Rail Access
City of San Angelo, Texas and the Texas Pacifico Railroad
Settled by Indians at the convergence of three rivers in West Texas

In 1867, Fort Concho was established.

City of Santa Angela later became – San Angelo

In 1903, San Angelo became an incorporated city
SAN ANGELO – TODAY

- The City of San Angelo is home to approximately 90,000 people
- Serves as the trade and services hub to 13 surrounding counties

- San Angelo’s industry is comprised of:
  - Agriculture
  - Manufacturing
  - Education services
  - Businesses
  - Health Industry services
  - Military Base
  - Tourism
  - Retirement services
HISTORY OF THE RAILROAD IN SAN ANGELO

- September 30, 1888 – first train pulled into San Angelo
- 1920’s – San Angelo became a shipping center utilizing the Railroad with a train every hour
- 1985 – Freight depot ceased operations in San Angelo
- 1991 – South Orient Railroad Company formed
- 1998 – South Orient filed an abandonment application
- 2001 – Texas Department of Transportation purchased the railroad with $6 million plus the $3.5 million provided by Texas Pacifico (subsidiary of Grupo Mexico) who is the operator of the line
- 2008 – Martifer Energy Corporation develops a wind tower manufacturing facility in the City of San Angelo and plans to use the railroad to transport the raw materials and finished products.
CHALLENGES

- Repairs to railroad crossings (local issue)
- Restore and upgrade existing rail line
  - Low operational speeds
  - Economic opportunity challenges
- Funding shortfalls
Railroad crossings are at-grade crossings across high traffic volume streets.

On December 16, 2008, the San Angelo City Council prioritized a list of needed railroad crossings improvements.

Of the 61 crossings within San Angelo – over 55% were ranked as poor or worse meaning in a deteriorated and/or hazardous condition.
Beginning in 2002, the City of San Angelo and Texas Pacifico began a plan of working together to replace railroad crossings.
Of the approximately 391 miles of track the majority of the line is in a deteriorated condition allowing only 10 – 25 miles per hour operational speed.

Problems include deteriorated cross ties, bad track alignment, worn rail, and a narrow truss bridge.

Degradation of the line will continue without massive rehabilitation.
Need funding to rehabilitate 147 miles of rail from San Angelo to Fort Stockton to Class II (25 mph) standard
SUBMITTED GRANT FOR $21.6 M

Construct new railroad bridge at the Colorado River in Ballinger
Proposed letting: January 2010
$3,902,355

Rehabilitate 71 track miles from San Angelo to east end of line to Class II (25 mph) standard
Let in July 2009
Increased use by shippers in San Angelo to receive their raw materials and ship out their finished product.

Development of natural resources in the region is progressing and the rail service is an important detail of their growth.

Opportunities for improvements to intermodal connections between trucking and rail is increasing.

Funding has been put towards the railroad and more is projected in the future to make the line operational and competitive.
FUNDING

- Railroad crossings
  - $1,000,000 from 2010 appropriations per US Representative Mike Conaway to repair from timber to concrete
- Restore/Upgrade existing rail line from San Angelo to San Angelo JCT. (by Coleman Texas) and replace Bridge in Ballinger
  - $14,090,000 (American Recovery & Reinvestment Act funds)
  - $212,355 (2004 Omnibus Transportation Act)
- Track from San Angelo to Fort Stockton Texas
  - $21,600,000 (TIGER Grant Application)
FUNDING/SUPPORT POSSIBILITIES AND OPPORTUNITIES

- Legislative Funding – State and Federal
- New Economic Development (NAFTA traffic)
- City Partnership
- Partnership with other Entities
- Ports-to-Plains Trade Corridor
- Intermodal Facility
- Railroad Coalition
- Legislative Support

FUNDING

SUPPORT
## MPO Freight Growth Ranking

<table>
<thead>
<tr>
<th>Rank</th>
<th>MPO</th>
<th>State</th>
<th>Tons 2007</th>
<th>Tons 2017</th>
<th>CAGR</th>
</tr>
</thead>
<tbody>
<tr>
<td>289</td>
<td>Lakeway MPO</td>
<td>Tennessee</td>
<td>4,256,370</td>
<td>3,952,749</td>
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<td>196</td>
<td>Memphis Urban Area MPO</td>
<td>Tennessee/Mississippi</td>
<td>112,680,731</td>
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<td>288</td>
<td>Nashville Area MPO</td>
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<td><strong>Texas</strong></td>
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<td>111</td>
<td>Abilene MPO</td>
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<td>6,985,312</td>
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<td>87</td>
<td>Amarillo MPO</td>
<td>Texas</td>
<td>13,212,117</td>
<td>14,403,369</td>
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<td>145</td>
<td>Bryan-College Station MPO</td>
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<td>5,296,281</td>
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<td>141</td>
<td>Capital Area MPO</td>
<td>Texas/Missouri</td>
<td>79,554,565</td>
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<td>89</td>
<td>Corpus Christi MPO</td>
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<td>110,153,298</td>
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<td>156</td>
<td>El Paso MPO</td>
<td>Texas/New Mexico</td>
<td>70,449,120</td>
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<td>88</td>
<td>Harlingen-San Benito MPO</td>
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<td>35,746,467</td>
<td>38,951,271</td>
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<td>133</td>
<td>Hidalgo County MPO</td>
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<td>40,850,697</td>
<td>42,589,226</td>
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<td>51</td>
<td>Houston-Galveston Area Council</td>
<td>Texas</td>
<td>613,226,207</td>
<td>690,504,383</td>
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<td>245</td>
<td>Killeen-Temple Urban Transportation Study</td>
<td>Texas</td>
<td>11,065,608</td>
<td>10,714,673</td>
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<td>19</td>
<td>Laredo Urban Transportation Study</td>
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<td>90,084,713</td>
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<td>Longview MPO</td>
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<td>121</td>
<td>Lubbock MPO</td>
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<td>63</td>
<td>Midland-Odessa Transportation Organization</td>
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<td>125</td>
<td>North Central Texas COG</td>
<td>Texas</td>
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<td>333,660,003</td>
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<td>36</td>
<td>San Angelo MPO</td>
<td>Texas</td>
<td>7,794,968</td>
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<td>1.35%</td>
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<td>236</td>
<td>San Antonio-Bexar County MPO</td>
<td>Texas</td>
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<td>-0.25%</td>
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<td>Sherman-Denison MPO</td>
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<td></td>
<td>South East Texas Regional Planning Commission</td>
<td>Texas</td>
<td>103,924,755</td>
<td>103,272,224</td>
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<td>149</td>
<td>Texarkana MPO</td>
<td>Texas/Arkansas</td>
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<td>7,273,085</td>
<td>0.32%</td>
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<td>176</td>
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<td>9,783,385</td>
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<td>235</td>
<td>Victoria MPO</td>
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<td>13,657,030</td>
<td>-0.24%</td>
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<td>225</td>
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<td>24,401,387</td>
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<td>251</td>
<td>Wichita Falls MPO</td>
<td>Texas</td>
<td>6,742,432</td>
<td>6,497,233</td>
<td>-0.37%</td>
</tr>
</tbody>
</table>
City of San Angelo contacts

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