of those topics, meeting participants will discuss the costs and benefits associated with selectively converting controlled sidings to signaled sidings on a location-specific basis, along with a few other specific changes.

2. Agree to Order-of-Magnitude Capital Cost Estimates

- Once the list of infrastructure needs is finalized, the GCWG will develop a final order-of-magnitude capital cost estimate. This estimate will help inform Step 3 below.

3. Identify Potential Sources for Federal, State, and Local Funding

- Funding sources for operations and maintenance (O&M) expenses need to be identified, especially O&M costs for the proposed state-supported service from New Orleans to Atmore as PRIIA requires states to provide O&M funding for passenger rail service on routes less than 750 miles in length. The GCWG is currently analyzing potential funding sources to meet the financial obligations to operate the Gulf Coast service.

4. Assess Economic Benefits of Restoring Intercity Service for the Preferred Option

- Section 11304 of the FAST Act requires the Report to provide a description of the "costs and benefits of restoring intercity rail passenger transportation in the region." The proposed long-distance route crosses the Gulf Coast mega-region, which is composed of four states, 34 parishes and counties, and numerous communities. The suspended route's service area draws from a surrounding space that has a 2010 census population exceeding four million. Understanding the return on the needed infrastructure and O&M cost investments will greatly assist funding decisions and policy. The GCWG is currently examining similar studies conducted in other regions of the country to determine an approach to present this essential information.

5. Finalize Report and Submit to Congress for Consideration

- The GCWG anticipates submitting the Report in spring 2017.

CLOSING

There are many infrastructure challenges that need to be carefully considered and addressed before restoring passenger rail service to a sustainable level that benefits Amtrak, CSX, marine traffic, USCG, and the various communities the service will interface with; hence, collaboration—across agencies, industries, municipalities, and states—has been an essential component of this evaluation process. And as such, we are encouraged by the progress the

GCWG partners have made to date, and we are confident that as we draw closer to finalizing the Report, that collaboration will continue. We also want to thank you for your patience as the GCWG strives to deliver a Report of substance that offers pragmatic, fiscally responsible recommendations for restored service to America's Gulf Coast.

We have also sent this letter to Chairman Bill Shuster and Ranking Member Peter DeFazio of the House Committee on Transportation and Infrastructure, and Chairman John Thune and Ranking Member Bill Nelson of the Senate Committee on Commerce, Science, and Transportation.

Should you have any questions regarding the GCWG's Report to Congress, please feel free to call me. If your staff has questions, they may contact Mr. Trevor Dean, Government Affairs Advisor, at 202-493-0668 or trevor.dean@dot.gov. We look forward to continuing to work with you to restore intercity passenger rail service to the Gulf Coast.

Sincerely,



Sarah E. Feinberg
Chair, Gulf Coast Working Group



Greg White
Gulf Coast Working Group
Southern Rail Commission, Alabama



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Southern Rail Commission, Mississippi



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Gulf Coast Working Group
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John R. Marks III
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Alabama DOT	**City of Tallahassee**
Amtrak	**Coastal Alabama**
City of Atmore	**CSX**
City of Bay St. Louis	**Federal Railroad Administration**
City of Biloxi	**Florida DOT**
City of Chipley	**Gulf Regional Planning Commission**
City of Crestview	**Lake City**
City of Gulfport	**Louisiana DOT**
City of Jacksonville	**Mississippi DOT**
City of Madison	**New Orleans Regional Planning Commission**
City of Mobile	**South Alabama Regional Planning Commission**
City of New Orleans	**Southern Rail Commission**
City of Orlando	**U.S. Coast Guard**
City of Pascagoula	**West Florida Regional Planning Council**
City Pensacola	

Appendix I
Segment-by-Segment Description of Existing Conditions

NEW ORLEANS TERMINAL AREA
This segment includes 3.6 miles of single track owned by the City of New Orleans (New Orleans Union Passenger Terminal), and 3.3 miles of double track owned by Norfolk Southern (NS). Both segments are signaled. The City-owned track is dispatched by Amtrak and connects with Norfolk Southern track at East City Junction. NS's line has a connection with CSX 3.3 miles to the east. The NS segment is used by freight trains of several railroads as well as two daily Amtrak trains (*Crescent*) and requires dispatching coordination among NS, CSX, and Amtrak.

NEW ORLEANS, LA TO MOBILE, AL.
This segment is one of 11 high speed rail corridors designated in the FRA's April 2009 High-Speed Rail Strategic Plan. The route is owned and operated by CSX. This has historically been a main line railroad hosting up to seven daily passengers trains in each direction in the 1920's. The line is mostly single track, and has six sidings greater than 8000 feet in length, but most are controlled with restricted speed access. Speed limits for passenger trains on the CSX line range from speeds downgraded to 30 mph up to segments of 79 mph; the weighted average is 67 mph. There are seven movable bridges. There are currently six plus freight trains/day operating in each direction. In Mobile it would be necessary to identify or construct a layover track for a state supported train operating between New Orleans and Mobile. Unless the train were equipped for push-pull operation, a wye track for turning the train would also be required.

MOBILE, AL TO FLOMATON, AL
This signaled segment of CSX main line hosts seven plus freight trains/day in each direction. It includes 5.6 miles of double track and three sidings greater than 8000 feet in length, two of which are signaled and approximately 10,000 feet in length. Passenger speed limits in this segment range up to 79 mph, but with various curve and other restrictions including speed downgrades since 1999, the weighted average is 62 mph. There are five movable bridges.

FLOMATON, AL TO PENSACOLA, FL
This CSX line is single track with three passing sidings, only one of which is greater than 8000 feet in length. All are controlled sidings with restricted speed access and manually thrown switches. There is no signal system in this segment; trains operate under track warrant. Current freight traffic is four to five trains/day in each direction. The maximum passenger speed limit is 59 mph, but with numerous sharp curves, the average is only 48 mph.

PENSACOLA, FL TO TALLAHASEE, FL
This line segment is single track and has no signal system. Train movements are governed by track warrants issued by the dispatcher. Four of the five passing sidings are greater than 8,000 feet in length, but all are controlled sidings with restricted speed access. The average spacing of the sidings is 40 miles. The maximum speed limit for passenger trains is 59 mph, but curves, speed downgrades since 1999, and other restrictions reduce that to an average of 48 mph. Freight traffic averages about four trains/day in each direction. There are two movable bridges.

TALLAHASSEE, FL TO JACKSONVILLE, FL
This segment is signaled and includes 15 passing sidings with nine greater than 8000 feet in length. Five sidings are signaled, the remainder are controlled with restricted speed access. Average spacing of sidings is 11 miles. Maximum speed for passenger trains over much of the

line is 50 mph, with one 12.5 mile stretch at 79 mph. With curves and other restrictions, the average speed is 52 mph. Freight traffic averages between three and four trains/day in each direction.

JACKSONVILLE TERMINAL AREA

The Jacksonville station is located on another line about three miles north of a direct route through Jacksonville for a train traveling between New Orleans and Orlando. To access the station, the train must pull into the station and then backup through a wye just south of the station to reverse direction and head out. Alternatively, the train can first reverse direction on the wye and then backup into the station. The three mile segment is signaled with the speed limit ranging from 25 to 40 mph. The segment is used by three existing Amtrak trains in each direction. Two of the trains, the Silver Meteor and Silver Star serve the station. The Auto Train does not stop at the station.

JACKSONVILLE TO DELAND

This mostly single track 109 mile segment of CSX main line is signaled and contains eight signaled sidings over 8,000 feet in length. It currently carries three Amtrak trains/day in each direction plus an average of 4.5 freight trains in each direction. The maximum speed limit for passenger trains is 79 mph. With various restrictions, the average speed limit is 72 mph. There are three movable bridges.

DELAND TO DEBARY

South of Deland, the former CSX main line is now known as the Central Florida Rail Corridor (CFRC), owned by the Florida Department of Transportation, with CSX retaining limited access for freight trains. Deland is a future northern terminus for SunRail commuter trains. Between Deland and Debary the line is single track with one siding, which is more than 10,000 feet in length, but with controlled (restricted speed) access. With a maximum of 79 mph, the average speed limit is 74 mph. There are three daily Amtrak trains in each direction. Freight traffic averages 4.5 trains/day in each direction.

DEBARY TO SANFORD

DeBary is the current northern terminus for the SunRail commuter rail service operating between DeBary and points south of Orlando. Together with three Amtrak trains, there are 21 total passenger trains operating in each direction on weekdays in this segment of the CRFC. Freight traffic averages 4.5 trains/day in each direction and is restricted to nighttime operations or other operating windows that do not interfere with passenger operations. More than half of this segment is double track, and there are no passing sidings. The average speed limit is 56 mph.

SANFORD TO ORLANDO

Sanford is the location of Amtrak's southern AutoTrain terminal with facilities for storing and servicing the AutoTrain. The terminal could also be used for servicing a New Orleans-Orlando train. From Sanford to Orlando, the CRFC line is more than 90% double track and is fully signaled. The speed limit ranges as high as 79 mph, but the weighted average is 50 mph. Weekdays there are 18 SunRail and two Amtrak trains/day in each direction. CSX freight trains averaging 4.5 in each direction are restricted to nighttime operations or other operating windows that do not interfere with passenger operations. The Orlando Station has three tracks serving two platforms. There is an adjacent CSX yard with five tracks.

Appendix J
(Amtrak) Station Condition Assessment

STATION ASSESSMENT SUMMARY – Amtrak Station – Atmore, AL (ATR)

Inspection Date:	7/14/16
Survey Team:	Steve Smith, Joseph Grella PE, Stephen Michalowski
Prepared By:	Charles McGloughlin RA PMP, Cynthia Brey AIA, Thomas Raimondi
Address:	107 East Louisville Street, Atmore, AL 36502
Latitude / Longitude:	31.024270°N -87.492294°W



Photo of Station Shelter Looking Southwest



Satellite Photo

THE STATION IN PERSPECTIVE

The station at Atmore, AL (ATR) was part of the Sunset Limited line that ran along the Gulf Coast from Jacksonville, FL to New Orleans, LA. Service to the stations along this route was suspended on August 27th, 2005 as a result of the damage dealt to the Sunset Limited line by Hurricane Katrina. The date of construction and builder is unknown. It features a simple, canopy-covered space along with an enclosed waiting area for passengers. It is in the center of the town and very visible to many businesses. It is immediately adjacent to a small public park. See attached plans: "EX-1, Atmore AL" and "EX-2, Atmore AL."

STATION AMENITIES CIRCA 2005

Staff	Unstaffed
Building	Waiting Area (Shelter Station)
Ticket Sales	No
Checked Baggage	No
Help with Luggage	No
Accessible	Not Fully
Enclosed Waiting Area	Yes
Restrooms	No
Pay Telephone	Yes
Food Service	No
Short-Term Parking	Free
Overnight Parking	Free
Rental Cars	Yes
Taxi Service	No
Intercity Bus	No
Transit Service	No

Sources:

- http://www.trainweb.org/usarail/atmore.htm
- https://en.wikipedia.org/wiki/Atmore_station

IMPROVEMENT RECOMMENDATION HIGHLIGHTS / SUMMARY

Overall, the station complex is in poor condition, primarily due to site issues and platform condition; the parking lot requires regarding and the platform requires a full platform replacement. The signage for the entire site must be upgraded. The construction cost estimate for these items is $ **2,090,138**, including contingency; the total project estimated budget for design, construction, soft costs and contingency $ **2,347,674**

ASSESSMENT FINDINGS

1. SITE WORK

Overall, the site was in adequate to poor condition. The parking area is located immediately next to the station and is in poor condition; there is significant cracking and the entire system should be replaced and restriped. Moreover, standing water exists at the parking stalls, which indicates poor drainage (Fig. ATR.02, 03). The station has thirty-six (36) parking spaces—including two (2) ADA spaces—and no others are required. There are no sidewalks associated with the station and none are required. There are wood curbs which are in adequate condition. The stairways leading to the platform should be replaced per the platform renovation indicated in "ADA Observations" (Fig. ATR.04). The stairway previously referenced has no path leading to it; the only way to access these stairs is to cross the lawn that runs adjacent to the platform. No storm drains were observed on the site; however, there is a swale located in the public park area immediately adjacent to Louisville Avenue (Fig. ATR.05). All signage on the site is outdated and should be updated to current Amtrak Signage Standards. The directional and traffic signage on the site is outdated and should be updated to current Amtrak Signage standards. The following site work scope of work items are required to render the station operational:

- New parking lot, sealed and striped to include proper number of ADA spaces
- Regrade parking lot to provide positive drainage to city sewer
- Full suite of Amtrak station signage, required, complete

2. PLATFORM

The platform is five hundred and seventy-four feet (574') long and nine feet and eleven inches (9'-11") wide with an average elevation of four inches (4") above top of rail—the latter being determined by visual inspection only. Overall the wooden platform, and all of its elements, are in poor condition and must be completely replaced (Fig. ATR.06, 07, 08, 09, 10). See "ADA Observations." The following platform scope of work items are required to render the station operational:

- Replace wooden platform and access thereto from public right of way, complete, with new concrete eight inch (8") top of rail platform.
- New stenciled paint at platform (i.e. "STAND BEHIND LINE"; "MIND THE GAP")

3. PLATFORM CANOPY

The platform "canopy" is a short covered area attached to the station building and is essentially a "shelter" more than a continuous canopy (Fig. ATR.01). The construction of this entire structure is wood post and beam with a standing seam roof, and is in good condition. As discussed previously all signage should be updated and upgraded to latest Amtrak standards. No Passenger Information Display System

(PIDS) exists on site. The following platform canopy scope of work item is required to render the station operational:

- Provide full suite of new Amtrak signage

4. STAIRWAY / ELEVATOR

There is no stairway or elevator at the station, and none is required to render the station operational.

5. BUILDING INTERIOR

Overall, the small waiting room interior (Fig. ATR.11, 12) is in adequate condition with no structural issues evident. The entire room is wood finish and all surfaces should be treated to preserve the finish. The ceiling of the station is gypsum board, which is in satisfactory condition. The windows are in adequate condition, and should be puttied and painted. All painted surfaces should be repainted. There is no seating for passengers. The floor inside the station is in satisfactory condition, although there is an area rug which should be replaced (Fig. ATR.12). The following building shelter interior scope of work items are required to render the station operational:

- Clean station, complete
- Re-paint interior existing painted finishes with like coat of paint, complete.
- Refinish all wood surfaces
- Replace area rug at waiting room interior with new exterior grade mat
- Paint and putty all windows

6. BUILDING EXTERIOR

Overall, the building exterior is in satisfactory condition. All elements hereafter described are in satisfactory condition. The exterior door is wood with a dead bolt and is in satisfactory condition (Fig. ATR.13). The walls are painted blue-grey and the paint is in satisfactory condition. The windows require putty and painting as indicated previously. The platform entrance is in satisfactory condition (Fig. ATR.14). It is recommended that a new coat of paint be applied to the entire exterior, complete, to provide fresh finish. While there is no seating in the waiting room itself, there are two (2) benches, which are in good condition, located under the building canopy (Fig. ATR.13, 14). The following building shelter exterior scope of work items are required to render the station operational:

- Re-paint exterior existing painted finishes with like coat of paint, complete.
- Paint and putty all windows

7. MECHANICAL SYSTEMS

There is no mechanical system associated with the station, and no system is required to render the station operational. As information, there is a fire hydrant about forty feet (40') from the building (Fig. ATR.15).

8. ELECTRICAL SYSTEMS

Overall, the electrical service is in satisfactory condition. The platform metal halide lights are on wooden poles and are in good condition, but should be upgraded to LED fixtures (Fig. ATR.07). There are four (4) electrical convenience outlets at the station interior—one on each wall—in satisfactory

condition, but they should be replaced to UL-listed exterior fixtures (Fig. ATR.11, 12). The lighting distribution is 240 / 120V. The controls are photocell and the system appears to be in satisfactory condition. There is no emergency lighting required and none is present. The distribution panel, meter, circuit breaker panel and the grounding are in adequate condition, but all should be replaced with new per current code (Fig. ATR.16). The following electrical scope of work items are required to render the station operational:

- Replace convenience outlets with UL-listed exterior fixtures.
- Replace all electrical service with new per current code
- Upgrade and replace light fixtures with LED fixtures
- Replace electrical service in kind with new

9. PLUMBING SYSTEMS

An exterior hose bib is in good condition and is connected to drip irrigation for potted plants in and around the station shelter (Fig. ATR.17). No work on plumbing systems is required to render the station operational.

10. ADA OBSERVATIONS

No measurements were taken due to schedule and scope limitations of the survey. Upon visual inspection only, the following conditions were observed:

1. The ramp-to-platform curb ramps—two (2) total—leading to the accessible path from the parking lot are in poor condition, and are non-ADA compliant and must be redone (Fig. ATR.18, 19).
2. The accessible path to the platform is in poor condition. The walking surface and railings are of wood construction, are non-ADA compliant and must be completely replaced (Fig. ATR.18).
3. The platform does require an "alteration" per the Level Boarding Rule (49 CFR 37.42) to provide safe and accessible passage; a new five hundred and seventy-four foot (574'), eight inch (8") top-of-rail, concrete platform, complete, is required and recommended per 49 CFR 37.42; the existing wood platform is comprehensively deteriorated, cannot be salvaged or repaired, and should not be replaced "in-kind" (Fig. ATR.06, 07, 08, 09, 10).
4. Neither a wheelchair lift nor enclosure is currently provided.
5. ADA Parking spaces to be restriped and reconfigured to follow DOTAS 2006 (Fig. ATR.20, 21).
6. No Passenger Information Display System (PIDS) exists.

The following accessibility scope of work items are required to render the station operational:

- New Curb ramps at parking lot w/ tactile surface
- New access path and handrails from the parking lot to the platform.
- New eight inch (8") top-of-rail platform, complete
- New wheelchair lift and enclosure

11. ISSUES / ASSUMPTIONS / OTHER CONSIDERATIONS

The following items require further investigation during the design phase.

1) Exterior lighting levels could not be tested at the site as to compliance with Amtrak and accessibility requirements.

2) Per 49 CFR 37.42 the station platform requires an "alteration" to resume service.

STA ATMORE AL - Station Assessment 7/29/2016

Project Design & Construction Budget

Brief Project Description: **Gulf Coast Station Return of Service**

	Capital Costs Description	Assumptions	SOGR Budget
1.	**Design**		
a.	Design Services (DS)	10% of Construction Costs for a project of this nature	160,780
b.	Construction Related Services	30% of Design DS Design	48,234
	Design Total		**160,780**
2.	**Construction**		
a.	Construction (3rd Party)	Construction Estimate w/o Contingency	1,607,798
	Construction Total		**1,607,798**
3.	**Soft Costs**		
a.	Project Management Design (PM)	Assume 15% of Design Fee	24,117
b.	Force Account Support Design	Protection for survey crews allowance, crew of 3 for 3 days	9,000
c.	Construction Management (CM)	8% of Construction including F/A Support for protection	128,624
	Soft Costs Total		**161,741**
3.	**Contingency**		
a.	Design Contingency	30% of Lines 1. a.-b.	48,234
b.	Construction Contingency	30% of Lines 2. a.	**482,340**
c.	Soft Costs Contingency	30% of Lines 3. a. - c.	**48,522**
	Contingency Total		**579,096**
	Total Project Costs[1, 2, 3 &4]		**2,347,674**

Notes:

1 Assumes no escalation. Based on 2016 Dollars, and construction within 2016.

2 Assumes no PIDS.

3 Assumes no environmental work.

4 Does not include additional 10% Owner's reserve.

STA ATMORE AL - Station Assessment 7/29/2016

Overview Condition Assessment - 3rd Party Construction Estimate

Brief Project Description: Gulf Coast Station Return to Service

CSI#	Division - Summary[3]	Assumptions	SOGR Estimate
	Construction (3rd Party)		
1	General Requirements		145,153
2	Demolition & Site Work		114,588
3	Concrete		0
4	Masonry		0
5	Metals		0
6	Wood, Plastics & Composites		0
7	Thermal & Moisture Protection		0
8	Doors & Windows		373
9	Finishes		2,769
10	Specialties		14,107
11	Equipment		0
12	Furnishings		0
13	Special Construction		0
14	Conveying Systems		100,476
21	Fire Suppression		0
22	Plumbing		0
23	Heating, Ventilating & Air Conditioning		0
26	Electrical		7,184
27	Communications		0
28	Electronic Safety and Security		0
31	Earthwork		8,290
32	Exterior Improvements		743,549
33	Utilities		0
34	Transportation		0
1)	**Total**		**1,136,489**
2)	General Conditions	Assume 20% of 1)	227,298
3)	Profit	Assume 15% of 1) & 2)	204,568
4)	Builders Risk Insurance	Assume 1% of 1), 2) & 3)	15,684
5)	Bond	Assume 1.5% of 1), 2), 3), 4)	23,761
6)	Escalation[1]	Assume 1.5% of 1), 2), 3), 4) &5)	0
	Construction Total[2]		**1,607,798**
	Estimating Contingency[2]		482,340
	GRAND TOTAL CONSTRUCTION		**2,090,138**

Notes:

[1] Assumes no escalation. Based on 2016 Dollars, and construction within 2016.

[2] Sales Tax and Fees Excluded for Typical Amtrak Projects. Assumes Amtrak is contracting the work.

[3] The typical divisions listed are included in Amtrak SDPs. Back up sheets summarizing each division by specification section have been developed.

[4] Locational Factor included in the calculations by CSI Division.

[5] Rough Order of Magnitude Estimate based on Overview Conditions Assessment.



FIG ATR.01 – Station Building with shelter canopy



FIG ATR.02 – Parking showing standing water and cracking



FIG ATR.03 – Parking showing standing water and cracking



FIG ATR.04 – Stairs leading to platform



FIG ATR.05 – Looking westward down Louisville Avenue: the platform is visible on the left and a swale can be seen on the right

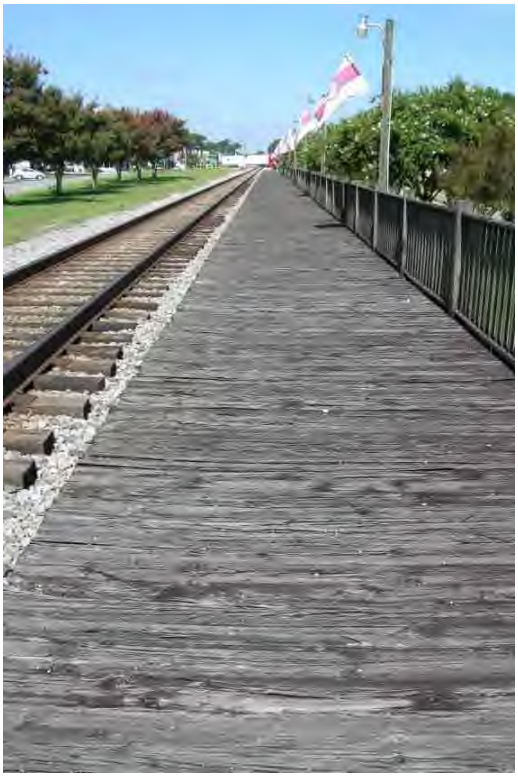


FIG ATR.06 – Existing platform



FIG ATR.07 – Existing platform



FIG ATR.08 – Existing platform – looking westward



FIG ATR.09 – Existing platform – looking eastward



FIG ATR.10 – Example of platform deterioration



FIG ATR.11 – Building interior



FIG ATR.12 – Building interior (through window, hence reflection of platform wood on bottom right)



FIG ATR.13 – Covered Shelter area with door and bench



FIG ATR.14 – Platform / Canopy entrance



FIG ATR.15 – Fire hydrant in parking lot area



FIG ATR.16 – Electrical Service and Panel



FIG ATR.17 – Hose bibb with flexible tubing connected—the tubing branches off and feeds in the various plant pots around the station structure



FIG ATR.18 – Non ADA compliant access (immediately adjacent to station structure) to deteriorated platform



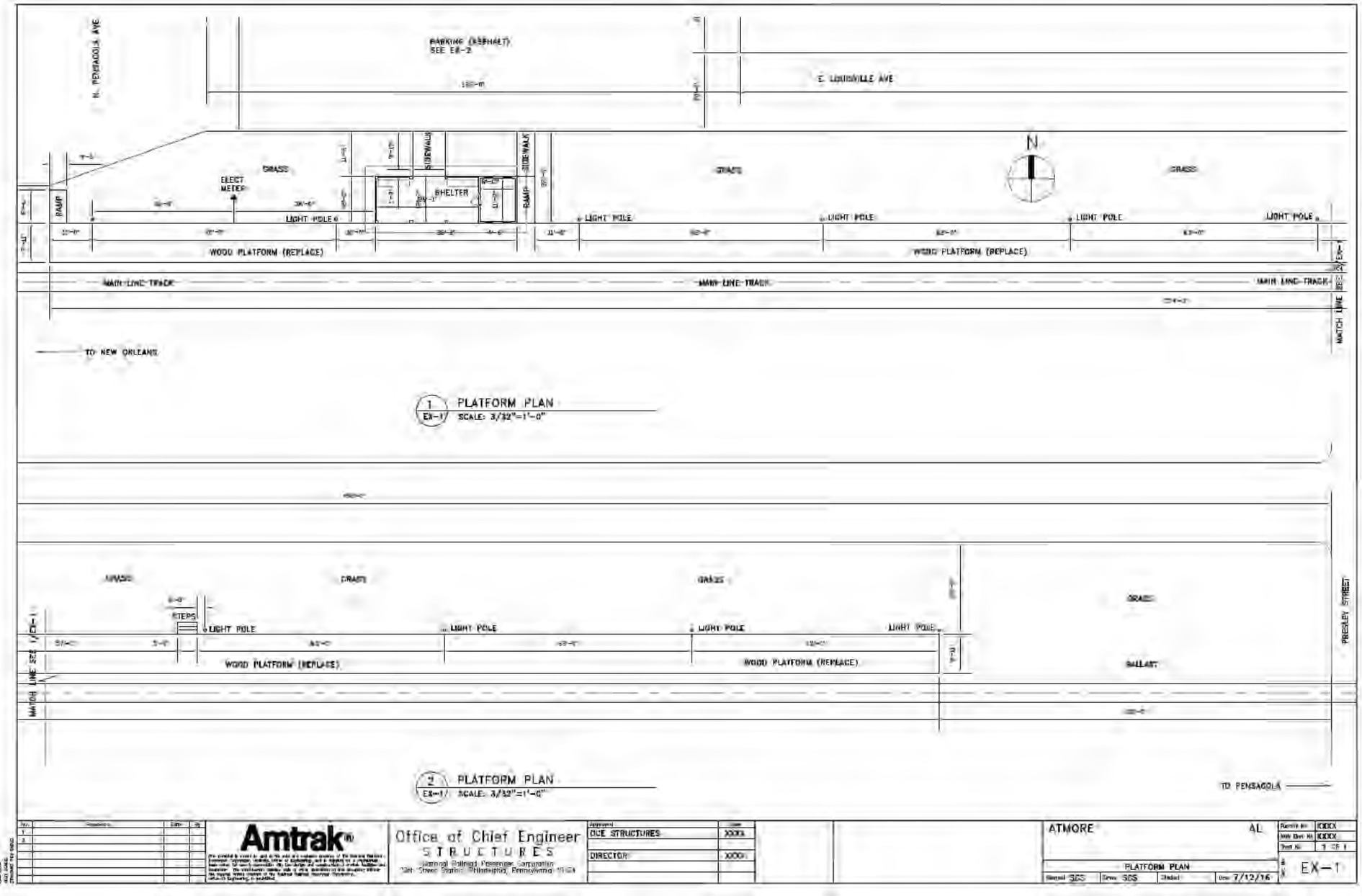
FIG ATR.19 – Street-to-platform access ramp at western-end of platform

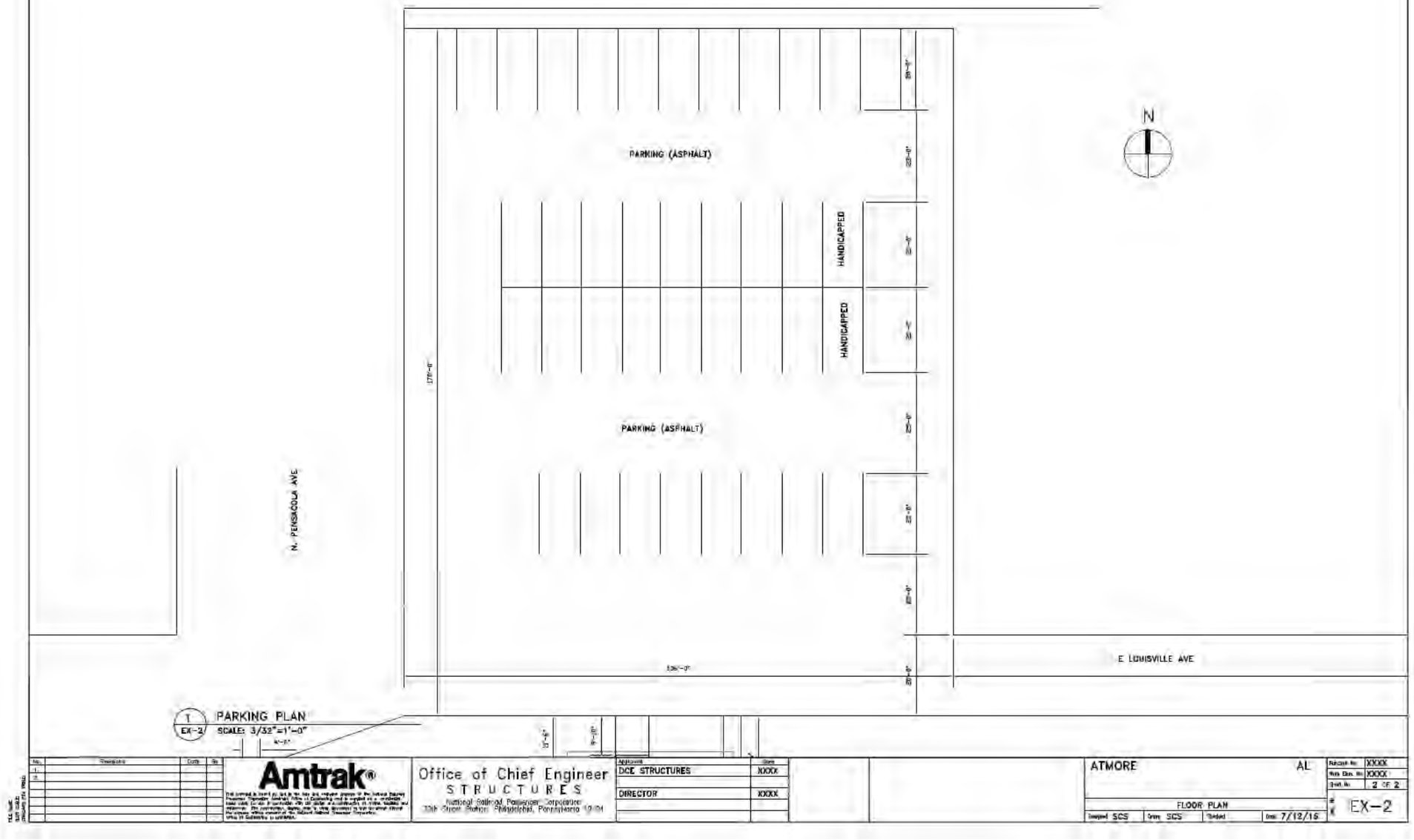


FIG ATR.20 – Current ADA parking space



FIG ATR.21 – Current ADA parking space


N. PENSACOLA AVE.
PARKING (ASPHALT)
SEE EX-2
E. LOUISVILLE AVE
GRASS
ELECT. METER
RAMP
SIDEWALK
SHELTER
LIGHT POLE
WOOD PLATFORM (REPLACE)
MAIN LINE TRACK
TO NEW ORLEANS
1 EX-1 PLATFORM PLAN
SCALE: 3/32"=1'-0"
STEPS
MATCH LINE SEE EX-1
BALLAST
PRESLEY STREET
TO PENSACOLA
2 EX-1 PLATFORM PLAN
SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
OCE STRUCTURES
DIRECTOR
ATMORE
AL
PLATFORM PLAN
7/12/16
EX-1


PARKING (ASPHALT)
HANDICAPPED
HANDICAPPED
PARKING (ASPHALT)
PARKING (ASPHALT)
N. PENSACOLA AVE
E LOUISVILLE AVE
N
1 EX-2 PARKING PLAN
SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
National Railroad Passenger Corporation
DCE STRUCTURES
DIRECTOR
ATMORE
AL
FLOOR PLAN
EX-2

STATION ASSESSMENT SUMMARY – Amtrak Station – Bay St. Louis, MS (BAS)

Inspection Date:	7/16/16
Survey Team:	Steve Smith, Joseph Grella PE, Stephen Michalowski
Prepared By:	Charles McGloughlin RA PMP, Cynthia Brey AIA, Thomas Raimondi
Address:	303 South Railroad Avenue, Bay St. Louis, MS 39520
Latitude / Longitude:	30°18'24"N 89°20'14"W

Station Building Not Used by Passengers:



Photo Looking Northeast

Shelter Building for Passengers on Tracks:



Photo Looking Southwest



Satellite Photo

THE STATION IN PERSPECTIVE

The station at Bay St. Louis, MS (BAS) was formerly the Louisville & Nashville Railroad Depot built in 1929—restored in 1995. This station was part of the Sunset Limited line that ran along the Gulf Coast from Jacksonville, FL to New Orleans, LA. Service to the stations along this route was suspended on August 27th, 2005 as a result of the damage dealt to the Sunset Limited line by Hurricane Katrina. The historic station is located in a bucolic park-like setting west of the main part of town, which in turn looks out on the bay. To the west of the station there is a small community football and baseball field and to the south there are vernacular residences. The historic station building features a white stucco façade with bright-red accents and other features reminiscent of the mission revival architectural style. It is historically certified. The interior of the station building was not accessible to Amtrak passengers at the time of cessation of service; rather, passengers utilized a small shelter located along the platform. The historic station building currently serves as a museum with ADA compliant bathrooms and water fountain, and is ADA accessible from platform. According to the museum manager, this historic building is open six (6) days a week from 9AM to 4PM. See attached plans: "EX-1, Bay St. Louis MS" and "EX-2, Bay St. Louis MS."

STATION AMENITIES CIRCA 2005

Staff	Unstaffed
Building	Waiting Area (Shelter Station) – Stucco
Ticket Sales	No
Checked Baggage	No
Help with Luggage	No
Accessible	No
Enclosed Waiting Area	No
Restrooms	No
Pay Telephone	Yes
Food Service	No
Short-Term Parking	Free
Overnight Parking	Free
Rental Cars	Yes
Taxi Service	No
Intercity Bus	No
Transit Service	No

Sources:

- http://www.trainweb.org/usarail/baystlouis.htm
- https://en.wikipedia.org/wiki/Bay_St._Louis_station

IMROVEMENT RECOMMENDATION HIGHLIGHTS / SUMMARY

The museum was not surveyed in detail as it was not directly utilized by Amtrak passenger operations prior to cessation of service.

The survey focused on the elements of the station that were in use by Amtrak operations, which were the parking lot, the platform, and all associated elements thereof. Overall, these elements are in poor condition due to site issues and platform condition. The signage for the entire site must be upgraded. The construction cost estimate for these items is $ **1,017,411**, including contingency; the total project estimated budget for design, construction, soft costs and contingency $ **1,142,357**

ASSESSMENT FINDINGS

1. SITE WORK

Overall, the site condition ranges from satisfactory to poor. The parking area is located immediately next to the historic station and is in satisfactory condition; there is cracking and the entire asphalt surface should be resealed and restriped (Fig. BAS.01). The station has sixteen (16) parking spaces, including three (3) handicapped spaces. The entire lot needs to be restriped. The sidewalks flanking the station are in satisfactory condition. The city cuts the grass and maintains the landscaping around the historic station; the landscaping is in satisfactory condition.

There were no storm drains observed on the site. All signage on the site is outdated and should be updated to current Amtrak Signage Standards. The directional and traffic signage on the site is inadequate, outdated, and should be increased and updated to current Amtrak Signage standards. The following site work scope of work items are required to render the station operational:

- New parking lot, striped to include proper number of ADA spaces
- Full suite of Amtrak station signage, required, complete

2. PLATFORM

The platform is five hundred and ninety-three feet (593') long and varies in width from ten feet (10') to fifteen feet and four inches (15'-4") wide with an average elevation aligned with top of rail—the latter being determined by visual inspection only. Overall, the concrete platform is in adequate condition (Fig. BAS.02). While structurally sound, the platform is exhibiting surface cracking; approximately, ten percent (10%) of the concrete platform surface is spalled and cracked, creating tripping hazards, and requires patching (Fig. BAS.03). There are insufficient or non-code compliant handrails at the platform (Fig. BAS.02, 04); handrails are required at this location due to grade drop-offs. The signage at the platform is outdated and non-compliant and must be replaced, complete. The following platform scope of work items are required to render the station operational:

- Provide new compliant handrails and guardrails
- Full suite of Amtrak station signage, required, complete
- Patch and seal cracking platform surface
- New stenciled paint at platform (i.e. "STAND BEHIND LINE"; "MIND THE GAP")

3. PLATFORM CANOPY SHELTER

The platform canopy shelter (Fig. BAS.04) is in satisfactory to adequate condition. The construction consists of wooden posts and beams with a metal roof. The roof appears to have rusted (Fig. BAS.05) and should be coated with rust-resistant paint. No Passenger Information Display System (PIDS) exists. The following platform canopy scope of work item is required to render the station operational:

- Paint metal roof with rust-resistant paint.

4. STAIRWAY / ELEVATOR

There is no stairway or elevator at the station, and none is required to render the station operational.

5. BUILDING INTERIOR

The interior of the shelter is in satisfactory condition and is structurally sound. The structure of the roofing is in adequate condition but there is some rust and the structure should be painted with rust-resistant paint. The following building shelter interior scope of work items are required to render the station operational:

- Paint structure at roof with rust-resistant paint similar to roof

6. BUILDING EXTERIOR

Historic Building (Fig. BAS.06): While not part of scope, these observations are provided for information. The historic canopy is reminiscent of original station which burned down and was restored in 1920. Overall the historic building exterior is in satisfactory condition.

Platform Shelter (Fig. BAS.04): Recommend new coat of paint at entire exterior of the wood structure, complete, to provide fresh finish. The entire shelter should be painted, from roof to grade. The following building shelter exterior scope of work items are required to render the station operational:

- Re-paint exterior existing painted finishes with like coat of paint, complete.

7. MECHANICAL SYSTEMS

There is no mechanical system or fire protection associated with the station shelter, and no system is required to render the station operational.

8. ELECTRICAL SYSTEMS

Overall, electrical lighting appears to require a site-wide upgrade to LED fixtures. The parking lot lighting does not appear to be sufficient by simply looking at the quantity of lights on site. It appears the platform lights are meant to “spill over” onto the parking lot, which is not sufficient (Fig. BAS.01). The platform shelter lighting is in good condition (Fig. BAS.08). The platform-mounted “candy-cane” lighting fixtures are in satisfactory condition, but all fixtures should be converted to LED (Fig. BAS.08). The following electrical items are required to render the station operational:

- Replace existing electric service with new per current code
- Upgrade and replace light fixtures with LED fixtures
- Replace electrical service in kind with new

9. PLUMBING SYSTEMS

The historic building is a museum with bathrooms and a water fountain, and is ADA accessible from platform. These bathrooms are located close-by public amenity, which are serendipitously available to Amtrak passengers, but are not part of the survey scope. No other existing plumbing systems were observed. No work on plumbing systems is required to render the station operational.

10. ADA OBSERVATIONS

Overall, there are many issues with ADA just from visual inspection. No measurements were taken due to schedule and scope limitations of the survey. Upon visual inspection only, the following conditions were observed:

1. The tactile surface at the curb ramp (Fig. BAS.01, 13) is non-compliant and should be replaced.
2. The tactile surface system at the platform has failed and requires complete replacement (Fig. BAS.09, 10).
3. The ramp-to-platform curb ramps leading to the accessible path from the parking lot are in poor condition, and are non-ADA compliant and must be redone (Fig. BAS.11).
4. The platform does not require an "alteration" per the Level Boarding Rule (49 CFR 37.42) to provide safe and accessible passage.
5. A wheelchair lift and enclosure is not currently provided
6. ADA Parking spaces to be restriped and reconfigured to follow DOTAS 2006.
7. No Passenger Information Display System (PIDS) exists.

The following accessibility scope of work items are required to render the station operational:

- New tactile surface at parking lot curb ramps
- New concrete eight inch (8") top-of-rail platform, including new tactile surface
- New access path and handrails from the parking lot to the platform.
- New lighting as previously indicated
- New wheelchair lift and enclosure to be provided

11. ISSUES / ASSUMPTIONS / OTHER CONSIDERATIONS

The following items require further investigation during the design phase.

1) Exterior lighting levels could not be tested at the site as to compliance with Amtrak and accessibility requirements and determination of insufficient lighting was based on visual observation of the amount of lights per area of parking lot and platform.
2) Notes on future operations: The museum manager also stated that they would be willing to clean out the garage area (with roll-up doors) to allow Amtrak to house its baggage cart and wheelchair lift. The handle of the roll-up door is deteriorated (Fig. BAS.12), and there does not seem to be an automatic opener installed.

STA BAY ST LOUIS MS - Station Assessment 7/29/2016

Project Design & Construction Budget

Brief Project Description: **Gulf Coast Station Return of Service**

	Capital Costs Description	Assumptions	SOGR Budget
1.	**Design**		
a.	Design Services (DS)	10% of Construction Costs for a project of this nature	78,262
b.	Construction Related Services	30% of Design DS Design	23,479
	Design Total		**78,262**
2.	**Construction**		
a.	Construction (3rd Party)	Construction Estimate w/o Contingency	782,624
	Construction Total		**782,624**
3.	**Soft Costs**		
a.	Project Management Design (PM)	Assume 15% of Design Fee	11,739
b.	Force Account Support Design	Protection for survey crews allowance, crew of 3 for 1 day	3,000
c.	Construction Management (CM)	8% of Construction including F/A Support for protection	62,610
	Soft Costs Total		**77,349**
3.	**Contingency**		
a.	Design Contingency	30% of Lines 1. a.-b.	23,479
b.	Construction Contingency	30% of Lines 2. a.	**234,787**
c.	Soft Costs Contingency	30% of Lines 3. a. - c.	**23,205**
	Contingency Total		**281,471**
	Total Project Costs[1, 2, 3 &4]		**1,142,357**

Notes:

1. Assumes no escalation. Based on 2016 Dollars, and construction within 2016.
2. Assumes no PIDS.
3. Assumes no environmental work.
4. Does not include additional 10% Owner's reserve.

STA BAY ST LOUIS MS - Station Assessment 7/29/2016

Overview Condition Assessment - 3rd Party Construction Estimate

Brief Project Description: Gulf Coast Station Return to Service

CSI#	Division - Summary[3]	Assumptions	SOGR Estimate
	Construction (3rd Party)		
1	General Requirements		177,831
2	Demolition & Site Work		97,643
3	Concrete		0
4	Masonry		0
5	Metals		0
6	Wood, Plastics & Composites		0
7	Thermal & Moisture Protection		3,334
8	Doors & Windows		0
9	Finishes		11,072
10	Specialties		14,107
11	Equipment		0
12	Furnishings		0
13	Special Construction		0
14	Conveying Systems		100,476
21	Fire Suppression		0
22	Plumbing		0
23	Heating, Ventilating & Air Conditioning		0
26	Electrical		8,617
27	Communications		0
28	Electronic Safety and Security		0
31	Earthwork		0
32	Exterior Improvements		140,125
33	Utilities		0
34	Transportation		0
1)	**Total**		**553,206**
2)	General Conditions	Assume 20% of 1)	110,641
3)	Profit	Assume 15% of 1) & 2)	99,577
4)	Builders Risk Insurance	Assume 1% of 1), 2) & 3)	7,634
5)	Bond	Assume 1.5% of 1), 2), 3), 4)	11,566
6)	Escalation[1]	Assume 1.5% of 1), 2), 3), 4) &5)	0
	Construction Total[2]		**782,624**
	Estimating Contingency[2]		234,787
	GRAND TOTAL CONSTRUCTION		**1,017,411**

Notes:

[1] Assumes no escalation. Based on 2016 Dollars, and construction within 2016.

[2] Sales Tax and Fees Excluded for Typical Amtrak Projects. Assumes Amtrak is contracting the work.

[3] The typical divisions listed are included in Amtrak SDPs. Back up sheets summarizing each division by specification section have been developed.

[4] Locational Factor included in the calculations by CSI Division.

[5] Rough Order of Magnitude Estimate based on Overview Conditions Assessment.



FIG BAS 01 – Cracking at parking lot, require reseal and restriping; platform lighting appears to be majority of lighting intended for parking lot



FIG BAS.02 – Platform in adequate condition



FIG BAS.03 – Concrete platform surface is spalled and cracked and requires replacement



FIG BAS.04 – Platform Canopy structure



FIG BAS.05 – Platform Canopy structure roof rust



FIG BAS.06 – Historic Station Building (note roll-up door on the right)



FIG BAS.07 – Lighting at platform shelter in good condition



FIG BAS.08 – Platform mounted lighting fixture example



FIG BAS.09 – Tactile surface failure



FIG BAS.10 – Tactile surface failure



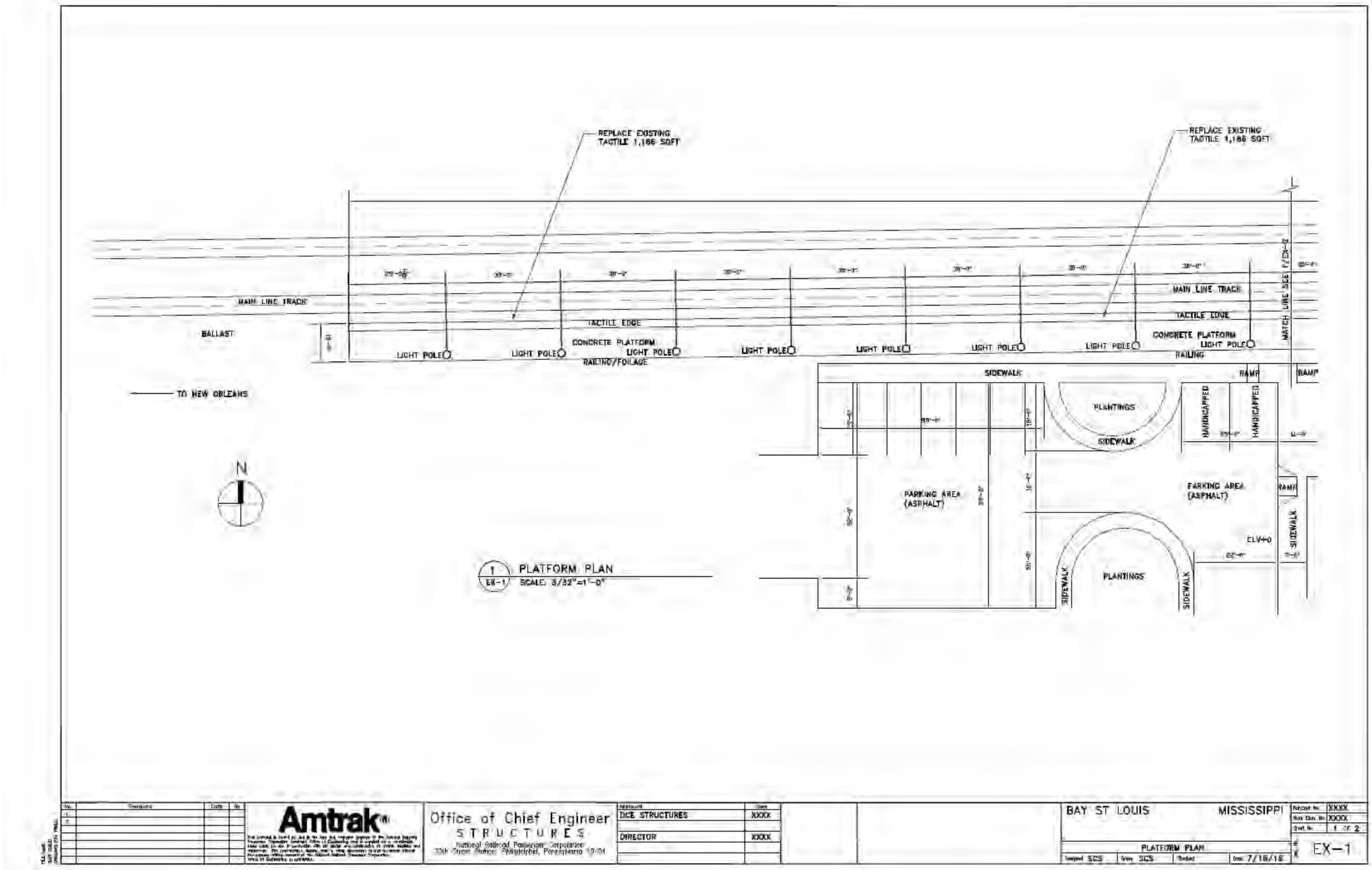
FIG BAS.11 – Non complaint and deteriorating ramps

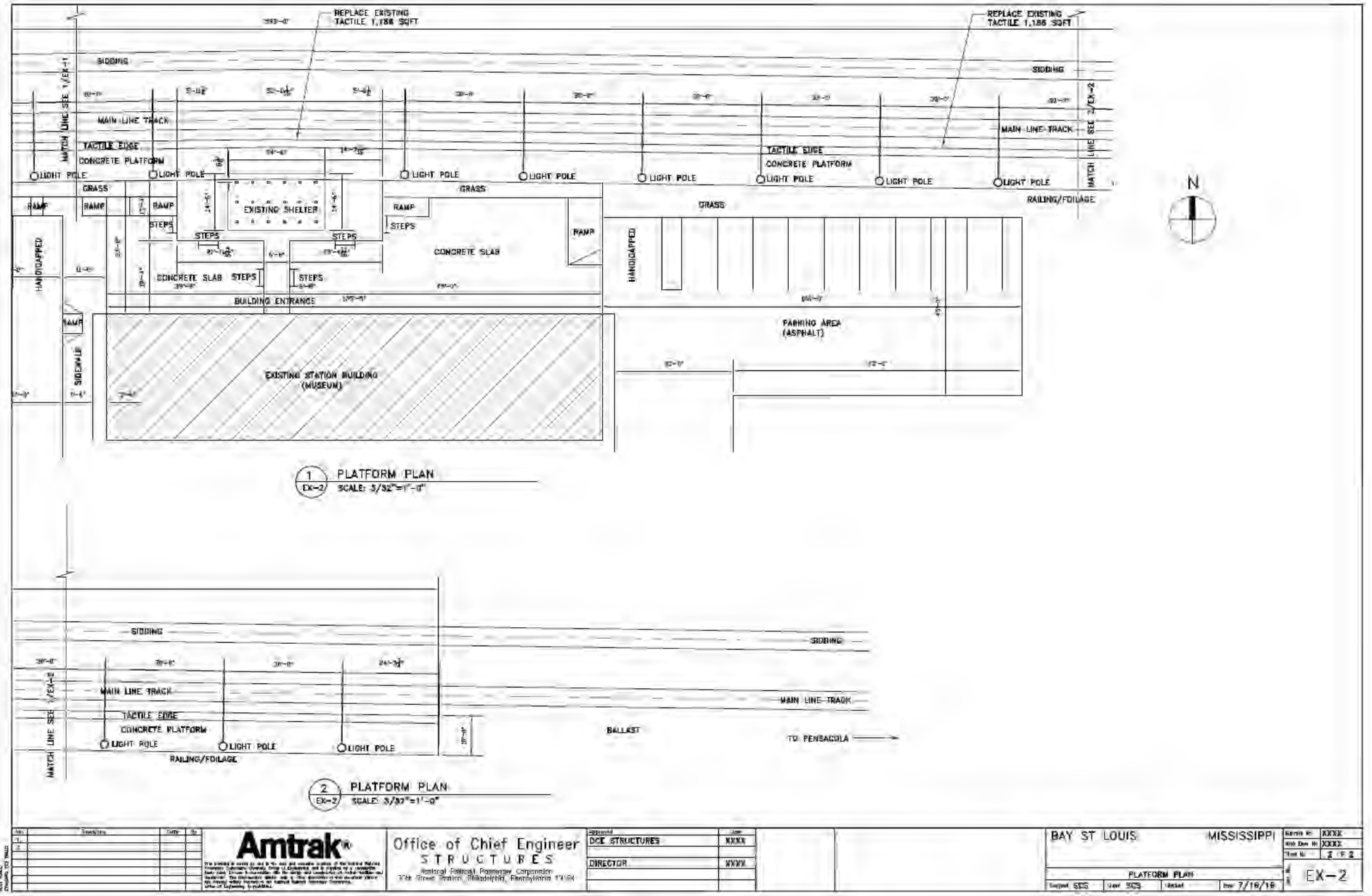


FIG BAS.12 – Deteriorated handle of roll up door located on east side of historic station building



FIG BAS.13 – Non-compliant ADA curb-ramp can be seen along shaded section of sidewalk


REPLACE EXISTING TACTILE 1,186 SQFT
REPLACE EXISTING TACTILE 1,186 SQFT
MAIN LINE TRACK
BALLAST
TACTILE EDGE
CONCRETE PLATFORM
LIGHT POLE
RAILING/FOLIAGE
RAILING
MATCH LINE SEE F/EX-2
TO NEW ORLEANS
SIDEWALK
RAMP
PLANTINGS
HANDICAPPED
PARKING AREA (ASPHALT)
PARKING AREA (ASPHALT)
ELV+0
1 EX-1 PLATFORM PLAN
SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
DIR. STRUCTURES
DIRECTOR
BAY ST LOUIS
MISSISSIPPI
PLATFORM PLAN
EX-1


REPLACE EXISTING TACTILE, 1,186 SQFT
REPLACE EXISTING TACTILE, 1,186 SQFT
SIDING
MAIN LINE TRACK
TACTILE EDGE
CONCRETE PLATFORM
LIGHT POLE
GRASS
RAMP
STEPS
EXISTING SHELTER
CONCRETE SLAB
BUILDING ENTRANCE
HANDICAPPED
SIDEWALK
EXISTING STATION BUILDING (MUSEUM)
PARKING AREA (ASPHALT)
RAILING/FOLIAGE
MATCH LINE SEE 1/EX-1
MATCH LINE SEE 2/EX-2
N
1 EX-2 PLATFORM PLAN SCALE: 3/32"=1'-0"
BALLAST
TO PENSACOLA
2 EX-2 PLATFORM PLAN SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
DCE STRUCTURES
DIRECTOR
BAY ST LOUIS MISSISSIPPI
PLATFORM PLAN
EX-2

STATION ASSESSMENT SUMMARY – Amtrak Station – Biloxi, MS (BIX)

Inspection Date:	7/15/16
Survey Team:	Steve Smith, Joseph Grella PE, Stephen Michalowski
Prepared By:	Charles McGloughlin RA PMP, Cynthia Brey AIA, Thomas Raimondi
Address:	860 Esters Boulevard, Biloxi, MS 39530
Latitude / Longitude:	30.3989°N 88.8915°W



Photo of Station Shelter Looking West



Satellite Photo

THE STATION IN PERSPECTIVE

The station at Biloxi, MS (BIX) was part of the Sunset Limited line that ran along the Gulf Coast from Jacksonville, FL to New Orleans, LA. Service to the stations along this route was suspended on August 27th, 2005 as a result of the damage dealt to the Sunset Limited line by Hurricane Katrina. The station is across the street from the Biloxi Transit Center, which serves Coast Transit Authority and Greyhound lines. The station was unstaffed and only consisted of a platform partially covered by a simple canopy. Foundation for an old 1960s-era station still exists on site in a state of abandonment. It is located in a part of town surrounded by retail and businesses. See attached plan: "EX-1, Biloxi MS."

STATION AMENITIES CIRCA 2005

Staff	Unstaffed
Building	Canopy
Ticket Sales	No
Checked Baggage	No
Help with Luggage	No
Accessible	Not Fully
Enclosed Waiting Area	No
Restrooms	No
Pay Telephone	Yes
Food Service	No
Short-Term Parking	Free
Overnight Parking	Free
Rental Cars	No
Taxi Service	On-Call
Intercity Bus	No
Transit Service	Yes

Sources:

- http://www.trainweb.org/usarail/biloxi.htm
- https://en.wikipedia.org/wiki/Biloxi_station

IMPROVEMENT RECOMMENDATION HIGHLIGHTS / SUMMARY

Overall, the station complex is in poor condition, primarily due to site issues and platform condition. The platform requires a full platform replacement. The signage for the entire site must be upgraded. The construction cost estimate for these items is $ **604,198** including contingency; the total project estimated budget for design, construction, soft costs and contingency $ **678,764**

ASSESSMENT FINDINGS

1. SITE WORK

Overall, the site was in adequate condition but requires some remediation. The parking area is located immediately adjacent to the platform; there is cracking and the entire system should be resealed and restriped (Fig. BIX.01, 02). The station has twenty-four (24) parking spaces, including two (2) ADA spaces. Sidewalks at the station are in satisfactory condition. Curbs site-wide at the station have minor cracking and spalling ,which should be repaired. The site vegetation is grass, which has been cut by the city (Fig. BIX.03). All signage on the site is outdated and should be updated to current Amtrak Signage Standards. The directional and traffic signage on the site is outdated and should be updated to current Amtrak Signage standards. The following site work scope of work items are required to render the station operational.

- Seal and restripe parking lot to include proper number of ADA spaces
- Repair curb cracking and spalling site-wide
- Full suite of Amtrak station signage, required, complete

2. PLATFORM

The platform is four hundred and forty-nine feet (449') long and eleven feet (11') wide with an average elevation of four inches (4") below top of rail—the latter being determined by visual inspection only. Minor cracking was evident on the platform in various locations but, overall, the platform surface is in satisfactory condition (Fig. BIX.04, 05, 06). The platform surface should be power washed. The following platform scope of work items are required to render the station operational:

- Repair minor cracking on the platform
- Power wash platform
- New stenciled paint at platform (i.e. "STAND BEHIND LINE"; "MIND THE GAP")

3. PLATFORM CANOPY

The canopy is composed of simple, unadorned tube steel and pre-manufactured panel construction (Fig. BIX.03, 04). Roofing and flashing looks satisfactory, although there is minor staining at some of the panels which should be cleaned, painted or replaced (Fig. 02, 03, 04, 05, 06). The staining does not appear to indicate a roofing issue. The significant issue identified by the survey team was that the current canopy was likely too low to accommodate current standard signage. For the purposes of this assessment our assumption is that the standard signage package will be provided but dimensions modified to accommodate the existing platform canopy; rather than replace the canopy to accommodate the signage. Further design and study must take place to determine final configuration of signage. No rainwater conducting system is observed on the site. Canopy lighting is addressed in the

"Electrical Systems" section. The following platform canopy scope of work item is required to render the station operational:

- Provide full suite of new Amtrak signage designed to be implemented under existing low canopy (Assuming revised design only affects pricing of design, not construction).

4. STAIRWAY / ELEVATOR

There is no stairway or elevator at the station, and none is required to render the station operational.

5. BUILDING INTERIOR

There is no building at the station, and none is required to render the station operational.

6. BUILDING EXTERIOR

There is no building at the station, and none is required to render the station operational.

7. MECHANICAL SYSTEMS

There is no mechanical system or fire protection associated with the station, and no system is required to render the station operational.

8. ELECTRICAL SYSTEMS

Overall, the condition of the electrical service ranges from adequate to poor. The service entrance and transformer are in satisfactory condition, but should be upgraded to current code standards (Fig. BIX.07). No site lighting exists; lighting for the site appears to be shared with an adjacent street light on a pole across the street. The platform lighting system [fifteen (15) lights – currently two inch by forty-eight inch (2" x 48") T-12 fixtures] is in very poor condition and is not functional; it must be replaced, complete, with LED fixtures (Fig. BIX.08). The lighting distribution panel was in good condition and is 240 / 120V voltage, but should be replaced per current code. A new photocell lighting control should be provided to control the platform lights. There is no emergency lighting and none is recommended to be provided. The following electrical system scope of work items are required to render the station operational:

- Provide new photocell control system for lighting
- Provide new electrical service to current code
- Upgrade and replace light fixtures with LED fixtures
- Replace electrical service in kind with new

9. PLUMBING SYSTEMS

No work on plumbing systems is required to render the station operational.

10. ADA OBSERVATIONS

No measurements were taken due to schedule and scope limitations of the survey. Upon visual inspection only, the following conditions were observed:

1. The accessible path is delineated with paint on the concrete surface and the surface has not been maintained; there are cracks from which vegetation has emerged; this path must be repaired and maintained (Fig. BIX.09, 10).
2. The access ramp to the platform from the parking lot is in poor condition and does not have non-compliant landings. The access to the platform must be redesigned, removed and replaced (Fig. BIX.09, 10).
3. The platform does not require "alteration" per the 49 CFR 37.42 to provide safe and accessible passage.
4. A new tactile edge must be provided (Fig. BIX.11).
5. A wheelchair lift and enclosure is not currently provided.
6. ADA Parking spaces to be restriped and reconfigured to follow DOTAS 2006 (Fig. BIX.12).
7. No Passenger Information Display System (PIDS) exists.

The following accessibility scope of work items are required to render the station operational:

- Remediation of asphalt and concrete access path from public right of way to platform
- Restripe access path delineation
- New surface-applied tactile edge, entire platform
- Provide new wheelchair lift and enclosure

11. ISSUES / ASSUMPTIONS / OTHER CONSIDERATIONS

The following items require further investigation during the design phase.

1) Exterior lighting levels could not be tested at the site as to compliance with Amtrak and accessibility requirements.
2) According to Todd Stennis of Amtrak, the city has plans to relocate the station. They plan to extend the canopy of the nearby bus terminal to the street to provide a shelter station. A pedestrian crossing will link this shelter station to a new platform (covered by another canopy) to be located across the street adjacent to the mainline. This facility and these plans are not part of this survey as the status and funding of these plans have not been confirmed, and the mandate for the survey was to survey existing conditions at pre-existing stations affected by Katrina only.

STA BILOXI MS - Station Assessment

Project Design & Construction Budget

Brief Project Description: **Gulf Coast Station Return of Service**

	Capital Costs Description	Assumptions	SOGR Budget
1.	**Design**		
a.	Design Services (DS)	10% of Construction Costs for a project of this nature	46,477
b.	Construction Related Services	30% of Design DS Design	13,943
	Design Total		**46,477**
2.	**Construction**		
a.	Construction (3rd Party)	Construction Estimate w/o Contingency	464,768
	Construction Total		**464,768**
3.	**Soft Costs**		
a.	Project Management Design (PM)	Assume 15% of Design Fee	6,972
b.	Force Account Support Design	Protection for survey crews allowance, crew of 3 for 1 day	3,000
c.	Construction Management (CM)	8% of Construction including F/A Support for protection	37,181
	Soft Costs Total		**47,153**
3.	**Contingency**		
a.	Design Contingency	30% of Lines 1. a.-b.	13,943
b.	Construction Contingency	30% of Lines 2. a.	**139,430**
c.	Soft Costs Contingency	30% of Lines 3. a. - c.	**14,146**
	Contingency Total		**167,519**
	Total Project Costs[1, 2, 3 &4]		**678,764**

Notes:

1 Assumes no escalation. Based on 2016 Dollars, and construction within 2016.

2 Assumes no PIDS.

3 Assumes no environmental work.

4 Does not include additional 10% Owner's reserve.

STA BILOXI MS - Station Assessment 7/29/2016

Overview Condition Assessment - 3rd Party Construction Estimate

Brief Project Description: Gulf Coast Station Return to Service

CSI#	Division - Summary[3]	Assumptions	SOGR Estimate
	Construction (3rd Party)		
1	General Requirements		120,746
2	Demolition & Site Work		13,805
3	Concrete		0
4	Masonry		0
5	Metals		0
6	Wood, Plastics & Composites		0
7	Thermal & Moisture Protection		0
8	Doors & Windows		0
9	Finishes		0
10	Specialties		14,107
11	Equipment		0
12	Furnishings		0
13	Special Construction		0
14	Conveying Systems		90,010
21	Fire Suppression		0
22	Plumbing		0
23	Heating, Ventilating & Air Conditioning		0
26	Electrical		13,819
27	Communications		0
28	Electronic Safety and Security		0
31	Earthwork		0
32	Exterior Improvements		76,038
33	Utilities		0
34	Transportation		0
1)	**Total**		**328,526**
2)	General Conditions	Assume 20% of 1)	65,705
3)	Profit	Assume 15% of 1) & 2)	59,135
4)	Builders Risk Insurance	Assume 1% of 1), 2) & 3)	4,534
5)	Bond	Assume 1.5% of 1), 2), 3), 4)	6,868
6)	Escalation[1]	Assume 1.5% of 1), 2), 3), 4) &5)	0
	Construction Total[2]		**464,768**
	Estimating Contingency[2]		139,430
	GRAND TOTAL CONSTRUCTION		**604,198**

Notes:

1. Assumes no escalation. Based on 2016 Dollars, and construction within 2016.
2. Sales Tax and Fees Excluded for Typical Amtrak Projects. Assumes Amtrak is contracting the work.
3. The typical divisions listed are included in Amtrak SDPs. Back up sheets summarizing each division by specification section have been developed.
4. Locational Factor included in the calculations by CSI Division.
5. Rough Order of Magnitude Estimate based on Overview Conditions Assessment.



FIG BIX.01 – Platform surface looking toward grade crossing



FIG BIX.02 – Parking showing canopy structure looking west – note the remnants of the demolished station building foundation in the foreground of the picture



FIG BIX.03 – Parking showing curb and canopy looking east



FIG BIX.04 – Platform showing canopy looking west



FIG BIX.05 – Platform under canopy looking west



FIG BIX.06 – Platform under canopy looking east



FIG BIX.07 – Electric Service Entrance / Panel



FIG BIX.08 – Platform Lighting Fixtures



FIG BIX.09 – Access from concrete slab from demolished station building to platform with vegetation in cracks



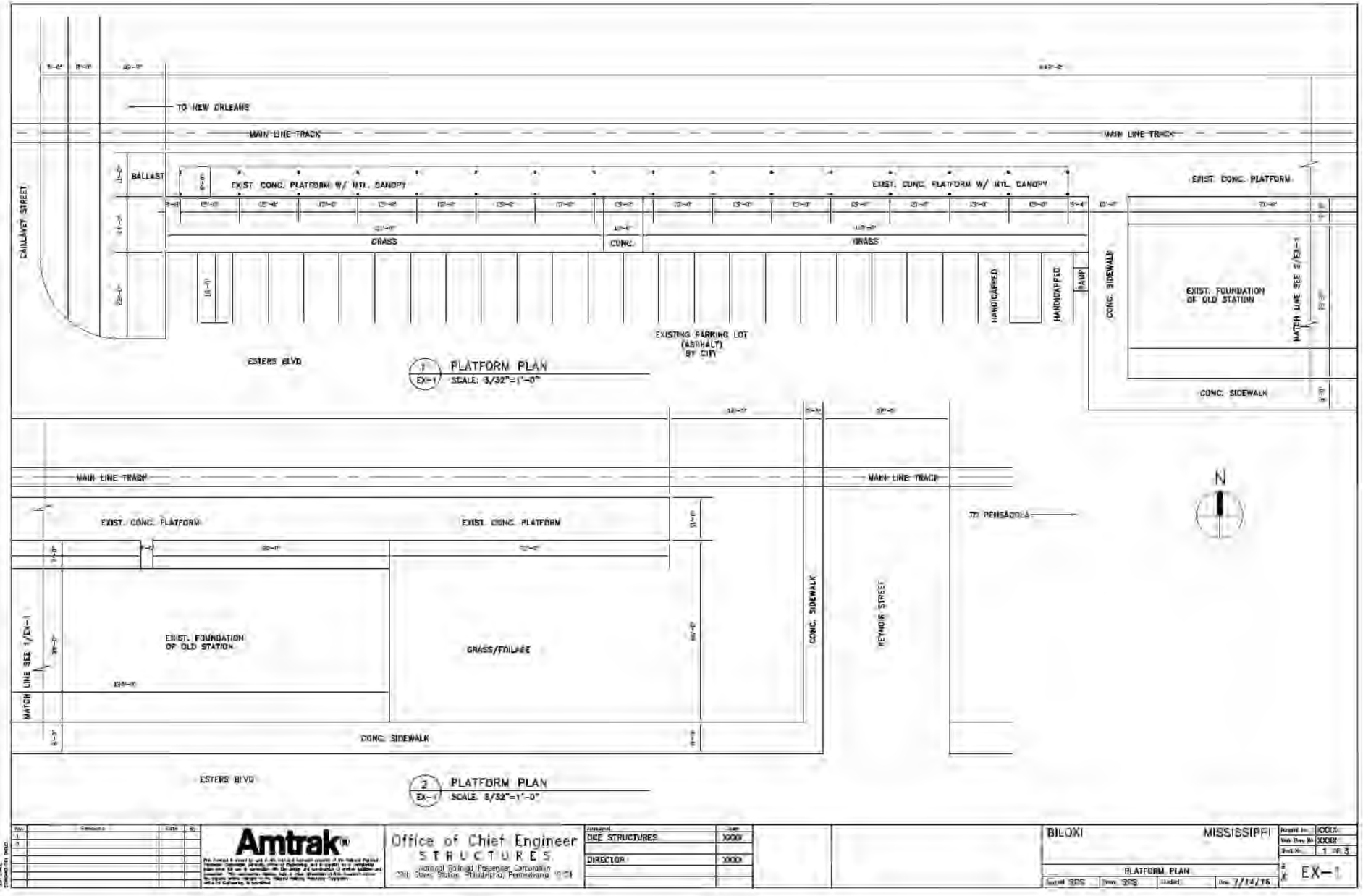
FIG BIX.10 – Intended accessible path from ADA parking requiring remediation



FIG BIX.11 – Tactile edge needs replacement



FIG BIX.12 – ADA parking spaces


TO NEW ORLEANS
MAIN LINE TRACK
MAIN LINE TRACK
BALLAST
EXIST. CONC. PLATFORM W/ MTL. CANOPY
EXIST. CONC. PLATFORM W/ MTL. CANOPY
EXIST. CONC. PLATFORM
CAILLAVET STREET
GRASS
CONC.
GRASS
HANDICAPPED
HANDICAPPED
RAMP
CONC. SIDEWALK
EXIST. FOUNDATION OF OLD STATION
MATCH LINE SEE 2/EX-1
CONC. SIDEWALK
EXISTING PARKING LOT (ASPHALT) BY CITY
ESTERS BLVD
1 EX-1 PLATFORM PLAN
SCALE: 3/32"=1'-0"
MAIN LINE TRAIN
MAIN LINE TRACK
EXIST. CONC. PLATFORM
EXIST. CONC. PLATFORM
TO PENSACOLA
N
MATCH LINE SEE 1/EX-1
EXIST. FOUNDATION OF OLD STATION
GRASS/FOLIAGE
CONC. SIDEWALK
PEYNOIR STREET
CONC. SIDEWALK
ESTERS BLVD
2 EX-1 PLATFORM PLAN
SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
National Railroad Passenger Corporation
DICE STRUCTURES
DIRECTOR
BILOXI
MISSISSIPPI
PLATFORM PLAN
Date: 7/14/16
EX-1

STATION ASSESSMENT SUMMARY – Amtrak Station – Chipley, FL (CIP)

Inspection Date:	7/12/16
Survey Team:	Steve Smith, Joseph Grella PE, Stephen Michalowski
Prepared By:	Charles McGloughlin RA PMP, Cynthia Brey AIA, Thomas Raimondi
Address:	101 South Seventh Street Chipley, FL 32428
Latitude / Longitude:	30.780748°N 85.53763°W



Photo of Station Shelter (Looking Southeast)



Satellite Photo

THE STATION IN PERSPECTIVE

The station at Chipley, FL (CIP) was part of the Sunset Limited line that ran along the Gulf Coast from Jacksonville, FL to New Orleans, LA. Service to the stations along this route was suspended on August 27th, 2005 as a result of the damage dealt to the Sunset Limited line by Hurricane Katrina. While the station was unstaffed, its small enclosed station structure acted as a waiting area for passengers, but currently serves as the headquarters of the Washington County Historical Society, a "train museum." It is locally known as "Bill Lee" station, as evidenced by the signage on the station building. See attached plan: "EX-1, Chipley FL."

Sources:

- http://www.trainweb.org/usarail/chipley.htm
- https://en.wikipedia.org/wiki/Chipley_station

STATION AMENITIES CIRCA 2005

Staff	Unstaffed
Building	Waiting Area
Ticket Sales	No
Checked Baggage	No
Help with Luggage	No
Accessible	Fully
Enclosed Waiting Area	Yes
Restrooms	No
Pay Telephone	Yes
Food Service	No
Short-Term Parking	Free
Overnight Parking	Paid
Rental Cars	No
Taxi Service	No
Intercity Bus	No
Transit Service	No

IMPROVEMENT RECOMMENDATION HIGHLIGHTS / SUMMARY

Overall the station is in satisfactory condition. Site work, platform work, building shelter interior and exterior work are required to render the station operational. The signage for the entire site must be upgraded. The construction cost estimate for these items is $ **594,599** including contingency; the total project estimated budget for design, construction, soft costs and contingency $ **667,994**.

ASSESSMENT FINDINGS

1. SITE WORK

Overall the site was in adequate condition. The city-owned roadways and rail crossings on the roads adjacent to the site are in adequate condition (FIG CIP.01, 02, 20). The station parking lot has thirteen (13) parking spaces including one (1) ADA space. It appears that most of the parking for the station occurred on the adjacent streets, rather than in these provided spaces. Paving at the parking stalls at the station needs to be sealed or resurfaced (Fig. CIP.03, 19). The sidewalk and curbs are in satisfactory condition, with minor cracks requiring sealant or patching (FIG CIP.04, 05, 06). No stairways are present on the site. Site drainage elements were not observed and no scope was identified, although standing water was evident in public road. The signage on the site is outdated and should be updated to current Amtrak Signage Standards. The directional and traffic signage on the site is insufficient and outdated, and should be updated to current Amtrak Signage standards. The following site work scope of work items are required to render the station operational:

- Patch and seal all parking spaces
- Patch and seal minor cracks in sidewalk paving
- Patch base of lighting pole
- Full suite of Amtrak station signage, required, complete

2. PLATFORM

The platform at this location is split in two by 7th Street—as seen in the above satellite photograph. The platform to the east of 7th Street (the same side as the station building) is three hundred and twenty-three feet & six inches (323'-6") long (Fig. CIP.21). While the platform on the opposite side of 7th Street is two hundred and ninety-two feet and six inches (292'-6") long (Fig. CIP.13). Both platforms have a width of twelve feet and four inches (12'-4"), and an average elevation aligned with top of rail—the latter being determined by visual inspection only. Overall the poured-in-place concrete platform is in satisfactory condition, and is structurally sound and visually appears level (Fig. CIP.11, 12). The existing platform structure can accommodate the new tactile edge system indicated in "ADA Observations." Joints at the concrete platform need new sealant. No stairways are present at the platform. The walking surface of the access ramps to the platform are in satisfactory condition (Fig. CIP.05). There are no guardrails at the platform and none are required. The following platform scope of work item is required to render the station operational:

- New stenciled paint at platform (i.e. "STAND BEHIND LINE"; "MIND THE GAP")

3. PLATFORM CANOPY

There is no platform canopy at the station, and none is required to render the station operational.

4. STAIRWAY / ELEVATOR

There is no stairway or elevator at the station, and none is required to render the station operational.

5. BUILDING INTERIOR

There is an enclosed, single-story, weatherproofed station building (FIG CIP.07, 08, 09, 10). Access to the building was not provided at the time of the survey, but the interior was observed from windows from the outside. At the time of the survey the interior was utilized as a one-room railroad memorabilia museum (Washington County Historical Society), which a local non-Amtrak caretaker opened for few hours once a week to the public. Overall the interior of the shelter is in good, well-maintained condition. There is a single bench available for passengers—located under the awning at the station buildings front entrance (Fig. CIP.18). The floor inside the station is in satisfactory condition, requiring no patching. The walls and drop ceiling of the shelter are in satisfactory condition and require no painting. There is no Amtrak signage and the standard suite of Amtrak signage should be provided. Fluorescent lighting fixtures and convenience outlets were observed at the interior of the station and appeared to be in good condition. There is no ticket office or counter at the station, and none needs to be provided to render the station operational. Given that the museum occupies the waiting room space, it is not anticipated that this use will cease upon resumption of service. The following building shelter interior scope of work item is required to render the station operational:

- Full suite of Amtrak station signage, required, complete

6. BUILDING EXTERIOR

The exterior of this station building is in satisfactory condition, overall (FIG CIP.07, 08, 09, 10). The door and hardware is in satisfactory condition, and the lock is functioning to prevent access; although the location of the keyset is not known, and a new lockset should be provided to ensure access to new personnel for new service (Fig CIP.18). The walls are in satisfactory condition and the light green paint does not require repainting. The foundation is in satisfactory condition. The metal standing seam roof, and associated field and flashing is in good condition. The glazing at station is glass, in satisfactory condition, and should be cleaned prior to resumption of service. The signage is outdated and the standard suite of Amtrak signage should be provided. There is no lighting at the station exterior and none is required to render it operational. The following building shelter exterior scope of work items are required to render the station operational:

- New lockset at exterior door
- Full suite of Amtrak station signage, required, complete

7. MECHANICAL SYSTEMS

The small, one-half (½) ton electric window-type HVAC unit (6000 BTU/h)—mounted through the wall—was functioning well, and was effective in cooling the space. No mechanical systems scope of work items are required to render the station operational.

8. ELECTRICAL SYSTEMS

Overall the electrical service was in satisfactory condition and appeared to be operating well. Two (2) black metal pole mounted lighting fixtures are present; the concrete bases of the light poles are spalling

and require patching. The black, platform-mounted lighting fixtures should be replaced with LED fixtures (Fig. CIP.14, 17). The frosted-glass, metal halide luminaire is in satisfactory condition, but an upgrade to an LED fixture is recommended. The following electrical scope of work items are required to render the station operational:

- Upgrade and replace light fixtures with LED fixtures
- Upgrade existing service to current code
- Replace electrical service in kind with new

9. PLUMBING SYSTEMS

There is no water or sewer service at the station, and none is required to render the station operational. As information about three hundred feet (300') away, there is a shed with toilets, which are fully functional with ADA partitions. No plumbing systems scope of work items are required to render the station operational.

10. ADA OBSERVATIONS

No measurements were taken due to schedule and scope limitations of the survey. Upon visual inspection only, the following conditions were observed:

1) The platform does not appear require an "alteration" per the Level Boarding Rule (49 CFR 37.42) to provide safe and accessible passage in its existing configuration.
2) There are no obvious accessibility issues that would have been considered non-compliant at the time of the cessation of service in 2005.
3) The path of travel from the public right of way (PROW) to the existing low-level platform requires patching to eliminate abrupt changes in elevation, which does not constitute an "alteration" per Level Boarding Rule (49 CFR 37.42).
4) A wheelchair lift enclosure is not currently provided, and both a wheelchair lift enclosure and a new wheelchair lift should be provided.
5) The accessible path is in satisfactory condition but is divergent; there is no ADA compliant path between the two (2) platforms separated by the 7th Street. It is recommended that the path be redesigned to allow for more equitable passage to provide a continuous and common path for all passengers.
6) The ceramic tile tactile warning strip is in very poor condition, and full replacement is recommended; it is faded and sun bleached, and the mortar bed has failed at the expansion joints; also there are broken and missing tiles. The tactile system needs to be completely removed and replaced with new (Fig CIP.15, 16).
7) All curb ramps in the accessible path are in adequate condition, but require tactile surfacing to be applied (FIG CIP.05).
8) ADA Parking spaces to be restriped and reconfigured to follow DOTAS 2006.
9) No Passenger Information Display System (PIDS) exists.

The following accessibility scope of work items are required to render the station operational:

- Minor patching of surfacing at accessible path from public right of way to platform
- Provide wheelchair lift and enclosure

- Revise accessible path to eliminate divergent pathways between disabled and non-disabled passengers
- Restripe ADA parking space
- New tactile edge system at platform and curb ramp

11. ISSUES / ASSUMPTIONS / OTHER CONSIDERATIONS

The following item requires further investigation during the design phase.

1) Exterior lighting levels could not be tested at the site as to compliance with Amtrak and accessibility requirements.

STA CHIPLEY FL - Station Assessment

Project Design & Construction Budget

Brief Project Description: **Gulf Coast Station Return of Service**

	Capital Costs Description	Assumptions	SOGR Budget
1.	**Design**		
a.	Design Services (DS)	10% of Construction Costs for a project of this nature	45,738
b.	Construction Related Services	30% of Design DS Design	13,722
	Design Total		**45,738**
2.	**Construction**		
a.	Construction (3rd Party)	Construction Estimate w/o Contingency	457,384
	Construction Total		**457,384**
3.	**Soft Costs**		
a.	Project Management Design (PM)	Assume 15% of Design Fee	6,861
b.	Force Account Support Design	Protection for survey crews allowance, crew of 3 for 1 day	3,000
c.	Construction Management (CM)	8% of Construction including F/A Support for protection	36,591
	Soft Costs Total		**46,451**
3.	**Contingency**		
a.	Design Contingency	30% of Lines 1. a.-b.	13,722
b.	Construction Contingency	30% of Lines 2. a.	**137,215**
c.	Soft Costs Contingency	30% of Lines 3. a. - c.	**13,935**
	Contingency Total		**164,872**
	Total Project Costs[1, 2, 3 &4]		**667,994**

Notes:

1. Assumes no escalation. Based on 2016 Dollars, and construction within 2016.
2. Assumes no PIDS.
3. Assumes no environmental work.
4. Does not include additional 10% Owner's reserve.

STA CHIPLEY FL - Station Assessment 7/29/2016

Overview Condition Assessment - 3rd Party Construction Estimate

Brief Project Description: Gulf Coast Station Return to Service

CSI#	Division - Summary[3]	Assumptions	SOGR Estimate
	Construction (3rd Party)		
1	General Requirements		112,204
2	Demolition & Site Work		4,695
3	Concrete		248
4	Masonry		0
5	Metals		0
6	Wood, Plastics & Composites		0
7	Thermal & Moisture Protection		3,464
8	Doors & Windows		485
9	Finishes		0
10	Specialties		14,107
11	Equipment		0
12	Furnishings		0
13	Special Construction		0
14	Conveying Systems		100,476
21	Fire Suppression		0
22	Plumbing		0
23	Heating, Ventilating & Air Conditioning		0
26	Electrical		8,561
27	Communications		0
28	Electronic Safety and Security		0
31	Earthwork		350
32	Exterior Improvements		78,716
33	Utilities		0
34	Transportation		0
1)	**Total**		**323,306**
2)	General Conditions	Assume 20% of 1)	64,661
3)	Profit	Assume 15% of 1) & 2)	58,195
4)	Builders Risk Insurance	Assume 1% of 1), 2) & 3)	4,462
5)	Bond	Assume 1.5% of 1), 2), 3), 4)	6,759
6)	Escalation[1]	Assume 1.5% of 1), 2), 3), 4) &5)	0
	Construction Total[2]		**457,384**
	Estimating Contingency[2]		137,215
	GRAND TOTAL CONSTRUCTION		**594,599**

Notes:

1. Assumes no escalation. Based on 2016 Dollars, and construction within 2016.
2. Sales Tax and Fees Excluded for Typical Amtrak Projects. Assumes Amtrak is contracting the work.
3. The typical divisions listed are included in Amtrak SDPs. Back up sheets summarizing each division by specification section have been developed.
4. Locational Factor included in the calculations by CSI Division.
5. Rough Order of Magnitude Estimate based on Overview Conditions Assessment.



FIG CIP.01 – Rail crossing at 7th street (west of station building)



FIG CIP.02 – Rail crossing at Martin Luther King Drive (east of station building)



FIG CIP.03 – Parking spaces on 7th Street



FIG CIP.04 – The sidewalk and curbs for Chipley FL station



FIG CIP.05 – The sidewalk and curbs for Chipley FL station



FIG CIP.06 – The sidewalk and curbs for Chipley FL station



FIG CIP.07 – The station building at the Chipley FL station looking southwest



FIG CIP.08 – The station building at the Chipley FL station loosing northeast



FIG CIP.09 – The station building at the Chipley FL station looking south



FIG CIP.10 – The station building at the Chipley FL station looking east



FIG CIP.11 – The poured in place concrete platform for the Chipley FL station



FIG CIP.12 – View from rail crossing at 7th Street—looking west



FIG CIP.13 – View from end of western platform



FIG CIP.14 – View from western platform—looking east (eastern platform can be seen in distance



FIG CIP.15 – The ceramic tile tactile warning strip for the Chipley FL station



FIG CIP.16 – The ceramic tile tactile warning strip for the Chipley FL station



FIG CIP.17 – Black platform-mounted lighting fixtures for the Chipley FL station



FIG CIP.18 – The door and hardware of Chipley FL station



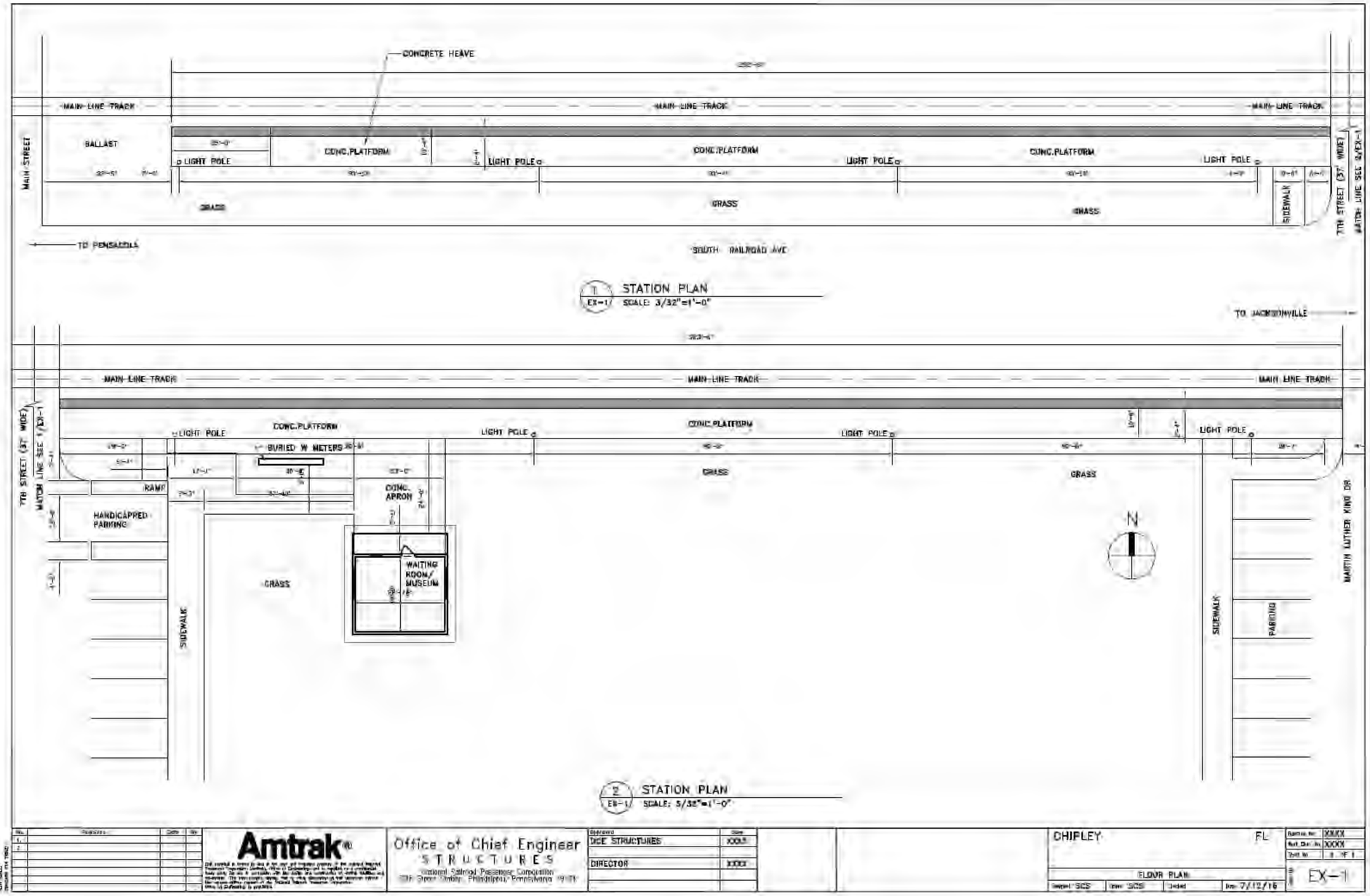
FIG CIP.19 – Accessible parking at Chipley Station



FIG CIP.20 – Station parking on 7th Street



FIG CIP.21 – View of eastern platform from opposite side of the tracks


CONCRETE HEAVE
MAIN LINE TRACK
MAIN LINE TRACK
MAIN LINE TRACK
BALLAST
LIGHT POLE
CONC. PLATFORM
LIGHT POLE
CONC. PLATFORM
LIGHT POLE
CONC. PLATFORM
LIGHT POLE
GRASS
GRASS
GRASS
SIDEWALK
MAIN STREET
7TH STREET (37' WIDE)
MATCH LINE SEE 2/EX-1
TO PENSACOLA
SOUTH RAILROAD AVE
1 EX-1 STATION PLAN
SCALE: 3/32"=1'-0"
TO JACKSONVILLE
MAIN LINE TRACK
MAIN LINE TRACK
MAIN LINE TRACK
7TH STREET (37' WIDE)
MATCH LINE SEE 1/EX-1
LIGHT POLE
CONC. PLATFORM
BURIED W METERS
LIGHT POLE
CONC. PLATFORM
LIGHT POLE
LIGHT POLE
RAMP
HANDICAPPED PARKING
CONC. APRON
WAITING ROOM/ MUSEUM
GRASS
GRASS
GRASS
SIDEWALK
SIDEWALK
PARKING
MARTIN LUTHER KING DR
N
2 EX-1 STATION PLAN
SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
DCE STRUCTURES
DIRECTOR
CHIPLEY
FL
FLOOR PLAN
EX-1

STATION ASSESSMENT SUMMARY – Amtrak Station – Crestview, FL (CSV)

Inspection Date:	7/13/16
Survey Team:	Steve Smith, Joseph Grella PE, Stephen Michalowski
Prepared By:	Charles McGloughlin RA PMP, Cynthia Brey AIA, Thomas Raimondi
Address:	101 North Main Street, Crestview, FL 32536
Latitude / Longitude:	30.758230°N -86.568676°W



Photo of Station Shelter (Looking East)



Satellite Photo

THE STATION IN PERSPECTIVE

The date of construction and constructor of the station at Crestview, FL (CSV) of the station building is unknown. The station at Crestview, FL (CSV) was part of the Sunset Limited line that ran along the Gulf Coast from Jacksonville, FL to New Orleans, LA. Service to the stations along this route was suspended on August 27th, 2005 as a result of the damage dealt to the Sunset Limited line by Hurricane Katrina. While the station was unstaffed, its small, open-air shed-like structure (Fig. CSV.01, 08) served as a sheltered waiting area for passengers. See attached plan: "EX-1, Crestview FL."

Sources:

- http://www.trainweb.org/usarail/crestview.htm
- https://en.wikipedia.org/wiki/Crestview_station

STATION AMENITIES CIRCA 2005

Staff	Unstaffed
Building	Waiting Area
Ticket Sales	No
Checked Baggage	No
Help with Luggage	No
Accessible	Not Fully
Enclosed Waiting Area	No
Restrooms	No
Pay Telephone	Yes
Food Service	No
Short-Term Parking	No
Overnight Parking	No
Rental Cars	No
Taxi Service	On-Call
Intercity Bus	No
Transit Service	No

IMPROVEMENT RECOMMENDATION HIGHLIGHTS / SUMMARY

Overall the station elements range from adequate to poor condition. Site work, platform work, building shelter interior and exterior work, and electrical work are required to render the station operational. The signage for the entire site must be upgraded. The construction cost estimate for these items is $ **611,499**, including contingency; the total project estimated budget for design, construction, soft costs and contingency $ **686,955**

ASSESSMENT FINDINGS

1. SITE WORK

Overall the site is in adequate condition. The driveway from the public road is in adequate condition. The paving at the parking stalls is in adequate condition, but the parking stall lines require repainting. The concrete parking curbs should be reset as they have come away from their place at the head of the space (Fig. CSV.02). The station parking lots—a larger lot to the southwest of the station building and a smaller lot to the northeast (Fig. CSV.02, 14, 16)—have a total of thirteen (13) parking spaces including two (2) ADA spaces. There are no sidewalks on the site. No stairways are present on the site. Site drainage elements on the road were not observed, and rain from the adjacent street flows into shelter (Fig. CSV.06); this must be remedied prior to resumption of service. However, there is a swale located between the station building and the platform (Fig. CSV.08). The city tends to the landscaping, which is in adequate condition. The signage on the site is outdated and should be updated to current Amtrak Signage Standards (Fig. CSV.07). The following site work scope of work items are required to render the station operational:

- Repaint parking stall lines (Restriping of ADA spots noted below under ADA)
- Full suite of Amtrak station signage, required, complete
- Regrade street adjacent immediately adjacent to shelter station to prevent ground water from infiltrating station building

2. PLATFORM

The asphalt platform is six hundred and two feet (602') long and ten feet (10') wide with an average elevation aligned with top of rail—the latter being determined by visual inspection only (Fig. CSV.03, 04, 05, 09). The existing platform structure can accommodate the new tactile edge system as recommended in "ADA Observations." Toward the end of the northeast end of the platform, the edges start to crumble and deteriorate, resulting in fifteen linear feet (15 LF) or one hundred and fifty square feet (150 SF) of platform that must be replaced (Fig. CSV.15). However, if this is judged to trigger the level boarding rule, simply removing this portion of the platform is recommended. Also toward the northeast end of the platform—leading to and after the bridge—overgrown grass has encroached on the back of the platform, and must be removed (Fig. CSV.10). The following platform scope of work items are required to render the station operational:

- Repair or remove portion of deteriorated platform
- Tend to overgrowth at platform edge
- New stenciled paint at platform (i.e. "STAND BEHIND LINE"; "MIND THE GAP")

3. PLATFORM CANOPY

There is no platform canopy at the station, and none is required to render the station operational.

4. STAIRWAY / ELEVATOR

There is no stairway or elevator at the station, and none is required to render the station operational.

5. BUILDING INTERIOR

The interior of the open-air shelter is in poor condition. Vagrants have urinated in the building and on the building floor. Site water has flowed into the building and has stained the concrete floor. The floor should be cleaned and the water infiltration remedied (Fig. CSV.06). The structure is a painted wooden shed with seating for passengers with wood perimeter benches—along the shelter's interior. At the waiting room interior all the finishes are painted wood: seating, base, walls and ceiling (all were in satisfactory condition). The underside of the benches are not painted. The entire interior of the structure should receive a new coat of paint—inclusive of the non-painted base portion below seating. Prior to resumption of service, the entire exterior should be provided with a fresh, bright finish. Signage was inadequate and non-compliant, and should be replaced, complete. Windows are only openings with no panes. The ceiling is a plywood panel drop ceiling. The walls are plywood painted brown with obvious and unsightly touch-ups with an unlike paint; a uniform finish should be provided. There is no ticket office or counter at the station, and none needs to be provided to render the station operational. The following building shelter interior scope of work items are required to render the station operational:

- Full suite of Amtrak station signage, required, complete
- Cleaning of the concrete floor
- Entire interior structure to be re-painted and/or refinished

6. BUILDING EXTERIOR

Overall the station exterior is in poor condition. The siding of building is in poor condition and should be replaced, complete (Fig. CSV.11). The roofing is asphalt shingles that are in adequate condition—inclusive of field and flashing (Fig. CSV.17). The foundation is also in adequate condition. The signage is outdated and the standard suite of Amtrak signage should be provided. The following building shelter exterior scope of work items are required to render the station operational:

- Replace siding complete
- Full suite of Amtrak station signage, required, complete

7. MECHANICAL SYSTEMS

There are no mechanical or fire protection systems and none are required to render the station operational.

8. ELECTRICAL SYSTEMS

Overall, the electrical system is in adequate condition with a few items that need remediation. The service entrance, transformer, distribution panel, circuit breaker panel and grounding are all in good or

satisfactory condition, but should be replaced with new to upgrade to current standards (Fig. CSV.12). The controls and switching for the electric service are in adequate condition, but should also be upgraded. There is a convenience outlet on the outside of the building which must be replaced with a UL-rated exterior fixture. The platform-mounted lighting is in adequate condition (Fig. CSV.14), but full replacement with new LED fixtures is recommended. The interior building lighting is functional. The wall pack on the exterior of the building is not functioning and must be replaced with an LED fixture (Fig, CSV.11). There is fluorescent lighting on the station building's interior that must be replaced with an LED fixture (Fig. CSV.18). The following electrical scope of work items are required to render the station operational:

- Upgrade and replace light fixtures with LED fixtures
- Replace convenience outlet with new UL-listed outlet rated for exterior use
- Replace exterior wall pack with new wall pack
- Upgrade site electrical service per current standards
- Replace electrical service in kind with new

9. PLUMBING SYSTEMS

There is a water hose spigot on the outside of the station in good condition (Fig. CSV.12). No plumbing systems scope of work items are required to render station operational.

10. ADA OBSERVATIONS

No measurements were taken due to schedule and scope limitations of the survey. Upon visual inspection only, the following conditions were observed:

1) There is no delineated accessible path of travel; the path of travel from accessible parking to platform should be painted or otherwise indicated.
2) Upon visual inspection it appears that there is an excessive cross slope along the accessible path of travel.
3) There is a concrete, semicircular access path to platform in good condition, which is sloped upward from the platform—slope is greater than 1:12 (Fig. CSV.08). The ramp requires handrails to be added.
4) The platform does not appear require an "alteration" per the Level Boarding Rule (49 CFR 37.42) to provide safe and accessible passage in its existing configuration.
5) There are no obvious accessibility issues that would have been considered non-compliant at the time of the cessation of service in 2005.
6) The path of travel from the public right of way (PROW) to the existing low-level platform requires patching to eliminate abrupt changes in elevation, which does not constitute an "alteration" per Level Boarding Rule (49 CFR 37.42).
7) A very simple wheelchair lift enclosure (Fig. CSV.19) is currently provided, with chain-link fencing and corrugated metal roofing (Fig. CSV.10). A new wheelchair lift and enclosure should be provided.
8) The tactile warning strip is in poor condition, and full replacement is recommended; the tactile system needs to be completely removed and replaced with new (Fig. CSV.13).
9) ADA Parking spaces to be restriped and reconfigured to follow DOTAS 2006.
10) No Passenger Information Display System (PIDS) exists.

The following accessibility scope of work items are required to render the station operational:

- Minor patching of surfacing at accessible path from public right of way to platform
- Provide wheelchair lift and enclosure
- Add handrails
- Restripe ADA parking space
- New Tactile surface at platform
- Railings along existing ramp

11. ISSUES / ASSUMPTIONS / OTHER CONSIDERATIONS

The following item requires further investigation during the design phase.

1) Exterior lighting levels could not be tested at the site as to compliance with Amtrak and accessibility requirements.

STA CRESTVIEW FL - Station Assessment

Project Design & Construction Budget

Brief Project Description: **Gulf Coast Station Return of Service**

	Capital Costs Description	Assumptions	SOGR Budget
1.	**Design**		
a.	Design Services (DS)	10% of Construction Costs for a project of this nature	47,038
b.	Construction Related Services	30% of Design DS Design	14,112
	Design Total		**47,038**
2.	**Construction**		
a.	Construction (3rd Party)	Construction Estimate w/o Contingency	470,384
	Construction Total		**470,384**
3.	**Soft Costs**		
a.	Project Management Design (PM)	Assume 15% of Design Fee	7,056
b.	Force Account Support Design	Protection for survey crews allowance, crew of 3 for 1 day	3,000
c.	Construction Management (CM)	8% of Construction including F/A Support for protection	37,631
	Soft Costs Total		**47,686**
3.	**Contingency**		
a.	Design Contingency	30% of Lines 1. a.-b.	14,112
b.	Construction Contingency	30% of Lines 2. a.	**141,115**
c.	Soft Costs Contingency	30% of Lines 3. a. - c.	**14,306**
	Contingency Total		**169,533**
	Total Project Costs[1, 2, 3 &4]		**686,955**

Notes:

1. Assumes no escalation. Based on 2016 Dollars, and construction within 2016.
2. Assumes no PIDS.
3. Assumes no environmental work.
4. Does not include additional 10% Owner's reserve.

7/29/2016

STA CRESTVIEW FL - Station Assessment

Overview Condition Assessment - 3rd Party Construction Estimate

Brief Project Description: Gulf Coast Station Return to Service

CSI#	Division - Summary[3]	Assumptions	SOGR Estimate
	Construction (3rd Party)		
1	General Requirements		129,044
2	Demolition & Site Work		59
3	Concrete		175
4	Masonry		0
5	Metals		0
6	Wood, Plastics & Composites		0
7	Thermal & Moisture Protection		3,138
8	Doors & Windows		0
9	Finishes		1,299
10	Specialties		14,107
11	Equipment		0
12	Furnishings		0
13	Special Construction		0
14	Conveying Systems		100,476
21	Fire Suppression		0
22	Plumbing		0
23	Heating, Ventilating & Air Conditioning		0
26	Electrical		6,880
27	Communications		0
28	Electronic Safety and Security		0
31	Earthwork		3,000
32	Exterior Improvements		74,318
33	Utilities		0
34	Transportation		0
1)	**Total**		**332,495**
2)	General Conditions	Assume 20% of 1)	66,499
3)	Profit	Assume 15% of 1) & 2)	59,849
4)	Builders Risk Insurance	Assume 1% of 1), 2) & 3)	4,588
5)	Bond	Assume 1.5% of 1), 2), 3), 4)	6,951
6)	Escalation[1]	Assume 1.5% of 1), 2), 3), 4) &5)	0
	Construction Total[2]		**470,384**
	Estimating Contingency[2]		141,115
	GRAND TOTAL CONSTRUCTION		**611,499**

Notes:

1. Assumes no escalation. Based on 2016 Dollars, and construction within 2016.
2. Sales Tax and Fees Excluded for Typical Amtrak Projects. Assumes Amtrak is contracting the work.
3. The typical divisions listed are included in Amtrak SDPs. Back up sheets summarizing each division by specification section have been developed.
4. Locational Factor included in the calculations by CSI Division.
5. Rough Order of Magnitude Estimate based on Overview Conditions Assessment.



FIG CSV.01 – View from NW of station open air shelter with sloped semicircular ramp from platform



FIG CSV.02 – Parking Lot looking east with shelter in background



FIG CSV.03 – Platform looking northeast



FIG CSV.04 – Platform looking southwest



FIG CSV.05 – View looking southwest



FIG CSV.06 – View of interior of structure showing water stains



FIG CSV.07 – Building signage



FIG CSV.08 – View of shelter building from platform looking north



FIG CSV.09 – View of western platform end – looking northeast



FIG CSV.10 – Platform view showing wheel chair lift shelter and grass encroaching on platform



FIG CSV.11 – Exterior siding and non-functioning wall pack (roadside)



FIG CSV.12 – Electrical service on northeast exterior wall



FIG CSV.13 – Condition of tactile surface at platform



FIG CSV.14 – Parking lot view also showing platform-mounted lighting



FIG CSV.15 – Portion of platform (15 LF, 150 SF total) on northeast end of platform that has deteriorated and must be replaced or removed & taken out of service.



FIG CSV.16 – Additional parking to northeast of station building



FIG CSV.17 – Roofing in adequate condition

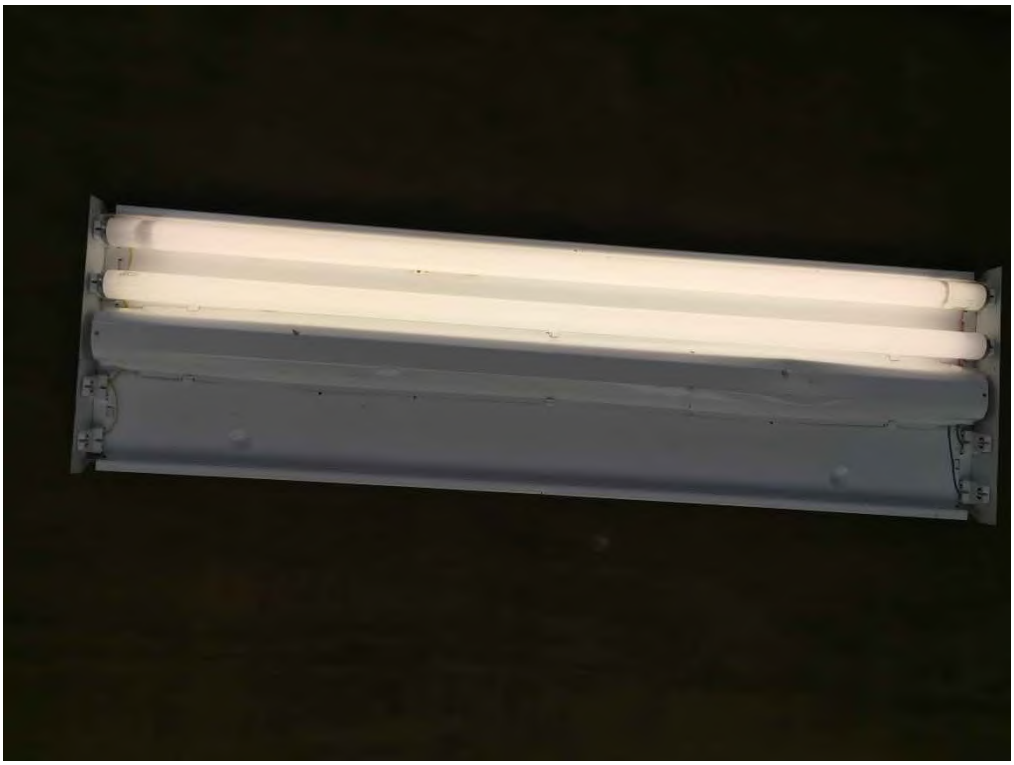
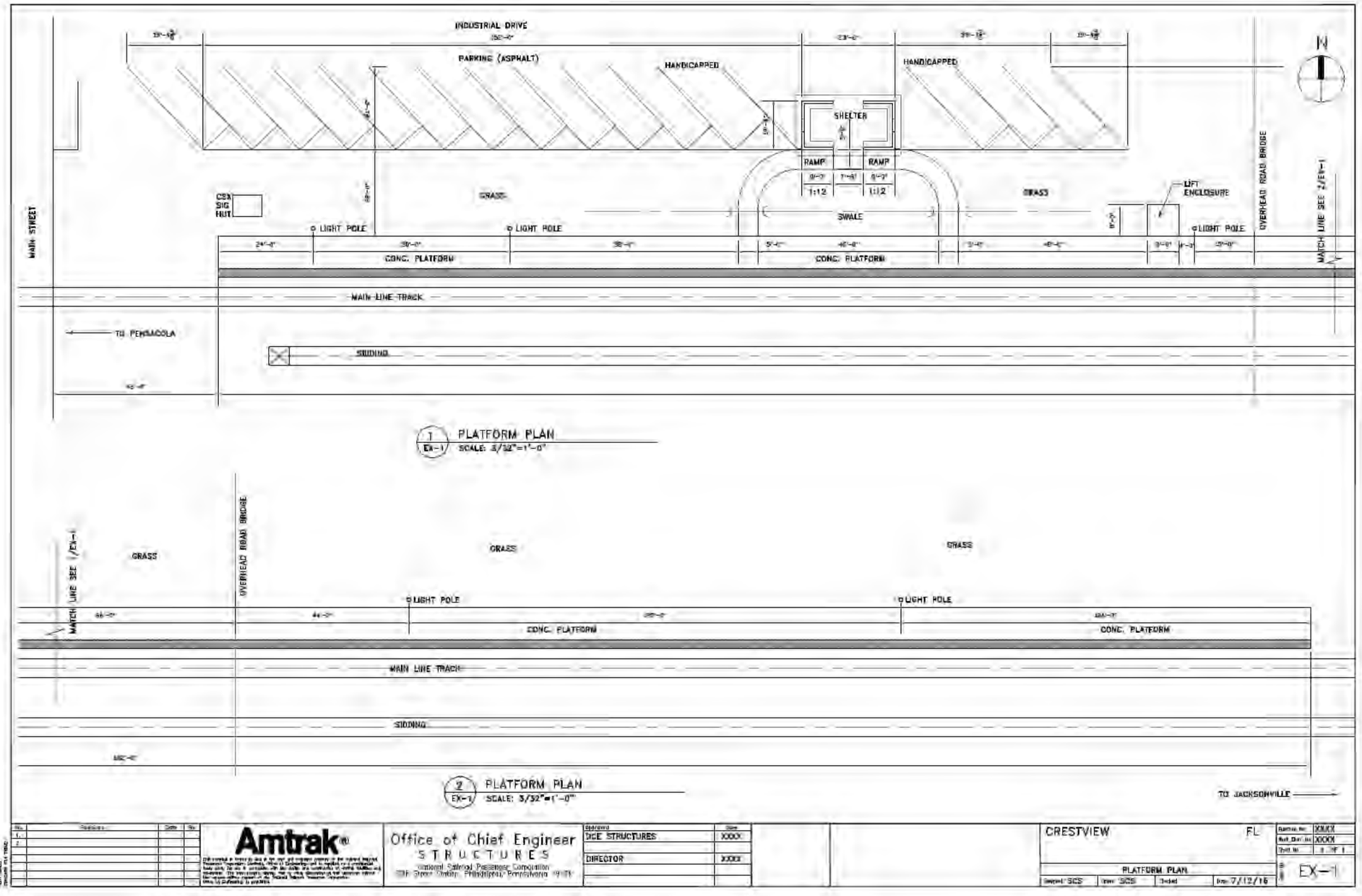


FIG CSV.18 – Fluorescent lighting on interior of station building



FIG CSV.19 – Close-up view of wheelchair lift enclosure

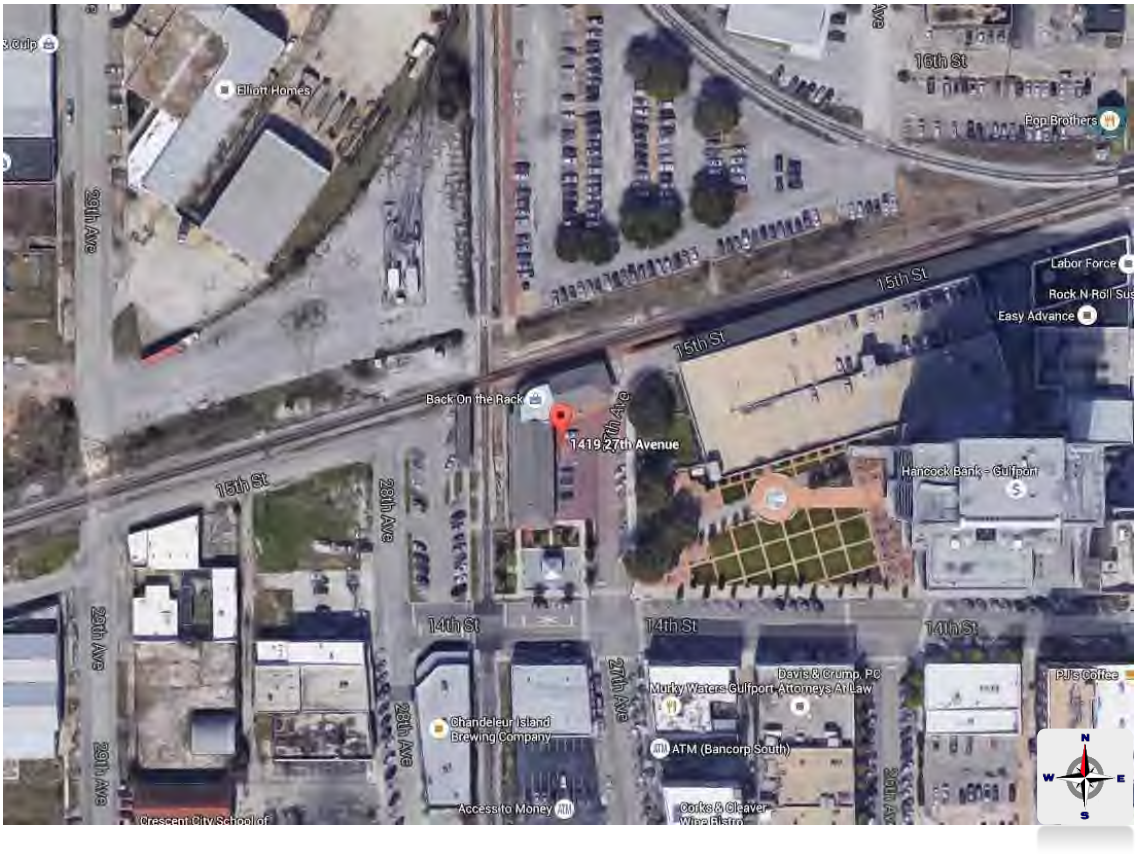

INDUSTRIAL DRIVE
PARKING (ASPHALT)
HANDICAPPED
HANDICAPPED
SHELTER
RAMP
RAMP
1:12
1:12
GRASS
SWALE
GRASS
LIFT ENCLOSURE
CSX SIG HUT
MAIN STREET
LIGHT POLE
LIGHT POLE
LIGHT POLE
CONC. PLATFORM
CONC. PLATFORM
OVER-HEAD ROAD BRIDGE
MATCH LINE SEE 2/EX-1
MAIN LINE TRACK
TO PENSACOLA
SIDING
1 EX-1 PLATFORM PLAN
SCALE: 3/32"=1'-0"
MATCH LINE SEE 1/EX-1
GRASS
OVERHEAD ROAD BRIDGE
GRASS
GRASS
LIGHT POLE
LIGHT POLE
CONC. PLATFORM
CONC. PLATFORM
MAIN LINE TRACK
SIDING
2 EX-1 PLATFORM PLAN
SCALE: 3/32"=1'-0"
TO JACKSONVILLE
Amtrak
Office of Chief Engineer
STRUCTURES
DCE STRUCTURES
DIRECTOR
CRESTVIEW
FL
PLATFORM PLAN
EX-1

STATION ASSESSMENT SUMMARY – Amtrak Station – Gulfport, MS (GUF)

Inspection Date:	7/17/16
Survey Team:	Steve Smith, Joseph Grella PE, Stephen Michalowski
Prepared By:	Charles McGloughlin RA PMP, Cynthia Brey AIA, Thomas Raimondi
Address:	1419 27th Avenue, Gulfport, MS 39501
Latitude / Longitude:	30.3688°N 89.0950°W



Photo of Station Building (Looking Northwest)



Satellite Photo

THE STATION IN PERSPECTIVE

The station at Gulfport, MS (GUF) was part of the Sunset Limited line that ran along the Gulf Coast from Jacksonville, FL to New Orleans, LA. Service to the stations along this route was suspended on August 27th, 2005 as a result of the damage dealt to the Sunset Limited line by Hurricane Katrina. The station building is in downtown Gulfport, with many civic and retail buildings proximate. The station building features red-brick exterior walls capped by a black-shingled roof. A large portion of the building's perimeter is shaded by a truss-supported awning from which spherical, pendant lights hang. The interior of the station building has been rented out to tenants since the cessation of service in 2005, inclusive of the waiting room. The station is currently occupied by three separate tenants, and it is highly unlikely that Amtrak would be able to retake any of the station interior; this survey and assessment assumes these tenant spaces will not be relinquished by the city upon resumption of service. See attached plans: "EX-1 Gulfport MS" and "EX-2 Gulfport MS."

STATION AMENITIES CIRCA 2005

Staff	Unstaffed
Building	Waiting Area
Date Built	Unknown
Ticket Sales	No
Checked Baggage	No
Help with Luggage	No
Accessible	Not Fully
Enclosed Waiting Area	Yes
Restrooms	No
Pay Telephone	Yes
Food Service	No
Short-Term Parking	Free
Overnight Parking	Free
Rental Cars	No
Taxi Service	On-Call
Intercity Bus	No
Transit Service	No

Sources:

- http://www.trainweb.org/usarail/gulfport.htm
- https://en.wikipedia.org/wiki/Biloxi_station

IMPROVEMENT RECOMMENDATION HIGHLIGHTS / SUMMARY

Overall, although it appears that the station building will no longer be able to be utilized by Amtrak—due to tenants having occupied those spaces—the station elements are in good condition. The signage for the entire site must be upgraded. Assuming these spaces are no longer to be used, the construction cost estimate for the remaining items The construction cost estimate for these items is $ **780,236,** including contingency; the total project estimated budget for design, construction, soft costs and contingency $ **876,265**

ASSESSMENT FINDINGS

1. SITE WORK

Overall, the site is in good condition (Fig. GUF.01, 02). The driveway from the public road is red brick and maintained by the city, and is in good condition. The paving at the parking stalls is in adequate condition but the brick is cracking (Fig. GUF.03); however, the striping is in good condition. The station parking lot has two (2) dedicated ADA spaces but the remainder is first-come, first-serve to the public. The sidewalk is elevated eleven inches (11") above the surrounding surface and is brick, as is the curb. The curb ramp has a handrail which is not compliant (Fig. GUF.02). The access ramps are in adequate condition but there is some cracking that should be patched, and the railings are not compliant (Fig. GUF.07, 08). The stairways are in good condition and are structurally sound. The landscaping surrounding the station is in good condition. The wooden railing along the platform is deteriorated and should be replaced (Fig. GUF.12, 13). The asphalt adjacent to the platform and entrance from the front of station building needs sealant or resurfacing—assuming resurfacing for pricing (Fig. GUF.04). Site drainage elements were not observed. The signage on the site is outdated and should be updated to current Amtrak Signage Standards. The following site work scope of work items are required to render the station operational:

- Repair cracked brick at parking stalls
- Replace existing curb ramp handrail to proper height
- Replace wooden railing along platform
- Resurface asphalt adjacent to the platform
- Full suite of Amtrak station signage, required, complete

2. PLATFORM

The asphalt platform is six hundred and three feet (603') long and ten feet (10') wide with an average elevation aligned with top of rail—the latter being determined by visual inspection only (Fig. GUF.05, 06). The existing platform structure can accommodate the new tactile edge system recommended in "ADA Observations." The platform itself is structurally sound. There are hedges adjacent to the platform that require cut-back as they currently encroach on the back of the platform—effectively reducing the width of the platform. Other than tactile surface, no remediation scope required to render station operational. The following platform scope of work items are required to render the station operational:

- Repair cracked brick at parking stalls.
- Trim hedges encroaching on platform
- New stenciled paint at platform (i.e. "STAND BEHIND LINE"; "MIND THE GAP")

3. PLATFORM CANOPY

There is no platform canopy at the station, and none is required to render the station operational.

4. STAIRWAY / ELEVATOR

There is no stairway or elevator at the station, and none is required to render the station operational.

5. BUILDING INTERIOR

The interior of the station building has been rented out to tenants since the cessation of service in 2005. It is not expected that the city will relinquish these spaces, which now provide revenue to the city. Given there are sufficient facilities to allow for drop-off at the platform and access from the public right of way, the interior of the station building was not surveyed and therefore no scope is identified in this assessment.

6. BUILDING EXTERIOR

Overall, the station exterior is in good condition. The signage is outdated and the standard suite of Amtrak signage should be provided. The following building shelter exterior scope of work items are required to render the station operational:

- New station identification and directional signage for entire site, complete – Full suite of Amtrak station signage, required, complete

7. MECHANICAL SYSTEMS

The gas heating system for the station building is in good condition. The cooling system is in good condition. As the building is currently used by tenants the team's assumption is that the HVAC system has been maintained. No remediation scope required to render station operational.

8. ELECTRICAL SYSTEMS

Overall, the electrical system is in good condition. The site lighting consists of wall packs on the building combined with street lamps. The pole mounted lights at the street are metal halide in good condition (Fig. GUF.14). The lighting distribution is three (3) phase, 480V versus 208V could not be determined. Grounding appeared to be in good condition; other elements could not be observed due to occupation of building by tenants. The lighting at the station exterior was operational (Fig. GUF.09) but four (4) out of ten (10) fixtures are not working and should be repaired. Inadequate lighting is evident on the east end of the platform due to lack of fixtures (Fig. GUF.06). The following electrical exterior scope of work items are required to render the station operational:

- Repair four (4) light fixtures.
- Provide additional light fixtures at east end of platform.
- Upgrade and replace light fixtures with LED fixtures
- Replace electrical service in kind with new

9. PLUMBING SYSTEMS

The plumbing system appears to be in good condition. There is a fire hydrant on the street. No remediation scope required to render station operational.

10. ADA OBSERVATIONS

No measurements were taken due to schedule and scope limitations of the survey. Upon visual inspection only, the following conditions were observed:

1) The walking surface at the accessible path from the public right of way is brick with rough cross slopes and non-compliant handrails which must be made compliant (Fig. GUF.07, 08).
2) There are two (2) ramps from the parking area to the platform to the sidewalk level (Fig. GUF.07, 08).
3) At the pedestrian grade crossing, the slope of the transition from platform to road is greater than one to twelve (1:12); ramp is forty-eight inches (48") wide with a six inch (6") rise and no tactile, and with three inch (3") gaps at the track; all of these items are non-ADA compliant and must be remedied (Fig. GUF.07, 08, 15, 16).
4) The platform does not appear to require an "alteration" per the Level Boarding Rule (49 CFR 37.42) to provide safe and accessible passage in its existing configuration.
5) A wheelchair lift and enclosure should be provided.
6) The tactile warning strip is in adequate to poor condition, and full replacement is recommended; the tactile system needs to be completely removed and replaced with new (Fig. GUF.10, 11).
7) ADA Parking spaces to be restriped and reconfigured to follow DOTAS 2006.
8) No Passenger Information Display System (PIDS) exists.

The following accessibility scope of work items are required to render the station operational:

- Reset brick at accessible path and provide new handrail
- Provide new ADA compliant grade crossing
- Provide wheelchair lift and enclosure
- New tactile surface at platform

11. ISSUES / ASSUMPTIONS / OTHER CONSIDERATIONS

Please note the following:

1) Exterior lighting levels could not be tested at the site as to compliance with Amtrak and accessibility requirements.
2) It is assumed that the city will not relinquish its tenant spaces secured and implemented since cessation of service in 2005. If this is not the case, and Amtrak will reoccupy the building, then the interior must be surveyed.

STA GULFPORT MS - Station Assessment

Project Design & Construction Budget

Brief Project Description: **Gulf Coast Station Return of Service**

	Capital Costs Description	Assumptions	SOGR Budget
1.	**Design**		
a.	Design Services (DS)	10% of Construction Costs for a project of this nature	60,018
b.	Construction Related Services	30% of Design DS Design	18,005
	Design Total		**60,018**
2.	**Construction**		
a.	Construction (3rd Party)	Construction Estimate w/o Contingency	600,182
	Construction Total		**600,182**
3.	**Soft Costs**		
a.	Project Management Design (PM)	Assume 15% of Design Fee	9,003
b.	Force Account Support Design	Protection for survey crews allowance, crew of 3 for 1 day	3,000
c.	Construction Management (CM)	8% of Construction including F/A Support for protection	48,015
	Soft Costs Total		**60,017**
3.	**Contingency**		
a.	Design Contingency	30% of Lines 1. a.-b.	18,005
b.	Construction Contingency	30% of Lines 2. a.	**180,055**
c.	Soft Costs Contingency	30% of Lines 3. a. - c.	**18,005**
	Contingency Total		**216,065**
	Total Project Costs[1, 2, 3 &4]		**876,265**

Notes:

1. Assumes no escalation. Based on 2016 Dollars, and construction within 2016.
2. Assumes no PIDS.
3. Assumes no environmental work.
4. Does not include additional 10% Owner's reserve.

STA GULFPORT MS - Station Assessment 7/29/2016

Overview Condition Assessment - 3rd Party Construction Estimate

Brief Project Description: Gulf Coast Station Return to Service

CSI#	Division - Summary[3]	Assumptions	SOGR Estimate
	Construction (3rd Party)		
1	General Requirements		150,509
2	Demolition & Site Work		20,305
3	Concrete		0
4	Masonry		0
5	Metals		0
6	Wood, Plastics & Composites		0
7	Thermal & Moisture Protection		0
8	Doors & Windows		0
9	Finishes		0
10	Specialties		14,107
11	Equipment		0
12	Furnishings		0
13	Special Construction		0
14	Conveying Systems		100,476
21	Fire Suppression		0
22	Plumbing		0
23	Heating, Ventilating & Air Conditioning		0
26	Electrical		17,135
27	Communications		0
28	Electronic Safety and Security		0
31	Earthwork		2,750
32	Exterior Improvements		118,962
33	Utilities		0
34	Transportation		0
1)	**Total**		**424,245**
2)	General Conditions	Assume 20% of 1)	84,849
3)	Profit	Assume 15% of 1) & 2)	76,364
4)	Builders Risk Insurance	Assume 1% of 1), 2) & 3)	5,855
5)	Bond	Assume 1.5% of 1), 2), 3), 4)	8,870
6)	Escalation[1]	Assume 1.5% of 1), 2), 3), 4) &5)	0
	Construction Total[2]		**600,182**
	Estimating Contingency[2]		180,055
	GRAND TOTAL CONSTRUCTION		**780,236**

Notes:

[1] Assumes no escalation. Based on 2016 Dollars, and construction within 2016.

[2] Sales Tax and Fees Excluded for Typical Amtrak Projects. Assumes Amtrak is contracting the work.

[3] The typical divisions listed are included in Amtrak SDPs. Back up sheets summarizing each division by specification section have been developed.

[4] Locational Factor included in the calculations by CSI Division.

[5] Rough Order of Magnitude Estimate based on Overview Conditions Assessment.



FIG GUF.01 – View of station building and ADA parking



FIG GUF.02 – View of station building and ADA parking



FIG GUF.03 – Cracked brick at parking lot



FIG GUF.04 – Asphalt adjacent to platform



FIG GUF.05 – Platform looking west



FIG GUF.06 – Platform looking east; no lighting on this section of platform



FIG GUF.07 – Access ramp #1



FIG GUF.08 – Access ramp #2



FIG GUF.09 – Pendant lighting fixture



FIG GUF.10 – Tactile Surface experiencing significant cracking



FIG GUF.11 – Tactile Surface



FIG GUF.12 – Section of broken platform railing



FIG GUF.13 – Section of deteriorating platform fencing



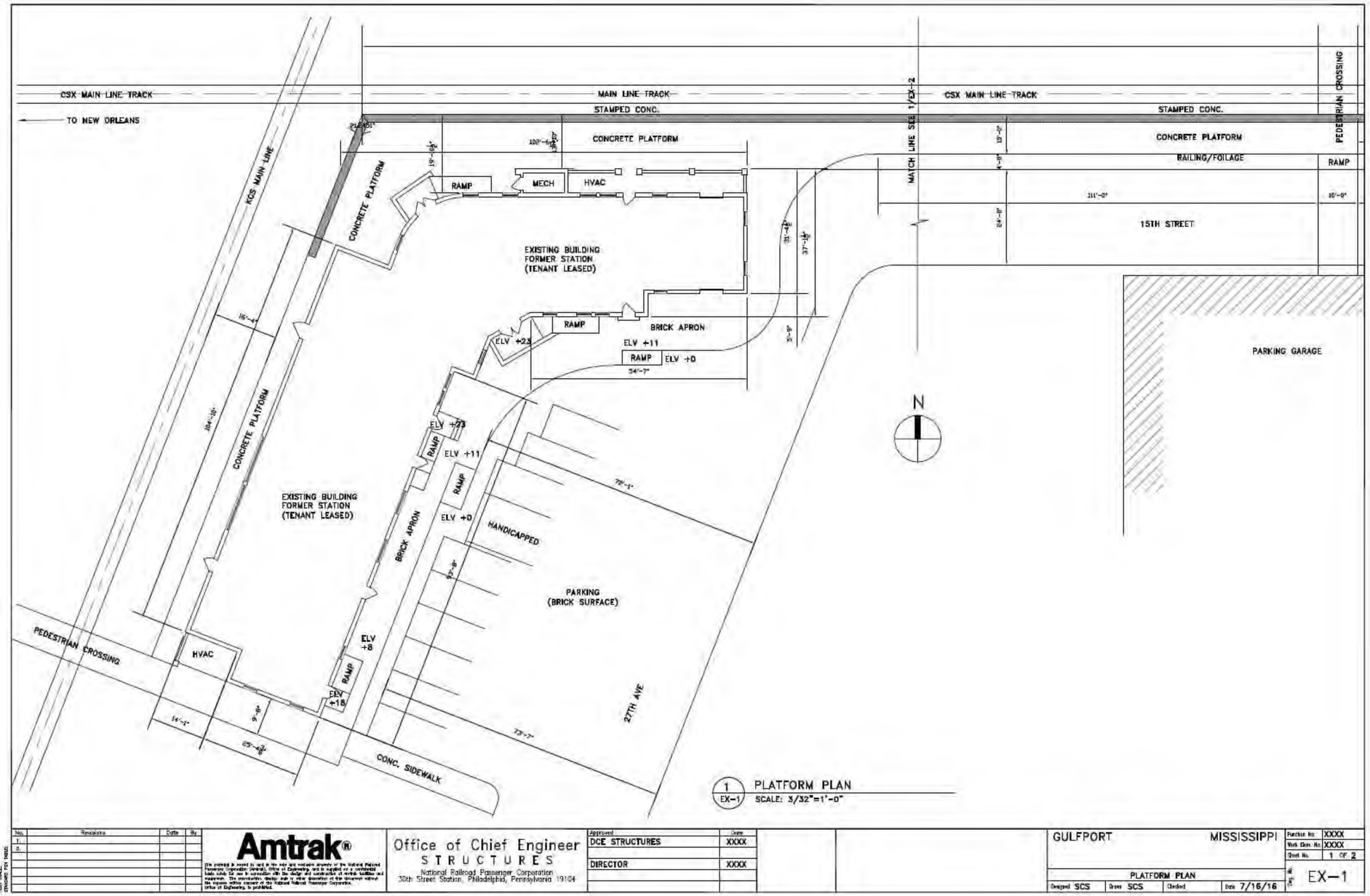
FIG GUF.14 – Parking lot / street light seen to the right



FIG GUF.15 – Pedestrian grade cross with ramp (no tactile) leading to cross-walk / parking garage



FIG GUF.16 – Close-up view of pedestrian grade crossing with ramp leading to crosswalk seen in FIG GUF.15 located to the right (out-of-view in this picture)



No.	Revisions	Date	By
1			
2			

Amtrak®

Office of Chief Engineer
STRUCTURES
National Railroad Passenger Corporation
30th Street Station, Philadelphia, Pennsylvania 19104

Approved	Date
DCE STRUCTURES	XXXX
DIRECTOR	XXXX

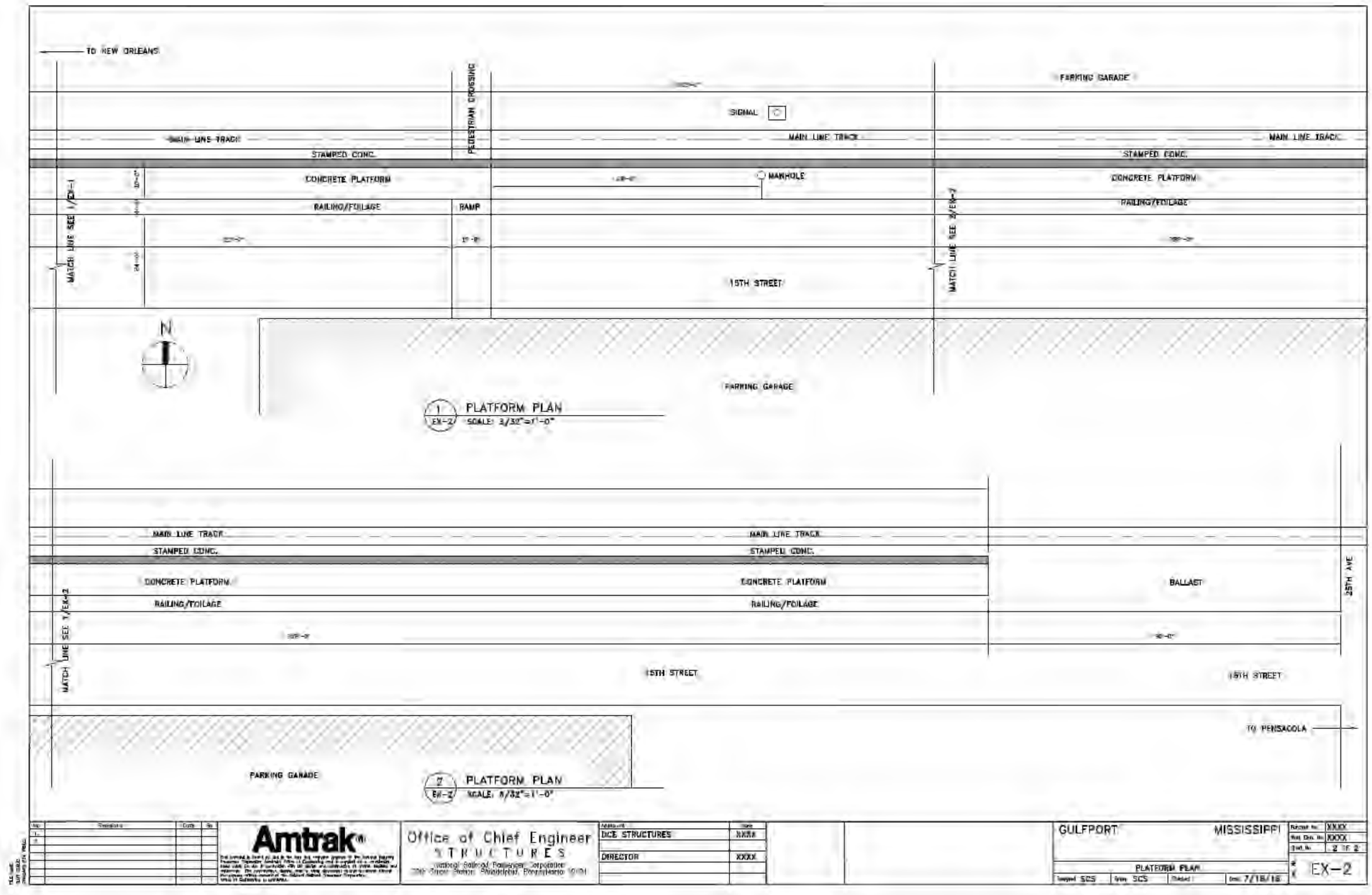
GULFPORT MISSISSIPPI

PLATFORM PLAN

Designed SCS | Drawn SCS | Checked | Date 7/16/16

Function No. XXXX
Work Elem. No. XXXX
Sheet No. 1 OF 2

EX-1


TO NEW ORLEANS
PEDESTRIAN CROSSING
PARKING GARAGE
SIGNAL
MAIN LINE TRACK
STAMPED CONC.
CONCRETE PLATFORM
MANHOLE
RAILING/FOLIAGE
RAMP
MATCH LINE SEE 1/EX-1
MATCH LINE SEE 3/EX-3
15TH STREET
N
PLATFORM PLAN
1 EX-2 SCALE: 3/32"=1'-0"
MAIN LINE TRACK
STAMPED CONC.
CONCRETE PLATFORM
RAILING/FOLIAGE
BALLAST
25TH AVE
MATCH LINE SEE 1/EX-2
15TH STREET
TO PENSACOLA
PARKING GARAGE
2 EX-2 PLATFORM PLAN SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
DCE STRUCTURES
DIRECTOR
GULFPORT
MISSISSIPPI
PLATFORM PLAN
EX-2

STATION ASSESSMENT SUMMARY – Amtrak Station – Lake City, FL (LAC)

Inspection Date:	7/11/16
Survey Team:	Steve Smith, Joseph Grella PE, Stephen Michalowski
Prepared By:	Charles McGloughlin RA PMP, Cynthia Brey AIA, Thomas Raimondi
Address:	1200 Lake Jeffery Road, Lake City, FL 32055
Latitude / Longitude:	30.19661°N 82.65089°W



Photo of Station Shelter (Looking Southeast)



Satellite Photo

THE STATION IN PERSPECTIVE

The date of construction and constructor of the station at Lake City, FL (LAC) of the station building is unknown. This station was served by the Sunset Limited line that ran along the Gulf Coast from Jacksonville, FL to New Orleans, LA. Service to the stations along this route was suspended on August 27th, 2005 as a result of the damage dealt to the Sunset Limited line by Hurricane Katrina. It is a shelter station with no enclosed interior. While the station was unstaffed, its small, concrete block structure and distinctive red roof provided passengers with a sheltered waiting area. It has one platform, two tracks (one mainline track and one siding track) owned by CSX, located between an industrial section and residential section of Lake City. See attached plan: "EX-1, Lake City FL."

STATION AMENITIES CIRCA 2005

Staff	Unstaffed
Building	Waiting Area (Shelter Station)
Ticket Sales	No
Checked Baggage	No
Help with Luggage	No
Accessible	Not Fully
Enclosed Waiting Area	No
Restrooms	No
Pay Telephone	Yes
Food Service	No
Short-Term Parking	Free
Overnight Parking	Free
Rental Cars	No
Taxi Service	On-Call
Intercity Bus	No
Transit Service	No

Sources:

- http://www.trainweb.org/usarail/lakecity.htm
- https://en.wikipedia.org/wiki/Lake_City_station
- https://www.amtrak.com/pdf/factsheets/FLORIDA13.pdf
- http://www.trainweb.org/sunsetfriends/depots/lec.htm

IMPROVEMENT RECOMMENDATION HIGHLIGHTS / SUMMARY

Overall the station location is in satisfactory condition. Issues with site, tactile surfacing, building shelter exterior, accessibility issue and electrical systems are the items requiring remediation to render the station operational. The signage for the entire site must be upgraded. The construction cost estimate for these items is $ **619,795** including contingency; the total project estimated budget for design, construction, soft costs and contingency $ **696,263**

ASSESSMENT FINDINGS

1. SITE WORK

Overall the site was in satisfactory condition. The parking lot for the station is located adjacent to and surrounding the station. The station has twenty-six (26) parking spaces including one (1) ADA space. The sidewalk, curbs and curb ramps leading from the street are in good condition, although there are a few minor cracks in the sidewalk near the shelter (Fig. LAC.01, 17). There are no stairways on the site. Three (3) pole mounted lighting fixtures are present between the parking lot and platform. The fixtures' operation could not be definitively determined at time of visit, but they appeared to be in satisfactory condition. The monument and site identification signage (Fig. LAC.02, 03) on the site is outdated and insufficient, and should be updated to current Amtrak Signage Standards. The directional and traffic signage on the site is outdated and should be updated to current Amtrak Signage standards. There were no evident issues with site drainage. The following site work scope of work items are required to render the station operational:

- Patch minor cracks at sidewalk near shelter
- New station identification and directional signage for entire site, complete
- Full suite of Amtrak station signage, required, complete

2. PLATFORM

The platform is six hundred and forty-nine feet (649') long and ten feet (10') wide with an average elevation of four inches (4") above top of tie—the latter being determined by visual inspection only. Overall, the concrete platform is in adequate condition and is structurally sound, but requires remediation to surface features. The walking surface has minor cracks that need to be patched (Fig. LAC.03, 04, 05, 06). The tactile warning strip needs to be replaced in full—see "ADA Observations" section below. No stairways are present at the platform. The walking surface of the access ramps to the platform from the parking lot are in satisfactory condition. There are no guardrails at the platform. Six (6) platform-mounted lighting fixtures—concrete poles with metal halide fixtures—are in good condition. The following platform scope of work item is required to render the station operational:

- Patch minor cracks in platform
- New stenciled paint at platform (i.e. "STAND BEHIND LINE"; "MIND THE GAP")

3. PLATFORM CANOPY

There is no platform canopy at the station, and none is required to render the station operational.

4. STAIRWAY / ELEVATOR

There is no stairway or elevator at the station, and none is required to render the station operational.

5. BUILDING SHELTER INTERIOR

This is a shelter station (Fig. LAC.01, 09, 19, 20): the interior is open to the elements and not secured. Overall, the interior of the shelter is in very good condition (Fig. LAC.08). The seating inside the station is in good condition. The concrete floor inside the station is in satisfactory condition, requiring patching of a few minor cracks (Fig. LAC.20). The walls of the shelter are concrete masonry units (CMU) and are unfinished with some graffiti present (Fig. LAC.21). It is recommended that the walls be finished with anti-graffiti coating. The ceiling of the shelter is a painted, plywood drop ceiling and is in satisfactory condition, requiring only minor painting touch-ups, but full refinishing of the interior should be implemented (Fig. LAC.20, 21). There are no windows, doors or hardware at the shelter. Openings for viewing the tracks and allowing light into the shelter exist and are in satisfactory condition. The fluorescent lighting at the shelter appears to be in good condition visually, but its operation was not able to be tested (Fig. LAC.23). There is no ticket office or counter at the station and neither are required for an unmanned shelter station. The following building shelter interior scope of work items is required to render the station operational:

- Minor spot patching at concrete floor
- Refinish interior, complete, with ant-graffiti coating

6. BUILDING SHELTER EXTERIOR

The exterior of this shelter station is in satisfactory condition overall, however, there are items that require remediation or replacement. The roof is vented through the side eaves (LAC.13). The red asphalt shingle roof system—inclusive of field and flashing—is in adequate to poor condition; there are numerous missing tiles and it appears to have been installed contemporaneous with the building of the shelter, and it is recommended that the roof be replaced. The roof structure below the eaves requires minor repairs (Fig. LAC.10, 11, 12, 13). The signage at the shelter should be updated and replaced (Fig. LAC.09, 10). The following building shelter exterior scope of work items are required to render the station operational:

- Replace roof, complete
- Replace eve structure below the eaves
- Replace siding above existing sign
- Full suite of Amtrak station signage, required, complete

7. MECHANICAL SYSTEMS

There is no mechanical system at the station, and none is required for a shelter station.

8. ELECTRICAL SYSTEMS

Overall the electrical service is in satisfactory condition. The service entrance and transformers adjacent to the monument sign (Fig. LAC.14, 15, 16) are in good condition. The distribution panel (Fig. LAC.16) is in adequate condition, but should be replaced to conform to current standards. The circuit breaker panel is adequate condition, but should be replaced to conform to current standards. Four duplex

electrical outlet receptacles are present in the shelter and in adequate condition, but should be replaced with UL-rated outdoor fixtures to conform to current standards (Fig. LAC.22). The light fixtures are controlled by photocells, which are in adequate condition. Site lighting pole fixtures appear to be in satisfactory condition (Fig. LAC.18). There is no emergency generator, no emergency lighting and no exit signs on site; these are not required to render the station operational. The following electrical scope of work items are required to render the station operational:

- Replace distribution panel
- Replace circuit breaker panel
- Replace four (4) duplex electrical outlets with UL-listed exterior fixtures
- Replace photocell
- Upgrade and replace light fixtures with LED fixtures
- Replace electrical service in kind with new

9. PLUMBING SYSTEMS

There are no restrooms or water fountains system at the station, and none are required at a shelter station.

10. ADA OBSERVATIONS

No measurements were taken due to schedule and scope limitations of the survey. Overall the accessible path from the public right of way to the station surface is in satisfactory condition. Upon visual inspection only, the following conditions were observed:

1) The platform does not appear require an "alteration" per 49 CFR 37.42 to provide safe and accessible passage in its existing configuration.
2) There are no obvious accessibility issues that would have been considered non-compliant at the time of the cessation of service in 2005.
3) The path of travel from the public right of way (PROW) to the existing low level platform requires minor patching to eliminate abrupt changes in elevation, which does not constitute an "alteration" per Level Boarding Rule (49 CFR 37.42).
4) A wheelchair lift enclosure is currently provided but the current structure is rusted and also not weatherproofed; recommend new standard enclosed wheelchair lift enclosure with new lift (Fig. LAC.17).
5) Curb ramps are non-complaint (Fig. LAC.01) and should be redone with tactile surface.
6) Tactile surface at platform is worn down (i.e. the "nubs" have been worn to almost flush with platform), cracked and must be replaced, complete (Fig. LAC. 10). The existing platform structure can accommodate the new tactile edge system, no "alteration" per 49 CFR 37.42 is required to implement the new tactile surface system as the platform does not need to be re-structured to receive.
7) As discussed previously, the signage is insufficient, substandard and non-compliant.
8) ADA Parking spaces are to be restriped and reconfigured to follow DOTAS 2006.
9) No Passenger Information Display System (PIDS) exists.

The following accessibility scope of work items are required to render the station operational:

- Minor patching at accessible path

- Provide new curb ramp with tactile
- Provide new wheelchair lift and enclosure
- Provide new tactile surface at platform, complete
- Provide new site sidewalk / curb ramp tactile warning strip

11. ISSUES / ASSUMPTIONS / OTHER CONSIDERATIONS

The following item requires further investigation during the design phase.

1) Exterior lighting levels could not be tested at the site as to compliance with Amtrak and accessibility requirements.

STA LAKE CITY FL - Station Assessment

Project Design & Construction Budget

Brief Project Description: **Gulf Coast Station Return of Service**

	Capital Costs Description	Assumptions	SOGR Budget
1.	**Design**		
a.	Design Services (DS)	10% of Construction Costs for a project of this nature	47,677
b.	Construction Related Services	30% of Design DS Design	14,303
	Design Total		**47,677**
2.	**Construction**		
a.	Construction (3rd Party)	Construction Estimate w/o Contingency	476,766
	Construction Total		**476,766**
3.	**Soft Costs**		
a.	Project Management Design (PM)	Assume 15% of Design Fee	7,151
b.	Force Account Support Design	Protection for survey crews allowance, crew of 3 for 1 day	3,000
c.	Construction Management (CM)	8% of Construction including F/A Support for protection	38,141
	Soft Costs Total		**48,293**
3.	**Contingency**		
a.	Design Contingency	30% of Lines 1. a.-b.	14,303
b.	Construction Contingency	30% of Lines 2. a.	**143,030**
c.	Soft Costs Contingency	30% of Lines 3. a. - c.	**14,488**
	Contingency Total		**171,820**
	Total Project Costs[1, 2, 3 &4]		**696,263**

Notes:

1 Assumes no escalation. Based on 2016 Dollars, and construction within 2016.

2 Assumes no PIDS.

3 Assumes no environmental work.

4 Does not include additional 10% Owner's reserve.

STA LAKE CITY FL - Station Assessment 7/29/2016

Overview Condition Assessment - 3rd Party Construction Estimate

Brief Project Description: Gulf Coast Station Return to Service

CSI#	Division - Summary[3]	Assumptions	SOGR Estimate
	Construction (3rd Party)		
1	General Requirements		121,966
2	Demolition & Site Work		4,734
3	Concrete		175
4	Masonry		0
5	Metals		0
6	Wood, Plastics & Composites		0
7	Thermal & Moisture Protection		2,866
8	Doors & Windows		0
9	Finishes		5,654
10	Specialties		14,107
11	Equipment		0
12	Furnishings		0
13	Special Construction		0
14	Conveying Systems		100,476
21	Fire Suppression		0
22	Plumbing		0
23	Heating, Ventilating & Air Conditioning		0
26	Electrical		9,712
27	Communications		0
28	Electronic Safety and Security		0
31	Earthwork		0
32	Exterior Improvements		77,318
33	Utilities		0
34	Transportation		0
1)	**Total**		**337,007**
2)	General Conditions	Assume 20% of 1)	67,401
3)	Profit	Assume 15% of 1) & 2)	60,661
4)	Builders Risk Insurance	Assume 1% of 1), 2) & 3)	4,651
5)	Bond	Assume 1.5% of 1), 2), 3), 4)	7,046
6)	Escalation[1]	Assume 1.5% of 1), 2), 3), 4) &5)	0
	Construction Total[2]		**476,766**
	Estimating Contingency[2]		143,030
	GRAND TOTAL CONSTRUCTION		**619,795**

Notes:

1. Assumes no escalation. Based on 2016 Dollars, and construction within 2016.
2. Sales Tax and Fees Excluded for Typical Amtrak Projects. Assumes Amtrak is contracting the work.
3. The typical divisions listed are included in Amtrak SDPs. Back up sheets summarizing each division by specification section have been developed.
4. Locational Factor included in the calculations by CSI Division.
5. Rough Order of Magnitude Estimate based on Overview Conditions Assessment.



FIG LAC.01 – sidewalks and curbs with shelter; curb ramps not complaint



FIG LAC.02 – The monument signage for Lake City FL station

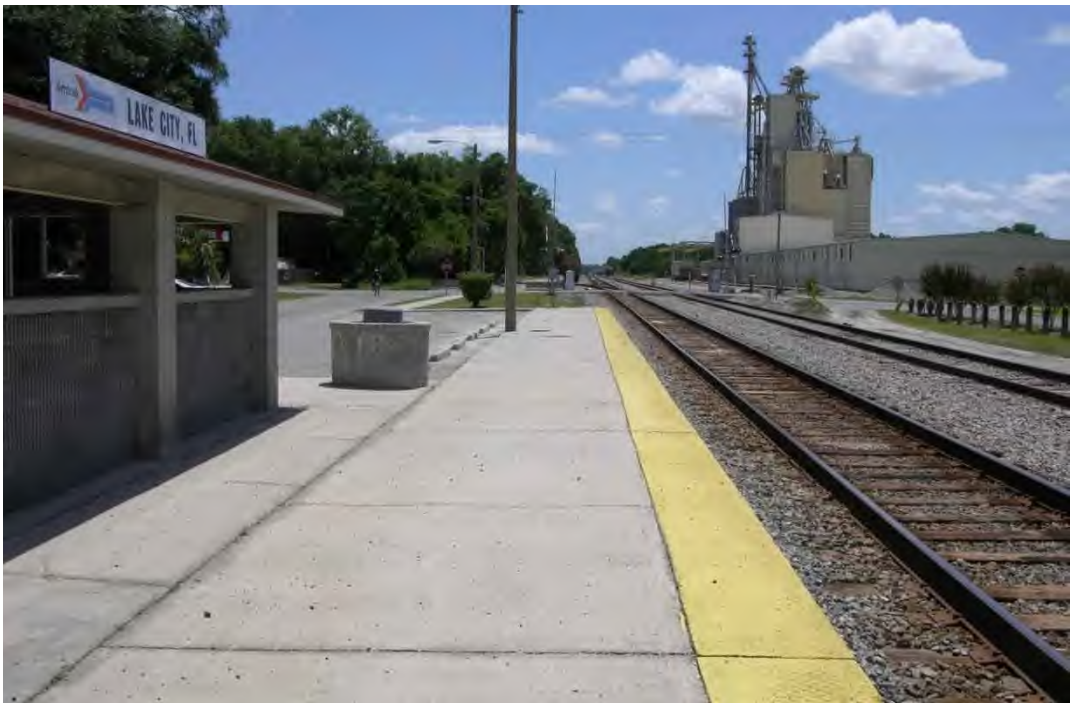


FIG LAC.03 – The platforms walking surface has minor cracks that need to be patched. Also, non-compliant site ID signage visible on shelter. The tactile surface is worn and needs replacing due to "nubs" being worn down.



FIG LAC.04 – The platforms walking surface has minor cracks that need to be patched. Also, non-compliant site ID signage visible on shelter. Tactile surface is worn and needs replacing due to "nubs" being worn down.



FIG LAC.05 – The platforms walking surface has minor cracks that need to be patched for Lake City FL station



FIG LAC.06 – The platforms walking surface has minor cracks that need to be patched for Lake City FL station



FIG LAC.07 – The “nubs” on the system for Lake City FL station have been worn and system is cracking



FIG LAC.08 – Interior of Lake City FL station, with various elements visible indicated in summary



FIG LAC.09 – The signage at the shelter for Lake City FL station



FIG LAC.10 – The signage at the shelter for Lake City FL station. Hole in siding visible above. Venting in side eaves visible.



FIG LAC.11 – The shelter roof structure below the eaves require repairs for Lake City FL station



FIG LAC.12 – The shelter roof structure below the eaves require repairs for Lake City FL station



FIG LAC.13 – The shelter roof structure below the eaves require repairs for Lake City FL station



FIG LAC.14 – The service entrance and transformers for Lake City FL station



FIG LAC.15 – The service entrance and transformers for Lake City FL station



FIG LAC.16 – Distribution panel at Lake City FL station



FIG LAC.17 – Wheelchair Lift enclosure



FIG LAC.18 – View of site parking, site lighting



FIG LAC.19 – Overview of shelter and surrounding elements.



FIG LAC.20 – Shelter station interior (minor cracking visible on floor)



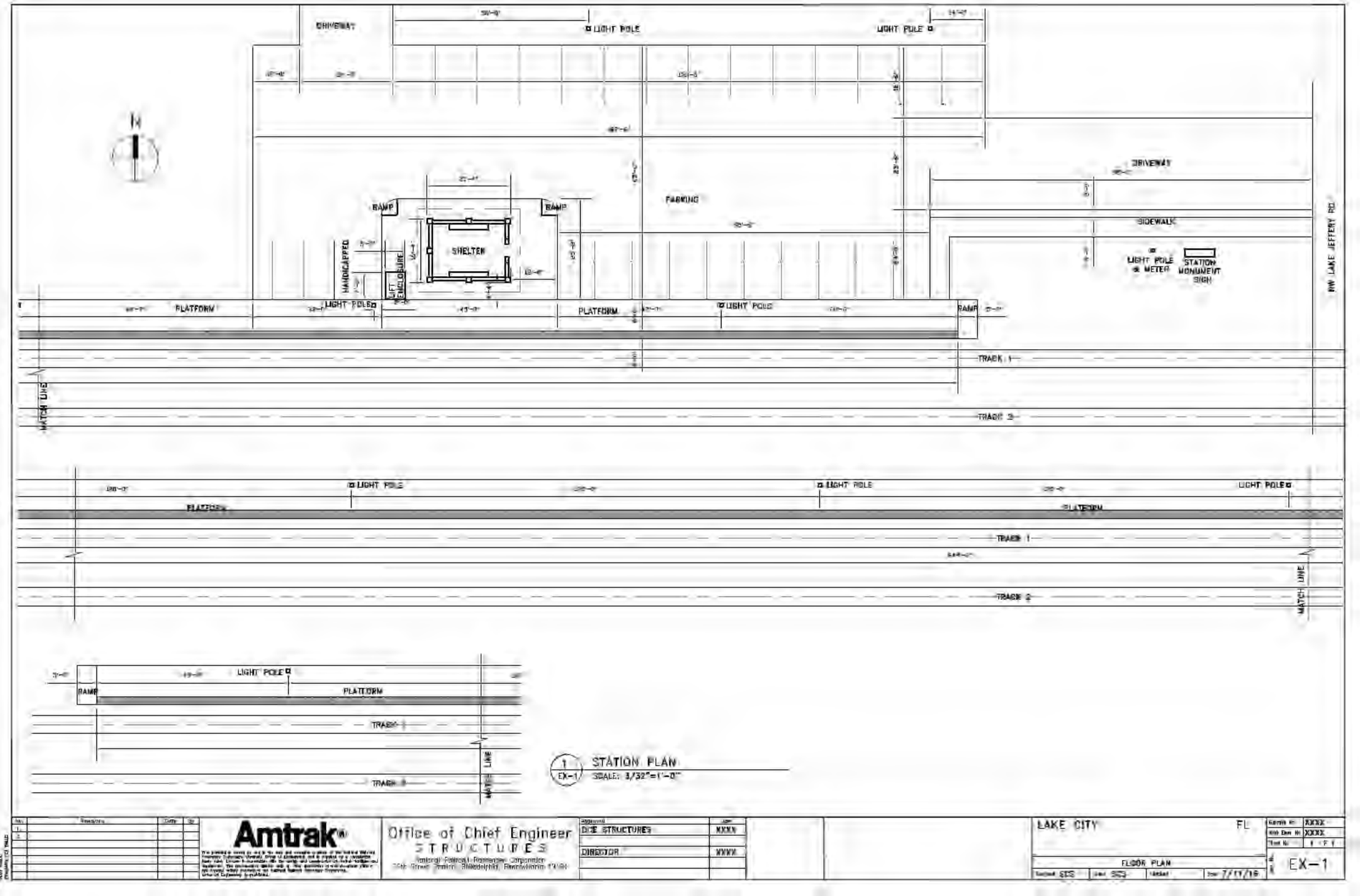
FIG LAC.21 – Graffiti on station interior walls



FIG LAC.22 – One of the outlets located on the shelter



FIG LAC 23 – One (1) of two (2) fluorescent lights located inside the shelter


DRIVEWAY
LIGHT POLE
LIGHT POLE
RAMP
RAMP
SHELTER
PARKING
HANDICAPPED
LIFT ENCLOSURE
DRIVEWAY
SIDEWALK
LIGHT POLE & METER
STATION MONUMENT SIGN
NW LAKE JEFFERY RD
PLATFORM
LIGHT POLE
PLATFORM
LIGHT POLE
RAMP
TRACK 1
TRACK 2
MATCH LINE
LIGHT POLE
LIGHT POLE
LIGHT POLE
PLATFORM
PLATFORM
TRACK 1
TRACK 2
MATCH LINE
RAMP
LIGHT POLE
PLATFORM
TRACK 1
TRACK 2
MATCH LINE
1
EX-1
STATION PLAN
SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
DIR STRUCTURES
XXXX
DIRECTOR
XXXX
LAKE CITY
FL
FLOOR PLAN
7/17/19
EX-1

STATION ASSESSMENT SUMMARY – Amtrak Station – Madison, FL (MDO)

Inspection Date:	07/11/2016
Survey Team:	Steve Smith, Joseph Grella PE, Stephen Michalowski
Prepared By:	Charles McGloughlin RA PMP, Cynthia Brey AIA, Thomas Raimondi
Address:	1000 South Range Street Madison, FL 32340
Latitude / Longitude:	30.459273°N 83.413546°W



Photo of Station Shelter (Looking Southwest)



Satellite Photo

THE STATION IN PERSPECTIVE

The station at Madison, FL (MDO) was part of the Sunset Limited line that ran along the Gulf Coast from Jacksonville, FL to New Orleans, LA. Service to the stations along this route was suspended on August 27th, 2005 as a result of the damage dealt to the Sunset Limited line by Hurricane Katrina. According to a plaque located on the structure, the gazebo-style station shelter-station was constructed in 1993 and was evidently built by the city with help from the local penitentiary inmates. While the station was unstaffed, its small, gazebo-style structure provided passengers with a sheltered waiting area. A smaller gazebo-style structure with a gate provided shelter for a wheelchair lift. See attached plan: "EX-1, Madison FL."

STATION AMENITIES CIRCA 2005

Staff	Unstaffed
Building	Waiting Area (Shelter Station)
Ticket Sales	No
Checked Baggage	No
Help with Luggage	No
Accessible	Not Fully
Enclosed Waiting Area	No
Restrooms	No
Pay Telephone	No
Food Service	No
Short-Term Parking	Free
Overnight Parking	Free
Rental Cars	No
Taxi Service	On-Call
Intercity Bus	No
Transit Service	No

Sources:

- http://www.trainweb.org/usarail/madison.htm
- https://en.wikipedia.org/wiki/Madison_station_(Florida)

IMPROVEMENT RECOMMENDATION HIGHLIGHTS / SUMMARY

Overall, the station location is in adequate condition. Site work, platform, building shelter interior and exterior, and electrical systems are required to render the station operational. The signage for the entire site must be upgraded. The construction cost estimate for these items is $642,589, including contingency; the total project estimated budget for design, construction, soft costs and contingency $721,836.

ASSESSMENT FINDINGS

1. SITE WORK

Overall, the site ranges from adequate to poor condition. The public road that leads to the driveway has been neglected, is in poor condition, and should be resurfaced. The driveway from the public road has been neglected, is in poor condition, and must be replaced (Fig. MDO.01). The driveway at beginning of parking lot is in adequate condition with cracks that must be sealed (Fig. MDO.01, 02). The station has twenty (20) parking spaces including two (2) ADA spaces. The sidewalk and curbs are in good condition, and are well-maintained by the city (Fig. MDO.03, 04, 05). The curb ramps leading to the accessible path are in satisfactory condition, requiring minor patching (Fig. MDO.06). The accessible path is in satisfactory condition, but requires repainting. A smaller, gazebo-like structure offers protection for a wheelchair lift, but a new lift should be provided and the lock for the enclosure gate should be replaced with a new lock. No stairways are present on the site. The site drains—two (2) in total—are located in a swale next to Range St. and in the parking lot; they are in adequate condition, but should be replaced and upgraded to improve drainage for future use (Fig. MDO.03, 07, 08, 09). The monument signage (Fig. MDO.10) on the site is outdated and should be updated to current Amtrak Signage Standards. The directional and traffic signage on the site is insufficient and outdated, and should be updated to current Amtrak Signage standards. The following site work scope of work items are required to render the station operational:

- Resurface public road leading to driveway
- Replace driveway from public road
- Patch and seal driveway at the parking lot
- New suite of site and building signage per ADA and Amtrak requirements complete
- New site sidewalk

2. PLATFORM

The platform is five hundred and sixty-five feet (565') long and ten feet (10') wide with an elevation aligned with top of rail—the latter being determined by visual inspection only. Overall, the concrete platform is in adequate condition, and is structurally sound, but requires remediation to surface features. The walking surface has minor cracks that need to be patched (Fig. MOD.11, 12, 13). Joints at the platform need sealant, and the curb needs standard Amtrak stencil painting (Fig. MOD.13, 14, 15). The existing structure can accommodate the new tactile edge system. No stairways are present at the platform. The walking surfaces of the access ramps to the platform are in satisfactory condition. There are no guardrails at the platform. The following platform scope of work items are required to render the station operational:

- Repair minor cracks at walking surface

- New stenciled paint at platform (i.e. “STAND BEHIND LINE”; “MIND THE GAP”)

3. PLATFORM CANOPY

There is no platform canopy at the station, and none is required to render the station operational.

4. STAIRWAY / ELEVATOR

There is no stairway or elevator at the station, and none is required to render the station operational.

5. BUILDING SHELTER INTERIOR

This is a shelter station and its interior is exposed to the elements and is not secured. It is an open air gazebo-like structure with four (4) benches & one (1) trash can (Fig. MDO.16, 17, 18)—another trash can is located immediately outside the structure. Overall, the interior of the shelter is in good condition. The wood and iron seating inside the station is in good condition (Fig. MDO.17). The concrete floor inside the station is in good condition, requiring no patching. The walls of the shelter are in good condition and have been well-maintained by the city. There is no signage, and the standard suite of Amtrak signage should be provided. There is no ticket office or counter at the station, and none is needed to render the station operational. The following building shelter interior scope of work item is required to render the station operational:

- Complete suite of Amtrak Standard Signage to be provided

6. BUILDING SHELTER EXTERIOR

The exterior of this shelter station is in satisfactory condition overall, and has been well-maintained by the city. The walls below the wood gazebo columns are brick and are in satisfactory condition. The foundation is concrete and is in satisfactory condition. The column and associated column cladding is of wood post and beam construction, and is in satisfactory condition. The exposed roof framing is painted and in good condition. There is no Amtrak standard signage and the standard suite of Amtrak signage should be provided. Recommend that all wood surfaces—including those composing the wheelchair lift gazebo enclosure—be given a fresh coat of exterior paint to match existing. The following building shelter exterior scope of work items are required to render the station operational:

- Amtrak Standard Signage to be provided
- All wood surfaces to receive new coat of exterior paint

7. MECHANICAL SYSTEMS

There is no mechanical system at the station, and none is required for a shelter station.

8. ELECTRICAL SYSTEMS

Overall, the electrical service was in satisfactory condition, but requires upgrading to current standards. Twelve (12) fiber glass poles with double cobra heads serve as the platform-mounted lighting fixtures, and should be replaced with LED fixtures (FIG MOD.11, 12). Two (2) pole-mounted lighting fixtures are present, but need to be replaced and upgraded with LED fixtures. The lighting distribution panel is 120 / 240V, but should be upgraded to current standards. The service entrance and transformer (FIG MDO.18, 19) are in adequate condition, but should be upgraded to current standards. The distribution

panel is in adequate condition, but should be replaced to current standards. The circuit breaker panel (FIG MDO.19) is in adequate condition, but should be replaced to conform to current standards. The existing exterior outlet should be replaced with an outdoor fixture to conform to current standards. Overall, the site lighting is in poor condition and must be replaced with LED fixtures (Fig. MDO.20). Twelve (12) out of the twenty-eight (28) street platform lights are broken, and all twenty-eight (28) need replacement with LED fixtures. All ten (10) lighting fixtures in the shelter itself should be repaired or replaced with LED fixtures. The lighting at the shelter is in adequate to poor condition and only one (1) out of ten (10) are intact and functional (Fig. MDO.21, 22, 23); recommend full replacement and conversion to LED lighting fixtures. Electric convenience outlets are not present, but there is a junction box below the lights. There is no emergency generator, emergency lighting, and no exit signs on site, and these are not required to render the station operational. The following electrical system scope of work items are required to render the station operational:

- Replace distribution panel
- Replace circuit breaker panel
- Replace duplex electrical outlet
- Street platform lights replaced by LED fixtures
- Site lighting fixtures replaced by LED fixtures
- Replace all lighting fixtures with new LED fixtures
- Upgrade and replace light fixtures with LED fixtures
- Replace electrical service in kind with new

9. PLUMBING SYSTEMS

There are no restrooms or water fountains system at the station, and none are required at a shelter station.

10. ADA OBSERVATIONS

No measurements were taken due to schedule and scope limitations of the survey. Upon visual inspection only, the following conditions were observed:

1) The platform does not appear require an “alteration” per the Level Boarding Rule (49 CFR 37.42) to provide safe and accessible passage in its existing configuration.
2) There are no obvious accessibility issues that would have been considered non-compliant at the time of the cessation of service in 2005.
3) A wheelchair lift enclosure is currently provided (MDO.16) but a new wheelchair lift should be provided.
4) The tactile warning strip is in poor condition and needs to be replaced in full with a new tactile system (FIG MOD.14, 15).
5) The stamped concrete tactile surfacing at the curb ramp requires a new coat of paint.
6) ADA parking spaces to be restriped and reconfigured to follow DOTAS 2006.
7) No Passenger Information Display System (PIDS) exists.

The following accessibility scope of work items are required to render the station operational:

- Minor patching of surfacing at accessible path from public right of way to platform
- Provide wheelchair lift to be housed in existing enclosure

- New tactile surface at platform
- New paint at stamped concrete tactile on site

11. ISSUES / ASSUMPTIONS / OTHER CONSIDERATIONS

The following item requires further investigation during the design phase.

1) Exterior lighting levels could not be tested at the site as to compliance with Amtrak and accessibility requirements.

Project Design & Construction Budget

Brief Project Description: **Gulf Coast Station Return of Service**

	Capital Costs Description	Assumptions	Budget
1.	**Design**		
a.	Design Services (DS)	10% of Construction Costs for a project of this nature	49,430
b.	Construction Related Services	30% of Design DS Design	14,829
	Design Total		**49,430**
2.	**Construction**		
a.	Construction (3rd Party)	Construction Estimate w/o Contingency	494,299
	Constuction Total		**494,299**
3.	**Soft Costs**		
a.	Project Management Design (PM)	Assume 15% of Design Fee	7,414
b.	Force Account Support Design	Protection for survey crews allowance, crew of 3 for 1 day	3,000
c.	Construction Management (CM)	8% of Construction including F/A Support for protection	39,544
	Soft Costs Total		**49,958**
3.	**Contingency**		
a.	Design Contingency	30% of Lines 1. a.-b.	14,829
b.	Constuction Contingency	30% of Lines 2. a.	**148,290**
c.	Soft Costs Contingency	30% of Lines 3. a. - c.	**14,988**
	Contingency Total		**178,106**
	Total Project Costs[1, 2, 3 &4]		**721,836**

Notes:

[1] Assumes no escalation. Based on 2016 Dollars, and construction within 2016.

[2] Assumes no PIDS.

[3] Assumes no environmental work.

[4] Does not include additional 10% Owner's reserve.

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STA MADISON FL - Station Assessment 7/29/2016

Overview Condition Assessment - 3rd Party Construction Estimate

Brief Project Description: Gulf Coast Station Return to Service

CSI#	Division - Summary[3]	Assumptions	SOGR Esitmate
	Construction (3rd Party)		
1	General Requirements		123,187
2	Demolition & Site Work		34,776
3	Concrete		175
4	Masonry		0
5	Metals		0
6	Wood, Plastics & Composites		0
7	Thermal & Moisture Protection		0
8	Doors & Windows		0
9	Finishes		3,189
10	Specialties		14,107
11	Equipment		0
12	Furnishings		0
13	Special Construction		0
14	Conveying Systems		10,423
21	Fire Suppression		0
22	Plumbing		0
23	Heating, Ventilating & Air Conditioning		0
26	Electrical		96,001
27	Communications		0
28	Electronic Safety and Security		0
31	Earthwork		0
32	Exterior Improvements		67,542
33	Utilities		0
34	Transportation		0
1)	**Total**		**349,401**
2)	General Conditions	Assume 20% of 1)	69,880
3)	Profit	Assume 15% of 1) & 2)	62,892
4)	Builders Risk Insurance	Assume 1% of 1), 2) & 3)	4,822
5)	Bond	Assume 1.5% of 1), 2), 3), 4)	7,305
6)	Escalation[1]	Assume 1.5% of 1), 2), 3), 4) &5)	0
	Constuction Total[2]		**494,299**
	Esitmating Contingency[2]		148,290
	GRAND TOTAL CONSTRUCTION		**642,589**

Notes:

1. Assumes no escalation. Based on 2016 Dollars, and construction within 2016.
2. Sales Tax and Fees Excluded for Typical Amtrak Projects. Assumes Amtrak is contracting the work.
3. The typical divisons listed are included in Amtrak SDPs. Back up sheets summarizing each division by specification section have been developed.
4. Locational Factor included in the calculations by CSI Division.
5. Rough Order of Magnitude Estimate based on Overview Conditions Assessment.



FIG MDO.01 – Driveway from public road (lighter colored concrete) to be replaced; Driveway at beginning of parking lot (black asphalt) to be sealed



FIG MDO.02 – Driveway at beginning of parking lot (black asphalt) to be sealed



FIG MDO.03 – Sidewalk connecting platform to public right of way (site drain can be seen to the right).



FIG MDO.04 – Different perspective of same sidewalk shown in FIG MDO.03



FIG MDO.05 – Sidewalk leading to steam engine display adjacent to roadside sidewalk



FIG MDO.06 – Curb ramp leading to accessible path.



FIG MDO.07 – Site drain (seen in FIG MDO.03) located at corner of parking lot adjacent to S. Range St.



FIG MDO.08 – Site drain located near parking lot vehicle entrance.



FIG MDO.09 – Close-up view of site drain shown in FIG MDO.09



FIG MDO.10 – Madison, FL Amtrak monument sign.



FIG MDO.11 – View of station looking northwest from the edge of the platform adjacent to S. Range St.



FIG MDO.12 – View of station looking southeast from the edge of the platform furthest from S. Range St.



FIG MDO.13 – Section of platform northwest of the station, near the edge of the parking lot. The side closest to the station seems to have been power washed.



FIG MDO.14 – Typical tactile strip at this station—seems to have been painted a few months prior to site survey.



FIG MDO.15 – Small crack that has propagated across tactile strip.



FIG MDO.16 – Gazebo-like shelter with accessible lift enclosure in foreground



FIG MDO.17 – Seating inside shelter



FIG MDO.18 – Roof construction inside shelter

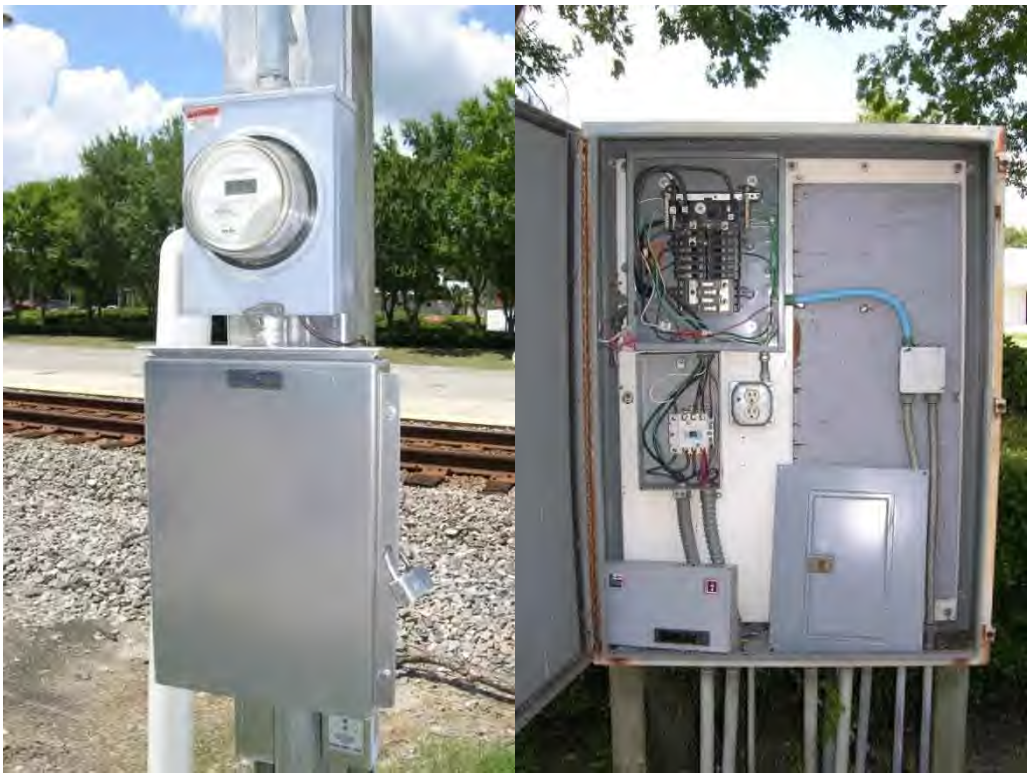


FIG MDO.18 – Electrical panels and service

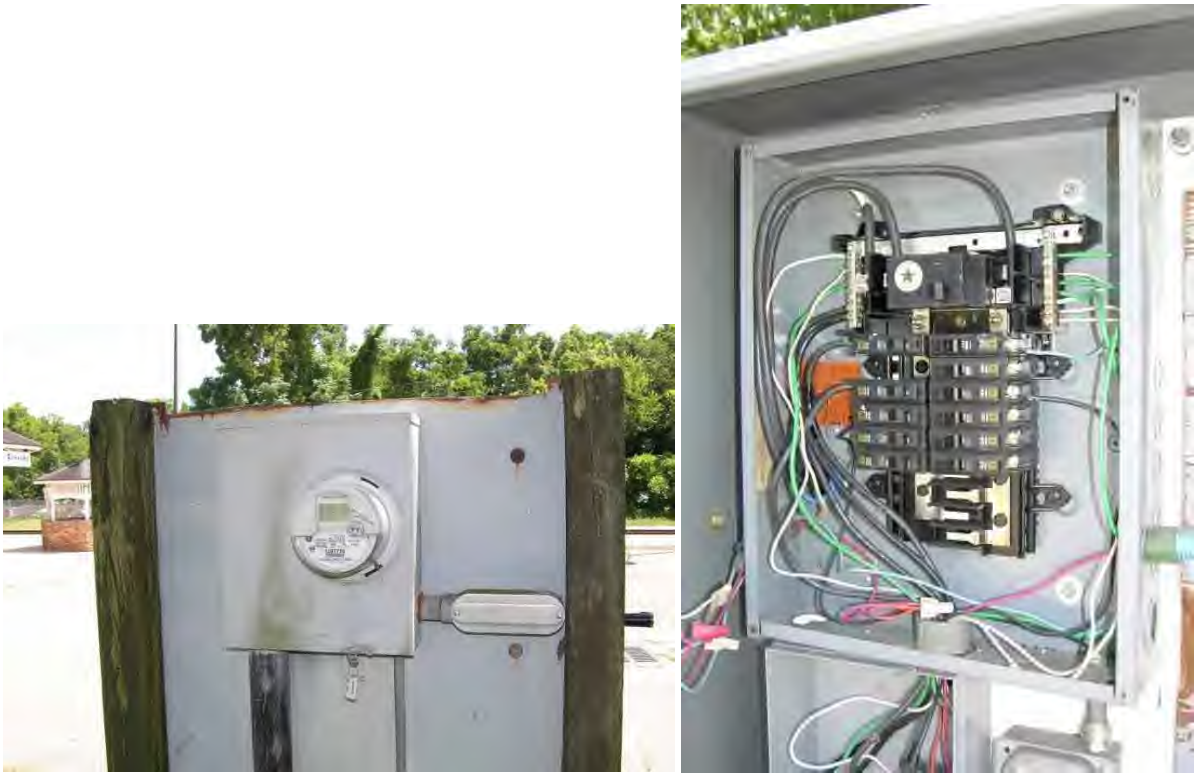


FIG MDO.19 – Electrical panels and service



FIG MDO.20 – Structure with site lighting on left



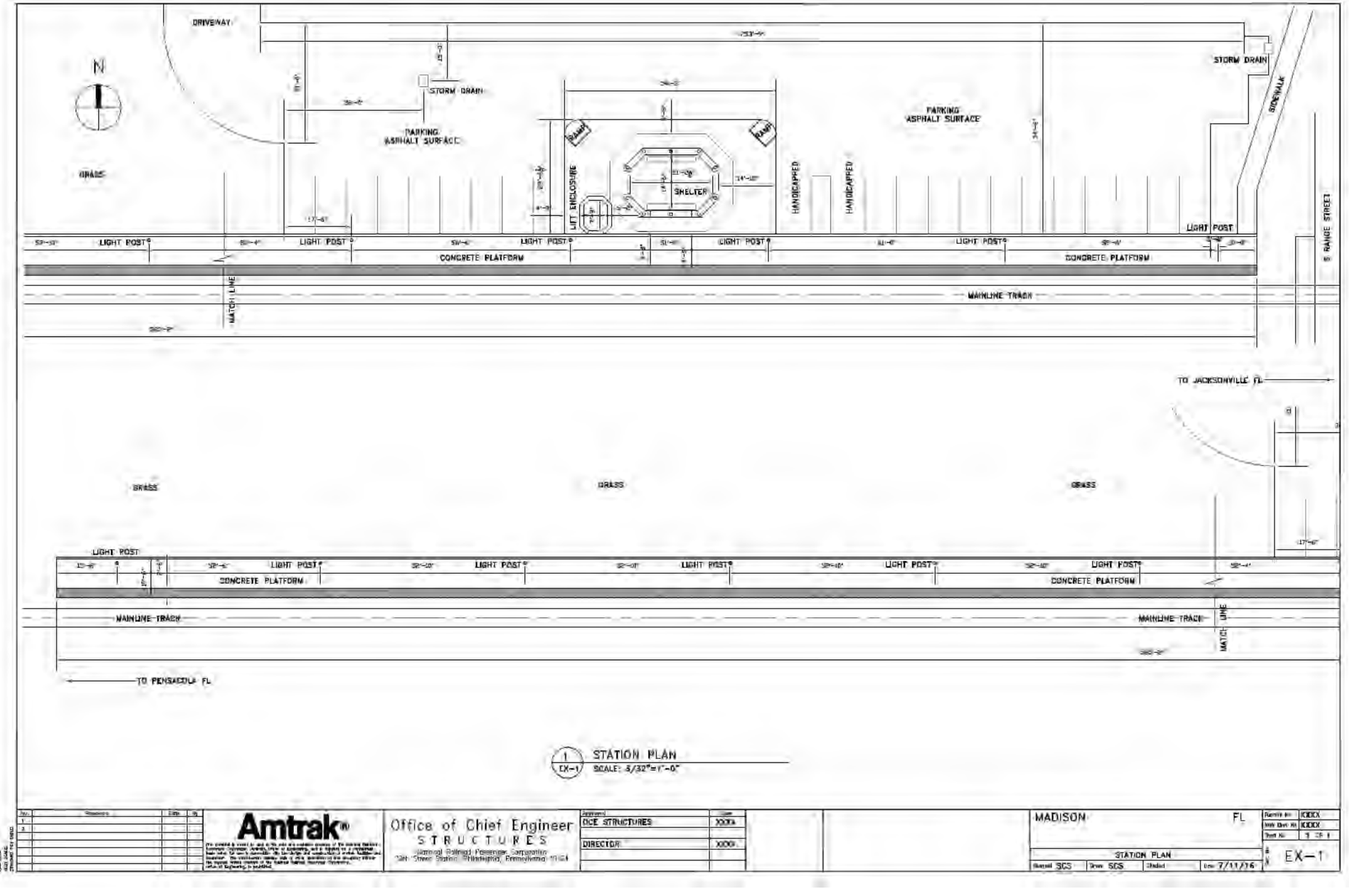
FIG MDO.21 – Wall packs can be see attached to each column



FIG MDO.22 – Typical wall-pack lighting fixture in poor condition



FIG MDO.23 – "In-tact" lighting fixture that appears to have been retrofitted with different fixture


DRIVEWAY
N
STORM DRAIN
PARKING ASPHALT SURFACE
GRASS
RAMP
RAMP
LIFT ENCLOSURE
SHELTER
HANDICAPPED
HANDICAPPED
PARKING ASPHALT SURFACE
STORM DRAIN
SIDEWALK
LIGHT POST
LIGHT POST
LIGHT POST
LIGHT POST
LIGHT POST
LIGHT POST
LIGHT POST
CONCRETE PLATFORM
CONCRETE PLATFORM
MAINLINE TRACK
MATCH LINE
S RANGE STREET
TO JACKSONVILLE FL
GRASS
GRASS
GRASS
LIGHT POST
LIGHT POST
LIGHT POST
LIGHT POST
LIGHT POST
LIGHT POST
CONCRETE PLATFORM
CONCRETE PLATFORM
MAINLINE TRACK
MAINLINE TRACK
MATCH LINE
TO PENSACOLA FL
1
EX-1
STATION PLAN
SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
DCE STRUCTURES
DIRECTOR
MADISON
FL
STATION PLAN
EX-1

STATION ASSESSMENT SUMMARY – Amtrak Station – Mobile, AL (MOE)

Inspection Date:	7/15/16
Survey Team:	Steve Smith, Joseph Grella PE, Stephen Michalowski
Prepared By:	Charles McGloughlin RA PMP, Cynthia Brey AIA, Thomas Raimondi
Address:	11 Government Street, Mobile, AL 36602
Latitude / Longitude:	Mobile: 30.690°N 88.038°W

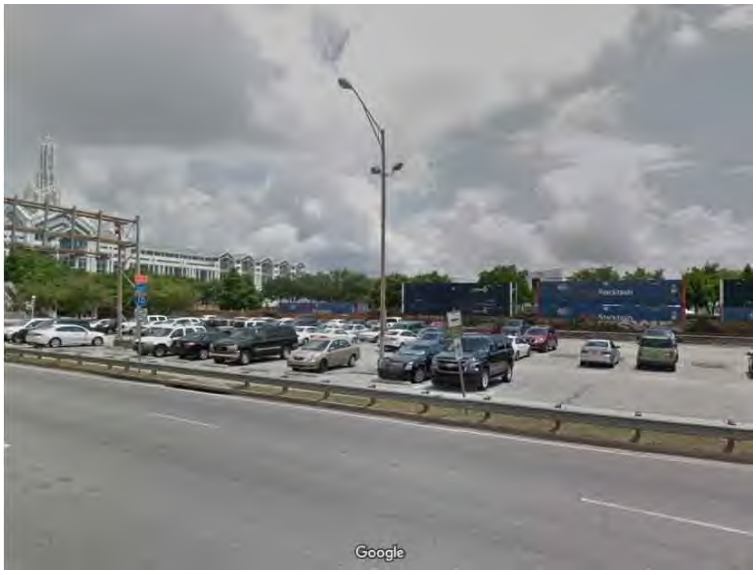
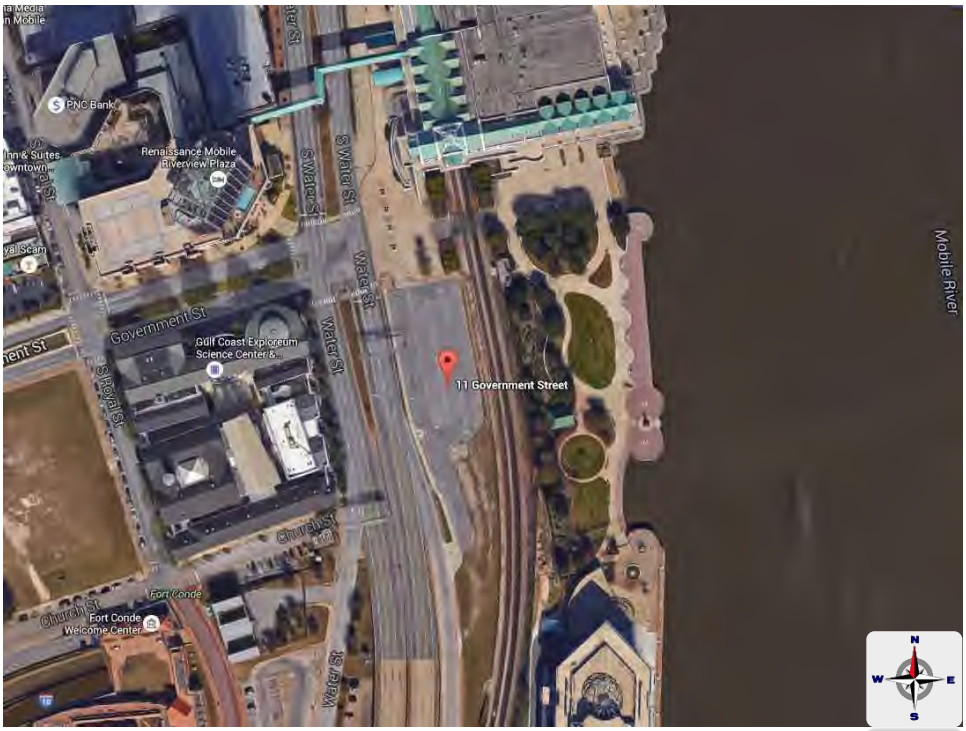


Photo of Parking Lot & Tracks—No Station Building (Looking Northeast)



Satellite Photo

THE STATION IN PERSPECTIVE

The now-razed station at Mobile, AL (MOE) was built in 1956 by the Louisville and Nashville Railroad. This station was part of the Sunset Limited line that ran along the Gulf Coast from Jacksonville, FL to New Orleans, LA. Service to the stations along this route was suspended on August 27th, 2005 as a result of the damage dealt to the Sunset Limited line by Hurricane Katrina. In fact, the station suffered significant flood damage during this time. In 2006, CSX sold the property to a developer, whom made the decision to raze the building the following year. The razed station was a fairly large, light-red-brick building with design features indicative of the international style of modern architecture. During its time of operation, the station offered ticket sales, checked baggage services, restrooms and an enclosed waiting area. These capabilities are no longer available, the only trace of this capability being a baggage turn-around at the end of the platform. The station complex itself is sandwiched between a major highway and a well maintained park overlooking the gulf coast, with a dramatic view of the skyline of Mobile. It is adjacent to the civic center and the station parking lot currently used for overflow parking at this center. See attached plans: "EX-1, Mobile AL", "EX-2, Mobile AL" and "EX-3, Mobile AL."

STATION AMENITIES CIRCA 2005

Staff	Staffed
Building	Yes
Ticket Sales	Yes
Checked Baggage	Yes
Help with Luggage	No
Accessible	Fully
Enclosed Waiting Area	Yes
Restrooms	Yes
Pay Telephone	Yes
Food Service	No
Short-Term Parking	Paid
Overnight Parking	No
Rental Cars	No
Taxi Service	On-Call
Intercity Bus	No
Transit Service	Yes

Sources:

- http://www.trainweb.org/usarail/mobile.htm
- https://en.wikipedia.org/wiki/Mobile_station_(Amtrak)

IMPROVEMENT RECOMMENDATION HIGHLIGHTS / SUMMARY

The station building has been razed since the cessation of service; the platform and site conditions are the basis of this assessment. The remaining elements of the complex are in adequate condition, requiring site work, platform work, and ADA work to restore the station stop to service. While construction of a small "shelter" would be desirable, strictly per the scope of the assessment, it is not required to restore the station to service. As information, the parking lot is owned by the city. The signage for the entire site must be upgraded. The construction cost estimate for these items is $ **683,099,** including contingency; the total project estimated budget for design, construction, soft costs and contingency $ **767,285**

ASSESSMENT FINDINGS

1. SITE WORK

Overall, the site is in adequate condition. There is a large parking lot owned by the city, which is directly adjacent to the platform; the immediate proximity of the parking lot allows for relatively straightforward access to the platform (Fig. MOE.01, 02). Passengers, who would be dropped off at the station, have no protection from the elements; while this is a concern, and does not promote best practices for customer service, it does not preclude the station stop from being restored to service. The sidewalk is generally in good condition except for the sidewalk at the north end of the platform which should be patched and/or repaired, as it is the access to public right of way at intersection of Government Road (Fig. MOE.03, 04, 05). The adjacent convention center appears to utilize this current public parking space, and overflow parking is currently staged on the previous site of the station building (Fig. MOE.06). In general, stairways on the site are in adequate condition and are structurally sound—except for the stairways at the north end of the platform, which requires repair to provide access to the public right of way at Government Road (Fig. MOE.05). There are also a few stairways that are blocked by the guard rail along the back of the platform (01, 04, 07). Landscaping is maintained by the city and is in satisfactory condition. There appears to be no issues with site drainage. The signage on the site is outdated and should be updated to current Amtrak Signage Standards. The following site work scope of work items are required to render the station operational:

- Patch concrete sidewalk at north end of platform
- Repair concrete stairs at the north end of platform
- Full suite of Amtrak station signage, required, complete
- New stenciled paint at platform (i.e. "STAND BEHIND LINE"; "MIND THE GAP")

2. PLATFORM

The asphalt platform is seven hundred feet (700') long and ten feet (10') wide with an average elevation that varies between four inches (4") below top of tie to aligned with top of tie—the latter being determined by visual inspection only. Seventy percent (70%) of the platform is structurally sound with the exception of the old crossover section where platform dips to top of tie (Fig. MOE.10), and where excessive cracking is evident and these must be repaired. These areas requiring repair total the remaining thirty percent (30%) of the platform (Fig. MOE.08, 09). The existing platform structure can accommodate the new tactile edge system recommended in "ADA Observations." The back railing of the platform is non-compliant and must be replaced (Fig. MOE.04, 07, 08). Stairways to the platform are

in adequate condition (Fig. MOE.05). At the south end of the platform, a baggage turnaround exists—a remnant of previous services (Fig. MOE.11). The following site work scope of work items are required to render the station operational:

- Repair old crossover section where platform dips to top of rail
- Repair concrete stairs at the north end of platform
- Repair back railing to platform.

3. PLATFORM CANOPY

There is no platform canopy at the station, and none is required to render the station operational.

4. STAIRWAY / ELEVATOR

No station building exists, therefore there is no stairway or elevator to survey.

5. BUILDING INTERIOR

No station building or shelter exists on site. For the purposes of this survey, it assumed that no shelter or building is required to restore service.

6. BUILDING EXTERIOR

No station building or shelter exists on site. For the purposes of this survey, it assumed that no shelter or building is required to restore service.

7. MECHANICAL SYSTEMS

No station building or shelter exists on site; therefore, there are no mechanical systems to survey. For the purposes of this survey, it assumed that no shelter or building is required to restore service.

8. ELECTRICAL SYSTEMS

No station building or shelter exists on site; therefore, there are no electrical systems to survey. For the purposes of this survey, it assumed that no shelter or building is required to restore service.

9. PLUMBING SYSTEMS

No station building or shelter exists on site; therefore, there are no plumbing systems to survey. For the purposes of this survey, it assumed that no shelter or building is required to restore service.

10. ADA OBSERVATIONS

No measurements were taken due to schedule and scope limitations of the survey. Upon visual inspection only, the following conditions were observed:

1) The platform in its entirety would require an alteration, if the entire platform is to be utilized. However, approximately three hundred feet (300') of platform to the north—adjacent to the convention center—is in acceptable condition and the remainder could be abandoned and / or demolished. The station stop could be utilized with this abridged platform. This is the assumed course of action for this assessment. Therefore, the remaining three hundred foot (300')

platform does not appear to require an "alteration" per the Level Boarding Rule (49 CFR 37.42) to provide safe and accessible passage in its existing configuration.

2) There are no obvious accessibility issues that would have been considered non-compliant at the time of the cessation of service in 2005.
3) A wheelchair lift and enclosure should be provided.
4) The tactile warning strip at the "remaining portion" is red brick in poor, worn condition, and full replacement is required (Fig. MOE.12, 13, 14, 15)
5) Portions of the accessible path are cracked or requiring brick resetting and this should be done prior to resumption of service, as well as clear demarcation of the accessible path.
6) Signage throughout the site must be added to fully comply with ADA requirements.
7) ADA Parking spaces to be restriped and reconfigured to follow DOTAS 2006.
8) No Passenger Information Display System (PIDS) exists.

The following accessibility scope of work items are required to render the station operational:

- Patch portions of sidewalk that constitute accessible path and demarcate
- Provide wheelchair lift and enclosure
- New tactile surface at platform
- Full suite of Amtrak station signage, required, complete
- Demolish or abandon deteriorated platform portion
- Provide compliant path to the platform from the public right of way

11. ISSUES / ASSUMPTIONS / OTHER CONSIDERATIONS

Please note the following:

1) Construction of a small shelter station building would be a desirable amenity to afford passenger protection from the elements. This is not priced as part of the base scope of the assessment, but should be seriously considered for this station, especially given the climate in this area.
2) The platform can be partially reused with access to the public right of way at the north end and egress provided by the stairs and ramps (to exist) into the parking lot; a full platform replacement would require an alteration per 49 CFR 37.42.
3) There is enough space for a small bus shelter with a ramp to the parking lot.
4) Existing tunnel under Convention Center (Fig. MOE.16) is wide enough to accommodate a ten foot (10') wide platform, although egress and ventilation calculations should be made to substantiate that such an extension would be to code. These considerations are not part of this estimate / assessment.

STA MOBILE AL - Station Assessment

Project Design & Construction Budget

Brief Project Description: **Gulf Coast Station Return of Service**

	Capital Costs Description	Assumptions	SOGR Budget
1.	**Design**		
a.	Design Services (DS)	10% of Construction Costs for a project of this nature	52,546
b.	Construction Related Services	30% of Design DS Design	15,764
	Design Total		**52,546**
2.	**Construction**		
a.	Construction (3rd Party)	Construction Estimate w/o Contingency	525,461
	Construction Total		**525,461**
3.	**Soft Costs**		
a.	Project Management Design (PM)	Assume 15% of Design Fee	7,882
b.	Force Account Support Design	Protection for survey crews allowance, crew of 3 for 1 day	3,000
c.	Construction Management (CM)	8% of Construction including F/A Support for protection	42,037
	Soft Costs Total		**52,919**
3.	**Contingency**		
a.	Design Contingency	30% of Lines 1. a.-b.	15,764
b.	Construction Contingency	30% of Lines 2. a.	**157,638**
c.	Soft Costs Contingency	30% of Lines 3. a. - c.	**15,876**
	Contingency Total		**189,278**
	Total Project Costs[1, 2, 3 &4]		**767,285**

Notes:

1 Assumes no escalation. Based on 2016 Dollars, and construction within 2016.

2 Assumes no PIDS.

3 Assumes no environmental work.

4 Does not include additional 10% Owner's reserve.

STA MOBILE AL - Station Assessment 7/29/2016

Overview Condition Assessment - 3rd Party Construction Estimate

Brief Project Description: Gulf Coast Station Return to Service

CSI#	Division - Summary[3]	Assumptions	SOGR Estimate
	Construction (3rd Party)		
1	General Requirements		117,085
2	Demolition & Site Work		340
3	Concrete		0
4	Masonry		0
5	Metals		0
6	Wood, Plastics & Composites		0
7	Thermal & Moisture Protection		0
8	Doors & Windows		0
9	Finishes		0
10	Specialties		14,107
11	Equipment		0
12	Furnishings		0
13	Special Construction		0
14	Conveying Systems		100,476
21	Fire Suppression		0
22	Plumbing		0
23	Heating, Ventilating & Air Conditioning		0
26	Electrical		0
27	Communications		0
28	Electronic Safety and Security		0
31	Earthwork		0
32	Exterior Improvements		139,420
33	Utilities		0
34	Transportation		0
1)	**Total**		**371,427**
2)	General Conditions	Assume 20% of 1)	74,285
3)	Profit	Assume 15% of 1) & 2)	66,857
4)	Builders Risk Insurance	Assume 1% of 1), 2) & 3)	5,126
5)	Bond	Assume 1.5% of 1), 2), 3), 4)	7,765
6)	Escalation[1]	Assume 1.5% of 1), 2), 3), 4) &5)	0
	Construction Total[2]		**525,461**
	Estimating Contingency[2]		157,638
	GRAND TOTAL CONSTRUCTION		**683,099**

Notes:

1. Assumes no escalation. Based on 2016 Dollars, and construction within 2016.
2. Sales Tax and Fees Excluded for Typical Amtrak Projects. Assumes Amtrak is contracting the work.
3. The typical divisions listed are included in Amtrak SDPs. Back up sheets summarizing each division by specification section have been developed.
4. Locational Factor included in the calculations by CSI Division.
5. Rough Order of Magnitude Estimate based on Overview Conditions Assessment.



FIG MOE.01 – Adjacency of Parking Lot to platform, looking south.



FIG MOE.02 – Adjacency of Parking Lot to platform, looking north



FIG MOE.03 – Partially demolish ramped at northern end of platform



FIG MOE.04 – View of sidewalk along northern end of platform (note the bent railing to the right)



FIG MOE.05 – Stairway / sidewalk at northern end of platform



FIG MOE.06 – Overflow parking on site of old building



FIG MOE.07 – Stairway block by platform guard rail



FIG MOE.08 – "Middle section" of platform experiencing excessive deterioration, see plan ("EX-2, Mobile AL" and "EX-3, Mobile AL") for more precise location



FIG MOE.09 – Close-up view of platform cracking seen in FIG MOE.08



FIG MOE.10 – Platform level view at section experiencing excessive cracking



FIG MOE.11 – Baggage turnaround



FIG MOE.12 – Tactile strip deterioration at southern end of platform



FIG MOE.13 – Further tactile strip deterioration



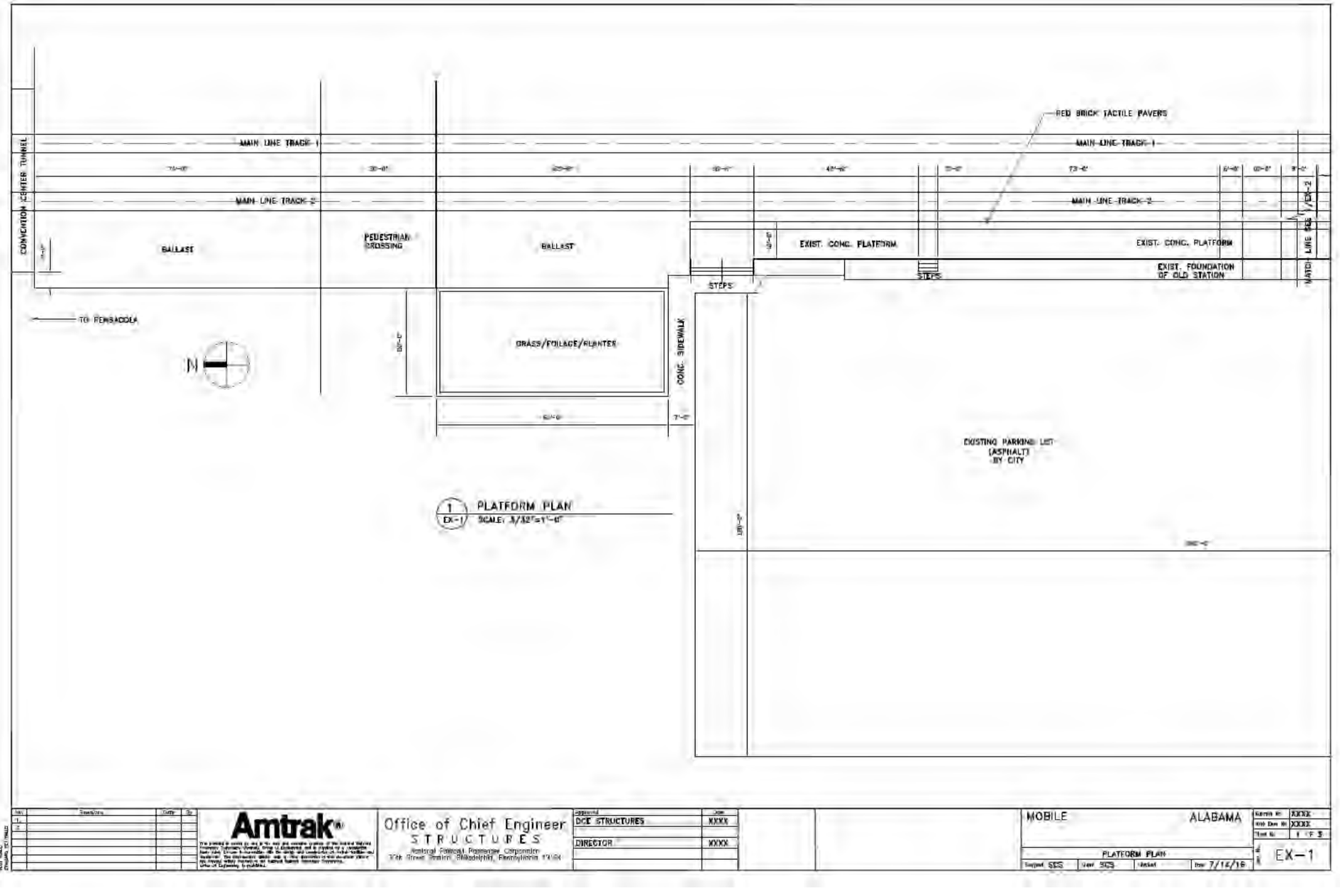
FIG MOE.14 – Tactile strip at northern end of platform

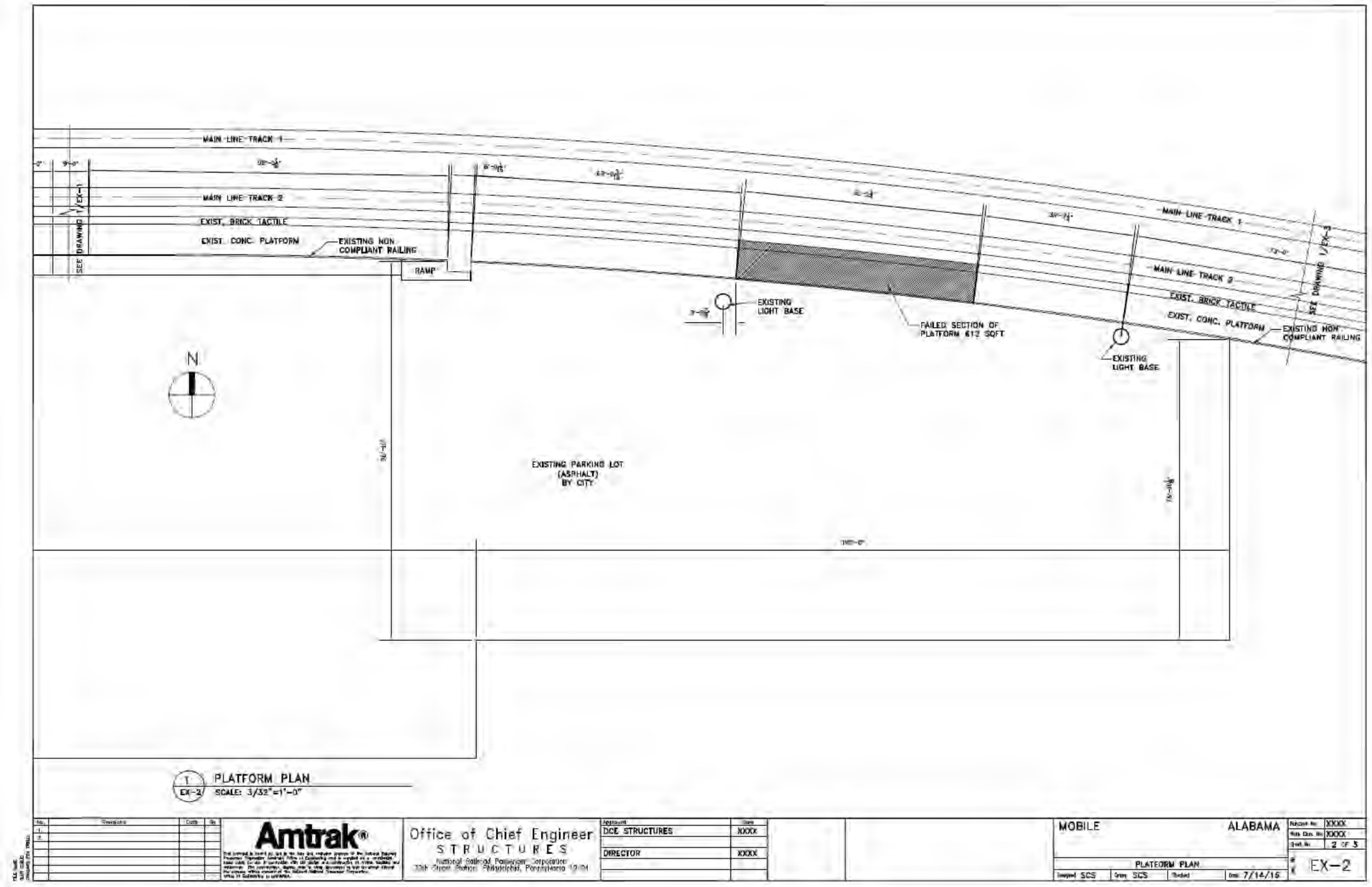


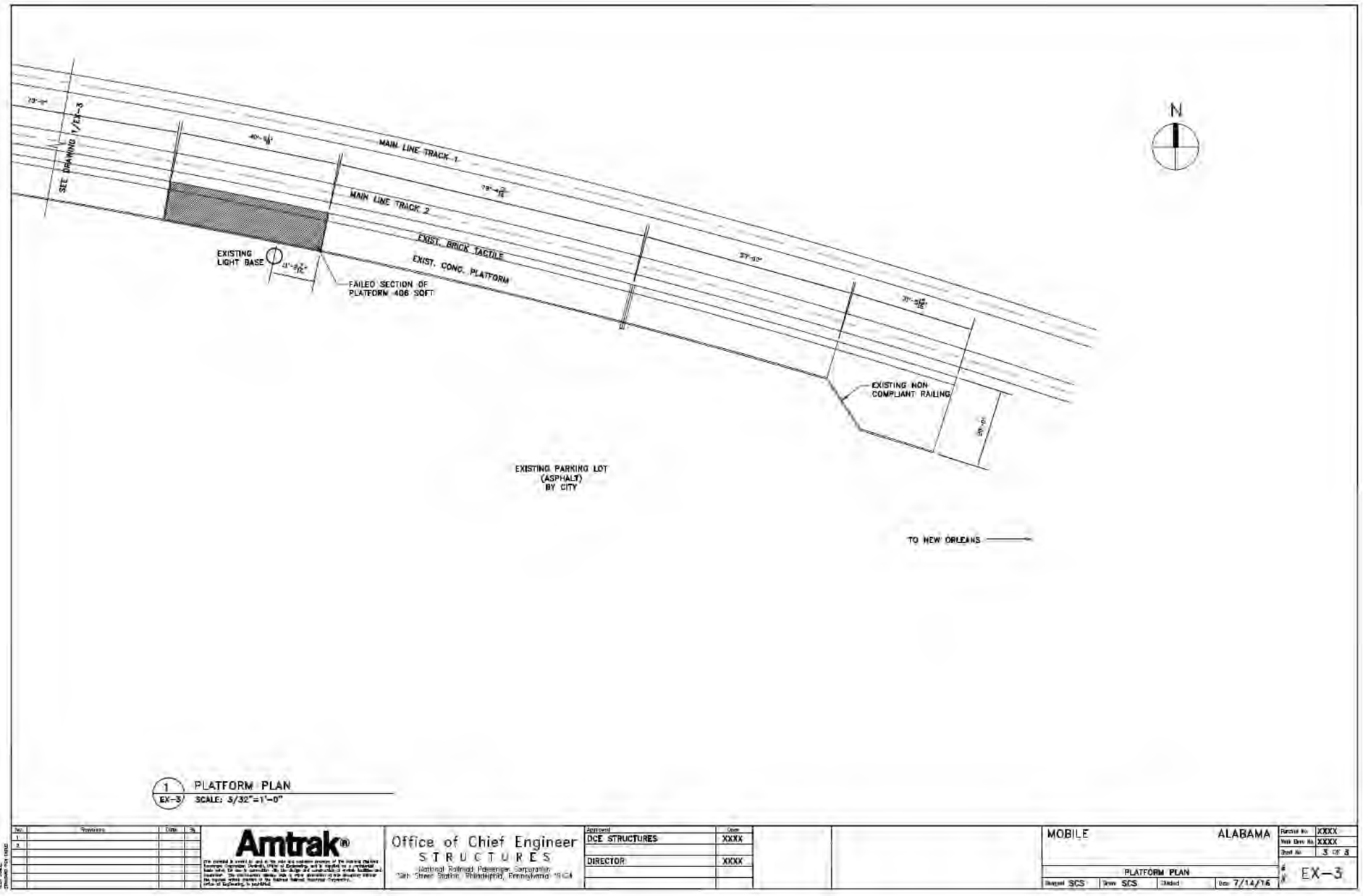
FIG MOE.15 – Deteriorating tactile at northern end of the platform



FIG MOE.16 – View of the tunnel beneath the convention center located north of the platform


CONVENTION CENTER TUNNEL
MAIN LINE TRACK 1
MAIN LINE TRACK 2
BALLAST
PEDESTRIAN CROSSING
BALLAST
RED BRICK TACTILE PAVERS
MAIN LINE TRACK 1
MAIN LINE TRACK 2
EXIST. CONC. PLATFORM
STEPS
EXIST. CONC. PLATFORM
EXIST. FOUNDATION OF OLD STATION
MATCH LINE EX-2
TO PENSACOLA
N
GRASS/FOLIAGE/PLANTER
CONC. SIDEWALK
EXISTING PARKING LOT (ASPHALT) BY CITY
1 EX-1 PLATFORM PLAN
SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
DCE STRUCTURES XXXX
DIRECTOR XXXX
MOBILE
ALABAMA
PLATFORM PLAN
EX-1


MAIN LINE TRACK 1
MAIN LINE TRACK 2
EXIST. BRICK TACTILE
EXIST. CONC. PLATFORM
EXISTING NON COMPLIANT RAILING
SEE DRAWING 1/EX-1
RAMP
EXISTING LIGHT BASE
FAILED SECTION OF PLATFORM 612 SQFT
EXISTING LIGHT BASE
MAIN LINE TRACK 1
MAIN LINE TRACK 2
EXIST. BRICK TACTILE
EXIST. CONC. PLATFORM
EXISTING NON COMPLIANT RAILING
SEE DRAWING 1/EX-3
N
EXISTING PARKING LOT (ASPHALT) BY CITY
1 EX-2 PLATFORM PLAN
SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
DCE STRUCTURES
DIRECTOR
MOBILE
ALABAMA
PLATFORM PLAN
EX-2


SEE DRAWING 1/EX-3
MAIN LINE TRACK 1
MAIN LINE TRACK 2
EXIST. BRICK TACTILE
EXIST. CONC. PLATFORM
EXISTING LIGHT BASE
FAILED SECTION OF PLATFORM 406 SQFT
EXISTING NON-COMPLIANT RAILING
EXISTING PARKING LOT (ASPHALT) BY CITY
TO NEW ORLEANS
N
1
EX-3
PLATFORM PLAN
SCALE: 3/32"=1'-0"
Amtrak®
Office of Chief Engineer
STRUCTURES
DCE STRUCTURES
DIRECTOR
XXXX
MOBILE
ALABAMA
PLATFORM PLAN
EX-3

STATION ASSESSMENT SUMMARY – Amtrak Station – Pascagoula, MS (PAG)

Inspection Date:	7/15/16
Survey Team:	Steve Smith, Joseph Grella PE, Stephen Michalowski
Prepared By:	Charles McGloughlin RA PMP, Cynthia Brey AIA, Thomas Raimondi
Address:	505 Railroad Avenue, Pascagoula, MS 39567
Latitude / Longitude:	30.367653°N -88.559580°W



Photo of Station Building (Looking Southwest)



Satellite Photo

THE STATION IN PERSPECTIVE

Originally, the Louisville and Nashville Railroad Depot, the historic station at Pascagoula, MS (PAG) was built in 1904 and converted into an Amtrak station in 1970. This station was part of the Sunset Limited line that ran along the Gulf Coast from Jacksonville, FL to New Orleans, LA. Service to the stations along this route was suspended on August 27th, 2005 as a result of the damage dealt to the Sunset Limited line by Hurricane Katrina. This station building is characterized by the multiple roof dormers with inlaid vents. The station interior was used as a waiting area for passengers. A truss-supported awning exists along the entire perimeter of the building offering a sheltered canopy for passengers. This station is on both the National Register of Historic Place and the Mississippi State Department of Archives and History. The station is owned and retained by the city. See attached plan: "EX-1 Pascagoula MS."

STATION AMENITIES CIRCA 2005

Staff	Unstaffed
Building	Waiting Area (Shelter Station)
Ticket Sales	No
Checked Baggage	No
Help with Luggage	No
Accessible	Not Fully
Enclosed Waiting Area	No
Restrooms	No
Pay Telephone	Yes
Food Service	No
Short-Term Parking	Free
Overnight Parking	Free
Rental Cars	No
Taxi Service	On-Call
Intercity Bus	No
Transit Service	No

Sources:

- http://www.trainweb.org/usarail/pascagoula.htm
- https://en.wikipedia.org/wiki/Pascagoula_station

IMPROVEMENT RECOMMENDATION HIGHLIGHTS / SUMMARY

Overall, the station at Pascagoula—both in existing configuration and condition—cannot be restored to service. A comprehensive renovation to the station building and platform are required to resume service. Since the cessation of service, the CSX track has been relocated away from the platform (Fig. PAG.01); thus, many site elements may need to be reconfigured to serve a proposed new platform. The building itself is experiencing structural issues and these must also be remedied. From an ADA perspective, the entire station requires comprehensive accessibility design and renovations. Of all of the stations that have been examined, Pascagoula requires the most significant effort to restore service. As a historical building, any design or construction must be vetted though NEPA / SHPO process. The signage for the entire site must be upgraded. The construction cost estimate for these items is $ **2,391,059** including contingency; the total project estimated budget for design, construction, soft costs and contingency $ **2,685,284**

ASSESSMENT FINDINGS

1. SITE WORK

Overall the site is in adequate condition. The driveway from the public road is in satisfactory condition. The station parking lot has thirty-four (34) spaces, inclusive of two (2) ADA parking spaces (Fig. PAG.02, 03). The paving at the parking stalls is in adequate condition, but restriping is required. Stairways are in adequate condition and structurally sound, but the cross slope of the brick pavers is excessive and so must be reset. The landscaping surrounding the station is in good condition, and is maintained by the city. Fencing exists along the entire west parking lot, and part of the east parking lot, and is in satisfactory condition (Fig. PAG 02, 03). Since the cessation of service, the CSX track has been relocated away from the platform and so many site elements may need reconfiguration associated with the following proposed new platform (Fig. PAG.01). The signage on the site is outdated and should be updated to current Amtrak Signage Standards (Fig. PAG.07). The following site work scope of work items are required to render the station operational:

- Restripe parking lot
- Full suite of Amtrak station signage, required, complete
- Redesign and reconfiguration of all site elements to accommodate new platform

2. PLATFORM

The current configuration of the platform cannot serve the track as the CSX track has been relocated away from the existing platform (Fig. PAG.01). The entire platform must be replaced with a new eight inch (8”) top-of-rail platform to restore service. The existing platform is two hundred and five feet (205’) long and varies in width with an average elevation of four inches (4”) below top of rail—the latter being determined by visual inspection only. It is made of various dissimilar materials—brick, wood plank, concrete (Fig. PAG.08). Aside from the configuration issues, the existing platform and associated railings are in poor, structurally unstable, unusable condition. The following platform scope of work items are required to render the station operational:

- New three hundred foot (300’), minimum eight inch (8”) top-of-rail platform, complete
- New stenciled paint at platform (i.e. “STAND BEHIND LINE”; “MIND THE GAP”)

3. PLATFORM CANOPY (AT STATION)

The platform canopy is affixed to and located at the station building (Fig. PAG.08); it is in adequate condition and is structurally sound, although it needs to be given a fresh coat of paint, complete (Fig. PAG.09). As this is a historic building, the paint color will be subject to SHPO review. The following platform canopy scope of work items are required to render the station operational:

- Paint entire canopy with historically accurate colors, complete

4. STAIRWAY / ELEVATOR

There is no stairway or elevator at the station, and none is required to render the station operational.

5. BUILDING INTERIOR

Overall, the station building interior is in adequate condition but requires remediation. According to Todd Stennis, Amtrak's Government Affairs representative in the region, the original building was built in 1904 and the restrooms attached to the waiting room were added in 1918. The building layout is based on the historic "segregation-style" layout, which does not appear to hinder the ability to restore service. In general, the entire interior should be repainted prior to resumption of service.

Waiting Room: The Waiting Room is in adequate condition. The passenger seats are two (2) original, historic benches (Fig. PAG.10). The floor is carpeted, and is also in adequate condition.

Ticket Office: The Ticket Office is in good condition. The floor is carpeted and the walls are painted gypsum board. In addition to the walls, the ceiling, doors and hardware need to be scraped and painted (Fig. PAG.11, 12, 21). The ticket window—composed of wood and a metal grate—is in adequate condition, but does not sit flush with the ticket counter due to settling (Fig. PAG.13). Note the required renovations for the ticket window in "ADA Observations."

Based on our information, the toilet rooms were not provided for public use and so the following information about the toilet rooms is for information only:

Men's Toilet Room: Finishes are wooden walls and vinyl composition tile floors, and arein adequate condition, and do not require painting but note renovations required in "ADA Observations" (Fig. PAG.14, 15). All require replacement, see "ADA Observations."

Women's Toilet Room: The walls are wood and the floors are painted wooden, and are in adequate condition, and do not require painting. However, renovations are required as noted under "ADA Observations." There is one (1) lavatory and one (1) water closet. All of the fixtures require replacement (Fig. PAG.16, 17, 18).

The following building interior scope of work items are required to render the station operational:

- Repaint entire interior, complete

6. BUILDING EXTERIOR

The exterior walls of the building are structurally deficient. Approximately, forty percent (40%) of the building is leaning and should be stabilized. A major renovation requiring structural analysis will be required beyond the scope of this assessment (Fig. PAG.19). The wood exterior doors must be scraped and painted (Fig. PAG.20). The signage is outdated and the standard suite of Amtrak signage should be provided (Fig. PAG.07). The following building shelter exterior scope of work items are required to render the station operational:

- Remediation of exterior wall façade and structural issues for entire station
- Full suite of Amtrak station signage, required, complete

7. MECHANICAL SYSTEMS

The heating system—inclusive of heat pump, controls, and equipment—is in satisfactory operating condition. The cooling system—inclusive of equipment, distribution, diffusers, and controls—is in satisfactory operating condition. The mechanical ventilation system consists of ceiling fans in satisfactory condition (Fig. PAG.21). No mechanical system remediation scope of work items are required to render station operational.

8. ELECTRICAL SYSTEMS

Overall, the electrical system is in good condition. The site lighting is in adequate condition (wood pole mounted metal halide) but functionality was not determined at time of survey. The platform lighting is in good condition, but will be replaced as a part of the new platform project. The recommendation is to provide new LED lighting fixtures throughout the site, complete. Building interior lighting in the waiting room is in satisfactory condition and is operational (Fig. PAG.10). The light fixtures in the toilet rooms require replacement (Fig. PAG.22). Electrical convenience outlets in the station are satisfactory and operational. In general, the electrical service must be replaced to conform to existing code. The circuit breaker panel in the main waiting room interior must be replaced (). The lighting distribution is 240 / 120V 350A Series. There is no emergency lighting; given the comprehensive renovations this station must undergo to resume service, this should be added as part of the renovations. The following electrical exterior scope of work items are required to render the station operational:

- New electrical service to current code
- New lighting fixtures in the two (2) bathrooms
- New emergency lighting
- New circuit breaker panel
- Upgrade and replace light fixtures with LED fixtures
- Replace electrical service in kind with new

9. PLUMBING SYSTEMS

The plumbing system is not functional in the bathrooms. Otherwise, the plumbing system—inclusive of sewer, water service, piping, water heater and service sink—are all in satisfactory condition (Fig. PAG.23). According to Todd Stennis, Amtrak's Government Affairs representative in the region, a water fountain was added to the agent's office in 1961. The water fountain may be associated with the deteriorated pipe located in the brick foundation on the roadside—Railroad Avenue (Fig. PAG.24). The following plumbing exterior scope of work item is required to render the station operational:

- Clean, test, and render functional plumbing service to toilet rooms

10. ADA OBSERVATIONS

No measurements were taken due to schedule and scope limitations of the survey. Upon visual inspection only, the following conditions were observed:

1) There are no curb ramps on site but they should be installed to provide access along the accessible path.
2) The accessible path of travel is not delineated in any fashion and this must be done.
3) The ticket windows are non-ADA compliant but it is not expected that ticket windows will be utilized.
4) If to be used for future station operations, both Men's and Women's Bathrooms are non-ADA compliant and must be renovated completely—inclusive of configuration and fixtures to bring them into compliance; the women's restroom, especially, must be completely gutted to bring it into ADA compliance. Renovation of the toilet room is not included as this amenity was not provided in 2005.
5) The signage is outdated and insufficient, and new signage must be provided complete per ADA and Amtrak requirements.
6) A new eight inch (8") minimum, top-of-rail platform with tactile edging must be provided to provide safe and accessible passage in its existing configuration.
7) A wheelchair lift and enclosure should be provided.
8) ADA Parking spaces to be restriped and reconfigured to follow DOTAS 2006.
9) No Passenger Information Display System (PIDS) exists.
10) At the station "apron" excessive cross slopes are present; this apron is made of Home Depot pavers sitting on a bed of sand, which lies on concrete base with a concrete curb at the edge (Fig. PAG 04, 05, 06).

The following accessibility scope of work items are required to render the station operational:

- Provide new curb ramps along accessible route
- Delineate accessible path of travel
- New ADA signage, complete, entire station
- Provide new platform with tactile edging
- Provide wheelchair lift and enclosure
- Restructure and reset brick pavers at stairway and station apron to reduce cross slope

11. ISSUES / ASSUMPTIONS / OTHER CONSIDERATIONS

The following item requires further investigation during the design phase.

1) Exterior lighting levels could not be tested at the site as to compliance with Amtrak and accessibility requirements.
2) A structural analysis will be required beyond the scope of this assessment to determine the scope of the required renovation.

STA PASCAGOULA MS - Station Assessment 7/29/2016

Project Design & Construction Budget

Brief Project Description: **Gulf Coast Station Return of Service**

	Capital Costs Description	Assumptions	SOGR Budget
1.	**Design**		
a.	Design Services (DS)	10% of Construction Costs for a project of this nature	183,928
b.	Construction Related Services	30% of Design DS Design	55,178
	Design Total		**183,928**
2.	**Construction**		
a.	Construction (3rd Party)	Construction Estimate w/o Contingency	1,839,276
	Construction Total		**1,839,276**
3.	**Soft Costs**		
a.	Project Management Design (PM)	Assume 15% of Design Fee	27,589
b.	Force Account Support Design	Protection for survey crews allowance, crew of 3 for 3 days	9,000
c.	Construction Management (CM)	8% of Construction including F/A Support for protection	147,142
	Soft Costs Total		**183,731**
3.	**Contingency**		
a.	Design Contingency	30% of Lines 1. a.-b.	55,178
b.	Construction Contingency	30% of Lines 2. a.	**551,783**
c.	Soft Costs Contingency	30% of Lines 3. a. - c.	**55,119**
	Contingency Total		**662,080**
	Total Project Costs[1, 2, 3 &4]		**2,685,284**

Notes:

1 Assumes no escalation. Based on 2016 Dollars, and construction within 2016.

2 Assumes no PIDS.

3 Assumes no environmental work.

4 Does not include additional 10% Owner's reserve.

STA PASCAGOULA MS - Station Assessment 7/29/2016

Overview Condition Assessment - 3rd Party Construction Estimate

Brief Project Description: Gulf Coast Station Return to Service

CSI#	Division - Summary[3]	Assumptions	SOGR Estimate
	Construction (3rd Party)		
1	General Requirements		227,391
2	Demolition & Site Work		241,573
3	Concrete		0
4	Masonry		0
5	Metals		0
6	Wood, Plastics & Composites		0
7	Thermal & Moisture Protection		60,000
8	Doors & Windows		0
9	Finishes		46,528
10	Specialties		14,107
11	Equipment		0
12	Furnishings		0
13	Special Construction		0
14	Conveying Systems		100,476
21	Fire Suppression		0
22	Plumbing		1,069
23	Heating, Ventilating & Air Conditioning		0
26	Electrical		13,500
27	Communications		0
28	Electronic Safety and Security		0
31	Earthwork		0
32	Exterior Improvements		595,466
33	Utilities		0
34	Transportation		0
1)	**Total**		**1,300,111**
2)	General Conditions	Assume 20% of 1)	260,022
3)	Profit	Assume 15% of 1) & 2)	234,020
4)	Builders Risk Insurance	Assume 1% of 1), 2) & 3)	17,942
5)	Bond	Assume 1.5% of 1), 2), 3), 4)	27,181
6)	Escalation[1]	Assume 1.5% of 1), 2), 3), 4) &5)	0
	Construction Total[2]		**1,839,276**
	Estimating Contingency[2]		551,783
	GRAND TOTAL CONSTRUCTION		**2,391,059**

Notes:

[1] Assumes no escalation. Based on 2016 Dollars, and construction within 2016.

[2] Sales Tax and Fees Excluded for Typical Amtrak Projects. Assumes Amtrak is contracting the work.

[3] The typical divisions listed are included in Amtrak SDPs. Back up sheets summarizing each division by specification section have been developed.

[4] Locational Factor included in the calculations by CSI Division.

[5] Rough Order of Magnitude Estimate based on Overview Conditions Assessment.



FIG PAG.01 – Tack-side view of station showing the separation between the platform and the tracks moved by CSX



FIG PAG.02 – East-side parking lot



FIG PAG.03 – West-side parking lot



FIG PAG.04 – Brick apron between station building and platform



FIG PAG.05 – Cross-sectional view of brick apron



FIG PAG.06 – Close-up view of brick apron



FIG PAG.07 – Outdated signage on station exterior



FIG PAG.08 – Platform made form dissimilar materials; building awning / canopy can be seen on the right



FIG PAG.09 – Building awning / canopy in need of paint



FIG PAG.10 – Passenger waiting area (located in east wing of the building)



FIG PAG.11 – View from inside ticket office looking east



FIG PAG.12 – View from inside ticket office looking west



FIG PAG.13 – Close-up view of ticket window (the settling of the building's foundation is evidenced by the fact that the window does not sit flush with the counter)



FIG PAG.14 – Toilet in Men's restroom



FIG PAG.15 – Sink in Men's restroom



FIG PAG.16 – Toilets in Women's restroom



FIG PAG.17 – Sink in Women's restroom



FIG PAG.18 – Sink / kitchenette located immediately outside the Women's restroom



FIG PAG.19 – Evidence of settling



FIG PAG.20 – Exterior door in need of scraping & paint



FIG PAG.21 – Ceiling fan in ticket office; note that the ceiling has to be scraped & repainted



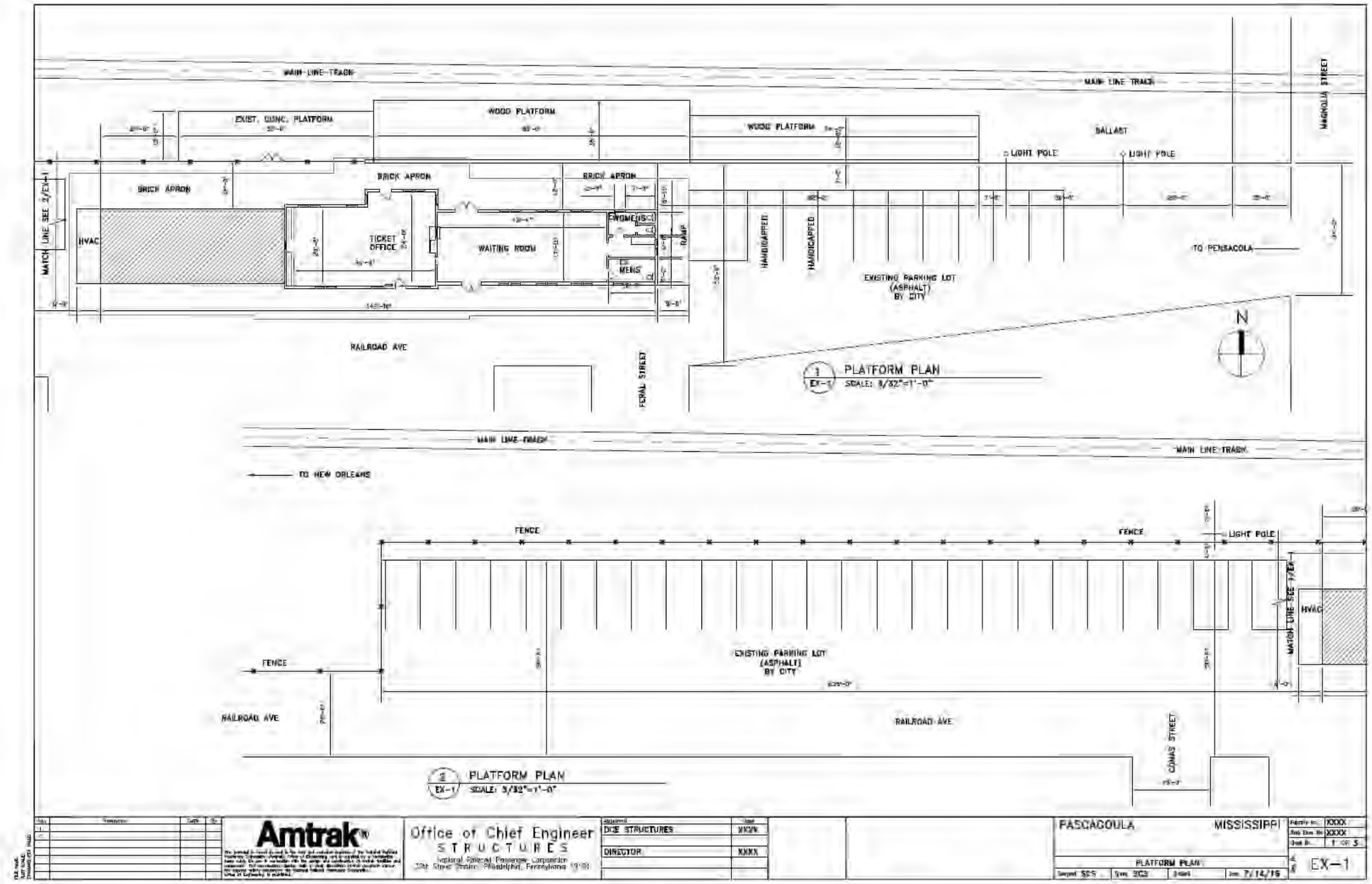
FIG PAG.22 – Lighting in Women's restroom requiring replacement



FIG PAG.23 – Water heater located in western wing of building (originally utilized as segregated waiting room for African American passengers)



FIG PAG.24 – Deteriorated pipe located in brick foundation immediately adjacent to Railroad Avenue.

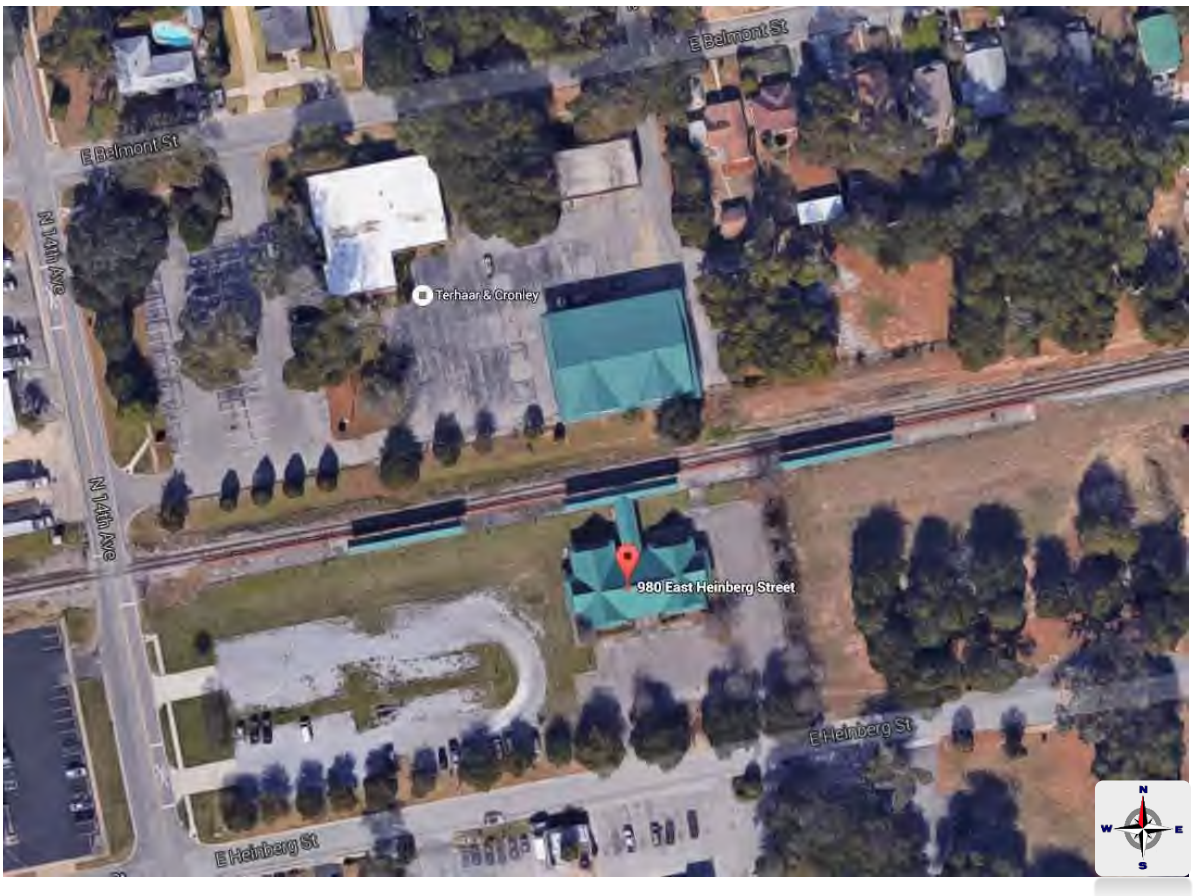

MAIN LINE TRACK
MAIN LINE TRACK
MAGNOLIA STREET
EXIST. CONC. PLATFORM
WOOD PLATFORM
WOOD PLATFORM
BALLAST
LIGHT POLE
LIGHT POLE
BRICK APRON
BRICK APRON
BRICK APRON
MATCH LINE SEE 2/EX-1
HVAC
TICKET OFFICE
WAITING ROOM
WOMENS
MENS
RAMP
HANDICAPPED
HANDICAPPED
TO PENSACOLA
EXISTING PARKING LOT (ASPHALT) BY CITY
RAILROAD AVE
FERAL STREET
N
1 EX-1 PLATFORM PLAN
SCALE: 3/32"=1'-0"
MAIN LINE TRACK
MAIN LINE TRACK
TO NEW ORLEANS
FENCE
FENCE
FENCE
LIGHT POLE
MATCH LINE SEE 1/EX-1
HVAC
EXISTING PARKING LOT (ASPHALT) BY CITY
RAILROAD AVE
RAILROAD AVE
CONAS STREET
1 EX-1 PLATFORM PLAN
SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
DCE STRUCTURES
DIRECTOR
PASCAGOULA
MISSISSIPPI
PLATFORM PLAN
EX-1

STATION ASSESSMENT SUMMARY - Amtrak Station – Pensacola, FL (PNS)

Inspection Date:	7/13/16
Survey Team:	Steve Smith, Joseph Grella PE, Stephen Michalowski
Prepared By:	Charles McGloughlin RA PMP, Cynthia Brey AIA, Thomas Raimondi
Address:	980 East Heinburg Street, Pensacola, FL 39567
Latitude / Longitude:	30.41795°N -87.20437°W



Photo of Station Shelter (Looking North)



Satellite Photo

THE STATION IN PERSPECTIVE

The station at Pensacola, FL (PNS) is part of the Sunset Limited line that ran along the Gulf Coast from Jacksonville, FL to New Orleans, LA. Service to the stations along this route was suspended on August 27th, 2005 as a result of the damage dealt to the Sunset Limited line by Hurricane Katrina. While the date of construction is unknown, it appears to be vintage 1980-1990. According to a plaque on the station's interior, Caldwell Associates was the architectural firm responsible for the station's design and construction. Funding was provided by: the Florida Department of Transportation, Amtrak and the City of Pensacola. The station is located in an industrial / retail section of town with the Pensacola Bay-front a few blocks away. The station's distinct dark red-brick exterior walls are capped with a pine-green, standing seam, metal roofing. This roofing is utilized on the station's canopies overlying both the path leading from the station to the platform, and the platform itself. During its time of operation, the building served as a full Amtrak station offering ticket sales, checked baggage services, restrooms, and an enclosed waiting area. Since the cessation of service the station has been shuttered, not utilized, and vandals have damaged the building. See attached plans: "EX-1, Pensacola FL" and "EX-2, Pensacola FL."

STATION AMENITIES CIRCA 2005

Staff	Staffed
Building	Full Station
Ticket Sales	Yes
Checked Baggage	Yes
Help with Luggage	Yes
Accessible	Fully
Enclosed Waiting Area	Yes
Restrooms	Yes
Pay Telephone	Yes
Food Service	Vending
Short-Term Parking	Free
Overnight Parking	Free
Rental Cars	On-Call
Taxi Service	Yes
Intercity Bus	No
Transit Service	No

Sources:

- http://www.trainweb.org/usarail/pensacola.htm
- https://en.wikipedia.org/wiki/Pensacola_station_(Amtrak)

IMPROVEMENT RECOMMENDATION HIGHLIGHTS / SUMMARY

Overall, the station is in poor condition, suffering from a decade's worth of disuse and vandalism. While the structure of the building is sound, many elements are in disrepair and in "abandoned" condition. The major building systems should all be inspected in-depth. But based on this survey, at minimum, the mechanical and fire protection systems are in need of significant upgrade. Also, there are many "cosmetic" items that must be addressed that are too significant to allow service to resume until they are addressed. The site also has many issues, which must be addressed, to allow passengers safe passage from the public right of way to the station and platform. The signage for the entire site must be upgraded. The construction cost estimate for these items is $ **1,206,912**, including contingency; the total project estimated budget for design, construction, soft costs and contingency $ **1,356,762**.

ASSESSMENT FINDINGS

1. SITE WORK

Overall, the site was in adequate to poor condition, which relates to its lack of maintenance since the cessation of service. There are two driveways leading from Heinburg Street, which connect to a parking lot for the station, located adjacent to the station (Fig. PNS.01, 02, 03). The station has thirty-six (36) parking spaces including three (3) ADA spaces. The striping for the parking stalls is not visible and must be completely re-striped to include the proper number of ADA spaces (Fig. PNS.04). The sidewalk and curbs adjacent to and around the station are in adequate condition; although there are a few minor cracks and spalling in the sidewalk that should be patched (Fig. PNS.05, 06). The asphalt has a small area of heave on the east-side pathway to the parking lot and should be leveled. The stairways leading to the building from the access path are in satisfactory condition and structurally sound (Fig. PNS.07). The handrails for these stairways require a new coat of paint (Fig. PNS.08). There are no storm drains; drainage is achieved via a swale at the front of the building (Fig. PNS.09). No problems with drainage were identified at the time of assessment. The monument signage (Fig. PNS.10) on the site is outdated and should be updated to current Amtrak Signage Standards. The directional and traffic signage on the site is outdated and should be updated to current Amtrak Signage standards. The following site work scope of work items are required to render the station operational:

- New sealing and striping at the parking lot, including proper number of ADA spaces
- Repair small area of asphalt heave on the east-side pathway to the parking lot
- New paint at stairway guardrails
- Full suite of Amtrak station signage, required, complete

2. PLATFORM

The platform is six hundred and sixty-two feet (662') long and sixteen feet (16') wide with an average elevation of four inches (4") above top of rail—the latter being determined by visual inspection only (Fig. PNS.11, 12). Overall, the concrete platform is in adequate condition, and is structurally sound, but requires remediation to surface features as indicated hereafter. The entire walking surface should be power washed and patched (Fig. PNS.13, 14). No stairways are present at the platform. The walking surface of the access ramps—connecting the platform and parking lot—are in adequate condition. There are no guardrails at the platform and none appear to be needed. There are two (2) access ways between the platform and station; currently, the baggage operations cannot access platform without

renovation of ten square feet (10 SF) per access way. A portion of the pathway from the baggage room to the platform is deteriorated (Fig. PNS.13, 14). The following platform scope of work items are required to render the station operational:

- Power wash and patch platform
- Patch ramps to allow baggage access
- New stenciled paint at platform (i.e. “STAND BEHIND LINE”; “MIND THE GAP”)

3. PLATFORM CANOPY

There are three (3) platform canopies that sit astride the platform (Fig. PNS.15). Their construction is tube steel with a green, metal, standing seam roof. Overall these canopies are in adequate condition but require some remediation. There are small cracks in the structural supports that do not appear to be significant, but should be investigated further during the design phase (Fig. PNS.16). Some of these supports have also been vandalized and are covered in graffiti (Fig. PNS.17, 18). The standing seam roofing is in good condition—level and flush. All rain water conductors are in adequate condition, but should be painted. The gutters are integral to the eaves (Fig. PNS.17, 18) and could not be completely observed but there is sufficient rust and pitting evidence to suggest the entire gutter system should be replaced, complete (Fig. PNS.18). As discussed previously, all signage should be updated and upgraded to latest Amtrak standards. No Passenger Information Display System (PIDS) exists. The following platform canopy scope of work items are required to render the station operational:

- Paint rainwater conductors
- Replace gutters complete
- Replace signage complete
- Remove graffiti from canopy support columns

4. STAIRWAY / ELEVATOR

There is no stairway or elevator at the station, and none is required to render the station operational.

5. BUILDING INTERIOR

Overall, the building interior is in adequate condition, with no layout or structural issues evident, but the overarching comment is that the finishes need to be improved and updated, as hereafter listed specifically. The entire station should be cleaned due to a decade of disuse and vandalism. The ceiling of the station is acoustical tile, which is in worn condition and should be completely replaced. All painted surfaces should be repainted.

Waiting Room: The enclosed interior is in overall adequate condition. There is no seating for passengers. The floor inside the station is in good condition (Fig. PNS.19, 20, 21, 22, 23). The walls of the station are exposed brick (Fig. PNS.19, 20, 21, 22, 23) and do not require any additional finishing. The windows are glass block infill; they have been vandalized and must be replaced (Fig. PNS.24, 25). The signage at the waiting room must be completely updated and replaced per Amtrak standards.

Ticket office: The ticket office is in adequate condition overall, but the finishes need to be refreshed. The ticket office floor is vinyl composition tile in adequate condition. The ticket office walls should be repainted (Fig. PNS.26, 27, 28). The ticket office ceiling should be replaced with new acoustical ceiling tile (Fig. PNS.29).

Ticket Counter: All finishes at the ticket counter are adequate.

Baggage: There is no baggage office, only a baggage area, which requires the same renovations as the ticket office (Fig. PNS.30, 31). There is no baggage counter, but there is a baggage transfer door located beneath the ticket counter (Fig. PNS.26).

Doors: All doors are in adequate condition.

Office areas: Office area finishes require the same renovations as the ticket office (Fig. PNS.32, 33). The acoustical tile ceiling requires replacement due to a possible water leak, which should be further investigated in the design phase.

Support spaces: Support spaces' finishes require the same renovations as the ticket office.

Back of house and station Men's Toilet Room: A thorough cleaning is required. The finishes require same renovations as the ticket office. There is insufficient ventilation in both toilet rooms, and the ceilings are water-stained. The toilet partitions are in satisfactory condition (Fig. PNS.34).

Back of house and station Women's Toilet room: Thorough cleaning required. The finishes require same renovations as the men's toilet room. There is insufficient ventilation in both toilet rooms, and the ceilings are water-stained (Fig. PNS.36). The toilet partitions are in satisfactory condition (Fig. PNS.35).

The following building shelter interior scope of work items are required to render the station operational:

- Clean station, complete
- Repaint all painted wall surfaces
- Replace all acoustical tile ceilings
- Paint restroom ceilings

6. BUILDING EXTERIOR

From a structural standpoint, the exterior of this station is in adequate condition overall; however, there are some items that require remediation or replacement. An automatic roll up door at the back of house spaces is in adequate condition (Fig. PNS.37). The exterior door and hardware are in adequate condition. The platform entrance is an automatic sliding door that is currently inoperative and boarded up; it must be opened and restored for service (Fig. PNS.38). A side entrance and back entrance to the station are in satisfactory condition (Fig. PNS.39, 40). The exterior walls are in satisfactory condition from a structural standpoint, but graffiti on the glass blocks must be removed; the glass block wall has been damaged, and thirteen (13) blocks must be replaced (Fig. PNS.41). There is a boarded-up window which must be opened and restored to service at the west-side back of building (Fig. PNS.42). The metal, standing seam roof and eaves are in adequate condition overall (Fig. PNS.43). The rainwater conductors are in adequate to poor condition; there is edge damage at the west and east side front corner and a hole in the west rainwater conductor, which must be repaired (Fig. PNS.44, 45). The following building shelter exterior scope of work items are required to render the station operational:

- Restore platform entrance, including new sliding door (rear)
- Remove graffiti from glass block

- Repair glass block
- Restore all boarded up entryways
- Restore boarded up window
- Repair rainwater conductors

7. MECHANICAL SYSTEMS

The mechanical systems are in very poor condition and must be replaced (Fig. PNS.46, 47). The electric heat pump and HVAC system needs to be replaced completely. There is insufficient ventilation in all toilet rooms. The fire protection system is in satisfactory condition with the exception of the horn/strobe annunciator panel, which is in very poor and outdated condition, and needs to be upgraded. The following mechanical systems items are required to render the station operational:

- Provide new HVAC system for heating and cooling complete.
- Provide new ventilation systems for entire building, inclusive of roof ventilation and bathroom ventilation, complete.
- Provide new horn / strobe and annunciator panel

8. ELECTRICAL SYSTEMS

Overall the electrical service is in satisfactory condition, but should be upgraded to meet current code requirements. The lighting distribution is 208 / 120V. There is no emergency lighting and it is required along with new exit signage. There are fourteen (14) pole-mounted, double-headed lighting fixtures located surrounding the parking lot; their operation could not be definitively determined at time of visit, but one (1) light fixture head was missing. The "candy-cane" style lamps need to be adjusted and straightened, see (Fig. PNS.48, 49, 50). All bulbs and associated domes must be replaced throughout the site, and building complete with LED fixtures (Fig. PNS.51). Platform canopy lights (Fig. PNS.50) and canopy column wall packs (Fig. PNS.52) [four (4) wall packs per canopy column] should be completely replaced with LED fixtures. It is recommended that all of the exterior light fixtures be converted to LED fixtures. The lighting at the station building's interior was functional. Electrical convenience outlets at the station interior were in satisfactory condition. The following electrical items are required to render the station operational:

- Remediate listing light fixtures
- Replace all bulbs and domes on site with LED fixtures, complete
- Upgrade electrical service to current code requirements
- Upgrade and replace light fixtures with LED fixtures
- Replace electrical service in kind with new

9. PLUMBING SYSTEMS

The existing plumbing system was not functioning at the time of the survey. There are eight (8) potable coach watering stands by Snyder—all heated and water service is expected to be functional. However, dual-check valve, backflow prevention must be implemented (FDA requirement) at all locations along with fifty foot (50') hoses. The men's room fixtures are all in satisfactory condition, consisting of two (2) lavatories, one (1) ADA compliant; one (1) water closet, ADA compliant and two (2) urinals. Women's Room fixtures are all in satisfactory condition, consisting of two (2) lavatories, one (1) ADA compliant;

two (2) WC and one (1) ADA compliant. The following plumbing systems scope of work items are required to render the station operational:

- Restore plumbing service and test upon restoration
- Upgrade eight (8) coach watering stands with dual-check backflow prevention and fifty foot (50') hoses for each

10. ADA OBSERVATIONS

No measurements were taken due to schedule and scope limitations of the survey. Upon visual inspection only, the following conditions were observed:

1. The curb ramps leading to the accessible path from the parking lot are in poor condition, and are non-ADA compliant and must be redone (Fig. PNS.53, 54).
2. The accessible path to the station from the parking lot is in adequate condition but minor cracks should be patched to achieve level service (Fig. PNS.05, 06).
3. Redo tactile edge at platform existing (Fig. PNS.55, 56).
4. The handrails along this path are attached to the building and are in adequate condition.
5. The platform does not appear require an "alteration" per the Level Boarding Rule (49 CFR 37.42) to provide safe and accessible passage in its existing configuration.
6. There are no obvious accessibility issues that would have been considered non-compliant at the time of the cessation of service in 2005.
7. A wheelchair lift and standard enclosure must be provided.
8. ADA Parking spaces to be restriped and reconfigured to follow DOTAS 2006.
9. No Passenger Information Display System (PIDS) exists.

The following accessibility scope of work items are required to render the station operational:

- New Curb ramps at parking lot with tactile surface
- Minor patching at accessible path
- Renovate ticket counter to provide ADA compliance
- Provide new tactile edge at platform and curb ramp
- Provide wheelchair lift and enclosure.

11. ISSUES / ASSUMPTIONS / OTHER CONSIDERATIONS

The following items require further investigation during the design phase.

1) There are small cracks in the structural supports that do not appear significant.
2) There appears to be a possible water leak in the office area acoustical tile ceiling.
3) Exterior lighting levels could not be tested at the site as to compliance with Amtrak and accessibility requirements.

STA PENSACOLA FL - Station Assessment
Project Design & Construction
Budget

Brief Project Description: **Gulf Coast Station Return of Service**

	Capital Costs Description	Assumptions	SOGR Budget
1.	**Design**		
a.	Design Services (DS)	10% of Construction Costs for a project of this nature	92,839
b.	Construction Related Services	30% of Design DS Design	27,852
	Design Total		**92,839**
2.	**Construction**		
a.	Construction (3rd Party)	Construction Estimate w/o Contingency	928,394
	Construction Total		**928,394**
3.	**Soft Costs**		
a.	Project Management Design (PM)	Assume 15% of Design Fee	13,926
b.	Force Account Support Design	Protection for survey crews allowance, crew of 3 for 3 days	9,000
c.	Construction Management (CM)	8% of Construction including F/A Support for protection	74,271
	Soft Costs Total		**97,197**
3.	**Contingency**		
a.	Design Contingency	30% of Lines 1. a.-b.	27,852
b.	Construction Contingency	30% of Lines 2. a.	278,518
c.	Soft Costs Contingency	30% of Lines 3. a. - c.	29,159
	Contingency Total		**335,529**
	Total Project Costs[1, 2, 3 &4]		**1,356,762**

Notes:

1. Assumes no escalation. Based on 2016 Dollars, and construction within 2016.
2. Assumes no PIDS.
3. Assumes no environmental work.
4. Does not include additional 10% Owner's reserve.

STA PENSACOLA FL - Station Assessment

Overview Condition Assessment - 3rd Party Construction Estimate

Brief Project Description: Gulf Coast Station Return to Service

CSI#	Division - Summary[3]	Assumptions	SOGR Estimate
	Construction (3rd Party)		
1	General Requirements		205,153
2	Demolition & Site Work		10,509
3	Concrete		175
4	Masonry		0
5	Metals		0
6	Wood, Plastics & Composites		0
7	Thermal & Moisture Protection		95,520
8	Doors & Windows		31,604
9	Finishes		30,635
10	Specialties		14,107
11	Equipment		2,258
12	Furnishings		50,000
13	Special Construction		0
14	Conveying Systems		100,476
21	Fire Suppression		0
22	Plumbing		1,069
23	Heating, Ventilating & Air Conditioning		34,943
26	Electrical		64,516
27	Communications		0
28	Electronic Safety and Security		6,170
31	Earthwork		0
32	Exterior Improvements		9,110
33	Utilities		0
34	Transportation		0
1)	**Total**		**656,244**
2)	General Conditions	Assume 20% of 1)	131,249
3)	Profit	Assume 15% of 1) & 2)	118,124
4)	Builders Risk Insurance	Assume 1% of 1), 2) & 3)	9,056
5)	Bond	Assume 1.5% of 1), 2), 3), 4)	13,720
6)	Escalation[1]	Assume 1.5% of 1), 2), 3), 4) &5)	0
	Construction Total[2]		**928,394**
	Estimating Contingency[2]		278,518
	GRAND TOTAL CONSTRUCTION		**1,206,912**

Notes:

1. Assumes no escalation. Based on 2016 Dollars, and construction within 2016.
2. Sales Tax and Fees Excluded for Typical Amtrak Projects. Assumes Amtrak is contracting the work.
3. The typical divisions listed are included in Amtrak SDPs. Back up sheets summarizing each division by specification section have been developed.
4. Locational Factor included in the calculations by CSI Division.
5. Rough Order of Magnitude Estimate based on Overview Conditions Assessment.



FIG PNS.01 – Driveways leading from Heinburg Street to station parking lot



FIG PNS.02 – Eastern driveway leading from Heinburg Street to station parking lot



FIG PNS.03 – Western driveway leading from Heinburg Street to station parking lot



FIG PNS.04 – ADA spaces in front of station with missing striping



FIG PNS.05 – Sidewalk on eastern side of station building



FIG PNS.06 – Sidewalk on western side of station building



FIG PNS.07 – Stairway leading to station waiting room entrance



FIG PNS.08 – Entrance-way handrails with rust / chipped paint



FIG PNS.09 – Swale located between entrance driveways



FIG PNS.10 – Monument sign



FIG PNS.11 – View from eastern end of platform



FIG PNS.12 – View from western end of platform



FIG PNS.13 – Baggage cart area (through roll-up door) with access ramp to the right



FIG PNS.14 – Close-up view of baggage cart access ramp seen in FIG PNS.13



FIG PNS.15 – View from across tracks of all three platform canopies



FIG PNS.16 – Cracks in canopy structural-support column



FIG PNS.17 – View from end of eastern-most canopy



FIG PNS.18 – Close up view of gutters / graffiti seen in FIG PNS.17; rust can be seen on the gutter at ninety degree angle joint, and along the canopy edge



FIG PNS.19 – Interior of waiting room looking towards from entrance door

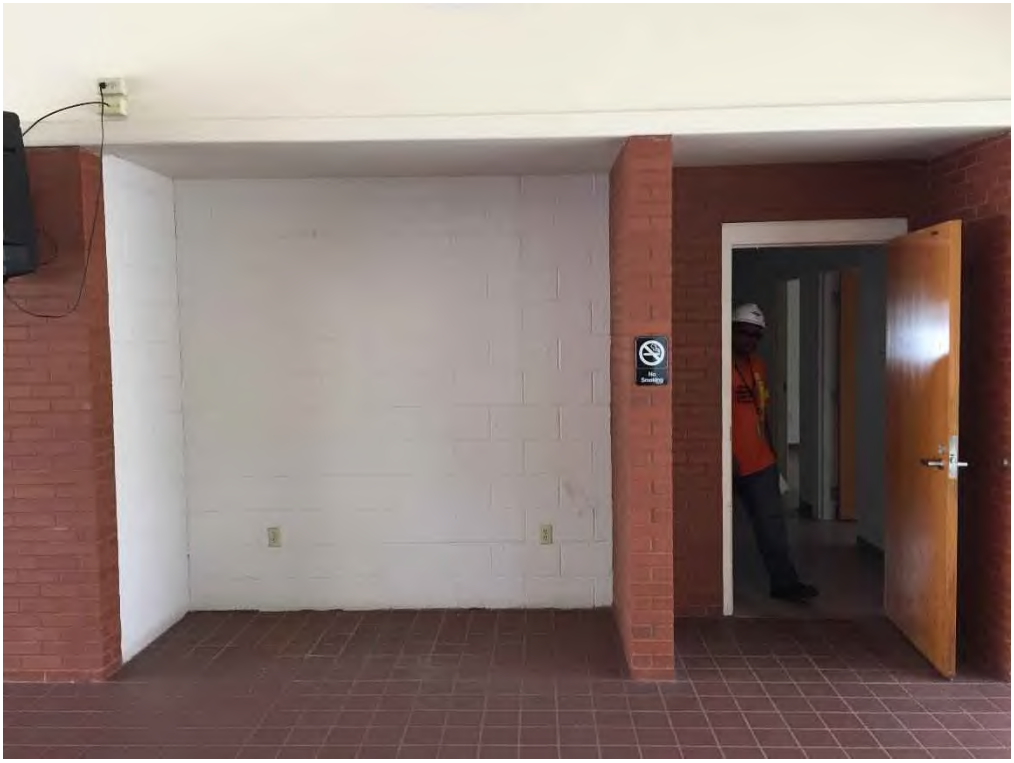


FIG PNS.20 – Interior of waiting room looking towards office area entrance door



FIG PNS.21 – Interior of waiting room looking towards ticket counter



FIG PNS.22 – Interior of waiting room looking towards restrooms



FIG PNS.23 – Payphone in waiting room next to restrooms



FIG PNS.24 – Eastern glass black infill window in waiting room looking out towards platform—a few of the blocks have been broken by vandals

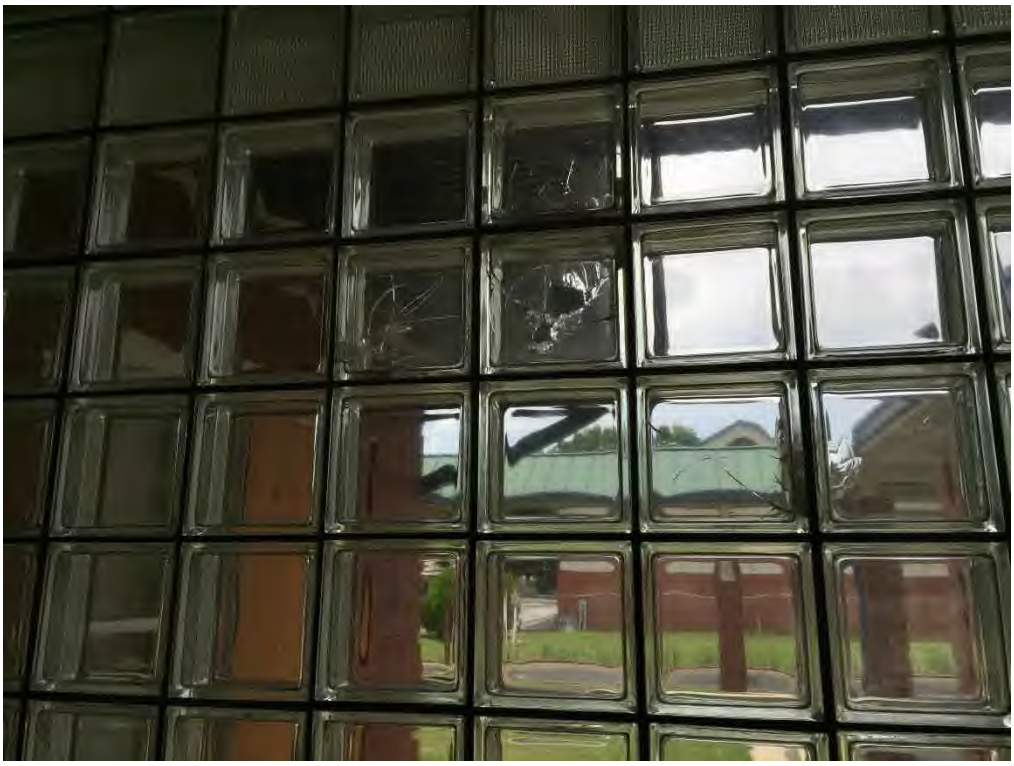


FIG PNS.25 – Western glass black infill window in waiting room looking out towards platform—a few of the blocks have been broken by vandals



FIG PNS.26 – View of ticket office interior looking out towards waiting room; baggage transfer door under ticket counter seen to the right.



FIG PNS.27 – View of doorway in ticket office leading to other office / baggage storage space



FIG PNS.28 – View of ticket office interior looking towards platform



FIG PNS.29 – Ticket office acoustical tile ceiling in need of replacement



FIG PNS.30 – Baggage storage space accessible via ticket office.



FIG PNS.31 – Baggage storage space accessible via ticket office



FIG PNS.32 – Office space lobby (restrooms—unable to be surveyed due to odor—located to the left; two (2) offices located to the left)



FIG PNS.33 – One (1) of two (2) offices mentioned in FIG PNS.32



FIG PNS.34 – Men's restroom accessible via waiting room

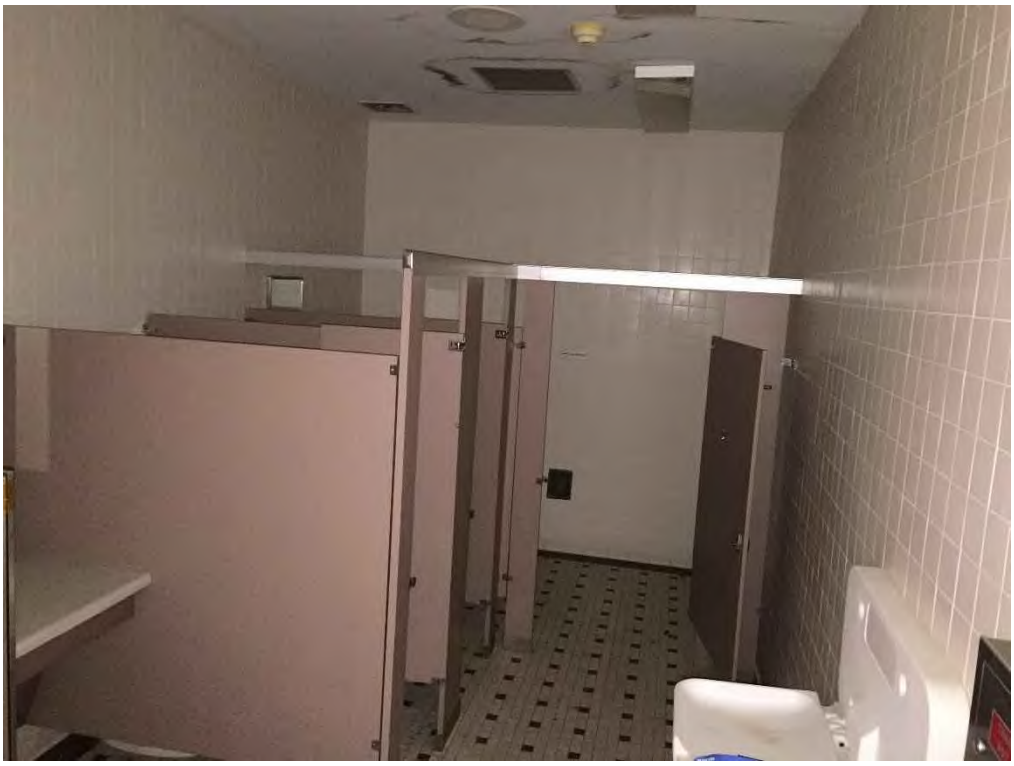


FIG PNS.35 – Women's restroom accessible via waiting room



FIG PNS.36 – Women's restroom ceiling



FIG PNS.37 – Automatic roll-up door on back of station building



FIG PNS.38 – Boarded up sliding door at rear of station building; the bottom glass panes were broken by vandals



FIG PNS.39 – Side entrance on western side of the building (utility close to the right)



FIG PNS.40 – Back entrance to the station next to the roll up door



FIG PNS.41 – Exterior view of broken glass blocks and graffiti



FIG PNS.42 – Boarded up office window on west side of building



FIG PNS.43 – Metal standing seam roof in good condition



FIG PNS.44 – Minor rust on rainwater conductor on west side of building



FIG PNS.45 – Rainwater conductor west side front corner damage



FIG PNS.46 – Air handler



FIG PNS.47 – Heat pump



FIG PNS.48 – Candy-cane lamp in between driveways with base that needs to be reset



FIG PNS.49 – Candy-cane lamp in front of station that needs to be adjusted



FIG PNS.50 – Candy-cane lamp on platform that needs to be adjusted



FIG PNS.51 – Example of light done that would need to be upgraded to LED



FIG PNS.52 – Canopy column wall pack



FIG PNS.53 – First deteriorated access ramp from ADA space to sidewalk immediately in front of station



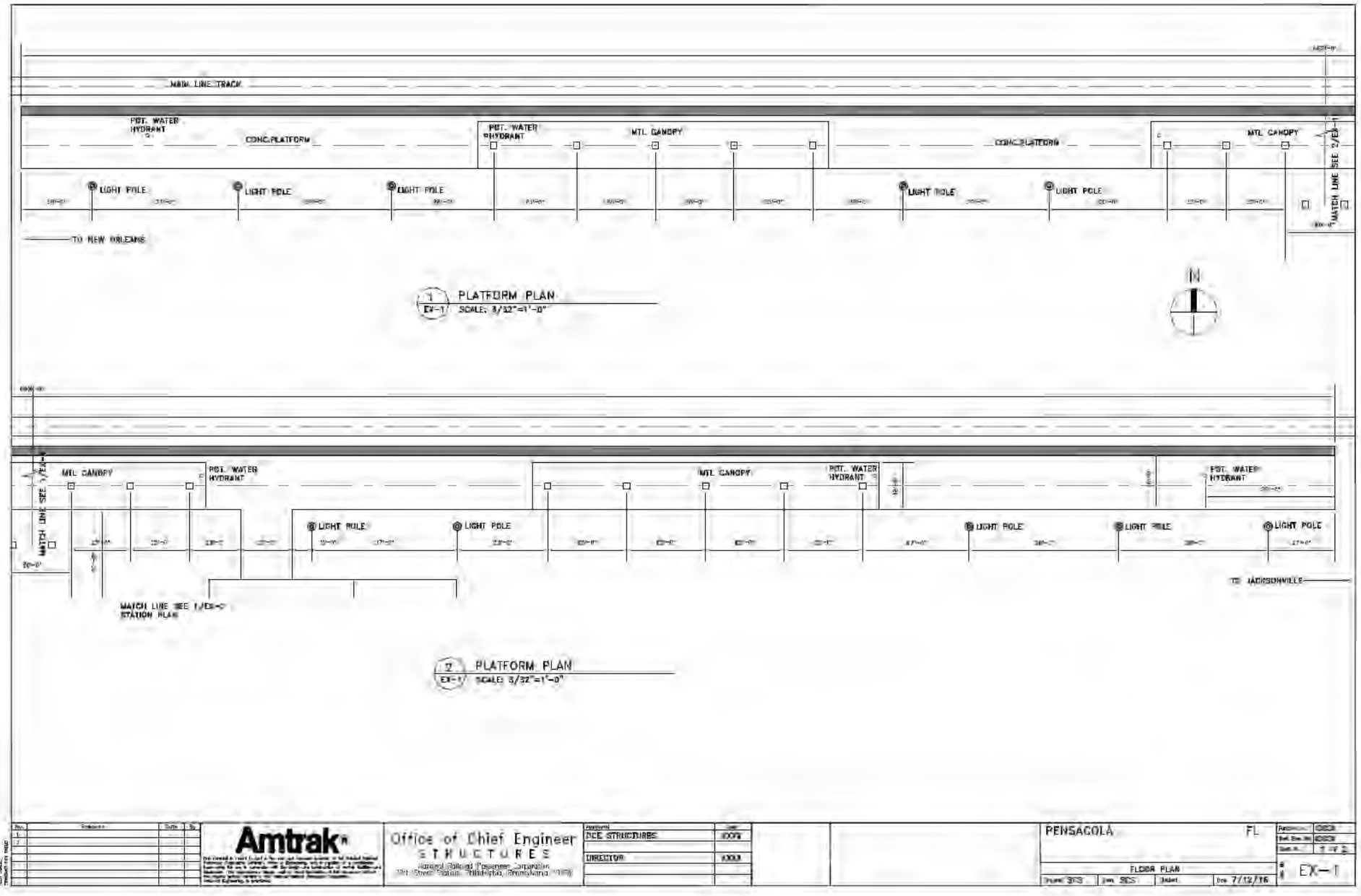
FIG PNS.54 – Second deteriorated access ramp from ADA space to sidewalk immediately in front of station

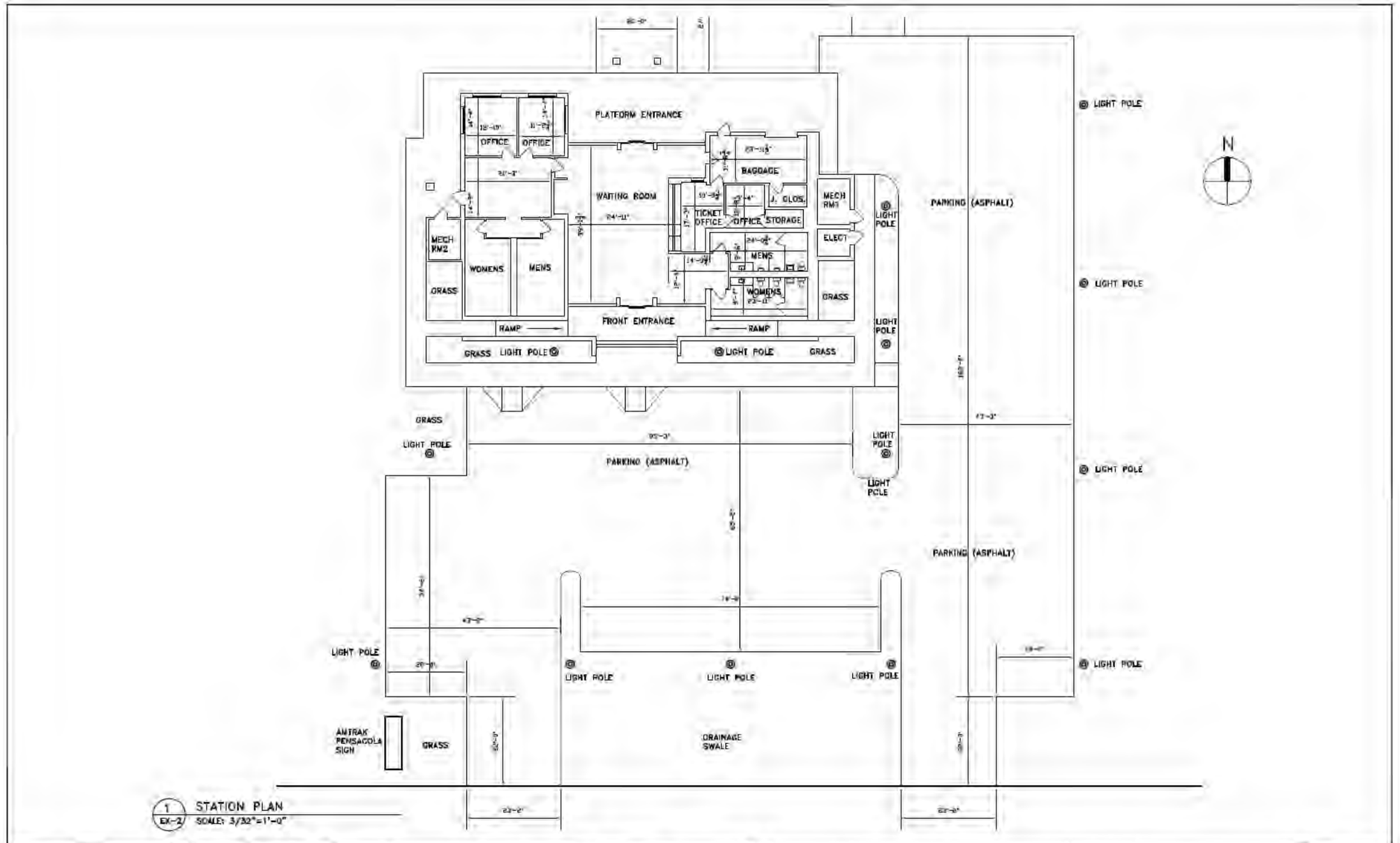


FIG PNS.55 – Tactile edge on platform with expansion joint



FIG PNS.56 – Tactile edge on platform


MAIN LINE TRACK
POT. WATER HYDRANT
CONC. PLATFORM
MTL CANOPY
LIGHT POLE
TO NEW ORLEANS
MATCH LINE SEE 2/EX-1
1 PLATFORM PLAN
EX-1 SCALE: 3/32"=1'-0"
N
MATCH LINE SEE 1/EX-1
MATCH LINE SEE 1/EX-2 STATION PLAN
TO JACKSONVILLE
2 PLATFORM PLAN
EX-1 SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
PCE STRUCTURES
DIRECTOR
PENSACOLA FL
FLOOR PLAN
Date 7/12/16
EX-1


PLATFORM ENTRANCE
OFFICE
OFFICE
WAITING ROOM
BAGGAGE
J. CLOS.
TICKET OFFICE
OFFICE
STORAGE
MECH RM1
ELECT
MECH RM2
WOMENS
MENS
GRASS
MENS
WOMENS
GRASS
RAMP
FRONT ENTRANCE
RAMP
GRASS
LIGHT POLE
LIGHT POLE
GRASS
LIGHT POLE
PARKING (ASPHALT)
LIGHT POLE
LIGHT POLE
LIGHT POLE
GRASS
LIGHT POLE
PARKING (ASPHALT)
LIGHT POLE
LIGHT POLE
LIGHT POLE
LIGHT POLE
LIGHT POLE
LIGHT POLE
LIGHT POLE
AMTRAK PENSACOLA SIGN
GRASS
DRAINAGE SWALE
N
1
EX-2
STATION PLAN
SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
DCE STRUCTURES
XXXX
DIRECTOR
XXXX
PENSACOLA
FL
FLOOR PLAN
Designed SDS
Drawn SDS
Checked
Date 7/12/16
XXXX
XXXX
EX-2

SURVEY ASSESSMENT SUMMARY – Amtrak Station – Tallahassee, FL (TLH)

Inspection Date:	7/12/16
Survey Team:	Steve Smith, Joseph Grella PE, Stephen Michalowski
Prepared By:	Charles McGloughlin RA PMP, Cynthia Brey AIA, Thomas Raimondi
Address:	918½ Railroad Avenue Tallahassee, FL 32310
Latitude / Longitude:	30.4337°N 84.2903°W



Photo of Station Shelter



Satellite Photo

THE STATION IN PERSPECTIVE

The historic freight building was built at Tallahassee, FL (TLH) in 1858. The station was built in 1905 and in 2005 was part of the Sunset Limited line that ran along the Gulf Coast from Jacksonville, FL to New Orleans, LA. Service to the stations along this route were suspended on August 27th, 2005 as a result of the damage dealt to the Sunset Limited line by Hurricane Katrina. Together, the station and freight buildings are recognized as a few of the older railroad buildings in Florida, and they were added to the National Register of Historic Places in 1997. The station building's exterior stone walls feature green, pillar-like accents reminiscent of the neoclassical and federal architecture styles. During its time of operation, it served as a full station, featuring ticket sales, checked baggage services, restrooms and an enclosed waiting area. According to information requiring confirmation, one year before Hurricane Katrina, Amtrak pulled staff from station (no ticketing); the station was open during train arrivals to provide a waiting area and restroom access. As a historic station, any work must proceed with and complete all required NEPA / SHPO approvals. See attached plans: "EX-1, Tallahassee FL" and "EX-2, Tallahassee FL."

Sources:

- http://www.trainweb.org/usarail/tallahassee.htm
- https://en.wikipedia.org/wiki/Tallahassee_station

STATION AMENITIES CIRCA 2005

Staff	Unstaffed
Building	Full Station
Ticket Sales	Yes
Checked Baggage	Yes
Help with Luggage	Yes
Accessible	Not Fully
Enclosed Waiting Area	Yes
Restrooms	Yes
Pay Telephone	Yes
Food Service	No
Short-Term Parking	Free
Overnight Parking	Free
Rental Cars	No
Taxi Service	On-Call
Intercity Bus	No
Transit Service	Yes

IMPROVEMENT RECOMMENDATION HIGHLIGHTS / SUMMARY

Overall, the station is in satisfactory condition. Site work, platform work, and a full complete suite of Amtrak signage is required to render the station operational. The construction cost estimate for these items is $ **681,072**, including contingency; the total project estimated budget for design, construction, soft costs and contingency $ 765,011.

ASSESSMENT FINDINGS

1. SITE WORK

Overall, the site was in satisfactory to poor condition; there are significant items to be addressed prior to restoration of service. The driveway from public road is used by other businesses and is in adequate condition, but is cracking due to poor drainage (Fig. TLH.01, 02, 03, 09). The parking lot has small potholes in the paving, and there is evidence of standing water (Fig. TLH.04, 05, 06, 07, 08). The parking lot's surface is cracking and should be completely repaved, sealed and graded to allow for better drainage. The station has twenty-nine (29) parking spaces including one (1) ADA space in the Amtrak lot. The parking lot stalls require new striping, complete. The paving at the parking stalls needs to be sealed or resurfaced and weeds must be removed (Fig. TLH.04, 05, 06, 07, 08). The sidewalk and curbs are in satisfactory condition, with minor cracks requiring sealant or patching (Fig. TLH.09, 10, 11, 12). The curbs on the site are in adequate to poor condition in general: some curbs are experiencing minor cracks, and new curbs are needed directly in front of the building at the circle due to advanced deterioration. Stairways—inclusive of walking surface and guardrails at the station entrance—are in adequate condition (Fig. TLH.13). Site drainage is insufficient as evidenced by standing water (Fig. TLH.07) and must be redesigned and reworked. There is a site drain—surrounded by brick pavers, one of which has come loose—located in the swale between the platform and station building (Fig. TLH.62). While the site drain is in adequate condition, it is elevated above the surrounding ground and it would be more effective if it were lowered or if the surrounding ground were regraded. Two (2) black, metal, pole-mounted lighting fixtures are present; the bases of the poles are spalling and require patching (Fig. TLH.14). The on-site black, metal picket fencing is in satisfactory condition. The signage (Fig. TLH.15, 16, 17, 18) on the site is outdated and insufficient and should be updated to current Amtrak Signage Standards. The directional and traffic signage (Fig. TLH.16, 18) on the site is insufficient and outdated and should be updated to current Amtrak Signage standards. The following site work scope of work items are required to render the station operational:

- Repave driveway and parking lot, complete
- Rework site drainage as required to achieve positive drainage to system
- Adjust grade around swale drain to facilitate proper drainage
- Patch and seal sidewalk paving
- Provide new curb at front of station at loop, patch cracking at all other curbs
- Full suite of Amtrak station signage, required, complete

2. PLATFORM

The platform is five hundred and fifty feet (550') long and thirteen feet & eleven inches (13'-11") wide with an elevation aligned with top of rail—the latter being determined by visual inspection only.

Overall, the poured-in-place concrete platform is in adequate condition, but there are cracks that require patching (Fig. TLH.19, 20, 21, 22). The existing structure can accommodate the new tactile edge system indicated in "ADA Observations." The platform and station entrance share an access ramp built of wood with metal handrails (Fig. TLH 23, 24, 25); it is in adequate condition but has deficiencies. There are holes in the walking surface caused by knots falling out. The following platform scope of work items are required to render the station operational:

- Patch minor concrete cracks
- New wood planks at existing wood access ramp.
- New stenciled paint at platform (i.e. "STAND BEHIND LINE"; "MIND THE GAP")

3. PLATFORM CANOPY

The canopy is wood timber construction with a metal standing seam roof (Fig. TLH.26, 12); it is in good to satisfactory condition. The fascia panel has come away from the structure and should be repaired. The wood timber structure is painted with some cracking due to age (Fig. TLH.27), but the cracking does not appear to compromise structural stability. The following platform canopy scope of work items are required to render the station operational:

- Repair fascia panel at platform canopy
- Repaint the fascia panel to match surrounding finish

4. STAIRWAY / ELEVATOR

There is no stairway or elevator at the station building, and none is required to render the station operational.

5. BUILDING INTERIOR

The building interior has been converted to a meeting space during the time since the cessation of service, and has been well maintained by the city.

Waiting Area: Theater-type seats have been installed in the station, but are not fixed to the flooring (Fig. TLH.28, 29). There are five (5) wooden benches remaining for passengers that are in good condition (Fig. TLH.30, 31, 32). The floor inside the station is in excellent condition, and appears to be new (Fig. TLH.29). The bare brick walls and exposed wood ceiling of the station are in satisfactory condition and do not require painting (Fig. TLH.33, 34); however, a few sections of insulation have come loose from the rafters (Fig. TLH.35). There is outdated Amtrak signage (Fig. TLH.36); thus, the standard complete suite of Amtrak signage should be provided. Doors and hardware in the interior are in good condition and have been maintained by the city. Lighting fixtures (Fig. TLH.37) and convenience outlets (Fig. TLH.38) were observed at the interior of the station and appeared to be in adequate condition. Overall, the interior of the station is in good, well-maintained condition.

Ticket Office: The ticket office (currently serving as a projector room) and counter at the station are in good condition (Fig. TLH 36, 39); the wall tile appears to be new and the floor is vinyl tile.

Baggage Office: The baggage handling room and office spaces are in good condition (Fig. TLH.40, 41); the wall tile is in good condition and the acoustical tile ceiling is also in good condition.

Men's Restroom: The men's room has two (2) lavatories, one (1) ADA-compliant water closet, and two (2) urinals, all functional and in adequate condition (Fig. TLH.42, 43, 44).

Women's Restroom: The women's room has two (2) lavatories and three (3) water closets—one of which is ADA compliant (Fig. TLH.45, 46, 47, 48). The finishes in both bathrooms (Men's and Women's) are vinyl floors and acoustical tile ceilings—all in good condition. The toilet partitions are plastic laminate secured by brackets, and are in adequate condition. The plumbing is functioning and in adequate condition. The ventilation of the bathrooms is functioning satisfactorily (Fig. TLH.49).

The following building shelter interior scope of work item is required to render the station operational:

- Full suite of Amtrak station signage, required, complete

6. BUILDING EXTERIOR

The exterior of this station is in satisfactory condition overall—well-maintained by the city since the cessation of Amtrak service. The double doors—one (1) driveway side and one (1) trackside—and their associated hardware are in satisfactory condition (Fig. TLH.50, 51, 52); however, the trackside double door has siding that is peeling (Fig. TLH.53). The stucco walls are in satisfactory condition (Fig. TLH.50, 52, 54). The foundation is in satisfactory condition. The metal standing seam roof on the wooden structure and associated field & flashing is in good condition. The gutters and downspouts are in satisfactory condition; however, there is one section of the gutter attached to the station that is dented (Fig. TLH.63). The signage is outdated and the standard suite of Amtrak signage should be provided. The following building shelter exterior scope of work items are required to render the station operational:

- Full suite of Amtrak station signage, required, complete
- Repair dented gutter on station—track-side

7. MECHANICAL SYSTEMS

The heat pump HVAC system, and all associated system controls and distribution, are in good condition and functioning properly (Fig. TLH.55, 56). The utility closet has a sprinkler system and this is the only room with a sprinkler system. No mechanical systems scope is required to render the station operational.

8. ELECTRICAL SYSTEMS

There is no lighting at the station exterior and none is required to render it operational. Site lighting was not determined to be operational, although the fiberglass pole, faux lantern, metal halide light fixtures are in good condition (Fig. TLH.12); in any case, it is recommend they are upgrade to LED fixtures. There are, however, LED wall packs already located on the platform canopy. Overall, the electrical service was in good condition and appeared to be operating well, but it is recommended that it is upgraded to meet

current code requirements. The following electrical systems scope of work items are required to render the station operational:

- Upgrade and replace light pole fixtures with LED fixtures
- Replace electrical service in kind with new

9. PLUMBING SYSTEMS

There is water and sewer service at the station, and all the services appear to be operating and in adequate condition. No plumbing systems scope is required to render the station operational.

10. ADA OBSERVATIONS

No measurements were taken due to schedule and scope limitations of the survey. Upon visual inspection only, the following conditions were observed:

1. The curb ramps leading to the accessible path are in adequate condition, but require tactile surfacing to be applied at the intersection to the driveway (Fig. TLH.11, 12, 14). Note that there is also a ramp leading from an Amtrak designated ADA parking space to the building across the driveway from the station building (Fig. 14, 59)
2. At the entrance to the station, the brick pavers require resetting, as the cross slope appears to be too steep to comply with accessibility requirements (Fig. TLH.11).
3. Tactile at the path to the station building / platform adjacent to circle drop off requires a new coat of paint (Fig. TLH.11).
4. The platform ceramic tile tactile warning strip is in poor condition as half of the nubs have worn down. The tactile system needs to be replaced completely with a new system (Fig. TLH.60, 61).
5. The platform does not appear require an “alteration” per the Level Boarding Rule (49 CFR 37.42) to provide safe and accessible passage in its existing configuration.
6. There are no obvious accessibility issues that would have been considered non-compliant at the time of the cessation of service.
7. The path of travel from the public right of way (PROW) to the existing low-level platform requires patching to eliminate abrupt changes in elevation, which does not constitute an “alteration” per Level Boarding Rule (49 CFR 37.42).
8. A wheelchair lift and enclosure is not currently provided. The previous practice was to store the lift in the baggage room, but the lift is no longer present. A new wheelchair lift and enclosure should be provided.
9. Brick at station entrance appears to have a cross slope that is not ADA compliant and should be reset.
10. ADA Parking spaces to be restriped and reconfigured to follow DOTAS 2006.
11. No Passenger Information Display System (PIDS) exists.

The following accessibility scope of work items are required to render the station operational:

- Minor patching of surfacing at accessible path from public right of way to platform
- Provide new wheelchair lift and enclosure
- New tactile system at platform, complete
- New tactile edge system to replace existing, complete
- Reset brick at front of station to achieve ADA compliant cross slope

11. ISSUES / ASSUMPTIONS / OTHER CONSIDERATIONS

The following item requires further investigation during the design phase.

1) Exterior lighting levels could not be tested at the site as to compliance with Amtrak and accessibility requirements.

STA TALLAHASSEE FL - Station Assessment

Project Design & Construction Budget

Brief Project Description: **Gulf Coast Station Return of Service**

	Capital Costs Description	Assumptions	SOGR Budget
1.	**Design**		
a.	Design Services (DS)	10% of Construction Costs for a project of this nature	52,390
b.	Construction Related Services	30% of Design DS Design	15,717
	Design Total		**52,390**
2.	**Construction**		
a.	Construction (3rd Party)	Construction Estimate w/o Contingency	523,902
	Construction Total		**523,902**
3.	**Soft Costs**		
a.	Project Management Design (PM)	Assume 15% of Design Fee	7,859
b.	Force Account Support Design	Protection for survey crews allowance, crew of 3 for 1 day	3,000
c.	Construction Management (CM)	8% of Construction including F/A Support for protection	41,912
	Soft Costs Total		**52,771**
3.	**Contingency**		
a.	Design Contingency	30% of Lines 1. a.-b.	15,717
b.	Construction Contingency	30% of Lines 2. a.	**157,171**
c.	Soft Costs Contingency	30% of Lines 3. a. - c.	**15,831**
	Contingency Total		**188,719**
	Total Project Costs[1, 2, 3 &4]		**765,011**

Notes:

1. Assumes no escalation. Based on 2016 Dollars, and construction within 2016.
2. Assumes no PIDS.
3. Assumes no environmental work.
4. Does not include additional 10% Owner's reserve.

STA TALLAHASSEE FL - Station Assessment 7/29/2016

Overview Condition Assessment - 3rd Party Construction Estimate

Brief Project Description: Gulf Coast Station Return to Service

CSI#	Division - Summary[3]	Assumptions	SOGR Estimate
	Construction (3rd Party)		
1	General Requirements		143,187
2	Demolition & Site Work		28,888
3	Concrete		0
4	Masonry		0
5	Metals		0
6	Wood, Plastics & Composites		861
7	Thermal & Moisture Protection		1,164
8	Doors & Windows		0
9	Finishes		2,174
10	Specialties		14,107
11	Equipment		0
12	Furnishings		0
13	Special Construction		0
14	Conveying Systems		99,800
21	Fire Suppression		0
22	Plumbing		0
23	Heating, Ventilating & Air Conditioning		0
26	Electrical		7,254
27	Communications		0
28	Electronic Safety and Security		0
31	Earthwork		3,000
32	Exterior Improvements		69,890
33	Utilities		0
34	Transportation		0
1)	**Total**		**370,325**
2)	General Conditions	Assume 20% of 1)	74,065
3)	Profit	Assume 15% of 1) & 2)	66,659
4)	Builders Risk Insurance	Assume 1% of 1), 2) & 3)	5,110
5)	Bond	Assume 1.5% of 1), 2), 3), 4)	7,742
6)	Escalation[1]	Assume 1.5% of 1), 2), 3), 4) &5)	0
	Construction Total[2]		**523,902**
	Estimating Contingency[2]		157,171
	GRAND TOTAL CONSTRUCTION		**681,072**

Notes:

[1] Assumes no escalation. Based on 2016 Dollars, and construction within 2016.

[2] Sales Tax and Fees Excluded for Typical Amtrak Projects. Assumes Amtrak is contracting the work.

[3] The typical divisions listed are included in Amtrak SDPs. Back up sheets summarizing each division by specification section have been developed.

[4] Locational Factor included in the calculations by CSI Division.

[5] Rough Order of Magnitude Estimate based on Overview Conditions Assessment.



FIG TLH.01 – Driveway from public road for Tallahassee FL station



FIG TLH.02 – Railroad crossing on Railroad Avenue located east of the station



FIG TLH.03 – View of station building / railroad crossing from opposite side of the tracks



FIG TLH.04 – Potholes and standing water evidence in Parking Lot for Tallahassee FL station



FIG TLH.05 – Potholes and standing water evidence in Parking Lot for Tallahassee FL station



FIG TLH.06 – Potholes and standing water evidence in Parking Lot for Tallahassee FL station



FIG TLH.07 – Potholes and standing water evidence in Parking Lot for Tallahassee FL station



FIG TLH.08 – Potholes and standing water evidence in driveway / parking area leading to parking lot



FIG TLH.09 – Curbs, ramps, and sidewalke connecting parking are to platform



FIG TLH.10 – Curbs and sidewalks on perimeter of roundabout



FIG TLH.11 – Curbs, ramps, and sidewalks at end of roundabout / leading to steps into station waiting room



FIG TLH.12 – Different perspective of sidewalk / ramp seen in FIG TLH.09; metal standing roof of canopy; no tactile at beginning of ramp



FIG TLH.13 – Stairway leading to waiting room



FIG TLH.14 – Black fiberglass poles located along back of parking lot; ramp leading from ADA spot to building across the driveway from station (no tactile at beginning of ramp)



FIG TLH.15 – Existing signage from Amtrak-Congressional train ride on end of platform canopy



FIG TLH.16 – Roadside signage in poor condition



FIG TLH.17 – Office signage at beginning of driveway

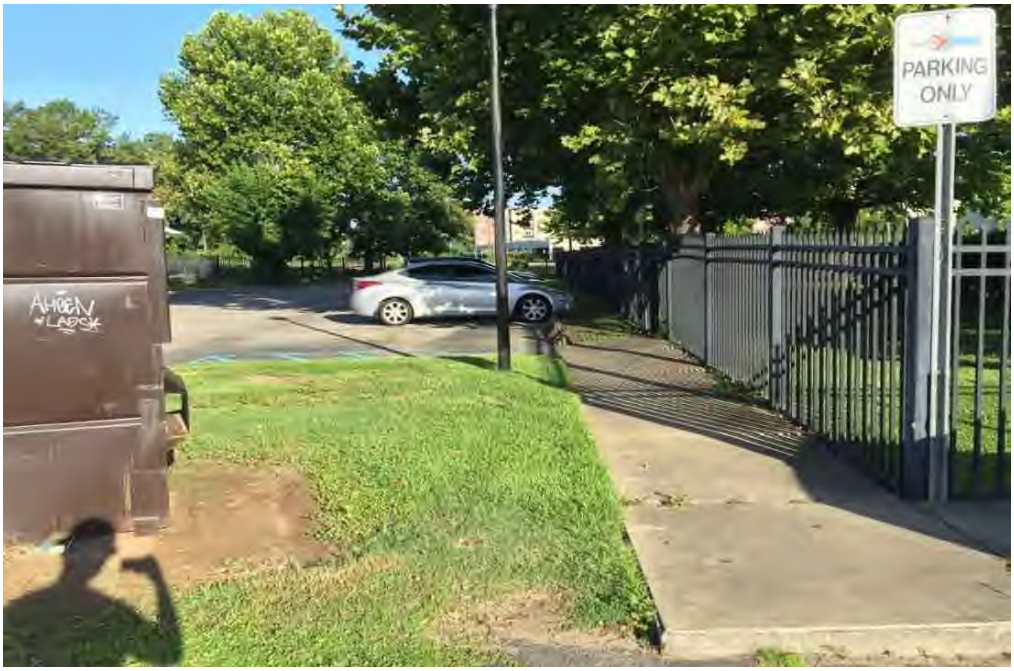


FIG TLH.18 – "Amtrak Only" parking signage located at beginning of parking lot

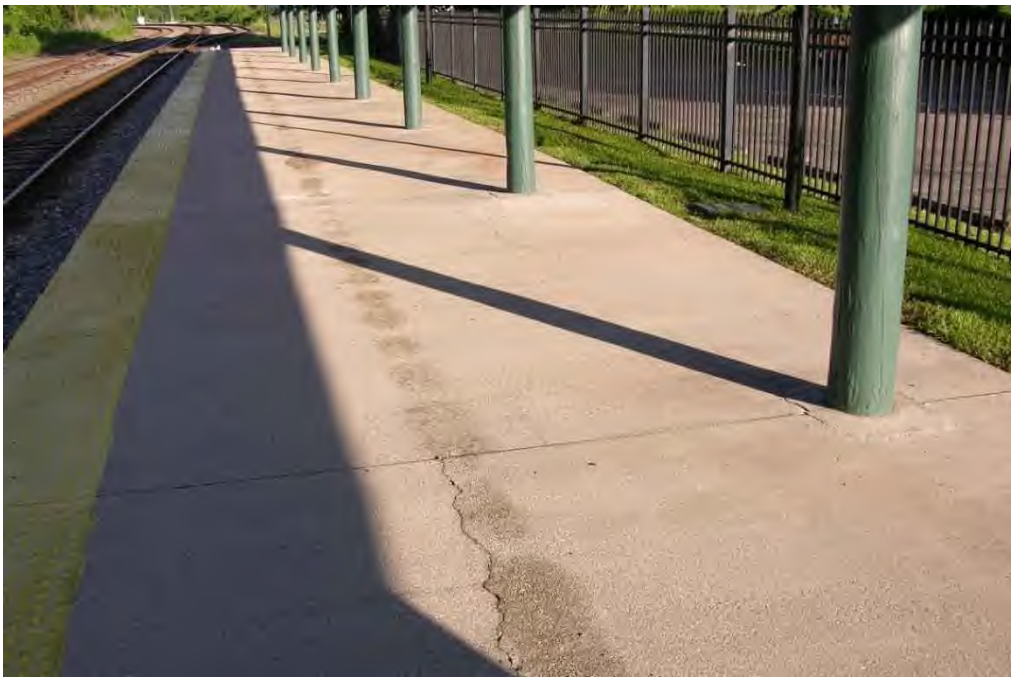


FIG TLH.19 – View of minor cracking on platform surface (looking northwest)



FIG TLH.20 – Minor cracking at end of ramp connecting parking area to platform



FIG TLH.21 – Cracking at edge of platform adjacent to Railroad Avenue

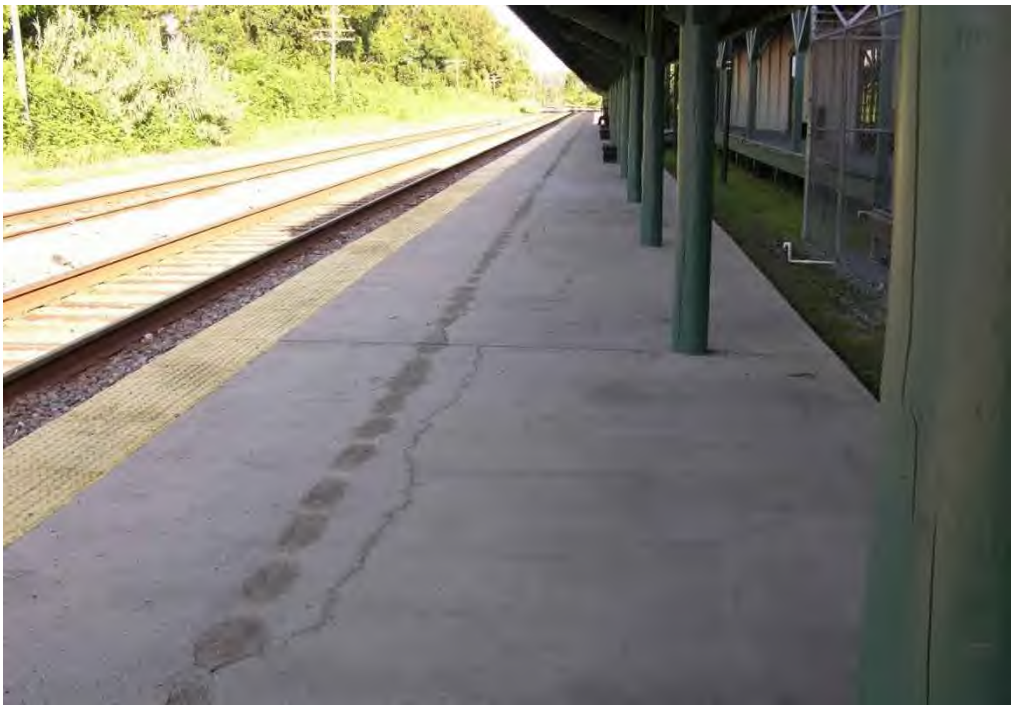


FIG TLH.22 – Minor cracking of platform surface on eastern end of platform



FIG TLH.23 – Walkway to station building/platform needs paint



FIG TLH.24 – Walkway to station building/platform needs paint



FIG TLH.25 – Walkway to station building/platform needs paint



FIG TLH.26 – View of lower portion of platform canopy



FIG TLH.27 – Minor cracking of canopy's wooden support columns



FIG TLH.28 – Theater seats in waiting room



FIG TLH.29 – Base of theater seats – not fixed to wood floor



FIG TLH.30 – Two (2) original wooden waiting room benches



FIG TLH.31 – Area immediately outside of restrooms with one (2) wooden benches



FIG TLH.32 – One (1) waiting room bench being stored at far end of hallway



FIG TLH.33 – Exposed brick wall in waiting room



FIG TLH.34 – Exposed wood ceiling rafters and insulation



FIG TLG.35 – Insulation that has come free from rafters



FIG TLH.36 – Outdated station interior signage



FIG TLH.37 – Lighting fixtures in station waiting room



FIG TLH.38 – Convenience outlet can be see in the back lefthand corner, next to the fire extinguisher



FIG TLH.39 – Interior of former ticket office – currently a projector room



FIG TLH.40 – Office space behind ticket office



FIG TLH.41 – Hallway connecting waiting room to back offices.



FIG TLH.42 – Sink in Men's restroom



FIG TLH.43 – Urinals in Men's restroom



FIG TLH.44 – Toilet stall in Men's restroom



FIG TLH.45 – Hand dryer and sink in Women's restroom



FIG TLH.46 – Stalls in Women's restroom



FIG TLH.47 – Typical stall in Women's restroom



FIG TLH.48 – "ADA" stall in Women's restroom



FIG TLH.49 – Ceiling vent in Men's restroom



FIG TLH.50 – The double door and hardware at top of stairway on the right



FIG TLH.51 – Close-up view of double door seen in FIG TLH.



FIG TLH.52 – The double door leading from waiting to ramp connecting to platform



FIG TLH.53 – Close-up view of double door seen in FIG TLH.52 with peeling siding



FIG TLH.54 – Westward facing wall of station building exterior



FIG TLH.55 – Water heater in utility closet



FIG TLH.56 – Air handler in separate utility closet



FIG TLH.57 & 58 – LED wall packs located on platform canopy



FIG TLH. 59 – Ramp leading from Amtrak ADA parking space to building across the driveway from station (See FIG TLH.14 for connection to ADA parking space)



FIG TLH.60 – Worn-down tacile nubs & cracking



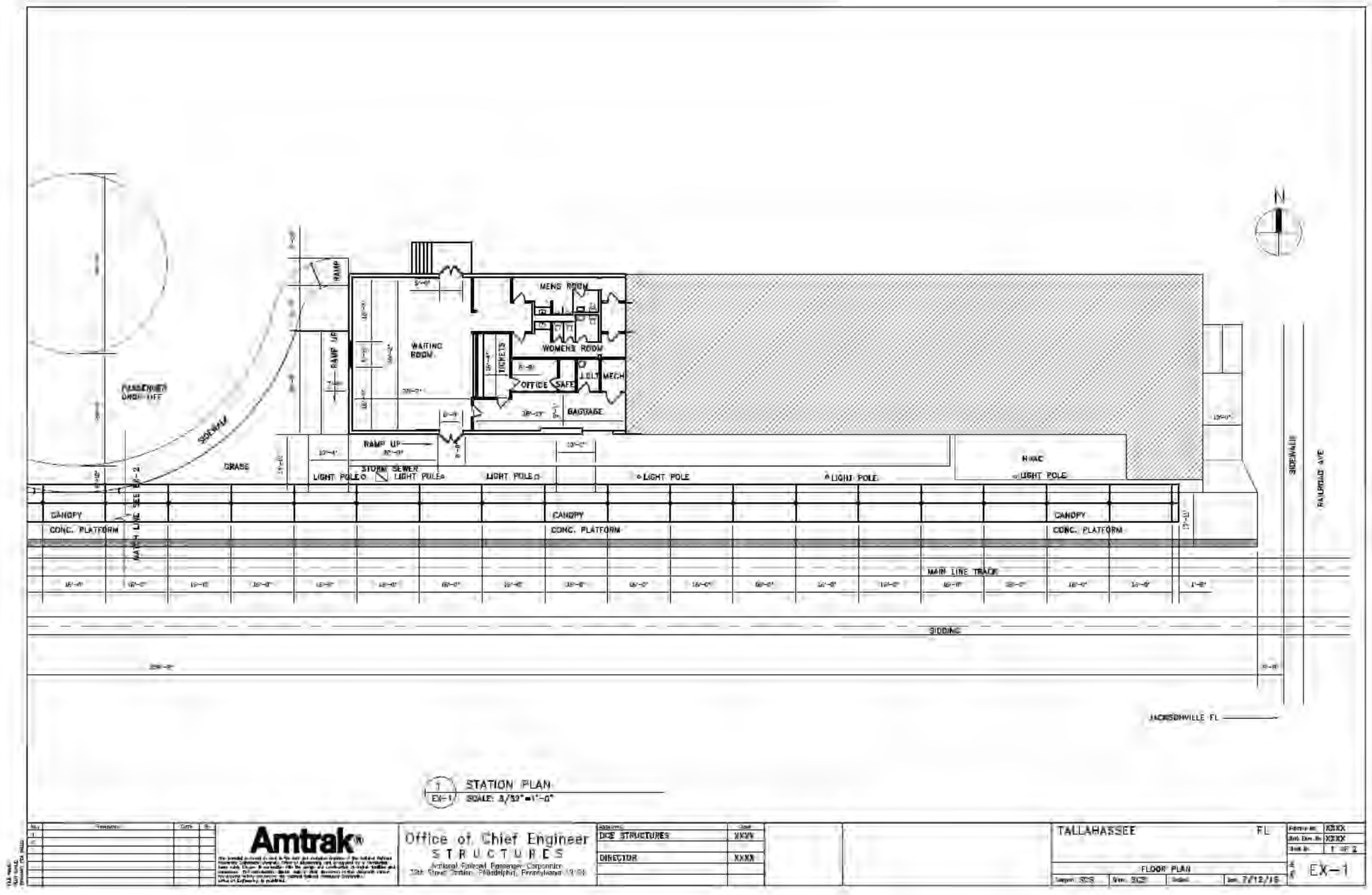
FIG TLH.61 – Worn and crack tactile at the edge of the platform

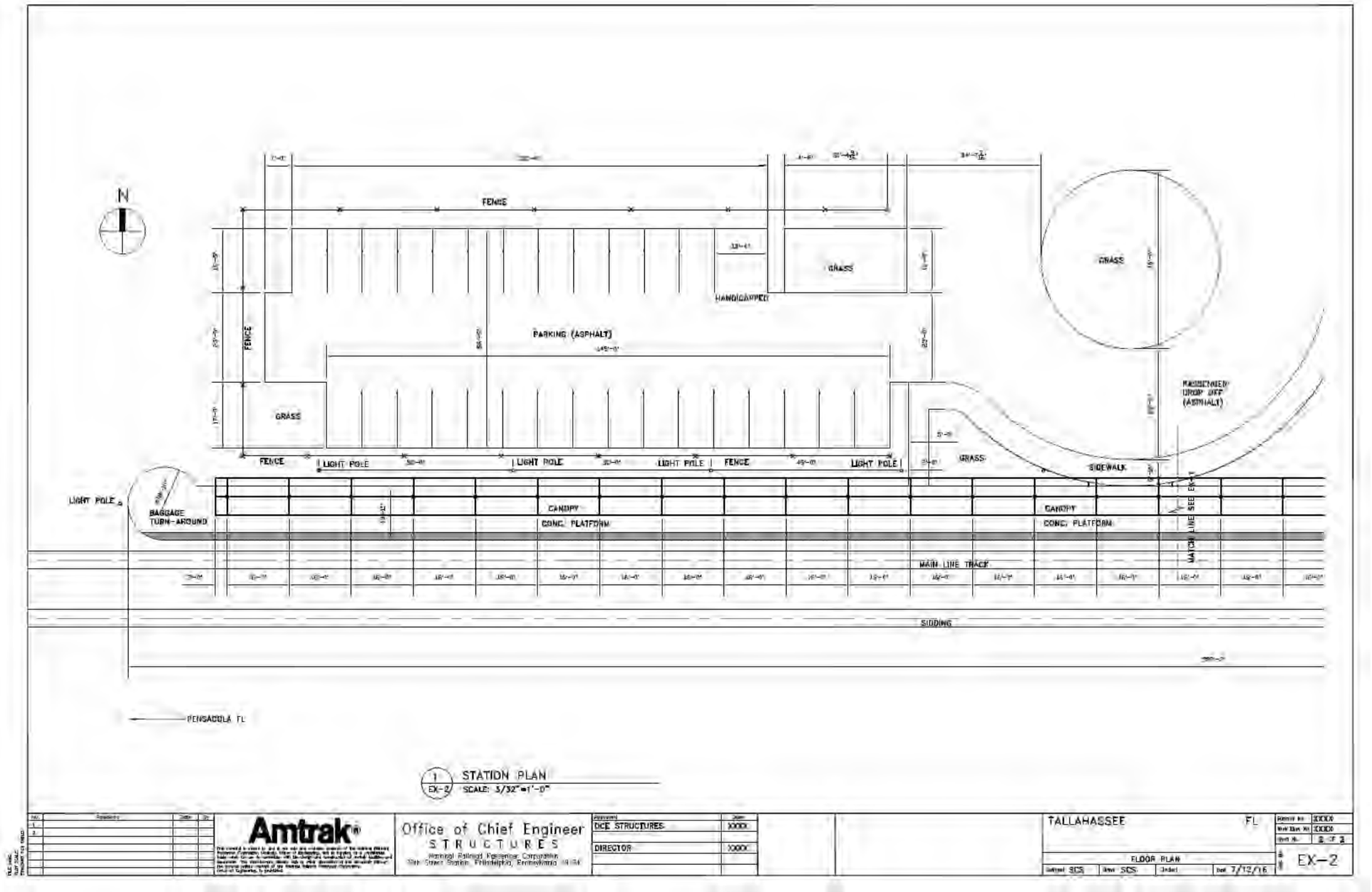


FIG TLH.62 – Site drain located in swale between platform and station building – one brick paver has come loose

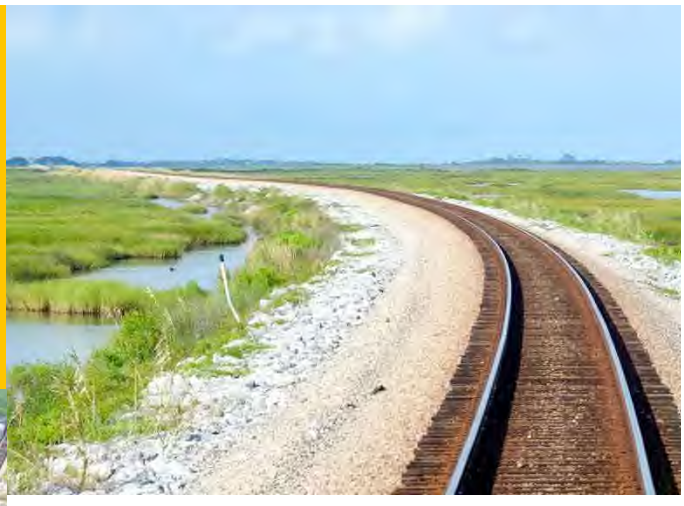


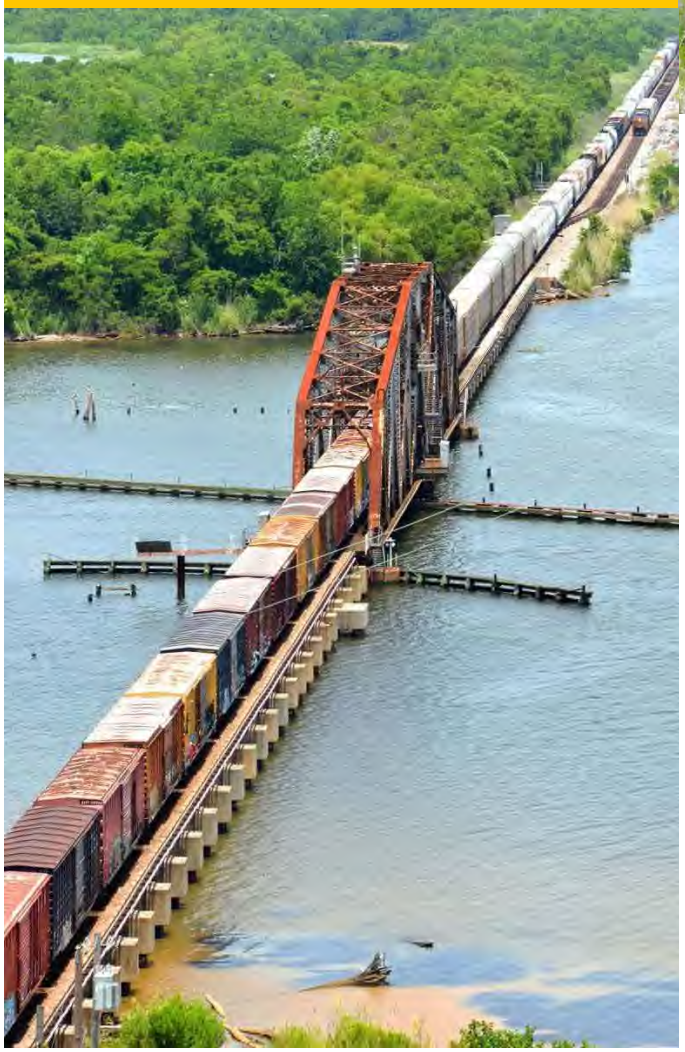
FIG TLH.63 – Dented gutter located on back of station


N
RAMP
RAMP UP
WAITING ROOM
MENS ROOM
WOMENS ROOM
TICKETS
OFFICE
SAFE
ELEC MECH
BAGGAGE
RAMP UP
STORM SEWER
LIGHT POLE
LIGHT POLE
LIGHT POLE
LIGHT POLE
LIGHT POLE
HVAC
PASSENGER DROP-OFF
SIDEWALK
GRASS
SIDEWALK
RAILROAD AVE
CANOPY
CONC. PLATFORM
CANOPY
CONC. PLATFORM
CANOPY
CONC. PLATFORM
MAIN LINE TRACK
SIDING
JACKSONVILLE FL
1
EX-1
STATION PLAN
SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
National Railroad Passenger Corporation
DCE STRUCTURES
DIRECTOR
XXXX
XXXX
TALLAHASSEE
FL
FLOOR PLAN
EX-1


N
FENCE
GRASS
HANDICAPPED
PARKING (ASPHALT)
FENCE
GRASS
GRASS
PASSENGER DROP OFF (ASPHALT)
FENCE
LIGHT POLE
LIGHT POLE
LIGHT POLE
FENCE
LIGHT POLE
GRASS
SIDEWALK
LIGHT POLE
BAGGAGE TURN-AROUND
CANOPY
CONC. PLATFORM
CANOPY
CONC. PLATFORM
MATCH LINE SEE EX-1
MAIN LINE TRACK
SIDING
PENSACOLA FL
1
EX-2
STATION PLAN
SCALE: 3/32"=1'-0"
Amtrak
Office of Chief Engineer
STRUCTURES
DIR. STRUCTURES
DIRECTOR
TALLAHASSEE
FL
FLOOR PLAN
EX-2

Appendix K
Report on Operations Modeling Analysis for Implementing Passenger Rail Service on CSX Lines in the Gulf Coast Corridor, August 11, 2016





Report on Operations Modeling Analysis for Implementing Passenger Rail Service on CSX Lines in the Gulf Coast Corridor

CSX Gulf Coast Passenger Rail

August 11, 2016

This report and the Operations Simulation and Operations Analysis it describes was prepared by HDR, Inc., under the direction of:

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Laura Heilman
Graphics and Mapping

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Executive Summary

Photograph ES-1.



The long bridge across Bay St. Louis exemplifies the rail infrastructure of the proposed Gulf Coast corridor passenger route between New Orleans and DeLand. The crossing of Bay St. Louis shown here includes a drawbridge that opens 15 times a day, blocking rail operations for an average of 20 minutes per opening.

ES.1 Purpose of the Study

The purpose of this operational analysis is to develop an independent estimate of the location, quantity, and configuration of new infrastructure that is likely to be required to implement scheduled Amtrak passenger rail service along the Gulf Coast of the southeastern United States on rail lines owned by CSX Transportation between New Orleans, Louisiana, Mobile, Alabama, and DeLand, Florida. This estimate would account for the new infrastructure that is necessary to deliver the passenger trains with the best possible adherence to their scheduled time of arrival at endpoint stations, and the infrastructure necessary to mitigate impacts to freight train velocity caused by the implementation of the proposed passenger service. An order-of-magnitude cost estimate for the design, permitting, construction, and construction administration of this infrastructure, developed by CSX, is attached to this report as Appendix C. CSX developed this order-of-magnitude cost estimate from the infrastructure requirements identified by HDR in its operations simulation study, independently of HDR's operational analysis. This cost estimate is included in this report as a convenience to the reader; it has not been reviewed or validated by HDR, Inc.

A provision to study the implementation of passenger rail service between New Orleans and Florida was included in the Fixing America's Surface Transportation Act, the five-year federal surface transportation reauthorization signed into law on December 4, 2015.

In December 2015, Amtrak completed a feasibility study for the Southern Rail Commission entitled "Potential Gulf Coast Service Restoration Options," which recommended two options for reintroducing passenger rail service east of New Orleans: a daily extension of the long-distance City of New Orleans from Chicago eastward to Orlando along with a new state-supported daily round-trip corridor train between New Orleans and Mobile (Alternative A), or an extension of the City of New Orleans without an additional corridor train (Alternative A1). Figure ES-1 depicts the trains and stations to be served under each alternative.

HDR performed a computer-based operations simulation of the two recommended passenger rail service options identified in the Amtrak feasibility study, Alternative A and Alternative A1, and determined the infrastructure required to implement these services on the CSX-owned trackage (only) between New Orleans and Orlando. The infrastructure identified by HDR included new "capacity projects" such as second main track, new sidings, siding extensions, and yard bypasses, and "speed improvement projects" such as implementation of signaling systems and main track speed increases. HDR did not identify other types of improvements that might be advantageous or necessary to implement the proposed passenger service, such as track reliability improvements, safety improvements, or station improvements.

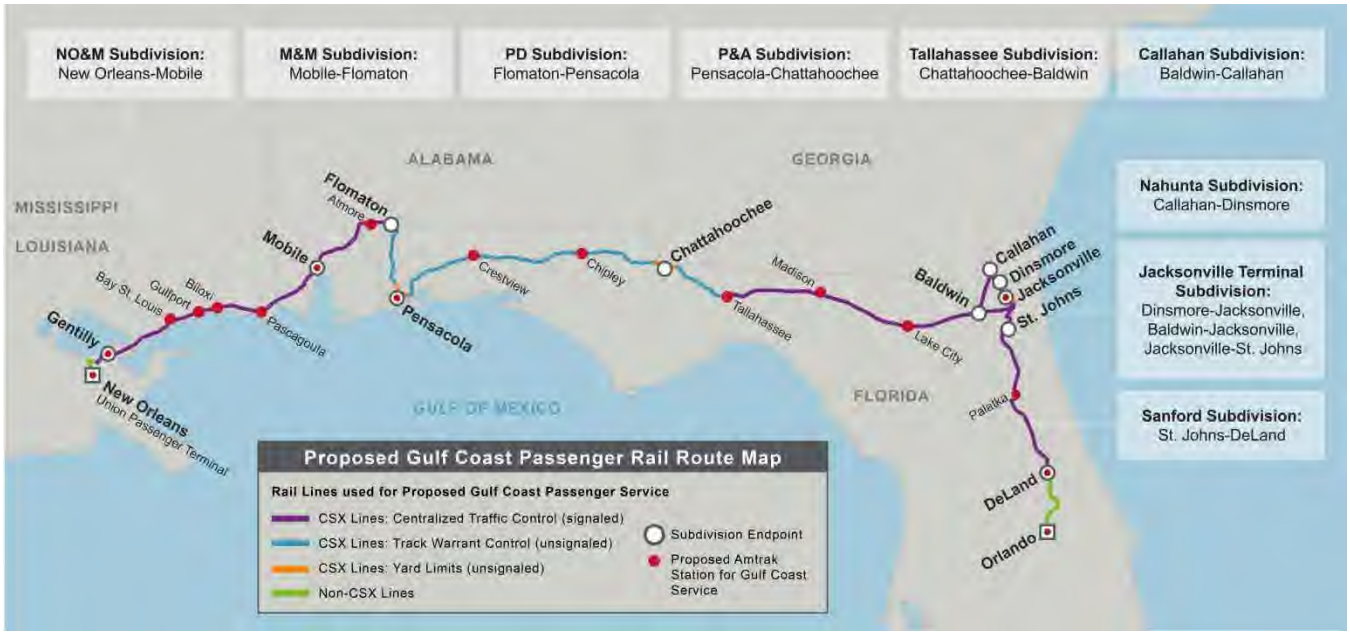
Figure ES-1. Proposed Gulf Coast Passenger Rail Alternatives Map



The proposed Gulf Coast passenger corridor uses approximately 718 miles of CSX-owned freight rail lines between New Orleans, Louisiana, and DeLand, Florida. The corridor encompasses seven different subdivisions with dispatching and management divided among two different CSX operating divisions. The Atlanta Division manages operations and dispatches the portion of the route between New Orleans and South Pensacola, whereas the Jacksonville Division manages operates and dispatches the portion of the route between South Pensacola and DeLand. The Gulf Coast passenger corridor also includes trackage owned by Amtrak and Norfolk Southern in New Orleans, and by Florida Department of Transportation between DeLand and Orlando. However, these sections of the corridor not owned by CSX were not included in this operations simulation analysis.

The track infrastructure, method of operation, and signaling vary greatly among the seven different subdivisions. Infrastructure in the heavily used parts of the corridor between New Orleans and Mobile, and in Jacksonville, consists of frequent passing sidings or sections of double main track, with switches and signals remotely controlled by the train dispatcher. Less heavily used portions of the corridor in the Florida Panhandle are not signaled and require trains to operate upon receipt of verbal movement authority from a train dispatcher. Figure ES-2 depicts each of the CSX subdivisions in the proposed Gulf Coast passenger rail corridor.

Figure ES-2. Proposed Gulf Coast Passenger Rail Route Map



Other operational challenges associated with the delivery of scheduled passenger rail service on the corridor include the presence of 17 drawbridges, which open on the demand of marine traffic with minimum opening times of at least 7 to 30 minutes, siding infrastructure that is inadequate to support a scheduled passenger rail service, lack of spare capacity or room for freight expansion at major rail terminals, and an abundance of local freight trains that switch customers off sidings or the main track.

HDR Inc. prepared an operations simulation of the proposed Amtrak Gulf Coast services, Alternative A and Alternative A1, on the CSX-owned portion of the corridor only. HDR selected Alternatives A and A1 for this analysis at the direction of the FRA. The work performed by HDR included:

- Development of timetables for the proposed passenger service that reflect the proposed station stops, dwell times, train consists, and operating plan described in the Amtrak Proposal, that are compatible with the existing geometry, maximum authorized speeds, and other physical characteristics of the existing route, and that would deliver on-time performance in compliance with the requirements of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA), also known as Public Law 110-432, as published as the *Metrics and Standards for Intercity Passenger Rail Service Under Section 207 of the Passenger Rail Investment and Improvement Act of 2008, i*n the Federal Register on May 12, 2010;
- Development of the necessary conceptual passenger-train required infrastructure, if any, to enable passenger trains to perform in compliance with PRIIA and the proposed timetable, e.g., station tracks or meet-pass locations required for passenger trains meeting with other passenger trains (inclusive of station platform locations only, and not station infrastructure itself);

- Estimation of the conceptual location and configuration of additional track infrastructure, and track and signaling improvements, necessary to mitigate the effect of the proposed passenger services on CSX's freight services;
- Estimation of the effect of the proposed passenger services on CSX's freight services, if any, when mitigation measures have been incorporated.

The target on-time performance of the passenger trains in the operations simulation model was 85% for the long-distance trains between New Orleans and Orlando, and 90% for the state-supported corridor trains between New Orleans and Mobile. On-time performance is, in brief, the percentage of all passenger trains of each type (long-distance or corridor) that arrive at their end-point stations at their scheduled arrival time or within the late-tolerance period prescribed by the *Metrics and Standards for Intercity Passenger Rail Service Under Section 207 of the Passenger Rail Investment and Improvement Act of 2008,* cited above.

CSX provided information to HDR about its existing infrastructure and freight operations, including timetables and freight train data (including freight train schedules, locomotives, and consist information), and provided an existing computerized operations model of the corridor (updated by HDR) so that HDR could accurately simulate current-day CSX freight operations in the corridor. The operations simulation modeling software used by HDR for this analysis was Rail Traffic Controller © (RTC), developed by Berkeley Simulation Software, LLC. The freight train data used to build the model is considered by CSX to be proprietary and confidential. As a result, the data used to create, operate, and analyze those models is summarized only at a high level in this report.

Four operations simulation cases were developed:

- Base Case, to calibrate the model to current-day operating conditions.
- No-Build Case, to estimate the additional infrastructure, compared to today, required to operate CSX freight trains anticipated to be operated by CSX in the year 2040. (The frequency, length, and type of freight trains anticipated to be operated in 2040 were estimated by CSX using U.S. Department of Transportation Freight Analysis Framework data that forecasts future freight volumes on a geographic basis.)
- Build Case, Alternative A, to estimate the additional infrastructure, compared to the No-Build Case, required in the year 2040 to operate the proposed long-distance and state-supported corridor passenger trains, while maintaining the estimated performance of the CSX freight trains simulated in the No-Build Case, and, to estimate the on-time performance of the proposed passenger trains.
- Build Case, Alternative A1, to estimate the additional infrastructure, compared to the No-Build Case, required in the year 2040 to operate the proposed long-distance passenger trains, while maintaining the estimated performance of the CSX freight trains simulated in the No-Build Case, and, to estimate the on-time performance of the proposed passenger trains.

For each case, the operations simulation model was dispatched five times (five “RTC model runs”), with each dispatch comprising a 14-day period of rail operations. Train performance data, consisting of passenger-train on-time performance and freight train delay per 100 train-miles, was extracted from the middle 10 days of the 14-day period only. Each RTC model run incorporated randomization parameters

in order to simulate normal variations in train operations that would be experienced in the corridor, such as trains arriving late to the corridor, normal variation in passenger train dwell times at stations, and the openings of drawbridges to allow marine traffic to pass. Infrastructure was iteratively added as follows:

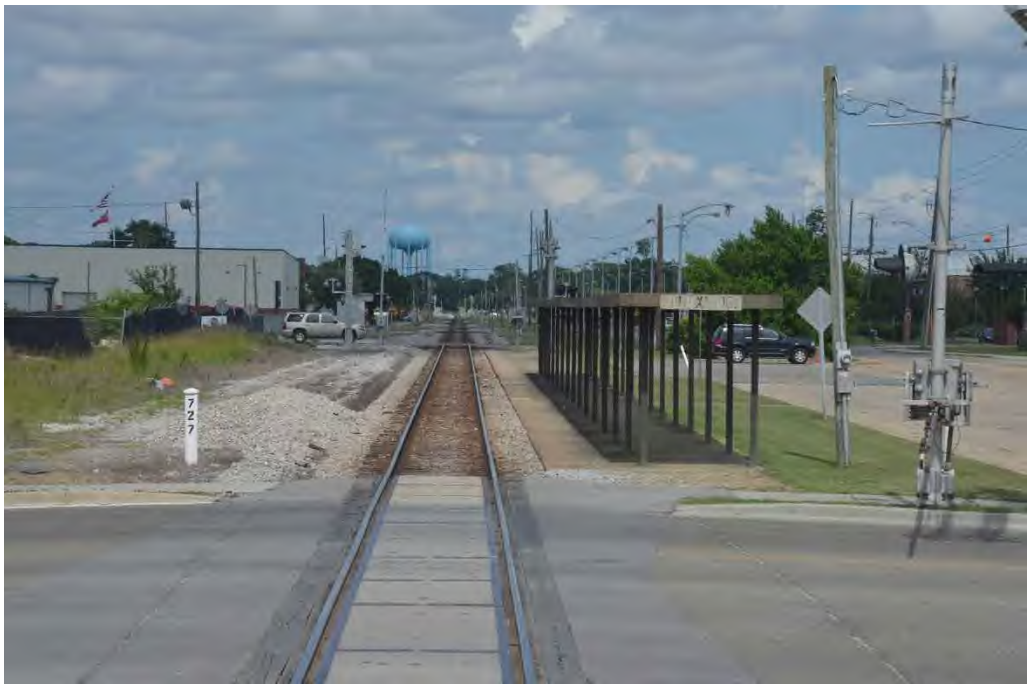
- To the No-Build Case, new (i.e., not existing today) infrastructure was incorporated into the operations simulation model to enable freight trains to operate over the corridor with freight-train delay per 100 train-miles similar to the Base Case. This infrastructure consisted of 38 track-miles of yard bypasses, siding extensions, and new sidings. No improvements were made in maximum authorized speeds of the main track. Segments of the main track equipped with signaling systems today remained signaled, and segments not signaled today remained unsignaled. No improvements were made to drawbridges.
- To the Build Cases for both Alternatives A and A1, new infrastructure was incorporated – in addition to the infrastructure already added to the No-Build Case – to enable the passenger trains to operate over the corridor with the best possible attainment of the desired on-time percentage, and to mitigate impacts of the proposed passenger service on the freight trains projected to operate in 2040 in the No-Build Case.

Infrastructure added to the No-Build and the Alternative A and A1 Build Cases was schematically diagrammed by HDR to achieve the desired operational performance from the perspective of the least total amount of infrastructure possible (i.e., least track-miles). These diagrams (as detailed in Appendix B) were provided to CSX for its cost-estimate purposes. Infrastructure schematically identified by HDR was not assessed by HDR or CSX for its constructability, least cost, or engineering feasibility. It was assumed by HDR that right-of-way that would be required by the proposed infrastructure would be available, and that the projects would be constructible and feasible from an engineering, environmental impact and permitting perspective.

ES.2 Results of the Operations Simulation

The results from all five model runs were aggregated to estimate passenger train on-time performance and freight train impacts. Even with the additional infrastructure input into the Build Case model, none of the passenger train alternatives modeled produced PRIIA-compliant on-time performance results. Performance of the state-supported corridor train ranged from 66% westbound to 83.7% eastbound. Performance of the long-distance train ranged from 72% westbound to 62% eastbound. In Alternative A1, the performance of the long-distance train showed a modest improvement, rising to 76% westbound and 66% eastbound. Approximately 50% of all passenger trains operated with zero minutes of delay. Another 20% to 25% of passenger trains operated with minimal delay and completed their runs within the lateness tolerance established by PRIIA. The rest of the passenger trains completed their runs 30 to 800 minutes behind schedule. These results are displayed graphically in Section 6 of this report (“Results”).

Photograph ES-2.



The station at Biloxi, Mississippi has not seen regular passenger rail service since the Sunset Limited was suspended in 2005.

Changes in freight train minutes of delay per 100 train-miles that occur as a result of the passenger service were also measured and compared against freight train delay in the No-Build Case. Results were measured for the five different freight train types that commonly operate in the corridor. Freight train performance varied, in some cases improved from the No-Build Case and in some cases degraded from the No-Build Case. Considered as a whole, among all freight train types, the performance was similar to the No-Build Case, however, the most time-sensitive freight train type (intermodal) was degraded significantly.

Infrastructure requirements to enable the operations simulation model to dispatch and achieve the results described above in the No-Build and Build Cases are as follows.

- No-Build Case infrastructure consisted of:
    - 38 track-miles of new track
- Build Case infrastructure incorporated into Alternative A consisted of:
    - 144 track-miles of new second main track, sidings, siding extensions, and yard bypasses (these track-miles are in addition to the 38 track-miles incorporated in the No-Build Case)
    - 150 miles of main track speed increase to 79 mph maximum authorized speed (Tallahassee Subdivision)

  - 243 miles of CTC added (Tallahassee, P&A, PD Subdivisions)
  - 2 existing single-track drawbridges each replaced with a double-track drawbridge (Chickasawbogue River and Pearl River)
  - 1 existing two-track drawbridge replaced with a three-track drawbridge (Three Mile Creek)

- Build Case infrastructure incorporated into Alternative A1 consisted of:

  - 136 track-miles of new second main track, sidings, siding extensions, and yard bypasses (these track-miles are in addition to the 38 track-miles incorporated in the No-Build Case)
  - 150 miles of main track speed increase to 79 mph maximum authorized speed (Tallahassee Subdivision)
  - 243 miles of CTC added (Tallahassee, P&A, PD Subdivisions)
  - 1 existing single-track drawbridge replaced with a double-track drawbridge (Chickasawbogue River)
  - 1 existing two-track drawbridge replaced with a three-track drawbridge (Three Mile Creek)

In addition to the improvements listed above, required by the operations simulation model to deliver the results obtained in the report, CSX informed HDR that there are other improvements they will require to support the implementation of passenger rail service, including the installation of Positive Train Control (PTC) on all portions of the corridor not currently so equipped, and track upgrades to deliver a reliable passenger service. These improvements are included in the cost estimates provided by CSX in Appendix C.

The operations simulations described in this report are high-level and were conducted on an accelerated schedule. Additional and more detailed operations simulation would be required in order to accurately identify all necessary infrastructure improvements and passenger timetable revisions required to accurately estimate the performance of the proposed passenger service and to eliminate impacts on forecasted future CSX freight trains, and impacts on capacity, velocity, and flexibility for freight train services in the corridor that would otherwise be available to CSX.

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1.0 Background

Photograph 1-1.



CSX's NO&M Subdivision linking New Orleans and Mobile crosses Pearl River Island in Louisiana

1.1. Reason for Study

The purpose of this operational analysis is to develop an independent estimate of new infrastructure that is likely to be required to implement scheduled Amtrak passenger rail service along the Gulf Coast of the southeastern United States on rail lines owned by CSX Transportation between New Orleans, Louisiana, Mobile, Alabama, and DeLand, Florida. The Gulf Coast passenger corridor also includes trackage owned by Amtrak and Norfolk Southern in New Orleans, and by Florida Department of Transportation between DeLand and Orlando. However, these sections of the corridor not owned by CSX were not included in this operations simulation analysis.

A provision to study the implementation of passenger rail service between New Orleans and Florida was included in the Fixing America's Surface Transportation Act, the five-year federal surface transportation reauthorization signed into law on December 4, 2015. Amtrak had been operating a triweekly passenger train, the Sunset Limited from Los Angeles, on this route until 2005, when Hurricane Katrina caused service to be suspended east of New Orleans. Section 11304 of the FAST Act required the Federal Railroad Administration to establish a passenger rail working group to evaluate the restoration of railroad passenger service in the Gulf Coast region between New Orleans, Louisiana, and Orlando, Florida. As a result, FRA established the Gulf Coast Passenger Rail Working Group,

whose mission is to plan for and recommend capital and operating solutions to restore improved passenger rail service to the Gulf Coast within nine months of the FAST Act's passage.

The Gulf Coast Working Group is led by FRA, and includes members from CSX, Amtrak, the Southern Rail Commission, local elected officials, and representatives from state departments of transportation, metropolitan planning organizations, corporations, and tribes within the states of Louisiana, Mississippi, Alabama, and Florida. The commission is charged with completing a report for the United States Congress by September 2016 that evaluates potential passenger rail service options and recommends a preferred alternative, with projected capital requirements, cost estimates, funding sources, and other actions required to implement the service.

In December 2015, Amtrak completed a feasibility study for the Southern Rail Commission entitled "Potential Gulf Coast Service Restoration Options," which recommended two options for reintroducing passenger rail service east of New Orleans: a daily extension of the long-distance City of New Orleans from Chicago eastward to Orlando along with a new state-supported daily round-trip corridor train between New Orleans and Mobile (Alternative A), or an extension of the City of New Orleans without an additional corridor train (Alternative A1) . FRA subsequently requested that CSX prepare a computer-based operations simulation of the two recommended passenger rail service options identified in the Amtrak feasibility study, Alternative A and Alternative A1, and determine the capital projects required to implement these services on the CSX-owned trackage between New Orleans and Orlando. Figure 1-1 depicts the trains and stations to be served under each alternative.

Figure 1-1. Proposed Gulf Coast Passenger Rail Alternatives Map



HDR Inc. performed an independent operations simulation of the proposed Amtrak Gulf Coast services, Alternative A and Alternative A1. The work performed by HDR included:

- Development of timetables for the proposed passenger service that reflect the proposed station stops, dwell times, train consists, and operating plan described in the Amtrak Proposal, that are compatible with the existing geometry, maximum authorized speeds, and other physical characteristics of the existing route, and that would deliver on-time performance in compliance with the requirements of the Passenger Rail Investment and Improvement Act of 2008 (PRIIA)
- Development of the necessary conceptual passenger-train required infrastructure, if any, to enable passenger trains to perform, in the year 2040, in compliance with PRIIA and the proposed timetable, e.g., station tracks or meet-pass locations required for passenger trains meeting with other passenger trains
- Estimation of the conceptual location and configuration of additional track infrastructure necessary to mitigate the effect of the proposed passenger services on CSX's freight services forecast for the year 2040.
- Estimation of the effect of the proposed passenger services on CSX's freight services forecast for the year 2040, if any, when mitigation measures have been incorporated

To aid in this study, CSX provided information about its existing infrastructure and freight operations, including timetables and freight train data (including freight train schedules, locomotives, and consist

information), and provided a framework computerized operations model so that HDR could accurately represent current CSX freight operations in the corridor. The operations simulation modeling software used by CSX and HDR for this analysis was Rail Traffic Controller © (RTC), developed by Berkeley Simulation Software, LLC. The freight train data used to build the model is considered by CSX to be proprietary and confidential. As a result, the data used to create, operate, and analyze those models was summarized only at a high level in this report.

1.2. Prior Amtrak Operations in the Corridor

Prior to the formation of Amtrak, the Louisville & Nashville Railroad, a predecessor of today's CSX Transportation, had operated both intercity passenger and commuter trains on its line between New Orleans and Mobile. The last of L&N's passenger trains on the line ended on May 1, 1971, when the National Railroad Passenger Corporation (Amtrak) assumed responsibility for providing passenger rail service across the United States.

Amtrak first operated passenger rail service in the Gulf Coast region in April 1984 during the Louisiana World Exposition, with the inauguration of the Gulf Coast Limited, a single daily round trip between New Orleans and Mobile. The train's operation was financially supported by the states of Louisiana, Mississippi, and Alabama, but when Mississippi withdrew its support, the service ended in January 1985. Amtrak reinstated the state-supported corridor train in 1996, but funding issues between the states for the service prompted its discontinuance in March 1997.

Mobile was also served by another daily Amtrak train, the Gulf Breeze, which operated between Mobile and Birmingham, and provided through-car connecting service to and from New York with Amtrak's Crescent from New Orleans. The train used the proposed Gulf Coast passenger route between Flomaton and Mobile, and operated from 1989 to 1995.

In April 1993, Amtrak extended its Los Angeles-New Orleans long-distance train, the Sunset Limited, east to Florida, operating three days per week in each direction. The Sunset Limited had the distinction of being the only true coast-to-coast passenger train in the United States, making a 3,066-mile trip between Los Angeles and Miami. The length of the route, primarily on single-track freight rail lines experiencing significant increases in commercial freight traffic, along with various schedule and service changes implemented to improve the cost-efficiency of the train's operation, impacted operating reliability and ridership. In 1996, the train's eastern terminus was cut back to Sanford, Florida, then moved again in 1997 to Orlando.

Service east of New Orleans abruptly ended in 2005 when Hurricane Katrina struck the Gulf Coast, destroying the CSX railroad line between New Orleans and Mobile. Freight rail service was restored after an extraordinary five-month rebuilding of the railroad line and its bridges, but passenger rail service has remained suspended.

1.3. Summary of Amtrak Study for SRC

Photograph 1-2.



Riders prepare to board a state-supported train in Michigan. Amtrak proposes to use similar single-level Horizon equipment for a proposed state-supported corridor train between New Orleans and Mobile.

In December 2015, Amtrak completed a feasibility study for the Southern Rail Commission entitled "Potential Gulf Coast Service Restoration Options," which identified five options for reinstating passenger rail service between New Orleans and Orlando, as follows:

Alternatives A and A1: Extend a portion of the City of New Orleans consist from New Orleans to Orlando, with (Alternative A) or without (Alternative A1) a single daily state-supported train, priced under the Passenger Rail Investment and Improvement Act, Section 209 methodology (PRIIA 209) between New Orleans and Mobile.

The study projected that Alternative A would generate an annual ridership of 153,900 passengers and would require an annual operating (and PRIIA 209 Equipment Capital) funding commitment of $9.49 million. Alternative A provided the highest total ridership among all the alternatives analyzed. Alternative A1 was projected to generate annual ridership of 138,300 passengers, the second highest among all alternatives, and require an annual operating funding commitment of $5.48 million, the lowest level of identified operating need.

Alternatives B and B1: Operate two daily state-supported round trips between New Orleans and Mobile, to be priced and funded by the state partners under the PRIIA 209 methodology without

(Alternative B) or with (Alternative B1) a Thruway bus connection between Mobile and Jacksonville with a connection to Amtrak's New York-Tampa-Miami Silver Star at Jacksonville.

Alternative B was projected to generate an annual ridership of 38,400 passengers, the lowest of all alternatives, and require an annual PRIIA 209 operating and equipment capital funding commitment of $6.97 million. Alternative B1 was projected to generate an annual ridership of 43,400 passengers and require an annual PRIIA 209 operating and equipment capital funding commitment of $8.26 million.

Alternative C: Operate one daily long distance round trip between New Orleans and Orlando. This alternative would generate annual ridership of 69,100 passengers and would require an annual operating funding commitment of $14.4 million.

None of the costs identified in the study and listed above included capital costs for track, station, signaling, or other infrastructure improvements required to reinstitute passenger service in the corridor.

The study noted that Alternatives A and A1 yielded the highest ridership demand and cost efficiency, in large part because of the ability for passengers to have a one-seat ride between Gulf Coast destinations and existing stations along the City of New Orleans route to Chicago.

The study concluded by identifying the following future steps required to continue the process of reinstating passenger service:

1. Approach the host railroads (chiefly CSX) to identify any infrastructure needs for the proposed service
2. Identify and develop operating and capital funding mechanisms to support any proposed service
3. Identify and build support from institutions which are likely to benefit from, and attract riders to, the proposed Gulf Coast service
4. Work with communities on plans to revitalize station facilities
5. Refine service proposals as a clearer picture emerges of the infrastructure environment and as marketing opportunities are developed along the route.

As part of Step 1, FRA subsequently requested that CSX perform computerized operations modeling of Alternatives A and A1 to determine infrastructure needs for service implementation under each alternative.

In its feasibility study, Amtrak prepared conceptual train schedules and consists for each option. Under Alternative A and A1, Amtrak would extend a portion of the City of New Orleans train from New Orleans through to Orlando, making intermediate station stops at Bay St. Louis, Gulfport, Biloxi, Pascagoula, Mobile, Atmore, Pensacola, Crestview, Chipley, Tallahassee, Madison, Lake City, Jacksonville, Palatka, DeLand, and Winter Park. The eastbound train would depart New Orleans in the late afternoon, Mobile in the evening, Tallahassee early the next morning, Jacksonville mid-morning, and arrive into Orlando late morning. The westbound train would depart Orlando in the early afternoon, Jacksonville late afternoon, Tallahassee in the evening, Mobile early the next morning, and arrive into New Orleans mid-morning.

Under Alternative A only, Amtrak would also operate a single state-supported round-trip corridor train eastbound in the morning and westbound in the afternoon/evening between New Orleans and Mobile,

on opposite-time-of-day schedules to the City of New Orleans, making intermediate station stops at Bay St. Louis, Gulfport, Biloxi, and Pascagoula. Table 1-1 presents the conceptual timetable developed for Alternatives A and A1 for stations between New Orleans and Orlando.

Table 1-1. Conceptual Schedules from Amtrak's 'Potential Gulf Coast Restoration Options' Report (December 2015)

Eastbound (Read Down)			Direction		Westbound (Read Up)	
Alternative A Only	Alternatives A and A1		Alternatives		Alternatives A and A1	Alternative A Only
New Orleans-Mobile	City of New Orleans		Train Time		City of New Orleans	Mobile-New Orleans
TBD 4	59		Train Number		58	TBD 3
Daily	Daily		Normal Days of Operation		Daily	Daily
		Mile	Station	Mile		
8:00 AM	Dp 5:00 PM	0	New Orleans, LA (CST)	767	Ar 9:30 AM	8:23 PM
9:13 AM	6:13 PM	56	Bay St. Louis, MS	711	7:47 AM	6:44 PM
9:35 AM	6:35 PM	71	Gulfport, MS	696	7:25 AM	6:22 PM
9:53 AM	6:53 PM	83	Biloxi, MS	684	7:07 AM	6:04 PM
10:17 AM	7:17 PM	103	Pascagoula, MS	664	6:43 AM	5:40 PM
11:13 AM	8:18 PM	143	Mobile, AL	624	6:03 AM	5:00 PM
	9:12 PM	188	Atmore, AL	579	4:10 AM	
	Ar 10:39 PM	247	Pensacola, FL	520	Dp 2:43 AM	
	Dp 10:45 PM	247	Pensacola, FL	520	Ar 2:37 AM	
	11:49 PM	296	Crestview, FL	471	1:33 AM	
	1:11 AM	363	Chipley, FL (CST)	404	12:11 AM	
	5:00 AM	449	Tallahassee, FL (EST)	318	11:10 PM	
	6:14 AM	505	Madison, FL	262	9:38 PM	
	7:04 AM	554	Lake City, FL	213	8:48 PM	
	Ar 8:15 AM	620	Jacksonville, FL	147	Dp 7:45 PM	
	Dp 8:31 AM	620	Jacksonville, FL	147	Ar 7:25 PM	
	9:36 AM	678	Palatka, FL	89	6:01 PM	
	10:21 AM	730	DeLand, FL	37	5:15 PM	
	11:02 AM	762	Winter Park, FL	5	4:33 PM	
	Ar 11:30 AM	767	Orlando, FL (EST)	0	Dp 4:15 PM	
03:13	17:30		Total Trip Time		18:15	03:23

The City of New Orleans extension equipment would be maintained overnight at Amtrak's Sanford, FL Auto Train facility. The state-supported corridor train's equipment would be maintained at Amtrak's facility in New Orleans, with contract cleaning and turnaround services provided at a new facility in Mobile. Table 1-2 presents the consist assumptions for each train under Alternatives A and A1.

Photograph 1-3.



The proposed City of New Orleans consist would use bilevel Superliner equipment.

Alternatives A and A1 assume that the City of New Orleans would operate with one P-42 locomotive, one Superliner coach, one Superliner coach-baggage, one Superliner Cross-Country Café car, and one Superliner sleeping car would operate through from Chicago to Orlando on a year-round basis, while the rest of the consist would turn at New Orleans. On some peak dates, however, an additional coach and/or the transition sleeping car from the City of New Orleans might also operate through in order to capture all ridership demand and revenue. The state-supported corridor round trip would operate with one P-42 locomotive, two Horizon coaches, and a Horizon Club Dinette (offering both food service and Business Class) in dedicated Gulf Coast service.

Table 1-2. Amtrak Alternative A/A1 Consist Proposal

Equipment Type	Units per Trainset
City of New Orleans extension	
P-42 Diesel Locomotive	1
Superliner Coach (see Note below)	1*
Superliner Cross-Country Café	1
Superliner Sleeper	1

Equipment Type	Units per Trainset
Superliner Coach-Baggage	1
Superliner Transition Sleeper (see Note)	*
State-Supported Corridor Train (Not included in Alternative A1)	
P-42 Diesel Locomotive	1
Horizon Coach	2
Horizon or Amfleet I Club Dinette	1

Note:
City of New Orleans trainset will run with a second Superliner Coach or a Transition Sleeper on demand during peak season.

2.0 Organization and Structure of Report

Photograph 2-1.



Claiborne siding is a signaled siding on the NO&M Subdivision.

This report begins with a discussion of the background and reasons for the study (Chapter 1). A detailed look at existing infrastructure and operations follows (Chapter 3), including a discussion of the most significant existing operational challenges that prevent passenger rail service from being implemented in the corridor without infrastructure improvements to enable a consistent, reliable, on-time performance.

Chapter 4 discusses the computer-based operations modeling software and the development of modeling cases to simulate existing operations and determine the effects on future operations of the

proposed passenger rail service, the outputs that would be recorded, and the parameters for randomization. Chapter 6 discusses the parameters and assumptions of the operations simulation model, including the geographic limits of the model, the timeframes being modeled, the types of trains being modeled, and their performance characteristics. Chapter 7 presents the result of the modeling.

3.0 Existing Corridor Infrastructure and Operations

Photograph 3-1.



A CSX merchandise freight departs Moncrief Yard and approaches the Beaver Street interlocking in Jacksonville.

3.1. Infrastructure

3.1.1. Basic Parameters of Infrastructure

The proposed Gulf Coast passenger corridor uses approximately 718 miles of CSX-owned freight rail lines between New Orleans, Louisiana, and DeLand, Florida. The corridor encompasses seven different subdivisions with dispatching and management divided among two different CSX operating divisions. The Atlanta Division manages operations and dispatches the portion of the route between New Orleans and South Pensacola, whereas the Jacksonville Division manages operates and dispatches the portion of the route between South Pensacola and DeLand. The Gulf Coast passenger corridor also includes trackage owned by Amtrak and Norfolk Southern in New Orleans, and by Florida

Department of Transportation between DeLand and Orlando. However, these sections of the corridor not owned by CSX were not included in this operations simulation analysis.

The track infrastructure, method of operation, and signaling vary greatly among the seven different subdivisions. Infrastructure in the heavily used parts of the corridor between New Orleans and Mobile, and in Jacksonville, consists of frequent passing sidings or sections of double main track, with switches and signals remotely controlled by the train dispatcher. Less heavily used portions of the corridor in the Florida Panhandle are not signaled and require trains to operate upon receipt of verbal movement authority from a train dispatcher. The means by which a train is granted the right to operate over a portion of railroad track is called Movement Authority. The CSX lines in the proposed Gulf Coast passenger corridor operate under one of the following three types of Movement Authority (the definitions below are based on CSX's "Operating Rules" dated January 1, 2014):

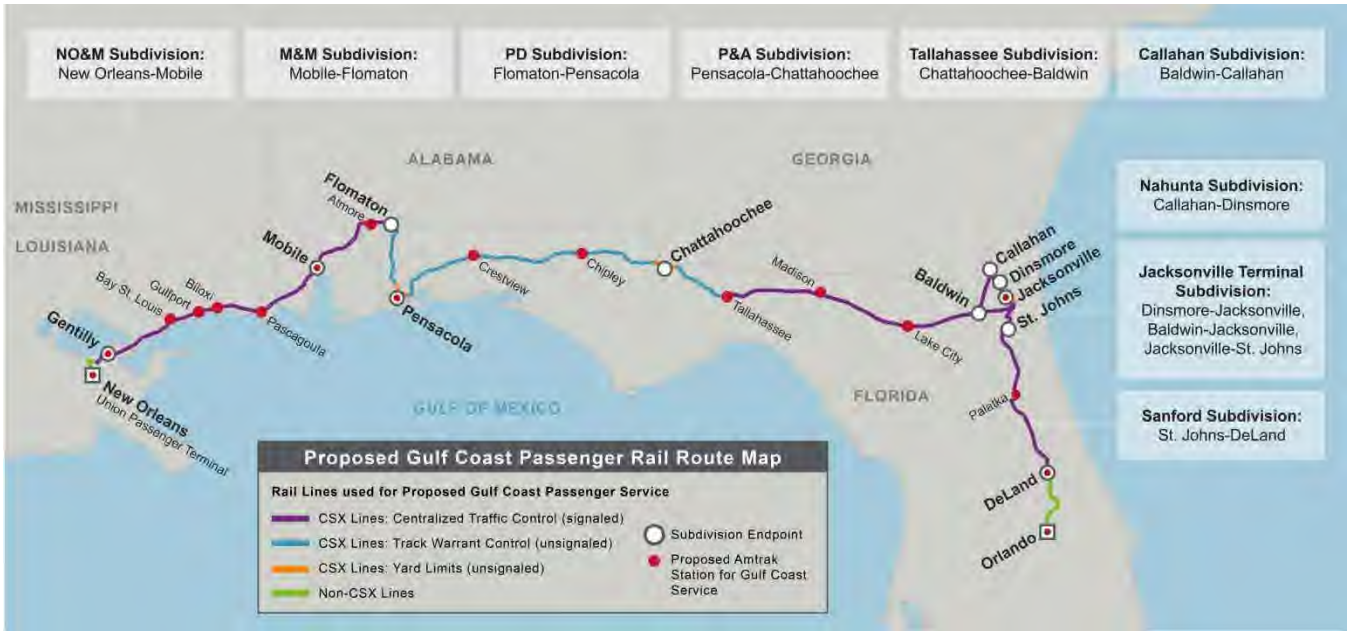
Centralized Traffic Control (CTC): Movement is authorized through the use of wayside signals that are controlled remotely by a train dispatcher.

Track Warrant Control (TWC): Movement is authorized through verbal authority granted by a train dispatcher. The dispatcher issues a Track Warrant over the radio that dictates the beginning and ending limits of the line segment that the train is authorized to move through. On CSX lines, TWC is in effect on lines that are unsignaled.

Yard Limits: Movement through a designated terminal area that is authorized by a train dispatcher, either through verbal authority or the operation of remotely controlled signals (if the line is so equipped). Trains are required to operate through Yard Limits on the main track at a speed that permits stopping within one-half the range of vision, stopping short of any obstruction or Stop signal, not to exceed 20 mph until the leading end reaches the far limits.

The Code of Federal Regulations (49 CFR Part 236.0) limits maximum passenger train speeds to 59 mph on lines not equipped with signals, and 79 mph on lines equipped with signals but not equipped with automatic cab signaling, automatic train stop (ATS), or an automatic train control (ATC) system to stop a train in the event of a signal override. None of the CSX lines in the proposed Gulf Coast passenger corridor are equipped with cab signaling, ATS, or ATC. CSX is in the process of installing positive train control as an overlay to its CTC-signaled lines between New Orleans, Mobile and Montgomery, and between the Jacksonville Terminal area and DeLand. Figure 3-1 shows each of the CSX subdivisions that comprise the proposed Gulf Coast passenger rail corridor.

Figure 3-1. Proposed Gulf Coast Passenger Rail Route Map



The proposed Gulf Coast passenger corridor is comprised primarily of lines with a single main track over which trains move in both directions. Meets between trains take place at designated auxiliary tracks, called sidings, located at varying intervals of distance. Many lines in the Jacksonville terminal area, and to a lesser extent in the Mobile and New Orleans terminal areas, are equipped with two main tracks, which allow two trains to meet or pass without conflict.

Lines in the Gulf Coast corridor are equipped with two different types of sidings, which have implications for operations on the line.

Signaled Siding (SSDG): A signaled siding is equipped with block signals that govern train movements on the siding.

Controlled Siding (CSDG): A track designated as a controlled siding is used for the purposes of meeting and passing trains. In signal territory, signals do not govern movement on the siding. Entrance and exit signals only authorize trains to enter or leave the siding.

Controlled sidings have signals at each end that authorize movement into and out of the siding through the siding turnout. However, the siding track itself is not bonded or signaled. As a result, trains are required by the operating rules to enter and move through the siding at Restricted Speed, which is a speed that permits stopping within one-half the range of vision, but not exceeding 15 mph, as designated in the CSX employee timetable. Movement departing the siding, on signal indication, is limited to no more than 20 or 25 mph, as designated in the employee timetable. On lines without signals, maximum speeds on controlled sidings are designated in the employee timetable as either 10 or 15 mph.

By contrast, speeds on signaled sidings are controlled by signal indications, enabling trains on CSX lines to enter those sidings at speeds between 20 mph and 30 mph as designated by the signals and shown in the employee timetable.

Drawbridges over navigable waterways present another pervasive and significant operating constraint on the corridor, as passenger trains may not proceed across them at more than 30 mph, and freight trains are limited to 25 mph. (the one exception is the Industrial Canal drawbridges in New Orleans, which has a track speed of 40 mph for passenger trains on Track 1 and 20 mph on Track 2, but restricts all freight movements to 20 mph.) In addition, bridge openings, which could last up to 30 minutes, force all train movements in the vicinity of the drawbridges to come to a stop until the bridge is lowered. Bridge openings occur at random and can delay approaching trains at any time, regardless of a train's priority.

Table 3-1 below presents some basic infrastructure characteristics of each subdivision in the proposed Gulf Coast passenger corridor. Under current operating conditions, the capacity of the infrastructure in the corridor and the CSX freight train operating plan for it are closely matched. The operating plan has been designed to utilize the existing infrastructure to deliver the maximum value to rail customers. There is very little spare track capacity in this corridor.

Table 3-1. General Infrastructure Characteristics of Subdivisions Comprising the Proposed Gulf Coast Passenger Corridor

Subdivision (Division)	Endpoints	Miles	Movement	Main Tracks	Passenger MAS	Drawbridges	SSDG	CSDG
NO&M (ATL)	New Orleans-Mobile	138.5	CTC	1-2	79 mph	7	3	7
M&M (ATL)	Mobile-Flomaton	58.2	CTC	1-2	79 mph	5	4	3
PD (ATL)	Flomaton-Pensacola	37.8	TWC	1	59 mph	0	0	3
P&A (JAX)	Pensacola-Chattahoochee	165.7	TWC/YL	1	59 mph/ 20 mph	2*	0	4
Tallahassee (JAX)	Chattahoochee-Baldwin	189.5	TWC/CTC/YL	1	50 mph**/ 20 mph	0	4	10
Jacksonville Terminal: SP Line (JAX)	Baldwin-Jacksonville	18.0	CTC	1-2	79 mph	0	1	1
Jacksonville Terminal: A Line (JAX)	Jacksonville-St. Johns	8.8	CTC	1-2	79 mph	0	0	0
Sanford (JAX)	St. Johns-DeLand	101.4	CTC	1	79 mph	3	9	0

Notes:
*One drawbridge on the P&A Subdivision is permanently lined and locked for train movements.
**Passenger MAS will be increased to 79 mph between Tallahassee and Baldwin as part of the proposed passenger rail restoration

A discussion of each specific subdivision follows.

3.1.2. NO&M Subdivision

Photograph 3-2.



CSX intermodal train Q145 rolls beneath the Mobile Convention Center on its journey to New Orleans.

The NO&M Subdivision extends 138.5 miles between New Orleans and Mobile. The line runs in sight of the Gulf of Mexico at several locations, and serves the major intermediate cities of Bay St. Louis, Gulfport, Biloxi, and Pascagoula. The line is signaled with Centralized Traffic Control, and Positive Train Control has also been installed.

CSX has significant freight terminals at each end of the NO&M Subdivision. New Orleans is a major railroad gateway where CSX interchanges cars with five other Class I railroads and a local terminal railroad. Mobile generates substantial local industrial traffic, contains a seaport that receives unit trains of export coal and grain, and is an interchange point between CSX and two Class I railroads, one regional railroad, and a terminal railroad. In between the two major cities, Bayou Cassotte Yard near Pascagoula also generates substantial rail traffic, and is the base for four local trains.

The NO&M Subdivision is primarily single track with passing sidings, but has sections of double main track at each end. At the south end in New Orleans, the NO&M Subdivision begins as a double-track line at the junction with Norfolk Southern's Back Belt, and continues 2.4 miles north to CSX's Gentilly Yard. One main track exists in the 2.1-mile segment past Gentilly Yard, then double main track resumes for 6.1 miles north to control point Michoud. At the other end of the subdivision, in Mobile, a 1.8-mile section of double main track feeds into CSX's Sibert Yard.

Approximately 20 percent of the 138.5-mile line is equipped with additional track to allow for the meeting or passing of mainline trains, of which 10.0 miles is designated as second main track and 17.4 miles is contained in sidings. The line has 10 passing sidings, three of which are signaled sidings.

Train lengths are growing on this line, and many trains today are operating at 9,000 to 10,000 feet in length, which prevents the use of the shorter sidings for meet/pass events. There are only a limited number of places that long trains like these can pass. As a result, trains may have to hold at the longer sidings and wait for longer time periods to pass other long trains. If there are too many long waits, a train crew may exhaust its hours of on-duty time before reaching the terminal (federal law limits train crews to a maximum of 12 hours on duty), in which case a new crew must be summoned and brought to the train to resume its operation.

The predominance of controlled sidings, instead of signaled sidings, creates operational delays, as trains cannot enter a controlled siding at a speed greater than 15 miles per hour. With train lengths of 8,000 feet or more common on this line, a train might need up to 20 minutes to enter a siding, causing delays for following trains and increasing wait times for trains holding the main track waiting to complete the siding meet.

Photograph 3-3.



Brookley siding is the longest on the NO&M Subdivision, at 10,395 feet, but is often used as a staging track for trains waiting to enter Sibert Yard in Mobile, preventing it use for meets. Grade crossings near both ends of the siding, and a customer switch off the main track (at right) further complicate operations at Brookley.

The average siding length on the subdivision is 8,066 feet, and only one siding exceeds 10,000 feet in length. Other sidings, such as Gautier, Beauvoir, and Harbin, exceed 7,000 feet in length but are bisected by road crossings, which limits their “clear length” (the length a train could wait in the siding

without blocking a grade crossing) to about 5,000 feet. The longest siding on the line is Brookley, the first siding south of Mobile, at 10,395 feet. It is often used to stage trains waiting to setout or pickup cars at Sibert Yard in Mobile, preventing its use for meets between trains departing from or passing through Mobile without work. Just south of Brookley siding is the at-grade crossing of Navco Road. This road provides the only access to a residential neighborhood, and prevents the Brookley siding from being extended south for any significant distance.

Photograph 3-4.



Rigolets drawbridge opens 15 times per day, on average, and will delay trains for 24 minutes or more per opening.

Operational delays are also caused by the line's seven drawbridges over navigable waterways. All of the drawbridges are staffed with an on-site bridge tender, and six of the seven are staffed 24 hours a day. (The seventh drawbridge is staffed during daylight hours only on two shifts.) Marine traffic has priority and the bridges open on demand at random. One bridge opening could delay a train a minimum of 7 to 30 minutes, and produce cascading delays down the line. Track speed for freight trains across each drawbridge is 25 mph, less than half the line's maximum authorized freight train speed of 60 mph, further slowing operations. When bridge tenders change shifts, they typically use a hi-rail vehicle (a vehicle equipped with both rubber tires and flanged wheels to operate on both roadways and railroad tracks) to transition between the bridge and an employee parking area. This transitioning move with the hi-rail vehicle could block the main line for up to an hour.

The region's flat terrain and closely spaced coastal cities have caused a large number of highway grade crossings to be built across the railroad line. In the 139 miles of NO&M Subdivision trackage between New Orleans and Mobile, there are 152 road crossings equipped with automatic warning devices. Half of those crossings (75 of them) are bunched into one 30-mile segment of the rail line

between Biloxi and Bay St. Louis. To keep trains moving safely through this area, freight and passenger trains are held to a speed of 45 mph in this 30-mile segment, except for four sections of about 2 miles or less each where speeds are slightly higher (60 mph for passenger trains, 50 to 60 mph for freight).

Photograph 3-5.



The Gulf Coast corridor passes through several cities where closely spaced grade crossings restrict operating speeds. Between Biloxi (above) and Gulfport, grade crossings are as close as a tenth-mile apart.

The NO&M Subdivision crosses four other railroads on at-grade railroad-to-railroad crossings (commonly called “diamonds” due to their shape on a map) at New Orleans (Norfolk Southern at NO&NE Tower and New Orleans Public Belt by the Industrial Canal), Gulfport (Kansas City Southern), and Mobile (Canadian National). Track speeds across the diamonds in Gulfport and Mobile are 45 mph. In New Orleans, speeds across both diamonds are restricted to 40 mph for passenger trains on Track 1, 20 mph for passenger trains on Track 2, and 20 mph for freight trains on both tracks. Cross-traffic on the diamonds at Gulfport and Mobile is minimal, occurring approximately two to four times per day on average.

Long, heavy merchandise freight trains make up more than half of the train traffic on the NO&M Subdivision. Three scheduled intermodal trains also operate between Mobile and New Orleans three to six days per week. Train crews based at Mobile operate trains to New Orleans, then bring a train back. The line also sees occasional bulk trains of windmill parts or other commodities operating to and from New Orleans. Once a week, CSX will run a rock train of 65 to 95 cars to serve one or more of the three stone distributors on the line at Theodore, Gautier, and Long Beach. The rock trains will leave a block of 30 or 35 cars at one site, then continue to the next site and leave another block of 30 or 35 cars (if

serving all three sites) before continuing on, or terminate at the second site with 60 or 65 cars. Once all the cars are delivered, the locomotives will operate to a yard, then return to the sites a few days later to pick up the empty rock cars and head back to the quarry. Longer bulk trains with 150 cars of export coal will operate to the Port of Mobile about three to four times per week. In winter, one unit train per day of export grain will typically operate to the Port. More recently, unit pipe trains have been originating at the Port of Mobile destined to receivers in Georgia and Florida.

Six local freight trains, as well as yard jobs at Mobile, serve customers along the route. One local works out of Gentilly Yard in New Orleans and operates as far north as Long Beach; four locals based at Bayou Cassotte yard in Pascagoula switch customers between Gulfport and Saint Elmo and transfer cars to and from Mobile; one local based out of Sibert Yard in Mobile works as far south as Theodore. A Mobile yard job will also work an industrial park off the main line south of the city at Brookley. Industrial parks in Mobile, Pascagoula, and New Orleans are significant generators of local traffic.

While the sidings and drawbridges create operational impediments across the subdivision, the largest persistent delays to trains occur around the two terminal areas of New Orleans and Mobile. In the railroad gateway of New Orleans, operations and track availability at CSX's Gentilly Yard are heavily influenced by the regularity with which cars can be transferred to connecting railroads. Incoming trains at New Orleans commonly wait outside of the terminal until space becomes available in the yard. When that occurs, trains will wait on double-track sections near the yard, or on passing sidings farther away, which then prevents those sidings from being used to meet other trains. Delays also increase the risk of a crew's on-duty time running out before the train has reached the yard.

As CSX train lengths have grown, the time required to reclassify inbound and outbound trains has also increased, which also affects the yard's ability to accept incoming CSX traffic. Outbound trains of 6,000 to 10,000 feet are commonly built at Gentilly Yard. Trains are built from cuts of cars stored on two or more yard tracks, then combined and air-tested on the main track or one of the few receiving and departure tracks. Especially long trains may require the use of a radio-controlled locomotive placed at the rear or in the middle of a train's consist (a practice called distributed power). Building long trains with a distributed power locomotive will require 4 to 6 hours of assembly time.

Photograph 3-6.



Sibert Yard in Mobile is a hub for Gulf Coast rail traffic, but poses significant operational constraints. This view, looking north from the south throat of the yard, shows the main track (left), drill tracks, and hand-throw crossovers used by mainline freights and switch crews.

Congestion around Mobile is also a daily occurrence, and caused by several different factors. The most common are:

- Two drawbridges north of Sibert Yard that open frequently, delaying both yard switching and mainline operations.
- The lack of available space to expand Sibert Yard, which requires merchandise trains with setouts and pickups to stop on the single mainline track while the locomotives enter the yard to work, frequently blocking the siding, the switching leads, and even city grade crossings. Trains typically take 2 to 3 hours to work the yard.
- Crew changes that must be made by all trains passing through the city
- The track configuration at the Alabama State Docks, which requires export coal trains to be broken up and delivered in two cuts, causing the rear cut to remain outside the terminal during delivery, blocking the universal interlocking at Choctaw where the double-track section to the Mobile yard starts
- Canadian National trains that cross the CSX line on an at-grade diamond approximately 2 to 4 times per day
- Terminal Railway Alabama State Docks trains that request authority for the temporary use of the CSX line to for additional track space (head room) when switching long cuts of cars at its yard next door to CSX

Given all of the operating variables encountered by trains between New Orleans and Mobile, as described above, train performance in the corridor will vary significantly by day. CSX calculations indicate that a freight train could operate unimpeded between New Orleans and Mobile in about 4 and a half hours. However, to account for the unpredictable operating variability experienced during each trip, most merchandise freight trains have trip plans that add another 2 and a half to 3 hours to the scheduled running time, for total trip times of 7 or 8 hours across the NO&M Subdivision.

3.1.3. M&M Subdivision

Photograph 3-7.



Chickasawbogue River drawbridge is one of the most significant operational bottlenecks on the M&M Subdivision, owing to its location near the north throat of Sibert Yard in Mobile, its frequent openings, and its single-track track span that limits track capacity approaching the Mobile terminal.

The M&M Subdivision extends 180.2 miles between Mobile and Montgomery. Passenger trains on the proposed Gulf Coast corridor would use only the western segment between Mobile and Flomaton, 58.2 miles, at which point the route to Jacksonville diverges at a wye. (A wye is an arrangement of tracks shaped like a triangle that enables trains to move in three different directions.) Three different freight traffic flows on CSX use the M&M Subdivision at various points:

- New Orleans-Atlanta/Birmingham traffic uses the entire line between Mobile and Montgomery
- New Orleans-Florida traffic uses the line between Mobile and Flomaton
- Florida-Atlanta/Birmingham traffic uses the line between Flomaton and Montgomery

The most heavily used line segment of the M&M Subdivision is the portion between Mobile and Flomaton, which sees an average of 13 through freight trains per day, not including local trains.

Between Mobile and Flomaton, the M&M Subdivision crosses multiple navigable rivers and tributaries of Mobile Bay as it heads inland away from the Gulf of Mexico. The line passes through the manufacturing and recreational center of Atmore before reaching the railroad junction at Flomaton. The line is signaled with Centralized Traffic Control, and also has Positive Train Control installed.

The M&M Subdivision is primarily single track with passing sidings, but has sections of double main track at each end. Near Mobile, a 2.7-mile segment of double main track is in place at a point between two navigable tributaries of the Mobile River. There is also a 2.2-mile section of double track at Flomaton. There are seven passing sidings, of which four are signaled sidings that allow for quicker entries into the siding and more efficient meets. Two of the signaled sidings exceed 10,000 feet in length. Some sidings, however, are used by local freight trains or rock trains for extended periods, which prevents their use for meeting or passing main line through trains. Daytime local train M703 between Mobile and Atmore can occupy the Bay Minette siding for 3 to 6 hours a day while switching customers. Rock trains with cars for an asphalt plant in Bay Minette will leave those cars at Hurricane siding until the plant is able to receive them, rendering the siding unavailable for meeting trains. When export coal and grain traffic volume is heavy, bulk trains destined for the Port of Mobile may be staged at Nokomis siding until space in the terminal is available.

Two northbound merchandise trains have scheduled pickups at Sibert Yard in Mobile. These pickups could add up to 6,000 feet of train length, which would cause the full length of the train departing Mobile to exceed the length of sidings along the M&M Subdivision. On those occasions, meets with opposing trains must be carefully planned to ensure that they occur at sidings where the opposing train is able to fit. Depending on the opposing train's length, such meets may be confined to very specific sidings on the M&M Subdivision, which could delay operations while waiting for the trains to arrive at the prescribed meeting point and pass each other.

The same congestion issues around Mobile terminal that affect operations on the NO&M Subdivision (described in the previous section) similarly affect operations on the M&M Subdivision approaching Mobile. All but one southbound merchandise freight is scheduled to make a setout or pickup at Sibert Yard in Mobile. Trains will often be held on the double track north of Mobile, or sidings even farther away, waiting for their turn to proceed, one at a time, through the Mobile terminal. During these extended waits, a train crew's on-duty time may run out, requiring a new crew to be called to bring the train into Mobile.

The other significant operational impediment on the M&M Subdivision are the five drawbridges in one 13-mile segment of track north of Mobile. Two of these drawbridges, Mobile River and Chickasawbogue Creek, open up to 20 times a day, blocking the line for up to 30 minutes per opening. A third bridge, Three Mile Creek, is located at the northern end of Sibert Yard in Mobile, and contains both the M&M Subdivision's mainline track and the switching lead for the yard. It opens 5 times a day on average, typically for 16 to 20 minutes at a time, blocking both mainline movements on the M&M Subdivision and switching activities in Sibert Yard.

The Flomaton wye is also an operational bottleneck. Only one train at a time can enter or exit the PD Subdivision at the Flomaton wye, whether headed south on the M&M Subdivision to New Orleans or north on the M& Sub to Montgomery. Trains operating between Montgomery and Florida that use the northeast quadrant track experience the biggest delays at Flomaton. Only one northeast quadrant track is available for movements from Florida to Montgomery. Similarly, only one southeast quadrant track is available for movements from Florida to New Orleans, However, trains on the southeast quadrant can pass each other immediately south of the Flomaton wye on 2.2 miles of double main track headed toward New Orleans. There is no equivalent opportunity for trains on the northeast quadrant to pass each other north of the wye. The M&M Sub has a double main track through Flomaton that continues north for 3.7 miles. But trains on the northeast quadrant wye track at Flomaton are limited to using only one of the two main tracks headed north to Montgomery. A crossover exists by the wye that has the potential to allow for the use of either main track headed north, but the crossover is not equipped with powered turnouts, only hand-throw turnouts. Rather than halt operations through Flomaton so a train crew can stop, step off the train, line the hand-thrown turnouts, wait for the entire train to pass, then reline both turnouts and return to the head end of the train, dispatchers plan meets between trains at sidings located farther away from the Flomaton wye. The next siding north of Flomaton where opposing trains destined to and from the PD Subdivision could pass is at Brewton, 9.9 miles away, but that siding has a length of just 5,500 feet. Longer trains would have to be held at Castleberry siding, which is 22 miles north of Flomaton. One northbound freight from Pensacola to Birmingham, Q520, is scheduled to make a pickup at Flomaton, and holds one of the two main tracks at Flomaton when it does, forcing all traffic onto Track 2, which is the main track that connects to the PD Subdivision wye. This restricts mainline movements in any direction through Flomaton.

The majority of trains on the M&M Subdivision are merchandise and intermodal freight trains destined to and from New Orleans. Bulk trains of export coal and grain also operate from northern loading points to the Port of Mobile. Domestic coal trains operate from the North to power plants in Florida, exiting the line at Flomaton to head east. Bulk trains of windmill parts originating in Florida will operate to Memphis (via Montgomery) or New Orleans. Bulk trains of pipe originate at Mobile, destined for Florida or Georgia. Rock trains from quarries in Alabama, Georgia, and the Carolinas will operate south from Montgomery and Flomaton to asphalt plants and stone distributors located in Florida or between Mobile and New Orleans.

Given the operational uncertainties caused by the large number of drawbridges, the Flomaton bottleneck, the lack of siding capacity when locals are working, and the potentially lengthy waits for trains to enter Mobile terminal, most merchandise freight trains are allotted travel times of 3 to 4 hours to cover the 58 miles between Mobile and Flomaton.

3.1.4. PD Subdivision

The PD Subdivision extends 37.8 miles from Flomaton to South Pensacola in the verdant Escambia River valley. (The initials PD refer to the railroad line's former name, Pensacola District.) The line is not signaled. Trains receive authority to operate over it via track warrant authority issued over the radio by a dispatcher in Atlanta. The PD Subdivision handles two distinct traffic flows for CSX: Jacksonville-New Orleans and Jacksonville-Montgomery. Flomaton, at the western end of the subdivision, is the junction where the traffic flows part ways, headed either north to Montgomery or south to New Orleans.

The line is single track, with three passing sidings, all of them controlled sidings. Only one of the three sidings, Molino, is more than 9,000 feet in length, although it is bisected by two grade crossings at its south end. The other two sidings are shorter (5,830 feet and 3,000 feet) than most of the train lengths that use the line, and also have customer industrial tracks connected to them that are worked by local M733 between Pensacola and Flomaton. Molino siding, the longest one, has self-restoring switches, while the other two sidings, Gonzales and Cantonment, have spring switches.

Daily daytime local train M733 regularly ties up the mainline and sidings at Gonzales and Cantonment to switch customers, which can delay through freight movements. On days with heavy through traffic, the local may not have time to complete all of its work.

There is limited storage space for freight trains at Pensacola, so the yard typically has to send a train out before it can bring one in. If the paths through Pensacola for mainline trains are blocked, trains on the PD Subdivision will have to hold at the Molino siding, 16 miles away, until track space becomes available. Similarly, Molino siding may be used as a staging point for trains waiting to pass through the Flomaton wye, 20 miles away. The track arrangement at the wye only allows one train at a time to entire or exit the PD Subdivision, and Molino is the closest siding on the line to the wye.

Given the lack of long sidings on the PD Subdivision, if two trains of more than 9,000 feet moving in opposite directions need to use the line, one must hold on an adjacent subdivision and wait for the other train to arrive. Long trains have become more common on the PD Subdivision in recent years. Coal trains, which operate 2 to 3 times per day, are typically 170 cars long, exceeding 9,300 feet in length. Merchandise freights between New Orleans and Waycross will stretch from 6,000 to 14,000 feet on the PD Subdivision. Freight trains typically take about 2 hours to travel between Pensacola and Flomaton.

Traffic volume on the PD Subdivision includes one pair of New Orleans-Jacksonville intermodal trains, five merchandise freight trains, one local train, and two to four bulk trains per day, on average. Bulk trains of coal operate to Florida power plants, and bulks trains of rock operate to asphalt plants and stone distributors throughout Florida, including a plant at Cantonment on the PD Subdivision, where rock trains destined to Pensacola and DeFuniak Springs will make a set-out. Three days per week a unit train of windmill parts departs Pensacola, bound for interchange at Memphis or New Orleans.

3.1.5. P&A Subdivision

The 165.7-mile P&A Subdivision crosses the Florida panhandle, linking the cities of Pensacola and Chattahoochee, and passing through the cities of Crestview, DeFuniak Springs, Chipley, and Cottondale. (P&A is an abbreviation of the line's former name, Pensacola & Atlantic.) The line is not signaled. Trains receive authority to move through track warrants issued over the radio by the train dispatcher. Each end of the P&A Subdivision is located at a CSX crew change point and terminal where train operations are governed by Yard Limits. These limits restrict movements to a speed that will enable a train to stop within one-half the range of vision and no higher than 20 mph. In Pensacola, the Yard Limits extend for 6.0 miles, while in Chattahoochee the Yard Limits extend for 2.7 miles through Boykin Yard, then continue for another 3.9 miles on the adjacent Tallahassee Subdivision.

The P&A Subdivision is a single-track line with passing sidings. All sidings are controlled sidings, with half of them spaced at distances of 30 to 50 miles apart. The average spacing between sidings on the P&A Subdivision is 33.1 miles. The travel times for freight trains between sidings are approximately 90 minutes, resulting in lengthy waits for train meets. Of the four controlled sidings used for meets on the 166-mile P&A Subdivision, two exceed 10,000 feet in length. All sidings are equipped with self-restoring power-operated switches at each end. The yards at each end of the subdivision are used to switch and stage cars for local customers, but are not typically used to meet or pass through freight trains, with the exception of short unit rock trains.

A civil ordinance restricts train speeds to 25 mph for 1.2 miles through the city of Chipley. Trains are also limited to 25 mph across the automatic at-grade diamond with the Bay Line Railroad at Cottondale, and to 25 mph across the Blackwater River drawbridge in Milton. (A second drawbridge, across the Apalachicola River outside Chattahoochee, is within Yard Limits territory and is continuously locked and lined for rail movements.)

Goulding Yard in Pensacola is a crew change point, and originates a daily round-trip merchandise freight train to Birmingham. Pensacola also generates significant local traffic. A yard job serves the Port of Pensacola and weekday nighttime local M734 switches customers between Pensacola and Milton, 25 miles north. Afternoon local M735 operates from Pensacola to Chattahoochee three days per week, returning the following day as local M736.

There is limited storage space for freight trains at Pensacola, so Goulding Yard typically has to send a train out before it can receive one in. Merchandise trains with setouts and pickups at Goulding Yard either work the yard off the main track or Receiving/Departure track 1. No other yard tracks are long enough to hold a full train. If the main track and R/D track are blocked, a southbound train will have to hold at the first siding north of Pensacola, 15 miles away in Avalon, until track space becomes available. On occasion, a New Orleans-bound merchandise freight may have to leave cars at Pensacola or be staged there, in order to space the arrivals of long trains at New Orleans to no less than every 6 to 8 hours.

Chattahoochee Yard has similar space constraints. If the main track through the terminal will be occupied for an extended period, northbound train crews on the P&A Subdivision may tie down their train and go off duty on the main track at Marianna, about 20 miles away. Once track space opens up, a yard crew from Chattahoochee will taxi out to the train and bring it in. To compensate for the long distances between sidings, southbound trains will be staged at Chattahoochee, then sent out in succession for planned meets with an opposing train at Chipley siding, 42 miles away.

Approximately half the trains on the P&A Subdivision are unscheduled bulk trains, primarily carrying either coal or rock. Coal trains operate two to three times per day. The line also sees three merchandise freight trains between New Orleans and Waycross and one pair of New Orleans-Jacksonville intermodal trains. Given the distances between sidings, trains on the P&A Subdivision are often fleeted, and follow each other in succession northbound or southbound across the subdivision.

There are five asphalt plants and stone distributors on the P&A Subdivision that receive carloads of rock loaded at quarries throughout the Southeast. The plants are located at Pensacola, Avalon, Galliver, DeFuniak Springs, and Marianna. Unit trains from the quarry operate to the P&A Subdivision,

then drop cuts of cars along the way at various plants according to the train's trip plan, with the light power tying up at Pensacola or Chattahoochee. A few days later, the light power will reverse and pick up empty cars from the plants until a full train is built for the destination quarry. Rock trains will work off the siding or the mainline track, depending on the location. Storage sidings at Avalon, Galliver, and DeFuniak Springs can hold 20 to 30 rock cars. Rock trains for Marianna must work off the main track.

An unimpeded trip between Pensacola and Chattahoochee would take about 5 and a half hours, but southbound merchandise freight trains are allotted 8 hours for the trip to account for the extended wait times at the limited number of sidings.

3.1.6. Tallahassee Subdivision

Photograph 3-8.



West Baldwin siding is located at the eastern end of the Tallahassee Subdivision.

The Tallahassee Subdivision extends for 189.5 miles from Chattahoochee in the Florida Panhandle to Baldwin in suburban Jacksonville, serving the intermediate cities of Tallahassee, Greenville, Madison, Live Oak, and Lake City. The eastern 150 miles of the line between Baldwin and Tallahassee are signaled, with Centralized Traffic Control installed. The CTC signaling ends at GF&A Connection west of downtown Tallahassee, where CSX's Bainbridge Subdivision diverges to Bainbridge, Georgia. Between Tallahassee and Chattahoochee, the Tallahassee Subdivision is unsignaled. Trains operate under Track Warrant Control between the GF&A Connection and the North Chattahoochee Yard Limits, approximately 36 miles, then operate under 4 miles of Yard Limits through the Chattahoochee terminal area.

The line crosses two railroads on at-grade diamonds. The NS diamond at Lake City is protected with an electric locked gate; speed across the diamond is 40 mph. At Greenville, the Georgia & Florida Railway crosses at an automatic diamond; trains are restricted to 20 mph across it. A city ordinance in Tallahassee restricts trains to 35 mph for 3.1 miles through Florida's capital city.

The Tallahassee Subdivision is single track with passing sidings. Only one siding, Douglas City with a length of 7,920 feet, is available to meet trains in the 40-mile unsignaled section between Chattahoochee and Tallahassee. In the 150-mile signaled section between Tallahassee and Baldwin, there are 13 sidings, four of them signaled and with lengths of more than 8,000 feet. One signaled siding exceeds 10,000 feet. Among the other 9 controlled sidings, five have a length of 8,000 feet or more; the other four are between 3,000 and 5,000 feet and thus have limited capabilities for meet/pass events. Despite lengths of 8,000 feet or more, some of the longer sidings on the Tallahassee Subdivision are bisected by highway grade crossings, which limits the clear length that can be used to hold trains waiting for meets. For example, the only siding on the line of more than 10,000 feet in length, Madison, is bisected by two grade crossings near its midway point. The yards in Chattahoochee and Tallahassee are not long enough to be used for meets between through trains, and have limited track space.

Maximum speed on the Tallahassee Subdivision for both freight and passenger trains is 50 mph, although passenger train speeds had been 79 mph when regular Amtrak passenger rail service was being operated.

The preponderance of traffic on the Tallahassee Subdivision is made up of three merchandise freight trains between New Orleans and Waycross, two to three coal trains a day headed to and from Florida power plants, unit rock trains destined for area distributors, and one pair of scheduled New Orleans-Jacksonville intermodal trains. In addition, four local freight trains work different portions of the line. Nighttime locals based at Tallahassee and Lake City work Monday-Friday, switching customers between Chattahoochee and Lake City. A daytime local at Baldwin works the line between Baldwin and Lake City on weekdays. Fertilizer plants, grain coops, and other local freight customers line the route. Locals work off the main line and sidings in order to switch customers. The sidings in Lake City and Sanderson, in particular, will be occupied by daytime local train M744 out of Baldwin for extended periods. Midway, about 10 miles south of Tallahassee, has an asphalt plant that is the first set-out location for unit rock trains from Georgia headed toward Chattahoochee and customers on the P&A Subdivision. Tallahassee Yard is used for local work only. However, merchandise freight trains with setouts and pickups there can use a 2.2-mile running track to work the yard, keeping the main track clear.

With no stops, the typical travel time for a freight train between Chattahoochee and Baldwin is approximately 5 hours, although merchandise freight trains are typically allotted 8 or 9 hours, to account for meets and a set-out at Tallahassee.

3.1.7. Jacksonville Terminal Subdivision

Photograph 3-9.



A CSX light engine moves threads through the Beaver Street interlocking on its way to Moncrief Yard.

The Jacksonville Terminal Subdivision controls most of the mainline trackage in and around the Jacksonville metropolitan area. In broad terms, the terminal region is shaped like a triangle. Trains from northern originations (including CSX's I-95 Corridor from New York and its Southeastern Corridor from Chicago) headed to Florida destinations enter the state on CSX's double-track Nahunta Subdivision, the former Atlantic Coast Line route now nicknamed the A Line. About 20 miles north of Jacksonville, the main lines split at a junction called Callahan, which forms the top of the triangle. Trains headed south to Jacksonville and Orlando continue operating south on the Nahunta Subdivision, which forms the right-hand side of the triangle; this line officially becomes part of the Jacksonville Terminal Subdivision at the Dinsmore interlocking, about 6 miles north of Jacksonville. Trains headed south to Ocala and Tampa diverge at Callahan onto the Callahan Subdivision, which angles southwest toward the CSX yard at Baldwin, forming the left-hand side of the triangle. Running east-west and forming the base of the triangle is the main line from New Orleans, which crosses the Callahan Subdivision at-grade in Baldwin and continues east to Jacksonville, where it joins the A Line at the Beaver Street interlocking. The east-west line between Baldwin and Jacksonville is also part of the Jacksonville Terminal Subdivision, and known as the SP Line. All of the lines within the Jacksonville Terminal Subdivision are signaled with Centralized Traffic Control, and soon will have Positive Train Control as well.

The SP Line is 18 miles long from its at-grade diamond crossing with the Callahan Subdivision at Baldwin Tower to its junction with the A Line at Beaver Street. The diamond at Baldwin has connection

tracks in all four quadrants, enabling trains to operate in any direction. Eastbound merchandise freight trains from New Orleans will diverge northward at Baldwin onto the Callahan Sub, en route to CSX's classification yard at Waycross, Georgia; merchandise trains also change crews north of Baldwin on the double-track Callahan Sub. Eastbound loaded coal trains from Flomaton will diverge southward at Baldwin to enter a staging and inspection yard located just south of the diamond. The eastbound intermodal train from New Orleans will continue straight east across the diamond on its way to the Duval intermodal ramp in Jacksonville. Transfer jobs and bulk trains headed north from Baldwin Yard, or through freights headed south on the Callahan Sub, may turn eastward onto the SP Line at Baldwin and head toward the yards in Jacksonville or the A Line. Train volumes across the diamonds at Baldwin Tower or on one of the quadrant tracks connecting the subdivisions average about 1 to 2 trains per hour.

Photograph 3-10.



The diamond at Baldwin is a crossroads for CSX routes from four different compass points.

From Baldwin, the SP Line continues east as an alternating single- and double-track main line. At Duval Connection, 13 miles east of Baldwin, a wye track off the SP Line provides access for eastbound and westbound trains to the Duval intermodal ramp. About 5 miles east of the Duval Connection, the SP Line ends at the Beaver Street interlocking, where tracks diverge southward onto the A Line or northward via the Honeymoon Wye track onto the A Line. Traffic on the SP Line averages about 11 mainline trains per day, plus many more local trains and transfer jobs.

The A Line is CSX's primary Jacksonville entryway for trains from points in the Northeast and Midwestern U.S. At Dinsmore, where the A Line officially becomes part of the Jacksonville Terminal Sub, a wye track provides access to a branch line for trains destined to and from the Duval intermodal

ramp. Four miles south of Dinsmore is the Amtrak Jacksonville station. The facility has two station tracks separated by an island platform. The station tracks diverge from, then rejoin, the CSX main line, allowing passenger operations at the station to take place without disrupting freight traffic. Just south of the Amtrak station is the Grand Junction wye, which provides access to the Kingsland Subdivision, a heavily used local branch that serves two power plants, multiple local freight customers, and the Port of Jacksonville. South of the Grand Junction wye, a Norfolk Southern branch crosses the A Line on a diamond that is remotely controlled by the CSX dispatcher. CSX's Moncrief Yard begins just south of the NS crossing. Moncrief contains CSX's primary Jacksonville-area intermodal terminal, merchandise yard, and locomotive servicing shop. Only one mainline track bypasses the yard, on its east side. South of Moncrief Yard is the Beaver Street interlocking, where lead tracks from Moncrief Yard rejoin the A Line, the SP Line from Baldwin joins the A Line on a wye, the NS main line feeds into CSX, and the double-track connection to Florida East Coast Railway diverges (the FEC connection is used by both CSX and NS). The A Line continues south of Beaver Street for another 5.4 miles to St. Johns interlocking, where the double track ends and the line continues south toward Orlando as the single-track Sanford Subdivision.

Traffic on the A Line can average 28 through trains per day, including three daily round-trip Amtrak passenger trains. Additional traffic from local trains, transfers, and NS trains adds even more to the A Line's daily volume. Daytime is the premier freight time in Jacksonville, especially for intermodal traffic. South of Beaver Street, traffic on the A Line falls to about 10 daily trains, which includes 6 scheduled passenger trains, one merchandise freight train-pair, and 1-2 daily bulk trains of coal or rock destined to A Line customers south of Jacksonville.

The Beaver Street interlocking is the busiest rail junction in the city, and sees 50 to 70 train movements per day, on average. The interlocking is used by mainline freight trains on both the SP Line and A Line, including high-priority passenger trains operating north-south on the A Line through Jacksonville and intermodal trains operating between Moncrief Yard and Baldwin Tower on the SP Line. In addition, transfer jobs, intermodal trains, and light engine moves shuttling between Duval Yard and Moncrief Yard will use the Beaver Street interlocking; so will yard jobs at Moncrief that need some extra track space (head room) to switch cars, CSX transfers headed to and from the Florida East Coast, and Norfolk Southern trains also headed to and from the FEC. Because of the interlocking's track configuration, any train entering or existing the SP Line on the Honeymoon wye will block all north-south moves at Beaver Street, and potentially disrupt switching at the south end of Moncrief Yard. Track speed on the Honeymoon Wye is 10 mph for freight trains, meaning a long train moving through Beaver Street could block the interlocking for 15 minutes or more.

North of Moncrief Yard, the A Line's track configuration only allows access from one of the two main tracks to the Amtrak station and to the Grand Junction wye. This hampers operating flexibility and line fluidity in the busy terminal. The wye connection at Grand Junction forms the southern end of the single-track Kingsland Subdivision. Yard limits on the Kingsland Sub begin immediately beyond the wye, and continue for nearly 2 miles. This section of the Kingsland Sub is frequently occupied by a Grand Junction yard job switching customers.

Photograph 3-11.



The Amtrak station in Jacksonville has two station tracks. In addition to passenger boardings, the station has facilities and infrastructure for checked baggage, crew changes, and locomotive refueling.

Four Amtrak passenger trains (two round-trip pairs) serve the Jacksonville station daily en route between New York and Miami. (The third Amtrak round-trip train, the Auto Train, does not stop in Jacksonville.) Amtrak trains at the Jacksonville station have a dwell time of 20 to 25 minutes to allow for passenger boarding and disembarking, baggage handling, a crew change, and refueling of the locomotives. Although it is rare for two passenger trains to be in the station at once, when both station tracks are occupied trains could potentially be delayed, as crews may need to wait for one train to leave before refueling the other, in order to prevent fuel lines from crossing an occupied track.

3.1.8. Sanford Subdivision

The Sanford Subdivision extends 101.4 miles from the St. Johns interlocking in Jacksonville south to DeLand, passing through the city of Palatka. At DeLand, the line continues south to Orlando and Miami, however, track ownership changes to the Florida Department of Transportation, with operations controlled by the SunRail commuter operation based in Orlando. The Sanford Subdivision is signaled with Centralized Traffic Control, and will ultimately have Positive Train Control installed as well. The line is single track with passing sidings. There are 9 sidings between St. Johns and Palatka, all of them signaled sidings and all more than 10,000 feet in length. The sidings are sized to enable the operation of 170-car coal trains between Jacksonville and the Seminole Electric power plant in Bostwick, north of Palatka.

The Sanford Subdivision is predominantly a passenger railroad. The line sees six scheduled Amtrak trains per day. Freight operations are confined primarily to a nightly round-trip merchandise freight train between Orlando and Waycross, multiple coal trains per week for Bostwick, rock trains to and from an asphalt plant near Orlando, and an occasional northbound empty autorack train. A daytime local works the north end of the line from its base at Pecan Yard in Palatka.

Coal trains to the Bostwick power plant operate several times a week. CSX combines two deliveries into one 170-car train operating from the Appalachian coalfields south through Flomaton, Pensacola, and Baldwin. After refueling at Baldwin, the train continues east and south to Solite siding on the Sanford Subdivision, where it is cut in two, because the plant is only equipped to receive 85-car deliveries. The rear cut remains at Solite until the plant is ready to unload it. The empty cars are pulled from the plant to Baldwin Yard, where they are recombined into one train and inspected before returning north to the coalfields to be reloaded.

South of DeLand, CSX is restricted to a nighttime operating window between 10:00 p.m. and 5:00 a.m. on Central Florida Rail Commission's commuter trackage. Local freights are permitted to operate during daylight. Coal trains to and from Bostwick can also operate in daylight, since they do not require use of the commuter rail commission's trackage.

There are three drawbridges on the Sanford Subdivision, which have the potential to cause train delays. Two of the bridges are staffed continuously, while the third bridge only has a bridge tender on duty for one daytime 8-hour shift.

3.2. Train Types and Operating Plans

Photograph 3-12.



A long merchandise freight holds the siding at Saint Elmo for a meet on the NO&M Subdivision.

3.2.1. Through Freight Trains

The types of through freight trains operated by CSX between New Orleans and DeLand can be summarized in four classes, in order of dispatching priority:

Intermodal Trains: Intermodal trains typically carry time-sensitive cargo packed into marine shipping containers or truck semi-trailers. These trains operate on expedited schedules to compete with trucks, and as such are given the highest dispatching priority among freight trains. In the Gulf Coast corridor, CSX operates one pair of intermodal trains between New Orleans and Jacksonville, and one southbound intermodal train from Atlanta to New Orleans. CSX has intermodal terminals in New Orleans, Mobile, and Jacksonville. The city of Jacksonville is a major intermodal hub for CSX, serving trains destined to and from locations throughout the Northeastern U.S. and the Midwestern U.S. CSX also interchanges intermodal traffic with the Florida East Coast Railway at Jacksonville.

Automotive Trains: Automotive trains carry finished vehicles (new cars and trucks) moving from assembly plants to dealers and distributors, or auto parts destined for assembly plants. The cargo hauled by automotive trains is high-value and often time-sensitive, as trains may be scheduled for specific delivery times at auto plants, and thus also given a high dispatching priority. Automotive traffic is minimal on most lines along the Gulf Coast, however, the Jacksonville Terminal area contains facilities where automotive trains from the Northeast and Midwest operate to and from.

Merchandise Trains: Merchandise trains carry a mix of goods and commodities in individual carloads for multiple shippers between multiple origin and destination pairs. Merchandise trains carry a variety of commodities, including food products, lumber, metals, chemicals, auto parts, paper products, waste, and scrap using different car types, such as boxcars, gondolas, tank cars, covered hopper cars, and other specialized rail equipment. Most merchandise traffic moves door-to-door, although customers without direct rail access or who need less-than-carload quantities use transload facilities, where products can be transferred from railcars to trucks for further shipment. Merchandise trains are usually classified (i.e., sorted) at originating and terminating yards and may perform pickups and setouts at intermediate yards en route.

CSX operates multiple daily merchandise trains between New Orleans and major yards in the Southeast located in Atlanta and Waycross, Georgia, Birmingham, Alabama, and Hamlet, North Carolina. All but one New Orleans-bound merchandise train make will make pickups or setouts at Sibert Yard in Mobile, Alabama, and two trains from New Orleans (to Waycross and Birmingham) also pickup cars at Mobile. Other merchandise freights in the corridor operate between Pensacola and Birmingham, and between Waycross and Orlando.

Merchandise freight trains operating between New Orleans and Waycross along the proposed Gulf Coast passenger corridor make setouts and/or pickups at the following intermediate locations: Mobile, Pensacola, and Tallahassee.

Bulk Freight Trains: Bulk freight trains, often called unit trains, carry one single commodity and generally originate, operate, and terminate as intact trainsets between one shipper and one receiver. Bulk trains do not require intermediate switching en route. Bulk freight trains do not usually operate on set schedules, but rather are dispatched at times where they do not interfere with the operation of intermodal freight, scheduled merchandise freight, or passenger and commuter trains, and in a timely manner to meet customer requirements. Bulk freight trains operating in the Gulf Coast corridor carry coal, grain, rock, and other commodities.

Unit coal trains will enter the corridor at Flomaton and operate west to the port of Mobile or eastward to power plants in Florida. Unit grain trains also operate between Flomaton and the port of Mobile. Pensacola will originate unit trains of windmill parts bound for interchange with Western railroads at either New Orleans or Memphis (served via Flomaton and Montgomery). Loaded stone trains operate from quarries throughout the Southeast to stone yards and asphalt plants located along the Gulf Coast. The stone trains are made up of cars bound for two or three different destinations in the corridor. Trains will arrive at the first location, drop off a block of 30 to 60 cars, then continue to the next receiving point, and so on until all deliveries are made. Empty trains will gather blocks of empty cars from multiple shippers along the line until a complete train is assembled, then operate directly to the quarry.

Train crews are limited by federal law to a maximum 12 hours of on-duty time. Thus, at various locations along the Gulf Coast, trains are scheduled to stop for a crew change. The following crew districts are in place for freight trains along the proposed Gulf Coast passenger corridor:

- New Orleans-Mobile
- Mobile-Montgomery
- Mobile-Chattahoochee

- Chattahoochee-Baldwin or Jacksonville
- Baldwin or Jacksonville-Orlando
- Baldwin-Waycross

Table 3-2 provides average characteristics for the different types of through trains operating along the Gulf Coast in spring 2016. It is important to note that the through trains in this corridor have multiple scheduled work events at different locations, during which they will drop or add cars. As a result, a train's length, tonnage, and horsepower-per-ton ratio will change several times over the course of a trip. The numbers in Table 3-2 are averages calculated over a train's entire journey, but are not weighted for the miles that a train will operate at a specific length or tonnage, which may lead to an underrepresentation of certain train types. As a result, standard deviations are also included for certain common train types.

Table 3-2. Average Characteristics of CSX Freight Trains Operating in the Gulf Coast

Train Type	Average Length (feet)	Length Deviation	Average Tonnage (tons)	Tonnage Deviation	Average Locomotives	HP/Ton
Passenger	1,894		1,641		2.0	2.9
Intermodal	6,203	2,300	4,129	1,600	2.4	1.8
Automotive	5,547	2,600	4,414	2,800	2.2	1.4
Merchandise	7,106	2,800	8,337	4,100	2.8	1.0
Bulk (coal)	6,819		10,519		3.0	0.8
Bulk (rock)	3,435		7,140		2.0	0.9
Bulk (grain)	3,687		5,518		2.1	1.1
Bulk (other)	4,732		6,273		2.3	1.1
Local	1,318		1,657		1.4	1.9

Table 3-3 details the average number of trains per day operated in the Gulf Coast corridor in spring of 2016, and the projected growth in freight train volume by 2040.

Table 3-3. Average Trains per Day in the Gulf Coast

Subdivision	Segment	Existing Through Trains (2016)	Future Through Trains (2040 est.)	Existing Local Trains (2016)
NO&M	New Orleans-Mobile	11	17	6
M&M	Mobile-Flomaton	13	21	1
M&M	Flomaton-Montgomery	13	19	3
PD	Flomaton-Pensacola	8	13	1
P&A	Pensacola-Chattahoochee	7	10	3
Tallahassee	Chattahoochee-Baldwin	7	10	4
Jacksonville Terminal	Baldwin-Jacksonville	11	21	0

Subdivision	Segment	Existing Through Trains (2016)	Future Through Trains (2040 est.)	Existing Local Trains (2016)
Sanford	Jacksonville-Bostwick	10	11	1
Sanford	Bostwick-DeLand	8	9	0

3.2.2. Local Freight Trains

Local freight trains pick up and drop off cars at businesses, industries, bulk transfer facilities, industrial parks, and other locations requiring rail service. Local trains are based out of rail yards, where the cars for local customers are dropped off and picked up by long-haul merchandise freight trains. Local freights have scheduled on-duty times, although the work they do and the locations they serve may vary by day, depending on customer needs and requirements.. Local trains generally have the lowest dispatching priority, except at times when the train crew's hours available to work (hours of service) may be close to running out, in which case dispatchers will expedite the train's return to its home terminal. Depending on the track space and configuration of a rail customer's spur, a local freight may occupy a main track while switching a customer, especially if the train crew has to leave cars on the main track while switching because of a lack of track capacity on the spur. Most local trains in the Gulf Coast region work 5 or 6 days per week.

In the Gulf Coast, CSXT bases local freight trains out of the following locations:

- New Orleans, LA: 1
- Pascagoula, MS: 4
- Mobile, AL: 2
- Flomaton, AL: 1
- Pensacola, FL: 3
- Chattahoochee: 1
- Tallahassee, FL: 2
- Lake City, FL: 1
- Baldwin, FL: 1
- Palatka, FL: 1

3.2.3. Terminals

CSX operates three major terminals in the Gulf Coast region, at New Orleans, Mobile, and Jacksonville.

New Orleans operations are concentrated at Gentilly Yard on the city's east side. New Orleans is a railroad gateway, where CSX interchanges with six different railroads. Gentilly Yard's primary function is to break apart incoming CSX merchandise and intermodal trains and build one or more trains per day for each connecting railroad, and also build outbound CSX trains comprised of cars received from its connections. Gentilly has an intermodal terminal that handles local business, although most intermodal traffic is interchanged with Union Pacific. Gentilly Yard builds four daily merchandise freight trains and

one intermodal train destined for CSX terminals, and receives seven trains from CSX terminals. The yard also builds four daily trains and two transfers for connecting railroads, and receives a similar number of trains from its connections. The yard also builds one local train that operates six days per week switching customers on the NO&M Subdivision.

In Mobile, Sibert Yard handles CSX's merchandise and intermodal operations for the entire region, while the adjacent Port of Mobile receives unit bulk trains. Trains of export coal operate year-round 3-4 times per week to the McDuffie Terminals coal dock at the Port; unit trains of export grain operate seasonally to the Port. CSX's Sibert Yard classifies merchandise traffic for local rail shippers throughout the Gulf Coast in Alabama and Mississippi. Local freight trains shuttle cars to and from Sibert Yard, where they are assembled into blocks of cars that are picked up by merchandise freight trains headed to New Orleans for interchange or to other CSX terminals for further delivery. Two daily northbound merchandise trains and five southbound merchandise trains operating three to six days per week set-out and/or pick up cars at Sibert Yard. The yard also has an intermodal facility that is served by one New Orleans-bound intermodal train three days per week. Sibert Yard builds two daily local trains and one twice-weekly local.

Jacksonville is a hub for CSX railroad operations in Florida. Lines from the Northeastern U.S., Midwest U.S., Gulf Coast, and Central and South Florida converge at Jacksonville, making it a prime location in the CSX network to reclassify traffic, change crews, perform 1,000-mile inspections, and service locomotives. These tasks are divided among multiple yards located throughout the terminal area. Merchandise traffic is switched at Moncrief Yard and Baldwin Yard; automotive traffic is handled at the Lane auto ramp; bulk trains of coal, rock, and other commodities are refueled, inspected, and shortened or lengthened to meet customer requirements at Baldwin Yard; local freight is transloaded to and from trucks at the West Jacksonville Transflo facility; and intermodal traffic is reclassified or loaded and unloaded at two area terminals, Moncrief Yard and Duval Yard. CSX also runs transfer freights to and from Florida East Coast several times a day.

3.2.4. Passenger Rail Service in the Corridor

One segment of the proposed Gulf Coast passenger corridor already sees regularly scheduled Amtrak passenger service: the line segment between Jacksonville and DeLand. Three daily Amtrak round-trip passenger trains use this line segment, which includes the Jacksonville Terminal Subdivision A Line and the Sanford Subdivision. The Silver Meteor and Silver Star, which operate between New York and Miami, each make scheduled station stops in the corridor at Jacksonville and Palatka. The third Amtrak train, the Auto Train, makes a daily round trip between Lorton, Virginia, and Sanford, Florida, but does not make any scheduled station stops in the corridor. Passenger trains operate on published schedules, often at higher speeds than freight trains, and are dispatched at a higher priority than freight trains.

At the southern limit of the corridor, in DeLand, track ownership and track dispatching changes from CSX to the Florida Department of Transportation. The transportation department owns the portion of the proposed Gulf Coast corridor between DeLand and Orlando, and operations on it are controlled by the SunRail commuter service. Commuter trains currently operate between DeBary (near Sanford) and Sand Lake Road in Pine Castle, south of Orlando, although construction is currently underway on

Phase 2, which will expand the commuter service north to DeLand and south to Poinciana by 2018. SunRail commuter trains operate on weekdays only, on 30-minute headways during the morning and evening peak commuting times and approximately every two hours during midday and late evening.

3.3. Operational Challenges

3.3.1. Drawbridges

Photograph 3-13.



This drawbridge over the Pascagoula River is one of seven movable bridges on the CSX between New Orleans and Mobile. Passenger traveling trains between New Orleans and DeLand will cross 17 drawbridges.

The large number of drawbridges on CSX's rail line between New Orleans and Orlando presents arguably the biggest impediment to achieving consistent operational reliability and on-time performance in the proposed Gulf Coast passenger corridor. There are seven drawbridges in the 144 miles between New Orleans and Mobile, and another five drawbridges just east of Mobile in one 13-mile segment of track. Between Pensacola and Chattahoochee, there are two drawbridges, one of which is permanently lined for rail movement. There are three drawbridges in the 55-mile segment between Jacksonville and Palatka. In all cases, marine traffic has the right-of-way, and the bridges must open to allow vessels to pass through. None of the bridges have scheduled opening or closing times. Bridge openings occur at random, and on the busiest waterways the bridges may open once or twice an hour. CSX operating rules state that a train must approach each drawbridge prepared to stop until a signal is observed indicating that the bridge is lined and locked for train movement across it. The U.S. Coast Guard will

levy a steep fine on railroads that block a navigable waterway with a lowered drawbridge for what is determined to be an “unreasonable” amount of time.

The nature of drawbridges affects railroad operations in a number of ways, the most common of which are:

- Because the bridges open on demand at any time, there are no operating windows that trains can be scheduled in to ensure uninterrupted movement; even meets at sidings between opposing trains become difficult for dispatchers to plan too far into the future
- Many bridge openings have a minimum open/close cycle time of 20 to 30 minutes, which may cause more than one train to be delayed approaching the bridge, and may prolong the waits of other trains at nearby sidings where meets are planned to occur
- The track speed across six of the seven drawbridges between New Orleans and Mobile is restricted to 30 mph for passenger trains and 25 mph for freights, less than half the maximum authorized speed of the route (79 mph for passenger trans and 60 mph for freight trains), which prolongs travel times and impacts track capacity. The seventh bridge, the New Orleans Industrial Canal, has a passenger speed of 40 mph on one track and 20 mph on the other track.
- The drawbridges themselves are mechanical machines with a myriad of moving parts operating in a harsh, salt-water marine environment, with sensitive, electrical signal and detection systems providing train protection. On occasion, the signals authorizing movement across the bridge may display a red (stop) indication, either falsely, even though the bridge is safely lined and locked for rail movement, or correctly, if a bridge reseating or other condition prevents the rails on either side of the movable portion from properly lining up. Drawbridges also face the risk of becoming stuck, either in the raised or lowered position. All of these conditions will delay trains, for minutes or even hours, while Bridge Department or Signal Department maintenance employees are summoned to the bridge's location - sometimes remote locations far from local roads - and repairs are made.
- The drawbridges on the Gulf Coast route are staffed by on-site bridge tenders, most of whom work 8-hour shifts. (At a handful of drawbridges, shifts are 12 hours.) During shift changes, bridge tenders must use an on-track hi-rail vehicle to travel between the bridge and a designated employee parking area on the mainland. This requires calling the train dispatcher to request authority to occupy the main line in order to make the round trip between the parking lot and the bridge. The average time for this type of round trip is 1 hour, and occurs two to three times per day at each bridge during shift change.

Table 3-4 provides information on the drawbridges in the proposed Gulf Coast corridor. As can be seen by the average open/close cycle times shown below, a train traveling between New Orleans and Mobile could experience a cumulative delay of more than 90 minutes from drawbridge openings, in a situation where every bridge on the line opened for boats as the train was approaching. A train between New Orleans and Pensacola could be delayed by up to 3 hours by drawbridge openings.

Table 3-4. Drawbridges along the Proposed Gulf Coast Passenger Corridor

Drawbridge	Milepost	Bridge Tender on Duty	Average Daily Trains (2016)	Average Daily Bridge Openings	Minimum open/close cycle (minutes)	Bridge Type
NO&M Subdivision						
Industrial Canal	000 801.4	Continuous	12	10		Bascule
Chef Menteur	000 787.2	Continuous	12	15	10	Swing
Rigolets	000 775.4	Continuous	12	15	24	Swing
Pearl River	000 768.9	06:00-22:00	12	2	20	Swing
Bay St. Louis	000 752.5	Continuous	12	15	20	Swing
Biloxi Bay	000 724.3	Continuous	12	25	11	Swing
Pascagoula River	000 706.8	Continuous	12	15	12	Bascule
M&M Subdivision						
Three Mile Creek	000 664.2	Continuous	14+	5	16	Swing
Chickasawbogue River	000 663.2	Continuous	14	20	16	Swing
Bayou Sara River	000 658.3	11:00-19:00	14	20	20	Swing
Mobile River	000 653.5	Continuous	14	20	7 (full), 20 (aux. power)	Lift
Tensaw River	000 651.5	10:00-18:00	14	2	30	Swing
P&A Subdivision						
Blackwater River	00K 670.5	05:00-21:00	9	4	11-20	Swing
Apalachicola River	00K 809.1	Lined and locked for rail movement	8	0	0	Swing
Sanford Subdivision						
McGirts Creek	A 649.1	Continuous	10	6		Bascule
Rice Creek	A 694.1	Continuous	8	1	10	Swing
Buffalo Bluff	A 703.4	Continuous	8	7	5	Bascule

Note:
Additional train movements made on the Sibert Yard Switching Lead not included in Daily Train Volume

The bridges at Tensaw River, Bayou Sara, and Pearl River see primarily pleasure boats, and open mainly on weekends. Other drawbridges, such as Chef Menteur, Mobile River, and Chickasawbogue Creek, cross waterways with heavy volumes of commercial marine traffic. Some of the drawbridges on the NO&M Subdivision, including those at Pascagoula, Biloxi, and Bay St. Louis, experience seasonal fluctuations in traffic and open most frequently during the oyster and shrimp fishing seasons.

Photograph 3-14.



Three Mile Creek drawbridge in Mobile not only disrupts mainline operations, but switching operations at Mobile Yard.

The bridges that pose the most serious impediment to operations in the corridor are two drawbridges located a mile apart just north of Sibert Yard in Mobile. These bridges not only cause delays to through freight trains in Mobile but also impact the yard operations at this busy CSX terminal. Sibert Yard's north switching lead crosses the Three Mile Creek drawbridge. A bridge opening there may delay or curtail switching activities. The nearby Chickasawbogue River bridge opens nearly once an hour — blocking train traffic in and out of Mobile for at least a quarter-hour at a time. Trains will line up on the far side of the bridge, on a 2.7-mile section of double track, to wait their turn to cross the single-track drawbridge and enter the terminal. That wait may be prolonged if there are outbound trains that must be sent north first in order to free up space in the terminal. In New Orleans, the Industrial Canal drawbridge at the south end of Gentilly Yard can cause similar delays to switching operations at the terminal.

Because their openings are unscheduled and frequent, the abundance of drawbridges interrupt train flow in the Gulf Coast corridor with "predictable unpredictability," and are incompatible with scheduled passenger trains.

3.3.2. Siding Lengths and Distances

Photograph 3-15.



Saint Elmo siding on the NO&M Subdivision siding is a controlled siding. Signals protect the switches at each end, and authorize entry and exit, but the siding itself is not signaled. As a result, trains must enter and operate it over it at Restricted Speed.

All of the railroad subdivisions that form the 718-mile CSX-owned portion of the Gulf Coast corridor between New Orleans and Orlando have just a single main track, except for small segments of double main track in the major terminals of New Orleans, Mobile, and Jacksonville. As a result, auxiliary tracks called sidings exist at various locations along the route in order to allow two trains to pass one another. On single-track rail lines, sidings are a critical factor in determining a route's operational capacity and fluidity. The lengths of sidings often will dictate the length of trains operating on a given line, since two opposing trains that are both longer than a siding will not be able to pass each other. Likewise, the distances between sidings also factors into a line's capacity, if the line is operated bidirectionally, since longer wait times caused by longer distances between sidings will prolong a train's total travel time.

The lengths of sidings and distances between them vary considerably on the route between New Orleans and DeLand. The most heavily used lines have long sidings at frequent intervals, whereas the more lightly used sections have stretches of 30 to 40 miles or more between sidings, and shorter average siding lengths.

The lines in the Gulf Coast corridor have two different types of sidings.

Signaled Siding (SSDG): A signaled siding is equipped with block signals that govern train movements on the siding.

Controlled Siding (CSDG): A track designated as a controlled siding is used for the purposes of meeting and passing trains. In signaled territory, signals do not govern movement on the siding. Entrance and exit signals only authorize trains to enter or leave the siding.

Most of the sidings on the NO&M Subdivision between New Orleans and Mobile are controlled (unsignaled) sidings. Although the siding switches at each end are signaled and remotely controlled by dispatchers, the siding itself is not a bonded, signaled track. This means that trains must enter it and operate it over it at Restricted Speed, which is a speed that permits stopping within one-half the range of vision, but not exceeding 15 mph, as designated in the CSX employee timetable. At that speed, a long train might require 20 minutes or more before the tail end passes the siding switch and is completely clear of the main track. Trains may depart the siding on signal indication at 20 or 25 mph, as designated in the employee timetable.

In unsignaled Track Warrant Control territory, speeds on controlled sidings are designated in the employee timetable as either 10 or 15 mph. However, a long, heavy freight train entering a siding with limited visibility may not be able to operate at more than 5 or 10 mph in order to maintain the ability to stop within one-half the range of vision.

By contrast, speeds on signaled sidings are controlled by signal indications, enabling trains on CSX lines to enter those sidings at speeds between 20 mph and 30 mph as designated by the signals and shown in the employee timetable.

Most sidings are equipped No. 15 turnouts, which allow for a diverging speed of 30 mph for passenger and 25 for freight trains. Since a signal protects each end of the siding, trains can depart a controlled siding or a signaled siding at 25 mph. Table 3-5 summarizes information on siding types, average lengths, and distances for CSX subdivisions between New Orleans and DeLand.

Table 3-5. Summary Table of Siding Types, Lengths, and Distances in the Gulf Coast Corridor

Subdivision	Miles	Movement	Signaled Sidings	Controlled Sidings	Average Siding Length (feet)	Sidings over 10,00 feet	Average Distance Between Sidings/Double-Track Sections
NO&M	138.5	CTC	3	7	8,066	1	11.5 miles
M&M	58.2	CTC	4	3	7,213	2	6.5 miles
PD	37.8	TWC	0	3	9,120	0	9.5 miles
P&A	165.7	TWC/YL	0	4	9,708	2	33.1 miles
Tallahassee	189.5	TWC/CTC	4	10	7,081	1	12.6 miles
Jacksonville Terminal (SP Line)	18.0	CTC	1	1	5,507	0	5.0 miles
Jacksonville	8.8	CTC	0	0	n/a	0	5.7 miles of double

Subdivision	Miles	Movement	Signaled Sidings	Controlled Sidings	Average Siding Length (feet)	Sidings over 10,00 feet	Average Distance Between Sidings/Double-Track Sections
Terminal (A Line)							main, 3.1 miles of single main
Sanford	101.4	CTC	9	0	10,290	9	11.3 miles

As can be seen above, between New Orleans and DeLand there are 21 signaled sidings, which is less than half of the 49 total sidings in the corridor. At the remaining 28 controlled sidings, trains are required to enter at Restricted Speed, which lengthens the time required for a meet. On busy subdivisions, such as the NO&M and M&M, this not only delays the operation of the train entering the siding, but can cause cascading delays to other trains that are following or meeting it. This type of operational constraint may be accepted for freight operations, but can pose an impediment to the reliable, on-time performance of scheduled passenger trains.

The distances between sidings also impacts operating reliability. The farther apart that sidings are spaced, the longer the wait times will be for trains stopped in them for meets. In the Gulf Coast corridor, the subdivisions with the longest average distances between sidings also have the lowest operating speeds in the corridor. Maximum freight train speeds on the Tallahassee and P&A subdivisions are 50 mph and 49 mph, respectively. On the 49-mph P&A Subdivision, which has two segments where sidings are more than 40 miles apart, the waiting time for meets at sidings can last 90 minutes.

Train lengths also have an impact on operational reliability, particularly on lines where siding lengths are not adequate for the lengths of trains being run. Advances in distributed-power locomotive technology have enabled railroads to adapt to changing commercial and operating conditions by running longer trains, maximizing the value of each train operated. The subdivisions in the Gulf Coast corridor have seen an increase in the length of the trains that operate over it.

The standard unit coal train operating in the corridor today between Flomaton and Jacksonville is 170 cars long, with a length of 9,300 feet. These trains operate two to three times per day. Other unit coal trains destined to the Port of Mobile average 150 cars, and a train length of 8,200 feet. The longest merchandise freight trains in the corridor, train Q572 for Birmingham and train Q606 for Waycross, will typically leave New Orleans at around 6,000 to 9,000 feet long, then pick up another 3,000 to 6,000 feet of cars in Mobile, creating trains of 9,000 to 14,000 feet. A subsequent pickup in Pensacola will lengthen the train even more.

There are only a limited number of places where long trains like these can pass each other. As a result, trains may have to wait at these longer sidings, instead of being able to advance and meet at a shorter siding closer to where the opposing train will arrive. This prolongs the wait times for trains at sidings. If a train encounters too many long waits, the crew might reach the end of its on-duty time before reaching its terminal, which will cause another delay while a new crew is brought out to the train.

The average merchandise train length in the Gulf Coast corridor is 7,106 feet, which already exceeds the average siding length of the Tallahassee Subdivision, the longest subdivision in the corridor. As a result, the long coal and merchandise trains that use this subdivision daily will have to meet at sidings in adjoining subdivisions, which could be 100 miles away from a train's location.

In the 590 miles between New Orleans and Baldwin (the western edge of the Jacksonville Terminal area), only six sidings have a length of more than 10,000 feet. Although the corridor has a few segments of double track several miles long near the cities of New Orleans, Mobile, and Jacksonville, those track sections are often occupied by trains waiting to get into a yard and cannot be used for meeting trains.

Photograph 3-16.



A northbound intermodal train waits for a signal at Michoud, the end of double main track from New Orleans.

In some cases, the longest sidings may not be able to be used to meet trains on a regular basis, because the siding is bisected by a highway grade crossing. Grade crossings cannot be blocked by trains for extended periods of time. For example, the longest siding on the Tallahassee Subdivision, and the only siding on the subdivision over 10,000 feet long — Madison siding, with a length of 10,573 feet — has two grade crossings running through almost the exact middle of the siding, preventing its use for meets by long trains. On lines used by scheduled passenger trains, long waits at sidings have the potential to impact on-time performance.

Table 3-6 details each siding and section of double main track in the proposed Gulf Coast corridor.

Table 3-6. Sidings and Double Main Track Sections Of The Proposed Gulf Coast Corridor

Name	Type	Mileposts	Length	Speed
Sanford Subdivision		**A 648.2-AA 749.6**		
Yukon	SSDG	A 652.9-A 655.0	10,140	25
Solite	SSDG	A 665.8-A 667.8	10,180	25
West Tocoi	SSDG	A 681.2-A 683.2	10,182	25
Pecan	SSDG	A 695.4-697.4	10,200	25
Satsuma	SSDG	A 707.1-A 709.1	10,200	25
Huntington	SSDG	A 715.7-A 717.7	10,200	25
Seville	SSDG	A 725.6-A 727.6	10,183	25
Barberville	SSDG	A 736.8-A 738.8	10,088	25
DeLand	SSDG	A 747.7-A 749.6	11,237	25
Jacksonville Terminal A Line		**A 639.4 – A 648.2**		
Beaver St.-St. Johns	2MT	A 642.5 – A 642.8	5.7 miles	50/30
Jacksonville Terminal SP Line		**SP 635.0-SP 653.0**		
Carnegie	CSDG	SP 638.0-SP 638.8	4,003	10
Whitehouse	SSDG	SP 643.2-SP 644.6	7,010	25
Halsema-East Baldwin	2MT	SP 650.0-SP 652.2	2.2 miles	79/60 (1), 45/45 (2)
Tallahassee Subdivision		**SP 653.0-SP 842.5**		
West Baldwin	CSDG	SP 653.0-SP 654.7	8,000	25
MacClenny	CSDG	SP 660.2-SP 661.0	3,502	25
Sanderson	SSDG	SP 670.0-SP 671.8	8,139	25
Olustee	CSDG	SP 680.3-SP 681.0	3,441	10
Lake City	CSDG	SP 693.5-SP 695.1	8,149	25
Wellborn	CSDG	SP 703.5-SP 704.4	3,437	10
Live Oak	CSDG	SP 713.3-SP 715.0	8,394	25
Lee	CSDG	SP 734.6-SP 736.1	8,179	25
Madison	SSDG	SP 744.6-SP 746.5	10,573	25
Greenville	CSDG	SP 755.7-SP 757.1	8,155	25
Aucilla	CSDG	SP 764.3-SP 765.0	4,682	10
Drifton	SSDG	SP 770.7-SP 772.5	8,393	25
Chaires	SSDG	SP 787.2-SP 788.8	8,173	25
Douglas City	CSDG	SP 824.8-SP 826.5	7,920	10
P&A Subdivision		**00K 810.7-00K 645.0**		
Chipley	CSDG	00K 769.4-00K 767.1	10,640	25
Sellers	CSDG	00K 719.7-00K 717.8	8,340	25
Floridale	CSDG	00K 682.9-00K 680.7	10,850	25

Name	Type	Mileposts	Length	Speed
Avalon	CSDG	00K 667.1-00K 665.2	9,000	25
PD Subdivision		**00K 645.0-00K 607.2**		
Gonzales	CSDG	00K 639.4-00K 638.5	5,830	10
Cantonment	CSDG	00K 636.7-00K 635.4	3,000	10
Molino	CSDG	00K 629.1-00K 627.2	9,120	15
M&M Subdivision		**00K 607.0-00K 665.2**		
South Flomaton-Miles	2MT	000 607.1-000609.3	2.2 miles	45/45 (1), 50/50 (2)
Wawbeek	CSDG	000 613.1-000 614.1	3,905	25
Canoe	SSDG	000 617.7-000 619.7	10,000	30
Nokimis	SSDG	000 624.4-000 626.5	10,065	30
Bay Minette	CSDG	000 641.2-000 642.8	7,025	25
Hurricane	SSDG	000 649.2-000 651.3	9,938	30
Akka-Aladocks	2MT	000 660.3-000 663.0	2.7	79/60 (1), 30/30 (2)
Sandy	CSDG	000 663.5-000664.0	2,460	25
Mobile	SSDG	000 664.2-000 665.4	7,100	30
NO&M Subdivision		**000 665.2-000 803.7**		
Alabama State Docks-Choctaw	2MT	000 665.4-000667.0	1.6 miles	45/45 (1), 30/30 (2)
Brookley	SSDG	000 669.7-000 671.8	10,395	25
Saint Elmo	CSDG	000 685.6-000 687.3	8,800	25
Orange Grove	CSDG	000 699.3-000 701.2	8,910	25
Gautier	CSDG	000 709.8-000 711.5	7,760	25
Ocean Springs	CSDG	000 722.3-000 723.1	3.000	10
Beauvoir	CSDG	000 730.2-000 731.9	7,930	25
Harbin	CSDG	000 745.0-000 746.9	8,880	25
Nicholson Ave.	CSDG	000 754.6-000 756.4	8,580	25
Claiborne	SSDG	000 766.2-000 768.1	9,000	30
Lake Catherine	SSDG	000 780.2-000 781.9	7,400	30
Michoud-North Gentilly	2MT	000 793.1-000 799.2	6.1 miles	60/60 (1), 40/40 (2)
Industrial Canal-NOT Jct.	2MT	000 801.3-803.7	2.4 miles	40/20 (1), 20/20 (2)

3.3.3. Track Warrant Control Territory

One-third of the 718-mile corridor between New Orleans and DeLand currently does not have signals on it. Instead, train movements are authorized by a dispatcher who issues track warrants to train crews over the radio. These warrants govern the distances that a train may move over a segment of railroad track. Track Warrant Control is in effect for movements across the westernmost 39.5 miles of the 189.5-

mile Tallahassee Subdivision, the entire 165.7-mile P&A Subdivision, and the entire 37.8-mile PD Subdivision.

The Code of Federal Regulations (49 CFR Part 236.0) limits maximum passenger train speeds to 59 mph and freight train speeds to 49 mph on lines without signals. On lines equipped with signals, but not equipped with a technology to automatically stop trains that pass a red signal, freight trains can operate as fast 60 mph and passenger trains can run at 79 mph.

In addition to the lower track speeds, trains on unsignaled lines may be further delayed by the process of requesting or clearing a warrant. If a train dispatcher is busy, a train crew may have to wait before the dispatcher has the time to issue a track warrant that establishes the limits of the train's continued movement. Similarly, when a train reaches the end of its warrant limits, the crew must call the dispatcher and release its warrant, providing a verbal confirmation that the train is no longer occupying the segment of track identified in the track warrant.

In two locations, the Gulf Corridor is operated under Yard Limits, which requires a train dispatcher or yardmaster to authorize movement of a train through the terminal area. Trains are required to operate through Yard Limits at a speed that permits stopping within one-half the range of vision, stopping short of any obstruction or Stop signal, not to exceed 20 mph until the leading end reaches the far limits. Trains encounter a 6-mile stretch of Yard Limits past Goulding Yard in Pensacola, and a 6.7-mile segment through Chattahoochee.

3.4. Local Trains

Photograph 3-17.



The Conrad Yelvington stone lot in Gautier, Mississippi, is one of the destinations for unit rock trains originating at quarries in the Southeast. Rock trains provide a unique, customized type of local freight service for asphalt plants and stone distributors throughout the Gulf Coast.

The Gulf Coast is home to a variety of industries that rely on rail service for the receipt of parts and materials crucial to their operation or the outbound shipment of goods and finished products. Chemical plants, industrial parks, lumberyards, corrugated box plants, heavy manufacturing facilities, brickyards, fertilizer plants, and grain coops are some of the common rail shippers found along the Gulf Coast corridor. Local freight trains, based at yards along the corridor, provide service to rail shippers, on schedules designed to meet customer needs and make connections with other trains.

Some rail shippers may have spurs that connect directly to the main track or a siding. As a result, local trains may block a portion of the main line in order to switch customers, which can cause delays to mainline trains. In some cases, mainline freights may have to wait for a local train to complete its switching activities and move to a nearby siding before mainline train movements can resume. In other cases, the local may leave cars on a siding for hours at a time to switch one or more customers, leaving that siding unavailable to pass mainline freight trains. The PD Subdivision, for example, has freight shippers located off the main line and two of the subdivision's three sidings. When local M733 is out switching customers, there are limited opportunities for through freight movements to occur without interruptions to the local's work.

On the M&M Subdivision, local M703 will occupy the siding at Bay Minette for three to six hours per day, requiring mainline trains to meet and pass at other locations. Between Baldwin and Lake City, Tallahassee Subdivision local M744 has two frequently switched customers located off the sidings at Sanderson and Lake City. On the NO&M Subdivision, locals based at New Orleans, Pascagoula, and Mobile all switch customers located off the mainline between New Orleans and Mobile.

Some rail shippers are located in industrial parks or at the ends of spurs and lead tracks that are long enough to hold an entire local train while the plant is being switched. In those situations, a local train's switching activities will occur on the spur and not interfere with mainline train movements, although the local freight may have a lengthy wait once its switching activities are completed and it's ready to reenter a busy main line and return to the yard. On days when mainline traffic is particularly heavy, a dispatcher may prioritize through freight movements, and a local train may be unable to complete all of its work.

In the Gulf Coast corridor, 17 local trains provide service on different segments of the route between New Orleans and DeLand. Most local trains work five or six days per week. Table 3-7 lists the operating characteristics for each local train in the corridor.

Table 3-7. Local Freight Trains in the Gulf Coast Corridor

Sub	Yard	Symbol	On-Duty	Operating territory
NO&M	Gentilly	M732	06:00, Mon.-Sat.	New Orleans-Long Beach
NO&M	Bayou Cassotte	M723	07:30, Mon.-Sat.	Pascagoula
NO&M	Bayou Cassotte	M722	19:00, Mon.-Fri.	Pascagoula Industrial Lead
NO&M	Bayou Cassotte	M726	22:00, Sun.-Thu.	Pascagoula-Gulfport
NO&M	Bayou Cassotte	M725	12:00, Daily	Pascagoula-Mobile
NO&M	Sibert	M724	07:30, Daily	Mobile-Theodore Industrial Lead
M&M	Sibert	M703	08:00, Mon.-Sat	Mobile-Bay Minette (M/Th), Bay Minette (Tu/F), Return to Mobile (W/Sa)
M&M	Flomaton	M704	08:30, Daily	Flomaton-Brewton
PD	Goulding	M733	09:00, Daily	Pensacola-Flomaton
P&A	Goulding	M734	21:00, Mon.-Fri.	Pensacola-Milton
P&A	Goulding	M736	15:00, M/W/F	Pensacola-Chattahoochee
P&A	Chattahoochee	M735	15:00, Tu/Th/Sa	Chattahoochee-Pensacola
Tallahassee	Tallahassee	M743	20:00, Mon.-Fri	Bainbridge Sub
Tallahassee	Tallahassee	M746	20:00, Mon.-Fri	Tallahassee-Live Oak (M/W/F), Tallahassee-Chattahoochee (Tu/Th)
Tallahassee	Lake City	M745	19:00, Mon.-Fri.	Lake City-Wellborn
Tallahassee	Baldwin	M744	09:00, Mon.-Fri	Baldwin-Lake City
Sanford	Pecan	A767	08:00, Mon.-Fri.	Palatka-Green Cove

In addition to the local trains listed above, CSX provides a specialized type of local service to the asphalt plants and stone distributors located along its lines in the Gulf Coast. Unit trains of rock originating at quarries throughout the Southeast will operate south to the Gulf Coast, dropping cuts of 30 to 60 cars at various plants and stone yards along the train's route. Once the cars are unloaded, the locomotives will return to retrieve the empty cars and operate back to the quarry.

As with other local freight customers, rail access to an asphalt plant or stone yard varies. At some locations, the rock trains must switch a site off the main track, while at other locations, the site is accessed off a siding. A few sites have their own siding, where a train can pull clear of the main line to do its work. At some locations where sites are accessed directly off the main, rock trains will be able to use nearby storage tracks to hold cars that are not being delivered to the customer. These storage tracks vary in length from 20 cars to 60 cars.

The most common destinations for unit rock trains in the Gulf Coast Corridor are:

- Long Beach, MS (NO&M Sub)
- Gautier, MS (NO&M Sub)
- Theodore, AL (NO&M Sub)
- Bay Minette, AL (M&M Sub)
- Cantonment, FL (PD Sub)
- Pensacola, FL (P&A Sub)
- Avalon, FL (P&A Sub)
- Galliver, FL (P&A Sub)
- DeFuniak Springs, FL (P&A Sub)
- Marianna, FL (P&A Sub)
- Midway, FL (Tallahassee Sub)
- Jacksonville, FL (Jacksonville Terminal Sub)
- Orlando, FL (Sanford Sub)

3.5. Terminals

3.5.1. New Orleans

Photograph 3-18.



Gentilly Yard in New Orleans has a two-track intermodal facility, along with two flat-switched freight yards, a local freight yard, and a bulk transload facility.

Gentilly Yard in New Orleans is located in the eastern part of the city, just east of the Industrial Canal and south of Interstate 10. The yard is approximately 2.2 miles long and consists of the following facilities: two back-to-back flat classification yards (North Yard and South Yard), one local freight yard, six receiving/departure tracks, a 2-track intermodal ramp, a car shop, a locomotive servicing facility, and a transload facility.

New Orleans is a key railroad gateway on the CSX network, where connections can be made to five other Class I railroads and one terminal railroad. Gentilly Yard has two major functions: receive and depart trains destined to and from major CSX terminals throughout the Southeast, and receive and depart trains destined to and from connecting railroads in New Orleans. Gentilly is unique among railroad terminals in that virtually none of its trains operate through the yard without some type of switching or reclassification. (Among the few exceptions are seasonal moves of grain and military equipment, and unscheduled autorack trains or unit trains of windmill parts.) As a result, there is no operational need to maintain a clear path for trains through the terminal. As operations have evolved, the single main track that follows the northern edge of the yard has become more operationally valuable as a much needed extended-length receiving/departure track that long merchandise trains can be assembled and air-tested on.

The dual function of the terminal is reflected in how the back-to-back flat yards are used as well. North Yard, at the eastern edge of the terminal, has 13 tracks and is used for building trains to other CSX terminals. It's the shorter of the two yards, with track lengths of approximately 2,500 to 3,000 feet. South Yard, at the western edge of the terminal, also has 13 tracks and is used to build trains for connecting railroads. It has approximate track lengths of 3,000 to 5,000 feet. The local yard, adjacent to South Yard, is short, with tracks that hold 20 cars apiece. The six Receiving/Departure tracks have approximate lengths of 7,000 to 8,000 feet and arc around the southern side of both yards. The intermodal ramp is located south of the Receiving/Departure tracks. One yard crew switches North Yard and two yard crews switch South Yard during each shift.

Gentilly Yard builds four daily trains for connecting railroads plus two daily blocks of transfer cuts for other railroads. In addition, the yard builds five trains for CSX destinations and one local train for the NO&M Subdivision. Union Pacific, BNSF, and New Orleans Pubic Belt make their own deliveries and pickups; CSX builds a transfer train for Canadian National. (Cars for Kansas City Southern and Norfolk Southern are handled by the New Orleans Public Belt.) Gentilly Yard receives four to seven inbound CSX trains per day. The efficiency with which inbound CSX trains can be received and classified depends on the regularity with which connecting railroads can make pickups and deliveries, as well as the yard's ability to assemble and depart trains for CSX destinations. If connecting trains are late leaving the yard or the receiving/departure tracks are full, incoming CSX trains will have to wait outside the yard on 6.1 miles of double main track leading north toward Michoud, or on passing sidings even farther away. When sidings close to the yard are filled with waiting trains, however, the outbound trains have a farther distance to travel before they can reach a siding where meets or overtakes can occur.

Photograph 3-19.



The Huey P. Long Bridge across the Mississippi River provides the only river crossing for railroads at New Orleans. Western connections to and from CSX are dependent on the use of trackage owned and controlled by different operators.

The connections from western railroads cannot always be consistently timed. Connecting trains from UP, BNSF, and CN use a combination of New Orleans Public Belt and Norfolk Southern lines to cross the city. These lines are heavily used, and have at-grade diamonds or interlockings at various locations controlled by different railroads. The NS line also has two daily curfews to accommodate Amtrak trains, from 4 a.m. to 8 a.m., and from 6 p.m. to 8 p.m. During those curfews, freight traffic is halted until the passenger trains are through. Regularly scheduled maintenance windows on the Huey P. Long Bridge spanning the Mississippi River can also delay connections from arriving. The drawbridge over the Inner Harbor Navigation Canal at the east end of Gentilly Yard causes additional operating inconsistency. The bride opens approximately 10 times a day, on average, not only blocking mainline freights from entering and exiting the yard but also disrupting switching activities at the South Yard.

Inbound trains from UP, BNSF, and CSX are routed into the Receiving/Departure tracks, where their blocks will be swapped and new outbound trains in each direction will begin to get built. The classification yard tracks hold smaller blocks that will then be added to the trains being built on the Receiving/Departure tracks or on the mainline track. The main track is used to hold blocks of cars 6,000 to 8,000 feet, usually for CSX destinations, and is routinely occupied about 18 hours a day or more. The trains that Gentilly Yard builds for CSX destinations usually range between 6,000 and 10,000, and the inbound trains arriving from CSX yards are a similar length.

Because the Receiving/Departure tracks are used to build the trains for western carriers, trains for CSX destinations will often be built from blocks of cars in the North Yard that will then be doubled or tripled.

Doubling or tripling refers to building a train from two or three blocks of cars staged on different yard tracks. When yard tracks are shorter than the desired train length for a train departing a yard, blocks of cars on multiple tracks are combined together on the main track until the train reaches its desired length. The action of doubling or tripling consumes considerable capacity on the main track, as the main track is the only track of sufficient length to accomplish this. Trains arriving at yards that are longer than the yard track lengths must double or triple into the yard as well.

If space is available, the long trains will be shoved onto the mainline track, or a Receiving/Departure track if possible, for the final assembly of blocks, an air test, and Positive Train Control (PTC) initialization. However, if those options are not available, then one of the two main tracks extending north of the yard toward Michoud will become a Departure track as the outbound freight is built.

Photograph 3-20.



An intermodal train rolls north on the double main track north of Gentilly Yard. Owing to the relatively short length of yard tracks at Gentilly, one of the two main tracks is regularly used to build long merchandise trains.

Any long freight being built in this manner will be blocking the crossovers at the northern entrance to Gentilly Yard, and will extend into double track territory beyond. Building an outbound freight this way could take between 1 hour and 3 hours. If the train is long enough that a distributed power locomotive is required to be placed in the middle or at the rear of the train, the total build time will rise to 4 to 6 hours. During the time that outbound freights are getting built, inbound CSX freights have no way of accessing the Receiving/Departure tracks and will have to hold out of town until the outbound train has departed. With the yard scheduled to build five CSX trains a day, and an assembly time of 1 to 3 hours apiece, the northern entrance of the yard has the potential to be frequently blocked. As a way of regulating incoming flow, long merchandise trains from Waycross, such as train Q609, may have to be staged 235

miles away in Pensacola, so long trains can arrive at Gentilly Yard at least 6 to 8 hours apart. As CSX train lengths have grown, the short classification tracks and limited number of Receiving/Departure tracks at Gentilly Yard have become unable to efficiently accommodate the operational needs of the terminal.

3.5.2. Mobile

Photograph 3-21.



A remote control switch job works the north end of Sibert Yard. Right behind the locomotive is the Three Mile Creek drawbridge, which holds the M&M Subdivision main line and the Sibert Yard switching lead.

Sibert Yard in Mobile, Alabama, is the primary freight yard for rail shippers located along the Gulf Coast in the states of Mississippi and Alabama. This heavily industrialized region has an abundance of rail shippers such as chemical plants, box and paper manufacturers, food products companies, brickyards, shipbuilding and other heavy manufacturing facilities, lumberyards, and more. Sibert Yard sorts cars set out by mainline freights for delivery to local customers via local freight trains, and builds blocks of outbound cars to be picked up by mainline freights either headed south to New Orleans and connections with Western railroads or headed northward to major CSX terminals across the Eastern U.S. CSX also interchanges with three Class I railroads, one regional railroad, and one terminal railroad at Mobile. Sibert Yard consists of a car shop, a 1-track intermodal ramp for local trucking and container operations, a 23-track flat-switched freight yard, two drill tracks where mainline freights set out and pickup cars, a single mainline track, and a 7,100-foot signaled siding.

In the last few decades, new rail-served industrial parks have been built at Pascagoula and Mobile, and other industries have opened up as well, increasing the volume of local traffic through Sibert Yard.

More recently, train operations have evolved in accordance with a plan to operate longer trains at longer durations between departures. The rising traffic levels and growing train lengths have maximized the use of available capacity at the Mobile terminal. However, opportunities to reconfigure or expand the yard are constrained by the physical location of the terminal.

Sibert Yard is hemmed in on all sides. The terminal's eastern edge borders the Port of Mobile and the Gulf of Mexico beyond it. The terminal's western edge abuts the 29-track Interchange Yard of the Terminal Railway Alabama State Docks. The terminal's south end is squeezed between more rail yards (belonging to Norfolk Southern and Alabama & Gulf Coast), the Port, and the downtown of Mobile. The terminal's north end is blocked by a navigable waterway, Three Mile Creek, which the CSX mainline track and a switching lead cross on a drawbridge that opens an average of five times per day, and a second drawbridge, Chickasawbogue River, just beyond it. When the Three Mile Creek drawbridge opens, it not only delays mainline train movements in and out of Mobile, but also halts switching activity at the yard's north end.

Photograph 3-22.



A switch crew works the south end of Sibert Yard. To minimize disruptions to yard switching activities in the yard, mainline freights are confined to the mainline track in the foreground and a siding (unseen at right), which prevents more than one mainline train at a time from making setouts and pickups.

To compensate for the location's physical constraints, CSX has developed an operating plan that confines the various terminal operations to specific locations. Mainline freights, for example, may not enter the yard to meet or pass other mainline trains, as that would interrupt yard switching. Therefore, the mainline freights are limited to moving through the terminal, one at a time, on either the main track or the signaled siding. Any freight train scheduled to work the yard must stop and leave its cars on the

main track while making setouts and pickups. All setouts and pickups take place on the two drill tracks next to the mainline track. Mainline freights with work will pull up to the yard on the main track, cut off their locomotives, go through manual crossovers to reach the drill tracks, make their setouts and pickups, then return to the mainline train when done for an air test before continuing on. One daytime yard job works at the north end of the yard, while another job works at the south end, both using remote-controlled locomotives. A nighttime switch crew uses conventionally operated locomotives for work. These crews not only classify setouts and pickups for the mainline trains, but sort cars for three local trains that originate at the yard, as well as cars to be delivered for interchange to other railroads in Mobile.

This operating plan keeps switching activities as uninterrupted as possible, but creates a bottleneck for mainline operations because of the limited number of through tracks available. Two daily northbound merchandise freight trains and two to five southbound trains per day are scheduled to work the yard (including one southbound intermodal train three days per week). Any mainline freight train making setouts and/or pickups at Sibert Yard, regardless of direction, will need 2 to 3 hours to complete its work. On days when seven trains are scheduled to work the yard, the mainline track could be blocked for 14 to 21 cumulative hours, leaving little additional time for other trains to pass through the terminal. The 7,100-foot signaled siding can be used to hold through trains that have no work in the yard, provided the trains can fit in the siding, but they may face a long wait exiting the sidings opposite end if a mainline freight is blocking the interlocking. Mobile is also a crew change point for all trains. Inbound crews will do any required switching (setouts and pickups) if they have the time, since they are already familiar with the train.

Photograph 3-23.



The Dauphin Street grade crossing north of the Mobile Convention Center can be blocked by trains working at the yards in Mobile. A Terminal Railway Alabama State Docks switch job occupies the grade crossing while switching cars. The terminal railroad uses CSX trackage for extra space (head room) when switching cars at its Interchange Yard.

The longest trains that work at Sibert Yard are the two daily northbound trains, trains Q606 and Q572, which will block every other mainline and switching move in the terminal, as well as nearby road crossings. These trains will typically leave New Orleans with train lengths of 6,000 to 9,000 feet, then stop at Mobile and pickup another 3,000 to 6,000 feet of railcars. At those lengths, the tail ends of the northbound trains are stretched south past the yard and through downtown Mobile, blocking the south switch of Mobile siding, the south end of the switching leads at Sibert Yard, and two road crossings on either side of the Mobile convention center and a road entrance to the Mobile Alabama Cruise Terminal. Northbound trains will typically have to cut their locomotives by the Sibert Yard office, then pull across the Three Mile Creek drawbridge, and then back over the drawbridge on the switching lead to access the drill tracks. If length permits, the northbound trains with work won't cross the drawbridge, but instead use a hand-throw crossover in the yard before the drawbridge to reach the closest drill track so they don't tie up the switching lead.

On some days when the northbound trains are known to be extremely long, the locomotives may cut away from their train south of the Canadian National diamond, 3 to 4 miles south of the yard, bring only the cars for delivery north with them into Sibert, pickup the cars to continue on with, then shove all the way back down to their train. On other days, the pickup for train Q606 at Sibert Yard may be long enough to require it to leave Mobile with a distributed power locomotive inserted into its consist. This adds another 60 minutes or more to its work time in Mobile. Southbound intermodal trains working at

Sibert Yard will also tie up the south end of the terminal, blocking the south end of the Mobile siding and the south switching leads. Some southbound merchandise freights will also block the yard when working. Additional delays at the south end of the yard are caused by the Terminal Railway Alabama State Docks, whose daily trains will request authority to temporarily use CSX trackage for extra space (head room) when switching cars at its adjacent yard.

The one-at-a-time way that mainline trains move through Mobile causes cascading delays on CSXs Gulf Coast route heading away from the city in both directions. Trains have to be staged at outlying sidings, slowly advancing one siding forward toward Mobile as the opportunity arises, and assuming the train can fit in the siding ahead. After a certain point, an inbound train's crew may not be able to make it to the yard before their on-duty time expires. In that situation, a replacement crew will have to be called and shuttled out to the train, further delaying its progress. As more sidings near Mobile become staging tracks for trains waiting to enter the terminal, there are fewer opportunities to use those sidings for meets or passes, which affects the overall fluidity of both the NO&M and M&M subdivisions. The first siding south of Mobile, called Brookley, is 4.5 miles from Sibert. At 2.1 miles in length, Brookley is also the longest siding on the NO&M Subdivision. It can provide a great opportunity for long trains to pass each other, but is commonly blocked by trains waiting for space to open up in Sibert Yard. On some occasions an outbound train may have to hold in Brookley siding to allow an even longer train to advance into the yard. When trains staged at Brookley siding are longer than the siding itself, the likelihood is strong that they will be blocking the Navco Road grade crossing, located 0.4 miles south of the south siding switch. The road provides the only access to a residential community located between Interstate 10 and the Dog River.

Photograph 3-24.



The south end of Brookley siding is eight-tenths of a mile from the Navco Road grade crossing, which provides the only vehicular access to a Mobile neighborhood located along the Dog River.

Approximately two to three times per week, CSX will operate a train of export coal to the Port of Mobile's McDuffie Coal Terminal, south of downtown Mobile. The coal trains are 150 cars long, but the Port cannot accept all 150 cars in one delivery. As a result, CSX will cut the train in two on a lead track just outside the entrance to the Port. The locomotives will deliver the first 75 cars, then go back outside of Port property to retrieve the second cut of 75 cars and deliver it. The lead track that CSX uses to store the rear 75 cars of the coal train does not completely clear the entire train. As a result, the last few cars will be blocking the universal interlocking at Choctaw, which begins the start of a short double main track section through the city of Mobile, past the Amtrak station and into Sibert Yard. As a result, a coal train sitting on the Choctaw interlocking will confine all other movements through downtown Mobile to just one track, further delaying terminal operations.

Photograph 3-25.



South of Choctaw interlocking, the lead track to McDuffie Coal Terminal curves to the right, while the NO&M Subdivision main track continues straight at left. The interlocking just around the corner out of sight, will be blocked by cuts of coal cars temporarily left on the lead track during the coal train delivery process.

Canadian National also serves the Port of Mobile and the McDuffie Coal Terminal. Its line crosses the CSX NO&M Subdivision on an automatic diamond (signaled to permit movement across in a first-come, first-served fashion). CN trains cross the CSX line at Mobile approximately two to four times per day. CSX installed a one-way, low speed (OWLS) flange-bearing diamond at the crossing, which had the effect of raising tracks speeds on CSX to 45 mph across the diamond, but requires CN trains to operate much more slowly across. Though its trains may be infrequent, the time that CN trains occupy the diamond has increased.

Photograph 3-26.



Canadian National crosses the CSX main line on a flange-bearing diamond at Mobile.

The Port of Mobile also has a grain terminal that is accessed off of Mobile siding. From November through March, CSX will operate approximately one unit train per day of export grain to the Port. More frequently, CSX will operate 56-car unit pipe trains received in interchange from the Terminal Railway Alabama State Docks and destined to the Florida Panhandle.

The two drawbridges located north of Sibert Yard pose further operational constraints on the terminal. Train movements across the bridge are only permitted after the train dispatcher has communicated with the yardmaster at Sibert Yard, who then coordinates the bridge openings. The bridge closest to the yard, Three Mile Creek, carries both the M&M Subdivision mainline track and the Sibert Yard switching lead. When the bridge opens, both mainline and switching operations are suspended for at least 16 minutes until the bridge closes. The bridge typically opens an average of 5 times per day.

Photograph 3-27.



The Chickasawbogue River drawbridge poses a significant constraint to operations in the Mobile terminal, owing to its frequent openings and single-track span. As one train slowly rolls across the bridge, another waits its turn to enter the Mobile terminal at the end of double track, 1.2 miles from the terminal.

One mile north of Three Mile Creek is the Chickasawbogue River drawbridge, one of the busiest drawbridges on the entire Gulf Coast corridor. Bridge openings occur about 20 times per day, on average, allowing 40 to 50 vessels a day to pass through, but blocking train movements for at least 16 minutes per opening, and sometimes more. The first opportunity for mainline trains to pass each other north of Sibert Yard occurs on the north side of the Chickasawbogue River drawbridge, where a 2.7-mile stretch of double main track begins. Train meets occur quite frequently here, and after a meet, southbound trains entering the Mobile terminal may slowly proceed across the bridge as they accelerate and head toward the terminal. On occasion, an inbound train may halt on the bridge until the train ahead completes its departure from the yard, a situation that has caused the Coast Guard to receive complaints about the failure of the bridge to be opened in a timely manner for marine traffic. A 2,460-foot controlled siding exists between the two drawbridges. It's not long enough to hold a train, but is used by track maintainers as a hi-rail vehicle access point. The siding is also used as a place to park light engines that were cut off from trains parked at Hurricane siding, a remote siding location north of the city at the Tensaw River, by crews who were about to go off duty.

Photograph 3-28.



Sandy siding ends at the Three Mile Creek interlocking, just before the main track and switching lead cross the Three Mile Creek drawbridge to reach Sibert Yard.

Given the sheer variety of operational constraints, and its physically confined location, Sibert Yard poses the biggest operational bottleneck on the Gulf Coast corridor to implementing scheduled passenger rail service.

3.5.3. Jacksonville

Photograph 3-29.

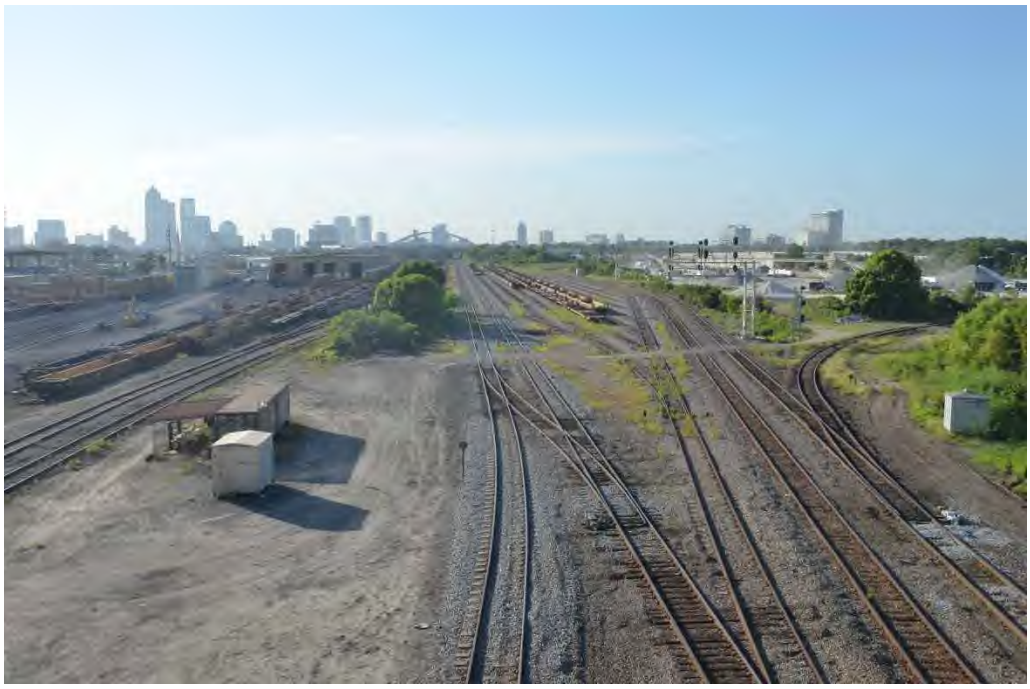


CSX yard and mainline trains pass at the south throat of Moncrief Yard. Norfolk Southern's connection to FEC, which converges with CSX at Beaver Street, is shown at left. An intermodal train occupies the singly bypass track around Moncrief Yard at far right.

CSX lines from all compass points converge at Jacksonville. The city is a southern gateway for CSX's I-95 corridor from New York, its Southeastern corridor from Chicago, the Gulf Coast line from New Orleans, and several routes to the major consumer markets, seaports, and industrial regions of Florida. Multiple railroad yards and facilities are located in the terminal region between Baldwin and Jacksonville. Merchandise traffic is switched at Moncrief Yard and Baldwin Yard; automotive traffic is handled at the Lane auto ramp; bulk trains of coal, rock, and other commodities are refueled, inspected, and shortened or lengthened to meet customer requirements at Baldwin Yard; local freight is transloaded to and from trucks at the West Jacksonville Transflo facility; and intermodal traffic is reclassified or loaded and unloaded at two area terminals, Moncrief Yard and Duval Yard. CSX also runs transfer freights to and from its interchange partner Florida East Coast Railway several times a day.

Most of the trackage through the terminal area is comprised of high-density, signaled lines with double main track. The few exceptions are the SP Line, the part of the Gulf Coast corridor that links Baldwin and Jacksonville, and a segment of the A Line north of Beaver Street where only a single track bypasses Moncrief Yard (CSX's busiest yard in the city), heading northward toward the Jacksonville Amtrak station and a branch line to the Port of Jacksonville.

Photograph 3-30.



The view looking south at the Beaver Street interlocking includes the northwest wye quadrant connection to the SP Line (far right) and the double-track connection to the Florida East Coast angling left from the CSX main line. The FEC connection is used by CSX and Norfolk Southern trains.

The biggest operational challenge in Jacksonville to implementing scheduled passenger service in the Gulf Coast corridor is the Beaver Street interlocking, where the SP Line from the Gulf Coast connects to the north-south A Line at a wye. The Beaver Street interlocking not only includes the SP Line wye, but also the south entrance of Moncrief Yard, as well as converging tracks owned by two other railroads that transfer cars with each other, Norfolk Southern and Florida East Coast. The Beaver Street interlocking sees 50 to 70 train movements a day.

The interlocking is used by mainline freight trains on both the SP Line and A Line, including six scheduled Amtrak passenger trains operating on the A Line through Jacksonville and intermodal trains operating between Moncrief Yard and Baldwin Tower on the SP Line. In addition, transfer jobs, intermodal trains, and light engine moves shuttling between Duval Yard and Moncrief Yard will use the Beaver Street interlocking, as will yard jobs at Moncrief that need some extra track space (head room) to switch cars, CSX intermodal and merchandise transfers headed to and from the Florida East Coast, and Norfolk Southern trains also headed to and from the FEC. In mid-morning, NS will send two or three back-to-back high-priority UPS intermodal trains onto the CSX line at Beaver Street to cross over to the FEC connection.

Any mainline train using the northwest wye track (called the Honeymoon Wye) at Beaver Street will block any other through moves from occurring, including those on NS and FEC, and may block yard

switching activities at Moncrief Yard. Track speed on the Honeymoon Wye is 10 mph for freight trains, meaning a long train moving through Beaver Street could block the interlocking for 15 minutes or more.

The Beaver Street wye has become used more frequently by CSX in recent years, as the railroad has sought to optimize the fluidity of its mainline network and terminal facilities in the Jacksonville area. Intermodal trains from northern points may set out part of their train at Duval Yard, then operate south to the SP Line (via the Duval Connection) and head east to the Honeymoon Wye to deliver the rest of its train to Moncrief Yard. In addition, light engine moves frequently shuttle between Duval Yard and the Moncrief locomotive servicing facility via the SP Line and the Honeymoon Wye track.

Photograph 3-31.



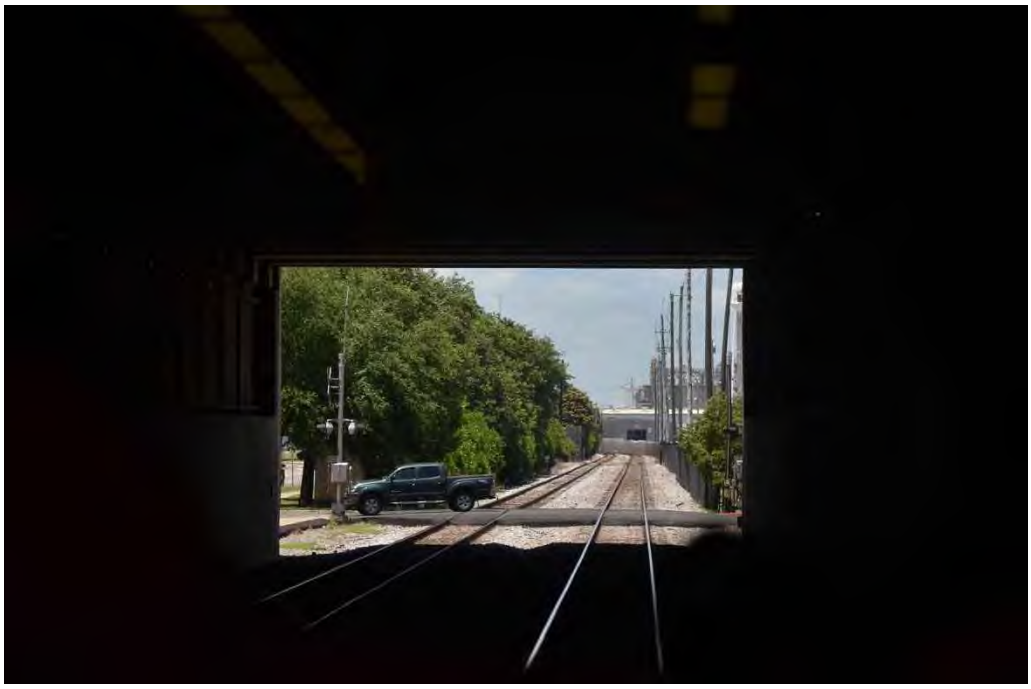
Light engines pass the Honeymoon Wye track.

Operations at Beaver Street are further constrained by the existence of just one mainline bypass track past Moncrief Yard headed north. At the north end of Moncrief Yard, the A Line's track configuration only allows access from one of the line's two main tracks to the Jacksonville Amtrak station and to the Grand Junction wye. This hampers operating flexibility and line fluidity at one of the busiest locations in in the terminal. The wye at Grand Junction forms the southern end of the single-track Kingsland Subdivision, which serves the Port of Jacksonville and industrial shippers north of the city. Yard limits on the Kingsland Sub begin immediately beyond the wye, and continue for nearly 2 miles. This section of the Kingsland Sub is frequently occupied by a Grand Junction yard job switching customers.

At the west end of the city, the east-west SP Line crosses the double-track Callahan Subdivision at Baldwin Tower, an at-grade diamond with connecting tracks in all four quadrants. Baldwin is a busy junction, handling both mainline trains moving in four directions as well as movements to and from Baldwin Yard, a major bulk train and merchandise freight yard located just south of the diamonds.

4.0 Methodology of the Operations Simulation Model

Photograph 4-1.



Framed through the Alabama Convention Center, the double main track NO&M Subdivision heads north toward Sibert Yard.

4.1. Overview

This section describes the methodology used to develop the Operations Simulation Model of the proposed scheduled Amtrak passenger rail service along the Gulf Coast of the southeastern United States on rail lines owned by CSX Transportation between New Orleans, Louisiana; Mobile, Alabama; and DeLand, Florida. An Operations Simulation Model Methodology is a formal description of the process used to construct, dispatch, and analyze a railroad operations simulation model.

Operations simulation modeling consists of understanding the effects of a proposed or anticipated change in infrastructure, trains, or both, on the operation of all of the trains that operate on a selected portion of a railroad. “Changes” typically consist of additional trains, additions or subtractions to fixed infrastructure (e.g., a new siding), a modification in train characteristics (e.g., longer trains or faster trains), or a modification in when trains are operated (i.e., a new train schedule). To understand the effects of the change, two operations simulation model cases are prepared to enable comparisons between the alternative future conditions in which the change is implemented, and the future condition in which the change is not implemented. Formally, the “No-Build Case” forecasts how all trains would have operated over the railroad *without* the proposed change. The “Build Case” forecasts how all trains

would have operated over the railroad *with* the implementation of the proposed change. A mathematical comparison between the output metrics of the two cases measures the effect of the proposed change.

Operations simulation modeling seeks to replicate the real world of train operation. The operations simulation model attempts to dispatch trains such that each train independently obtains its best performance and outcome given its priority among all trains, within a set of rules that limit behavior of trains such as maximum speed, acceleration and braking rates determined by their tonnage and horsepower, and required station and terminal stops. Analogously, trains operating over a railroad are similar to the turbulent flow of fluids flow through a pipe, and dissimilar to how cogs intermesh in a clock. Railroad operations simulation measures when and at what speed fluids arrive at the far end of the pipe, and is not a precision instrument of deterministically giving lock-step order to fluids within the pipe. The model delivers metrics that inform the user about the performance of trains only in the world that the user has defined; in order to find out how trains would operate in a different world, the user must define the world differently and re-operate the model.

Typically, mitigation measures are incorporated into the Build Case in an iterative manner in order to zero-out undesirable effects of a proposed change. Undesirable effects include increased delays of trains, reduced train trip times, increased grade-crossing blockage time, or failure of passenger trains to arrive at stations on time. Mitigation measures typically undertaken include additional infrastructure, revisions to timetables, or changes to operating patterns. The Build Case is iteratively dispatched until the negative effects, compared to the No-Build Case, are eliminated or deemed acceptably reduced.

4.2. Methodology Outline

This methodology includes:

- The data collection plan for obtaining information about current infrastructure, current train operations, and proposed future operations that were used to construct the operations simulation model
- The software tool used to for the operation simulation model
- A description of the model cases that were developed, and the rationale for their selection
- The methods by which the cases were dispatched, including the randomization method used to incorporate into the model cases the normal operating variability that occurs on a railroad
- The mitigation strategy to reduce or eliminate undesirable affects of the proposed Amtrak service on CSX freight services
- The outputs that were captured from the operations simulation model to enable a quantitative comparison between the No-Build and Build cases.

4.3. Data Collection Plan and Sources

4.3.1. Data Requirements

Data required for this operations simulation model consisted of:

1. Infrastructure data, e.g., track, signals, bridges, and other features. Infrastructure data includes:

a. Method of Operation of main tracks and controlled and signaled sidings in the territory that is to be modeled. Methods of Operation include Centralized Traffic Control (CTC), Track Warrant Control (TWC), and Yard Limits (see section 4.0 for definitions).
b. Track configuration and degree of gradients in the territory to be modeled, and locations where gradients begin and end.
c. Maximum authorized freight and passenger train speed in the territory to be modeled. Maximum authorized speeds collected included:
    i. Existing timetable speeds on main tracks for both freight and passenger trains, including existing curve limits, and the locations where speed limits change.
    ii. Maximum authorized timetable speeds for freight train types, such as key trains (trains carrying hazardous materials) and intermodal trains
    iii. Train speeds over the diverging route of main track turnouts, by type, and by size of turnout
    iv. Train speeds into and through sidings, by type of train
    v. Train speeds over drawbridges, by individual drawbridge
    vi. Maximum authorized train speeds, by type of train, for the different Methods of Operation in the territory that is to be modeled
    vii. Other civil speed limits such as agreements between CSX and municipalities to reduce speeds
d. Other features of the infrastructure that affect the speed of trains, the routes that trains are authorized to use, or the capacity (in trains) of the railroad lines to be modeled. This includes drawbridges, diamonds (at-grade railroad-to-railroad crossings), and other special infrastructure features. For drawbridges, data required includes:
    i. Location (beginning and ending mileposts)
    ii. Method of Operation (e.g., manned, remote, power-operated)
    iii. Typical cycle time of an opening event
    iv. Precedence of passenger (marine or railroad)
    v. Normally open or closed
    vi. Average daily frequency of opening events
    vii. Periodicity of opening events (e.g., mostly weekday, mostly weekend, seasonality, etc.)

2. Current freight train operating data. Current freight train operating data includes:
    a. Identification code and operating plan of freight trains that operated in the modeled territory. This includes through freight trains, local freight trains, and switch engines, as well as trains of other railroads that cross, use trackage rights, or otherwise affect the operations of the modeled territory.
    b. For each freight train, its length, horsepower per ton, maximum speed, and type. Train types are associated with priority, routes, work events, and terminal dwell.
    c. Train routes, work events, crew changes, refueling locations, and switching patterns and locations.
    d. OS Data ("OS data" refers to a time-stamped record of actual train movements as each train enters and/or exits geographic locations such as control points, locations designated as stations in the employee timetable, or releases its TWC authority on a main track. "OS" variously stands for "on sheet," "on switch," or "on station" depending

on the Method of Operation of the track segment over which the train is operating, but in all cases simply refers to the time a train arrived at, passed, or departed a given geographic location.)

3. Anticipated future freight train operating data. This consists of data similar to existing freight trains, but modified to reflect anticipated changes in freight train types, frequency of operation, schedule, locations of work events or switching, length, and horsepower per ton.
4. Proposed future Amtrak train schedule. This includes the frequency, station stops, arrival and/or departure times from stations, and train consists for the proposed Gulf Coast service. Train consist data includes number and type of locomotives, number and type of passenger cars, and anticipated passenger loads on trains.

4.3.2. Data Sources

The sources for data were as follows:

1. From CSX:
    a. For infrastructure existing at this time:
        i. Current employee timetables
        ii. Current CSX operating rules
        iii. Drawbridge operating data
        iv. An existing CTC RTC infrastructure file that electronically depicted the infrastructure at the time the file was developed
    b. For current freight trains:
        i. Current operating data for trains, consisting of schedules, frequency, train length, work events, horsepower per ton
        ii. OS data for the period of time May 1 to May 14, 2016
    c. Anticipated future freight trains:
        i. CSX developed a train growth forecast using federal Freight Analysis Framework data (see Appendix A)
2. From Amtrak:
    a. The proposed passenger train timetables and consists, extracted from Amtrak's "Report for the Southern Rail Commission on Potential Gulf Coast Service Restoration Options," dated December 2015.

4.4. Software Tools

The software used for the operations simulation model was the Rail Traffic Controller operations simulation model developed and licensed by Berkeley Simulation Software, LLC. Software Version 70Q Beta, dated 30 July 2016. Additional data pre- and post-processing tools, developed by HDR, were used to automate the input and output of data from the model, but these do not affect the dispatching or performance of trains within the RTC model itself.

4.5. Operations Simulation Modeling Plan

This section describes the basic plan of how the operations simulation model cases were developed, dispatched, and iterated.

All cases were dispatched for a 14-day period consisting inclusive of a 2-day warm-up and a 2-day cool-down. Train performance metrics were captured only for the 10-day period of the model between the warm-up and cool-down periods. The purpose of the warm-up and cool-down is to obtain a steady-state of operation. During the warm-up period, train volumes taper upward as trains have not yet entered and fully populated the network and, and during the cool-down period train volumes decline as trains begin to exit the network without replacement by new seed trains. In both warm-up and cool-down, train volumes and dispatching conflicts are unrealistic, thus metrics if captured from these periods and averaged with the steady state condition would overestimate the performance of the network.

4.5.1. Modeling Cases

Four modeling cases were developed:

1. Base Case. This case consisted of train operations at the current time (May 1 to May 14, 2016) in the modeled territory. The purpose of a Base Case is for calibration and determining the accuracy of the operations simulation model. Calibration consists of observing if trains perform in the model in a manner similar to actual experience, and adjusting the model so that trains do not perform unreasonably different than actual experience. Unreasonable differences include trains that do not progress as quickly through their territory as occurs in actual experience, or dispatching decisions made by the model that are unreasonable to expect a human dispatcher to emulate. Accuracy includes confirmation that the model is capturing all work events, switching events, appropriate train paths, drawbridge opening patterns, and other train operating features that were obtained during the data collection.
2. No-Build Case. This case consists of freight train operations anticipated 20 years after the implementation of the proposed passenger service, or Year 2040. The purpose of the No-Build Case is to estimate the performance of freight trains absent any effects of the proposed passenger service, measured as the difference between the aggregated performance of each freight train through the modeled territory had it no delays waiting for other freight trains, and the actual performance as delayed by other trains and by drawbridge openings, and to estimate the infrastructure required, if any, to deliver this performance.
3. Build Case Alternative A and Build Case Alternative A1. These cases consist of the same freight train operations in the No-Build Case, plus the introduction of the proposed passenger services under Alternatives A and A1. The Build Cases are modeled for the same future year at the No-Build Case, 2040. The purpose of the Build Cases is to (a) estimate the infrastructure required to operate the proposed passenger trains through the modeled territory in compliance with their proposed timetables, and (b) estimate the infrastructure required to maintain the performance of the CSX freight trains as estimated by the No-Build Case.

4.6. Train Seeding and Randomization Methodology

Introduction of freight trains into the RTC model is done through a mechanism called the “train seed.” A train seed is a single regularly operated train that is fully described to that the RTC model knows its route, length, horsepower per ton, work events, crew changes, and trip plan. Each train is seeded into the operations simulation model according to its frequency of operation. For example, if the model is to simulate one calendar week, and a given train operates once daily, that train is seeded into the model seven times.

Train seeds are important because freight trains typically have broadly variable schedules. For example, a freight train may operate daily, but its departure time from its initial terminal may regularly vary by 12 hours from its nominal scheduled departure time. This variability is an inherent feature of North American freight train operation because customers variably present goods for transportation. For example, manufacturing plants may only operate on weekdays, or a ship may call at a port every 10th day, or a coal mine may only ship trainloads of coal when it receives an order for coal. Additionally, the North American railroad network inclusive of Canada and Mexico consists of nine major railroads and more then 500 regional and short line railroads, each of which have their own variability, which affects the interchange of freight cars among railroads.

Passenger trains, which do have fixed schedules, are also seeded, as passenger trains may run late due to unscheduled events such as weather, station delays boarding or alighting passengers and baggage, waiting on connecting passengers from late-arriving connecting trains or buses, or due to mechanical failures or other irregular operations.

In order to represent this variability, a randomization method is used to vary when trains are seeded into the model. The randomization used in the operation simulation model consisted of:

- When trains enter the modeled territory.
- Passenger train dwells at initial and intermediate stations (passenger train crew changes at Pensacola and Jacksonville, which occur during the station stops at those locations, were incorporated into the dwells at those stations).
- Freight train dwells at terminals where pick-ups, set-outs, crew changes, work locations. From that point forward, the model's software attempts to operate all trains in the most efficient manner possible, and to recover as much lost time as possible. The model's software does not automatically capture unplanned events that might occur post-introduction of trains into the model; such unplanned events and their effects can only be captured by intentionally perturbing the model such as through introduction of track-out-of-service events, locomotive failures, station delays, etc.
- Train acceleration and deceleration rates that reflect the train-handling variability of individual human locomotive engineers.
- Drawbridge opening events.

Randomization that would capture normally occurring disruptive events such as maintenance-of-way work, heat restrictions on maximum train speeds, or infrequent but highly disruptive events such as grade-crossing accidents, derailments, or severe weather, were not included because of lack of time.

HDR utilized the following randomization methodology:

- Freight trains arrivals into the modeled territory were randomized up to 12 hours early or 12 hours late from their trip plan, using a uniform distribution calculated from OS data provided by CSX.
- Freight train dwells at terminals, yards, or stations were established at a minimum as described in their CSX trip plan, and then randomly increased using a uniform distribution calculated from OS data provided by CSX. Train dwells for crew changes were randomized up to an additional 1.0 hours, and train dwells for work events were randomized up to an additional 1.5 hours.
- Passenger trains arrivals into the modeled territory were randomized up to 8 hours early or 8 hours late from their timetable schedule, the maximum early or late time depending upon the type of train, using a triangular distribution calculated from OS data provided by CSX.
- Passenger train dwells at stations were established at a minimum 2 minutes, except for Mobile which was established at 3 minutes, and at crew changes at Pensacola and Jacksonville, which were set at dwells contained in the proposed timetable in the Amtrak "Report for the Southern Rail Commission on Potential Gulf Coast Service Restoration Options," dated December 2015. Station dwells were randomized up to 15 minutes, using a triangular distribution.
- RTC's "Operator Handling," feature, which reflects a locomotive engineer's variation of acceleration and deceleration rates, was randomized.
- Drawbridges
    - For drawbridges for which CSX did not have drawbridge opening records, only frequency of opening, drawbridge openings were randomized uniformly over the open hours of that bridge (open hours reflect the times of day that the bridge is available to be opened for marine traffic)
    - For drawbridges, HDR computed the average number of times per day it was open, and the average number of openings per hour
    - Drawbridge opening cycles were randomized normal distribution from a 15 minute average, with a plus or minus 2 minutes.

4.7. Development and Iteration of the Modeling Cases

4.7.1. Base Case

CSX provided an RTC electronic file depicting infrastructure in the modeled territory as it existed circa 2010. This file was checked against current employee timetables and was updated to reflect current conditions. This check and update consisted of:

1. Verifying current speed limits and the beginning and ending milepost of each speed limit
2. Verifying current Method of Operation
3. Verifying milepost location of main track turnouts, turnout size, and side track configuration.
4. Verifying drawbridge locations, diamonds, and other special infrastructure conditions.
5. No infrastructure changes not reflected in current timetables were identified.
6. Inserting changes in infrastructure that had occurred since the RTC electronic infrastructure file had been created by CSX

Trains were seeded into the Base Case using OS data provided by CSX for the period May 1 to May 16, 2016. Randomizations were applied as described in Section 5.4. The Base Case was dispatched and conflicts and software errors were resolved.

The Base Case was then reviewed by dispatching the model and resolving instances where the model software did not automatically dispatch the train as efficiently as would a human dispatcher. HDR then demonstrated live animations of the model to CSX operating officers responsible for respective portions of the modeled territory. This demonstration occurred during June and July 2016 at CSX offices in Jacksonville, Florida, with remote connections to CSX operating officers located in other cities. HDR solicited information from CSX operating officers about how each train performed in the model, and obtained input from CSX such as missing work events, improved train-meet locations, and other changes that were used by HDR to improve the model's performance and accuracy. The model was then redispatched to enable CSX operating officers to view the performance of the Base Case model. CSX operating officers reviewed the redispatched Base Case model and confirmed it to be a reasonable portrayal of CSX's existing operations in the corridor.

4.7.2. No-Build Case

Freight train changes forecast to occur by Year 2040, as described in the Freight Growth Forecast (see Appendix A) were used to modify existing seeds or to construct new seeds. Train frequency (i.e., the number of times each seed would enter the model territory) was increased from the Base Case according to the freight forecast. No programmed capital improvements were added as at this time CSX has no capital improvements forecast for the territory. Randomizations were applied as described in Section 5.4.

Drawbridge open-close cycle time was increased by 5 minutes per opening to account for an anticipated increase in marine traffic. The underlying assumption is that marine traffic would tend to bunch at drawbridges. However, this assumption should be checked with marine authorities, to determine if a more reasonable pattern would be to increase the frequency of openings.

In order to accommodate freight train growth, infrastructure such as sidings and yard lead extensions was added to enable the model to be dispatchable. Once the model was observed to be dispatchable and trains operating efficiently, the model was demonstrated to CSX operating officers similar to the Base Case, and input obtained from CSX about the likely performance of future freight trains. This demonstration occurred during August 2016.

4.7.3. Build Case

The Build Case incorporates the proposed passenger trains described in Amtrak's "Report for the Southern Rail Commission on Potential Gulf Coast Service Restoration Options," dated December 2015. The passenger train schedules described in this report were modified as described in Section 5.2.3 to reflect the actual maximum speeds that the passenger trains would be authorized to travel at, for the track conditions, Method of Operation, curve speeds, and other speed restrictions that the trains would encounter between New Orleans and DeLand. The passenger trains were then seeded into the Build Case. Other than the addition of passenger trains, all other trains and infrastructure remained

identical to the No-Build Case. Randomizations were applied as described in Section 5.4. In order to accommodate the passenger trains, and to reduce undesirable affects of the passenger trains on freight train performance, infrastructure such as sidings, yard bypasses, 2nd main track, and yard lead extensions was added to enable the model to be dispatchable. Once the model was observed to be dispatchable and trains operating efficiently, the model was demonstrated to CSX operating officers similar to the Base Case, and input obtained from CSX about the likely performance of future freight trains with the incorporation of the proposed passenger trains. This demonstration occurred during August 2016.

4.7.4. Operating Metrics Captured

The following metrics were captured from the 10-day steady-state period of the No-Build and Build Cases.

FREIGHT TRAIN METRICS

Freight train delay was measured as average hours and minutes of delay per train, per 100 elapsed train-miles. This metric compares the actual elapsed time a train took to cover its route, compared to the elapsed time the train would have taken to cover its route had it encountered no delays en route, i.e. Delays en route include waits for other trains, waits for clear track ahead, waits for drawbridges, waits for signal clearances, and speed reductions caused by taking sidings or clearing in sidings or yard tracks for other trains. Delays en route do not include terminal and yard dwells or work events that are built into each freight train's trip plan. Freight train delay is captured by the RTC software using apportioned time for trains whose trip within the modeled territory began prior to the commencement of the 10-day steady-state period, or continued after the end of the 10-day steady-state period. The total delay for all freight trains is calculated as follows:

Freight Train Delay per 100 train-miles = 100 x (Total Delay of All Trains/Total Train Miles)

Freight train metrics were compared between the No-Build Case and the Build Case (see Results, Section 6.2).

PASSENGER TRAIN METRICS

Passenger train on-time performance was measured as follows:

- for long-distance trains, the elapsed time between the entry and exit to the modeled network at CP DeLand and NOT Junction (NOT Junction and CP DeLand were chosen as endpoints because at both locations, CSX trackage ends)
- for state-supported corridor trains, the elapsed time between NOT Junction and Mobile station platform.

The elapsed time was compared mathematically to the scheduled time for passenger trains to pass the entry and exit points. OTP was calculated for each seed train incorporating the late train tolerance defined in Section 5.2.4 as follows:

For New Orleans to Mobile state-supported corridor trains (target OTP = 90%)

OTP = 100 x (Actual Running Time in model + 10 minutes / Scheduled Running Time)

For New Orleans to Orlando long-distance trains (target OTP = 85%)

OTP = 100 x (Actual Running Time in model + 30 minutes / Scheduled Running Time)

Note that OTP for passenger trains was inclusive of drawbridge openings that were encountered by passenger trains en route.

An average OTP for all seeds of each passenger train type (corridor and long-distance) in the model was calculated by adding the OTP of each train seed for the type, then dividing by the number of seeds.

Additionally, average passenger train speeds were captured for the New Orleans-Orlando and New Orleans-Mobile trains, within the modeled territory.

5.0 Parameters and Assumptions of the Operations Simulation Model

Photograph 5-1.



A southbound Amtrak long-distance passenger train passes the south throat of CSX's Moncrief Yard in Jacksonville.

5.1. Parameters

5.1.1. Geographic Limits of the Model

In consultation with CSX, the following modeling limits were established in order to capture potential effects on capacity and velocity of existing and future freight and passenger operations associated with changes to infrastructure and service, both within and outside of the proposed Gulf Corridor passenger rail corridor:

- CSX Nahunta Subdivision from South Folkston, Georgia, to Dinsmore, Florida
- CSX Callahan Subdivision from Callahan, Florida, to Baldwin Tower
- CSX Sanford Subdivision between St. Johns, Florida, and control point SE DeLand, Florida
- CSX Jacksonville Terminal Subdivision between Dinsmore, Florida, and St. Johns, Florida
- CSX Jacksonville Terminal Subdivision main track from Dinsmore to Duval Connection
- CSX Jacksonville Terminal main track from Beaver Street in Jacksonville to Jacksonville Bridge
- CSX Jacksonville Terminal Subdivision SP Line between Beaver Street in Jacksonville and control point NE West Baldwin
- CSX Jacksonville Terminal Subdivision S and SM Line between Baldwin Tower and Clark Street in Baldwin, FL
- CSX Wildwood Subdivision from Clark Street in Baldwin, Florida, to a point 2 miles south of control point SE Baldwin Yard
- CSX Tallahassee Subdivision from control point NE West Baldwin to South Chattahoochee, Florida
- CSX P&A Subdivision between North Boykin Yard Limits in Chattahoochee, Florida, to South Pensacola Yard Limits
- CSX PD Subdivision between South Pensacola Yard Limits and Flomaton, Alabama
- CSX M&M Subdivision between control point NE Vera near Montgomery, Alabama, and Sibert in Mobile, Alabama
- CSX NO&M Subdivision between Sibert in Mobile, Alabama, and NOT Junction in New Orleans, Louisiana

The Gulf Coast passenger corridor also includes trackage owned by Amtrak and Norfolk Southern in New Orleans, and by Florida Department of Transportation between DeLand and Orlando. However, these sections of the corridor not owned by CSX were not included in this operations simulation analysis.

5.1.2. Implementation and Horizon Years for Service

FRA-funded passenger projects require that operations analysis (and specifically operations simulation) demonstrate that the proposed project is sufficient to increase capacity to deliver the proposed passenger rail service and accommodate growth of freight rail service in an efficient and reliable multi-modal rail corridor over a typical 20-year time horizon following the completion of the passenger project.

For the operations modeling performed in the proposed Gulf Coast passenger rail service, a project implementation year of 2020 was selected, in consultation with CSX, with a 20-year planning horizon year of 2040.

5.1.3. Time of Year Model

The trains files used in the base simulation modeling case were developed from real-time OS data provided by CSX for trains operating in the modeling limits during a two-week period between May 1, 2016 and May 14, 2016. Implementation year for passenger service was estimated to be 2020. Future year scenarios were modeled in the year 2040, using CSX-projected freight growth calculations (see Appendix A).

5.1.4. FRA Regulations that Affect Model

The model incorporates current CSX employee timetables and operating rules, which reflect current FRA regulations on track classification, maximum train speed by track classification, method of operation, etc.

5.1.5. CSX Rules and Regulations in Effect

Trains in the model adhere to current CSX operating rules and regulations, signal aspects, and braking curves. There is no preference given to which train holds a siding; however, as an operating practice (not a rule) trains longer than a siding will hold the main track while a train shorter than the siding will take the siding.

Operations and Infrastructure in the model were developed in accordance with the following CSX documents:

- Jacksonville Division Timetable No. 1, effective Thursday October 1, 2015
- Atlanta Division Timetable No. 1, effective Thursday October 1, 2015
- CSX Operating Rules, effective January 1, 2014
- CSX Safe Way rulebook, effective July 1, 2012

5.1.6. Roadway At-Grade Crossing Blockages

Standing trains in the model do not block a public at-grade roadway crossing for more than 10 minutes. Private grade crossings in the model can be blocked for up to 30 minutes by standing trains.

5.1.7. Maximum Authorized Speeds

Table 5-1 details the current maximum authorized speeds (MAS) and Method of Operation (movement authority) of each subdivision in the proposed Gulf Coast corridor.

Table 5-1. General Infrastructure Characteristics of subdivisions comprising the proposed Gulf Coast passenger corridor

Subdivision (Division)	Endpoints	Miles	MofO	Main Tracks	Passenger MAS	Draw-bridges	# of SSDG	# of CSDG
NO&M (ATL)	New Orleans-Mobile	138.5	CTC	1-2	79 mph	7	3	7
M&M (ATL)	Mobile-Flomaton	58.2	CTC	1-2	79 mph	5	4	3
PD (ATL)	Flomaton-Pensacola	37.8	TWC	1	59 mph	0	0	3
P&A (JAX)	Pensacola-Chattahoochee	165.7	TWC/YL	1	59 mph/ 20 mph	2*	0	4
Tallahassee (JAX)	Chattahoochee-Baldwin	189.5	TWC/CTC/YL	1	50 mph**/20 mph	0	4	10
Jacksonville Terminal: SP Line (JAX)	Baldwin-Jacksonville	18.0	CTC	1-2	79 mph	0	1	1
Jacksonville Terminal: A Line (JAX)	Jacksonville-St. Johns	8.8	CTC	1-2	79 mph	0	0	0
Sanford (JAX)	St. Johns-DeLand	101.4	CTC	1	79 mph	3	9	0

MofO = Method of Operation; SSDG = Signaled Siding; CSDG = Controlled Siding
Notes:
*One drawbridge on the P&A Subdivision is permanently lined and locked for train movements.
**Passenger MAS will be increased to 79 mph between Tallahassee and Baldwin as part of the proposed passenger rail service restoration.

On CSX trackage, train speeds are authorized by:

a. Rules, or
b. Special instructions, or
c. Train documents, or
d. Dispatcher messages, or
e. Form EC-1, or
f. Signal indications.

According to the current CSX operating rulebook, the following terms apply when used to authorize train speed:

a. Limited Speed: A speed not exceeding 45 mph
b. Medium Speed: A speed not exceeding 30 mph
c. Slow Speed: A speed not exceeding 15 mph
d. Restricted Speed: A speed that permits stopping within one-half the range of vision. It also permits stopping short of a train, a car, on-track equipment, an obstruction, a Stop signal, a derail, or an improperly lined switch. It permits looking out for broken rail. It is not to exceed 15 mph.

Trains using other than main or signaled tracks must move at a speed that permits stopping within one-half the range of vision, short of a train, a car, on-track equipment, an obstruction, a Stop signal, a derail, or an improperly lined switch and must not exceed:

a. 25 mph on non-signaled sidings; or
b. 15 mph when moving to and from the main track, operating through hand-operated switches not equipped with a signal; or
c. 10 mph when not moving to or from the main track, operating through hand-operated switches; or
d. 10 mph on other than main tracks or signaled tracks; or
e. 5 mph within designated locomotive service track or car shop repair track areas.

The following speeds must not be exceeded:

a. 70 mph for passenger trains with multi-level auto-racks or auto frame equipment, or
b. 59 mph for passenger trains operating within the limits of a signal suspension or against the current of traffic, or
c. 49 mph for freight trains operating within the limits of a signal suspension or against the current of traffic, or
d. 10 mph for trains operating on excepted track, or
e. Restricted speed for 15 minutes for trains that encounter an unattended burning fusee near the track, unless the fusee is beyond the first rail of an adjacent track.

5.1.8. Curve Superelevation and Unbalance

Superelevation is the height difference in inches between the high (outside) and low (inside) profile rail. Superelevation is used to counteract, or partially counteract the centrifugal force acting radially outward on a train when it is traveling along the curve. A state of equilibrium is reached when the centrifugal force acting on a train is equal to the counteracting force pulling on a train by gravity along the superelevated plane of the track.

On CSX's Jacksonville Division, curves have a maximum superelevation of 3 inches. On CSX's Atlanta Division, curves have a maximum superelevation of 4 inches. Maximum curve unbalance for freight trains is 2 inches, and maximum curve unbalance for passenger trains is 4 inches.

Where upgrade of track classification and passenger speeds are proposed for the implementation of passenger rail service, all track, signals, and superelevation will be set to freight train design standards.

5.2. Amtrak Trains Operated in the Model

5.2.1. Routes, Frequencies, Consists, Station Stops

In December 2015, Amtrak completed a feasibility study for the Southern Rail Commission entitled "Potential Gulf Coast Service Restoration Options," which identified five options for reinstating passenger rail service between New Orleans and Orlando. FRA subsequently requested that CSX perform computerized operations modeling of Alternatives A and A1 from the feasibility study to determine infrastructure needs for service implementation under each alternative.

Alternatives A and A1 consist of the following: Extend a portion of the City of New Orleans consist from New Orleans to Orlando, with (Alternative A) or without (Alternative A1) a single daily state-supported train, priced under the Passenger Rail Investment and Improvement Act, Section 209 methodology (PRIIA 209) between New Orleans and Mobile.

Figure 5-1. Proposed Gulf Coast Passenger Rail Alternatives Modeled



In its feasibility study, Amtrak prepared conceptual train schedules and consists for each option. Under Alternative A and A1, Amtrak would extend a portion of the City of New Orleans train from New Orleans through to Orlando, making intermediate station stops at Bay St. Louis, Gulfport, Biloxi, Pascagoula, Mobile, Atmore, Pensacola, Crestview, Chipley, Tallahassee, Madison, Lake City, Jacksonville, Palatka, DeLand and Winter Park. The eastbound train would depart New Orleans in the late afternoon, Mobile in the evening, Tallahassee early the next morning, Jacksonville mid-morning, and arrive into Orlando late morning. The westbound train would depart Orlando in the early afternoon, Jacksonville late afternoon, Tallahassee in the evening, Mobile early the next morning, and arrive into New Orleans mid-morning.

Under Alternative A only, Amtrak would also operate a single state-supported round-trip corridor train eastbound in the morning and westbound in the afternoon/evening between New Orleans and Mobile, on opposite-time-of-day schedules to the City of New Orleans, making intermediate station stops at Bay St. Louis, Gulfport, Biloxi, and Pascagoula. Table 5-2 presents the conceptual timetable developed for Alternatives A and A1 for stations between New Orleans and Orlando.

Table 5-2. Conceptual Schedules from Amtrak's 'Potential Gulf Coast Restoration Options' Report (December 2015)

Eastbound (Read Down)			Direction		Westbound (Read Up)	
Alternative A Only	Alternatives A and A1		Alternatives		Alternatives A and A1	Alternative A Only
New Orleans-Mobile	City of New Orleans		Train Name		City of New Orleans	Mobile-New Orleans
TBD 4	59		Train Number		58	TBD 3
Daily	Daily		Normal Days of Operation		Daily	Daily
		Mile	Station	Mile		
8:00 AM	Dp 5:00 PM	0	New Orleans, LA (CST)	767	Ar 9:30 AM	8:23 PM
9:13 AM	6:13 PM	56	Bay St. Louis, MS	711	7:47 AM	6:44 PM
9:35 AM	6:35 PM	71	Gulfport, MS	696	7:25 AM	6:22 PM
9:53 AM	6:53 PM	83	Biloxi, MS	684	7:07 AM	6:04 PM
10:17 AM	7:17 PM	103	Pascagoula, MS	664	6:43 AM	5:40 PM
11:13 AM	8:18 PM	143	Mobile, AL	624	6:03 AM	5:00 PM
	9:12 PM	188	Atmore, AL	579	4:10 AM	
	Ar 10:39 PM	247	Pensacola, FL	520	Dp 2:43 AM	
	Dp 10:45 PM	247	Pensacola, FL	520	Ar 2:37 AM	
	11:49 PM	296	Crestview, FL	471	1:33 AM	
	1:11 AM	363	Chipley, FL (CST)	404	12:11 AM	
	5:00 AM	449	Tallahassee, FL (EST)	318	11:10 PM	
	6:14 AM	505	Madison, FL	262	9:38 PM	
	7:04 AM	554	Lake City, FL	213	8:48 PM	
	Ar 8:15 AM	620	Jacksonville, FL	147	Dp 7:45 PM	
	Dp 8:31 AM	620	Jacksonville, FL	147	Ar 7:25 PM	
	9:36 AM	678	Palatka, FL	89	6:01 PM	
	10:21 AM	730	DeLand, FL	37	5:15 PM	
	11:02 AM	762	Winter Park, FL	5	4:33 PM	
	Ar 11:30 AM	767	Orlando, FL (EST)	0	Dp 4:15 PM	
03:13	*17:30*		*Total Trip Time*		*18:15*	*03:23*

The City of New Orleans extension equipment would be maintained overnight at Amtrak's Sanford, Florida, Auto Train facility. The state-supported corridor train's equipment would be maintained at Amtrak's facility in New Orleans, with contract cleaning and turnaround services provided at a new

facility in Mobile. Table 5-3 presents the consist assumptions for each train under Alternatives A and A1.

Photograph 5-2.



The proposed City of New Orleans consist would use bilevel Superliner equipment.

Alternatives A and A1 assume that the City of New Orleans would operate with one P-42 locomotive, one Superliner coach, one Superliner coach-baggage, one Superliner Cross-Country Café car, and one Superliner sleeping car would operate through from Chicago to Orlando on a year-round basis, while the rest of the consist would turn at New Orleans. On some peak dates, however, an additional coach and/or the transition sleeping car from the City of New Orleans might also operate through in order to capture all ridership demand and revenue. The state-supported corridor round trip would operate with one P-42 locomotive, two Horizon coaches, and a Horizon Club Dinette (offering both food service and Business Class) in dedicated Gulf Coast service.

Table 5-3. Amtrak Alternative A/A1 Consist Proposal

Equipment Type	Units per Trainset
City of New Orleans extension	
P-42 Diesel Locomotive	1
Superliner Coach (see Note below)	1*
Superliner Cross-Country Café	1
Superliner Sleeper	1
Superliner Coach-Baggage	1

Equipment Type	Units per Trainset
Superliner Transition Sleeper (see Note)	*
State-Supported Corridor Train (Not included in Alternative A1)	
P-42 Diesel Locomotive	1
Horizon Coach	2
Horizon or Amfleet I Club Dinette	1

Note: City of New Orleans trainset will run with a second Superliner Coach or a Transition Sleeper on demand during peak season.

5.2.2. Consist Development in the Model for Passenger Train Operations

To simulate the proposed passenger trains operations in the corridor, train consists and timetables were developed. Trains consists were based on the conceptual equipment consists used by Amtrak in its "Gulf Coast Service Restoration Options" feasibility study. Table 5-4 details the proposed train consists modeled.

Table 5-4. Proposed Amtrak Alternative A/A1 Consists Modeled

Equipment Type	Units per Trainset
City of New Orleans extension	
P-42 Diesel Locomotive	1
Superliner Coach (see Note below)	1
Superliner Cross-Country Café	1
Superliner Sleeper	1
Superliner Coach-Baggage	1
Superliner Transition Sleeper (see Note)	1
Patrons On Board	200
Train Weight	541 tons
Train Length	495 feet
HP/ton	7.12
State-Supported Corridor Train (Not included in Alternative A1)	
P-42 Diesel Locomotive	1
Horizon Coach	2
Horizon or Amfleet I Club Dinette	1
Patrons On Board	80
Train Weight	312 tons
Train Length	325 feet

Equipment Type	Units per Trainset
HP/ton	12.34

Note: Amtrak's study indicates that the train will operate with a second Superliner Coach or Transition Sleeper On Demand during peak season. To account for these consist variations, the 5-car City of New Orleans consist detailed above was modeled, representing the highest travel demand conditions.

5.2.3. Timetable Consist Development in the Model for Passenger Train Operations

Once the consists were determined, running time estimates were made using the Train Performance Calculator (TPC) feature of the Rail Traffic Controller (RTC) operations simulation model. The calculations determined unimpeded running times over the train's route between New Orleans and DeLand, based on existing passenger train speeds and track alignments as published in CSX employee timetables in effect at the time of the study. The following assumptions and inputs were used in creating and running the models:

1. Passenger train speed limits posted in current CSX employee timetables were input into the model.
2. Eastbound and westbound runs were recorded.
3. A one second dwell time was used for modeling all station stops.
4. No recovery time was added to any of the schedules.
5. Existing permanent speed restrictions, i.e., yard limit locations and civil speed restrictions not strictly related to curvature were retained in the cases.

Using the running times estimated in the model, conceptual timetables were developed for each passenger train. The following assumptions and inputs were used in creating the timetables:

- The location of station stops would match those indicated for the trains in the conceptual schedules for Alternatives A and A1 noted in Amtrak's Gulf Coast Service Restoration feasibility study
- Trains arrival and departure times at New Orleans would match as closely as possible those in the conceptual schedules for Alternatives A and A1 in the Amtrak Gulf Coast study
- A 2-minute dwell time was used for all station stops except Mobile and Tallahassee where a 4- or 5-minute dwell time was used
- Additional dwell was allotted at Pensacola and Jacksonville for crew changes and locomotive refueling, using identical dwell times to those indicated in Amtrak's Gulf Coast Service Restoration option study
- Departure times at intermediate stations would match as closely as possible those in the conceptual schedules for Alternatives A and A1 in the Amtrak Gulf Coast study where TPC estimates indicate it is reasonable to do so
- Recovery time was added to the schedules at percentages that mirrored the recovery time presumed to be built into the conceptual timetables for Alternatives A and A1 in the Amtrak Gulf Coast study.

Using the above assumptions as a guide, the following initial timetables were developed. Table 5-5 and Table 5-6 show how timetables were developed for the state-supported corridor round trip, using the TPC calculations as a starting point. Abbreviations for the columns in Table 5-5 and subsequent tables are as follows:

- RR = Host railroad
- MI = Miles
- TPC = TPC calculation of pure running time
- RUN = Run time used for timetable
- REC = Recovery time
- ADJ = Adjustments to schedule for meet/pass or other events
- DWL = Station dwell time
- ARR = Arrival time
- DEP = Departure time
- AMT = Time from Amtrak feasibility study

Table 5-5 shows the TPC-calculation and proposed HDR-adjusted timetable for eastbound state-supported corridor train (identified as GC4 in the Amtrak feasibility study, but identified below as train No. 24).

Table 5-5. TPC Calculations and Proposed Timetable for Eastbound State-Supported Train 24

RR	MI	TPC	RUN	REC	ADJ	DWL	ARR	DEP	STATION	AMT
AMT	0							08:00	New Orleans	08:00
NS	4		12	1	1	0	08:14	08:14	East City Jct.	
CSX	4		8	1	1	0	08:24	08:24	NOT Jct.	
CSX	49	47:03	47	0	0	2	09:11	09:13	Bay St. Louis	09:13
CSX	15	19:18	20	0	0	2	09:33	09:35	Gulfport	09:35
CSX	12	15:29	16	0	0	2	09:51	09:53	Biloxi	09:53
CSX	20	19:40	20	2	0	2	10:15	10:17	Pascagoula	10:17
CSX	40	37:33	38	18	0	0	11:13		Mobile	11:13
								03:13	*Total Trip Time*	*03:13*
								44.7 mph	*Average speed*	*44.7 mph*
	144		*161*	*22*	*2*	*8*		*193*	*Totals*	*193*

Notes on timetable for Train 24

1. A 1-minute schedule adjustment was added at East City Jct. for receipt of new movement authority owing to change in host railroad.
2. A 1-minute schedule adjustment was added at NOT Jct. for receipt of new movement authority owing to change in host railroad.
3. Used Amtrak-proposed recovery times of 22 minutes (13% of 161 minutes PRT)
4. Train 24 will pass train 58 on double track west of Michoud interlocking

Table 5-6 shows the westbound state-supported corridor train identified as GC3 in the Amtrak feasibility, but herein identified as train No. 23.

Table 5-6. TPC Calculations and Proposed Timetable for Westbound State-Supported Train 23

RR	MI	TPC	RUN	REC	ADJ	DWL	ARR	DEP	STATION	AMT
CSX	0							17:00	Mobile	17:00
CSX	40	36:21	37	1	0	2	17:38	17:40	Pascagoula	17:40
CSX	20	21:24	22	0	0	2	18:02	18:04	Biloxi	18:04
CSX	12	14:46	15	1	0	2	18:20	18:22	Gulfport	18:22
CSX	15	19:21	20	0	0	2	18:42	18:44	Bay St. Louis	18:44
NS	49	46:35	47	18	1	0	19:50	19:50	NOT Jct.	
AMT	4		7	1	1	0	19:59	19:59	East City Jct.	
AMT	4		12	11	1	0	20:23		New Orleans	20:23
								03:23	*Total Trip Time*	*03:23*
								42.6 mph	*Average speed*	*42.6 mph*
	144		*160*	*32*	*3*	*8*		*203*	*Totals*	*203*

Notes on timetable for Train 23

1. TPC running times match Amtrak's proposed schedule, but a siding meet with train 59 would add 25 minutes of delay. See below
2. A 1-minute schedule adjustment was added at NOT Jct. for receipt of new movement authority owing to change in host railroad
3. A 1-minute schedule adjustment was added at East City Jct. for receipt of new movement authority owing to change in host railroad
4. Used Amtrak-proposed recovery times of 32 minutes (20% of 160 minutes PRT)

Amtrak's feasibility study called for the state-supported corridor train to operate on an opposite-time-of-day schedule with the City of New Orleans extension. As a result, meets between passenger trains were analyzed for feasibility on the single-track NO&M Subdivision. It was determined that the schedule of the morning eastbound corridor train would provide for a meet with the westbound City of New Orleans on the double-track section of the NO&M Subdivision east of Gentilly Yard. However, the projected schedule of the afternoon westbound corridor train would require a meet to occur with eastbound long-distance train 59 on single track between Bay St. Louis and Gulfport. To perform this meet on the proposed Amtrak train schedules, train 59 would have to be held at Harbin siding for approximately 20 minutes to wait for train 23, or alternatively train 23 would have to be held for approximately 40 minutes at Beauvoir siding east of Gulfport to wait for train 59 to pass. Rather than introduce an extended wait at a siding for passenger trains into the timetable, an alternative was developed whereby train 23's schedule would be shifted, so that it departs Mobile 15 minutes earlier than the time in the Amtrak feasibility study. Doing so would allow for a better meet of passenger trains at Harbin siding and a shorter hold time at Harbin for train 23. Table 5-7 presents the revised timetable used in the model.

Table 5-7. TPC Calculations and Potential HDR-Adjusted Timetable for Siding Meet for Westbound State-Supported Train 23

RR	MI	TPC	RUN	REC	ADJ	DWL	ARR	DEP	STATION	AMT
CSX	0							16:45	Mobile	17:00
CSX	40	36:21	37	1	0	2	17:23	17:25	Pascagoula	17:40
CSX	20	21:24	22	0	0	2	17:47	17:49	Biloxi	18:04
CSX	12	14:46	15	1	0	2	18:05	18:07	Gulfport	18:22
CSX	15	19:21	20	0	10	2	18:37	18:39	Bay St. Louis	18:44
NS	49	46:35	47	18	1	0	19:45	19:45	NOT Jct.	
AMT	4		7	1	1	0	19:54	19:54	East City Jct.	
AMT	4		12	11	1	0	20:18		New Orleans	20:23
								03:33	*Total Trip Time*	*03:23*
								40.6 mph	*Average speed*	*42.6 mph*
	144		*160*	*32*	*13*	*8*		*213*	*Totals*	*203*

Notes on adjusted timetable for Train 23:

1. Includes a 10-minute schedule adjustment between Gulfport and Bay St. Louis for meet with train 59 at Harbin siding

2. A 1-minute schedule adjustment was added at NOT Jct. for receipt of new movement authority owing to change in host railroad
3. A 1-minute schedule adjustment was added at East City Jct. for receipt of new movement authority owing to change in host railroad
4. Used Amtrak-proposed recovery times of 32 minutes (20% of 160 minutes PRT)

Table 5-8 and Table 5-9 present the HDR-adjusted timetables developed for the City of New Orleans extension operating between New Orleans and DeLand, based on the TPC calculations. Between New Orleans and Pensacola, the travel times of the trains were able to match fairly closely those in the conceptual timetables developed by Amtrak in its Gulf Coast feasibility study. However, between Pensacola and DeLand, the TPC calculations produced running times far slower than those proposed by Amtrak in its Gulf Coast study.

The total trip times between New Orleans and Orlando based on the TPC models produced timetables with travel times that were slower than those in the conceptual Amtrak timetables by 55 minutes for westbound train No. 58 and by 1 hour and 16 minutes for eastbound train No. 59.

Table 5-8. TPC Calculations and Proposed HDR-Adjusted Timetable for Westbound City of New Orleans Extension Train 58

RR	MI	TPC	RUN	REC	ADJ	DWL	ARR	DEP	STATION	AMT
CFR								15:20	Orlando	16:15
CFR	5		16	0	0	2	15:36	15:38	Winter Park	16:33
CFR	32		40	0	0	2	16:18	16:20	DeLand	17:15
CSX	0		1	0	0	0	16:21	16:21	SE Deland (CSX)	
CSX	52	45:32	46	0	0	2	17:07	17:09	Palatka	18:01
CSX	59	1:05:37	1:06	0	6	0	18:21	18:21	Grand Jct. (wye)	
CSX	1	05:51	0	15	6	20	18:42	19:02	Jacksonville (shove from Grand Jct. into station)	19:25-19:45
CSX	62	1:01:11	1:01	0	0	2	20:03	20:05	Lake City	20:48
CSX	50	48:00	48	0	0	2	20:53	20:55	Madison	21:38
CSX	55	1:11:20	1:12	17	0	5	22:24 ET 21:24 CT	22:29ET 21:29CT	Tallahassee	23:10ET 22:10CT
CSX	87	2:16:44	2:17	0	0	2	23:46	23:48	Chipley-CT	00:11
CSX	66	1:35:10	1:35	0	0	2	01:23	01:25	Crestview	01:33
CSX	50	1:02:32	1:03	20	0	6	02:48	02:54	Pensacola	02:43
CSX	59	1:27:29	1:28	0	0	2	04:22	04:24	Atmore	04:10

RR	MI	TPC	RUN	REC	ADJ	DWL	ARR	DEP	STATION	AMT
CSX	45	53:27	54	36	0	5	05:54	05:59	Mobile	06:03
CSX	40	36:55	37	1	0	2	06:37	06:39	Pascagoula	06:43
CSX	20	23:44	24	0	0	2	07:03	07:05	Biloxi	07:07
CSX	12	14:53	15	1	0	2	07:21	07:23	Gulfport	07:25
CSX	15	19:48	20	0	0	2	07:43	07:45	Bay St. Louis	07:47
NS	49	49:38	50	20	1	0	08:56	08:56	NOT Jct.	
AMT	4		7	1	1	0	09:05	09:05	East City Jct.	
AMT	4		23	1	1	0	09:30		New Orleans	09:30
								19:10	*Total Trip Time*	*18:15*
								40.0 mph	*Average speed*	*42.0 mph*
	767		*963*	*112*	*15*	*60*		*1,150*	*Totals*	*1,095*

Notes on timetable for Train 58:

1. DeLand-Palatka: Travel time is 3 minutes slower than proposed Amtrak travel time
2. Jacksonville: Schedule adjustment of 12 minutes added to account for wyeing of train at Grand Junction and shove into Jacksonville Amtrak station
3. Palatka-Jacksonville: Added 15 minutes of recovery time (which is 13% of 112 minutes PRT, DeLand-Jacksonville). Total travel time, Palatka-Jacksonville, is 9 minutes slower than proposed Amtrak timetable
4. Jacksonville: Dwell time of 20 minutes matches proposed Amtrak timetable
5. Jacksonville-Lake City: Travel time is same as proposed Amtrak timetable
6. Lake City-Madison: Travel time is same as proposed Amtrak timetable
7. Jacksonville-Tallahassee: Added 17 minutes of recovery time (which is 9.5% of 181 minutes of PRT). Proposed Amtrak timetable appears to have added 15 minutes of recovery time, assuming a 5-minute dwell at Tallahassee and a comparison of Amtrak's proposed eastbound and westbound train schedules. Resulting Madison-Tallahassee travel time is 2 minutes slower than proposed Amtrak timetable
8. Tallahassee-Chipley: Travel time is 18 minutes slower than proposed Amtrak timetable travel time
9. Schedule assumes construction of a new siding at DeFuniak Springs between Chipley and Crestview for trains 58 and 59 to meet.
10. Chipley-Crestview: Travel time is 15 minutes slower than proposed Amtrak timetable
11. Crestview-Pensacola: Crestview-Pensacola: Travel time before recovery time is 1 minute faster than Amtrak timetable
12. Pensacola: Used Amtrak-recommended 6 minute dwell for crew change
13. Pensacola-Atmore: Travel time is 3 minutes slower than proposed Amtrak timetable
14. Atmore-Mobile: Travel time is 2 minutes slower than proposed Amtrak timetable

15. Recovery time, Tallahassee-Mobile: Used presumed Amtrak-proposed recovery time of 56 minutes (which is 13% of 437 minutes of PRT)
16. Pascagoula-Biloxi: Travel time is 2 minutes slower than proposed Amtrak timetable
17. Train 58 will pass train 24 on double main track between Chef Menteur and Gentilly Yard
18. Bay St. Louis-New Orleans: Travel time is 2 minutes slower than proposed Amtrak timetable
19. Recovery time, Mobile-New Orleans: Used presumed Amtrak-proposed recovery time of 24 minutes (which is 13.5% of 176 minutes PRT)
20. A 1-minute schedule adjustment was added at NOT Jct. for receipt of new movement authority owing to change in host railroad.
21. A 1-minute schedule adjustment was added at East City Jct. for receipt of new movement authority owing to change in host railroad.
22. East City Jct.-New Orleans: Running time extended 11 minutes to account for wyeing of train prior to arrival.
23. Schedules derived from TPC calculations estimate a required addition of 55 minutes of travel time, representing the differences in total trip time seen in the last row of the table (19:10 versus 18:15). Travel time is 1 minute longer New Orleans-Mobile, 43 minutes longer New Orleans-Jacksonville, and 55 minutes longer New Orleans-Orlando.
24. Total recovery time of 112 minutes is 11.6% of total running time of 963 minutes.

Table 5-9. TPC Calculations and Proposed HDR-Adjusted Timetable for Eastbound City of New Orleans Extension Train 59

RR	MI	TPC	RUN	REC	ADJ	DWL	ARR	DEP	STATION	AMT
AMT	0							17:00	New Orleans	17:00
NS	4		12	1	1	0	17:14	17:14	East City Jct.	
CSX	4		8	1	1	0	17:24	17:24	NOT Jct.	
CSX	49	51:32	52	0	0	2	18:16	18:18	Bay St. Louis	18:13
CSX	15	19:33	20	0	0	2	18:38	18:40	Gulfport	18:35
CSX	12	16:00	16	0	0	2	18:56	18:58	Biloxi	18:53
CSX	20	21:29	22	2	0	2	19:22	19:24	Pascagoula	19:17
CSX	40	36:49	37	18	0	5	20:19	20:24	Mobile	20:18
CSX	45	54:00	54	0	0	2	21:18	21:20	Atmore	21:12
CSX	59	1:28:37	1:29	16	0	6	23:05	23:11	Pensacola	22:45
CSX	50	1:02:07	1:02	0	0	2	00:13	00:15	Crestview	23:49
CSX	66	1:33:34	1:34	0	0	2	01:49	01:51	Chipley-CT	01:11
CSX	87	2:17:35	2:18	32	0	4	04:41 CT 05:41 ET	04:45CT 05:45ET	Tallahassee-ET	04:00CT 05:00ET
CSX	55	1:08:51	1:09	0	0	2	06:54	06:56	Madison	06:14
CSX	50	48:10	48	0	0	2	07:44	07:46	Lake City	07:04

RR	MI	TPC	RUN	REC	ADJ	DWL	ARR	DEP	STATION	AMT
CSX	62	59:01	59	0	6	0	08:51	08:51	Grand Jct. (wye)	
CSX	1	05:44		17	6	16	09:14	09:30	Jacksonville (shove from Grand Jct. into station)	08:15-08:31
CSX	59	1:05:37	1:06	0	0	2	10:36	10:38	Palatka	09:36
CFC	52	46:11	46	10	0	0	11:34	11:34	Del-CSX	
CFC	0		1	0	0	2	11:35	11:37	DeLand	10:21
CFC	32		39	0	0	2	12:16	12:18	Winter Park	11:02
CFC	5		16	12	0	0	12:46		Orlando	11:30
								18:46	*Total Trip Time*	*17:30*
								40.9 mph	*Average speed*	*43.8 mph*
	767		*948*	*109*	*14*	*55*		*1,126*	*Totals*	*1,050*

Notes on timetable for Train 59:

1. A 1 minute schedule adjustment was added at East City Jct. for receipt of new movement authority owing to change in host railroad
2. A 1 minute schedule adjustment was added at NOT Jct. for receipt of new movement authority owing to change in host railroad
3. Travel time between New Orleans and Bay St. Louis is 5 minutes slower than proposed Amtrak timetable
4. Travel time between Biloxi and Pascagoula is 2 minutes slower than proposed Amtrak timetable
5. New Orleans-Mobile: Used presumed Amtrak-proposed recovery time of 22 minutes (which is 13% of 167 minutes PRT)
6. Mobile-Atmore: Travel time is 2 minutes slower than proposed Amtrak timetable
7. Atmore-Pensacola: Travel time is 2 minutes slower than proposed Amtrak timetable without recovery time.
8. Mobile-Tallahassee: Added recovery time of 11% (48 minutes of recovery time, which represents 11% of 437 minutes PRT), which is similar to presumed Amtrak-proposed recovery time percentage of 11% (presumed to be 45 minutes of recovery on 400 minutes PRT). Amtrak timetable added all at Tallahassee; this schedule divides it with 16 minutes recovery time at Pensacola and 32 minutes recovery time at Tallahassee
9. Pensacola: Used same 6 minute dwell proposed in Amtrak timetable for crew change
10. Pensacola-Crestview: Same travel time as Amtrak timetable
11. Crestview-Chipley: Travel time is 14 minutes slower than proposed Amtrak timetable
12. Schedule assumes construction of a new siding at DeFuniak Springs between Crestview and Chipley for trains 59 and 58 to meet.
13. Chipley-Tallahassee: Travel time is 19 minutes slower than proposed Amtrak timetable

14. Tallahassee-Madison: Travel time is 3 minutes faster than proposed Amtrak timetable
15. Madison-Lake City: Travel time matches proposed Amtrak travel time
16. Jacksonville: Schedule adjustment of 12 minutes added to account for wyeing of train at Grand Junction and shove into Jacksonville Amtrak station
17. Jacksonville: Recovery time of 17 minutes added (9.5% of 176 minutes PRT, Tallahassee-Jacksonville). Amtrak appears to have added 10 minutes of either wye time or recovery time, Tallahassee-Jacksonville
18. Jacksonville-Palatka: Travel time is 3 minutes slower than proposed Amtrak timetable
19. Palatka-DeLand: Travel time is approximately 4 minutes slower than proposed Amtrak timetable
20. Palatka-DeLand: Recovery time of 10 minutes added (9% of 112 minutes Pure Running Time, Jacksonville-DeLand)
21. Schedules derived from TPC calculations estimate a required addition of approximately 47 minutes of running time, 17 minutes of recovery time, and , 12 minutes of scheduled adjustment time, representing the difference in total trip time seen in the last row of the table (18:46 versus 17:30) . Travel time is 6 minutes longer New Orleans-Mobile, 59 minutes longer New Orleans-Jacksonville, and 76 minutes longer New Orleans-Orlando.
22. Total recovery time of 109 minutes is 11% of total running time of 948 minutes.

It is unclear why the conceptual Amtrak timetables differ from the travel times derived from the computer-based TPC estimates, or what the trip times in the proposed Amtrak feasibility study timetables were based on. For example, the total trip time proposed for southbound/eastbound train No. 59 between New Orleans and Orlando was 17 hours, 30 minutes, which is a faster trip than any previous scheduled Sunset Limited trip time.

A look at historic Amtrak travel times between New Orleans and Orlando indicate that in certain years, Amtrak's Sunset Limited had travel times that matched or exceeded those derived from the TPC calculations. Table 5-10 presents a comparison of Amtrak's scheduled travel times in the Gulf Coast corridor between New Orleans and Orlando for the years 1984 through 2005.

Table 5-10. Historic Amtrak Gulf Coast Passenger Train Travel Times Compared with Proposed Timetables

Direction	East	West	East	West
Endpoints	New Orleans-Mobile	Mobile-New Orleans	New Orleans-Orlando	Orlando-New Orleans
HDR-adjusted TPC-derived travel time for state-supported Gulf Coast Corridor train (2016)	03:13	03:33	n/a	n/a
Amtrak proposed travel time for state-supported Gulf Coast Corridor (2016)	03:13	03:23	n/a	n/a
Gulf Coast Ltd.: 10/28/1984	03:35	03:40	n/a	n/a
Gulf Coast Ltd.: 11/10/1996	03:10	03:15	n/a	n/a
HDR-adjusted TPC-derived travel time for City of New Orleans	03:18	03:27	18:46	19:10

Direction	East	West	East	West
extension (2016)				
Amtrak-proposed travel time for City of New Orleans extension (2016)	03:18	03:27	17:30	18:15
Sunset Ltd.: 05/02/1993 – First timetable	03:00	03:20	17:50	17:07
Sunset Ltd.: 04/14/1996 – Last Miami terminating run	03:01	04:16	17:40	18:32
Sunset Ltd.: 11/10/1996 – First Sanford terminating run	03:16	04:05	n/a	n/a
Sunset Ltd.: 10/26/1997 – First Orlando terminating run	03:16	05:01	18:05	19:25
Sunset Ltd.: 05/21/2000	03:05	04:36	18:15	18:55
Sunset Ltd.: 04/29/2001 – First lengthened schedule	03:50	05:10	21:15	19:05
Sunset Ltd.: 10/29/2001 – Lengthened schedule with congestion advisory	03:55	05:05	21:30	21:20
Sunset Ltd.: 04/29/2005 – Final schedule	03:50	05:51	21:15	20:35

Source: Amtrak system timetables for month and year noted

For more than 8 years of the Sunset Limited's 12-year operation east of New Orleans, the train operated under scheduled travel times that were slower than those projected for Alternatives A and A1 in the Amtrak Gulf Coast feasibility study.

Based on the TPC estimates and schedule development assumptions discussed, Table 5-11 presents the revised passenger train timetables that were modeled.

Table 5-11. Proposed Amtrak Gulf Coast Passenger Timetables Based on Computer-Simulated TPC Running Times

Eastbound (Read Down)			Direction		Westbound (Read Up)	
Alternative A Only	Alternatives A and A1		Alternatives		Alternatives A and A1	Alternative A Only
New Orleans-Mobile	City of New Orleans		Train Name		City of New Orleans	Mobile-New Orleans
24	59		Train Number		58	23
Daily	Daily		Normal Days of Operation		Daily	Daily
		Mile	Station	Mile		

Eastbound (Read Down)			Direction		Westbound (Read Up)	
8:00 AM	Dp 5:00 PM	0	New Orleans, LA (CST)	767	Ar 9:30 AM	8:18 PM
8:14 AM	*5:14 PM*	*4*	*East City Jct. (NS) (no station stop)*	*763*	*9:05 AM*	*7:54 PM*
8:24 AM	*5:24 PM*	*8*	*NOT Junction (CSX) (no station stop)*	*759*	*8:56 AM*	*7:45 PM*
9:13 AM	6:18 PM	57	Bay St. Louis, MS	710	7:45 AM	6:39 PM
9:21 AM	*6:26 PM*	*66*	*Harbin siding, MS (no station stop)*	*701*	*7:35 AM*	*6:19-6:29 PM*
9:35 AM	6:40 PM	72	Gulfport, MS	695	7:23 AM	6:07 PM
9:53 AM	6:58 PM	84	Biloxi, MS	683	7:05 AM	5:49 PM
10:17 AM	7:24 PM	104	Pascagoula, MS	663	6:39 AM	5:25 PM
11:13 AM	Ar 8:19 PM	144	Mobile, AL	623	Dp 5:59 AM	4:45 PM
	Dp 8:24 PM	144	Mobile, AL	623	Ar 5:54 AM	
	9:20 PM	189	Atmore, AL	578	4:24 AM	
	Ar 11:05 PM	248	Pensacola, FL	519	Dp 2:54 AM	
	Dp 11:11 PM	248	Pensacola, FL	519	Ar 2:48 AM	
	12:15 AM	298	Crestview, FL	469	1:25 AM	
	12:49 AM	*325*	*DeFuniak Springs siding, FL (no station stop)*	*442*	*12:50 AM*	
	1:51 AM	364	Chipley, FL (CST)	403	11:48 PM	
	Ar 5:41 AM	451	Tallahassee, FL (EST)	316	Dp 10:29 PM	
	Dp 5:45 AM	451	Tallahassee, FL	316	Ar 10:24 PM	
	6:56 AM	506	Madison, FL	261	8:55 PM	
	7:46 AM	556	Lake City, FL	211	8:05 PM	
	8:51 AM	*618*	*Grand Jct. wye (no station stop)*			
	Ar 9:14 AM	619	Jacksonville, FL	149	Dp 7:02 PM	
	Dp 9:30 AM	619	Jacksonville, FL	149	Ar 6:42 PM	
			Grand Jct. wye (no station stop)	*148*	*6:21 PM*	
	10:38 AM	678	Palatka, FL	89	5:09 PM	
	11:34 AM	*730*	*SE DeLand (CSX) (no station stop)*	*37*	*4:21 PM*	
	11:37 AM	730	DeLand, FL	37	4:20 PM	
	12:18 PM	762	Winter Park, FL	5	3:38 PM	

Eastbound (Read Down)			Direction		Westbound (Read Up)	
	Ar 12:46 PM	767	Orlando, FL (EST)	0	Dp 3:20 PM	
03:13	*18:46*		*Total Trip Time*		*19:10*	*03:33*

5.2.4. Passenger Train On-Time Metrics

On-Time Performance (OTP) of passenger trains in the model will be measured using the Metrics and Standards for intercity passenger rail service developed by FRA and Amtrak in accordance with Section 207 of the Passenger Rail Investment and Improvement Act (PRIIA). On-time performance metrics differ depending on the type of train being operated. Two different types of trains are proposed to operate in the Gulf Coast corridor under Alternative A, with on-time performance requirements as follows:

- New Orleans to Mobile state-supported corridor train: On-time performance of 90%, with "on time" defined as arriving within 10 minutes of schedule at the endpoint terminal, according to the metrics for a corridor train of less than 250 miles.
- City of New Orleans extension: On-time performance of 85%, with "on time" defined as arriving within 30 minutes of schedule at the endpoint terminal, according to the metrics for a long-distance train with a route of more than 550 miles.

For both services above, at intermediate stations, trains are measured as “late” if they depart 15 minutes or more behind schedule.

The U.S. Surface Transportation Board rule July 28, 2016 (STB Docket Number EP-726), requiring OTP to be measured station-by-station, instead of at final terminal only, effective August 26, 2016, was not incorporated into the model methodology or parameters because of lack of time.

5.2.5. Drawbridge Openings

Drawbridge openings were determined based on a compilation of data provided by CSX bridge tenders. At all bridges, marine traffic has precedence at each drawbridge unless an immediate bridge opening would create an unsafe operating condition for the railroad.

5.3. Assumptions

Photograph 5-3.



Claiborne siding is one of the few signaled sidings (SSDG) currently on the NO&M Subdivision. Infrastructure improvements proposed to support implementation of passenger rail service will include the construction of new signaled sidings and the extension and signalization of existing sidings that are unsignaled or of insufficient length to accommodate typically operated freight trains.

5.3.1. Regulations and Rules Affecting Future Train Performance

For operations simulation cases modeled in the 2020 Implementation Year and 2040 Horizon Year, trains in the model are assumed to adhere to FRA and CSX operating regulations and rules in effect in 2016, and that these regulations and rules will not be changed in any way that would reduce maximum operating speeds, acceleration and braking curves, train lengths, train dwells, or other parameters of freight train and passenger train trip time and over-the-road performance. Passenger and freight train performance acceleration, braking, unbalance, and maximum speed limit characteristics in the 2020 and 2040 cases are assumed to be the same as today.

Passenger train on-time performance requirements are assumed to be identical to those in effect today, including the no-time performance metrics developed by FRA and Amtrak in accordance with Section 207 of the Passenger Rail Improvement and Investment Act. The recent U.S. Surface Transportation Board rule decided on July 28, 2016, (STB Docket Number EP-726), requiring OTP to be measured

station-by-station, instead of at final terminal only, is not incorporated into the rules and regulations assumptions for this study.

5.3.2. Freight Train Growth Characteristics

Appendix A details assumptions for freight train growth. To determine freight growth from 2016 to 2020 and ultimately to 2040, the USDOT's Freight Analysis Framework (FAF) data was used. To forecast the growth rate for this corridor, the ton-miles for the states CSX operates in was used to determine growth by train type. The crucial assumptions in this freight forecast methodology is that freight growth statewide will be uniformly distributed throughout the state, its distribution by mode will be in similar proportion to today, and that shippers will be willing and able to pay similar freight rates in the future adjusted for inflation as they do today. These assumptions are reflected accordingly in the forecasted growth of CSX freight traffic operating through these states. It is assumed that existing trains will remain the same size. For the future growth traffic, the average lengths and tonnages along with standard deviations were calculated based on existing traffic of that type.

Table 5-12 details the freight train frequency of each type of train that CSX operates, on each of the line segments of the proposed Gulf Coast corridor. Actual freight train frequency is shown for year 2016, and forecasted freight train frequencies for years 2020 and 2040.

Table 5-12. Freight Trains per day by Line Segment in the Proposed Gulf Coast Corridor

	Trains per Day													
	Jacksonville - Baldwin	Baldwin - Tallahassee	Tallahassee - Chattahoochee	Chattahoochee - Pensacola	Flomaton - Pensacola	Montgomery - Flomaton	Flomaton - Mobile	Mobile - New Orleans	Folkston - Callahan	Callahan - Jacksonville	Jacksonville - Bostwick	Bostwick - Deland	Callahan - Baldwin	Baldwin to Wannee Jct
2016														
Automotive	1	0	0	0	0	0	0	0	4	1	0	0	3	3
Bulk	0	1	1	1	1	1	1	1	5	0	0	0	5	4
Coal	1	2	2	2	2	4	2	0	1	0	2	0	1	1
Grain	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intermodal	8	1	1	1	1	1	2	2	15	14	0	0	1	6
Merchandise	1	3	3	3	4	7	8	8	14	6	2	2	8	7
Total	11	7	7	7	8	13	13	11	39	21	4	2	18	21

	Trains per Day													
	Jacksonville - Baldwin	Baldwin - Tallahassee	Tallahassee - Chattahoochee	Chattahoochee - Pensacola	Flomaton - Pensacola	Montgomery - Flomaton	Flomaton - Mobile	Mobile - New Orleans	Folkston - Callahan	Callahan - Jacksonville	Jacksonville - Bostwick	Bostwick - Deland	Callahan - Baldwin	Baldwin to Wannee Jct
2020														
Automotive	1	0	0	0	0	0	0	0	5	1	0	0	3	3
Bulk	0	1	1	1	1	1	1	1	6	1	0	0	6	5
Coal	1	2	2	2	2	4	2	0	1	0	2	0	1	1
Grain	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Intermodal	9	1	1	1	1	1	2	2	17	16	0	0	1	7
Merchandise	1	3	3	3	4	8	9	9	15	6	2	2	9	7
Total	12	7	7	7	8	14	14	12	45	24	4	2	21	23
2040														
Automotive	1	0	0	0	0	0	0	0	7	2	1	1	5	5
Bulk	0	1	1	1	2	2	2	1	9	1	0	0	8	7
Coal	1	2	2	2	2	4	2	0	1	0	2	0	1	1
Grain	1	1	0	0	0	0	0	0	1	0	0	0	1	0
Intermodal	16	2	3	3	3	2	4	4	30	29	0	0	2	12
Merchandise	2	4	4	4	6	11	13	12	21	9	2	2	12	10
Total	21	10	10	10	13	19	21	17	69	41	5	3	29	35

5.3.3. Drawbridge Openings

The number of drawbridge open-close cycles per day in the year 2020 and 2040 cases remained the same as the number of drawbridge open-close cycles in the Base Case. However, the duration of each open-close cycle in the year 2040 case was extended by up to 5 minutes per opening to account for an increase in marine traffic. The assumption is that marine traffic will bunch at drawbridges and move through the open drawbridge in groups, rather than additional opening frequencies. However, this assumption should be checked with marine authorities, to determine if a more reasonable pattern would be to increase the frequency of open-close cycles, and if so, what the likely distribution of open-close

cycles would be during a typical weekday and weekend day; or, if increasing the open-close cycle time by 5 minutes is sufficient.

5.3.4. Infrastructure Assumed at Implementation and Horizon Year

To support the implementation of on-time passenger rail service and accommodate anticipated freight train growth through 2040, a set of proposed infrastructure projects were input into the model. Infrastructure changes were made to each subdivision as detailed below. Infrastructure added to the No-Build and the Alternative A and A1 Build Cases was schematically diagrammed by HDR to achieve the desired operational performance from the perspective of the least total amount of infrastructure possible (i.e., least track-miles). These diagrams (as detailed in Appendix B) were provided to CSX for its cost-estimate purposes. Infrastructure schematically identified by HDR was not assessed by HDR or CSX for its constructability, least cost, or engineering feasibility. It was assumed by HDR that right-of-way that would be required by the proposed infrastructure would be available, and that the projects would be constructible and feasible from an engineering, environmental impact and permitting perspective. It is likely that this schematic infrastructure would require revisions to eliminate unreasonable impacts on CSX freight trains, as well as to be constructible, environmentally permittable, and avoid unreasonable or unmitigable impacts on surrounding land uses, roadways, and utilities.

Some infrastructure projects deemed necessary for passenger-train implementation were applied universally across the corridor, and not limited to a specific location, in order to obtain the passenger-train maximum authorized speeds implied by the passenger-train timetable proposed by Amtrak in its "Report for the Southern Rail Commission on Potential Gulf Coast Service Restoration Options," dated December 2015." Those projects included:

- Upgrading track structure to FRA Class 4, enabling passenger train operation at maximum authorized speed of 80 mph (see 49 CFR 213.9, Classes of Track: Operating Speed Limits)
- Installation of Centralized Traffic Control (CTC) on any nonsignaled line segments or line segments equipped with Automatic Block Signals only, enabling passenger train operation at a maximum authorized speed of 79 mph (see 49 CFR 236.0). Note: The more restrictive maximum signaling speed of 79 mph must be observed, even though the track class would permit a maximum passenger speed of 80 mph.
- Installation of Positive Train Control on all line segments operated on regularly by the proposed passenger rail service.
- Modernization of drawbridges, including replacement of aging or unreliable components, converting manned drawbridges to remote-control, and adoption of new technologies

To achieve dispatchable Build Case models, the following total infrastructure was added to Build Case Alternative A, compared to the Base Case:

- 182 track-miles of second main track, new sidings, siding extensions, and yard bypasses (reduced by 8 track-miles for Alternative A1 instead of Alternative A)

- 150 miles of track speed increase to a 79-mph maximum authorized speed on the Tallahassee Subdivision
- 243 miles of Centralized Traffic Control added on the Tallahassee, P&A, and PD subdivisions
- 2 existing single-track drawbridges each replaced with a two-track drawbridge (Chickasawbogue River and Pearl River)
- 1 existing two-track drawbridge replaced with a three-track drawbridge (Three Mile Creek)

Alternative A1 has the same infrastructure as Alternative A except that 182 track-miles of second main track, new sidings, siding extensions, and yard bypasses is reduced to 174 track-miles, and the replacement of the Pearl River drawbridge is not required.

Table 5-13 summarizes the infrastructure projects proposed for each subdivision for Build Case Alternative A, as estimated by the operations simulation model, and as also required by CSX, to support the implementation of scheduled passenger rail service in the proposed Gulf Coast corridor. Projects that deliver capacity or main track authorized speed increases were input into the model, and future year 2020 and 2040 cases simulations were conducted with it. These infrastructure projects are subject to change as described above.

Table 5-13. Infrastructure Improvement Projects to Support Passenger Service Implementation in Build Case Alternative A

Project	Milepost limits
Sanford Subdivision (Jacksonville-DeLand)	**A 648.2 – A 749.6**
Upgrade track structure	A 648.2 – A 749.6
Modernize drawbridges	Three bridges: A649.1, A 694.1, A 703.4
Jacksonville Terminal Subdivision: A Line (Jacksonville Amtrak to DeLand)	**A 635.2 – A 648.2**
Upgrade track structure	A 635.2 – A 648.2
Upgrade signaling/PTC	A 635.2 – A 648.2
Add Dinsmore crossover	A 635.2
Add double track: Amtrak station to Beaver St.	A 629.4 – A 642.5
Jacksonville Terminal Subdivision: SP Line (Beaver Street to West Baldwin)	**SP 635.0 – SP 653.0**
Upgrade track structure	SP 635.0 – SP 653.0
Upgrade signaling/PTC	SP 635.0 – SP 653.0
Build double track: Beaver St. to Duval Connection	SP 635.0 – SP 639.8
Extend Whitehouse siding	SP 644.6 – SP 646.36
Build double track: new SE Whitehouse to Halsema	SP 646.36 – SP 644.6
Tallahassee Subdivision (West Baldwin to South Chattahoochee)	**SP 653.0 – SP 842.5**

Project	Milepost limits
Upgrade track structure	SP 653.0 – SP 842.5
Upgrade signaling/PTC	SP 653.0 – SP 842.5
Extend Sanderson siding	SP 671.8 – SP 672.8
Build Sanderson running track	SP 667.7 – SP 670.8
Build new siding near Lake City	SP 685.16 – SP 688.42
Build Lake City running track	SP 693.5 – SP 695.1
Build new Wellborn siding	SP 704.8 – SP 708.5
Build new Live Oak Siding	SP 718.73 – SP 721.8
Extend Lee siding	SP 736.11 – SP 737.45
Extend Madison siding	SP 746.5 – SP 748.8
Extend Aucilla siding	SP 765.0 – SP 767
Extend Chaires siding	SP 787.13 – SP 785.7
Upgrade Tallahassee Running Track	SP 798.8 – SP 802
Convert Midway storage track to siding and extend	SP 811.64 – SP 814.6
Extend Douglas City siding	SP 826.4 – SP 827.8
Build new Chattahoochee siding	SP 837.7 – SP 840.8
P&A Subdivision (Chattahoochee to Pensacola)	**SP 842.5/00K 810.7 – 00K 645.0**
Upgrade track structure	SP 842.5/00K 810.7 – 00K 645.0
Upgrade signaling/PTC	SP 842.5/00K 810.7 – 00K 645.0
Modernize drawbridges	Two bridges: 00K 809.1, 00K 670.5,
Build new siding near Grand Ridge	00K 800 – 00K 796.4
Build new Marianna storage siding	00K 791 – 00K 789.6
Build new siding near Marianna/Lime Rock	00K 783.7 – 00K 779.9
Extend Chipley siding	00K 770.1 – 00K 769.1
Convert Westville storage track to siding	00K747.8 – 00K 744.4
Convert DeFuniak Springs storage track to siding	00K 729.9- 00K 726.6
Build new DeFuniak Springs storage track	00K 724.8 – 00K 723.5
Extend Sellers siding	00K 721.5 – 00K 717.9
Build new siding at Deerland	00K 711.7 – 00K 708.3
Build new Galliver storage Siding	00K 690.8 – 00K 689.3
Build double track: Floridale to Galliver	00K 690.9 – 00K 682.9
Build Avalon storage track	00K 667.1 – 00K 666.8
Build new Mulat storage siding	00K 663.6
Add double track: Pace to Avalon siding	00K 665.2 – 00K 663.5

Project	Milepost limits
Build Escambia Bay Bridge turnout and track Shift	00K 659.4 – 00K 659.2
Build new Pensacola running track	00K 648.8 – 00K 646
Grade Separate Airport Boulevard, Pensacola	00K 645.9
PD Subdivision (Pensacola to Flomaton)	**00K 645 - 00K 607.2**
Upgrade track structure	00K 645 - 00K 607.2
Upgrade signaling/PTC	00K 645 - 00K 607.2
Build Cantonment storage siding	00K 636.5 – 00K 635.0
Extend Cantonment siding	00K 636.3 – 00K 633.5
Extend Molino siding	00K 630.8 – 00K 627.2
Build new siding at McDavid	00K 617.4 – 00K 613.7
Build double track at Flomaton	00K 610.6 – 00K 607.3
M&M Subdivision (Flomaton to Mobile)	**000 607.0 - 000 665.2**
Track structure upgrade	000 607.0 - 000 665.2
Modernize drawbridges	Three: 000 651.5, 000 653.5, 000 658.3
Upgrade Flomaton crossover to Dispatcher Control	000 606.6
Extend Wawbeek siding to Miles	000 609.3 – 000 613.1
Extend double main: Nokomis to Perdido	000 626.5 – 000 629.4
Build Bay Minette storage siding	000 646.2 – 000 644.7
Build double track: Hurricane to Bay Minette	000 642.8 – 000 649.2
Build new Hurricane siding	000 647.3 – 000 649.2
Add double track, Aladocks to Sandy siding, with Chickasawbogue Bridge replacement	000 662.9 – 000 663.5
Add double track, Sandy Siding to Three Mile Creek, with Three Mile Creek drawbridge replacement	000 664.2 – 000 663.9
Build Sibert Yard bypass track	000 664.2 – 000 666.0
NO&M Subdivision (Mobile to New Orleans)	**000 665.2 - 000 803.7**
Track structure upgrade	000 665.2 - 000 803.7
Modernize drawbridges	Six: 000 706.8, 000 724.3, 000 752.5, 000 775.4, 000 787.2, 000 801.4
Build double track: Choctaw to Brookley	000 667.0 – 000 669.7
Extend Saint Elmo siding	000 683.9 – 000 685.6
Build double track: Orange Grove to Pascagoula River Bridge	000 701.2 – 000 706.6
Build double track: Pascagoula River Bridge to Gautier siding	000 707 – 000 709.8

Project	Milepost limits
Build double track: Gautier to Fountainbleau	000 712.7 – 000 716.5
Build double track: Biloxi Bay drawbridge to Beauvoir siding	000 725.1 – 000 730.2
Build double track: Beauvoir to Gulfport KCS Connection	000 731.9 – 000 739.4
Upgrade Harbin to a signaled siding	000 745.0 – 000 746.9
Build new Harbin rock train storage track	000 746.3 – 000 747.2
Extend Nicholson Ave. siding	000 756.4 – 000 758.2
Build double track: Claiborne to Rigolets, with Pearl River drawbridge replacement	000 768.9 – 000 774.1
Build double track: Rigolets to Chef Menteur	000 776 – 000 787
Extend double track from Michoud to Chef Menteur	000 793.1 – 000 788.4
Build Gentilly Yard bypass track	000 796.1 – 000 801

For all infrastructure improvement projects listed above, the following assumptions governing new track and siding infrastructure were adhered to and included in the operations model:

1. Existing main track or second main track:
   a. If in current 79 mph territory (tangent), remains at 79 mph
   b. If in historic 79 mph territory (tangent), but not today at 79 mph, upgrade to 79 mph
   c. If in unsignaled territory, upgrade to historic maximum speeds (generally 50 or 59 mph tangent), but not to 79 mph
2. New second main track:
   a. Match speed of adjacent main track
   b. End-of-second main track turnouts, and crossovers between main tracks, are #20 (45 mph)
   c. Other signaled/controlled turnouts exiting main tracks (e.g., yard leads) are #15 (30 mph)
   d. Any siding longer than 15,000 feet nominal will be considered second main track
3. New sidings:
   a. Design speed 45 mph (unless limited by curves)
   b. #20 turnouts
4. Extended sidings:
   a. Improve track to 45 mph
   b. Install #20 turnouts both ends
5. Sidings converted from controlled to signaled:
   a. Improve track to 45 mph
   b. Install #20 turnouts at both ends of siding
6. Bypasses and other special trackage:
   a. Generally, fastest maximum authorized speed allowable commensurate with geometry, signaling system, or other limits
   b. Generally, #20 turnouts, unless maximum authorized track speed is 30 mph or less, then #15 turnouts

To achieve a dispatchable No-Build case model, a limited amount of infrastructure was added to the No-Build case, compared to the Base Case, consisting of:

- 38 track-miles of second main track, new sidings, siding extensions, and yard bypasses, incorporated as follows:
    - 5 miles of siding extensions on the NO&M Subdivision
    - A 5-mile Gentilly Yard bypass track on the NO&M Subdivision
    - 5 miles of siding extensions on the M&M Subdivision
    - 4 miles of double main track and siding extension on the PD Subdivision
    - 10 miles of siding extensions and new sidings on the P&A Subdivision
    - 9 miles of siding extensions and new sidings on the Tallahassee Subdivision
- 0 miles of track speed increases
- 0 miles of CTC/PTC added
- 0 replaced drawbridges

Appendix B details the corridor track infrastructure improvements input into the Build Case (both Alternative A1 and Alternative A) and the No-Build Case. Appendix C contains a high-level cost estimate broken down by broad line segments for constructing all of the infrastructure improvements projects to support passenger rail service implementation listed in Table 5-13.

6.0 Results

6.1. Passenger Train On-Time Performance

Results were obtained from five RTC model runs, with each dispatch comprising a 14-day period of rail operations. Train performance data, consisting of passenger-train on-time performance and freight train delay per 100 train-miles, was extracted from the middle 10 days of the 14-day period only, as described in Section 4.5.

Figure 6-1 graphs the on-time performance of passenger trains in the model when the Build Case infrastructure described in Section 5.3.4 is input into the model. Performance was measured in the year 2040. Graph bars in blue shows on-time performance for passenger trains for Alternative A (one daily round-trip long-distance train between New Orleans and DeLand and one daily round-trip state-supported corridor train between New Orleans and Mobile), and graph bars in orange show results for Alternative A1 (one daily round-trip long-distance train between New Orleans and DeLand). Train operations were randomized, as described in Section 4.6.

None of the passenger train alternatives modeled produced PRIIA-compliant on-time performance results. Performance of the state-supported corridor train ranged from 66% westbound to 83.7% eastbound. Performance of the long-distance train ranged from 72% westbound to 62% eastbound. In Alternative A1, the performance of the long-distance train showed a modest improvement, rising to 76% westbound and 66% eastbound.

The model cases were analyzed to determine why passenger train on-time performance was not meeting target despite the new infrastructure. Analysis showed that drawbridge openings were the principal cause of late-arriving passenger trains at final terminal. A potential infrastructure solution to drawbridge openings would be to incorporate high-level, fixed bridges (of sufficient height above mean high water to clear marine traffic). This type of infrastructure was not incorporated into the RTC model.

Figure 6-1. Passenger Train On-Time Performance

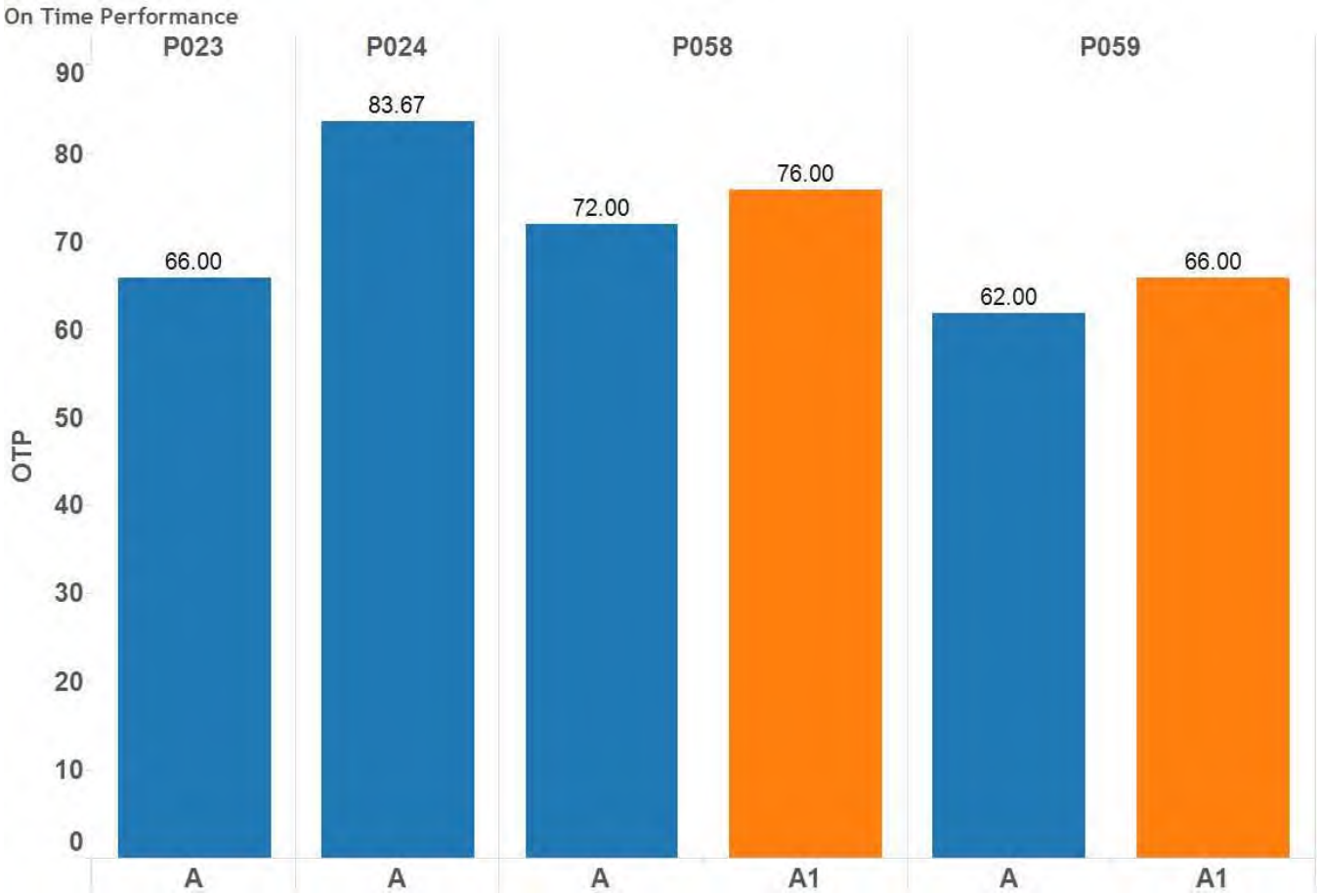
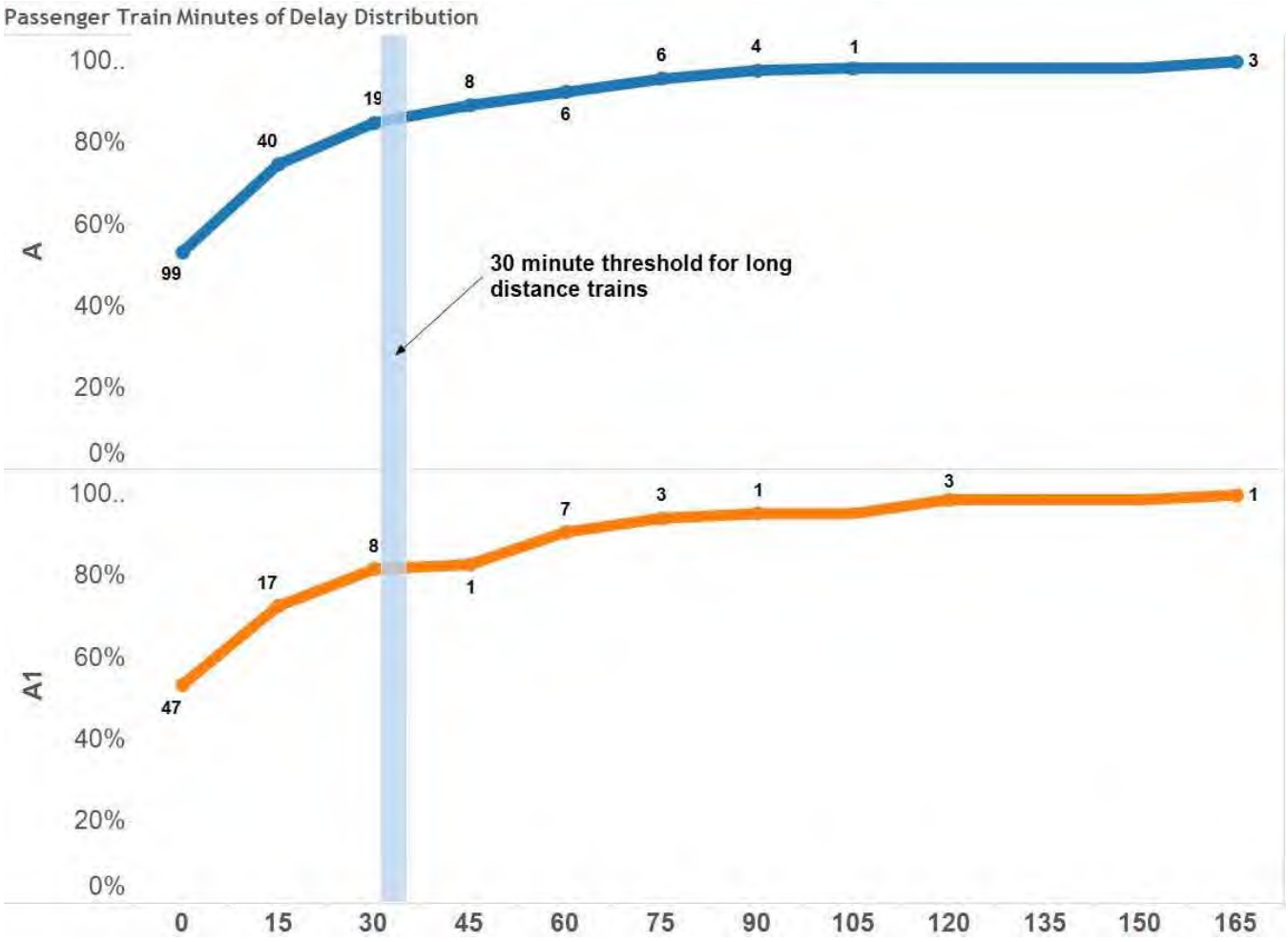


Figure 6-2 below plots the distribution of passenger train on-time performance in the Build Case. The horizontal axis (figures at bottom) shows minute of lateness from 0 to 165. The vertical axis shows the percent of trains that arrived in each 15-minute increment of the total trains in the model. The numbers along the blue curve (Alternative A) and on the orange curve (Alternative A1) show the number of trains in the model that arrived either on time (0 minutes of lateness on the horizontal axis) or at each 15-minute increment of lateness. The light blue vertical band shows the 30-minute late tolerance threshold for long-distance trains under Section 207 of PRIIA. In total, 200 data points were collected for Alternative A: 4 passenger trains per day, 10 days per model, 5 cases, and 100 data points were collected for Alternative A1: 2 passenger trains per day, 10 days per model, 5 model runs. Figure 6-2 illustrates that approximately 50% of all passenger trains operated with zero minutes of lateness from scheduled endpoint arrival time. Another 20% to 25% of passenger trains

operated with minimal delay and completed their runs within the 30-minute lateness tolerance established by PRIIA Section 207 for long-distance passenger trains of 551 miles or more. The remaining 25% of the passenger trains completed their runs 30 to 800 minutes after scheduled arrival time.

Figure 6-2. Late Passenger Train Distribution



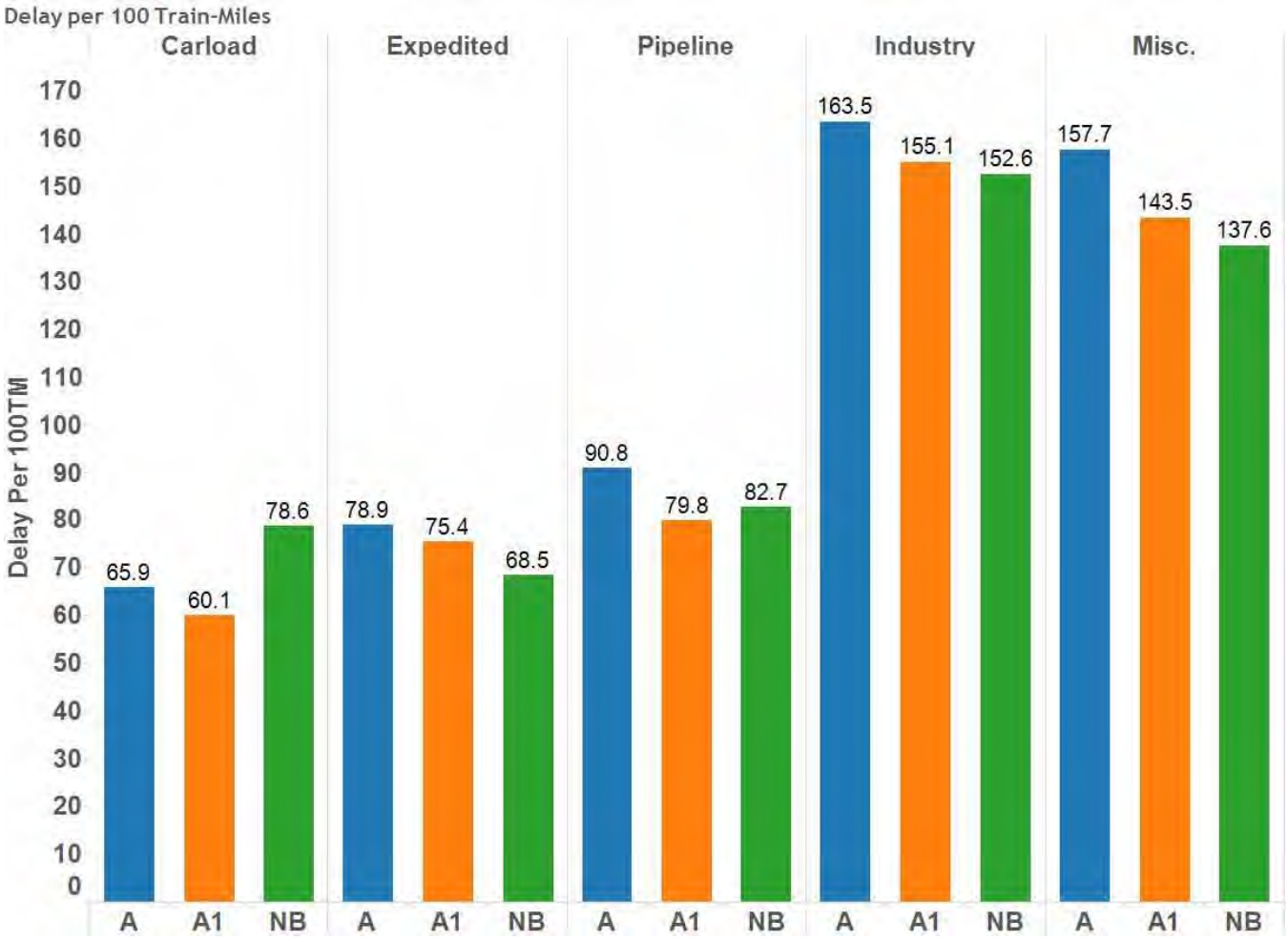
6.2. Freight Train Delay

Figure 6-3 compares the minutes of total freight train delay per 100 train-miles by train type between the No-Build case, Build Alternative A case, and Build Alternative A1 case (the No-Build Case is identified as “NB”. Results were measured for five different train types that commonly operate in the corridor. The names of train types used in Figure 6-3 correspond to the nomenclature used within the RTC model, but have equivalents in type and operating characteristics to actual CSX train types described in Section 3.2 of the report. The train types measured for freight train delay impacts were: Merchandise (labeled Carload in the figure below), Intermodal (labeled Expedited), Local (labeled

Industry), Bulk (labeled Pipeline), and a fifth category, identified as Miscellaneous, that includes trains such as yard transfers and light engine moves.

Freight train performances varied in the Build Cases for Alternatives A and A1 from the No-Build Case. For some train types, performance improved from the No-Build Case and for other train types performance degraded. Considered as a whole, among all freight train types, the performance of the Build Cases Alternatives A and A1 was similar to the No-Build Case, however, the most time-sensitive freight train type (intermodal) was degraded significantly in both Build Cases.

Figure 6-3. Freight Train Minutes of Delay per 100 Train-Miles, Total by Train Type



The operations simulations described in this report are high-level and were conducted on an accelerated schedule. Additional and more detailed operations simulation would be required in order to accurately identify all necessary infrastructure improvements and passenger timetable revisions required to accurately estimate the performance of the proposed passenger service and to eliminate impacts on forecasted future CSX freight trains, and impacts on capacity, velocity, and flexibility for freight train services in the corridor that would otherwise be available to CSX. Additional operations simulation modeling would be required, for example, to understand the differences in freight train

performance between the cases illustrated in Figure 6-3 and, where required, to eliminate these differences and to determine if passenger train on-time performance can be improved from the results illustrated in Figure 6-1. Operations modeling of the sections of the Gulf Coast passenger corridor owned by other railroads and agencies may also be required to determine the operability of the proposed passenger service on these portions of the corridor and the infrastructure that may be required.

Appendix A Freight Growth

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Gulf Coast Projected Growth

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Gulf Coast Corridors Future Projected Growth

Growth Rate Methodology

Volumes were evaluated for three time periods, during the time period used for the base simulation, 2020, and 2040.

The base simulation was built using the weeks from May 1, 2016 to May 14, 2016. Implementation year for passenger service is estimated to be 2020. To determine freight growth from 2016 to 2020 and ultimately to 2040, the USDOT Freight Analysis Framework (FAF) numbers were used. These are publically available projected growth rates for rail. To get the growth rate for this corridor, the ton-miles for the states CSX operates in was used to get growth by train type. The FAF reports the ton-miles by commodity group which can be assigned to a train type using the same methodology used the Cambridge Systematics National Freight Capacity Study (2007). These are reported for 5 year increments up to 2040. This provided the basis for the 2020 and 2040 growth numbers. 2016 volumes were used in growth calculation; however rate will be derived from 2015 to 2020 growth seen in FAF data.

Growth Traffic Flows Per Week

Currently, 2/3 of traffic between New Orleans and Jacksonville flow between New Orleans and Flomaton, splits at Flomaton to go up to Montgomery and down on the Panhandle Montgomery bi-directionally equal in amounts. This traffic pattern is expected to continue. Additionally, 90-car grain trains run seasonally during the fall in this corridor, so CSX reserves the right to hold places for these trains in future cases. Typically, about one pair of these 90-car grain trains are seen a week during the fall and they flow between Montgomery and New Orleans.

Standard Train Lengths and Tonnage for Growth Trains

It is assumed that existing trains will remain the same size. For the future growth traffic, the average lengths and tonnages along with standard deviations were calculated based on existing traffic of that type. There are three different sets of coal trains in this region: 110, 150, and 170-car coal trains, each with their own average lengths and tonnages.

	Tons		**Length**		**Car Size**
	Avg	StdDev	Avg	StdDev	
Intermodal	3800	1600	5700	2300	106 tons, 180 feet
Automotive	5000	2800	5800	2600	60 tons, 96 feet
Merchandise	8400	4100	7000	2800	76 tons, 53 feet

	Tons		**Length**	**Cars**
	Loaded	Empty		
Coal	15000	2800	6000	110
Coal	21000	3500	8200	150
Coal	23000	3900	9300	170
Grain	9200	2100	3900	65

Train Schedules & Dwells

Future train schedules should reflect existing traffic patterns and scheduled work.

Freight Volumes by Time of Day

Folkston to Deland	
Hour Bucket	Percentage
0000-0600	25%
0600-1000	16%
1000-1500	19%
1500-2000	21%
2000-2400	18%

Montgomery to Jacksonville	
Hour Bucket	Percentage
0000-0600	28%
0600-1000	15%
1000-1500	19%
1500-2000	20%
2000-2400	19%

New Orleans to Jacksonville	
Hour Bucket	Percentage
0000-0600	25%
0600-1000	16%
1000-1500	21%
1500-2000	21%
2000-2400	16%

New Orleans to Montgomery	
Hour Bucket	Percentage
0000-0600	25%
0600-1000	17%
1000-1500	21%
1500-2000	21%
2000-2400	16%

Trains per Day

	Jacksonville - Baldwin	Baldwin - Tallahassee	Tallahassee - Chattahoochee	Chattahoochee - Pensacola	Flomaton - Pensacola	Montgomery - Flomaton	Flomaton - Mobile	Mobile - New Orleans	Folkston - Callahan	Callahan - Jacksonville	Jacksonville - Bostwick	Bostwick - Deland	Callahan - Baldwin	Baldwin to Wannee Jct
2016														
Automotive	1	0	0	0	0	0	0	0	4	1	0	0	3	3
Bulk	0	1	1	1	1	1	1	1	5	0	0	0	5	4
Coal	1	2	2	2	2	4	2	0	1	0	2	0	1	1
Grain	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intermodal	8	1	1	1	1	1	2	2	15	14	0	0	1	6
Merchandise	1	2	3	3	4	7	8	8	14	6	1	1	8	7
2020														
Automotive	1	0	0	0	0	0	0	0	5	1	0	0	3	3
Bulk	0	1	1	1	1	1	1	1	6	1	0	0	6	5
Coal	1	2	2	2	2	4	2	0	1	0	2	0	1	1
Grain	0	0	0	0	0	0	0	0	1	0	0	0	1	0
Intermodal	9	1	1	1	1	1	2	2	17	16	0	0	1	7
Merchandise	1	3	3	3	4	8	9	9	15	6	1	1	9	7
2040														
Automotive	1	0	0	0	0	0	0	0	7	2	1	1	5	5
Bulk	0	1	1	1	2	2	2	1	9	1	0	0	8	7
Coal	1	2	2	2	2	4	2	0	1	0	2	0	1	1
Grain	1	1	0	0	0	0	0	0	1	0	0	0	1	0
Intermodal	16	2	3	3	3	2	4	4	30	29	0	0	2	12
Merchandise	2	4	4	4	6	11	13	12	21	9	2	2	12	10

Trains per Week

	Jacksonville - Baldwin	Baldwin - Tallahassee	Tallahassee - Chattahoochee	Chattahoochee - Pensacola	Flomaton - Pensacola	Montgomery - Flomaton	Flomaton - Mobile	Mobile - New Orleans	Folkston - Callahan	Callahan - Jacksonville	Jacksonville - Bostwick	Bostwick - Deland	Callahan - Baldwin	Baldwin to Wannee Jct
2016														
Automotive	5	0	0	0	1	0	1	1	30	9	3	3	21	22
Bulk	2	4	5	5	7	9	8	5	36	3	2	2	33	28
Coal	6	12	13	12	11	28	15	3	6	2	11	0	5	10
Grain	2	2	0	1	1	1	0	0	3	0	0	0	3	0
Intermodal	53	8	9	9	9	5	14	14	102	96	0	0	5	40
Merchandise	9	17	20	18	26	49	57	55	95	41	9	7	54	46
2020														
Automotive	5	0	0	0	1	1	1	1	32	10	3	3	23	24
Bulk	2	5	5	6	9	10	9	6	43	4	2	2	39	33
Coal	7	12	13	12	11	28	16	3	6	2	11	0	5	10
Grain	2	2	0	1	1	1	0	0	4	0	0	0	4	0
Intermodal	61	9	10	10	10	6	16	16	118	111	0	0	6	46
Merchandise	10	19	22	20	29	54	63	61	106	45	9	8	60	51
2040														
Automotive	8	0	0	1	1	1	2	2	47	14	5	4	33	35
Bulk	3	7	8	9	12	15	13	9	61	5	3	3	56	48
Coal	7	13	14	13	12	30	17	3	7	2	11	0	5	10
Grain	5	5	0	3	3	3	0	0	8	0	0	0	8	1
Intermodal	111	17	18	18	18	12	30	30	213	200	0	0	12	84
Merchandise	15	27	31	27	40	76	88	85	148	63	13	11	84	72

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Appendix B Track Diagrams

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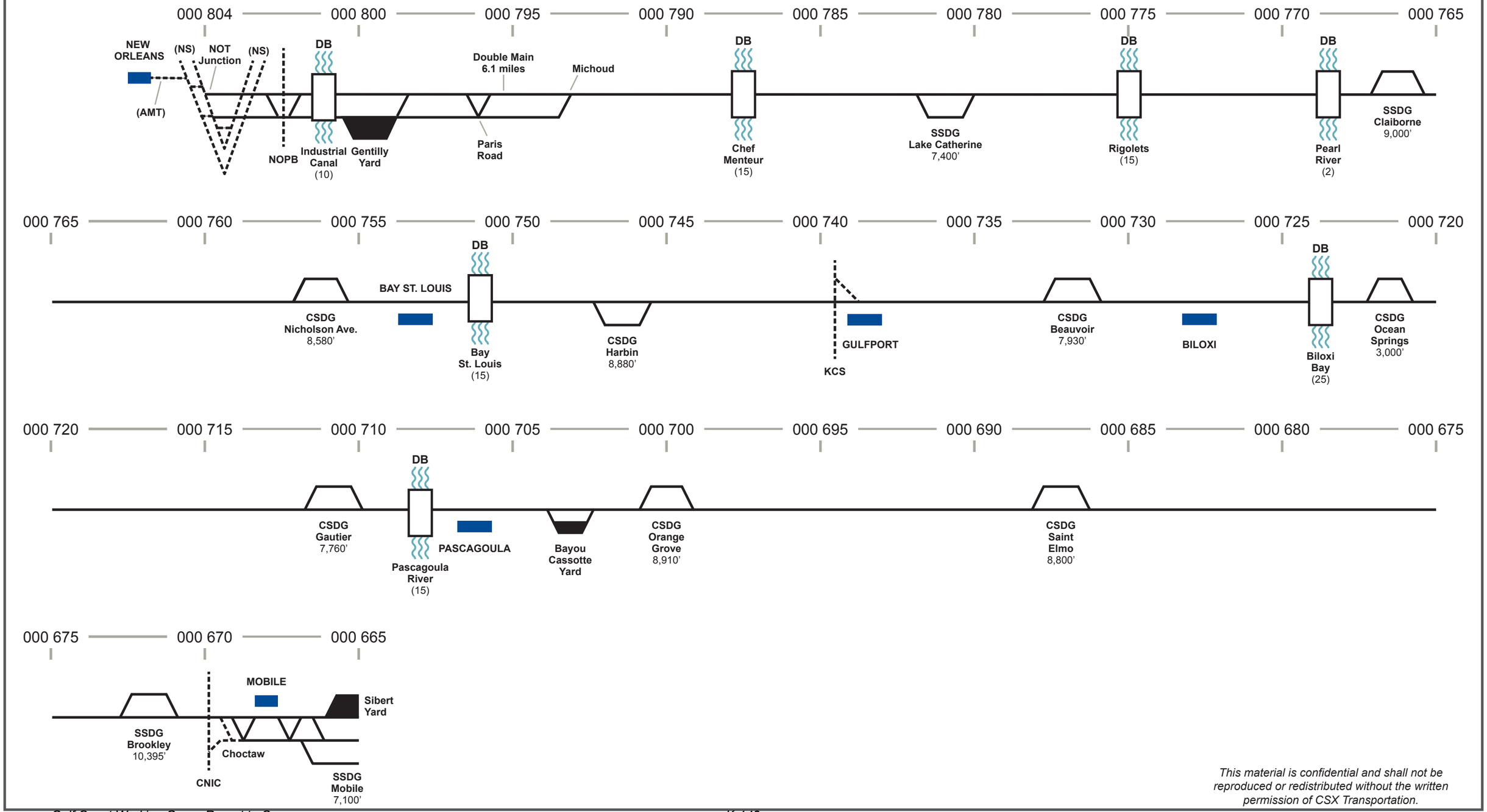
NO&M Subdivision:
New Orleans-Mobile

EXISTING INFRASTRUCTURE

Miles: **138.5**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed: **79 mph**

Drawbridges: **7** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **4**
Intermediate Passenger Stations: **5**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



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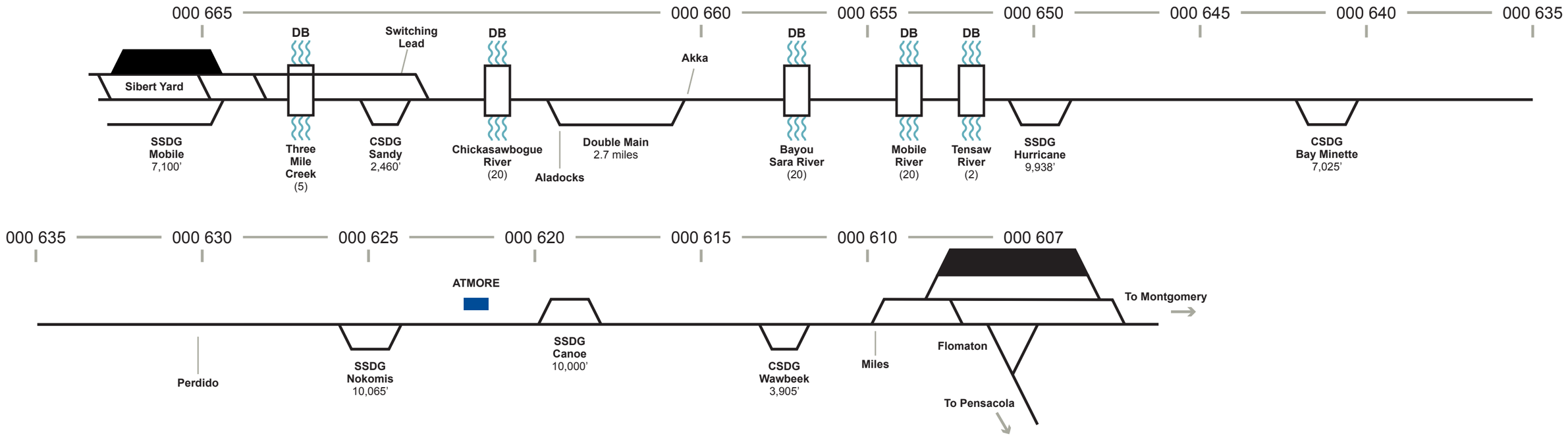
M&M Subdivision:
Mobile-Flomaton

EXISTING INFRASTRUCTURE

Miles: **58.2**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed: **79 mph**

Drawbridges: **5** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **0**
Intermediate Passenger Stations: **1**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



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PD Subdivision:
Flomaton-South Pensacola

EXISTING INFRASTRUCTURE

Miles: **37.8**
Movement Authority: **Track Warrant Control**
Passenger Train Maximum Authorized Speed: **59 mph**

Drawbridges: **0** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **0**
Intermediate Passenger Stations: **0**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



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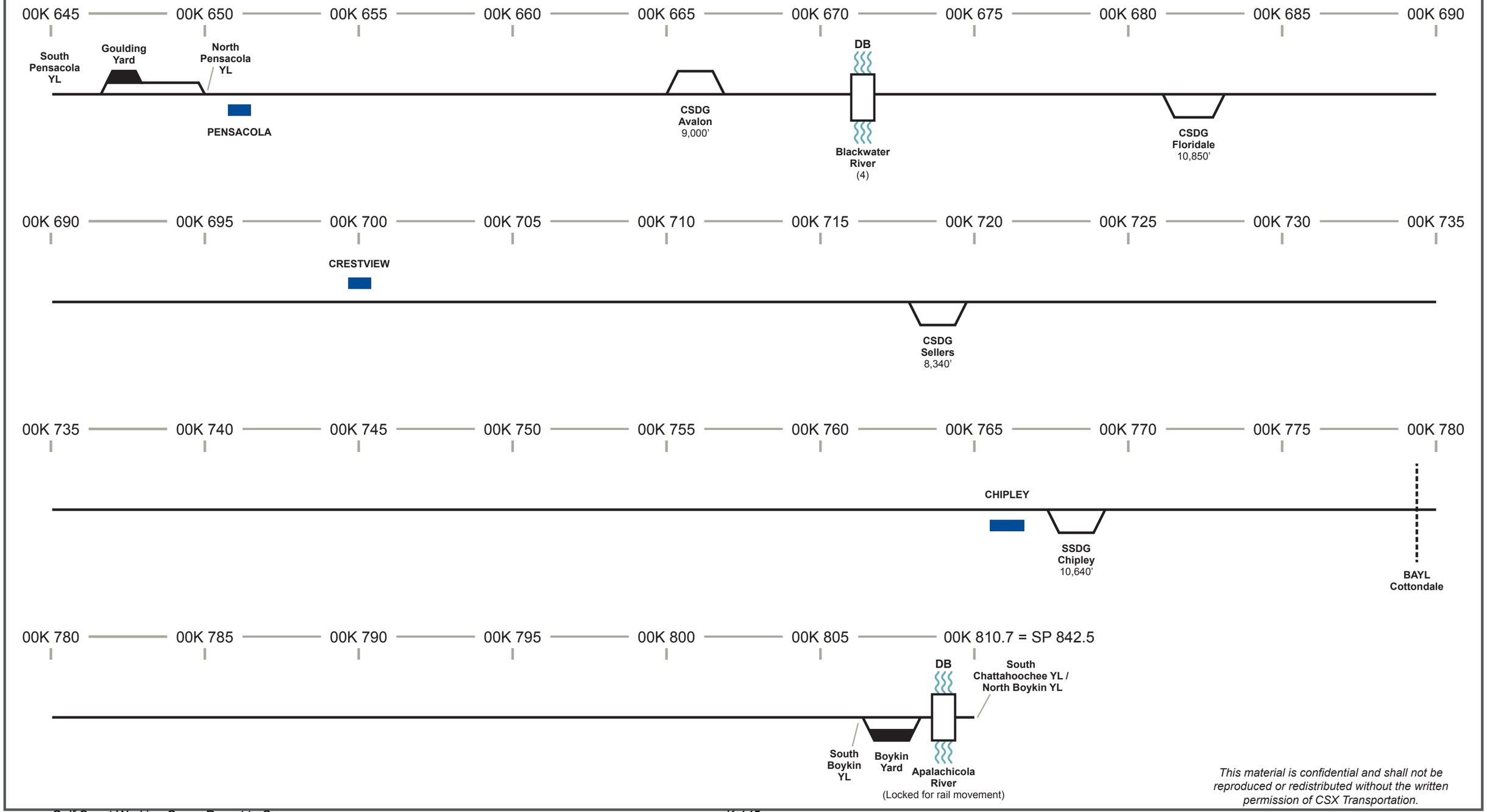
P&A Subdivision:
South Pensacola-Chattahoochee

EXISTING INFRASTRUCTURE

Miles: **165.7**
Movement Authority: **Track Warrant Control/ Yard Limits (Boykin & Pensacola)**
Passenger Train Maximum Authorized Speed: **59 mph**

Drawbridges: **2** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **1**
Intermediate Passenger Stations: **3**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



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Tallahassee Subdivision:
Chattahoochee-West Baldwin

EXISTING INFRASTRUCTURE

Miles: **189.5**

Movement Authority:
**Centralized Traffic Control (West Baldwin-Tallahassee GF&A Conn.),
Track Warrant Control (Tallahassee GF&A Conn.-North Chattahoochee YL)
Yard Limits (North Chattahoochee-South Chattachoochee**

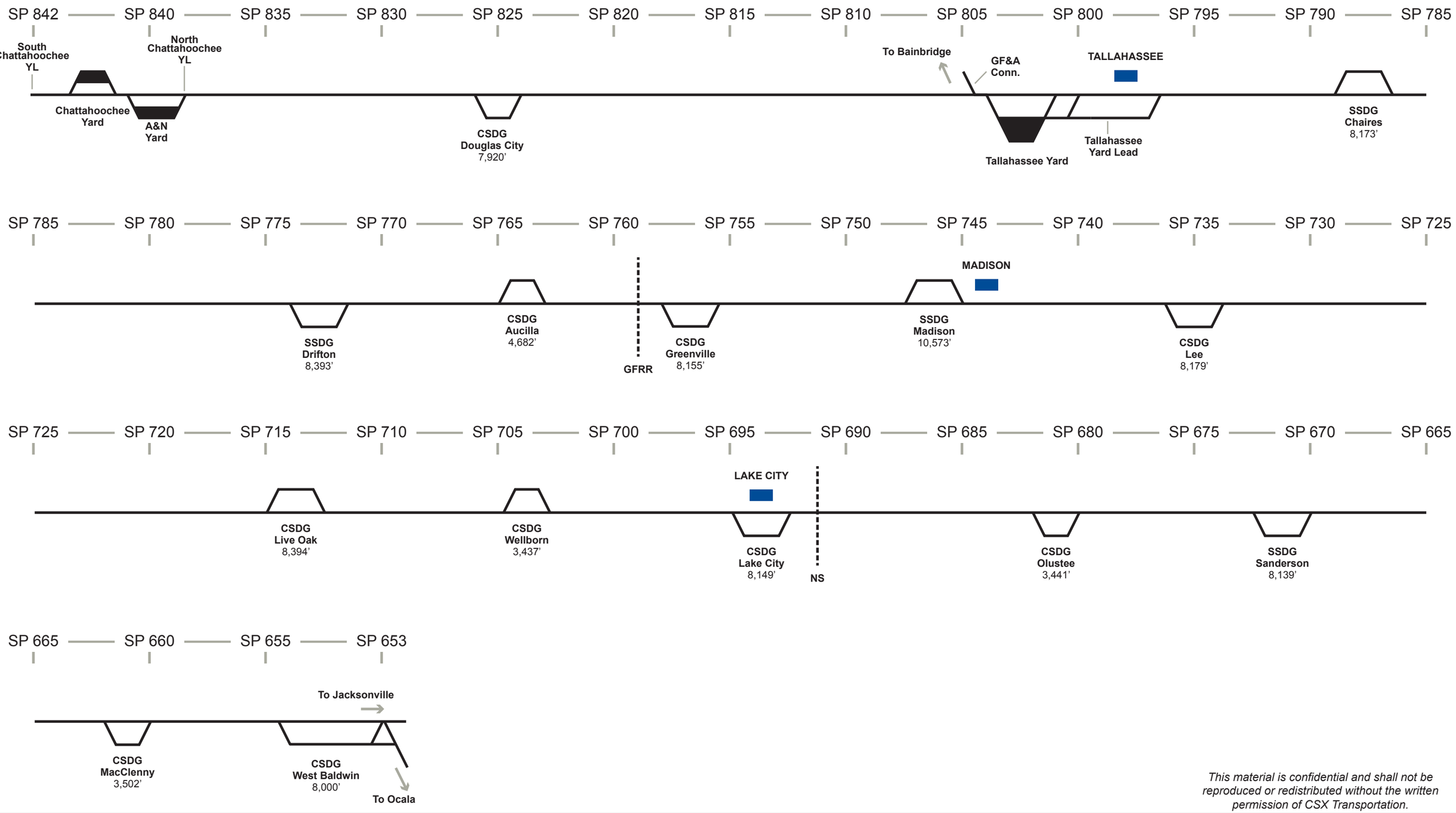
Passenger Train Maximum Authorized Speed: **59 mph**

Drawbridges: **0** (Average Daily Openings shown in parentheses)

At-Grade Rail Crossings: **2**

Intermediate Passenger Stations: **3**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



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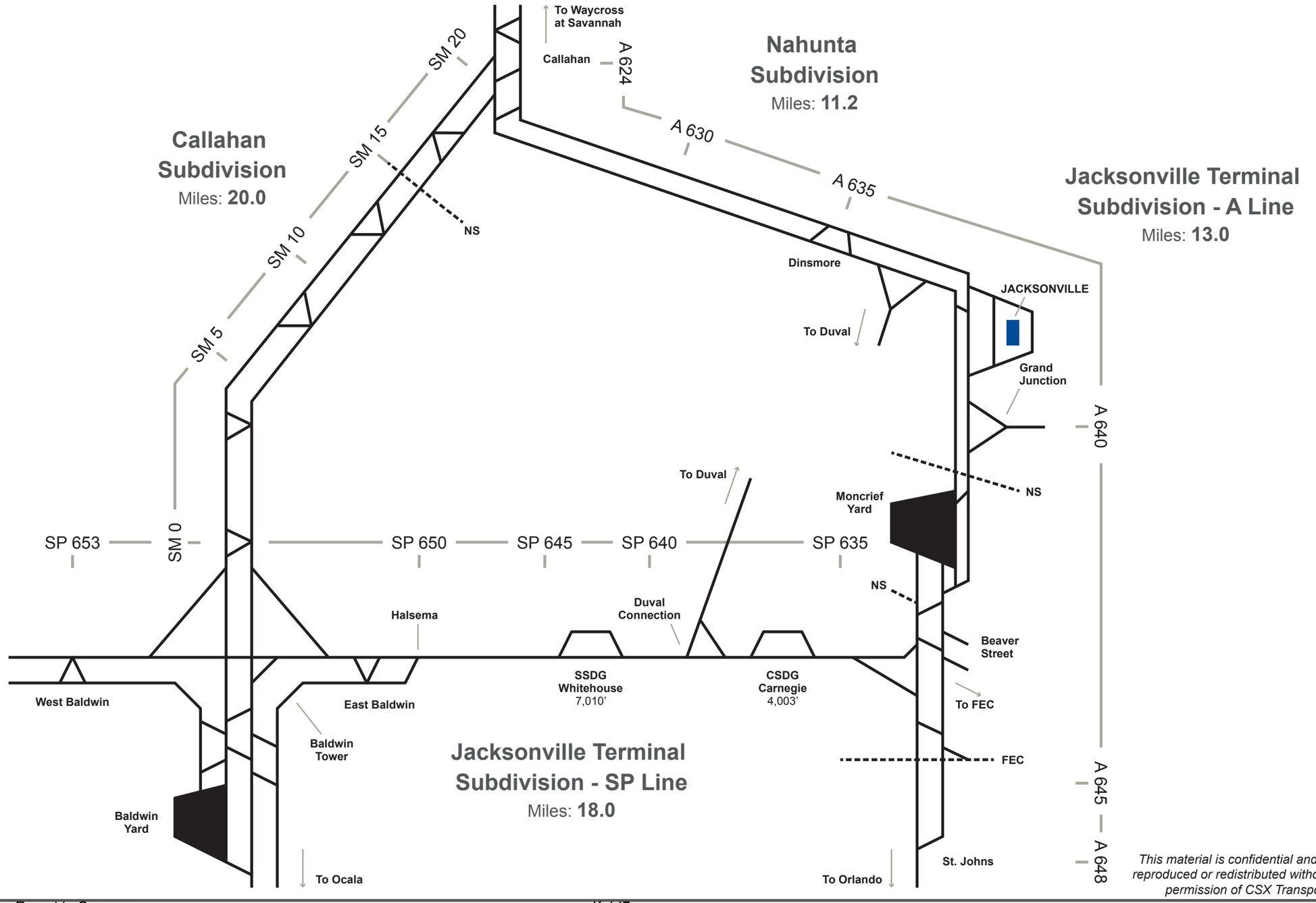
Jacksonville Terminal

EXISTING INFRASTRUCTURE

Miles: **Noted below**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed: **79 mph**

Drawbridges: **0** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **4**
Intermediate Passenger Stations: **1**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



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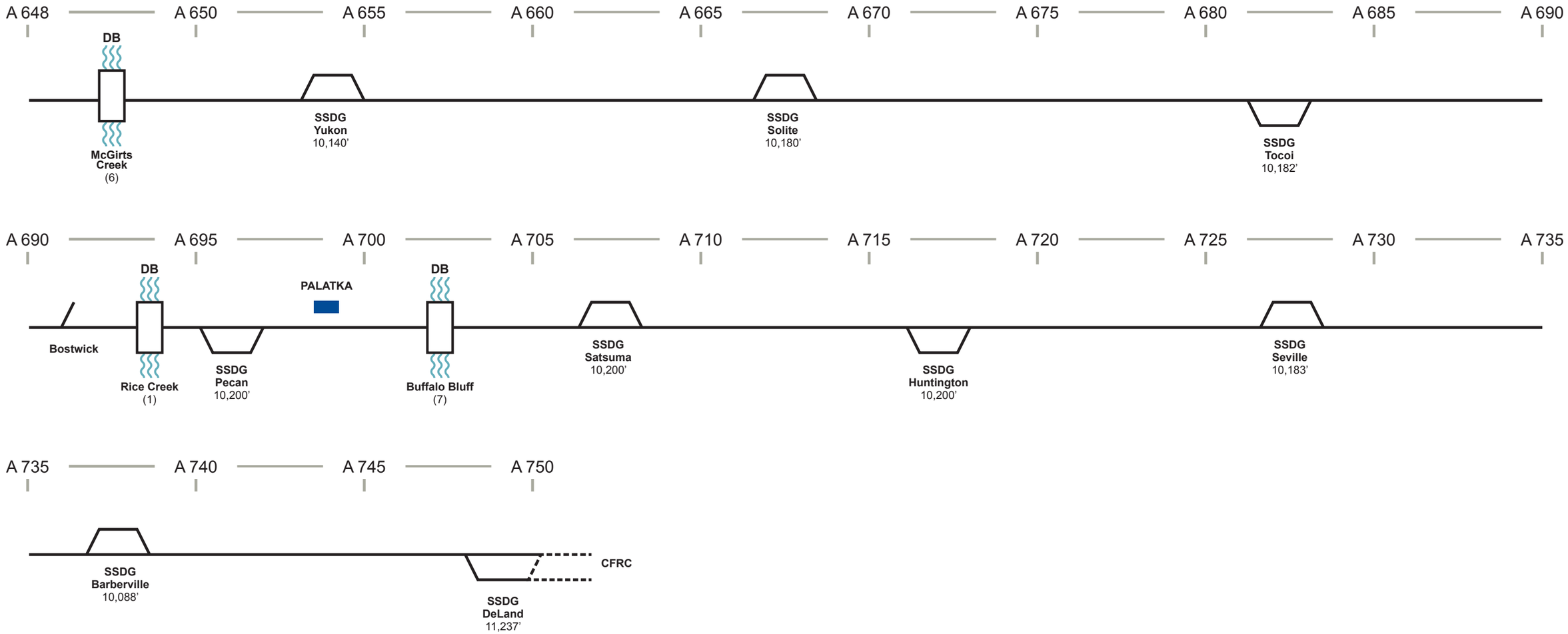
Sanford Subdivision:
St. Johns-DeLand

EXISTING INFRASTRUCTURE

Miles: **101.4**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed: **79 mph**

Drawbridges: **3** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **0**
Intermediate Passenger Stations: **1**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



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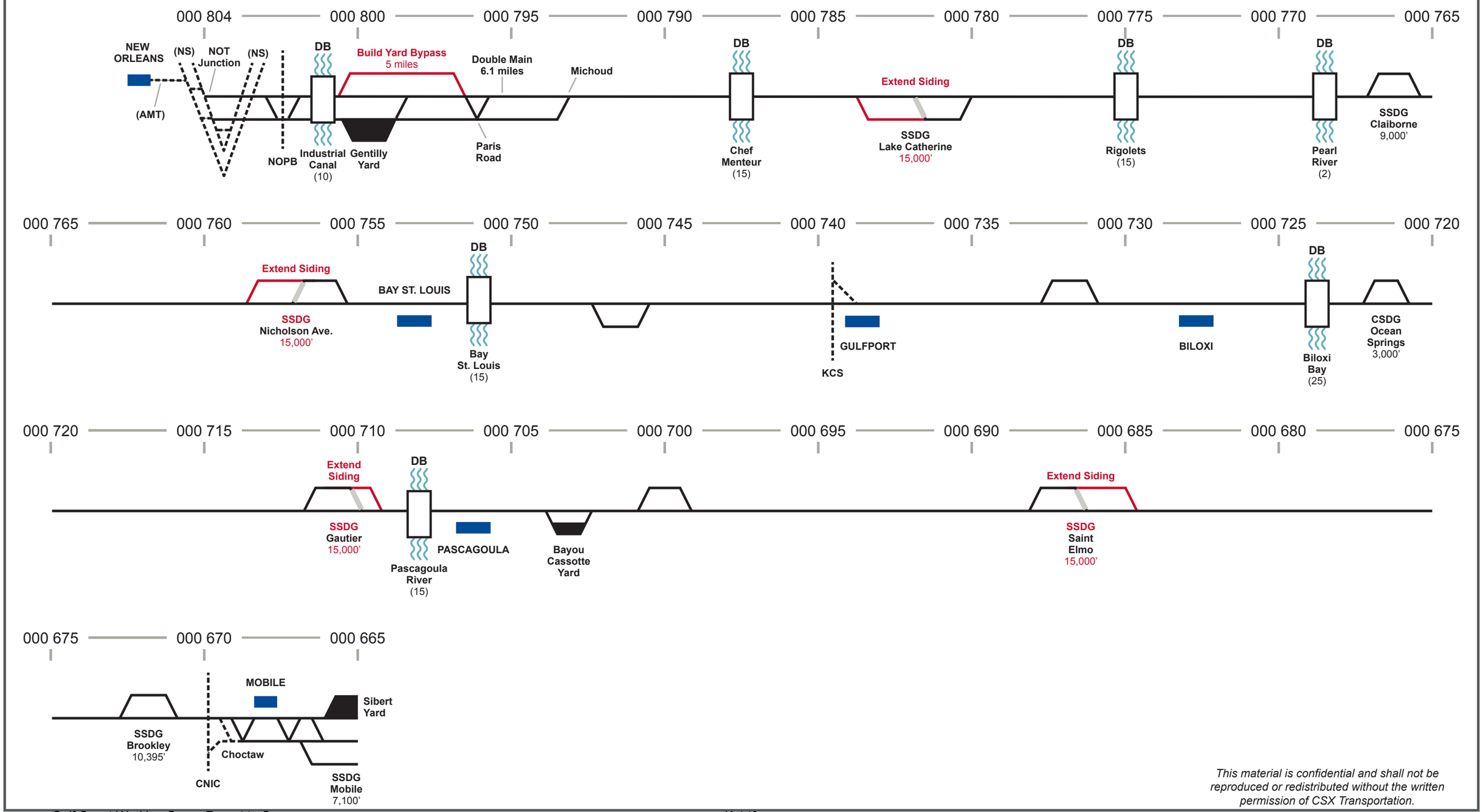
NO&M Subdivision:
New Orleans-Mobile

NO-BUILD INFRASTRUCTURE

Miles: **138.5**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed: **79 mph**

Drawbridges: **7** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **4**
Intermediate Passenger Stations: **5**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



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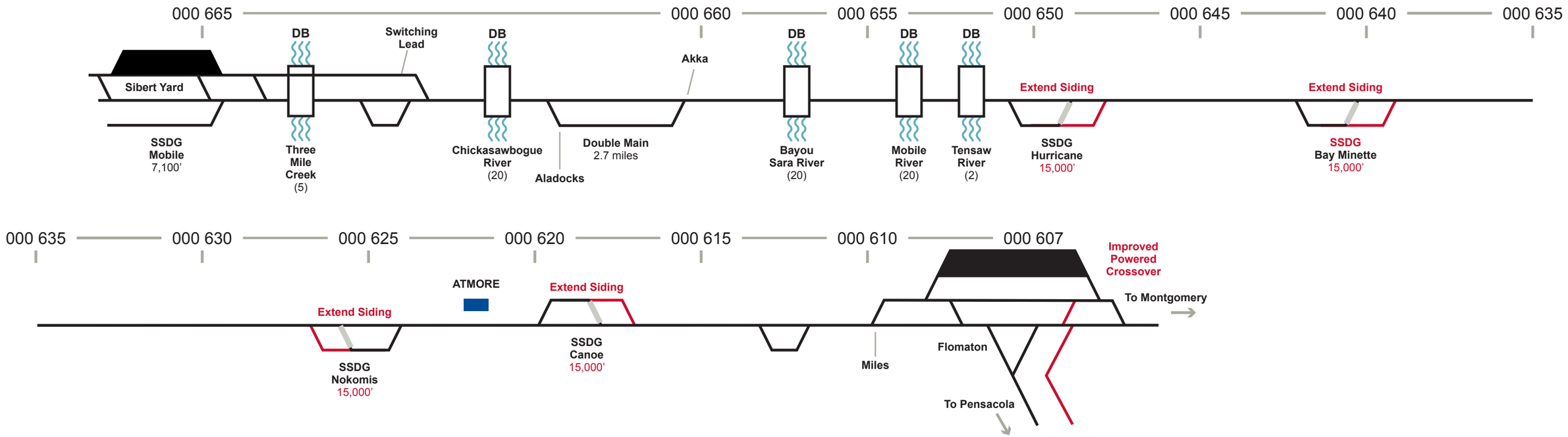
M&M Subdivision:
Mobile-Flomaton

NO-BUILD INFRASTRUCTURE

Miles: **58.2**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed: **79 mph**

Drawbridges: **5** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **0**
Intermediate Passenger Stations: **1**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



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PD Subdivision:
Flomaton-South Pensacola

NO-BUILD INFRASTRUCTURE

Miles: **37.8**
Movement Authority: **Track Warrant Control**
Passenger Train Maximum Authorized Speed: **59 mph**

Drawbridges: **0** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **0**
Intermediate Passenger Stations: **0**

- Existing Track
- New Track
- Retired Track
- Non-CSX Lines
- Passenger Station Platform



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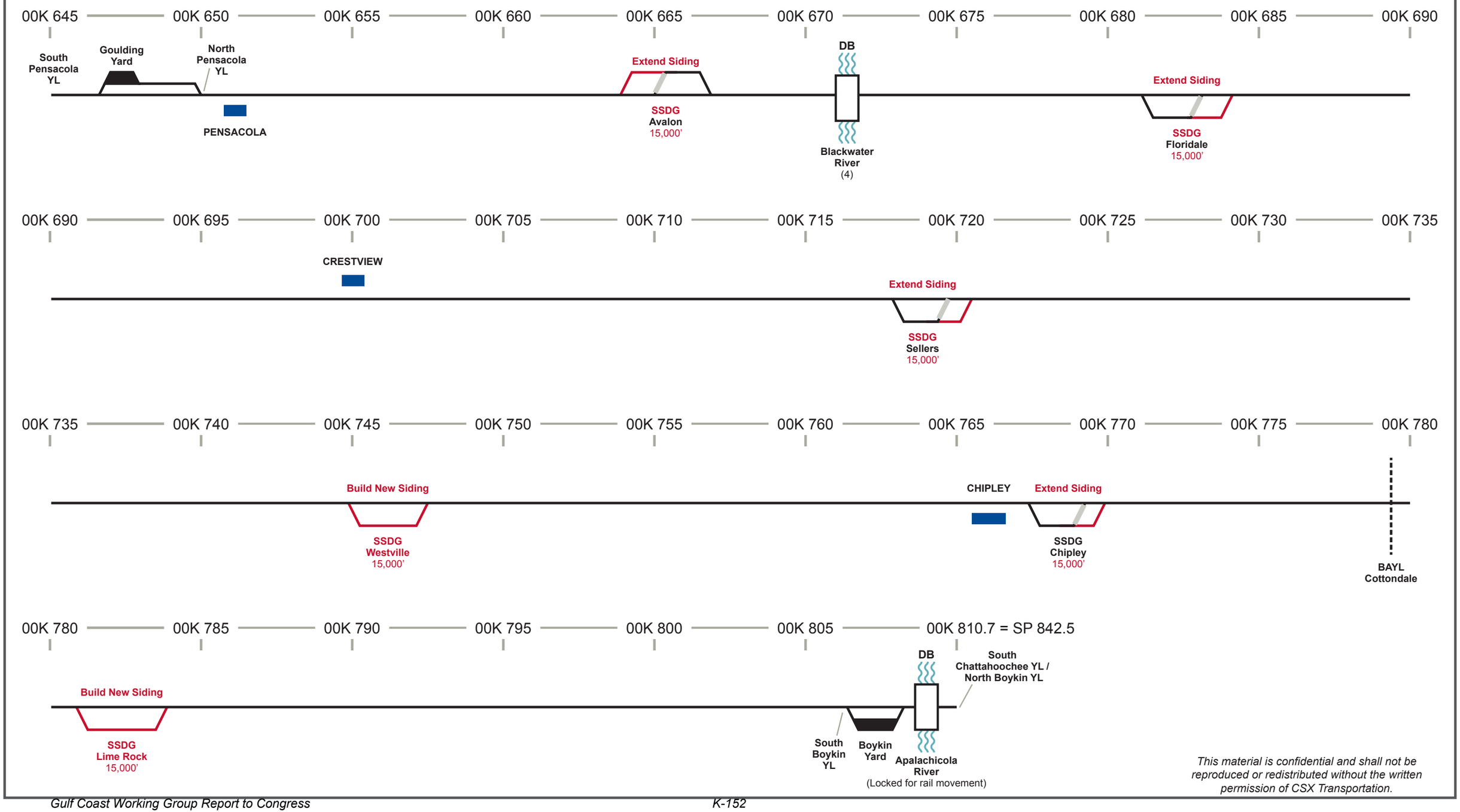
P&A Subdivision:
South Pensacola-Chattahoochee

NO-BUILD INFRASTRUCTURE

Miles: **165.7**
Movement Authority: **Track Warrant Control/ Yard Limits (Boykin & Pensacola)**
Passenger Train Maximum Authorized Speed: **59 mph**

Drawbridges: **2** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **1**
Intermediate Passenger Stations: **3**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



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Tallahassee Subdivision:
Chattahoochee-West Baldwin

NO-BUILD INFRASTRUCTURE

Miles: **189.5**

Movement Authority:
Centralized Traffic Control (West Baldwin-Tallahassee GF&A Conn.),
Track Warrant Control (Tallahassee GF&A Conn.-North Chattahoochee YL)
Yard Limits (North Chattahoochee-South Chattachoochee

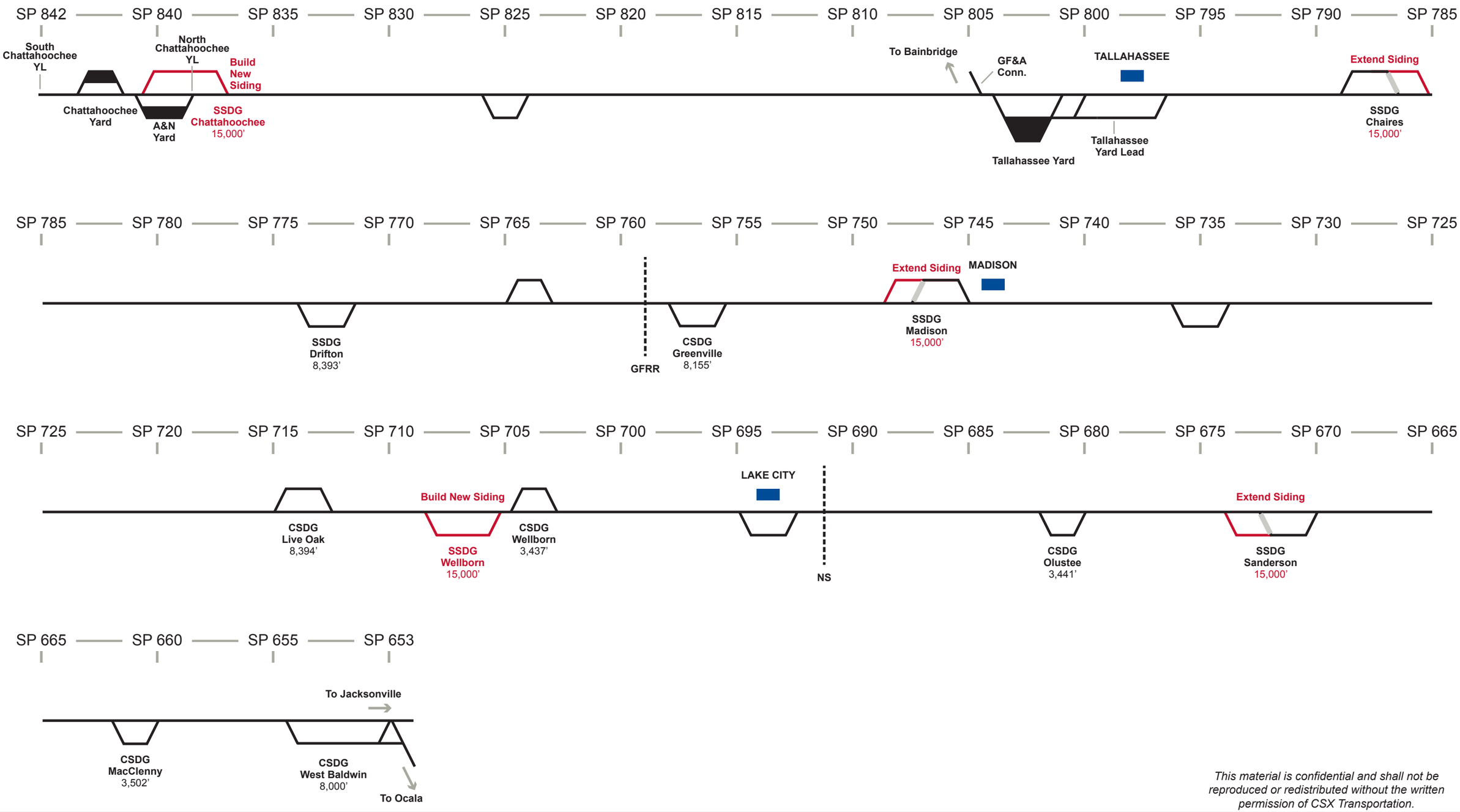
Passenger Train Maximum Authorized Speed: **59 mph**

Drawbridges: **0** (Average Daily Openings shown in parentheses)

At-Grade Rail Crossings: **2**

Intermediate Passenger Stations: **3**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



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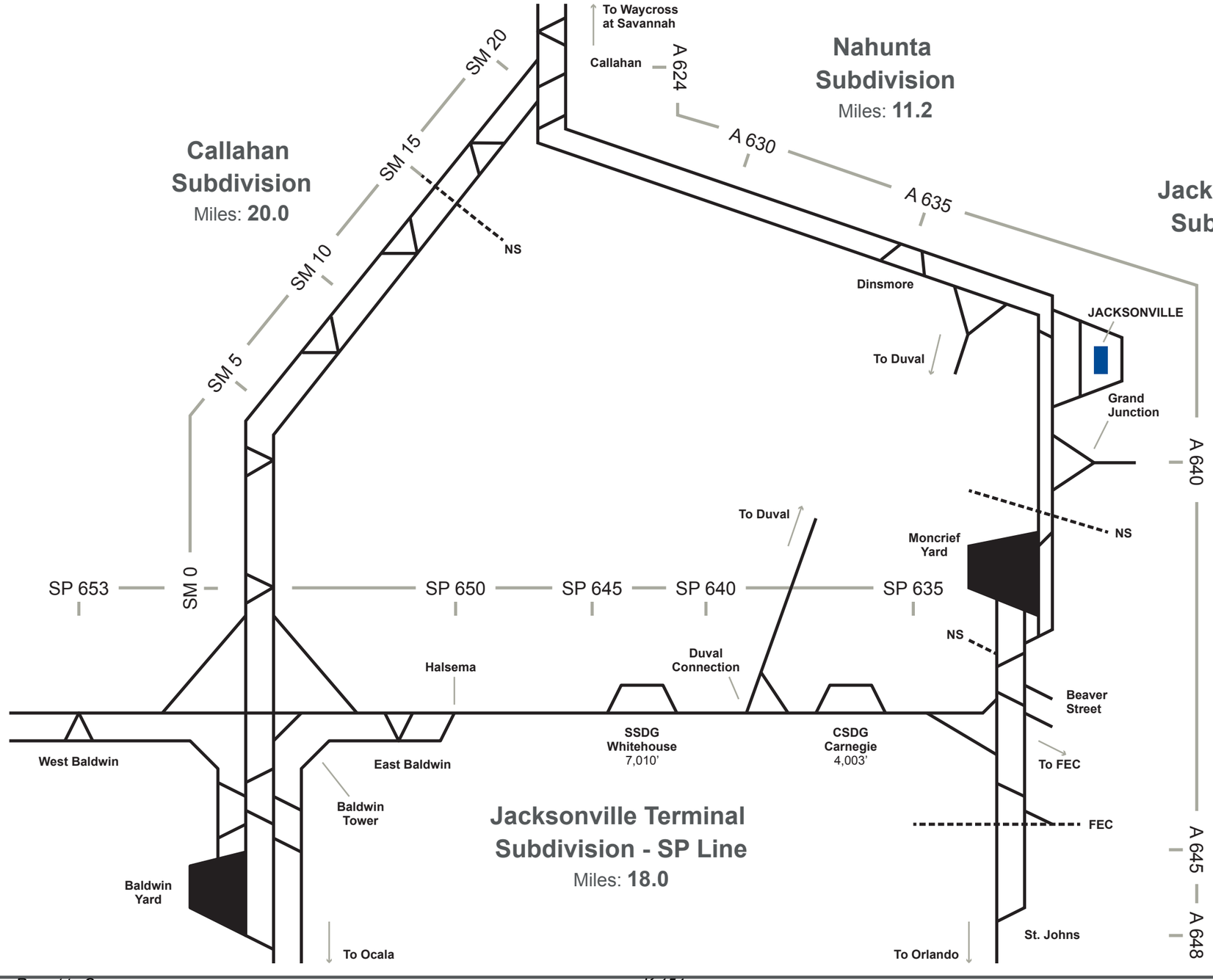
Jacksonville Terminal

NO-BUILD INFRASTRUCTURE

Miles: **Noted below**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed: **79 mph**

Drawbridges: **0** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **4**
Intermediate Passenger Stations: **1**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



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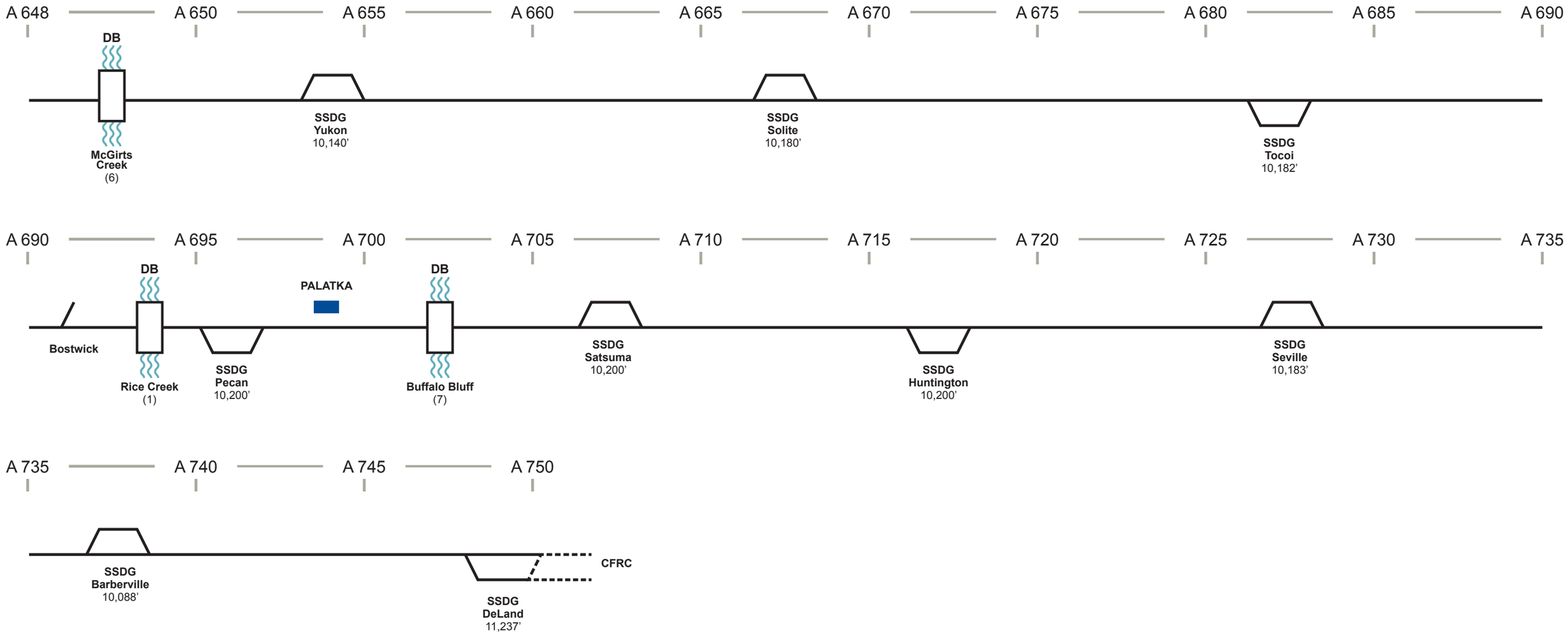
Sanford Subdivision:
St. Johns-DeLand

NO-BUILD INFRASTRUCTURE

Miles: **101.4**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed: **79 mph**

Drawbridges: **3** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **0**
Intermediate Passenger Stations: **1**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



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NO&M Subdivision:
New Orleans-Mobile

BUILD INFRASTRUCTURE
ALTERNATIVE A

Miles: **138.5**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed: **79 mph**

Drawbridges: **7** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **4**
Intermediate Passenger Stations: **5**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform

Other Improvements

- Upgrade track to Class 4
- Modernize drawbridges

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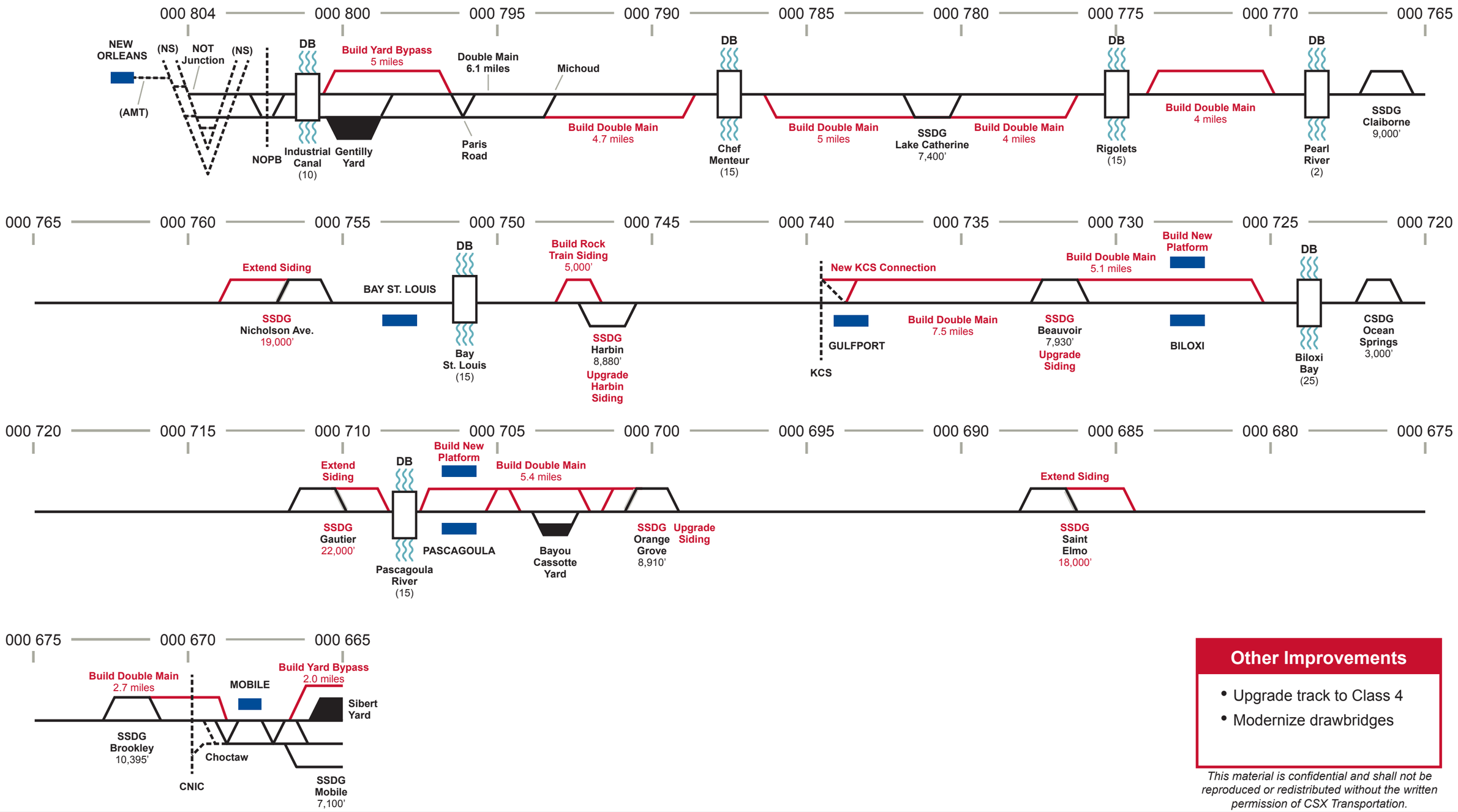
NO&M Subdivision:
New Orleans-Mobile

BUILD INFRASTRUCTURE
ALTERNATIVE A1

Miles: **138.5**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed: **79 mph**

Drawbridges: **7** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **4**
Intermediate Passenger Stations: **5**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



Other Improvements

- Upgrade track to Class 4
- Modernize drawbridges

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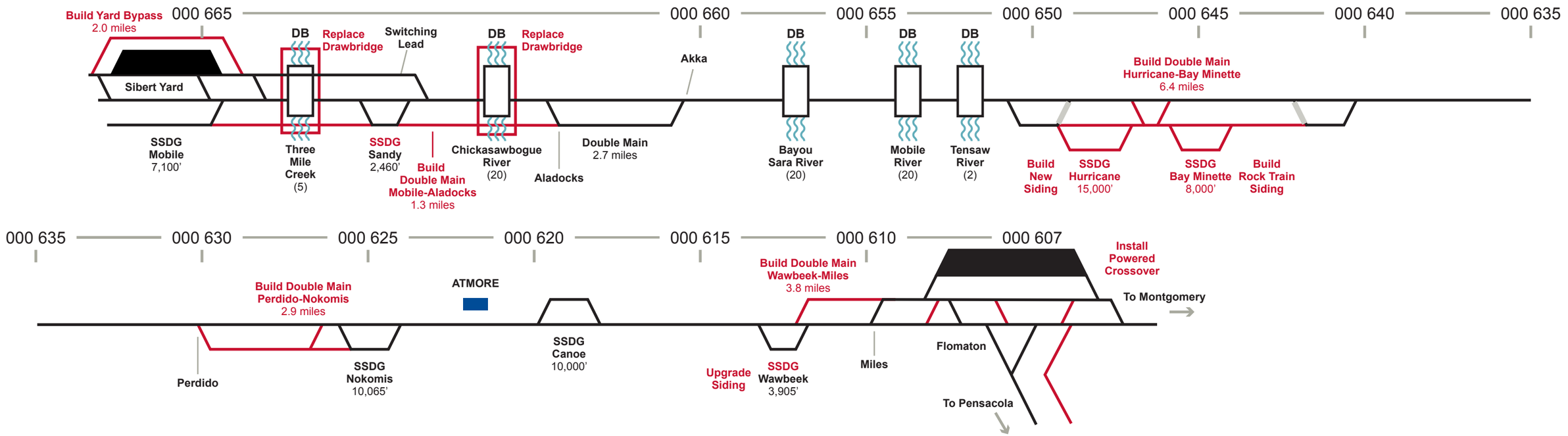
M&M Subdivision:
Mobile-Flomaton

BUILD INFRASTRUCTURE

Miles: **58.2**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed: **79 mph**

Drawbridges: **5** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **0**
Intermediate Passenger Stations: **1**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



Other Improvements

- Upgrade track to Class 4
- Modernize drawbridges

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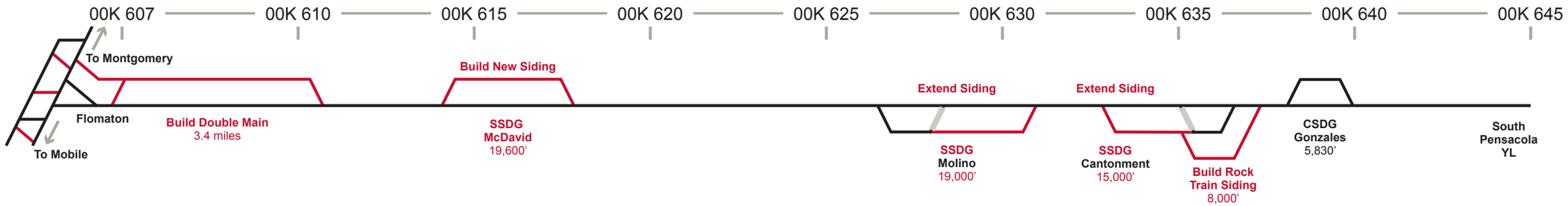
PD Subdivision:
Flomaton-South Pensacola

BUILD INFRASTRUCTURE

Miles: **37.8**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed: **59 mph**

Drawbridges: **0** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **0**
Intermediate Passenger Stations: **0**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



Other Improvements

- Upgrade track to Class 4
- Install signals/PTC

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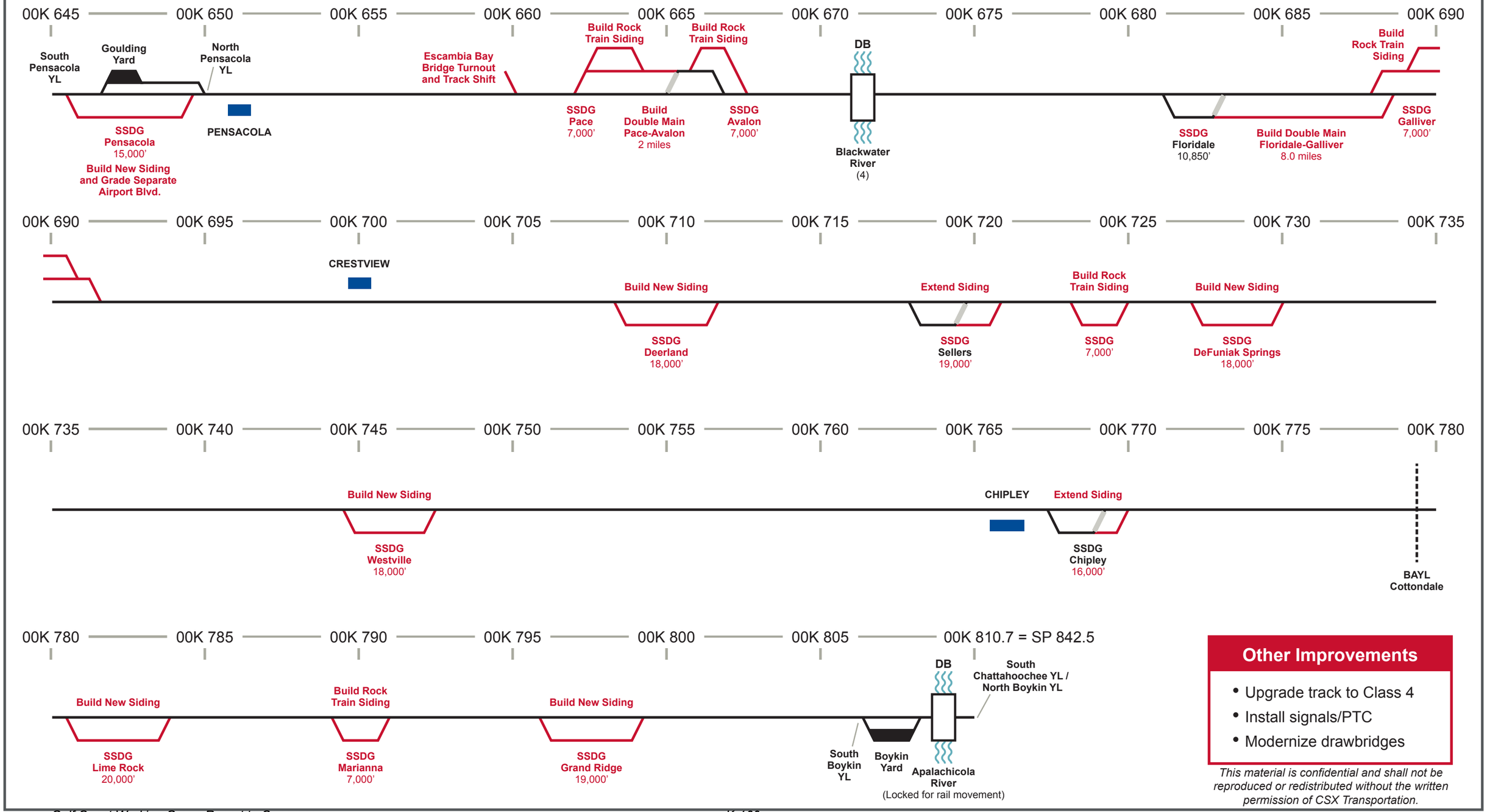
P&A Subdivision:
South Pensacola-Chattahoochee

BUILD INFRASTRUCTURE

Miles: **165.7**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed: **59 mph**

Drawbridges: **2** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **1**
Intermediate Passenger Stations: **3**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



Other Improvements

- Upgrade track to Class 4
- Install signals/PTC
- Modernize drawbridges

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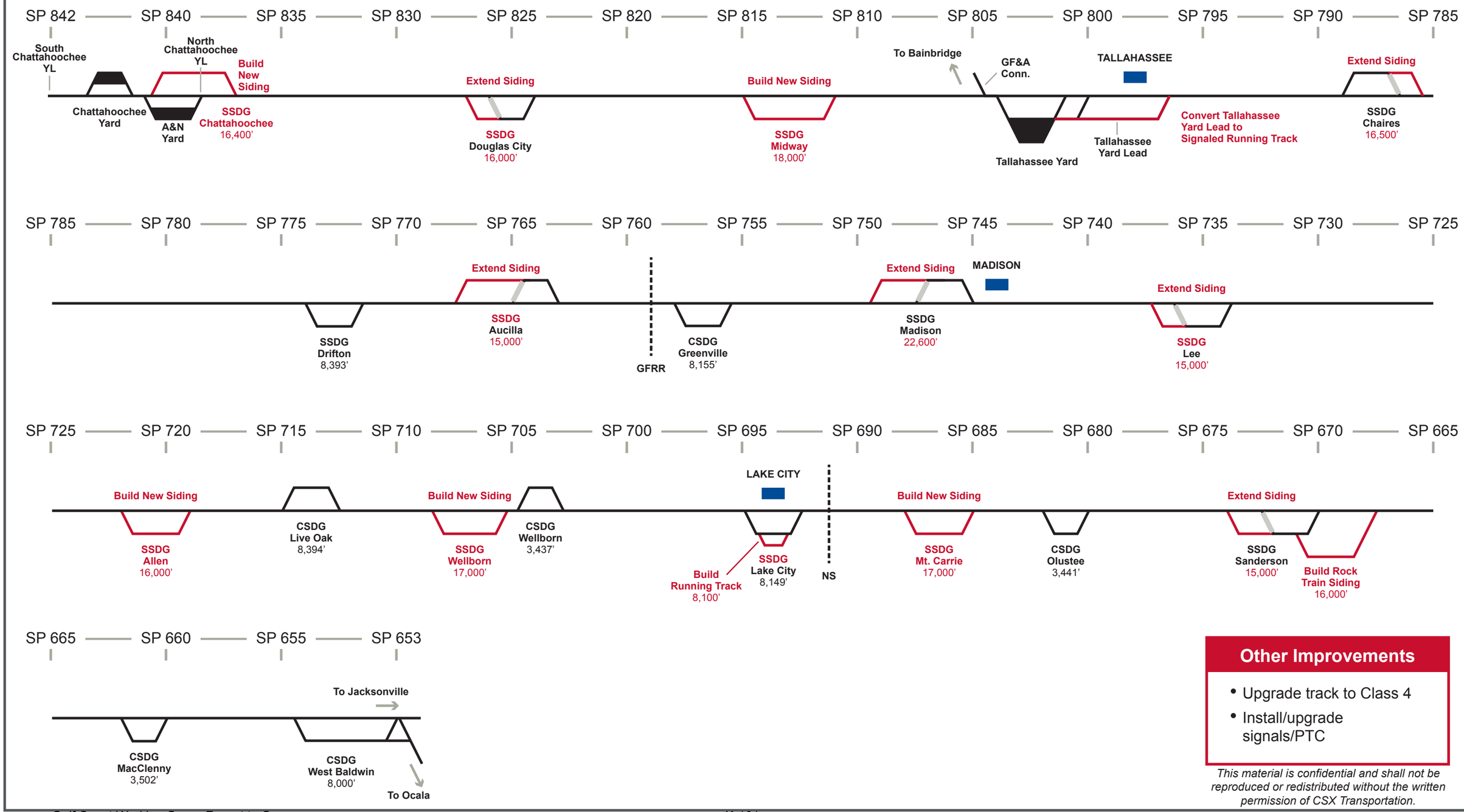
Tallahassee Subdivision:
Chattahoochee-West Baldwin

BUILD INFRASTRUCTURE

Miles: **189.5**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed:
59 mph (to be upgraded to **79 mph** Tallahassee-West Baldwin)

Drawbridges: **0** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **2**
Intermediate Passenger Stations: **3**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



Other Improvements

- Upgrade track to Class 4
- Install/upgrade signals/PTC

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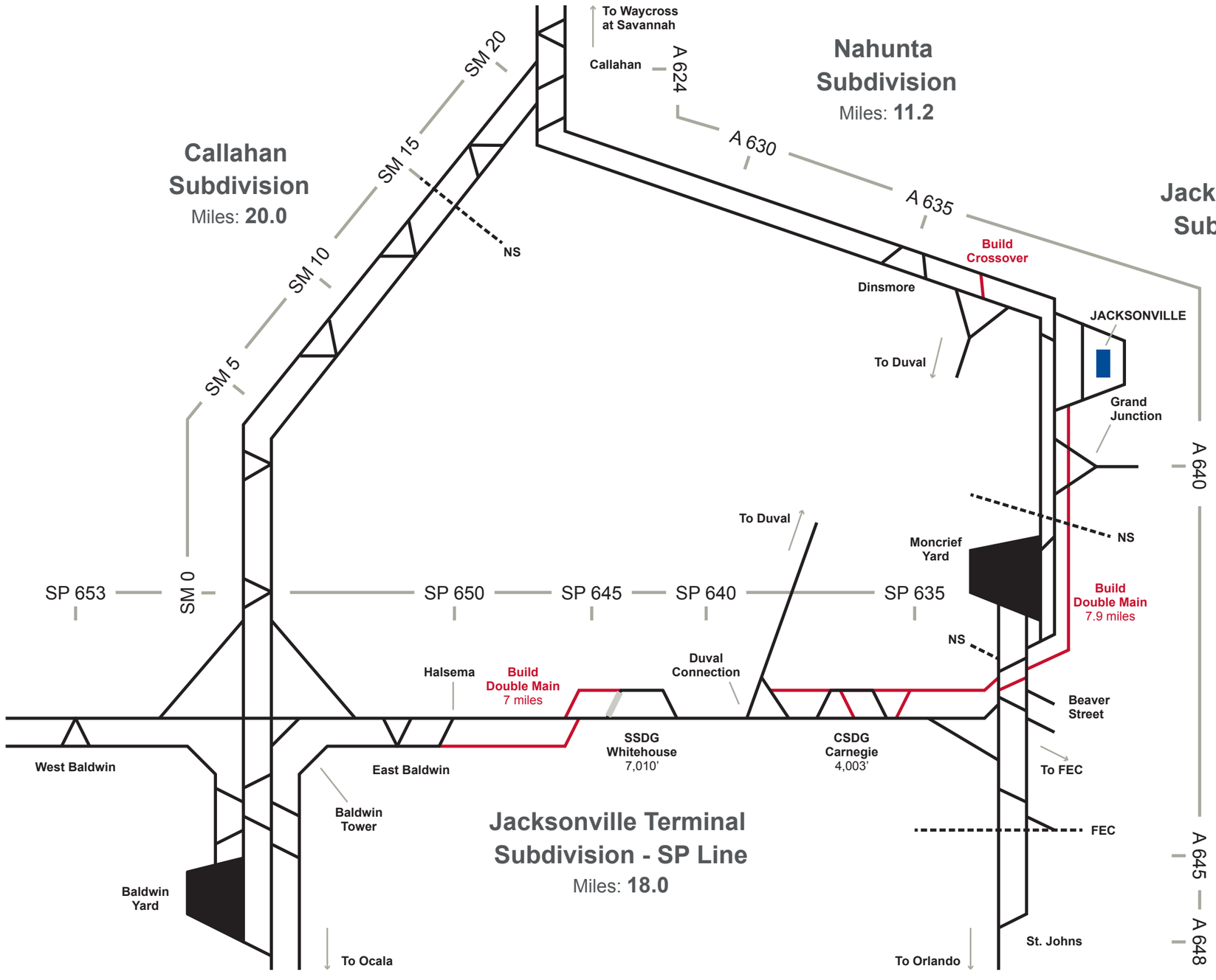
Jacksonville Terminal

BUILD INFRASTRUCTURE

Miles: **Noted below**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed: **79 mph**

Drawbridges: **0** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **4**
Intermediate Passenger Stations: **1**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



Other Improvements

- Upgrade track to Class 4
- Upgrade signals/PTC

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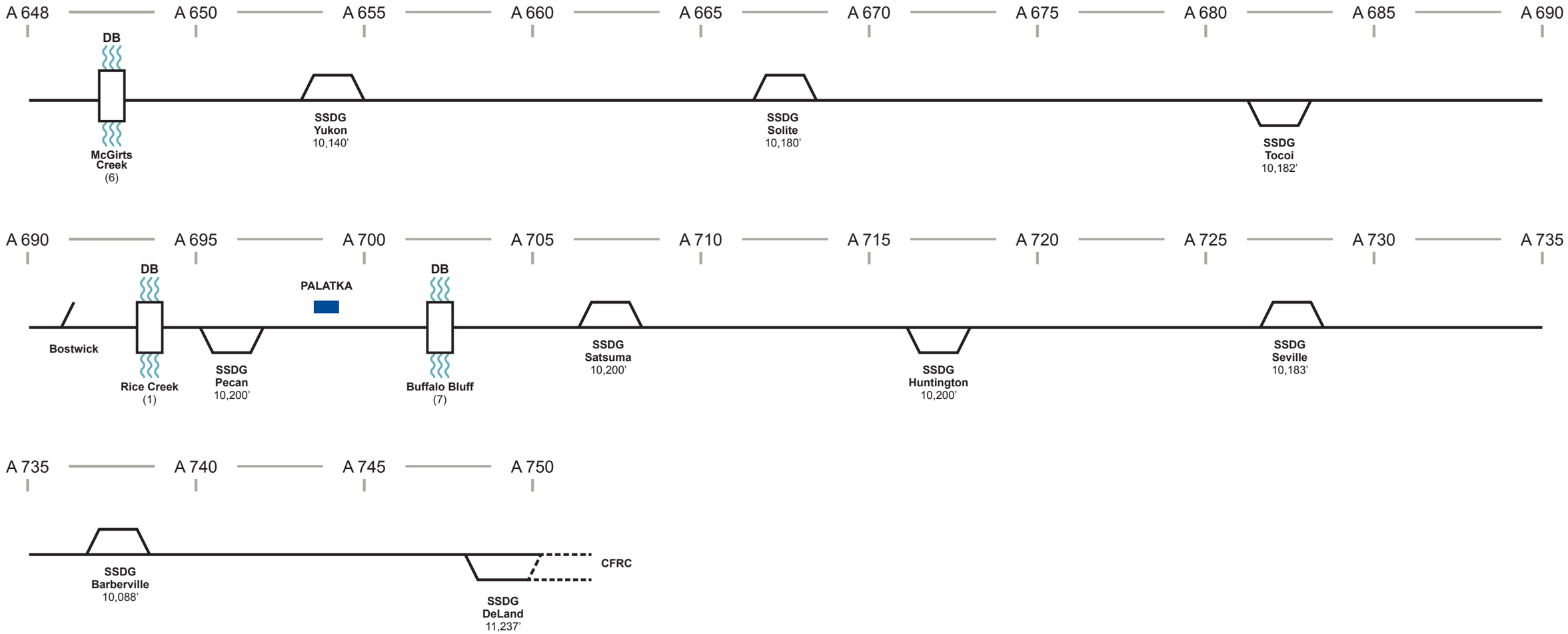
Sanford Subdivision:
St. Johns-DeLand

BUILD INFRASTRUCTURE

Miles: **101.4**
Movement Authority: **Centralized Traffic Control**
Passenger Train Maximum Authorized Speed: **79 mph**

Drawbridges: **3** (Average Daily Openings shown in parentheses)
At-Grade Rail Crossings: **0**
Intermediate Passenger Stations: **1**

Existing Track
New Track
Retired Track
Non-CSX Lines
Passenger Station Platform



Other Improvements

- Modernize drawbridges

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Appendix C CSX Cost Estimates

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Gulf Coast Amtrak Service Restoration
New Orleans to Orlando
Estimate Summary 8-11-16

	Subdivision	MP Limits	Build 1A (one RT passenger train)	Build A (two RT passenger trains)
South Pensacola to Deland (00K 645 - A 750)				
Track Structure Upgrade	Multiple		$ 77	$ 77
Modernize Draw Bridge - Sanford	Multiple		$ 10	$ 10
Signal Upgrades/PTC	Multiple		$ 86	$ 86
Capacity Subtotal	Multiple		$ 631	$ 631
Dinsmore XO	Jax Terminal	A 635.2	x	x
Grand Jct. to Duval Double Track	Jax Terminal	SP 640 - A 640	x	x
Extend Halsema	Jax Terminal	SP 650 - SP 646.3	x	x
Extend SE Whitehouse siding	Jax Terminal	SP 644.6 - SP 646.36	x	x
Extend Sanderson siding	Tallahassee	SP 671.8 - SP 672.8	x	x
Sanderson running track	Tallahassee	SP 667.7 - SP 670.8	x	x
Extend Lake City	Tallahassee	SP 685.16 - SP 688.42	x	x
Lake City running track	Tallahassee	SP 693.5 - SP 695.1	x	x
Wellborn Siding	Tallahassee	SP 704.8 - SP 708.5	x	x
Live Oak Siding	Tallahassee	SP 718.73 - SP 721.8	x	x
Extend Lee siding	Tallahassee	SP 736.11 - SP 737.45	x	x
Madison Siding	Tallahassee	SP 746.5 - SP 748.8	x	x
Extend Aucilla siding	Tallahassee	SP 765.0 - SP 767.1	x	x
Extend Chaires siding	Tallahassee	SP 787.13 - SP 785.7	x	x
Upgrade Tallahassee Running Track	Tallahassee	SP 798.8 - SP 802	x	x
Midway Storage Siding	Tallahassee	SP 811.6 - SP 813.36	x	x
Extend Midway siding	Tallahassee	SP 811.64 - SP 814.6	x	x
Extend Douglas City siding	Tallahassee	SP 826.4 -SP 827.8	x	x
Chattahoochee Siding	Tallahassee	SP 837.7 - SP 840.8	x	x
Chipley to Crestview siding	P&A	00K 796.4 - 00K 800	x	x
Marianna Storage Siding	P&A	00K 789.6 - 00K 791	x	x
Marianna Siding	P&A	00K 779.9 - 00K 783.7	x	x
Extend Chipley Siding	P&A	00K 770.1 - 00K 769.1	x	x
Extend Westville Siding	P&A	00K744.4 - 00K 747.8	x	x
Extend DeFuniak Springs	P&A	00K 726.6- 00K 729.9	x	x
DeFuniak Springs Storage Siding	P&A	00K 723.5 - 00K 724.8	x	x
Extend Sellers	P&A	00K 717.9 - 00K 721.5	x	x
Deerland Siding	P&A	00K 708.3 - 00K 711.7	x	x
Galliver Storage Siding	P&A	00K 690.8 - 00K 689.3	x	x
Connect Floridale to Galliver	P&A	00K 690.9 - 00K 682.9	x	x
Pensacola Storage Track	P&A	00K 666.8-667.1	x	x
Mulat siding	P&A	00K 663.6	x	x
Connect Pace to Avalon Siding	P&A	00K 663.5 - 00K 665.2	x	x
Escambia Bay Bridge Turnout and Track Shift	P&A	00K 659.2 - 00K 659.4	x	x
Pensacola Run Around	P&A	00K 646 - 00K 648.8	x	x
Grade Separate Airport Rd	P&A	00K 645.9	x	x
South Pensacola to Deland (00K 645 - A 750) Subtotal			**$765 - $845**	**$765 - $845**

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Gulf Coast Amtrak Service Restoration
New Orleans to Orlando
Estimate Summary 8-11-16

	Subdivision	MP Limits	Build 1A (one RT passenger train)	Build A (two RT passenger trains)
Bay Minette to South Pensacola (000 640 - 00K 645)				
Track Structure Upgrade	PD		$ 13	$ 13
Signal Upgrades/PTC	PD		$ 7	$ 7
Capacity Subtotal	Multiple		$ 220	$ 220
Extend Cantonment siding	PD	00K 633.5 - 00K 636.3	x	x
Extend Flomaton Double Track	PD	00K 607.3 - 00K 610.6	x	x
Cantonment Storage Siding	PD	00K 635 - 00K 636.5	x	x
Extend Molino Siding	PD	00K 630.8 - 00K 627.2	x	x
Construct siding @ McDavid	PD	00K 617.4 - 00K 613.7	x	x
Upgrade Flomaton to Dispatcher Control	M&M	000 606.6	x	x
Extend Wawbeek siding	M&M	000 613.1 - 000 609.3	x	x
Connect Nokomis to Perdido	M&M	000 629.4 - 000 626.5	x	x
Mobile Bypass	M&M	000 666 - 000 664.1	x	x
Bay Minette to South Pensacola (000 640 - 00K 645) Subtotal			**$228 - $252**	**$228 - $253**

New Orleans to Bay Minette (000 801 - 000 640)				
Track Structure Upgrade	Multiple		$ 35	$ 35
Modernize Draw Bridges	Multiple		$ 28	$ 28
Capacity Subtotal	Multiple		$ 852	$ 1,038
Bay Minette Storage siding	M&M	000 644.7 - 000 646.2	x	x
Extend Hurricane to Bay Minette	M&M	000 649.2 - 000 642.8	x	x
Buid Hurricane siding	M&M	000 649.2 - 000 647.3	x	x
Double Track Chickasabogue Bridge	M&M	000 662.9 - 000 .663.5	x	x
Extend Three Mile Creek to Sandy Siding	M&M	000 664.2 - 000 663.9	x	x
Connect Choctaw to Brookley	NO&M	000 667 - 000 669.7	x	x
Extend NE Saint Elmo Siding	NO&M	000 683.9 - 000 685.6	x	x
Extend Orange Grove to Pascagoula River Bridge	NO&M	000 701.2 - 000 706.6	x	x
Extend NE Gautier to Pascagoula River	NO&M	000 709.8 - 707	x	x
Extend SE Gautier	NO&M	000 712.7 - 000 716.5		x
Double track from Biloxi Bay drawbridge to Beauvoir siding	NO&M	000 725.1 - 000 730.2	x	x
Extend Beauvoir to KCS RR	NO&M	000 731.9 - 000 739.4	x	x
Upgrade Harbin to a Signaled Siding	NO&M	000 745 - 000 746.9	x	x
Harbin Siding New Rock Storage Track	NO&M	000 746.3 - 000 747.2	x	x
Extend SE Nicholson Ave	NO&M	000 756.4 - 000 758.2	x	x
Extend SE Claiborne to Rigolets	NO&M	000 768.9 - 000 774.1	modified	x
Chef Menteur to Rigolets	NO&M	000 787 - 000 776	x	x
Extend Michoud to Chef Menteur	NO&M	000 793.1 - 000 788.4	x	x
Gentilly Yard Bypass	NO&M	000 801 - 000 796.1	x	x
New Orleans to Bay Minette (000 801 - 000 640) Subtotal			**$870 - $960**	**$1,045 - $1156**

Route Total			**$1,863 - $2057**	**$2038 - $2254**

Eliminate 2 Movable Bridges				
Pearl River Double Track Fixed **Option**		000 768.7	$ 800	$ 800
Rigolets Bridge Double Track Fixed **Option**		000 775	$ 880	$ 880

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Appendix L
Capital Cost Documentation for FRA Identified Infrastructure Improvements

Cost Estimation of FRA Identified Gulf Coast Route Improvements between New Orleans and Mobile (for state-supported train)

Item No.	Improvement Description	Minimum to Start Service?	Additional Info	Estimated Cost *(in 2016 dollars)*	Cost Notes
1a	Construct a new fully signaled bypass track around Gentilly Yard in New Orleans for passenger trains on the north side of the existing main line for approximately 2 miles.	N		$ 2,376,000	
1b	Signaling of bypass track	N		$ 326,000	This is a signaled siding, which has block signals along the siding in addition to the turnout signals.
1c	Install # 20 turnouts ("limited speed", 45 mph) at each end	N		$ 1,500,000	
2a	Remove the Old Gentilly Road grade crossing at MP 799.3, which appears to serve a number of scrap yards	N	Another highway grade crossing (Read Blvd.) currently exists approximately 4000 feet further east. This removal will give the CSX freight trains switching Gentilly Yard approximately 7000 feet clear of the yard switches to make up/break up freight trains without fouling a highway grade crossing and reduce operational conflicts with passenger trains or other freight trains.	$ 40,000	CSXT Atlanta Division Timetable No.1, page 128 indicates that this grade crossing is equipped with Speed Predictor type of protection.
2b	Grade crossing protection system for Read Blvd. needs to be equipped with "predictor circuits"			$ -	
3a	Remove the Michoud Blvd. grade crossing at MP 795.2.	N	A highway grades separation has been built for I-510/ Rt. 47 approximately 4000 feet west of the crossing with access to the industrial areas on both sides of the CSX main line. This will give CSX approximately 10,000 feet to park a freight train in either direction on ether track between the universal interlocking under I-510 and the next highway grade crossing at MP 793.8. The double track ends approximately 3000 feet east of the next highway crossing.	$ 35,000	
3b	Ensure that the turnout at the end of double track is a number 20 and signaled for "limited speed" in both directions.	N		$ 33,000	Line item estimate doubled per FRA on 03/23/2017 due to reflect common costs seen in other projects.
3c	Track upgrades may have to be made also.	N	Details of location unknown to give specific recommendation of upgrades.	$ -	
4	Upgrade/modify the miter rails at the Chef Menteur moveable bridge (MP 787.3)	N	This improvement will allow at least a 45 mph movement for passenger trains. This is a 280 foot long swing span.	$ 703,000	Existing Miter Rails can be retrofitted with modified components permitting operation at 45MPH. Line item estimate doubled per FRA on 03/23/2017 to reflect common costs seen in other projects.
5a	Replace the existing number 15 turnouts at both ends of the Lake Catherine passing track (MP 780.4 – MP 781.9) with number 20 turnouts	N		$ 1,500,000	
5b	Modify the signal system to allow "limited speed" in and out of the passing track at both ends.	N		$ 646,000	This is a signaled siding, which has block signals along the siding in addition to the turnout signals. Line item estimate doubled per FRA on 03/23/2017.
5c	Upgrade the passing track to FRA Class 3.	N		$ 274,000	
6	Upgrade/modify the miter rails at the Rigolets moveable bridge (MP 775.3) to allow at least 45 mph movement for passenger trains.	N	This is a 420 foot long swing span.	$ 703,000	CSX is in process of replacing Miter Rails with improved design according to discussions with manufacturer. Awaiting funding to purchase materials. Line item estimate doubled per FRA on 03/23/2017 to reflect common costs seen in other projects.
7	Upgrade/modify the miter rails at the Pearl River moveable bridge (MP 768.8) to allow at least 45 mph movements for passenger trains.	N	This is a 250 foot long swing span.	$ 1,268,000	Existing Miter Rails can be retrofitted with modified components permitting operation at 45MPH. Note: Pearl River Bridge is manned from 06:00 - 22:00 per CSXT Atlanta Division Timetable #1. In accordance with Special instruction #302.1, page 122, "When a bridge tender is not on duty and the bridge is lined for rail movement and permission has been received from the Train Dispatcher to pass such signal as prescribed by Rule 606.1, a member of the crew must ascertain that the draw span and lift rails are in proper position before movement is allowed to proceed". This will incur delays to passenger operations during this period. Consideration should be given to manning bridge 24 hrs per day. Line item estimate doubled per FRA on 03/23/2017 to reflect common costs seen in other projects.
8a	Replace the existing number 15 turnouts at both ends of the Claiborne passing track (MP 766.3 – 768.1) with number 20 turnouts	N		$ 1,500,000	
8b	Modify the signal system to allow "limited speed" in and out of the passing track at both ends.	N		$ 670,000	Line item estimate doubled per FRA on 03/23/2017 to reflect common costs seen in other projects.
8c	Upgrade the passing track to FRA Class 3.	N		$ 333,000	
9a	In order to reclaim the main line for mainline train use, we need to install an 8-10,000 foot long fully signaled passing track	N	Just north of Ansley at MP 764.2 is a hand operated number 10 turnout leading to the relatively new Port Bienville Industrial Park, which is approximately 5-6 miles to the northwest with its own internal railroad system. CSX currently serves this heavily rail oriented complex with a large daily local freight from Gentilly Yard. While operating from and fouling the main line track, the CSX local sets out and picks up numerous (30-60) cars daily from the complex's rail system. This new track can be used as a conventional passing track, when not needed by the local freight.	$ 7,860,000	
9b	Install number 20 "limited speed" turnouts at both ends, so the local interchange can be done separate from the mainline operations.			$ 1,517,000	
10	Just west of Bay St. Louis is a second track with 5 highway grade crossings between the end points. It cannot be used as a passing track.	N		$ 19,000	
11	Upgrade/modify the miter rails at the Bay St. Louis moveable bridge (MP 753.0) to allow at least 45 mph movement for passenger trains.	N	This is a 300 foot long swing span.	$ 703,000	Existing Miter Rails can be retrofitted with modified components permitting operation at 45MPH. Line item estimate doubled per FRA on 03/23/2017 to reflect common costs seen in other projects.
12a	Revise the passing track configuration at Harbin (MP 745.1 – 746.9) so that the main line is on the south side and the passing track is on the north side.	N	This is being done to allow the local freight to serve the rock plant on the north side of the railroad from the passing track, rather than the main line. There is a highway grade crossing in the middle of the passing track next to the turnout for the rock plant, which makes its use as a passing track somewhat problematic.	$ 250,000	
12b	Replace the number 15 turnouts with number 20 turnouts.			$ 1,500,000	
12c	Fully signal the passing track for "limited speed" operation.			$ 346,000	Line item estimate doubled per FRA on 03/23/2017 to reflect common costs seen in other projects.
12d	Upgrade the existing passing track to FRA Class 4.			$ 328,000	
12e	It might be appropriate to extend the passing track a mile at one end or the other to make it useful as a passing track.			$ 1,550,000	
13	There are numerous frequent highway grade crossings from a point several miles west of Gulfport through Biloxi, a distance of approximately 20 miles. We have been advised by CSX that they have a 45 mph speed limit on all trains in this area due to numerous grade crossing incidents. We need to get a number of these crossings shut and/or modern predictor circuits installed in order to get the speed limit increased through the area.	N		$ 1,388,000	12 Single Track Crossings, 2 Double Track Crossings

Cost Estimation of FRA Identified Gulf Coast Route Improvements between New Orleans and Mobile (for state-supported train)

Item No.	Improvement Description	Minimum to Start Service?	Additional Info	Estimated Cost *(in 2016 dollars)*	Cost Notes
14	FRA is not sure who controls the diamond crossing with the KCS at the Gulfport Station, or if it is controlled. If it is not controlled or if it a "first come first served" interlocking, it needs to be controlled by CSX in order to expedite the passenger service and prevent the KCS from stopping CSX services simply by getting there first.	N		$ 1,866,000	Crossing Diamond is "Automatic Interlocking". In accordance with CSXT Timetable #1 Special Instruction 311. pg. 122. CSXT Operating Rule # 504.25 states" *When a train is stopped at an automatic railroad crossing at grade and no conflicting movement is evident, comply with special instructions. If no special instructions: 1. The leading end of train must be stopped not more than 250 feet from the Stop signal and it must remain at that location during the time-release interval, 2. Operate the time release in accordance with instructions posted at the location or found in timetable special instructions, 3. If signal changes; proceed, and 4. If the signal does not change at the expiration of the time-release interval: 1. Receive permission from the train dispatcher to pass the Stop signal, 2. If no conflicting movement is evident, the train must pull by the Stop signal at least 30 feet, stopping clear of the intersecting line, 3. Train must wait a period of time equal to the time-release interval, and 4. If no conflicting movement is evident, the train may then proceed at restricted speed to the next signal or, if there is no next signal, to a point in which the entire train is through turnouts and crossovers and until the leading end of the movement reaches the opposing Absolute signal.* "
15a	Replace the existing number 15 turnouts at both ends of the Beauvoir passing track (MP 730.3 – 731.9) with number 20 turnouts.	N		$ 1,500,000	
15b	Modify the signal system to allow "limited speed" in and out of the passing track.	N		$ 33,000	Line item estimate doubled per FRA on 03/23/2017to reflect common costs seen in other projects.
15c	Upgrade the passing track to FRA Class 3	N		$ 293,000	
15d	Close the Iris Street crossing in the middle of the passing track.	N		$ 38,000	
16	Upgrade/modify the miter rails at the Biloxi Bay moveable bridge (MP 724.4) to allow at least 45 mph movement for passenger trains.	N	This is a 400 foot long swing span.	$ 703,000	Existing Miter Rails can be retrofitted with modified components permitting operation at 45MPH. Line item estimate doubled per FRA on 03/23/2017 to reflect common costs seen in other projects.
17a	Replace the existing number 15 turnouts at both ends of the Gautier passing track (MP 709.9 – 711.4) with number 20 turnouts.	N		$ 723,000	
17b	Modify the signal system to allow "limited speed" in and out of the passing track	N		$ 33,000	Line item estimate doubled per FRA on 03/23/2017 to reflect common costs seen in other projects.
17c	Upgrade the passing track to FRA Class 3.	N		$ 2,376,000	
18	Upgrade/modify the miter rails at the Pascagoula River moveable bridge (MP 706.8) to allow at least 45 mph movement for passenger trains.	N	This is a 150 foot long bascule span	$ 607,000	Existing Miter Rails can be retrofitted with modified components permitting operation at 45MPH. Line item estimate doubled per FRA on 03/23/2017 to reflect common costs seen in other projects.
19a	All parties need to sort out details to install a proper passing track or a relocated main line approximately 3-4 miles long around the yard area Details need to be sorted out.	N	The Port of Pascagoula and a refinery complex is served by CSX from a small 6 track yard approximately 3 miles east of the passenger station and an existing connection with the Mississippi Export Railroad (MSE), a local short line, near the passenger station. We recently found out that a TIGER V grant has been awarded to the Port to relocate the MSE connection to a point east of the CSX yard via an old currently unused rail corridor. CSX freights from New Orleans and Mobile set out and pick up cars from their local yard several times a day in both directions, which effectively blocks the main line.	$ 12,079,000	
19b	Install number 20 turnouts allowing 45 mph passenger train speeds through the yard area			$ 1,517,000	
19c	At the proposed new junction with the MSE, install number 10 turnouts/crossovers.			$ 260,000	
20a	Replace the existing number 15 turnouts at both ends of the Orange Grove passing track (MP 699.4 – 701.2) with number 20 turnouts	N	This may be impacted by item 19.?	$ 1,500,000	
20b	Modify the signal system to allow "limited speed" in and out of the passing track.	N		$ 33,000	Line item estimate doubled per FRA on 03/23/2017 to reflect common costs seen in other projects.
20c	Upgrade the passing track to FRA Class 3.	N		$ 329,000	
21a	Replace the existing number 15 turnouts at both ends of the Saint Elmo passing track (MP 685.6 – 687.4) with number 20 turnouts.	N		$ 1,500,000	
21b	Modify the signal system to allow "limited speed" in and out of the passing track.	N		$ 33,000	Line item estimate doubled per FRA on 03/23/2017 to reflect common costs seen in other projects..
21c	Upgrade the passing track to FRA Class 3.	N		$ 351,000	
22	Install interlockings for the two turnouts, currently hand operated, at Theodore.	N	Turnouts lead to a major industrial complex on the east side of the CSX main line and are used daily by long and heavy local freight trains from Sibert Yard in Mobile.	$ 1,517,000	
23	Install a "beltway" style passenger station at/under the Route 193 overhead bridge with 150 cars of parking and a 300 foot long passenger platform.	N	The previously existing Mobile Station is on the far east corner of the city next to the docks and east of the city center, where nobody lives. Nobody is going to drive 6-10 miles from their suburban homes north, northwest, west and southwest of the Mobile Station site and wait 20 minutes in order to get a train going west to New Orleans. The Route 193 site is immediately adjacent to a full interchange with I-10 and US 90, both of which have good access to the Mobile suburbs where people live. A full interchange with the southern terminus of I-85 exists only 4 miles east of this site for both I-10 and US 90 providing additional access to the site from the suburbs.	$ 2,700,000	
24a	Replace the existing number 15 turnouts at both ends of the Brookley passing track (MP 669.7 – 671.8) with number 20 turnouts	N		$ 1,500,000	
24b	Modify the signal system to allow "limited speed" in and out of the passing track	N		$ 652,000	This is a signaled siding, which has block signals along the siding in addition to the turnout signals. Line item estimate doubled per FRA on 03/23/2017 to reflect common costs seen in other projects.
24c	Upgrade the passing track to FRA Class 3.	N		$ 384,000	
25	Interlock and remote control from the CSX control center the diamond crossing with the CNIC at MP 668.5.	N	CSX told the GCWG this diamond crossing is a "first come-first serve" operation today (2016/2017).	$ 1,056,000	Crossing Diamond is "Automatic Interlocking". In accordance with CSXT Timetable #1 Special Instruction 311. pg 122. CSXT Operating Rule # 504.25 states" *When a train is stopped at an automatic railroad crossing at grade and no conflicting movement is evident, comply with special instructions. If no special instructions: 1. The leading end of train must be stopped not more than 250 feet from the Stop signal and it must remain at that location during the time-release interval, 2. Operate the time release in accordance with instructions posted at the location or found in timetable special instructions, 3. If signal changes; proceed, and 4. If the signal does not change at the expiration of the time-release interval: 1. Receive permission from the train dispatcher to pass the Stop signal, 2. If no conflicting movement is evident, the train must pull by the Stop signal at least 30 feet, stopping clear of the intersecting line, 3. Train must wait a period of time equal to the time-release interval, and 4. If no conflicting movement is evident, the train may then proceed at restricted speed to the next signal or, if there is no next signal, to a point in which the entire train is through turnouts and crossovers and until the leading end of the movement reaches the opposing Absolute signal .*"
26	Close several lightly used highway grade crossings in Mobile, such as: Short Texas Street, Elmira Street, Palmetto Street, Canal Street (currently in the middle of a crossover), Madison Street, etc.	N		$ 162,000	

Cost Estimation of FRA Identified Gulf Coast Route Improvements between New Orleans and Mobile (for state-supported train)

Item No.	Improvement Description	Minimum to Start Service?	Additional Info	Estimated Cost *(in 2016 dollars)*	Cost Notes
27a	Install a left hand interlocked number 10 turnout just north of the Monroe Street grade crossing (MP 666.7)	Y		$ 1,222,000	
27b	The turnout leads to a new 800 – 1000 foot long passenger train stub track on the west side of the existing passenger platform for the rebuilt Mobile Passenger Station at the old station site.	Y			
28	The maximum authorized speed for fully signaled FRA Class 4 track is 79 mph. Wherever possible the proposed passenger service between New Orleans and Mobile should be authorized to operate at 79 mph.	N		$ -	

Estimated Minimum to Start Service Costs:	$ 1,222,000
Design and Construction Management (15% of Estimated):	$ 184,000
Subtotal of Minimum to Start Service Costs:	$ 1,406,000
Unallocated Contingency (35% of Subtotal):	$ 492,000
Existing Amtrak Station Upgrade (Includes Contingency):	$ 3,478,000
Total Minimum to Start Service Costs:	**$ 5,376,000**

Estimated Sustainable for Reliable Operations Costs:	$ 61,113,000
Design and Construction Management (15% of Estimated):	$ 9,167,000
Subtotal of Sustainable for Reliable Operations Costs:	$ 70,280,000
Unallocated Contingency (35% of Subtotal):	$ 24,601,000
Total Sustainable for Reliable Operations Costs:	**$ 94,881,000**

Cost Estimation of FRA Identified Gulf Coast Route Improvements between Mobile to Orlando, Long Distance Train

Item No.	Improvement Description	Minimum to Start Service?	Additional Info	Estimated Cost *(in 2016 dollars)*	Cost Notes
1	No changes would be required in the Sibert Yard area for a single long distance round trip to/from Orlando operating through the area between 8 PM and 6 AM.	N		$ -	Assumed no improvements
2a	Pensacola, FL area - No recommended changes until more information is available. Likewise, there are two freight yards in the vicinity of Chattahoochee, where we simply do not know what is going on.	N	The long distance trains to/from Orlando operates between Atmore and Tallahassee between 10 pm and 7 am with relatively minor freight interfaces. The only place which might require changes is the Pensacola freight yard (Goulding Yard) area, where we do not know what is going on with the freight train switching in that area at that time of night. There appears to be some kind of powered turnout at the north and south end of the yard leads.??	$ -	Assumed no improvements
2b	Positive Train Control: What is or is not done in this existing un-signaled territory by CSX for PTC is unknown at the time this report was developed.	Y		$ -	No cost included.
3	From Tallahassee to the outskirts of Jacksonville, the single track railroad is fully signaled with only 5-6 freight trains per day. No improvements are recommended in this 150 mile long stretch of single track line.	N		$ -	Assumed no improvements
4	**Jacksonville Station** - FRA, CSX, Amtrak, and SRC agree that such a massive track reconfiguration cannot be justified for one train a day and have instead proposed constructing a new passenger station on the south side of Jacksonville, where the Gulf Coast train, as well as the existing New York – Miami trains, could stop. **No site has been selected, but a ballpark estimate for a new station should be included.**	N	Shortly after Amtrak started operating trains in Florida, they abandoned the massive downtown Jacksonville Union Station and constructed a new two track station about 4 miles north of the city center. All trackage and interlockings associated with the old Union Station were removed. The line from Tallahassee comes in to Jacksonville from the west through several relatively congested freight yards and interchange tracks between CSX, NS and FEC, before turning to the north around or through a major CSX freight yard to get to the existing Amtrak Station. There is a wye track just south of the existing Amtrak Station, where a train to/from New Orleans will have to turn in order to keep the locomotive at the front of the train. Prior to its suspension in 2005, the previous Gulf Coast train made this relatively complex and time consuming move with freight train interference in both directions along the way. The current two daily round trip trains between Miami and New York go through part of this maze daily, but they do not need to reverse direction and back into the station. Likewise, the Auto Train goes through this area. CSX originally proposed a relatively massive track reconfiguration in this area in order to reliably move the Gulf Coast train to and from the existing Jacksonville Amtrak Station. However, all parties agree that such a massive reconfiguration cannot be justified for one train a day and have instead proposed constructing a new passenger station on the south side of Jacksonville, where the Gulf Coast train, as well as the existing New York – Miami trains, could stop. No site has been selected, but a ballpark estimate for a new station should be included.	$ 5,400,000	Assumed platform station at possible location of Blanding Blvd. OH crossing and Park St. at grade crossing
5	The 110 mile line from Jacksonville to DeLand has 6 Amtrak trains on it and 1-2 local freight trains. No improvements are required.	N		$ -	Assumed no improvements
6a	DeLand, FL through Winter Park to Orlando segment - No basic improvements are needed south of DeLand	N	The 40 mile line from DeLand through Winter Park to Orlando is operated by the SunRail commuter train organization, which operates approximately 36 commuter trains on weekdays only. A few local freights use the line during the nighttime hours. The line has been mostly double tracked for the commuter rail services. The Amtrak Auto Train originates/terminates at Sanford, approximately 15 miles south of DeLand and 20 miles north of Orlando. However, in order for a southbound train from Jacksonville terminating at Orlando to reverse direction and go back to Sanford for servicing, it must first go approximately 8 miles further south to a wye track, where it can turn and then go back to Sanford; where it will again have to go around a wye track before it can enter the yard for a total deadhead move of nearly 30 miles each way. The entire process is reversed the next day for the return trip to New Orleans. No basic improvements are needed south of DeLand, but given the complex deadhead moves to/from Sanford on a commuter rail system, a number of people have suggested the Gulf Coast train simply be extended another 80 miles to Tampa, FL on the fully signaled single track main line, where there is a wye track used daily by the Silver Star approximately 2 miles from the Tampa Passenger Station. One of the tracks, approximately 1200 feet long, at the stub end Tampa Union Station would have to be reconstructed for this service to be extended. The Tampa-St. Petersburg area population is in the vicinity of 2 million, vs 1 million for the Orlando area.	$ -	Assumed no improvements
6b	If service is extended to Tampa... **One of the tracks,** approximately 1200 feet long, at the stub end Tampa Union Station, would have to be **reconstructed for this service to be extended**	N		$ -	Assumed no improvements

Minimum to Start Service Costs (Includes Contingency):	$ -
Existing Amtrak Station Upgrade (Includes Contingency):	$ 4,342,000
Total Minimum to Start Service Costs:	**$ 4,342,000**

Estimated Sustainable for Reliable Operations Costs:	$ 5,400,000
Design and Construction Management (15% of Estimated):	$ 810,000
Subtotal of Sustainable for Reliable Operations Costs:	$ 6,210,000
Unallocated Contingency (30% of Subtotal):	$ 1,863,000
Total Sustainable for Reliable Operations Costs:	**$ 8,073,000**

Appendix M
US Coast Guard Correspondence from October 2016

U.S. Department of Homeland Security

United States Coast Guard

Commandant
United States Coast Guard

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Washington, D.C. 20593-7103
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5730
October 3, 2016

The Honorable Roger F. Wicker
United States Senate
Washington, DC 20510

Dear Senator Wicker:

This is in response to your letter dated September 13, 2016, requesting information on the Coast Guard rulemaking process with regard to the operating schedules of drawbridges and their effect on railway service and waterway navigation.

The Coast Guard must ensure that bridges across navigable waters of the United States do not unreasonably obstruct waterway traffic and at the same time provide for the reasonable needs of land traffic. Unless otherwise authorized, drawbridges must open promptly and fully for the passage of vessels when requested or signaled. If circumstances warrant, specific requirements for drawbridge operations can be approved by the District Commander through the rulemaking process. The Coast Guard has approved more than one thousand rules for specific requirements for the operation of highway and railroad drawbridges. These specific drawbridge regulations are found in 33 CFR § 117 Subpart B.

The most common drawbridge requirements in Subpart B provide periods when the bridge need not open for the passage of vessels to better provide for land traffic during high traffic periods; i.e. morning and evening rush hours. Specific requirements may also be established to provide advance notice of requested openings to the bridge owner for waterways with less frequent navigation. Bridge owners may also request specific operating requirements to provide for remote or automated operation of the bridge.

In situations where there are multiple bridges in close proximity to one another on the same waterway, the Coast Guard will ensure operating schedules are conducive to the safest and least restrictive flow of both navigational and land traffic. If there are multiple bridges in close proximity on different waterways, the Coast Guard must evaluate the navigation on each waterway when considering specific requirements for each bridge.

Upon written request for a change to a drawbridge operating regulation, the Coast Guard will evaluate the proposed operating requirements and determine whether to implement the change through the rulemaking process in accordance with the Administrative Procedures Act. The Coast Guard will not initiate the rulemaking process if the proposed change to the operating regulations will unreasonably obstruct navigation. Once a Notice of Proposed Rulemaking is published, the process can take between ninety days and a

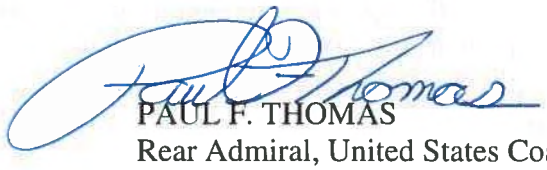
year depending on the complexity of the rule and the scope of the public comments. The Coast Guard may initiate a temporary change to the bridge operating schedule for up to 180 days as an interim measure to "test" a proposed schedule. This test deviation is not a rule and does not change the rulemaking process, but allows the bridge to temporarily operate under a proposed schedule for evaluation purposes.

During the evaluation of the proposed operating regulation, the Coast Guard will conduct outreach to waterway users, facilities, and the public to notify them of the proposed change and, if necessary, gather additional information. The Coast Guard's outreach will typically include: direct contact with known stakeholders, public notices and meetings, publication in the Federal Register, and use of local media.

We appreciate the opportunity to participate in discussions with the Gulf Coast Working Group to evaluate options for restoration of the intercity passenger rail service in the Gulf Coast region.

My Senate Liaison Office at (202) 224-2913 would be pleased to respond to any further questions you or your staff may have.

Sincerely,



PAUL F. THOMAS
Rear Admiral, United States Coast Guard
Assistant Commandant for Prevention Policy