



Arkansas State Rail Plan

Arkansas Transportation Planning
Conference

May 15, 16 2013





Why is AHTD completing a State Rail Plan?

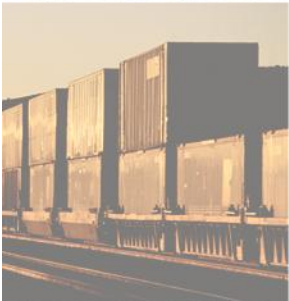


- The federal Passenger Rail Investment and Improvement Act (PRIIA) of 2008 requires states to have approved State Rail Plans to be eligible for PRIIA capital grant programs and possible future federal rail financial assistance.





Other benefits of completing the Rail Plan



Identify Funding Sources & Options

Assess Rail Benefits – Public & Private, including economic development

Identify Required Rail Improvements, Needs

Place Rail Into a Multimodal Transportation Context

Address Potential Investors - State Legislature & Federal Government & Private Industry

Inform/Educate Public





MAP-21 MPO Plan Requirements Touching Freight



- Freight plans not required, but plans must include freight
- Support economic vitality via global competitiveness, productivity, efficiency
- Increase accessibility, mobility for freight
- Enhance integration and connectivity across and between freight modes
- Promote consistency between transportation improvements, growth and development
- Provide for participation by freight shippers and carriers
- Performance driven, outcome based - including freight
- Performance tied to national goals





What are the Primary Elements of the Rail Plan?



- Reflects AHTD consultation with stakeholders and general public
- Will guide actions, programs, priorities

- Summarizes freight and passenger rail infrastructure and services within the state
- Assesses the performance of rail lines

- From consultation with stakeholders, and
- Review of data, including performance data

- List of projects
- Prioritization
- Ideally, a funding plan





What content is required by the PRIIA Legislation?



1. Inventory of rail system, services and facilities
2. Review of rail lines including HSR and abandonments
3. Passenger rail service objectives
4. General transportation, economic and environmental impacts or rail service
5. Long range service and investment program: project list
6. Statement of Public Financing Issues
7. Identification of rail infrastructure issues reflecting consultation with all relevant stakeholders
8. Review of passenger and freight intermodal connections
9. Review of publicly funded projects, including safety
10. Performance evaluation of passenger rail service
11. Compilation of studies and reports on high-speed rail corridor development

The FRA has drafted more specific requirements, but our understanding is that this Rail Plan will be grandfathered





What Information is Required on Capital Projects?



- Description of public, private benefits, correlation between public funding and public benefits
- Funding plan for projects
- Considerations for project list
 - Contributions by non-Federal, non-State sources
 - Impact on capacity and congestion
 - Regional balance
 - Environmental impact
 - Economic and employment impacts
 - Project ridership and other measures for passenger rail





What Outreach Activities are Anticipated for the Rail Plan?



- Meetings with selected stakeholder groups, individuals
- Information requests/interviews with railroads
- Stakeholder workshops
- Follow up interviews with selected stakeholders
- Public open houses
- AHTD website





What is Covered by the Rail Plan?



- Freight rail
- Intercity passenger rail
 - Also should discuss intermodal connections
- Commuter rail
 - However, applicable funding sources are through Federal Railroad Administration





What is the timing of the Rail Plan?



- Two year project
 - February 2013 – February 2015
- Draft plan in 21 months
 - November 2014
- Timing is intended to coincide with the high-speed passenger rail feasibility study





How can I help?



- Help to define a rail vision for Arkansas
- Identify issues, opportunities, needs that should be addressed
- Provide input on projects within your regions, whether funded or unfunded, that should be added to the investment program
- Help us to identify stakeholders we need to reach out to, and industrial development we should be aware of





Freight Railroads in Arkansas



Carrier	Mileage	Carrier	Mileage
<u>Class 1 Carriers</u>		Little Rock & Western Railway, LP	81
BNSF Railway, Inc	198	Louisiana & North West Railroad Co.	25
Kansas City Southern Railway Co.	216	Missouri & Northern Arkansas Railroad	178
Union Pacific Railroad, Co.	1,327	North Louisiana and Arkansas	43
<u>Local Railroads</u>		Ouachita Railroad	18
Arkansas & Missouri Railroad	108	Prescott and Northwestern Railroad Co.	6
Arkansas Midland Railroad Co.	118	Warren & Saline River Railroad Co.	5
Arkansas Southern Railroad	54	<u>Switching Railroads</u>	
Arkansas, Louisiana & Mississippi Railroad	15	Camden & Southern Railroad	1
		Delta Valley & Southern Railway	2
Bauxite & Northern Railway	6	East Camden & Highland Railroad	22
Dardanelle & Russellville Railroad	5	Fordyce & Princeton Railroad	67
De Queen & Eastern Railroad	45	Fort Smith Railroad Co.	32
El Dorado & Wesson Railway	6	Friday-Graham Rail Spur	3
Kiamichi Railroad Company	56	Little Rock Port Authority	15

Sources: Arkansas 2009 Railroad Survey, Association of American Railroads

Arkansas State Highway and Transportation Department, Planning and Research Division

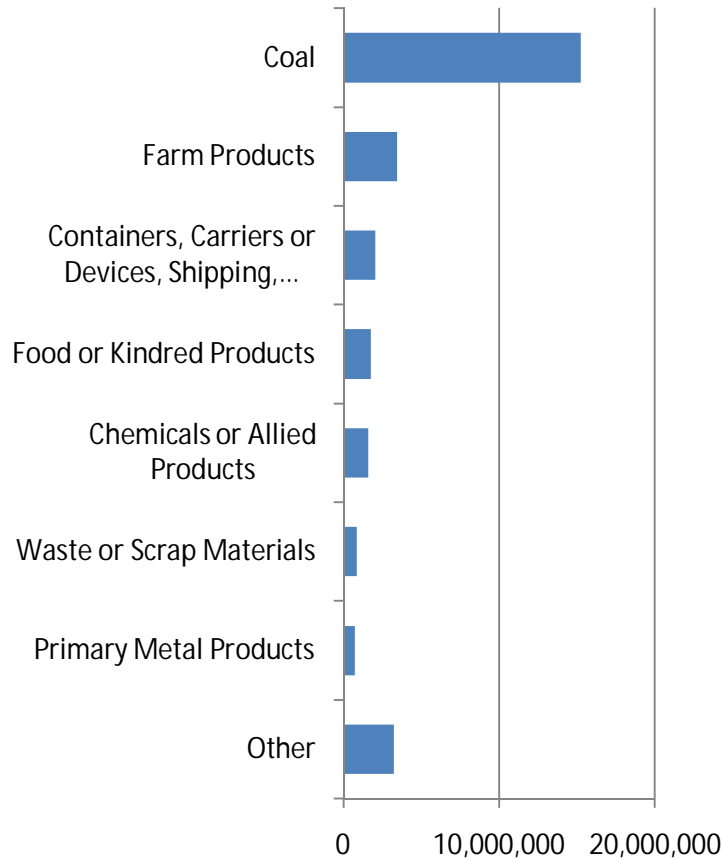




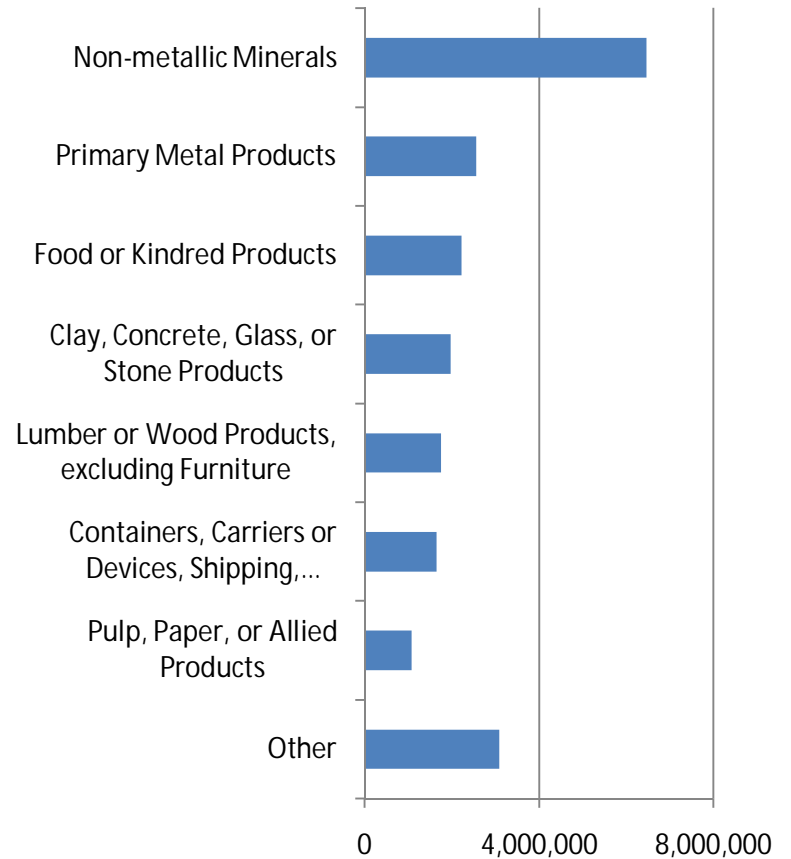
Freight Rail's Role in Arkansas Transportation and Logistics



Forecasted Rail Traffic Terminating in Arkansas (2015 Tons)



Forecasted Rail Traffic Originating in Arkansas (2015 Tons)

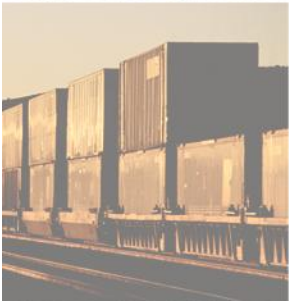


Sources: TRANSEARCH Database





Passenger Rail in Arkansas



Texas Eagle is Considered a "Long Distance" Amtrak Route with Service to/from St. Louis, Chicago Dallas/Ft. Worth, Los Angeles, points in between





Some Benefits of Rail



- Freight train can haul a ton of freight 484 miles on a gallon of fuel, almost four times as far as trucking
- Intercity rail consumes 34 percent less fuel per passenger mile than auto travel
- A recent study found that the rate of fatalities per billion ton-miles hauled was 0.7 for freight rail compared to 4.4 for trucking*
- Fills an important transportation niche for specific types of freight movement

*Texas Transportation Institute, *A Modal Comparison of Domestic Freight Effects on the General Public*

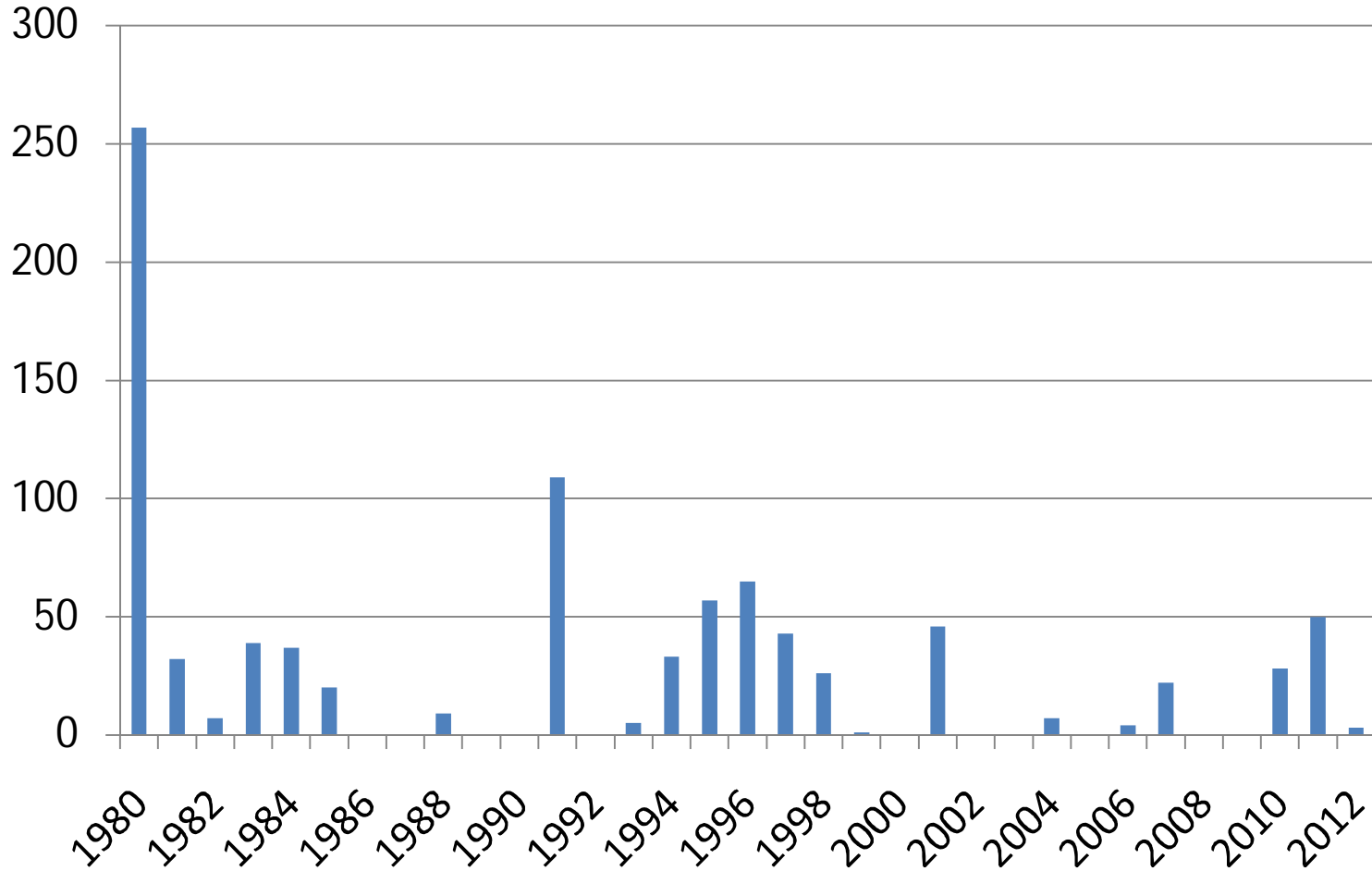




Arkansas Rail Issues: Rail Line Abandonments



Miles of Rail Abandoned in Arkansas since 1980

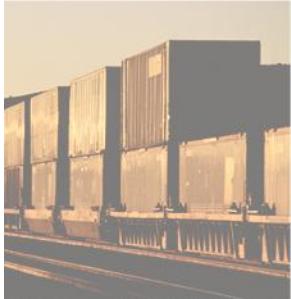


Sources: Arkansas 2002 Statewide Rail Plan, John Osment, STB Website

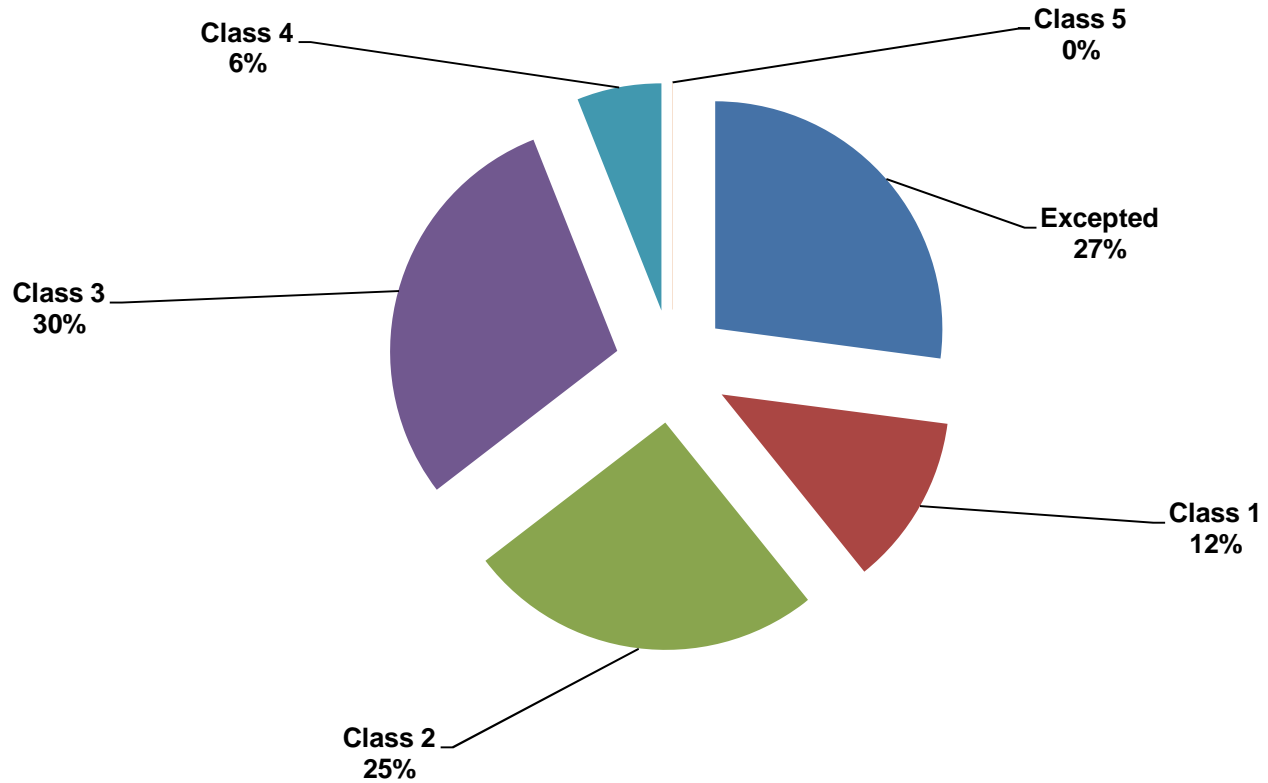




Arkansas Rail Issues: Rail Line Condition on Small Carriers



**Percentage of Track
By Rail Class
(Class II & III Railroads)**

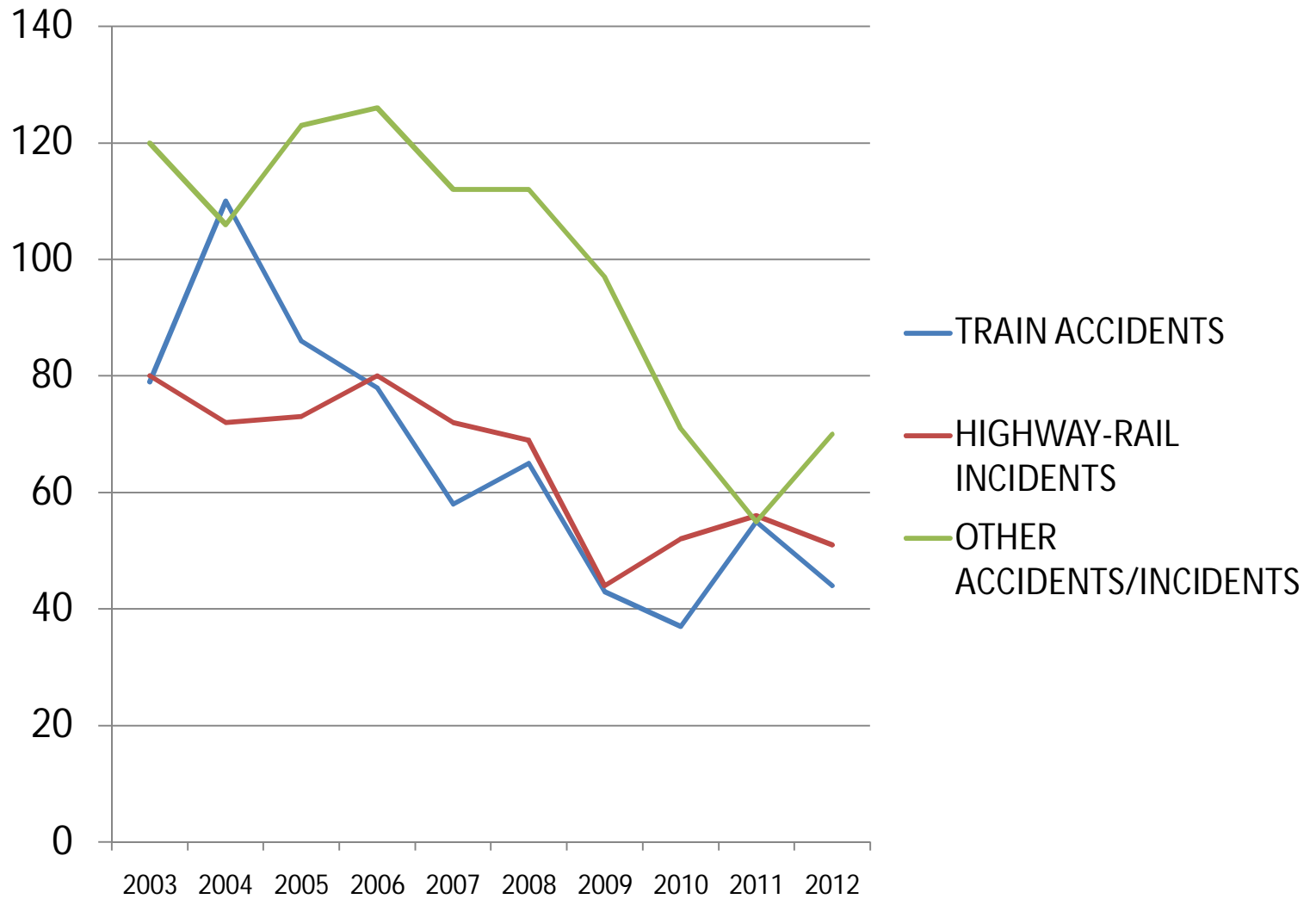


Source: AHTD 2009 Railroad Survey





Arkansas Rail Issues: Safety



Source: FRA Safety Database





Arkansas Rail Issues: Public Highway/Rail At-Grade Crossings



Crossing Types	Count
Gates	446
Lights, Other Active Warning	501
Crossbucks, Stop Signs, Other Passive	1,663
<u>None</u>	<u>98</u>
Total	2,708

Source: FRA Crossing Inventory





Arkansas Rail Issues: Rail Access and Intermodal Connections

Example: Needs Identified in the *Arkansas State Public Riverport Study and Needs Assessment*

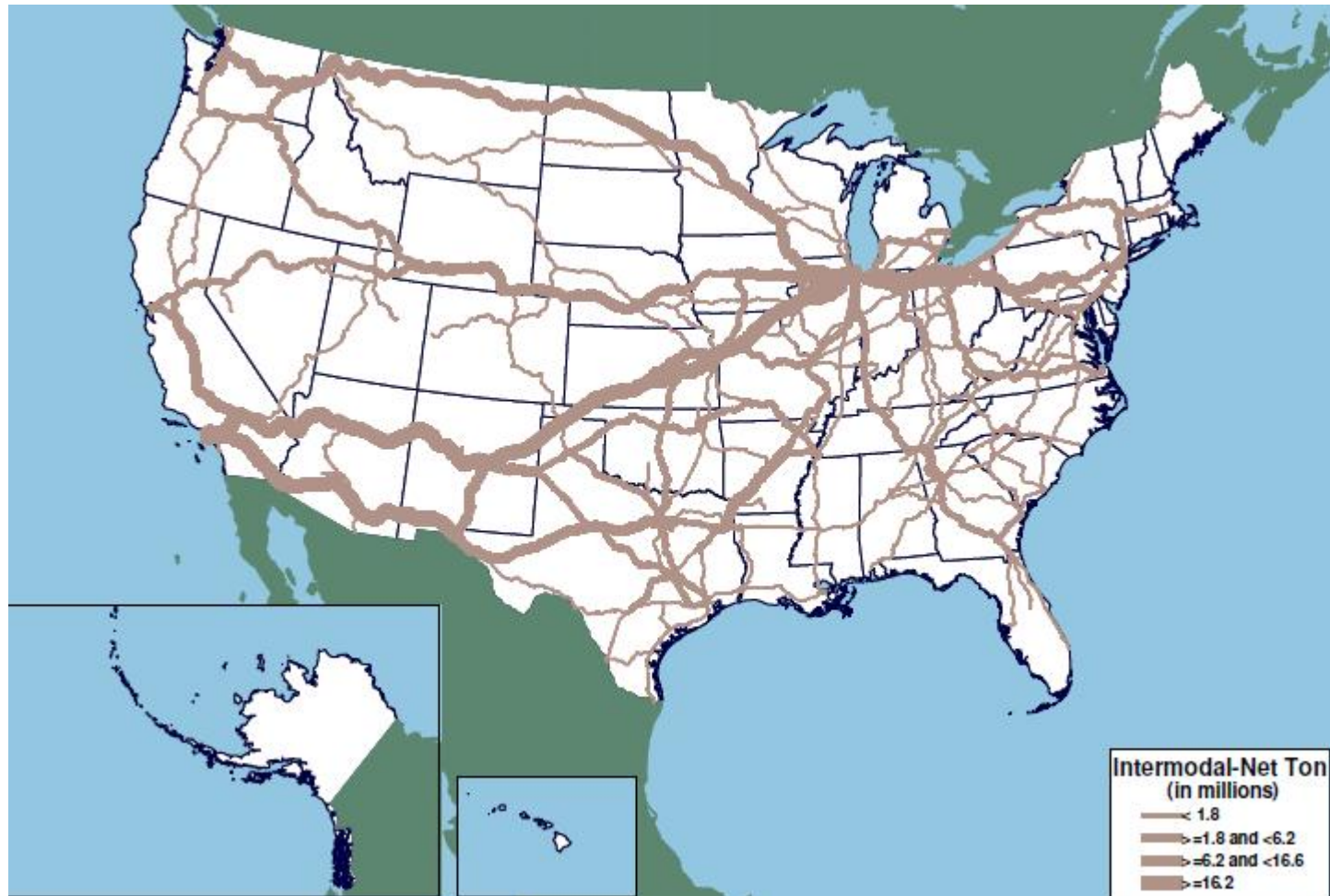


Port	Need	Cost
Helena Harbor	Rail Marshalling Yard	\$750,000
Yellow Bend Harbor	Railroad Line to Harbor	\$10,700,000
	Rail Marshalling Yard	\$2,500,000
Port of Fort Smith	Repairs to Rail Spur Lines	\$770,000
	Rail Line Extension	\$700,000
Little Rock Port Complex	Railroad Main Line Repairs	\$3,600,000
	Railroad Spur Line Repairs	\$3,000,000
	Marshalling Yard Expansion	\$3,100,000
Port of Pine Bluff	New Spur Rail Track	\$150,000
Port of Crossett	Rail Line to Port	\$9,000,000





Arkansas Rail Issues: Arkansas' Position in the Containerized Intermodal Network



Source: FHWA

