



LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT
Office of Multimodal Commerce

LOUISIANA RAILROAD FACT BOOK

2019

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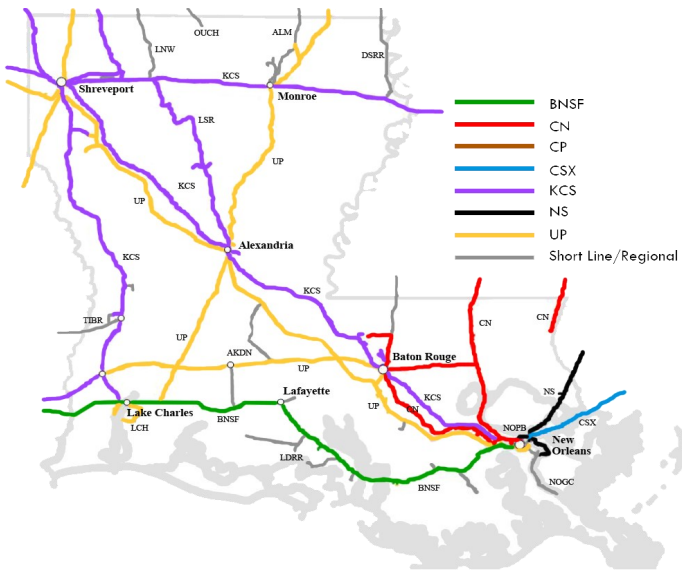
SUMMARY

This report presents information about the railroads and railroad operations in Louisiana. The information contained in this report was obtained from various public sources, principally, railroad and railroading internet sites, and railroad surveys conducted by the Louisiana Department of Transportation and Development.

The report provides a brief description, provided by each railroad, of current operations in the state along with information on the company's network, customers, and commodities. The volumes of different commodities transported into and out of the state are also. Information is provided on Amtrak's long distance passenger routes and the cities they serve. Facilities and statistics are provided for each of the passenger stations in the state. Safety trends and a description of the efforts being made to reduce accidents are then presented. Finally, issues that impact the railroad industry's ability to operate in Louisiana are discussed.

Shawn D. Wilson, PhD, Secretary
Louisiana Department of Transportation and Development

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LOUISIANA'S RAILROAD SYSTEM

The Association of American Railroads (AAR) lists 19 common-carrier freight railroads in Louisiana – six Class-1 railroads and 13 Short Line or Switching and Terminal Railroads. These railroads own 2,940 route miles of main line track in the state and operate on an additional 619 miles of trackage rights. Additionally, Amtrak runs three long-distance trains in Louisiana that operate on track owned by the Class-1 railroads. Louisiana ranks 17th in the nation in the number of railroads and 23rd in the nation in the miles of track. Louisiana sits firmly as an average railroading state. Louisiana railroads employ 3,125 residents with average wages and benefits totaling \$121,480 per employee in 2017. There are 7,014 railroad retirement beneficiaries drawing \$157 million in benefits in Louisiana. In 2017, 121.9 million tons of freight originated, terminated, or passed through Louisiana by rail. This is a 14.8% decrease over 2014. It would have taken approximately 6.8 million additional trucks to handle this freight.¹

A Class-1 railroad is defined by the Surface Transportation Board as a railroad with annual revenues in excess of \$447.6 million. Class-1 railroads are long distance freight railroad companies. Long distance trains consist of approximately 100 railcars. Each railcar can weigh as much as 286,000 pounds. There are seven Class-1 railroads in North America, six of which operate in Louisiana. The only Class-1 railroad that does not operate in Louisiana is the Canadian Pacific Railroad.

<u>Class-1 Railroads in Louisiana¹</u>	<u>Miles of Track Operated in Louisiana</u>
BNSF Railway Company	362 miles
CN Railroad	239 miles
CSX Transportation	43 miles
Kansas City Southern Railway Co.	744 miles
Norfolk Southern Corporation	76 miles
Union Pacific Railroad Co.	1,142 miles

Smaller railroads are categorized as Class-2 and Class-3 railroads but are commonly referred to as Short Line, Regional, or Switching and Terminal Railroads. Short Line and Switching and Terminal railroads interchange railcars between Class-1 railroads and local industries requiring rail transportation. There are no Regional railroads in Louisiana.

<u>Short Line Railroads in Louisiana</u>	<u>Miles of Track Operated in Louisiana</u>
Acadiana Railway Company	82 miles
Arkansas, Louisiana & Mississippi Railroad	55 miles
Baton Rouge Southern Railroad	2 miles
Bogalusa Bayou Railroad	1 mile
Delta Southern Railroad	51 miles
Louisiana & Delta Railroad	442 miles
Louisiana & North West Railroad	44 miles
Louisiana Southern Railroad	167 miles
New Orleans & Gulf Coast Railway	32 miles
New Orleans Public Belt Railroad	28 miles
North Louisiana & Arkansas Railroad	17 miles
Port Rail, Inc.	11 miles
Timber Rock Railroad	21 miles

In addition to these railroads, several ports and industries own track and/or operate railroad equipment.

The following are additional facts provided by the AAR:

- Nationwide, major U.S. railroads supported approximately 1.1 million jobs, nearly \$219.5 billion in annual economic activity, and generating almost \$26 billion in tax revenues.
- In 2017, America's railroads moved a ton of freight an average of 479 miles on one gallon of fuel. That is equivalent to traveling from New Orleans to Dallas. On average, railroads are four times more fuel efficient than trucks.
- Moving freight by rail instead of truck reduces greenhouse gas emissions by 75 percent.
- One train can carry the load of 280 or more trucks.

Railroads moved 121.9 million tons of freight through Louisiana in 2017. Of this total, 34.8 million tons, or 26.2%, originated in Louisiana, and 34.4 million tons, or 38.1%, terminated in the state. Louisiana is a significant crossroads for freight movement between West Coast ports and the Southeastern states, and for NAFTA traffic between Mexico and the Northeast. Much of the Midwest farm products destined for overseas markets transits through Louisiana ports. Additionally, Louisiana is becoming a major export state for crude oil being delivered to our ports by rail.

Rail Traffic Originated in Louisiana (by commodity):

Chemicals	19.3 million tons	211,800 carloads
Petroleum products	3.5 million tons	42,900 carloads
Pulp and Paper	3.3 million tons	44,200 carloads
Food products	1.7 million tons	18,700 carloads
Lumber & Wood	1.2 million tons	13,700 carloads
All other	<u>5.8 million tons</u>	<u>115,700 carloads</u>
Total: 34.8 million tons		Total: 447,000 carloads

Rail Traffic Terminating in Louisiana (by commodity):

Coal	6.5 million tons	54,400 carloads
Chemical	6.2 million tons	68,300 carloads
Nonmetallic Minerals	4.5 million tons	40,200 carloads
Farm products	4.3 million tons	40,900 carloads
Petroleum Products	3.5 million tons	38,200 carloads
All other	<u>9.4 million tons</u>	<u>172,000 carloads</u>
Total: 34.4 million tons		Total: 414,000 carloads

BURLINGTON NORTHERN & SANTA FE RAILWAY COMPANY (BNSF)



BNSF Railway Corporate Headquarters²

2650 Lou Menk Drive
Fort Worth, TX 76131-2830

Emergency Telephone: (800) 832-5452
Crossing Issues: (817) 867-6427

<http://www.bnsf.com/>

Type of Railroad: Class-1

Total Miles of Track: 33,000 **Miles of Track in Louisiana:** 362

Parishes:

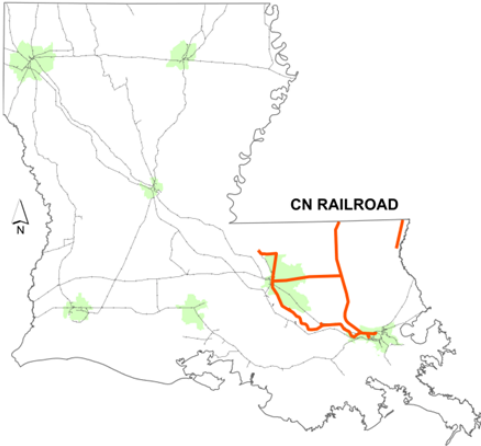
Acadia Parish
Assumption Parish
Calcasieu Parish
Iberia Parish
Jefferson Davis Parish
Jefferson Parish
Lafayette Parish
Lafourche Parish
St. Charles Parish
St. Martin Parish
St. Mary Parish
Terrebonne Parish



BNSF System Map

CN

(Formerly Canadian National Railroad)



CN³

935 de La Gauchetière Street West
Montreal, Quebec, H3B 2M9
Canada

Emergency Telephone: (800) 465-9239
Crossing Issues: (888) 888-5909

<http://www.cn.ca/>

Type of Railroad: Class-1

Total Miles of Track: 20,600 **Miles of Track in Louisiana:** 239

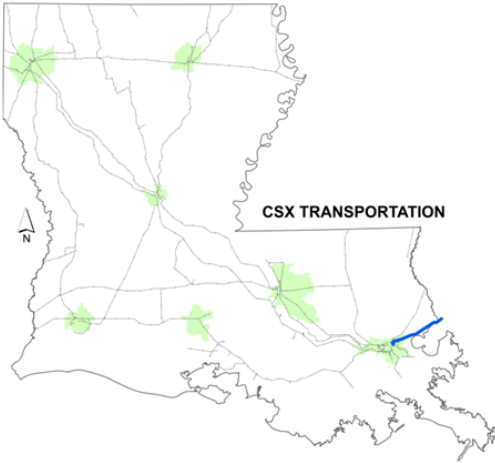
Parishes:

- Ascension Parish
- East Baton Rouge Parish
- East Feliciana Parish
- Iberville Parish
- Jefferson Parish
- Livingston Parish
- St. Charles Parish
- St. James Parish
- St. John the Baptist Parish
- Tangipahoa Parish
- Washington Parish
- West Feliciana Parish



Railway System Map

CSX TRANSPORTATION (CSX)



CSX Transportation Inc.⁴

500 Water Street
Jacksonville, FL 32202

Emergency Telephone: (800) 232-0144
Crossing Issues: (800) 232-0144

<http://www.csx.com/>

Type of Railroad: Class-1

Total Miles of Track: 23,000 **Miles of Track in Louisiana:** 43

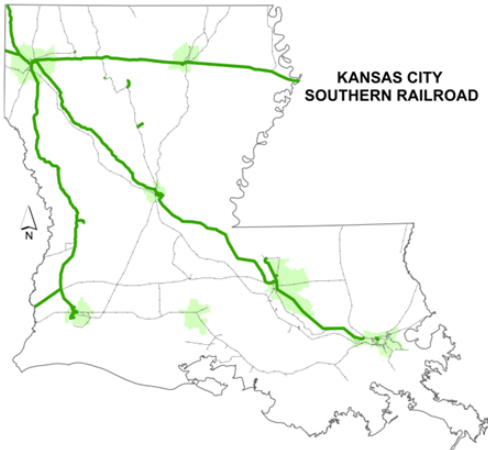
Parishes:

Orleans Parish
St. Tammany Parish

CSX SYSTEM MAP



KANSAS CITY SOUTHERN RAILWAY (KCS)



Kansas City Southern Railway⁵

427 West 12th Street
Kansas City, MO 64105

Emergency Telephone: (877) 527-9464
Crossing Issues: (662) 617-0727

<http://www.kcsouthern.com/>

Type of Railroad: Class-1

Total Miles of Track: 3,130 **Miles of Track in Louisiana:** 744

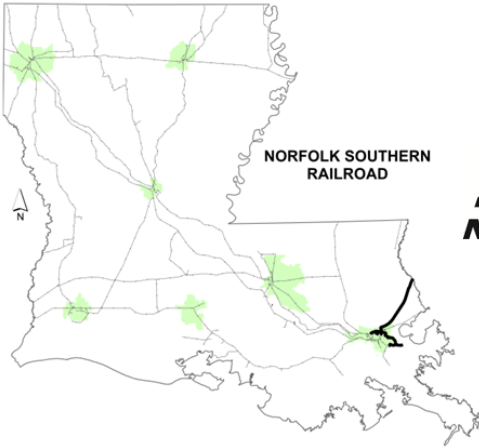
Parishes:

- | | |
|-------------------------|-------------------------|
| Ascension Parish | Jefferson Parish |
| Avoyelles Parish | Lincoln Parish |
| Beauregard Parish | Madison Parish |
| Bienville Parish | Natchitoches Parish |
| Bossier Parish | Ouachita Parish |
| Caddo Parish | Pointe Coupee Parish |
| Calcasieu Parish | Rapides Parish |
| DeSoto Parish | Red River Parish |
| East Baton Rouge Parish | Vernon Parish |
| East Feliciana Parish | Webster Parish |
| Grant Parish | West Baton Rouge Parish |
| Jackson Parish | Winn Parish |



Kansas City Southern System Map

NORFOLK SOUTHERN CORPORATION (NS)



Norfolk Southern Corporation⁶

3 Commercial Place
Norfolk, VA 23510

Emergency Telephone: (800) 453-2530

Crossing Issues: (800) 453-2530

<http://www.nscorp.com/>

Type of Railroad: Class-1

Total Miles of Track: 21,500 **Miles of Track in Louisiana:** 76

Parishes:

Jefferson Parish
Orleans Parish
Plaquemines Parish
St. Bernard Parish
St. Tammany Parish



Norfolk Southern System

UNION PACIFIC RAILROAD (UP)



Union Pacific Railroad⁷

1400 Douglas Street
Omaha, NE 68179

Emergency Telephone: (888) 877-7267
Crossing Issues: (816) 399-1692

<http://www.uprr.com/>

Type of Railroad: Class-1

Total Miles of Track: 32,000 **Miles of Track in Louisiana:** 1,142

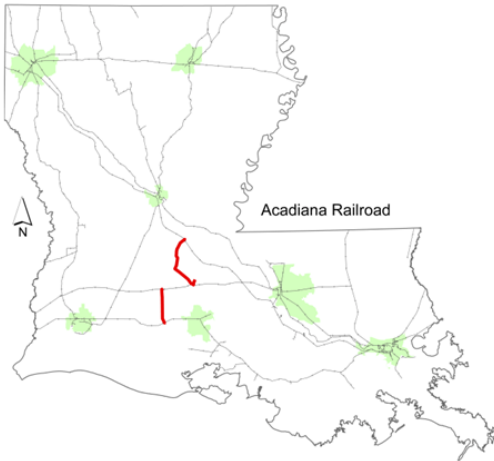
Parishes:

Acadia Parish	Grant Parish	Rapides Parish
Allen Parish	Iberia Parish	Red River Parish
Ascension Parish	Iberville Parish	St. Charles Parish
Assumption Parish	Jefferson Davis Parish	St. James Parish
Avoyelles Parish	Jefferson Parish	St. John the Baptist Parish
Beauregard Parish	Lafayette Parish	St. Landry Parish
Bossier Parish	Lafourche Parish	St. Martin Parish
Caddo Parish	LaSalle Parish	St. Mary Parish
Calcasieu Parish	Morehouse Parish	Terrebonne Parish
Caldwell Parish	Natchitoches Parish	West Baton Rouge Parish
DeSoto Parish	Orleans Parish	
Evangeline Parish	Ouachita Parish	
	Pointe Coupee Parish	



Union Pacific Railroad System Map

ACADIANA RAILROAD (AKDN)



Acadiana Railway Company⁸

1224 Cortez
P. O. Box 1729
Opelousas, LA 70571-1729

Emergency Telephone: (337) 942-4085

http://www.uprr.com/customers/shortline/profiles_a-c/akdn.htm

Type of Railroad: Short Line

Total Miles of Track: 82 **Miles of Track in Louisiana:** 82

Parishes:

Acadia Parish
Avoyelles Parish
Evangeline Parish

Interchange Points

BNSF interchanges at Crowley
UP interchanges at Bunkie, Eunice, Lawtell, Opelousas, and Port Barre

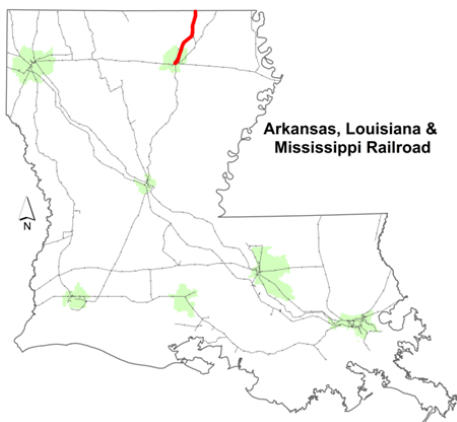
Major Customers

Ventura Foods
Louisiana Rice
Cabot Corporation
Praire Construction

Commodities

Vegetable Oil
Rice
Carbon Black
Aggregate

ARKANSAS, LOUISIANA, AND MISSISSIPPI RAILROAD (ALM)



Genesee & Wyoming - Southern Region⁹

13901 Sutton Park Drive South
Suite 175
Jacksonville, FL 32224

Emergency Telephone: (866) 907-6245

<http://www.gwrr.com>

Type of Railroad: Short Line

Total Miles of Track: 55 **Miles of Track in Louisiana:** 55

Parishes:

Morehouse Parish
Ouachita Parish

Interchange Points

Connects through Fordyce & Princeton (FP)
UP - Fordyce-FP-Crossett-ALM
KCS – Monroe, LA

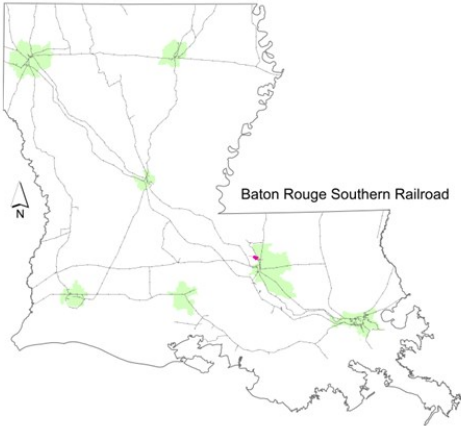
Principal Customers

Ouachita Fertilizer

Principal Commodities

Chemicals
Forest Products

BATON ROUGE SOUTHERN RAILROAD (BRS)



Baton Rouge Southern Railroad¹⁰

1818 A Brooklawn Dr.
Baton Rouge, LA 70807

Emergency Telephone: (225) 771-3285

<http://www.watcocompanies.com/railroads.htm>

Type of Railroad: Switching and Terminal

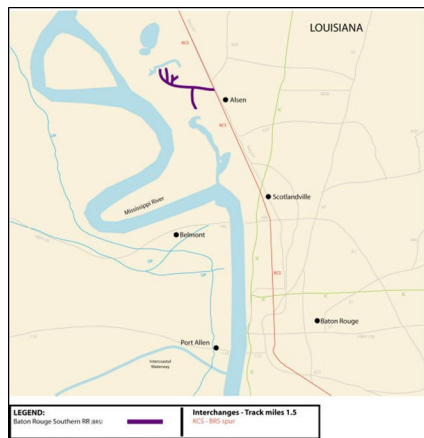
Total Miles of Track: 2 **Miles of Track in Louisiana:** 2

Parishes:
East Baton Rouge Parish

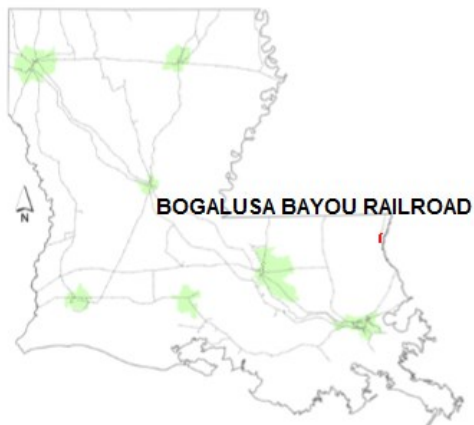
Interchange Points
KCS – Baton Rouge, La

Principal Customers

Principal Commodities:
Bauxite
Plastic pellets
Raw coke
Calcinated coke



BOGALUSA BAYOU RAILROAD (BBAY)



Bogalusa Bayou Railroad¹¹

401 Avenue U

Bogalusa, LA 70427

Emergency Telephone: (225) 771-3285

<http://www.watcocompanies.com>

Type of Railroad: Switching and Terminal

Total Miles of Track: 1 **Miles of Track in Louisiana:** 1

Parishes:

Washington Parish

Interchange Points

CN-Bogalusa, La

Principal Customers

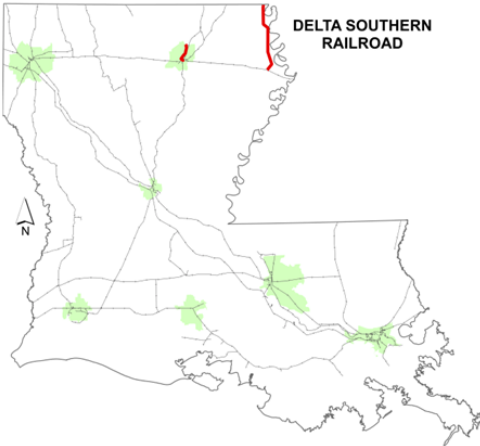
International Paper

Principal Commodities:

Paper Products

Calcinated coke

DELTA SOUTHERN RAILROAD (DSRR)



Delta Southern Railroad¹²

469 Port Road
Tallulah, Louisiana 71282

Emergency Telephone: (855) 946-7245

<http://www.deltasouthernrr.com/>

Type of Railroad: Short Line

Total Miles of Track: 51 **Miles of Track in Louisiana:** 51

Parishes:

East Carroll Parish
Madison Parish
Ouachita Parish

Interchange Points

With KCS and UP at Monroe, LA
With KCS at Tallulah, LA

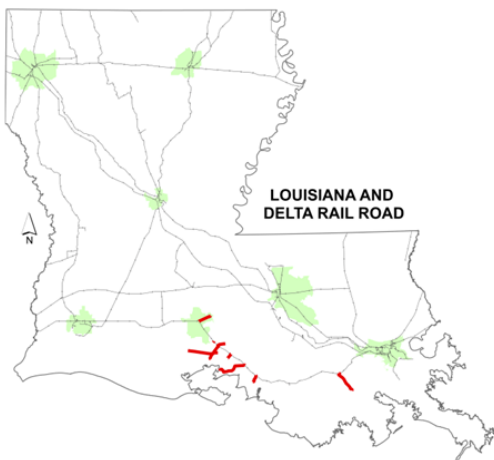
Principal Customers

Complex Chemical
Helena Chemical
Terral River/Chemical
Sanders Chemical
Angus Chemical
Cedar Creek Lumber

Principal Commodities

Soda Ash
Chemicals
Petroleum Oil
Agricultural Products
Fertilizer
Lumber

LOUISIANA & DELTA RAILROAD (LDRR)



Louisiana & Delta Railroad Company¹³

402 West Washington Street
New Iberia, LA 70560

Emergency Telephone: (866) 527-3499

<http://www.gwrr.com>

Type of Railroad: Short Line

Total Miles of Track: 442 **Miles of Track in Louisiana:** 442

Parishes:

Assumption Parish
Iberia Parish
Lafayette Parish
Lafourche Parish
St. Martin Parish
St. Mary Parish
Vermilion Parish

Principal Customers:

Enterprise Products
Cabot Corporation
Columbia Chemicals
Carbo Ceramics
Planters Rice Mill

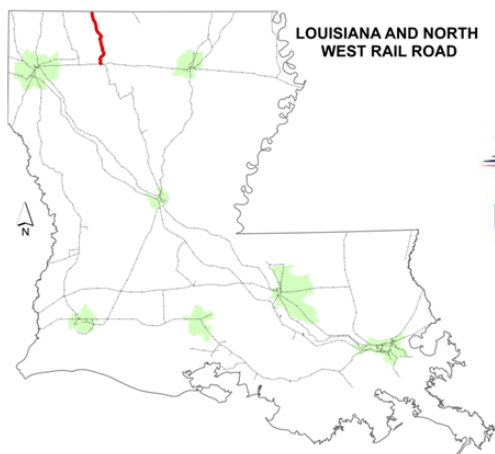
Interchange Points:

UP at Lafayette, New Iberia,
Schriever, and Raceland

Principal Commodities:

Petroleum Products
Rice
Salt
Paper
Carbon Black

LOUISIANA & NORTHWEST RAILROAD (LNW)



Louisiana and North West Railroad



PATRIOT RAIL CORP.
Investing in America

Louisiana & North West Railroad¹⁴

304 W Main Street
P.O. Box 60
Homer, LA 71040

Emergency Telephone: (855) 955-7245

<http://www.patriotrail.com/>

Type of Railroad: Short Line

Total Miles of Track: 68 **Miles of Track in Louisiana:** 44

Parishes:

Bienville Parish
Claiborne Parish

Interchange Points:

Union Pacific Railroad at McNeil, Ark.
Kansas City Southern Railroad at
Gibbsland, La.

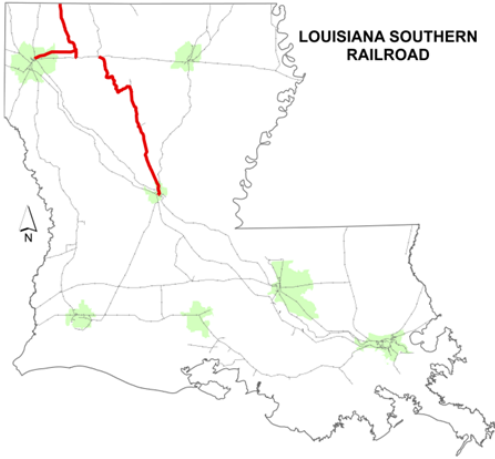
Principal Customers:

Albemarle Corporation
Berry Plastics
Wood Engery
Industrial Packaging
Top Dollar Scrap

Principal Commodities:

Chemicals
Billets and Steel
Plywood
Plastics
Pulpboard
Frac Sand
Plastics
Steel
Scrap

LOUISIANA SOUTHERN RAILROAD (LAS)



Louisiana Southern Railroad¹⁵

125 KCS Dr.
Minden, La 71055

Emergency Telephone: (318) 395-1912

<http://www.watcocompanies.com>

Type of Railroad: Short Line

Total Miles of Track: 167 **Miles of Track in Louisiana:** 167

Parishes:

Bienville Parish
Grant Parish
Jackson Parish

Rapides Parish
Webster Parish
Winn Parish

Principal Customers:

Calumet
WestRock
Atlas
Haliburton
Blendstar
Anchor Drilling
International Paper

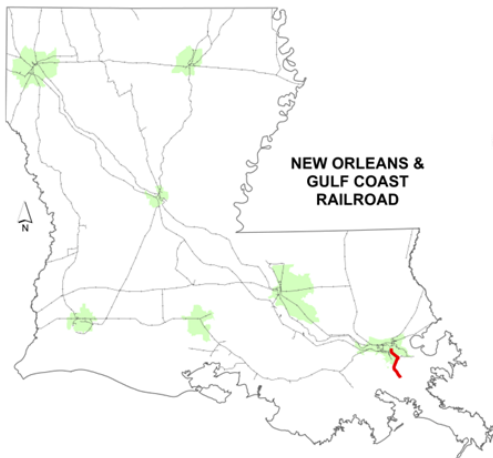
Interchange Points:

KCS at Gibsland, Sibley,
and Pineville

Principal Commodities:

Specialty Oils
Paper
Fracturing sand
Compressed Gas

NEW ORLEANS & GULF COAST RAILROAD (NOGC)



New Orleans and Gulf Coast Railroad¹⁶

9387 Highway 23
Belle Chasse, LA 70037

Emergency Telephone: (504) 347-8237

<http://rgpc.com/>

Type of Railroad: Short Line

Total Miles of Track: 32 **Miles of Track in Louisiana:** 32

Parishes:

Jefferson Parish
Plaquemines Parish

Interchange Points:

UP at Westwego, La

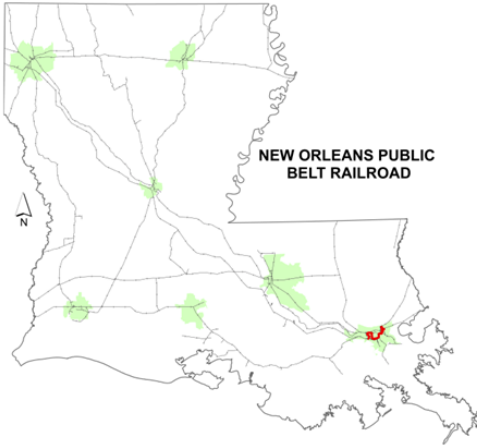
Principal Customers:

Kinder Morgan
Chevron
Harvest States
Conoco Phillips

Principal Commodities:

Grains
Petroleum Products
Fuel Additives
Oils – Nut seed
Steel Pipe

NEW ORLEANS PUBLIC BELT RAILROAD (NOPB)



The New Orleans Public Belt Railroad¹⁷

4822 Tchoupitoulas Street
New Orleans, LA 70115

Emergency Telephone: (504) 896-7442

<http://www.railnola.com>

Type of Railroad: Switching and Terminal

Total Miles of Track: 28 **Miles of Track in Louisiana:** 28

Parishes:

- Jefferson Parish
- Orleans Parish

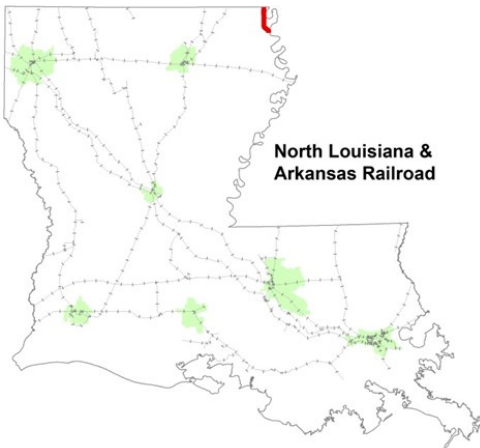
Principal Customers:

- Class-1 Railroads
- TCI Trucking
- Kearney Companies
- Heniff
- US Gypsum
- Ceres Gulf
- Port of New Orleans

Principal Commodities:

- Wood
- Paper
- Chemicals
- Plastics
- Steel
- Gypsum

NORTH LOUISIANA & ARKANSAS



North Louisiana & Arkansas Railroad²¹

4416 South Arkansas Avenue

Emergency Telephone: (479) 968-6455

Russelville, AR 72802-8405

<http://www.uprr.com/customers/shortline/lines/nla.shtml>

Type of Railroad: Short Line

Interchange Points:

McGehee with Union Pacific

Principal Customers:

Port of Lake Providence

Principal Commodities:

PORT RAIL, INC.



Port Rail, Inc.¹⁸

150 Marine Street, Box 1
876-7245
Lake Charles, LA 70601

Emergency Telephone: 1-844-

<http://portrailc.com>

Type of Railroad: Switching and Terminal, Short Line

Total Miles of Track: 25 **Miles of Track in Louisiana:** 25

Parishes:

Interchange Points:

BNSF and UP at Lake Charles, La

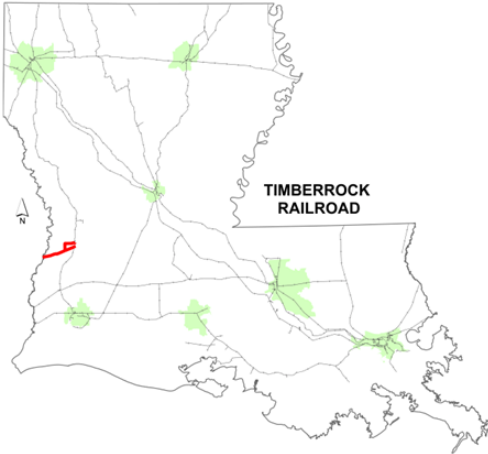
Principal Customers:

Port of Lake Charles Customers

Principal Commodities:

- Rubber
- Grain
- Wood Pulp
- Alumina Hydrate

TIMBER ROCK RAILROAD (TIBR)



Timber Rock Railroad¹⁹

2760 Graybow Road
DeRidder, La 70634

Emergency Telephone: (337) 463-9790

<http://www.watcocompanies.com>

Type of Railroad: Short Line

Total Miles of Track: 43 **Miles of Track in Louisiana:** 21

Parishes:

Beauregard Parish

Interchange Points:

BNSF at Kirbyville, Tx
KCS at DeRidder, La.

Principal Customers:

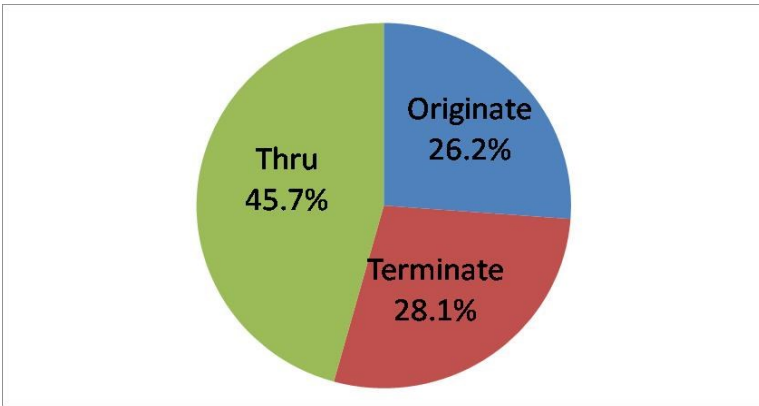
MeadWestvaco
Environmental Concerns
Boise Southern
Apeck Construction
Owen Feed

Principal Commodities:

Paper
Tall Oil
Aggregates
Cross Ties
Feed

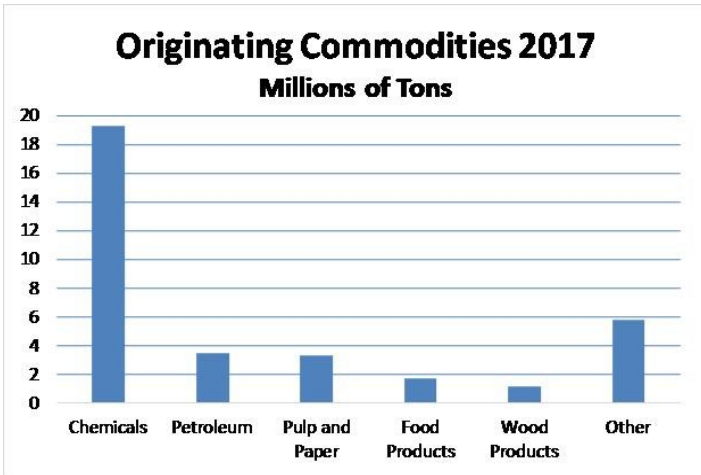
FREIGHT MOVEMENT IN LOUISIANA

According to the Association of American Railroads (AAR), 121.9 million tons of freight originated, terminated, or passed through Louisiana by rail in 2017. This was an decrease of 17.7 million tons from 2013. Of the total tonnage transported in 2017, 31.9 million tons, approximately 26.2%, originated and 34.3 million tons, approximately 28.1%, terminated in the state. This means that approximately 55.7 million tons, about 45.7%, transited the state for other destinations.

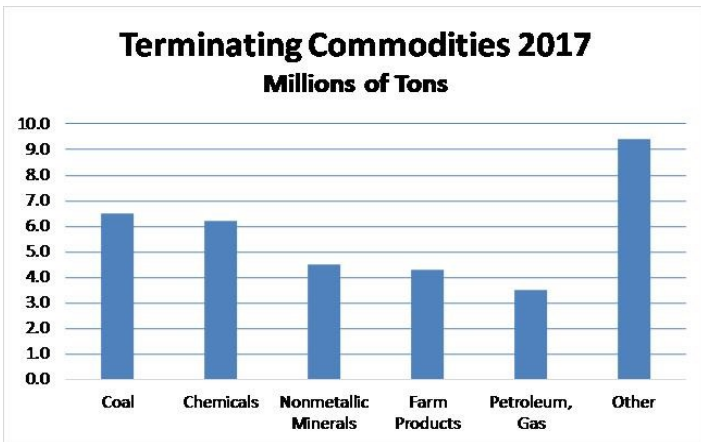


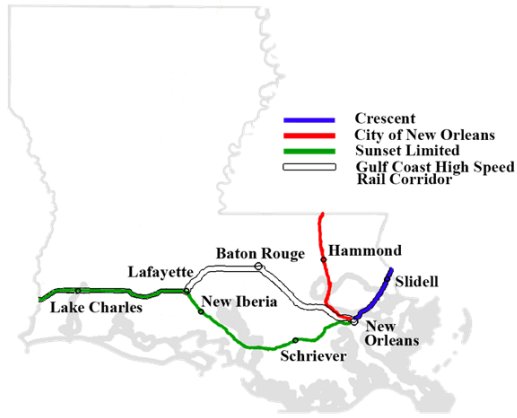
Percentage of rail freight movements in Louisiana 2017²⁰

Of the commodities originating in the state in 2017, chemicals continue to be the largest category by far with 19.3 million tons, or 61% of all originating freight.²⁰ Louisiana’s dominance in chemical production, especially petrochemicals has resulted in the State ranking second in the nation in the rail tons of chemicals originating in the state. Louisiana also rank second in the nation for the rail tons of pulp and paper and fourth in the nation in the rail tons of petroleum product originating in the state.



The amount of rail freight originating in Louisiana increased by only 1.4 million tons in 2017. In contrast, the amount of rail freight terminating in the state declined in 2017 by 2.7 million tons. Coal is the leading commodity terminating in Louisiana in 2017, followed closely by chemical products. Crude oil and other petroleum products, which dominated the imports in 2013, have declined significantly in 2017.²⁰





PASSENGER RAIL

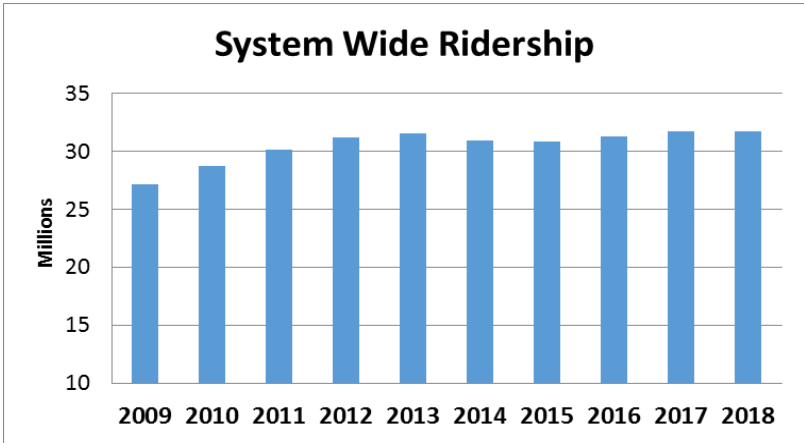
Nationwide, Amtrak operates 15 long distance routes and 20 state supported regional routes. These routes provide more than 300 daily trains over more than 21,200 route miles to over 500 destinations. The railroad has experienced consistent ridership growth since its inception in 1971 by consistently setting ridership records each year. Amtrak operates three named long distance trains in Louisiana – the Crescent, the City of New Orleans, and the Sunset Limited. They all operate over freight railroad tracks owned by Class-1 railroads. Louisiana does not have any state supported trains.

In 1982 Congress authorized the formation of a tri-state commission with Louisiana, Mississippi, and Alabama to study the feasibility of rapid rail transit in the south. This led to the creation of the Southern Rapid Rail Transit Commission. Efforts by the Commission lead Amtrak to introduce the Gulf Coast Limited train in April 1984 for the Louisiana World Exposition. It provided rail service to the fair from Mobile, Biloxi, and Gulfport. The train continued until January 1985. The Commission continued to study and support expansion of passenger rail service along the Gulf Coast.

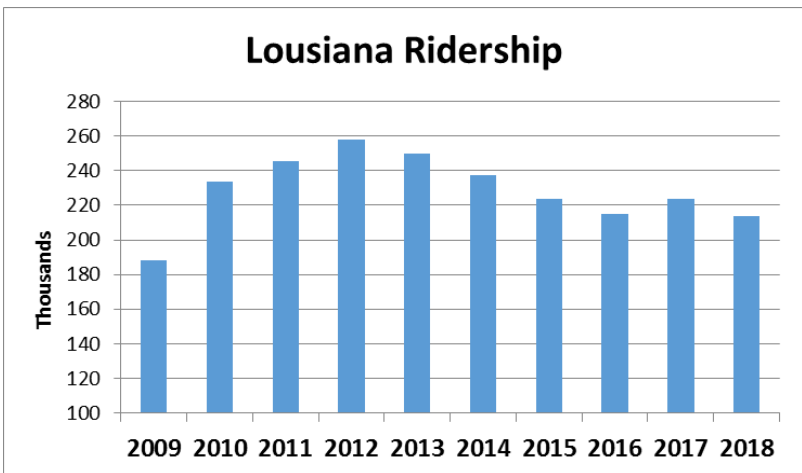
In November 1998, the US Secretary of Transportation announced the designation of the Gulf Coast High Speed Rail Corridor (GCHSRC) from Birmingham, Alabama, to Houston, Texas, one of 12 federally designated high speed rail corridors. In Louisiana, this corridor includes Slidell, New Orleans, Baton Rouge, Lafayette, and Lake Charles. The Southern Rapid Rail Transit Commission (now the Southern Rail Commission) has completed three studies to identify potential improvements to passenger rail service along the corridor. The GCHSRC was extended from Birmingham to Atlanta, Georgia, in October 2000 to join the East Coast High Speed Rail Corridor. The Southern Rail Commission continues to work to improve and extend passenger rail service in the tri-state area.

RIDERSHIP

Amtrak has maintained a slight but steady growth in passengers since its inception. In 1991, over 21.7 million passengers rode Amtrak trains nationwide. In 2017, Amtrak set a new ridership record with over 31.7 million passengers system wide.

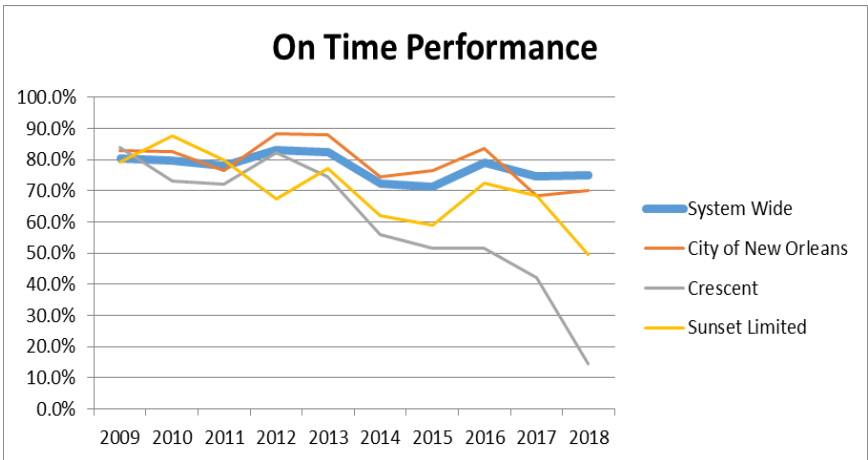


Ridership in Louisiana increased after Hurricane Katrina and surpassed the pre-storm ridership level in 2009. In 2012, ridership in Louisiana reached a record high but has steadily declined since.²¹

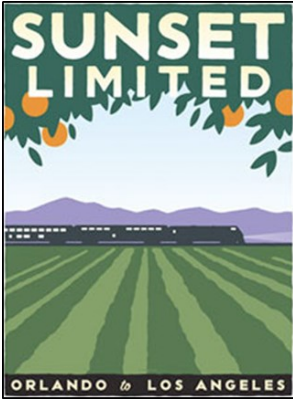


ON-TIME PERFORMANCE

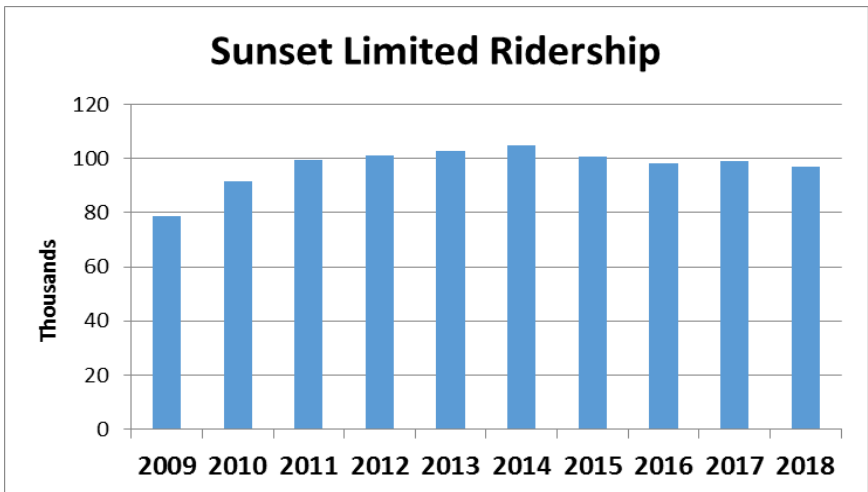
Reliability as measured by on-time arrivals is a key factor in the success of any passenger railroad service. It is also a key factor in changing the culture of the traveling public. Amtrak has historically been plagued by poor on-time performance. The Crescent and Sunset Limited trains have been notoriously poor performers due to the length of these routes. Competing with freight trains for space on the track significantly impacts on-time performance. Amtrak has made reliability a priority system-wide by negotiating and incentivizing passenger train scheduling priority with the freight railroad companies. This has resulted in several years of improved on-time performance for all trains. Unfortunately, 2014 experienced a decline in on-time performance throughout the system as well as the three Louisiana trains. In 2018, the Crescent was the worst performing route in the Amtrak system. As rail freight increases, competition for limited rail capacity increases and it becomes more difficult for passenger trains and freight trains to operate together and on-time performance suffers. Poor on-time performance continues to have a significant impact on ridership.²¹



THE SUNSET LIMITED



The Sunset Limited departs New Orleans three days a week for Los Angeles by way of Houston, San Antonio, El Paso, and Tucson. Louisiana stops include Shriever, New Iberia, Lafayette, and Lake Charles for ticketed passengers only. The trip from New Orleans to Los Angeles takes 46 hours. The Sunset Limited operates mostly on tracks owned by the Burlington Northern Santa Fe Railroad in Louisiana. Ridership on the Sunset Limited reached its peak in 2014 but has been slipping since.²¹



LOUISIANA STATIONS ON THE SUNSET LIMITED ROUTE

NEW ORLEANS -

All three Amtrak routes depart from the New Orleans Union Passenger Terminal (NOUPT) at 1001 Loyola Avenue. The station is open between 5:00 am and 10:00 pm daily with ticket sales beginning at 5:45 am. A Quik-Trak Ticket Kiosk is available 24 hours a day. Baggage may be checked or claimed between 6:00 am and 10:30 pm daily. The NOUPT has a waiting room, public phones, a gift shop, rest rooms, and an ATM. The station is ADA compliant. In addition to Amtrak, the NOUPT is the city's Greyhound bus station.²²

In 2018, 180,446 passengers arrived or departed from the NOUPT. This continues the decline since 2012.²¹

SCHRIEVER –

The Schriever station, at Highway 20 and Highway 24, is the first stop on the Sunset Limited route and is the smallest station in Louisiana. It provides service for the Houma-Thibodaux area. The station is not manned and there are no facilities or services available. Tickets must be purchased online. The train only stops at the station if someone is scheduled to be picked up or dropped off. The station is not wheel chair accessible.²²

In 2018, 1,238 passengers used the station. This is a significant decrease after several years of steady increases.²¹

NEW IBERIA –

The New Iberia Station is a small station on the Sunset Limited route. It is located at 402 Washington Street on the corner with Anderson Street. The station is not manned and there are no facilities or services available. Tickets must be purchased online. The train will only stop if ticketed passengers are scheduled to be picked up or dropped off. The station is not wheel chair accessible.²²

The number of passengers arriving or departing from the New Iberia Station in 2018 was 1,602. Although this is a decline from its peak, the number of passengers has increased since 2005 when only 570 passengers used the station.²¹

LAFAYETTE –

The Lafayette Station is on the Sunset Limited route. It is a new facility that also serves as the main transit hub for the city's bus system. It is located at 100 Lee Avenue in Lafayette. Although the railroad part of the

station is not manned, there is an enclosed waiting room. Tickets must be purchased online. The station is wheel chair accessible although some station facilities may not be accessible.²²

In 2005, 1,864 passengers arrived or departed from the Lafayette Station. By 2018, that number had increased to 6,151 passengers.²¹

LAKE CHARLES –

The Lake Charles Station is a small station north of the city on the Sunset Limited route. It has a covered platform and a small waiting room. The station is not manned and tickets must be purchased online. The train will only stop if a ticketed passenger is scheduled to board or detrain. The station is wheel chair accessible although some station facilities may not be accessible.²²

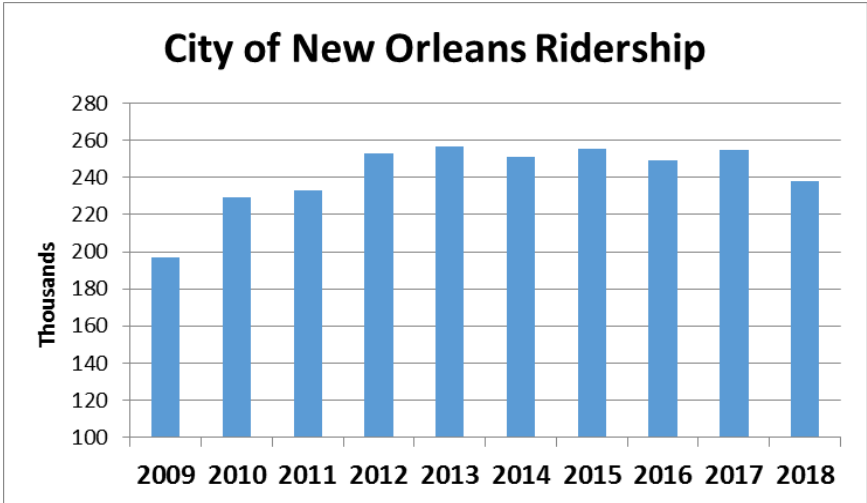
Ridership from the Lake Charles Station was 1,322 in 2005 but took a significant dip following Hurricane Rita in 2006. The number of passengers in 2006 using the station was only 144. Since 2006, ridership has rebounded and exceeded the previous level to 3,920 passengers in 2015. In 2018, ridership through the Lake Charles stations dropped slightly to 3,781.²¹

THE CITY OF NEW ORLEANS



The City of New Orleans departs the Union Passenger Terminal daily for Memphis and Chicago. The trip to Chicago takes 19 hours. It has a scheduled stop in Hammond and operates on the CN tracks in Louisiana.²¹

After a record year in 2013, the ridership over the last few years on the City of New Orleans continues to fluctuate between about 235,000 and 255,000 passengers annually.



LOUISIANA STATIONS ON THE CITY OF NEW ORLEANS ROUTE

NEW ORLEANS -

All three Amtrak routes depart from the New Orleans Union Passenger Terminal (NOUPT) at 1001 Loyola Avenue. The station is open between 5:00 am and 10:00pm daily with ticket sales beginning at 5:45 am. A Quik-Trak Ticket Kiosk is available 24 hours a day. Baggage may be checked or claimed between 6:00 am and 10:30 pm daily. It contains a waiting room, public phones, a gift shop, rest rooms, and an ATM. The station is ADA compliant. In addition to Amtrak, the NOUPT is the city's Greyhound bus station.²²

In 2018, 180,446 passengers arrived or departed from the NOUPT. This continues the decline since 2012.²¹

HAMMOND –

The Hammond Station is located in downtown Hammond at 404 NE Railroad Avenue. It is the only Louisiana stop other than New Orleans on the City of New Orleans route. The station is open from 10:00 am to 5:30 pm daily and has an enclosed waiting area. Amtrak eliminated the ticket agent in 2018 and the station does not have a ticketing kiosk. Therefore, tickets can no

longer be purchased at the station and baggage can no longer be checked. The City provides an attendant to assist passenger during scheduled arrivals and departures. The station is wheel chair accessible although some station facilities may not be accessible. There are several restaurants within walking distance of the station.²²

The City of Hammond, in partnership with Amtrak, completed a new 500 foot platform in 2011 which is fully ADA compliant. This follows the renovation of the terminal building in 2009.

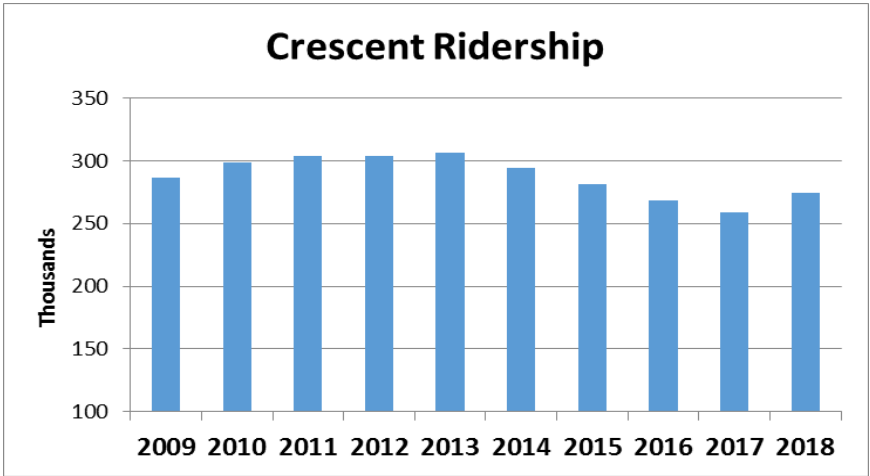
The number of passengers arriving and departing from the Hammond Station has shown a steady increase and is significantly higher than the number of passengers using the station before Hurricane Katrina. In 2005, 11,320 passengers used the Hammond Station, whereas 9,346 passengers used the station in 2018, a continued decline from the 2013 high of 15,602 passengers.²¹

THE CRESCENT



The Crescent departs the New Orleans Union Passenger Terminal daily for Birmingham, Atlanta, Washington, DC, and New York City. It also stops in Slidell for ticketed passengers. The duration of the 1,377 mile trip from New Orleans to New York is 30 hours. In Louisiana, it operates on the Norfolk Southern Railroad tracks.

As with Amtrak's system-wide trends and the other trains operating in Louisiana, the number of passengers riding the Crescent experienced a dip after Hurricane Katrina, but has recovered well and is continuing to increase. Ridership on the Crescent in 2014 was 294,306 passengers but has declined to 274,800 in 2018.²¹



LOUISIANA STATIONS ON THE CRESCENT ROUTE

NEW ORLEANS -

All three Amtrak routes depart from the New Orleans Union Passenger Terminal (NOUPT) at 1001 Loyola Avenue. The station is open between 5:00 am and 10:00 pm daily with ticket sales beginning at 5:45 am. A Quik-Trak Ticket Kiosk is available 24 hours a day. Baggage may be checked or claimed between 6:00am and 10:30 pm daily. It contains a waiting room, public phones, a gift shop, rest rooms, and an ATM. The station is ADA compliant. In addition to Amtrak, the NOUPT is the city’s Greyhound bus station.²²

In 2018, 180,446 passengers arrived or departed from the NOUPT. This continues the decline since 2012.²¹

SLIDELL –

The Slidell Station is the only stop in Louisiana other than New Orleans for the Crescent route. The station is located at 1827 Front Street, a short distance from I-10 Exit 83. The station has an enclosed waiting room and access to restrooms. The station is not manned and tickets must be purchased online. Baggage cannot be checked or claimed at the Slidell Station. The station is wheel chair accessible although some station facilities may not be accessible. A restaurant is located at one end of the building.²²

Ridership from the Slidell Station has shown a steady increase since 2005 when 4,370 passengers used the station. In 2018, The number of passengers arriving or departing through the Slidell Station reached an all time high of 11,098.²¹

SAFETY

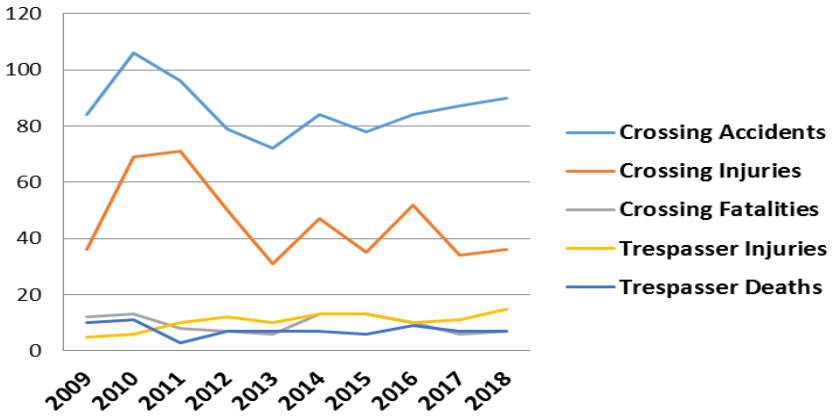
RAIL CROSSING ACCIDENTS

Rail crossings are often the public's most visible involvement with the rail industry. Rail crossings are also some of the most dangerous locations on our highways. Nationally, great attention has been paid to accidents at rail crossings. The federal government provides support to states to upgrade signals and educate the public on rail crossing safety. Louisiana has about 2,800 public highway-rail at-grade crossings, and about half, 1,450 have active signaling devices. The LA DOTD Highway Safety Program undertakes 30-50 rail crossing improvement projects each year.

Another program that is very active in Louisiana is Operation Lifesaver. Operation Lifesaver is an international non-profit public education program to raise awareness of highway-rail at-grade crossing safety issues. Their Authorized Volunteer speakers and trained Coaches offer free rail safety education programs to school groups, driver education classes, community audiences, professional drivers, law enforcement officers, and emergency responders in all 50 states. The program is supported by federal, state, and local agencies, highway safety organizations, and America's railroads. Although the federal contribution to Operation Lifesaver was reduced in 2012, the railroads increased their contribution to make up the difference. In 2018, Louisiana's Operation Lifesaver Program conducted 1,066 training sessions with 29,812 attendees, and made presentations at 83 special events with 148,262 attendees.²³

The efforts of these and other programs have resulted in significant decreases in the number of rail crossing accidents in Louisiana. In 2004, Louisiana experienced 167 rail crossing accidents resulting in 66 injuries and 23 fatalities. Since then the number of total accidents in Louisiana seems to be stabilizing between 80 and 90 crossing accidents annually. Trespassing injuries and deaths remain a concern.²⁴

Accidents Involving the Public

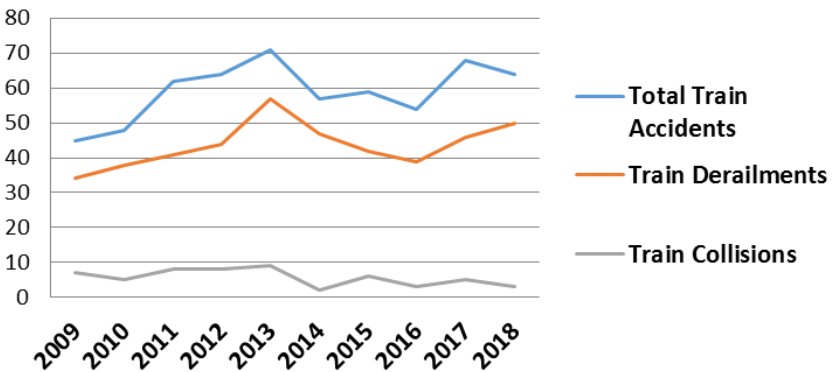


TRAIN ACCIDENTS

Train accidents not involving the public declined after 2004 to their low in 2009. From 2009 to 2013 the industry saw an increase in Louisiana. As a result of a greater focus on safety, the number of accidents and derailments also appear to be stabilizing.²⁵

Train Accidents

Excluding Highway-Rail Accidents



INDUSTRY CONCERNS

NATIONAL

Over the last couple of years the major railroads have seen a resurgence in business and increasing numbers of carloads month after month. Recovery for Short Line railroads has not been as fast. Maintenance and upgrades that were deferred during the lean years have been slow to be implemented due to the general financial situation of these smaller railroads. Even with a strong economy, it may take many years for some of our smallest railroads to fully recover. A shortage of qualified locomotive engineers railcars are problems resulting from the improved economy.

Positive Train Control (PTC)

In 2008, Congress passed an unfunded mandate requiring railroads to develop and construct the Positive Train Control (PTC) system on the 60,000 miles of the nation's rail network by December 31, 2015. PTC is a highly advanced technology designed to automatically stop a train before certain types of accidents occur. It involves the computerized connection of GPS, wireless communications, track side sensing equipment, and in-train communication and control systems. It is new, untested technology.

The 2015 completion date was determined early on to be unworkable. In 2015, Congress extended the deadline to the end of 2020. The railroads have spent nearly \$6 billion so far to develop and install the system but are only 38% complete. As of December 31, 2018, 100% of construction, installation and training had been completed and 83% of the route miles were certified and operational. The freight railroad industry supports the development and implementation of PTC.²⁶

Short Line Tax Credits

In 2005, Congress passed a one year tax credit for local freight railroads to encourage investment in upgrading and expanding the “first and last mile” of transportation infrastructure. Since then, a series of one- to two-year extensions of the program have resulted in billions of dollars being invested in the infrastructure of these small railroads. The Short Line Tax Credit program has been a great success. Unfortunately, short program extensions have made investments in large infrastructure projects an uncertainty.

Making the tax credit program permanent would allow for long-term planning and larger multi-year projects.²⁷

LOUISIANA

Class-1 Railroads

The Class-1 railroads are most concerned with efficiency. They want to move as much freight, as quickly as possible, at the lowest cost. This means reducing bottlenecks and choke points throughout their networks. A significant bottleneck for the Class-1 railroads in Louisiana is the “Back Belt” in New Orleans. This is a relatively short section of track at the foot of the Huey P. Long Bridge where all six railroads meet to exchange cars. Along this section of track are several choke points they would like to eliminate. These include the double main track through Metairie used by all six railroads, the 300 feet of single track within the Metairie section across the 17th Street Canal, and East and West Bridge Junctions where the tracks from the different railroads connect.

The Louisiana Department of Transportation and Development has partnered with the railroads in New Orleans and the New Orleans Regional Planning Commission in the New Orleans Rail Gateway Infrastructure Improvement Program to improve rail and highway flow through the city,

and enhance public safety within the neighborhoods around the railroad tracks. Projects have been identified that will significantly improve rail operations and public safety, and the Feasibility Study was completed in 2007. The program is now in the environmental phase, and upon completion of the National Environmental Protection Act (NEPA) process, design and construction will begin as funding becomes available.²⁸

Short Line Railroads

Short Line railroads operate on older track that connect the Class-1 railroad main line to the industries and suppliers served by the railroads. Historically, these are segments of the Class-1 railroad network that were less profitable and were leased or sold to Short Line railroads to improve efficiency. From a public perspective, these are the segments that keep the industries and jobs in the towns and cities throughout the State. The average size of the rail on Louisiana Short Line railroads is 90 pound track (three feet of steel rail weighing 90 pounds) and was constructed in the 1920s and 1930s. Class-1 railroads use 115 pound and larger rail on which to operate railcars weighing up to 286,000 pounds. When the railcars are transferred to the Short Line for delivery, the risk of rail damage and train derailments is increased. The potential of large spills while moving hazardous materials becomes a concern to the railroad and the communities. The Louisiana Department of Transportation and Development is proposing state legislation that will authorize to be used through a Rail Infrastructure Improvement Program with dedicated funding to encourage Short Line railroads to replace old light rail with heavier rail that will safely support the industry standard 286,000 pound railcar. Six Short Line railroads have been identified for future projects should this program and funding be authorized.²⁹

In an additional effort, the New Orleans Regional Planning Commission has partnered with Jefferson and Orleans parishes, and the New Orleans & Gulf Coast Railroad to relocate the railroad track along Louisiana Highway 23 in Gretna to a route that bypasses this congested area. This project has completed the environmental analysis phase and is seeking federal funding for construction.

Passenger Rail

Amtrak is promoting and supporting upgrades at railroad stations. Typically, railroad stations are owned by the local communities rather than Amtrak. Many cities around the country are taking ownership of their train stations and rebuilding them into multi-use facilities. For example, Meridian, Mississippi, completed extensive renovations of their station to include facilities for Amtrak, the Meridian Transit System, Greyhound and Trailways bus terminal, meeting rooms for community activities, and a rail museum. Similarly, the recent renovation of the Hazleton, Mississippi, train station includes the Hazleton Chamber of Commerce and the Depot Museum.

Amtrak is concerned with the condition of several Louisiana train stations. Hammond renovated its train station in 2008 and has recently completed construction of a platform that meets the new standards established by the Federal Railroad Administration. The station is owned by, and houses, the Hammond Chamber of Commerce as well as the Amtrak facilities. Slidell is seeking to replace its platform as well. The Lafayette station was reconstructed in 2002 following a fire and is now the home of the city transit office and the city Traffic and Transportation Department as well as Amtrak. Passengers boarding at Schriever or New Iberia do not have access to rest rooms or shelter from the weather. The Louisiana Department of Transportation and Development completed the Louisiana Passenger Train Station Assessment in 2018 which will be used to identify needs and potential upgrades at existing passenger stations that will improve passenger comfort, safety, and security.

The Louisiana Department of Transportation and Development is also working with the FRA Gulf Coast Passenger Rail Working Group, the Southern Rail Commission, the Southeast Louisiana Super Region Rail Authority, and the Northwest Louisiana Council of Governments to research and establish passenger rail service between New Orleans and Orlando, between New Orleans and Baton Rouge, and between Dallas and Atlanta through Shreveport and Monroe.

APPENDIX A
Railroad Miles by Parish

RAILROAD MILES BY PARISH

PARISH	RAILROAD	MILES OF TRACK
Acadia	Acadiana	21
	Amtrak	24
	Burlington Northern & Santa Fe	24
	Union Pacific	24
Allen	Union Pacific	57
Ascension	CN	14
	KCS	19
	Union Pacific	18
Assumption	Amtrak	3
	Burlington Northern & Santa Fe	3
	Louisiana & Delta	5
	Union Pacific	8
Avoyelles	Acadiana	6
	KCS	28
	Union Pacific	10
Beauregard	KCS	38
	Timber Rock	26
	Union Pacific	16
Bienville	KCS	53
	Louisiana & North West	4
Bossier	KCS	61
	Union Pacific	37
Caddo	KCS	71
	Union Pacific	76
Calcasieu	Amtrak	44
	Burlington Northern & Santa Fe	44
	KCS	54
	Port Rail, Inc.	11
	Union Pacific	71
Caldwell	Union Pacific	28
Cameron	None	0
Catahoula	None	0
Claiborne	Louisiana & North West	35
Concordia	None	0
Desoto	KCS	35
	Union Pacific	20
East Baton Rouge	CN	42
	KCS	36
	Baton Rouge Southern	26

PARISH	RAILROAD	MILES OF TRACK
East Carroll	Delta Southern	31
East Feliciana	CN	10
	KCS	4
Evangeline	Acadiana	20
	Union Pacific	10
Franklin	None	0
Grant	KCS	58
	Union Pacific	28
Iberia	Amtrak	17
	Burlington Northern & Santa Fe	17
	Louisiana & Delta	27
	Union Pacific	17
Iberville	CN	8
	Union Pacific	33
Jackson	KCS	18
Jefferson	Amtrak	22
	Burlington Northern & Santa Fe	17
	CN	20
	KCS	5
	New Orleans and Gulf Coast	5
	New Orleans Public Belt	16
	Norfolk Southern	3
	Union Pacific	27
Jefferson Davis	Amtrak	25
	Burlington Northern & Santa Fe	25
	Union Pacific	50
Lafayette	Amtrak	21
	Burlington Northern & Santa Fe	21
	Louisiana & Delta	3
	Union Pacific	21
Lafourche	Amtrak	23
	Burlington Northern & Santa Fe	23
	Louisiana & Delta	24
	Union Pacific	23
LaSalle	Union Pacific	13
Lincoln	KCS	28
Livingston	CN	24
Madison	Delta Southern	10
	KCS	35

PARISH	RAILROAD	MILES OF TRACK
Morehouse	Arkansas, Louisiana & Mississippi	24
	Union Pacific	41
Natchitoches	KCS	21
	Union Pacific	45
Orleans	Amtrak	16
	CSX	31
	New Orleans Public Belt	22
	Norfolk Southern	35
	Union Pacific	0.5
	Union Passenger Terminal	4
Ouachita	Arkansas, Louisiana & Mississippi	17
	Delta Southern	12
	KCS	30
	Union Pacific	34
Plaquemines	New Orleans & Gulf Coast	17
	Norfolk Southern	4
Pointe Coupee	KCS	40
	Union Pacific	39
Rapides	KCS	48
	Union Pacific	92
Red River	KCS	27
	Union Pacific	30
Richland	KCS	27
Sabine	KCS	46
St. Bernard	Norfolk Southern	23
St. Charles	Amtrak	16
	Burlington Northern & Santa Fe	16
	CN	24
	KCS	11
	Union Pacific	17
St. Helena	None	0
St. James	CN	22
	KCS	9
	Union Pacific	19
St. John	CN	28
	KCS	14
	Union Pacific	9
St. Landry	Acadiana	16
	Union Pacific	69

PARISH	RAILROAD	MILES OF TRACK
St. Martin	Amtrak	5
	Burlington Northern & Santa Fe	5
	Louisiana & Delta	5
	Union Pacific	5
St. Mary	Amtrak	40
	Burlington Northern & Santa Fe	40
	Louisiana & Delta	21
	Union Pacific	41
St. Tammany	Amtrak	21
	CSX	7
	Norfolk Southern	21
Tangipahoa	Amtrak	58
	CN	58
Tensas	None	0
Terrebonne	Amtrak	16
	Burlington Northern & Santa Fe	16
	Union Pacific	16
Union	None	0
Vermilion	Louisiana & Delta	9
Vernon	KCS	42
Washington	CN	18
	Bogalusa Bayou	6
Webster	KCS	62
West Baton Rouge	KCS	14
	Union Pacific	49
West Carroll	None	0
West Feliciana	CN	3
Winn	KCS	35

APPENDIX B

Hazmat Derailment Accidents

by Parish

HAZMAT DERAILMENT ACCIDENTS

Parish	Accidents ¹		Derailments ²		Hazmat Train Derailments ³		Hazmat car damaged ⁴	
	2017	2018	2017	2018	2017	2018	2017	2018

Statewide	72	72	45	50	23	18	26	14
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Acadia								
Allen								
Ascension	3	4	1	2	1	1	3	2
Assumption								
Avoyelles		1						
Beauregard	2		1		1		1	
Bienville								
Bossier	6	1	3				2	
Caddo	13	17	9	14	2	7	3	1
Calcasieu	4	2	4		3		3	2
Caldwell								
Cameron								
Catahoula								
Claiborne								
Concordia								
Desoto	2		2					
East Baton Rouge	6	1	4		1		3	1
East Carroll								
East Feliciana								
Evangeline								
Franklin								
Grant								
Iberia								
Iberville	2						1	
Jackson	1		1					
Jefferson	7	17	7	13	3	10	1	5
Jefferson Davis								
Lafayette	2	4	1	3	1	2	1	2
Lafourche								
LaSalle								
Lincoln								
Livingston								
Madison		1						
Morehouse		1		1				

Parish	Accidents ¹		Derailments ²		Hazmat Train Derailments ³		Hazmat car damaged ⁴	
	2017	2018	2017	2018	2017	2018	2017	2018
Natchitoches								
Orleans	13	13	7	11	7	2	7	
Ouachita		1		1				
Plaquemines								
Pointe Coupee	7	12	1	8	1	4	5	
Rapides	1	3	1	1				
Red River	1							
Richland	1							
Sabine	2		1					
St. Bernard	1		1					
St. Charles	1		1					
St. Helena								
St. James	2	7		5				
St. John	3		2		1			
St. Landry								
St. Martin								
St. Mary								
St. Tammany	2	2						
Tangipahoa		5						
Tensas								
Terrebonne								
Union								
Vermilion								
Vernon	2		1		1		1	
Washington								
Webster	4		3		3		2	
West Baton Rouge	7	3	3	3			2	
West Carroll								
West Feliciana								
Winn								

¹Total Accidents of all types

²Total Derailments

³Derailments of trains containing Hazmat railcars.

⁴Derailments where the Hazmat car was damaged

See Federal Railroad Administration Office of Safety Analysis website, <http://safetydata.fra.dot.gov/officeofsafety/default.aspx>, for additional data.

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