



**LOUISIANA STATEWIDE TRANSPORTATION PLAN UPDATE
ADVISORY COUNCIL MEETINGS – ROUND TWO
FREIGHT RAIL ADVISORY COUNCIL MEETING SUMMARY**

*October 1, 2013 • 1:30PM to 4:30PM
Marriott Hotel, Baton Rouge, LA*

Last Name	First Name	Affiliation
Advisory Council Members		
Blackmon (Chair)	Carmack	Louisiana Railroads Association
Burleson	David	Acadiana Railway
Kobe	David	Rubicon, Inc.
Other Attendees		
Buchanan	Brian	Canadian National Railroad for David Stuebner
Davis	Scott	Patriot Rail for Dan Freeman
Wilson	Rick	BNSF Railroad for French Thompson
Fox (Facilitator)	Justin	CDM Smith
Nelson	Gordon	Fenstermaker

PURPOSE

The purpose of the Second Round of Advisory Council meetings was to brief the Advisory Councils on the status of the Plan update, review previous issues and discuss newly proposed issues regarding each mode, and discuss policy recommendations and rank them according to high, medium or low priority.

Note: This meeting summary is a compilation of the input received from the advisory council members and reflects the views expressed.

HANDOUTS

- Agenda
- Aviation Issues
- Aviation Previous and New Policy Recommendations

MEETING SUMMARY

Opening Session

In the opening session, the Advisory Council members received information about the status of the Plan update. Highlights of the presentation included:

- Plan Status
 - Draft aviation and rail plans are complete. Draft freight plan due Fall 2014
 - Tasks to be completed:

- Identify preferred revenue scenario
 - Allocate preferred revenue scenario dollar amounts by mode across preservation and expansion needs
 - Finalize supporting policies and implementation strategies
 - Prepare economic impact analysis
 - Hold Round Three Advisory Council Meetings
- Plan completion scheduled for mid-2014
- Megaprojects
 - 102 projects were presented in August 2013 and sorted into Priorities A through D
 - A total of \$44.5B in projects were submitted including 27 new projects, 10 non-highway projects and 31 interstate projects
- Needs Assessment
 - Needs assessment is being finalized
 - A total of \$42.7M of state system needs were identified for FY 2012-2044 (constant 2010 dollars)
- Financial forecast
 - Scenario 1 (Baseline revenues) will generate \$18.9B by 2044
 - Scenario 2 (Reduction) will generate \$16.4B by 2044
 - Scenario 3 (Modest Increase) will generate \$28.3B by 2044
 - Scenario 4 (Aggressive Increase) will generate \$35.3B by 2044
- Gap and Revenue Scenarios
 - How do we address the funding gap between revenues and needs?
 - Average Annual shortfall per mode:
 - Roadway & Bridge: \$360M
 - Transit: \$164M
 - Freight & Passenger Rail: \$48M
 - Waterways & Ports: \$204M
 - Aviation: \$83.2M

Freight Rail Advisory Council Meeting

The agenda for the breakout Freight Rail Advisory Council meeting included:

- Introductions/Opening Remarks
- Technical presentation of State Rail Plan
- Recap of Freight Rail Issues and Needs
- Discussion of Freight Policy Recommendations and Implementation Strategies
- Ranking of Recommendations

A copy of all materials will be posted on the web along with these meeting notes.

Introductions/Opening Remarks

Justin Fox, CDM Smith facilitator, introduced the Chair, Carmack Blackmon, and then led a round of introductions. Initiating the meeting, Mr. Fox first noted the State Rail Plan program of improvements. He then worked through the March 2013 AC “issues” list. Lastly, he worked

through the 2008 AC recommendations, asking the group whether or not they were still valid and how they should be ranked (high, medium and low priority).

State Rail Plan recommendations

Mr. Fox presented the short term and long term program of improvements which are at the heart of the State Rail Plan. He also included recommendations for a designated Rail Program, staffing for the program, and an enhanced mission for the program.

The group commented that DOTD should seek federal funds for both Class I's and short lines – not just short lines. This was in reference to the enhanced mission of the Rail Program.

They also discussed that the state Rail Program should not limit itself to fixing the 286K problem, but work on rail infrastructure improvements, and that its projects could conceivably include assistance to Class I's as well as to short lines. Such investments would have to be assessed in terms of the public benefits generated.

Issues Discussion

1. Terminal capacity. Change “grain, coal and oil” to “natural resources, such as grain, coal, agricultural commodities, LNG, etc...”
2. 286K short line issue. Change to 286K/315K.
3. Panama Canal expansion. Still a valid issue.
4. State rail program. Still needed.
5. Need for education. Keep working on it. Still needed.
6. Increase freight/passenger rail partnership. Keep on the list.
7. Intermodalism. Keep on list.
8. Coordination with LED. Keep on list.
9. State rail authority. Delete, as it is covered in No. 4.
10. DOTD support for federal program. Stays on list.
11. Rail relocation, intermodal connectors. Stays on list.
12. Rail-to-rail interchange in New Orleans. Stays on list.

Additional Issues

1. With reference to No. 4, to fix to say “infrastructure”; it's not a just short line 286/315 issue.
2. Include rail line preservation where possible. State has no money to preserve ROW for future rail use.

High Priority Recommendations

- R-1: Revise to include state legislature education and coordination with LED. It is ongoing in the sense that there is a relatively small scale economic analysis being conducted for the State Rail Plan, but this recommendation would be a new and more comprehensive study of rail's impact on the state. Cost could be \$500K as noted in old recommendation.
- R-4: Help freight railroads secure grants.
- R-5: Provide state funding for infrastructure improvements.
- R-8: Change “establish” to “fund” highway/rail.
- R-11: Change “3” positions to “2” positions, and drop rail safety compliance officer.

- R-13: Stays on list, but fund at not to exceed \$150K.
- R-14: Provide state funding for New Orleans Rail Gateway.
- R-15: Continue funding active warning devices.

Final Comment

- Members requested the chance to review draft of State Rail Plan before finalization. Justin and Dean committed to do this.