“On the Right Track”
Railroad Projects in LA

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HDR Engineering, Inc.

2013 Louisiana Transportation Conference
Why State Rail Planning Is Important

- Specified by the Passenger Rail Investment and Improvement Act (PRIIA), 2008
- Required under the Moving Ahead for Transportation in the 21st Century Act (MAP-21), 2012
- Rail improvements needing federal support must be cited in a State Rail Plan
- Roll-up into National Rail Plan
- Articulates passenger and freight rail visions for a state
- Specifies long-term investment strategies, program of improvements
- Identifies benefits of improvements
Louisiana State Rail Planning Players

- LADOTD
- Railroads: Class 1s, small railroads (short lines), Amtrak
- Ports with rail connections
- SHSRC (Southern High-Speed Rail Commission)
- Local/regional agencies
- Shippers
- The public
Congestion Point: New Orleans
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
## Class 1 Freight Railroads

<table>
<thead>
<tr>
<th>Railroad</th>
<th>Reporting Marks</th>
<th>Owned</th>
<th>Leased</th>
<th>Trackage Rights</th>
<th>Total</th>
<th>Owned not Operated</th>
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</thead>
<tbody>
<tr>
<td>Class 1 Railroads</td>
<td></td>
<td>2,340*</td>
<td>2</td>
<td>241</td>
<td>2,583*</td>
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<td>BNSF Railway Company</td>
<td>BNSF</td>
<td>240</td>
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<td>111</td>
<td>351</td>
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<tr>
<td>Canadian National Railway Company</td>
<td>CN</td>
<td>239</td>
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<td>CSX Transportation</td>
<td>CSXT</td>
<td>35</td>
<td></td>
<td>8</td>
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<tr>
<td>Kansas City Southern Railway</td>
<td>KCS</td>
<td>673</td>
<td>2</td>
<td>62</td>
<td>737</td>
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<tr>
<td>Norfolk Southern Railway</td>
<td>NS</td>
<td>72</td>
<td></td>
<td>4</td>
<td>76</td>
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<td>Union Pacific Railroad</td>
<td>UP</td>
<td>1,321</td>
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<td>56</td>
<td>1,377</td>
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</table>
# Regional and Short Line Freight Railroads

<table>
<thead>
<tr>
<th>Railroad</th>
<th>Reporting Marks</th>
<th>Route Miles Operated</th>
<th>Owned</th>
<th>Leased</th>
<th>Trackage Rights</th>
<th>Total</th>
<th>Owned not Operated</th>
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<tbody>
<tr>
<td>Local, Switching Terminal Railroads</td>
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<td></td>
<td>411</td>
<td>208</td>
<td>201</td>
<td>820</td>
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<tr>
<td>Acadiana Railway</td>
<td>AKDN</td>
<td>68</td>
<td>5</td>
<td>21</td>
<td>94</td>
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<tr>
<td>Arkansas Louisiana &amp; Mississippi Railroad</td>
<td>ALM</td>
<td>39</td>
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<td></td>
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<tr>
<td>Baton Rouge Southern Railroad</td>
<td>BRS</td>
<td></td>
<td>2</td>
<td></td>
<td>2</td>
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<td></td>
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<tr>
<td>Delta Southern Railroad</td>
<td>DSRR</td>
<td>28</td>
<td>15</td>
<td></td>
<td>43</td>
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<td>East Camden &amp; Highland Railroad</td>
<td>EACH</td>
<td>2</td>
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<td></td>
<td>2</td>
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<td>Gloster Southern Railroad</td>
<td>GLSR</td>
<td>21</td>
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<tr>
<td>Lake Charles Harbor &amp; Terminal District (Port of Lake Chares, Port Rail Link)</td>
<td>LCH</td>
<td>13</td>
<td></td>
<td></td>
<td>13</td>
<td></td>
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<tr>
<td>Louisiana &amp; Delta Railroad</td>
<td>LDRR</td>
<td>120</td>
<td>178</td>
<td></td>
<td>298</td>
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<tr>
<td>Louisiana and North West Railroad</td>
<td>LNW</td>
<td>38</td>
<td></td>
<td></td>
<td>38</td>
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<tr>
<td>Louisiana Southern Railroad</td>
<td>LAS</td>
<td></td>
<td>157</td>
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<td>157</td>
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<td>New Orleans and Gulf Coast Railway</td>
<td>NOGC</td>
<td>24</td>
<td>13</td>
<td></td>
<td>37</td>
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<td>New Orleans Public Belt Railroad</td>
<td>NOPB</td>
<td>26</td>
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<td></td>
<td>26</td>
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<tr>
<td>North Louisiana &amp; Arkansas Railroad</td>
<td>NLA</td>
<td></td>
<td>16</td>
<td>2</td>
<td>18</td>
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<tr>
<td>Ouachita Railroad</td>
<td>OUCH</td>
<td>10</td>
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<td></td>
<td>10</td>
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<tr>
<td>Timber Rock Railroad</td>
<td>TIBR</td>
<td>22</td>
<td></td>
<td></td>
<td>22</td>
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<tr>
<td><strong>TOTAL MILES</strong></td>
<td></td>
<td></td>
<td>2,751*</td>
<td>210</td>
<td>442</td>
<td>3,603*</td>
<td>195</td>
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</table>
Rail Lines Not Capable of Handling 286K Cars
# Commodities Shipped on Rail

<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>
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</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>
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<tr>
<td>11</td>
<td>Coal</td>
<td>5,846,746</td>
<td>16,565,334</td>
<td>4,388,134</td>
<td>22,412,080</td>
<td>32,601,841</td>
<td>18.54%</td>
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<tr>
<td>1</td>
<td>Farm Products</td>
<td>6,943,183</td>
<td>665,535</td>
<td>2,666,396</td>
<td>24,237</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>681,968</td>
<td>6,916,789</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>2,392,416</td>
<td>681,968</td>
<td>6,916,789</td>
<td>5.72%</td>
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<tr>
<td>26</td>
<td>Pulp, Paper or Allied Products</td>
<td>3,470,444</td>
<td>2,042,012</td>
<td>107,618</td>
<td>5,620,074</td>
<td>4,310,206</td>
<td>4.65%</td>
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<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>4,590,568</td>
<td>4,590,568</td>
<td>3.80%</td>
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<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>
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<tr>
<td>32</td>
<td>Clay, Concrete, Glass or Stone</td>
<td>1,096,599</td>
<td>898,891</td>
<td></td>
<td>1,995,490</td>
<td>1,995,490</td>
<td>1.65%</td>
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<tr>
<td>37</td>
<td>Transportation Equipment</td>
<td>867,183</td>
<td>763,206</td>
<td>124,857</td>
<td>1,755,246</td>
<td>1,755,246</td>
<td>1.45%</td>
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<tr>
<td>24</td>
<td>Lumber or Wood Products</td>
<td>1,037,140</td>
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<td>1,037,140</td>
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<td>1,037,140</td>
<td>0.86%</td>
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<tr>
<td>40</td>
<td>Waste or Scrap Materials</td>
<td></td>
<td></td>
<td>40,101</td>
<td>40,101</td>
<td>40,101</td>
<td>0.03%</td>
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<tr>
<td>48</td>
<td>Waste Hazardous Materials</td>
<td></td>
<td></td>
<td>10,272</td>
<td>10,272</td>
<td>10,272</td>
<td>0.01%</td>
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<tr>
<td>41</td>
<td>Misc. Freight Shipments</td>
<td></td>
<td></td>
<td>3,748</td>
<td>3,748</td>
<td>3,748</td>
<td>0.00%</td>
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<tr>
<td>Other</td>
<td></td>
<td>1,779,529</td>
<td>1,241,712</td>
<td>2,834,206</td>
<td>5,855,447</td>
<td>5,855,447</td>
<td>4.84%</td>
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<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>
Freight Traffic Flows

Freight Rail Density

Through Flows
Rail Served Ports

[Map of Louisiana showing rail served ports with numbers and rail lines indicated]
Deepwater Ports

- Plaquemines Port, Harbor and Terminal District (UP)
- St. Bernard Port, Harbor and Terminal District (NS)
- Port of New Orleans (NOPB)
- Port of Baton Rouge (UP, KCS, CN)
- Port of Lake Charles (UP, KCS, CN)
Shallow Draft Ports

- Port Manchac (CN)
- Greater Ouachita Port (KCS)
- Port of Morgan City (NBSF)
- Port of West St. Mary (LDRR)
- Port of Iberia (LDRR)
- Natchitoches Parish Port (KCS)
- Caddo-Bossier Port (UP)
- Lake Providence Port (Northern Louisiana and Arkansas)
- Madison Parish Port (Delta Southern)
Intermodal Facilities in New Orleans

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

Source: Mi-Jack Products, Inc., product web site
Louisiana Part of Strategic Defense Rail Network
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
New Orleans Rail Gateway
Passenger Rail in LA
Amtrak Service in LA

Routes
- Crescent
- Sunset Limited
- City of New Orleans

Stations
- Hammond
- Lafayette
- Lake Charles
- New Iberia
- New Orleans
- Schriever
- Slidell
Amtrak Routes in LA

City of New Orleans Route

Sunset Limited Route

Crescent Route
Potential Rail Corridors in Louisiana

**New Orleans to Baton Rouge**

**New Orleans – Baton Rouge – Lake Charles – Houston**

**New Orleans – Gulfport – Mobile**

**New Orleans-Meridian-Birmingham-Atlanta**

**New Orleans-Jackson-Memphis**

**Meridian-Jackson-Shreveport-Fort Worth**

**Shreveport/Bossier City – Dallas/Fort Worth**
Summary

- **Freight Rail in LA will grow significantly due to:**
  - Crude Oil Refining/Export
  - LNG Export
  - Coal Export
  - Chemicals Demand

- **Passenger Rail in LA will grow**
  - Many Corridors have New Orleans as focal point
  - Resurgence in Passenger Rail Ridership

- **Regulatory Drivers**
  - PRIIA
  - MAP-21

- **Economic Development Opportunities**