

South Orient Railroad

Background

- The South Orient Railroad (SORR), a TxDOT owned rail facility, is approximately 391 miles in length. SORR extends from San Angelo Junction (in Coleman County, 5 miles southwest of Coleman) through San Angelo to Presidio at the Texas/Mexico border.
- On February 2, 2001, TxDOT completed the purchase of the SORR and leased operations to Texas Pacifico Transportation (a subsidiary of Grupo Mexico). Under the terms of the agreement, TxDOT became the railroad's permanent owner and Texas Pacifico obtained a 40-year operating lease with renewal options.
- Train speeds on the SORR were restricted to 10 mph as a result of deferred maintenance by the prior owners, which caused deterioration of the infrastructure.
- The SORR has one of five rail border crossings between Texas and Mexico, and one of eight between the U.S. and Mexico.

Status

- TxDOT has completed the rehabilitation of 114 miles of the line from San Angelo Junction (near Coleman) to west of Mertzon through several rehabilitation projects which began in the fall of 2009. Rehabilitation is continuing with total funding secured to date:

▪ Federal Funds	= \$38,357,325
▪ State Funds	= 8,500,000
▪ Texas Pacifico (Private)	= 12,575,700
▪ City of San Angelo	= <u>250,000</u>
▪ Total	= \$59,683,025
- A project is currently under construction to rehabilitate and additional 53.4 miles of track. This project is funded by National Multimodal Freight Program funds, included in the table above.
- A second project is scheduled to let in May 2018 that will rehabilitate an additional 37 miles of track. This project is also using NMFP funds which are also included in the table above.
- TXPF invested \$29,800,000 in capital projects from 2012 – 2015 and has contributed an additional \$8,400,000 in matching funds for TxDOT projects.
- These projects have enabled 25 mph speeds from San Angelo Junction (near Coleman) to Sulphur Junction (11 miles east of Fort Stockton) and included an additional, mile-long interchange track at San Angelo Junction.
- Annual carloads interchanged by TXPF
 - 2001 – 2009 = 2,031(average)
 - 2010 = 3,795
 - 2011 = 3,945
 - 2012 = 10,649
 - 2013 = 23,538
 - 2014 = 25,360

- 2015 = 25,903
 - 2016 = 30,565
 - 2017 = 43,757
- Needs Assessment and Benefit-Cost Analysis completed January 2015¹
 - \$823 million in emissions, safety, pavement maintenance cost savings over 20 year period from current conditions, Benefit Cost Ratio = 5.58
 - \$1,794 million in emissions, safety, pavement maintenance cost savings over 20 year period from improving entire line including international gateway, Benefit Cost Ratio = 5.54
 - \$20.8 million in rehabilitation need annually next 3 years (\$62.4M total) to bring current SORR operating area to state of good repair (near Coleman to Fort Stockton)
 - \$85.1 million in rehabilitation needed in out of service section (Fort Stockton to Presidio) to achieve state of good repair.

Presidio Bridge

- A portion of the International Rail Bridge south of the levee at Presidio burned to the ground on February 29, 2008. A second section of the International Rail Bridge north of the levee at Presidio burned on March 1, 2009.
- TXPF developed plans for the reconstruction of the bridge and TxDOT submitted the plans and environmental document for the project to the necessary federal agencies in September 2016. TxDOT received approval for the reconstruction of the bridge as permitted on August 29, 2017.
- TxDOT received a \$7 million Federal FASTLANE grant award for the rehabilitation of the rail line in Presidio County on August 2, 2017. The reconstruction of the bridge by TXPF was approved as the “in-kind” match to the federal funds. The Presidio Bridge project is on hold until the grant agreement is finalized and all federal requirements regarding the in-kind match are met. The bridge permit will be provided to TXPF after the grant agreement is approved.
- TXPF has agreed to advertise the project for bids within 60 days of receiving the permits; award the contract for construction within 5 months of receiving the permits; and complete construction within 10 months of awarding the construction contract.

¹ 2015, South Orient Rail Line Infrastructure Assessment & Benefits Cost Analysis, HNTB Corporation