

United States Senate

WASHINGTON, DC 20510

April 26, 2016

The Honorable Anthony Foxx
Secretary of Transportation
U.S. Department of Transportation
1200 New Jersey Avenue Southeast
Washington, DC 20590

Dear Secretary Foxx:

I am writing to express my support for the TIGER VIII Grant Program application for the South Orient Railroad Bridge project submitted to the U.S. Department of Transportation by the Texas Department of Transportation (TxDOT).

As you and your staff review the proposal, I trust you will give full consideration to the many strengths of this application. As you know, TxDOT has been working to rehabilitate the South Orient rail line since the rail bridge was rendered inoperable following a 2008 fire. I have been informed that a successful grant award would allow TxDOT to construct and reestablish an international rail crossing from Ojinaga, Mexico to Presidio, Texas, enhancing U.S.-Mexico trade and benefiting the region's economy.

I would appreciate your efforts to ensure that I am kept informed as to the progress of this application. Please contact Andrea McGee (Andrea_McGee@cornyn.senate.gov), my Grants Coordinator, with any developments regarding this proposal as soon as they are available.

Thank you for your assistance and consideration.

Sincerely,



JOHN CORNYN
United States Senator

WILL HURD
23RD DISTRICT, TEXAS

COMMITTEE ON
HOMELAND SECURITY
VICE-CHAIRMAN, SUBCOMMITTEE ON
BORDER AND MARITIME SECURITY

SUBCOMMITTEE ON
COUNTERTERRORISM AND INTELLIGENCE

COMMITTEE ON OVERSIGHT
AND GOVERNMENT REFORM

CHAIRMAN, SUBCOMMITTEE ON
INFORMATION TECHNOLOGY

SUBCOMMITTEE ON NATIONAL SECURITY

Congress of the United States
House of Representatives
Washington, DC 20515-4323

April 13, 2016

317 CANNON HOUSE OFFICE BUILDING
WASHINGTON, DC 20515
(202) 225-4511

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SUITE 120
SAN ANTONIO, TX 78258
(210) 921-3130

TEXAS A&M SAN ANTONIO PATRIOTS' CASA
ONE UNIVERSITY WAY, SUITE 212E & 212F
SAN ANTONIO, TX 78224
(210) 784-5023

1104 WEST 10TH
DEL RIO, TX 78840
(830) 422-2040

100 MONROE STREETS
EAGLE PASS, TX 78852
(210) 238-4296

124 SOUTH HORIZON
SOCORRO, TX 79927
(915) 235-6421

The Honorable Anthony R. Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Foxx,

I am writing to express my support for the Texas Department of Transportation's (TxDOT) application for the TIGER VIII Grant Program (TGP). If awarded the funds, TxDOT will construct and reestablish a rail border crossing from Ojinaga, Mexico to Presidio, Texas.

As you may know, in February 2008, the South Orient Railroad Bridge burned to the ground south of the levee on the U.S. side, severing 1 of 8 rail crossings between the U.S. and Mexico. TxDOT has been working closely with the lessee to rehabilitate the line. Additionally, TxDOT has invested over \$34 million in rehabilitation projects since FY2008. The rehabilitation of the line has resulted in improved operations, safety, and traffic. Annual carloads interchanged have grown from an average of approximately 2,000 to over 25,000 in FY2015.

Should TxDOT be awarded the grant, the Texas Pacific Railroad will provide half of the necessary funding for the project with the TGP contributing the remaining amount. With federal funding support, the South Orient Bridge will continue to support this strategically located Port of Entry that has both local benefits and makes broader economic contributions.

I appreciate your thoughtful consideration of the Texas Department of Transportation for the Tiger VIII Grant Program. Should you have any questions, please contact my office at (202) 225-4511

Sincerely,



WILL HURD
Member of Congress

TEXAS HOUSE of REPRESENTATIVES



CAPITOL OFFICE:
P.O. BOX 2910
AUSTIN, TEXAS 78768-2910
(512) 463-0331 PHONE

DISTRICT OFFICE:
36 WEST BEAUREGARD
SUITE 517
SAN ANGELO, TEXAS 76903

(325) 658-7313 PHONE
(325) 659-3762 FAX

Drew Darby

DISTRICT 72

COKE • CONCHO • GLASSCOCK • HOWARD • IRION • REAGAN • RUNNELS • STERLING • TOM GREEN

April 15, 2016

The Honorable Anthony R. Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Foxx,

I would like to express my support for the Texas Department of Transportation's TIGER VIII application for the South Orient Railroad Bridge.

The Atchison, Topeka and Santa Fe Railway (ATSF) filed for abandonment of the South Orient rail line in 1991, before the North American Free Trade Agreement (NAFTA) was signed. There was very little international rail freight pre-NAFTA and the South Orient rail line was in poor condition due to deferred maintenance. When the State of Texas acquired the line in 2001, it was limited to 10 mph operations due to poor track conditions. Attempts to foster international traffic over the line were largely unsuccessful due to the condition of the line, making it non-competitive with trucks. In February 2008, the international rail bridge burned to the ground south of the levee on the U.S. side, severing 1 of 8 rail crossings between the U.S. and Mexico. TxDOT has been working with the lessee to rehabilitate the line, starting at the eastern end where the existing shippers are located. TxDOT has invested over \$34 million in rehabilitation projects from San Angelo Junction to Mertzon, Texas, for a total a distance of over 100 miles. The rehabilitation of the line has resulted in improved operations, safety, and traffic; with annual carloads interchanged rising from an average of approximately 2,000 pre-rehabilitation to over 25,000 in 2015.

The South Orient bridge project includes the construction and reestablishment of a border crossing from Ojinaga, Mexico to Presidio, Texas. The project would also include track, bridge and drainage improvements along the existing line from the new bridge north to the Union Pacific Rail Road crossing near Paisano Junction, Texas for approximately 75 miles in total.

Proposed funding for the project has been identified from a private sector partnership the State of Texas has formed in support of the South Orient rail bridge. The Texas Pacifico Railroad would provide half of the necessary funding for the project with the TIGER Grant contributing the

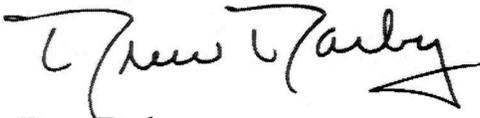
Secretary Anthony R. Foxx
April 15, 2016

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remainder. With federal funding support, the South Orient Bridge will continue to support this necessary and strategically located Port of Entry that has both local benefits and makes broader economic contributions.

I emphasize my support of this regionally and nationally important project and thank you for your consideration and hopeful selection of the South Orient Bridge project for the TIGER Discretionary Grant program.

Sincerely,

A handwritten signature in black ink that reads "Drew Darby". The signature is written in a cursive, flowing style with a prominent initial "D" and a sharp, downward-pointing flourish at the end.

Drew Darby
State Representative

TEXAS HOUSE OF REPRESENTATIVES



PONCHO NEVÁREZ

DISTRICT 74

April 22, 2016

The Honorable Anthony R. Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Foxx,

I would like to express my support for the Texas Department of Transportation's TIGER VIII application for the South Orient Railroad Bridge.

The Atchison, Topeka and Santa Fe Railway (ATSF) filed for abandonment of the South Orient rail line in 1991, before the North American Free Trade Agreement (NAFTA) was signed. There was very little international rail freight pre-NAFTA and the South Orient rail line was in poor condition due to deferred maintenance. When the State of Texas acquired the line in 2001, it was limited to 10 mph operations due to poor track conditions. Attempts to foster international traffic over the line were largely unsuccessful due to the condition of the line, making it non-competitive with trucks. In February 2008, the international rail bridge burned to the ground south of the levee on the U.S. side, severing 1 of 8 rail crossings between the U.S. and Mexico. TxDOT has been working with the lessee to rehabilitate the line, starting at the eastern end where the existing shippers are located. TxDOT has invested over \$34 million in rehabilitation projects from San Angelo Junction to Mertzon, Texas, for a total a distance of over 100 miles. The rehabilitation of the line has resulted in improved operations, safety, and traffic; with annual carloads interchanged rising from an average of approximately 2,000 pre-rehabilitation to over 25,000 in 2015.

The South Orient bridge project includes the construction and reestablishment of a border crossing from Ojinaga, Mexico to Presidio, Texas. The project would also include track, bridge and drainage improvements along the existing line from the new bridge north to the Union Pacific Rail Road crossing near Paisano Junction, Texas for approximately 75 miles in total.

Proposed funding for the project has been identified from a private sector partnership the State of Texas has formed in support of the South Orient rail bridge. The Texas Pacifico

Capitol: P.O. Box 2910 • Austin, Texas 78768-2910 • (512) 463-0566 • Fax (512) 463-0220
District: 1815 Williams Street • Eagle Pass, Texas 78852 • (830) 773-0860

Counties: Brewster, Culberson, Hudspeth, Jeff Davis, Kinney, Loving, Maverick, Pecos, Presidio, Reeves, Terrell & Val Verde

Railroad would provide half of the necessary funding for the project with the TIGER Grant contributing the remainder. With federal funding support, the South Orient Bridge will continue to support this necessary and strategically located Port of Entry that has both local benefits and makes broader economic contributions.

I would like to emphasize my support of this regionally and nationally important project and thank you for your consideration and hopeful selection of the South Orient Bridge project for the TIGER Discretionary Grant program.

With kindest regards, I remain,

Sincerely,

A handwritten signature in black ink, appearing to read 'Poncho', written in a cursive style.

Poncho Nevárez



JOSÉ RODRÍGUEZ

STATE SENATOR

SENATE DISTRICT 29

EL PASO, CULBERSON, HUDSPETH, PRESIDIO & JEFF DAVIS COUNTIES

April 21, 2016

The Honorable Anthony R. Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, D.C. 20590

Dear Secretary Foxx:

I write to express my support for the Texas Department of Transportation's TIGER VIII application for the South Orient Railroad Bridge in Presidio, which is located in my district, Texas Senate District 29.

The Atchison, Topeka and Santa Fe Railway (ATSF) filed for abandonment of the South Orient rail line in 1991, before the North American Free Trade Agreement (NAFTA) was signed. There was very little international rail freight pre-NAFTA and the South Orient rail line was in poor condition due to deferred maintenance. When the State of Texas acquired the line in 2001, it was limited to 10 mph operations due to poor track conditions. Attempts to foster international traffic over the line were largely unsuccessful due to the condition of the line, making it non-competitive with trucks. In February 2008, the international rail bridge burned to the ground south of the levee on the U.S. side, severing one of eight rail crossings between the U.S. and Mexico. TxDOT has been working with the lessee to rehabilitate the line, starting at the eastern end where the existing shippers are located. TxDOT has invested over \$34 million in rehabilitation projects from San Angelo Junction to Mertzon, Texas, for a total a distance of over 100 miles. The rehabilitation of the line has resulted in improved operations, safety, and traffic; with annual carloads interchanged rising from an average of approximately 2,000 pre-rehabilitation to over 25,000 in 2015.

The South Orient Railroad Bridge project includes the construction and re-establishment of a border crossing from Ojinaga, Mexico to Presidio, Texas. The project would also include track, bridge, and drainage improvements along the existing line from the new bridge north to the Union Pacific Railroad crossing near Paisano Junction, Texas for approximately 75 miles in total.

Proposed funding for the project has been identified from a private sector partnership the State of Texas has formed in support of the South Orient Railroad Bridge. The Texas Pacifico Railroad would provide half of the necessary funding for the project with the TIGER Grant contributing the remainder. With federal funding support, the South Orient Railroad Bridge will continue to

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EL PASO OFFICE
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(915) 351-3500
(915) 351-3579 FAX

MISSION VALLEY OFFICE
206 S.E. 8TH ST., SUITE 201
FABENS, TEXAS 79838
(915) 765-2000
(915) 764-1555 FAX

MARFA OFFICE
300 W. COLUMBIA, ROOM 102
ELEMENTARY BLDG.
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MARFA, TEXAS 79843
(432) 729-4800
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U.S. Secretary Anthony R. Foxx

April 21, 2016

Page 2 of 2

JOSÉ RODRÍGUEZ

STATE SENATOR

SENATE DISTRICT 29

EL PASO, CULBERSON, HUDSPETH, PRESIDIO & JEFF DAVIS COUNTIES

support this necessary and strategically located Port of Entry that provides both local benefits as well as broader economic contributions to the state and nation. This is what the border, which provides such opportunity for the United States, needs — investment by the federal government in infrastructure that connects two economically, culturally, and socially-intertwined countries.

In sum, this is an important project regionally and nationally. Thank you in advance for your consideration, and potentially favorable selection, of the South Orient Railroad Bridge project for the TIGER Discretionary Grant program.

Sincerely,

A handwritten signature in black ink that reads "José Rodríguez".

José Rodríguez

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City of Presidio, Texas

PO Box 1899

Presidio, TX 79845

(432) 229-3517



April 19, 2016

The Honorable Anthony R. Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

Dear Secretary Foxx,

The City of Presidio would like to express our support for the Texas Department of Transportation's TIGER VIII application for the South Orient Railroad Bridge.

The Atchison, Topeka and Santa Fe Railway (ATSF) filed for abandonment of the South Orient rail line in 1991, before the North American Free Trade Agreement (NAFTA) was signed. There was very little international rail freight pre-NAFTA and the South Orient rail line was in poor condition due to deferred maintenance. When the State of Texas acquired the line in 2001, it was limited to 10 mph operations due to poor track conditions. Attempts to foster international traffic over the line were largely unsuccessful due to the condition of the line, making it non-competitive with trucks. In February 2008, the international rail bridge burned to the ground south of the levee on the U.S. side, severing 1 of 8 rail crossings between the U.S. and Mexico. TxDOT has been working with the lessee to rehabilitate the line, starting at the eastern end where the existing shippers are located. TxDOT has invested over \$34 million in rehabilitation projects from San Angelo Junction to Mertzon, Texas, for a total a distance of over 100 miles. The rehabilitation of the line has resulted in improved operations, safety, and traffic; with annual carloads interchanged rising from an average of approximately 2,000 pre-rehabilitation to over 25,000 in 2015.

The South Orient bridge project includes the construction and reestablishment of a border crossing from Ojinaga, Mexico to Presidio, Texas. The project would also include track, bridge and drainage improvements along the existing line from the new bridge north to the Union Pacific Rail Road crossing near Paisano Junction, Texas for approximately 75 miles in total.

Proposed funding for the project has been identified from a private sector partnership the State of Texas has formed in support of the South Orient rail bridge. The Texas Pacifico Railroad would provide half of the necessary funding for the project with the TIGER Grant contributing the remainder. With federal funding support, the South Orient Bridge will continue to support this necessary and strategically located Port of Entry that has both local benefits and makes broader economic contributions.

We emphasize our support of this regionally and nationally important project and thank you for your consideration and hopeful selection of the South Orient Bridge project for the TIGER Discretionary Grant program.

Sincerely,



John Ferguson, Mayor
City of Presidio, Texas
432-661-0600



Box 3329, Presidio, Texas 7845

April 21, 2016

The Honorable Anthony R. Foxx
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue SE
Washington, DC 20590

RE: Texas Department of Transportation's TIGER VIII application for the South Orient Railroad Bridge

Dear Secretary Foxx,

The Presidio Municipal Development District would like to express our support for the Texas Department of Transportation's TIGER VIII application for the South Orient Railroad Bridge at Presidio, Texas Crossing into Ojinaga, Mexico. Re-establishment of the Rail Road Bridge and tracks is vital to our local community economy to create much need jobs and the missing rail infrastructure to make us more competitive in our global economy.

The Atchison, Topeka and Santa Fe Railway (ATSF) filed for abandonment of the South Orient rail line in 1991, before the North American Free Trade Agreement (NAFTA) was signed. There was very little international rail freight pre-NAFTA and the South Orient rail line was in poor condition due to deferred maintenance. When the State of Texas acquired the line in 2001, it was limited to 10 mph operations due to poor track conditions. Attempts to foster international traffic over the line were largely unsuccessful due to the condition of the line, making it non-competitive with trucks.

In February 2008, the international rail bridge first burned and again in February 2009 suspected arson reset the a fire burning the rest of the bridge to the ground south of the levee on the U.S. side, severing 1 of 8 rail crossings between the U.S. and Mexico.

TxDOT has been working with the lessee to rehabilitate the line, starting at the eastern end where the existing shippers are located. TxDOT has invested over \$34 million in rehabilitation projects from San Angelo Junction to Mertzon, Texas, for a total a distance of over 100 miles. The rehabilitation of the line has resulted in improved operations, safety, and traffic; with annual carloads interchanged rising from an average of approximately 2,000 pre-rehabilitation to over 25,000 in 2015.

The South Orient bridge project includes the construction and reestablishment of a border crossing from Ojinaga, Mexico to Presidio, Texas. The project would also include track, bridge and drainage improvements along the existing line from the new bridge north to the Union Pacific Rail Road crossing near Paisano Junction at US Highway 90 between Alpine and Marfa, Texas for approximately 75 miles in total.

Proposed funding for the project has been identified from a private sector partnership the State of Texas has formed in support of the South Orient rail bridge. The Texas Pacifico Railroad would provide half of the necessary funding for the project with the TIGER Grant contributing the remainder. With federal funding support, the South Orient Bridge will continue to support this necessary and strategically located Port of Entry that has both local benefits and makes broader economic contributions.

The Presidio Municipal Development District validates the need of this regionally and nationally important project and thank you for your consideration and hopeful selection of the South Orient Bridge project for the TIGER Discretionary Grant program.

Sincerely,



Brad Newton

Executive Director

Presidio Municipal Development District



April 20, 2016

Mr. Erik Steavens
Rail Division Director
Texas Department of Transportation
125 E. 11th Street
Austin, Texas 78701-2483

Subject: 2016 TIGER grant application matching funds by Texas Pacifico

Mr. Steavens:

We fully support the initiative to continue the upgrading of the Texas Pacifico rail line. We understand the Texas Department of Transportation will pursue obtaining a Federal grant under the Transportation Investment Generating Economic Recovery (TIGER) program for \$7,000,000.00, which will be used in the Presidio Bridge Reconstruction and Alpine to Presidio track rehabilitation project.

Texas Pacifico will contribute 100% matching funds for the same project and together, the TIGER grant funds plus the Texas Pacifico match, will reach \$14,000,000.00 for the reconstruction of the Presidio – Ojinaga international bridge and for the partial rehabilitation of the portion of the rail line that has been out of use for 8 years now.

I do hereby confirm the intention of the Texas Pacifico Transportation company to contribute in this occasion with the above mentioned amount hoping that you secure the other components of the fund to ensure a broader scope rehabilitation work. Texas Pacifico will coordinate any and all bridge reconstruction works with its Mexican counterpart Ferromex who in turn is working with the Mexican authorities to accelerate the permitting process.

I look forward to working together as we have in the past to ensure the project is properly carried out.

Sincerely,


Rogelio Velez Lopez de la Cerda
Texas Pacifico Transportation, Ltd.
CEO and Managing Director