Louisiana State Rail Plan
Open House

DOTD Public Outreach Presentation

October 2, 3, and 4, 2012
New Orleans, Baton Rouge, Shreveport
Why a State Rail Plan Is Needed

- Specified by the Passenger Rail Investment and Improvement Act (PRIIA), 2008
- Rail improvements needing federal support must be cited in a State Rail Plan
- Roll-up into National Rail Plan
What Is a State Rail Plan

- Articulates passenger and freight rail visions for a state
  - Visions need to be grounded in what state stakeholders need and want from their systems

- Specifies long-term investment strategies, program of improvements

- Identifies benefits of improvements
  - Benefits used to prioritize investments
Why a State Rail Plan Is Important

- **Capacity enhancements** mitigating freight rail bottlenecks and line congestion
- **Improved intermodal connections** benefitting ports, shippers and railroads
- **Support for small railroads** and thus shipper access to the national rail system
- **Passenger rail service improvements** enhancing mobility
PRIIA Planning Process

- Public outreach
- Rail planning players and roles
- Freight rail system profile
- Passenger rail system profile
- State rail vision
- High speed rail initiatives
- Long-term investment strategy
- Roll-up into National Rail Plan
Louisiana State Rail Planning Players

- DOTD (Louisiana Department of Transportation and Development)
- Railroads: Class 1s, small railroads (short lines), Amtrak
- Ports with rail connections
- Southern Rail Commission
- Local/regional agencies
- The public
Louisiana’s Rail Systems

- **Physical plant**
  - 3,600 route miles

- **Freight services**
  - 120 million tons handled annually

- **Passenger services**
  - 245,000 boardings and alightings annually

- **Intermodal connections**
  - Marine and river ports
  - Local transit
Freight Rail System
Freight Rail Operators

- Class 1 railroads: 6
- Local, switching, terminal railroads: 15
- Railroads have been surveyed to confirm:
  - Physical plant
  - Needs
## Freight Rail Traffic in 2009

<table>
<thead>
<tr>
<th>STCC</th>
<th>Description</th>
<th>Inbound</th>
<th>Outbound</th>
<th>Through</th>
<th>Intrastate</th>
<th>Total</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>28</td>
<td>Chemicals or Allied Products</td>
<td>7,676,828</td>
<td>18,852,336</td>
<td>6,127,004</td>
<td>4,058,009</td>
<td>36,714,177</td>
<td>30.37%</td>
</tr>
<tr>
<td>11</td>
<td>Coal</td>
<td>5,846,746</td>
<td>16,565,334</td>
<td>2,666,396</td>
<td>24,237</td>
<td>22,412,080</td>
<td>18.54%</td>
</tr>
<tr>
<td>1</td>
<td>Farm Products</td>
<td>6,943,183</td>
<td>665,535</td>
<td>4,388,134</td>
<td></td>
<td>11,996,853</td>
<td>9.92%</td>
</tr>
<tr>
<td>14</td>
<td>Nonmetallic Minerals</td>
<td>7,201,240</td>
<td>273,458</td>
<td>2,392,416</td>
<td>681,968</td>
<td>10,165,330</td>
<td>8.41%</td>
</tr>
<tr>
<td>20</td>
<td>Food or Kindred Products</td>
<td>2,335,762</td>
<td>2,050,207</td>
<td>2,905,571</td>
<td>162,884</td>
<td>7,454,424</td>
<td>6.17%</td>
</tr>
<tr>
<td>29</td>
<td>Petroleum or Coal Products</td>
<td>1,326,695</td>
<td>2,515,709</td>
<td>3,470,444</td>
<td>107,618</td>
<td>6,999,466</td>
<td>5.72%</td>
</tr>
<tr>
<td>26</td>
<td>Pulp, Paper or Allied Products</td>
<td>3,470,444</td>
<td>2,042,012</td>
<td>3,504,890</td>
<td>6,476</td>
<td>4,310,206</td>
<td>4.65%</td>
</tr>
<tr>
<td>46</td>
<td>Misc. Mixed Shipments (Containers)</td>
<td>1,836,977</td>
<td>1,471,633</td>
<td>1,281,958</td>
<td></td>
<td>4,590,568</td>
<td>3.80%</td>
</tr>
<tr>
<td>33</td>
<td>Primary Metal Products</td>
<td>538,379</td>
<td>260,462</td>
<td>3,504,890</td>
<td>6,476</td>
<td>4,310,206</td>
<td>3.57%</td>
</tr>
<tr>
<td>32</td>
<td>Clay, Concrete, Glass or Stone</td>
<td>1,096,599</td>
<td>898,891</td>
<td>1,281,958</td>
<td></td>
<td>1,995,490</td>
<td>1.65%</td>
</tr>
<tr>
<td>37</td>
<td>Transportation Equipment</td>
<td>867,183</td>
<td>763,206</td>
<td>124,857</td>
<td></td>
<td>1,755,246</td>
<td>1.45%</td>
</tr>
<tr>
<td>24</td>
<td>Lumber or Wood Products</td>
<td>1,037,140</td>
<td></td>
<td></td>
<td></td>
<td>1,037,140</td>
<td>0.86%</td>
</tr>
<tr>
<td>40</td>
<td>Waste or Scrap Materials</td>
<td></td>
<td></td>
<td></td>
<td>40,101</td>
<td>40,101</td>
<td>0.03%</td>
</tr>
<tr>
<td>48</td>
<td>Waste Hazardous Materials</td>
<td></td>
<td></td>
<td></td>
<td>10,272</td>
<td>10,272</td>
<td>0.01%</td>
</tr>
<tr>
<td>41</td>
<td>Misc. Hazardous Materials</td>
<td></td>
<td></td>
<td></td>
<td>3,748</td>
<td>3,748</td>
<td>0.00%</td>
</tr>
<tr>
<td>Other</td>
<td></td>
<td>1,779,529</td>
<td>1,241,712</td>
<td>2,834,206</td>
<td></td>
<td>5,855,447</td>
<td>4.84%</td>
</tr>
<tr>
<td></td>
<td></td>
<td>37,449,120</td>
<td>32,601,841</td>
<td>45,606,813</td>
<td>5,220,169</td>
<td>120,877,944</td>
<td>100.00%</td>
</tr>
</tbody>
</table>

Total rail net tonnage up slightly from 119.4 million tons handled in 1999
Freight Traffic Flows

Freight Rail Density  Through Flows

Legend

- 1 - 2000,000
- 2000,001 - 5,000,000
- 5,000,001 - 10,000,000
- 10,000,001 - 20,000,000
- 20,000,001 - 30,000,000

Louisiana Freight Density

CDM Smith

N 0 10 20 40 Miles

Legend

- 1 - 2000,000
- 2000,001 - 5,000,000
- 5,000,001 - 10,000,000
- 10,000,001 - 20,000,000
- 20,000,001 - 30,000,000

Louisiana Through Freight Density

CDM Smith
Intermodal Facilities in New Orleans

- UP Avondale Yard
- BNSF Westwego Yard
- CSXT Gentilly Yard
- NS Oliver Street Yard
- CN Mays Yard

Source: Mi-Jack Products, Inc., product web site
Lines Not Capable of 286K Car Weights
Congestion Point: New Orleans
Belt Railway Improvements
Other Freight Rail Projects

➔ UP’s $200 million line upgrade and terminal expansion

➔ New Orleans and Gulf Coast rail relocation, eliminating 100 crossings

➔ Port of New Orleans container terminal expansion

➔ St. James Crude Oil Terminal rail expansion
### Amtrak Louisiana Ridership Increases

<table>
<thead>
<tr>
<th>STATION</th>
<th>FY 2011</th>
<th>FY 2010</th>
<th>Percent Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hammond</td>
<td>15,249</td>
<td>14,404</td>
<td>5.90%</td>
</tr>
<tr>
<td>Lafayette</td>
<td>6,295</td>
<td>6,122</td>
<td>2.80%</td>
</tr>
<tr>
<td>Lake Charles</td>
<td>3,127</td>
<td>2,909</td>
<td>7.50%</td>
</tr>
<tr>
<td>New Iberia</td>
<td>1,667</td>
<td>1,250</td>
<td>33.40%</td>
</tr>
<tr>
<td>New Orleans</td>
<td>210,465</td>
<td>200,249</td>
<td>5.10%</td>
</tr>
<tr>
<td>Shriever</td>
<td>1,383</td>
<td>1,292</td>
<td>7.00%</td>
</tr>
<tr>
<td>Slidell</td>
<td>7,316</td>
<td>7,369</td>
<td>-0.10%</td>
</tr>
<tr>
<td>Total</td>
<td>245,502</td>
<td>233,595</td>
<td>5.10%</td>
</tr>
</tbody>
</table>
Rail Can Enhance Mobility for a Congested Future
HSR to Link Megaregions

The Emerging Megaregions

- Designated High-speed Rail Corridor
- Northeast Corridor (NEC)
- Other Passenger Rail Routes
Future Passenger Service Concepts
## Rail Safety in Louisiana

Is Improving

<table>
<thead>
<tr>
<th>Incidents</th>
<th>2002</th>
<th>2003</th>
<th>2004</th>
<th>2005</th>
<th>2006</th>
<th>2007</th>
<th>2008</th>
<th>2009</th>
<th>2010</th>
<th>2011</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Incidents</td>
<td>389</td>
<td>353</td>
<td>426</td>
<td>335</td>
<td>367</td>
<td>333</td>
<td>298</td>
<td>224</td>
<td>259</td>
<td>260</td>
</tr>
<tr>
<td>Deaths</td>
<td>28</td>
<td>22</td>
<td>34</td>
<td>30</td>
<td>23</td>
<td>22</td>
<td>22</td>
<td>22</td>
<td>25</td>
<td>14</td>
</tr>
<tr>
<td>Injuries</td>
<td>214</td>
<td>174</td>
<td>226</td>
<td>178</td>
<td>210</td>
<td>180</td>
<td>160</td>
<td>133</td>
<td>163</td>
<td>176</td>
</tr>
<tr>
<td><strong>Train Accidents</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deaths</td>
<td>79</td>
<td>76</td>
<td>103</td>
<td>86</td>
<td>92</td>
<td>92</td>
<td>74</td>
<td>45</td>
<td>48</td>
<td>62</td>
</tr>
<tr>
<td>Injuries</td>
<td>2</td>
<td>1</td>
<td>2</td>
<td>1</td>
<td>8</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Highway-Rail Incidents</strong></td>
<td>149</td>
<td>146</td>
<td>167</td>
<td>131</td>
<td>144</td>
<td>122</td>
<td>113</td>
<td>84</td>
<td>106</td>
<td>96</td>
</tr>
<tr>
<td>Deaths</td>
<td>12</td>
<td>15</td>
<td>23</td>
<td>20</td>
<td>8</td>
<td>14</td>
<td>15</td>
<td>12</td>
<td>13</td>
<td>8</td>
</tr>
<tr>
<td>Injuries</td>
<td>65</td>
<td>43</td>
<td>66</td>
<td>44</td>
<td>81</td>
<td>57</td>
<td>46</td>
<td>36</td>
<td>67</td>
<td>71</td>
</tr>
<tr>
<td><strong>Other Incidents</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Deaths</td>
<td>16</td>
<td>7</td>
<td>11</td>
<td>10</td>
<td>15</td>
<td>8</td>
<td>7</td>
<td>10</td>
<td>12</td>
<td>6</td>
</tr>
<tr>
<td>Injuries</td>
<td>149</td>
<td>129</td>
<td>159</td>
<td>134</td>
<td>127</td>
<td>122</td>
<td>106</td>
<td>96</td>
<td>96</td>
<td>105</td>
</tr>
</tbody>
</table>
Louisiana Crossing Incidents Track National Trend

Louisiana Incidents

United States Incidents
Louisiana Part of Strategic Defense Rail Network
Solicitation of Issues

- Opportunities for economic development?
- Anything DOTD should be doing regarding rail?
- Physical or operational constraints on rail system?
State Rail Vision Elements

Examples

- Safe, reliable mobility for people and goods
- Rail to contribute to a balanced transportation system
- Sufficient line capacity for efficient rail operations
- Rail transportation to meet freight and passenger market demands
- Other?