



TxDOT

Border District Rail Issues

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Overview

- **National Freight Railroads**
- **Rail Operations in Texas**
- **Rail Border Crossings**
- **Issues**
- **Multimodal Assistance**
- **Future Directions**



National Freight Railroads

- Rail carries 16 % of national tonnage
- Rail freight = 92 billion truck VMT on roadways
- Over \$64 billion in highway improvements necessary to divert freight if no rail
- Shipper costs = \$69 billion additional to ship by truck
- Rail handles 25% of transborder goods movement



Forecast for 2020

- 900 million tons of freight added to highways if rail system does not increase
- 450 million tons added to highways if railroads expand system from current revenues and loans
- AASHTO estimates aggressive Public-Private Partnerships for constructing rail could divert 600 million tons from highways to rail



Texas Freight Rail

- ~ 10,347 miles of track – 1st in nation**
- ~ 14,000 miles including trackage rights**
- ~ 5 of 7 U.S. – Mexico rail gateways**
- ~ 90% of U.S./Mexico rail freight \$ \$ thru Texas**
- ~ \$1.12 billion annual wages in Texas**
- ~ 8 million carloads annually, 335 million tons of freight=30-40 million trucks**



Border Rail Freight

- **Between 1994 & 2000 surface trade with Mexico rose from \$90.1 billion to \$210.6 billion**
- **Between 1994 & 2000 rail trade with Mexico rose from \$12.0 billion to \$31.6 billion**
- **Rail flows through Laredo are expected to increase by almost 14 million tons between 1998 & 2025**
- **Rail flows through El Paso are expected to increase from 1.7 million tons to 5 millions during the same period**



Border Rail Freight

- **\$27.6 billion in trade by rail through Texas in 2000**
- **Laredo's share of US-Mexico rail traffic (in dollars) grew from 41% of US total in 1993 to 74% in 2000**
- **Volume of loaded rail cars handled in Laredo increased by 130% during the same time period.**



Rail Operations in Texas

- Three Class I Railroads
- Union Pacific Railroad Company (UPRR)
- Burlington Northern Santa Fe Corp. (BNSF)
- Kansas City Southern Railway (KCS)\
- 40 Class III Railroads (Short line railroads that connect to the class I networks)
- Border connections are made with two Mexican Railroads: Transportacion Ferroviaria Mexicana (TFM) and Ferrocarril Mexicano (Ferromex)

Rail Border Crossings

- **Brownsville – UP & BNSF connecting with TFM**
- **Laredo – UP & KCS connecting with TFM**
- **Eagle Pass – UP & KCS connecting with Ferromex**
- **Presidio – Texas Pacifico Transportation (TXPF) connecting with Ferromex**
- **El Paso – UP & BNSF connecting with Ferromex**



Issues

- Brownsville – “West Rail” relocation project
 - Propose “rail loop” around Brownsville
 - Eliminates 17 grade crossings in Brownsville & 6 in Matamoros
 - Reduces train transit time to Monterrey by 2.5 hrs
 - Existing corridor will be used for highway expansion
 - Funding secured for environmental evaluation and ROW acquisition, additional \$13 million needed to construct.



Issues

- North Cameron County Relocation
 - Objective to construct rail bypass of Harlingen & San Benito
 - Would eliminate between 52 & 83 grade crossings, depending on alignment chosen
 - Estimated costs between \$14.3 million and \$56.1 million
 - Cameron County currently performing environmental studies



Issues

- McAllen Intermodal Facility
 - Objective is to construct regional intermodal center in McAllen
 - Would provide truck to rail transfer center
 - Requires improvements to local roads & construction of 9,000 feet of track
 - Estimated costs of approximately \$5 million
 - Local entities seeking funding



Issues

- **El Paso Rail Relocation**
 - Objective to relocate existing infrastructure to alternative alignment
 - Improve freight flows, currently train movements in Ciudad Juarez are limited to midnight to 6 AM.
 - TxDOT administering \$14 million earmark to Texas & New Mexico for studies of alternatives
 - Projects under consideration include a new bridge outside El Paso; a depressed rail corridor; a new alignment into New Mexico; others to be identified



Issues

- South Orient Rehabilitation
 - TxDOT owned facility with border crossing at Presidio
 - Leased to Texas Pacifico Transportation, subsidiary of Grupo Mexico (large mining conglomerate)
 - Grupo also owns Ferromex, connecting railroad in Mexico
 - Underused corridor has potential for NAFTA freight diversion
 - \$70 million in rehabilitation needs identified



Issues

- **Laredo Relocation**
 - **Objective to relocate freight rail services to an alternative alignment**
 - **Would reduce congestion in Laredo and eliminate some grade crossings**
 - **TxDOT is completing a study to provide a rail line within the Camino Columbia corridor**
 - **Camino Columbia line could have the potential to handle up to 50 trains per day**



Issues

- **La Entrada al Pacifico**
 - **Communities and government agencies in west Texas developed proposal for new trade corridor between the US & Mexico**
 - **La Entrada al Pacifico Rail District (LEAP) developing a plan to connect Midland-Odessa to the South Orient line.**
 - **Would enable rail freight to travel from northwest Texas and Panhandle to the border at Presidio.**



Multimodal Assistance

- **Statewide Freight Movements Project**
 - **Development of statewide needs assessment for freight movement**
 - **Evaluation of freight movements & operations within specific regions and areas**
 - **Identification of opportunities to improve efficiencies**
 - **Feasibility of relocating infrastructure to alternative alignments**



Future Directions

- **Continued studies & development of alternatives**
- **Identification of priority projects**
- **Identification of funding sources**
- **Environmental studies**
- **Project design & development**



A photograph of a railway track curving through a rocky, hilly landscape. The track is made of steel rails on wooden ties, set on a bed of gravel. The surrounding terrain is rugged, with steep, layered rock formations and sparse, dry vegetation. The sky is clear and blue.

Questions?

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