LOUISIANA STATEWIDE RAIL SYSTEM PROGRAM
FY 2005-2006
Draft

Louisiana Department of Transportation and Development
July 2004
LOUISIANA FREIGHT RAIL ADVISORY COMMITTEE

UNION PACIFIC RAILROAD
KANSAS CITY SOUTHERN RAILROAD
NORFOLK SOUTHERN CORPORATION
BURLENTON NORTHERN-SANTA FE RAILROAD
CSX TRANSPORTATION
CANADIAN NATATIONAL RAILROAD
NEW ORLEANS PUBLIC BELT RAILROAD
LAKE CHARLES HARBOR & TERMINAL DISTRICT
ARKANSAS, LOUISIANA, & MISSISSIPPI RAILROAD
NEW ORLEANS GULF COAST RAILROAD
LOUISIANA & NORTHWEST RAILROAD
LOUISIANA & DELTA RAILROAD
DELTA SOUTHERN RAILROAD
OUACHITA RAILROAD
TIMBER ROCK RAILROAD
ACADIANA RAILROAD
PORT OF NEW ORLEANS
PORT OF LAKE CHARLES
NEW ORLEANS REGIONAL PLANNING COMMISSION

Louisiana Department of Transportation and Development
Office of Intermodal Transportation
8900 Jimmy Wedell
Baton Rouge, Louisiana 70807
<table>
<thead>
<tr>
<th></th>
<th>80% STATE</th>
<th>20% RAILROAD</th>
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Across the United States, highways are congested and studies indicate that highway congestion will get worse. A major contributor to this congestion is long-haul trucking. According to the American Association of State Highway and Transportation Officials (AASHTO), freight transported by truck will grow by 60 percent over the next 20 years. This increase will exacerbate our current congestion problems, especially in and around metropolitan areas. As congestion increases, highway expansion and new construction will become more restricted and more costly.

As highway congestion increases, so will highway maintenance. Much of the highway maintenance problems are a result of the constantly increasing amount of freight being moved by trucks. Increases in the number of heavy freight vehicles will cause more damage and a shorter useful life of the highway infrastructure. Today trucks and the highway system carry 78 percent of domestic freight tonnage, while freight-rail carries only 16 percent. This has had its most notable impact in urban areas where trucking mingles with high concentrations of other vehicles. Additionally, in urban areas there are limited options for expanding road systems to reduce congestion.

**Figure 1: Congested Highways, 2000**
Congestion Disrupts Truck-Freight Service by Making Trips Slower, Less Reliable, and More Expensive

Source: U.S. DOT Freight Analysis Framework Project

**Figure 2: Potential Congested Highways, 2020**
Without Additional Capacity or Improved Productivity, Logistics Costs will Rise

Source: U.S. DOT Freight Analysis Framework Project
AASHTO is predicting that domestic freight tonnage will increase 57 percent by 2020 and import-export tonnage will increase nearly 100 percent resulting in even more congestion. If nothing is done to encourage the use of alternate modes of transportation, an additional 900 million tons of freight will be added to our highways over the next 20 years.

Louisiana highways are no exception. At LA DOTD, we know that increased highway congestion means increased highway maintenance. We also believe that if even a percentage of freight can be rerouted by other modes of transportation, both congestion and maintenance costs will be reduced.

Each freight mode of transportation provides advantages and disadvantages for shippers. Trucks offer fast reliable door-to-door service for lighter weight shipments, but at a higher cost. River barges offer shippers of bulk commodities like coal, grain, and petroleum a much lower cost alternative to trucking. Freight rail provides overlapping and competing service with barge and trucking because it competes for the high-value, light weight commodities as well as the heavy, bulk freight over long distances. Although shipping by rail requires more time, the cost is significantly less than trucking freight over the highways.

By shifting even a small percentage of the projected increase in freight movements from our highways to rail, we will reduce congestion, lower our cost of highway maintenance, and extend the life of our roads.
THE RAIL SYSTEM IN LOUISIANA

Since the deregulation of the rail industry in 1980, the major Class-1 railroads closed or spun off most of the connecting routes to independent "Short Line" railroad companies. Nationwide, there are seven Class-1 railroads which generate 91 percent of the railroad revenues. The 551 regional and short line railroads only account for nine percent of revenues.

LOUISIANA
DEPARTMENT OF TRANSPORTATION
AND DEVELOPMENT
Office of Planning and Programming
Transportation Planning

RAILWAY SYSTEMS

AKDR - ACA DIANA RAILWAY
ARAS - ARKANSAS LOUISIANA & MISSISSIPPI RAILROAD
BNSF - BURLINGTON NORTHERN & SANDIFTER RAILROAD CO.
CST - CST TRANSPORTATION
CSSR - DELTA SOUTHERN RAILROAD
CSRA - CLOUSTA SOUTHERN RAILROAD
CN - CANADIAN NATIONAL RAILWAY CENTRAL RAILROAD
KCS - KANSAS CITY SOUTHERN RAILWAY
LR&W - LOUISIANA AND DELL RAILROADS
LNV - LOUISIANA AND NORTH WEST RAILROAD
NOR - NEW ORLEANS & GULF COAST RAILROAD
NOPR - NEW ORLEANS PUBLIC BELL RAILROAD
NOR - NORTHERN SOUTHERN RAILROAD
OQCR - OAK CHITA RAILROAD
TBR - TIMBER! S RAILROAD
LCHD - LAKE CHARLES HARBOUR DISTRICT TERMINAL RAILROAD
UP - UNION PACIFIC RAILROAD
UPP - UNION PASSENGER TERMINAL

Louisiana has 2,699 route miles of track in its rail system. Seventeen freight railroads operate lines in the state. Of these, six are Class-1 railroads, nine are short line railroads, and two are terminal/switching railroads. In 1999, these railroad lines transported approximately 120 million tons of freight across Louisiana. Generally, the short lines operate on aging infrastructure. Tracks and bridges in short line systems are inadequate to handle the 286,000 pound railcars used by the Class-1 railroads.
Louisiana Railroads

**Class 1**
- Union Pacific (UP)
- Burlington Northern & Santa Fe (BNSF)
- Canadian National (CN)
- Kansas City Southern (KCS)
- CSX Transportation (CSXT)
- Norfolk Southern (NS)

**Terminal/Switching**
- Lake Charles Harbor Dist (LCH)
- New Orleans Public Belt (NOPB)

**Short Lines**
- Acadiana (AKDN)
- Arkansas Louisiana Mississippi (ALM)
- Delta Southern (DSRR)
- Gloster Southern (GLSR)
- Louisiana & Delta (LDRR)
- Louisiana & North West (LNW)
- New Orleans Gulf Coast (NOGC)
- Ouachita (OUCH)
- Timber Rock (TIBR)

**FREIGHT RAIL IMPROVEMENTS**

The Louisiana Statewide Rail System Plan was completed in May 2003. The principal objective of the plan was to determine the unmet capital needs of the state's rail system. These needs focus on short line and terminal/switching railroad infrastructure to provide a more efficient and effective connection for local industries to the national rail network. Collectively, these improvements will connect Louisiana industries to other regional and international markets with an economically competitive transportation alternative to freight trucking. Rail transportation is especially suited to some of Louisiana's major industries; petroleum and chemicals, farm products, paper and pulp, and lumber and wood products. Providing these industries with access to the more cost effective rail network will lower the costs of shippers, lower the cost of highway maintenance, and reduce highway congestion.

It is our goal to complete the improvements identified in the Statewide Rail System Plan as the first step in a program to improve the state's rail system and reduce interstate highway congestion over the next 20 years.
PASSENGER RAIL IMPROVEMENTS

Amtrak has been the national provider of intercity passenger service since its creation in 1971. Currently, Amtrak maintains four routes radiating from New Orleans. The “Sunset Limited” operates west to Los Angeles, California, and east to Jacksonville, Florida. The “City of New Orleans” provides service north to Chicago, and the “Crescent” services points in the northeast including Washington, DC and New York City. In addition to Union Station in New Orleans, Amtrak has stations in Lake Charles, Lafayette, New Iberia, Schriever, Hammond, and Slidell.

The Southern Rapid Rail Transit Commission (SRRTC), a tri-state authority from Alabama, Mississippi, and Louisiana, contracted for a study to develop a plan and determine cost estimates to improve passenger service transit time along the federally-designated Gulf Coast High Speed Rail Corridor. The first phase of the study, to evaluate the requirements for the “Crescent” line from Meridian, Mississippi, to New Orleans, is complete. Phases II and III will evaluate the “Sunset Limited” route from Mobile, Alabama to Houston, Texas.

The State of Louisiana joins with the SRRTC, Amtrak, and the Federal Railroad Administration in support for the development of the Gulf Coast High Speed Rail Corridor. The cost for Phase I upgrades in Louisiana is estimated to be approximately $37 million.
UPGRADE TRACKS AND BRIDGES FOR 
286,000 POUND RAILCARS

The Need: The current standard for railcars on Class-1 lines is a maximum 286,000 pounds. Most short line railroad tracks were not designed nor constructed to accommodate cars of this weight. Therefore, shippers are required to restrict the amount of freight loaded in each car when utilizing these rail lines or compromise safety. Operating heavier railcars on existing track increases the potential for derailments, reduces the useful life of the track, and increases maintenance costs. Increasing the capacity of the rails will facilitate better connectivity and compatibility with the long-haul Class-1 lines, providing a seamless connection to the national rail network.

<table>
<thead>
<tr>
<th>Railroad Name</th>
<th>Estimated Cost</th>
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<tbody>
<tr>
<td>Acadiana Railroad</td>
<td>$11,778,120</td>
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<tr>
<td>Arkansas Louisiana &amp; Mississippi Railroad</td>
<td>1,200,000</td>
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<tr>
<td>Delta Southern Railroad</td>
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<td>Louisiana &amp; Delta Railroad</td>
<td>4,560,000</td>
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<tr>
<td>Louisiana &amp; North West Railroad</td>
<td>9,000,000</td>
</tr>
<tr>
<td>Timber Rock Railroad</td>
<td>8,400,000</td>
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**Total:** $56,682,120

Parishes:
- Avoyelles
- St. Landry
- Lafayette
- Vermilion
- St. Mary
- Assumption
- Ouachita
- Madison
- Bienville
- Evangeline
- Acadia
- St. Martin
- Iberia
- Lafourche
- Morehouse
- East Carroll
- Claiborne
- Beauregard
The Need: The New Orleans & Gulf Coast Railway is an urban railroad. Much of the track lies along heavily traveled city streets. Trains and passenger cars operate in close proximity to each other. An inspection of the NOGC line revealed that ties are old and deteriorating; many have been covered with asphalt. The Harvey Canal Bridge is old and has not had a major rehabilitation in 70 years. Rehabilitating the bridge and upgrading track to accommodate the new 286,000 pound railcars will significantly enhance public safety and improve rail service in this corridor.

Estimated Cost: $17,136,480

Parishes: Plaquemines, Jefferson
The Need: The Ouachita Railroad currently provides rail service for lumber and building supply mills in Lillie, Louisiana. The freight is transported to the Union Pacific connection in El Dorado, Arkansas. The Bernice Industrial Development Corporation, a subdivision of the City of Bernice, Louisiana, has requested rail service for their 74 warehouses. In addition, a lumber mill in Bernice has inquired about rail service. Extending the track from Lillie to Bernice would provide low-cost freight rail service to this region of Louisiana.

The Railroad also desires to extend the track to Ruston, Louisiana. This will give the railroad access to the Kansas City Southern mainline and the new intermodal facility at the Port of Monroe. Freight produced in Lillie and Bernice is destined primarily for the southeast United States. Connecting to the Kansas City Southern line will provide a more direct and cost effective route to the final destination. Connecting to the Port of Monroe will also provide barge access to New Orleans for overseas bound freight.

Estimated Cost: $15,600,000

Parishes: Union, Lincoln
NEW STORAGE YARD & TRACK REHABILITATION
LAKE CHARLES HARBOR & TERMINAL DISTRICT

The Need: The Port of Lake Charles is the 16th largest port in the United States by tonnage. To continue to handle the 10,000+ rail cars per year, the Port's rail infrastructure must be rehabilitated. Valuable resources required to maintain the tracks are being diverted from the primary task of improving and increasing freight rail service. In addition, construction of a new rail storage yard is required to handle current and forecast operations. The Port has had to lease storage yard space at an off site facility, significantly increasing costs and decreasing efficiency.

Estimated Cost: $39,360,000

Parishes: Calcasieu
RAIL YARD IMPROVEMENTS
NEW ORLEANS PUBLIC BELT RAILROAD

The Need: The New Orleans Public Belt Railroad provides rail service for the Port and City of New Orleans and facilitates rail connectivity among six Class-1 railroads. Heavy railcars, up to 286,000 pounds, are handled on a daily basis. The NOPB yard was not designed nor constructed to accommodate these heavy cars. Operating heavier railcars on existing track increases the potential for derailments, reduces the useful life of the track, and increases maintenance costs. This project would correct these unsafe conditions and provide more efficient service in the New Orleans Rail Gateway.

Estimated Cost: $6,162,000

Parishes: Orleans, Jefferson
The Need: The project will replace a badly deteriorating rail spur owned by the Union Pacific Railroad adjacent to the Columbia Port. Construction of a replacement spur, approximately 2,800 feet long onto Port property would not only provide a safer facility maintained by the Port, but also provide the local agricultural industry with a publicly owned intermodal facility. Use of the spur for rail freight has grown to 40,000 tons annually since 1999, although most area agricultural products are still transported by truck. This project is part of the Port's expansion program currently underway to include warehouses, scales, and other intermodal facilities. With the completion of onsite storage facilities, additional agricultural products will be able to convert from truck transportation to rail transportation.

Estimated Cost: $1,229,650

Parishes: Caldwell
Gulf Coast High Speed Passenger Rail Corridor

On November 18, 1998, acting under Section 1103(c) of TEA-21, the U.S. Secretary of Transportation formally designated the Gulf Coast High-Speed Rail Corridor linking New Orleans with Houston, Mobile, Meridian, and Birmingham. Phase I of the strategic plan addresses upgrading the existing rail lines between Meridian and New Orleans to increase train speeds and provide more reliable train service. These improvements include straightening or super-elevating curves, upgrading bridges and trestles, and improving sidings by strengthening and lengthening the track segments. LA DOTD, in coordination with the Norfolk Southern Railroad, is responsible for the following projects in Louisiana:

- NE East City Junction to New Orleans Terminal $3,876,000
- X Tower to NE Tower $3,483,120
- NE Tower to Oliver Yard to East City Junction & Oliver Yard Bypass $14,923,560
- Pearl River Siding & Upgrade Woods Siding $14,571,120

Estimated Cost: $36,853,800

Photograph courtesy of Amtrak

Parishes:
Orleans
St. Tammany
# SUMMARY

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<thead>
<tr>
<th>Map Ref</th>
<th>RAILROAD</th>
<th>PROJECTS</th>
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# PASSENGER RAIL

| #7      | Norfolk Southern/SRRTC        | New Signals and Track, Yard, & Signal Upgrades | $36,853,800 |

**TOTAL PROGRAM COST** $173,024,050