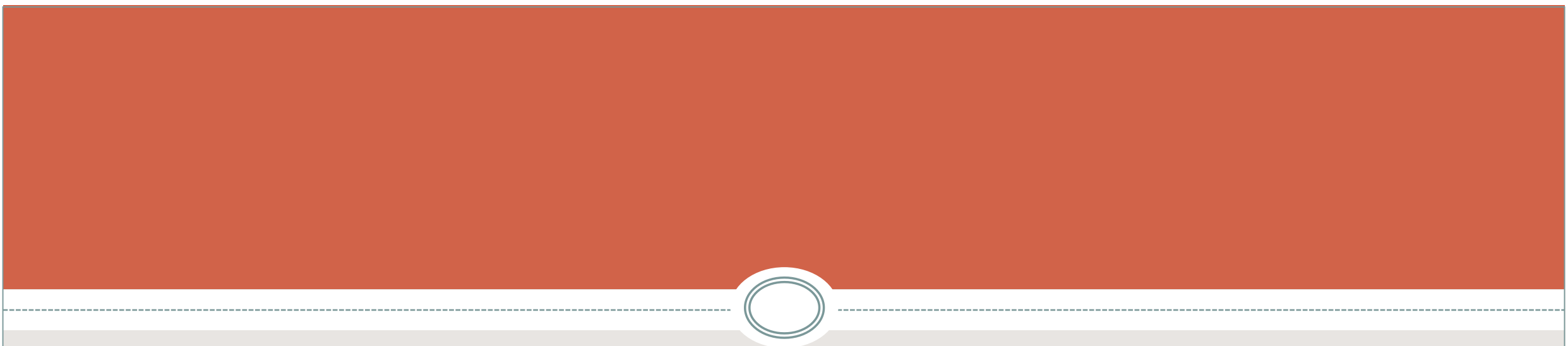


Schriever Station



RIDERSHIP AND ECONOMIC DEVELOPMENT
FOR THE
**SOUTH CENTRAL PLANNING AND
DEVELOPMENT COMMISSION**



1. Is the proposed increase in service frequency necessary to meet future/projected demand?

Understanding Current and Future Rail Demand

- More data needs to be gathered
- Survey current riders
 - Trends in their destinations
 - Purpose of travel
 - Likely not regular commuting since only 3 times per week
- Compare to data from pre-Katrina (2005 and before) when line went to Florida
- Locations East of New Orleans – have they done similar surveys?
Can these be shared and better understood?
- Coalitions East beyond Parishes to Panhandle / Florida

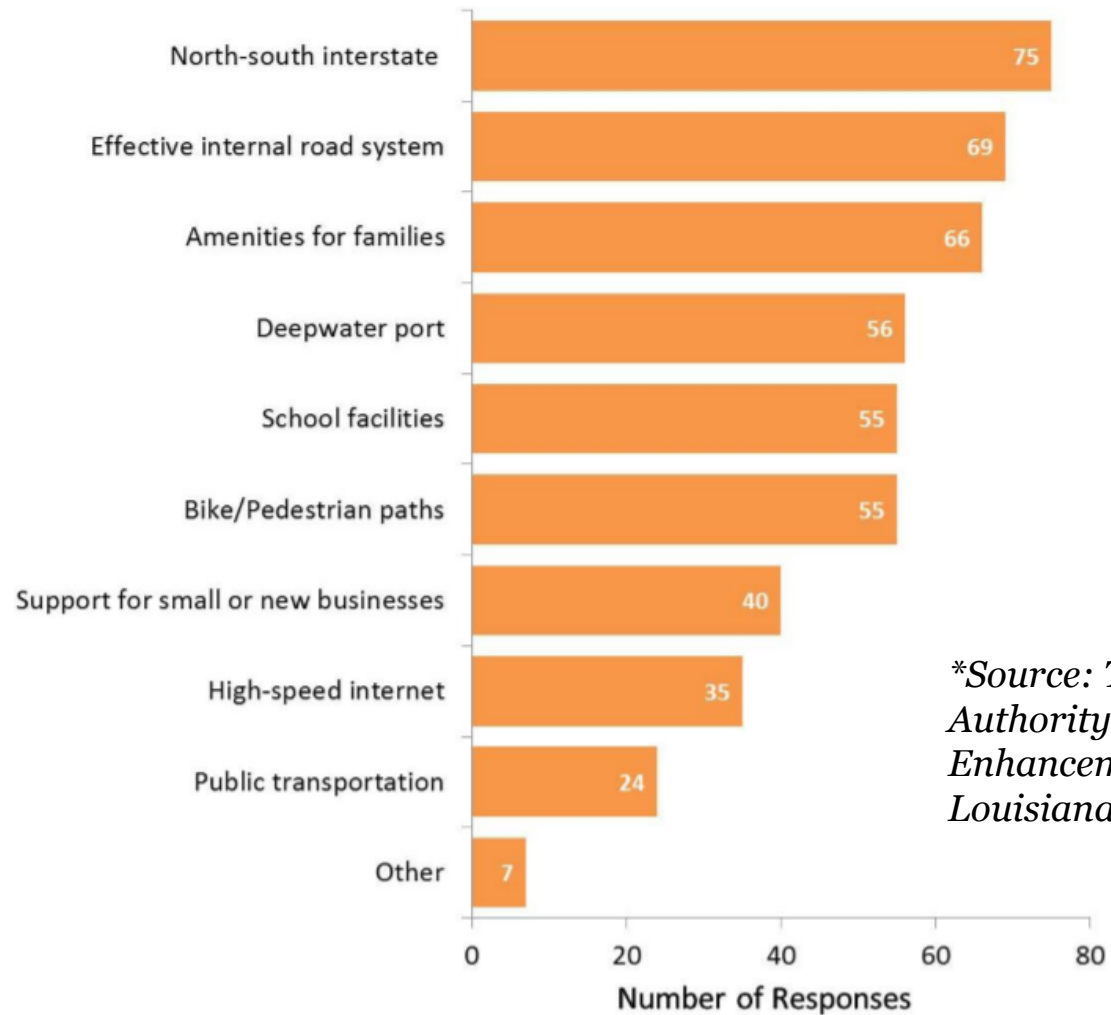
Ridership Details on Schriever Station

- Statistics from Amtrak – boarding and exiting at Schriever Station
 - 1,455 passengers in 2016*
 - 2,028 passengers in 2015*
 - This is a decline of 28% in one year
- Why the decline?
- Find out from Amtrak the starting and ending points for these passengers
- Gather and analyze data from when train stopped daily at station, pre-Katrina/2005

**Source: Houma Today, “Local Amtrak Service Could be Cut”, April 6, 2017*

FIGURE 1.5: LACKING INFRASTRUCTURE

When asked what hard or soft infrastructure* is weak or missing in Terrebonne Parish, the survey respondents and focus group participants ranked the items as follows:



**Source: Terrebonne Economic Development Authority Report (2016) “An Economic Enhancement Strategy for Terrebonne Parish, Louisiana”*

*Hard infrastructure was defined as the physical networks such as roadways, sewer, broadband internet, airports, and/or ports. Soft infrastructure was defined as institutions or places that support the economic, health, and cultural climate of a place, such as the education system, the health care system, system of government, and/or parks.

Population Trends



	2010	2011	2012	2013	2014	2015	2016
Terrebonne Parish, Louisiana	111,538	111,667	111,804	112,803	113,645	114,025	113,220
Lafourche Parish, Louisiana	96,686	96,988	97,074	97,148	97,750	98,162	98,305

Justifying Investment



Under what conditions (or future scenarios) can increased service frequency and allied train-related infrastructure investments be justified?

- Increased frequency and train-related infrastructure investments can only be justified if a future demand increase is predicted
 - Currently demand is decreasing
- A significant economic development shift or increase in awareness/demand needs to occur for future investment



2. Under what conditions can increased service frequency and associated rail-related infrastructure development promote local/regional economic development?

Creating Economic Development Opportunities = Leveraging Area Assets, Adding New Ones

- Economic benefits only occurs if travelers get off train at Schriever and spend \$ money
- Strategy to leverage the assets of the area:
 - Nicholls State University (73)
 - Fletcher Technical College (52)
 - Port of Terrebonne (27)
 - Houma-Terrebonne Airport & Industrial Park (21)
 - Future assets, such as an additional health care or industrial facility

**Source: Terrebonne Economic Development Authority Report (2016) “An Economic Enhancement Strategy for Terrebonne Parish, Louisiana”; asked 80 community stakeholders/ () numbers are how often those answers were provided.*

Areas for Growth

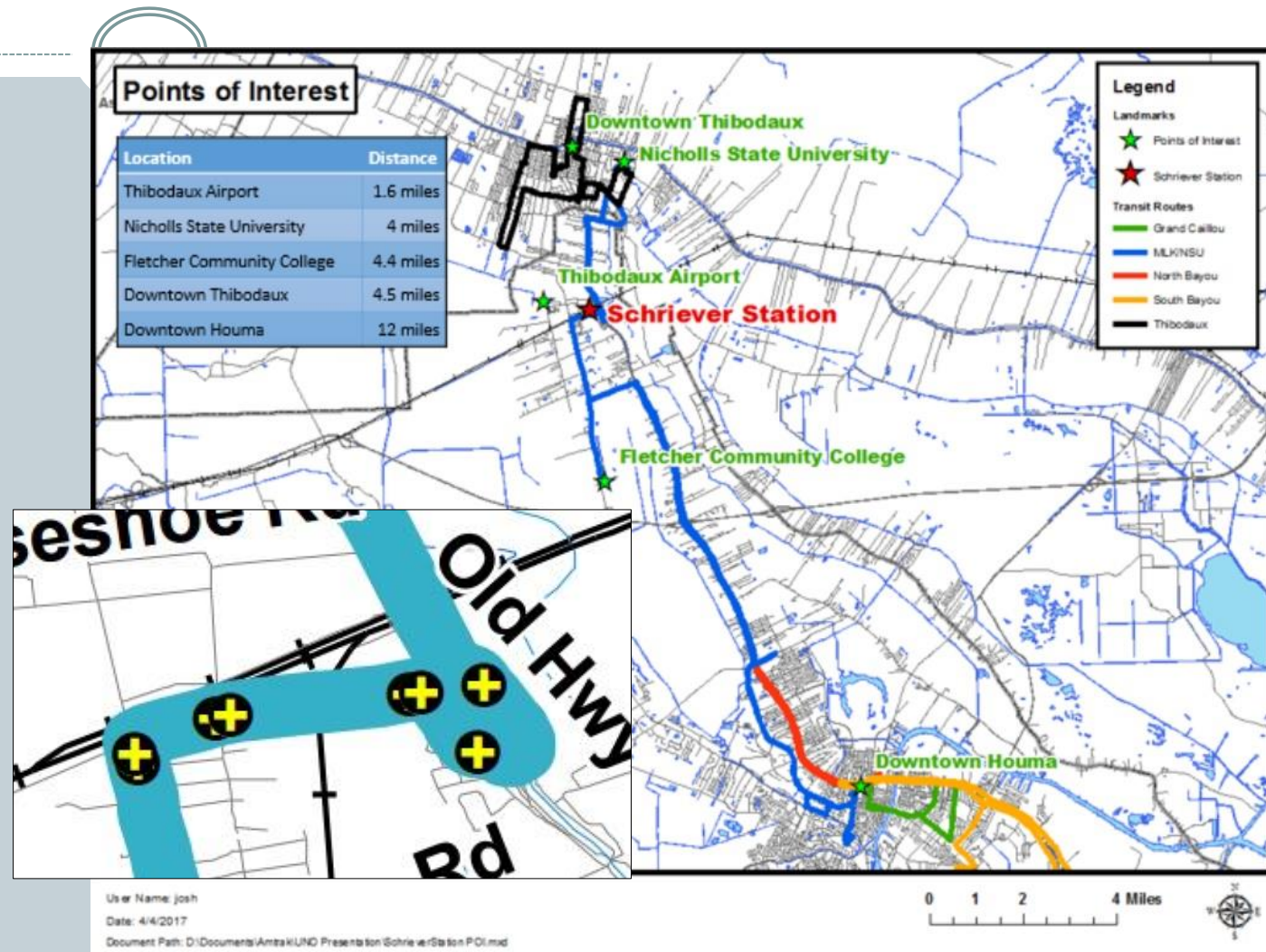


- Compared to the state, Lafourche has relatively lower employment in:
 - Retail Trade
 - Health Care
 - Manufacturing
 - Accommodation & Food Services
 - Professional and Technical Services
 - Finance & Insurance

Source: US Bureau of Economic Analysis, 2005-2010

Connecting Local Transit to Amtrak Station

- There are 5 local transit lines
 - At least one should connect to Amtrak station
 - This transit line should then connect to the areas assets / as listed on previous slide
 - Martin L. King/NSU Route may make the most sense
- Infrastructure improvements to station lot
 - Bus/transit stop
 - Organized parking lot—accessibility to rail station is extremely limited and confusing




Existing Station Entrances



The Rail Station Itself – Should be a Destination

- Make improvements to station, both in aesthetics and function
- Farmers' Market (Flea/Antique) on Sunday
 - Two other area farmers' markets are on Saturday
 - Create 'awareness' of station in community
 - Community desires additional grocery options
- **Aesthetics:**
 - Capitalize on its history (1855)
 - Look into grant to preserve building as a historic resource
 - Improve hard and soft-scape around building; signage; does not look like public road
- **Function:**
 - Kiosk for tickets
 - Restrooms
 - Tourist information
 - Transit schedule



3. What rail-unrelated local/regional land use and transportation-based actions need to be taken (with the broader goal of economic development and improving quality of life) that would potentially create demand for the train, and incentivize the rail agency to increase/improve service?

Preserving the Station

- Great American Stations
 - Grants, loans and tax credits
 - Help with renovations and restorations
- National Railway Historical Society
 - Offers railway heritage grants



Kingman, AZ restoration provided by Great American Stations
<http://www.greatamericanstations.com>