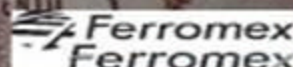


RAIL IN THE PASS:

Past, Present, and Future

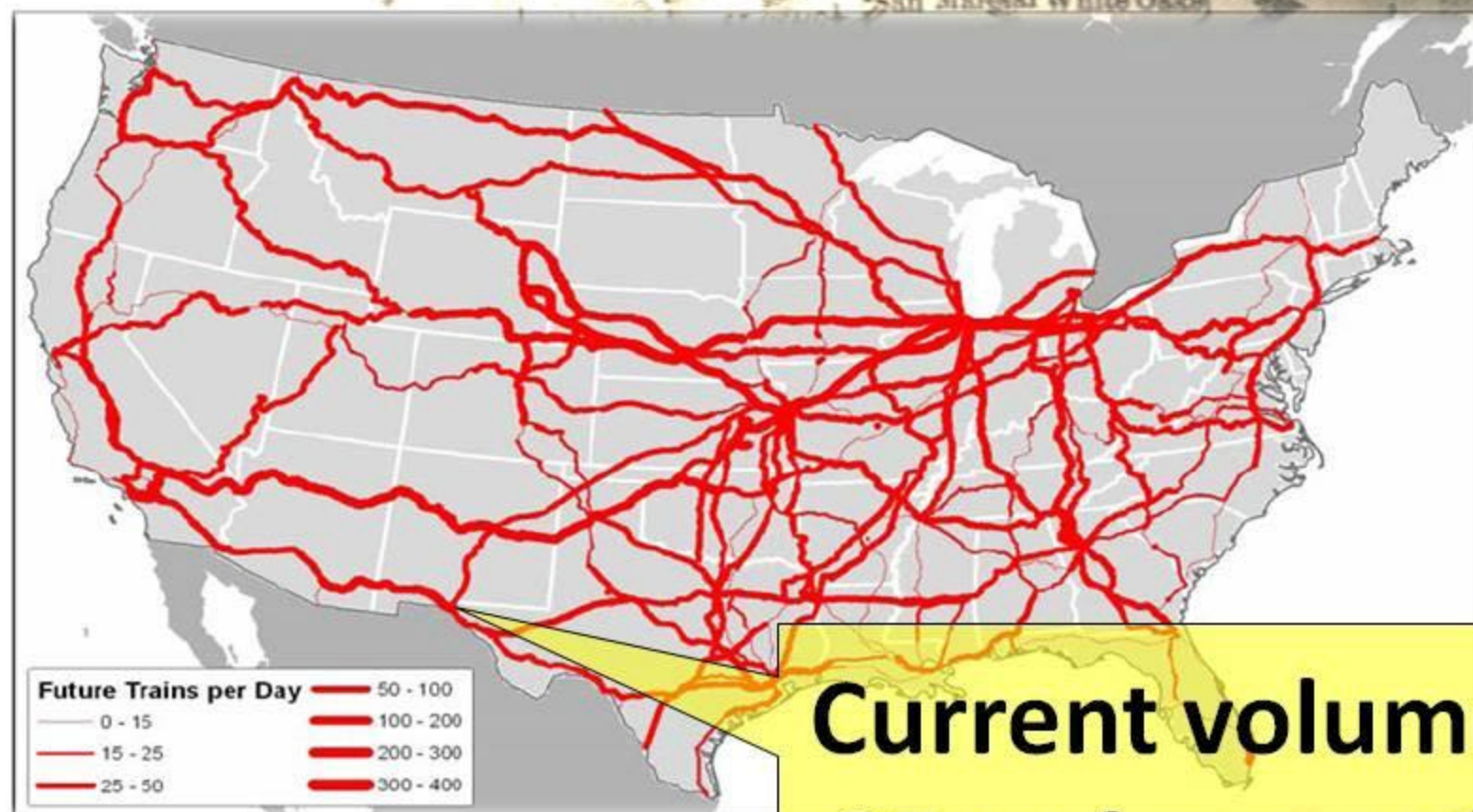
Impacts of Rail in the El Paso Region



Future corridor volumes by primary rail freight corridor 2035 freight trains



Future corridor volumes by primary rail freight corridor 2035 freight trains



**Current volume is
35 trains per day**

Mexico plans huge Baja port for U.S. trade

By Marla Dickerson, Los Angeles Times Staff Writer

August 28, 2008

MEXICO CITY — Mexico's government is setting sail with the largest infrastructure project in the nation's history, a \$4-billion seaport that it hopes will one day rival those of Los Angeles and Long Beach.

President Felipe Calderon is scheduled to travel to northern Baja California today to open bidding on a development that his administration hopes will catapult Mexico into a major player in North American logistics.

Plans call for the construction of a massive port in the tiny coastal village of Punta Colonet, about 150 miles south of Tijuana, along with new rail lines to whisk Asian-made goods north to the United States. Mexico's aim is to snatch some Pacific cargo traffic from Southern California's ports, whose growth is constrained by urban development and environmental concerns.

Punta Colonet is expected to have a capacity of 2 million shipping containers annually when it opens in 2014, Mexico's transportation secretariat told The Times. But officials envision it ultimately handling five times that amount. Last year, the ports of L.A. and Long Beach handled 15.7 million containers combined.

The massive development is to be privately funded, with the first phase estimated to cost \$4 billion to \$5 billion. The government is expected to award the 45-year concession in 2009.

A number of major players are expected to vie for the project, including Mexican billionaire Carlos Slim Helu, the world's second-richest man. Slim's infrastructure company, known as



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By Mark Duberman, Los Angeles Times Staff Writer
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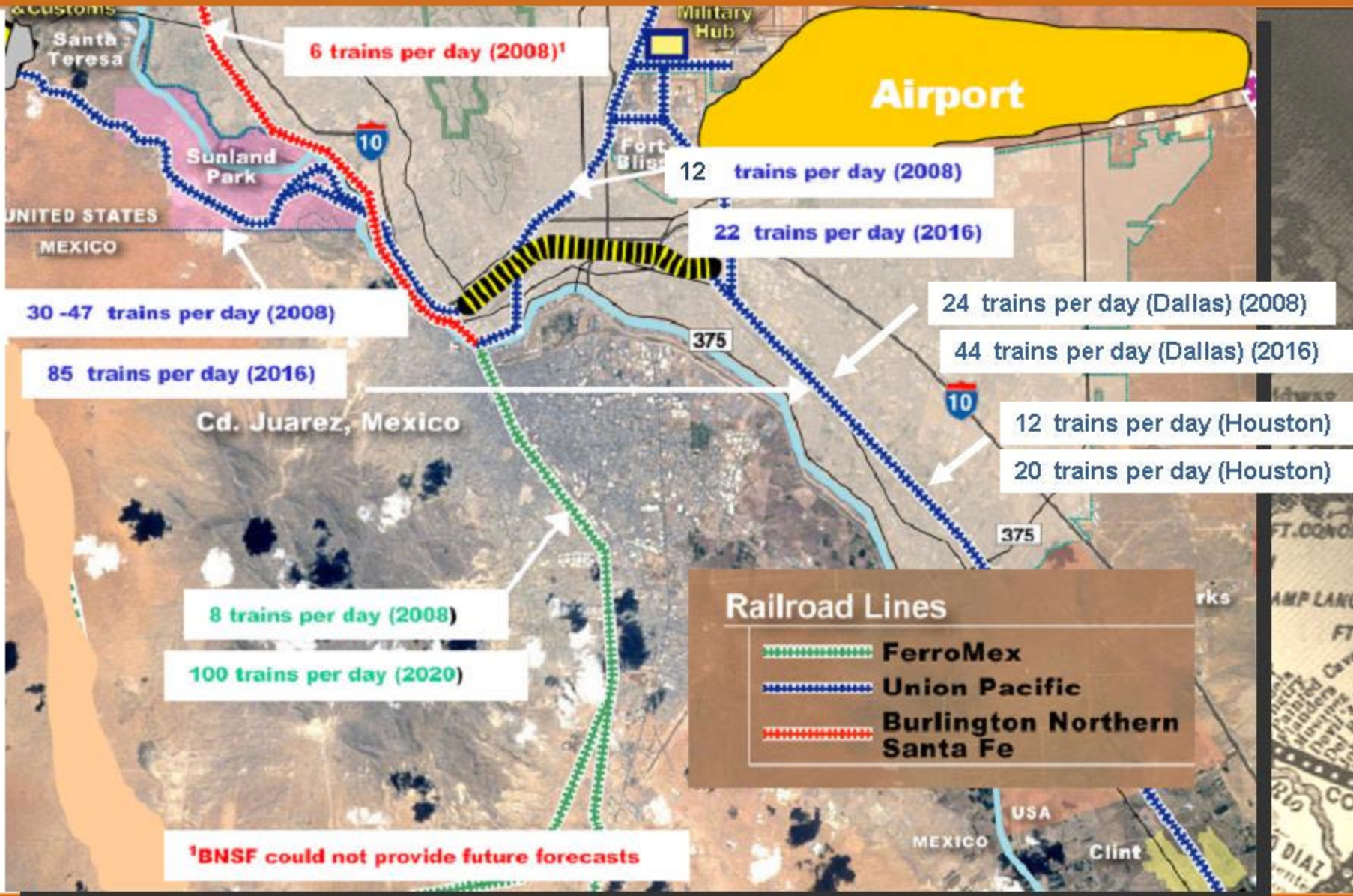
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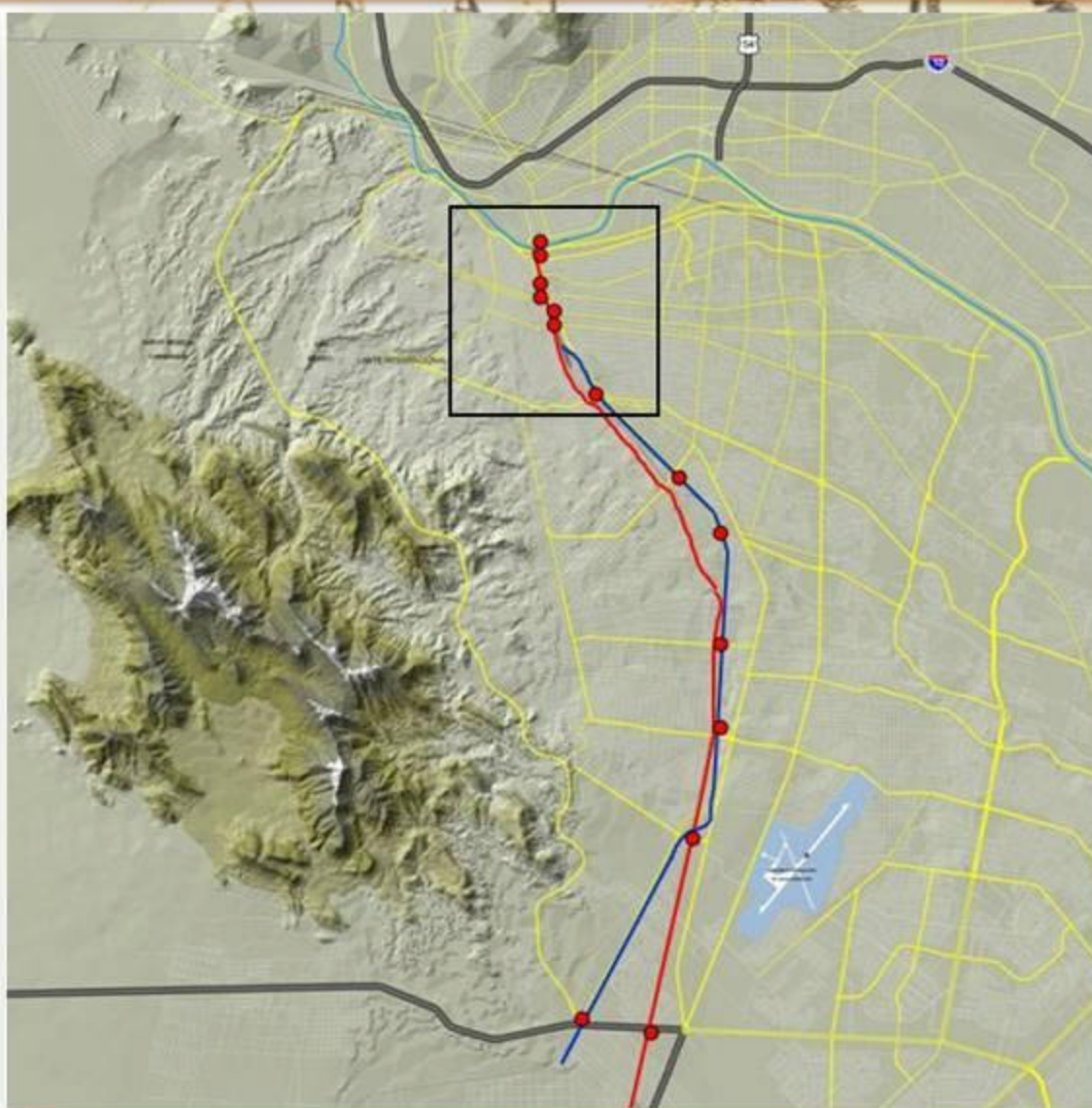
Railway infrastructure in El Paso- Ciudad Juarez



Rail volume projections



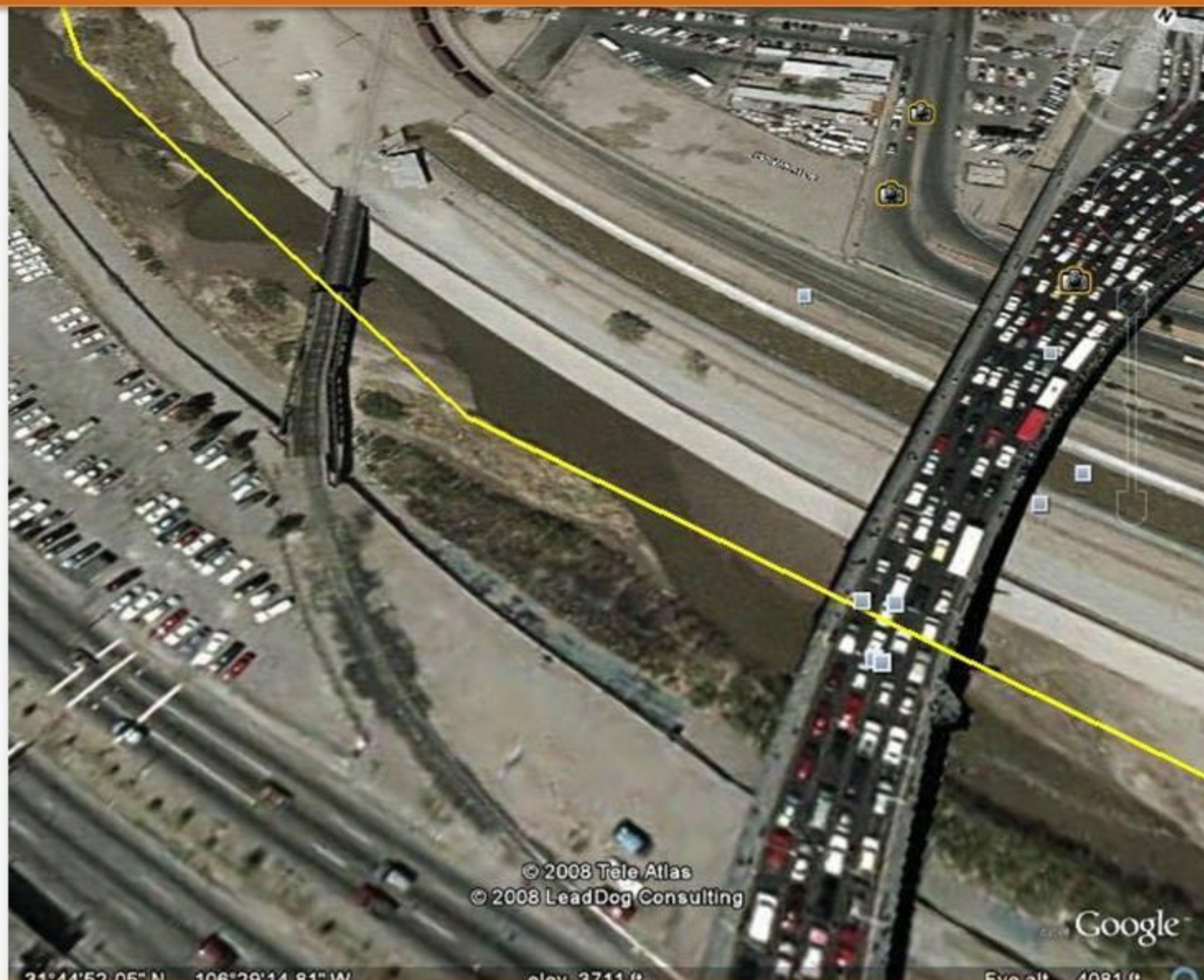
Railway infrastructure vs. street infrastructure in Ciudad Juárez



→ **Trunk network**

→ **Chihuahua al Pacífico**

- **Heroico Colegio Militar**
- **David Herrera Jordán**
- **Ignacio Mejía**
- **16 de Septiembre**
- **Vicente Guerrero**
- **Insurgentes**
- **Municipio Libre**
- **Carlos Amaya**
- **Ramón Rivera Lara**
- **Ponciano Arriaga**
- **Zaragoza**
- **Barranco Azul**
- **Casas Grandes Hwy.**



21°41'52.05"N 106°28'14.81"W

elev: 2711 ft

Eye alt: 4081 ft





Black Bridge

© 2008 Tele Atlas
© 2008 LeadDog Consulting

Google

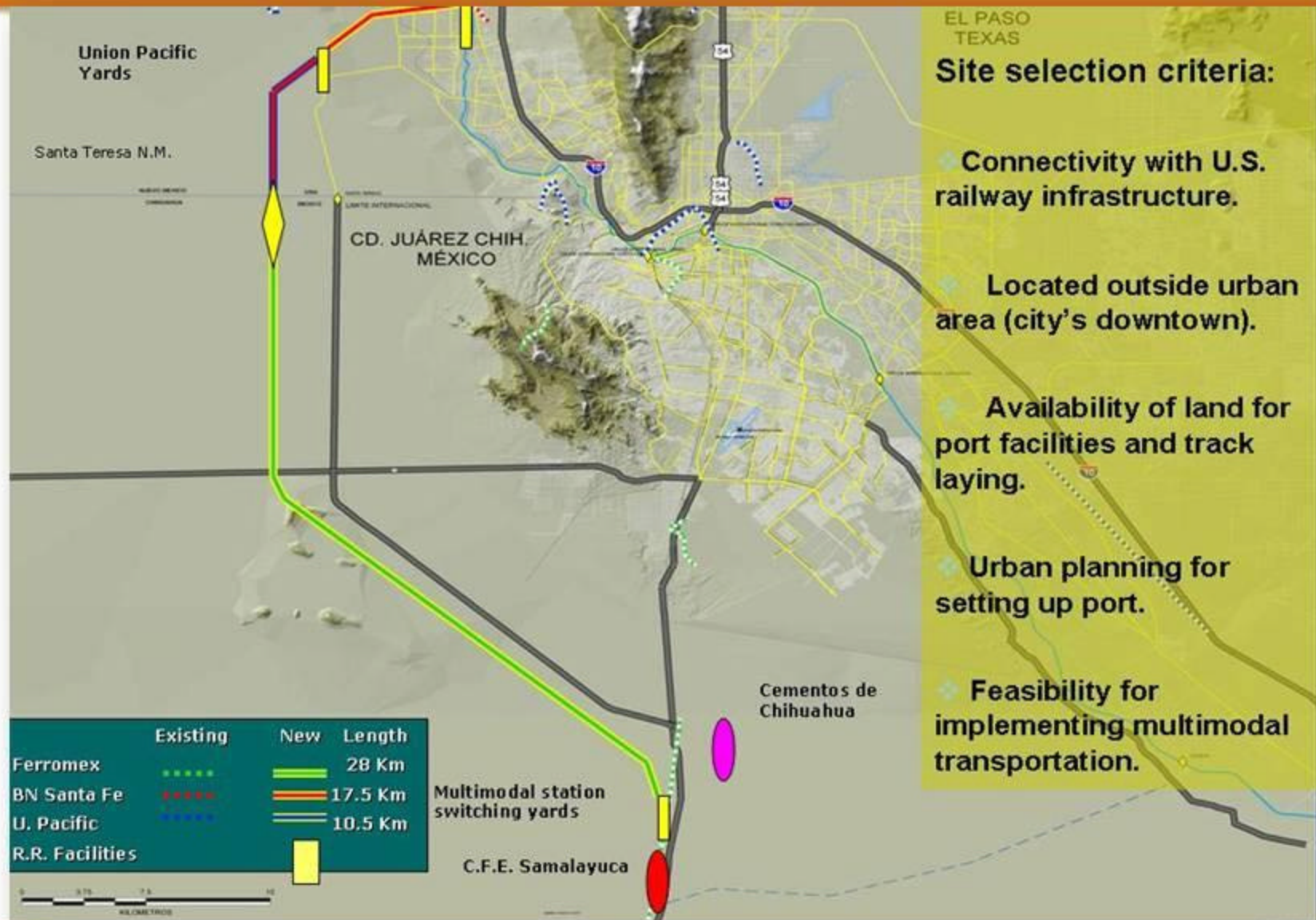
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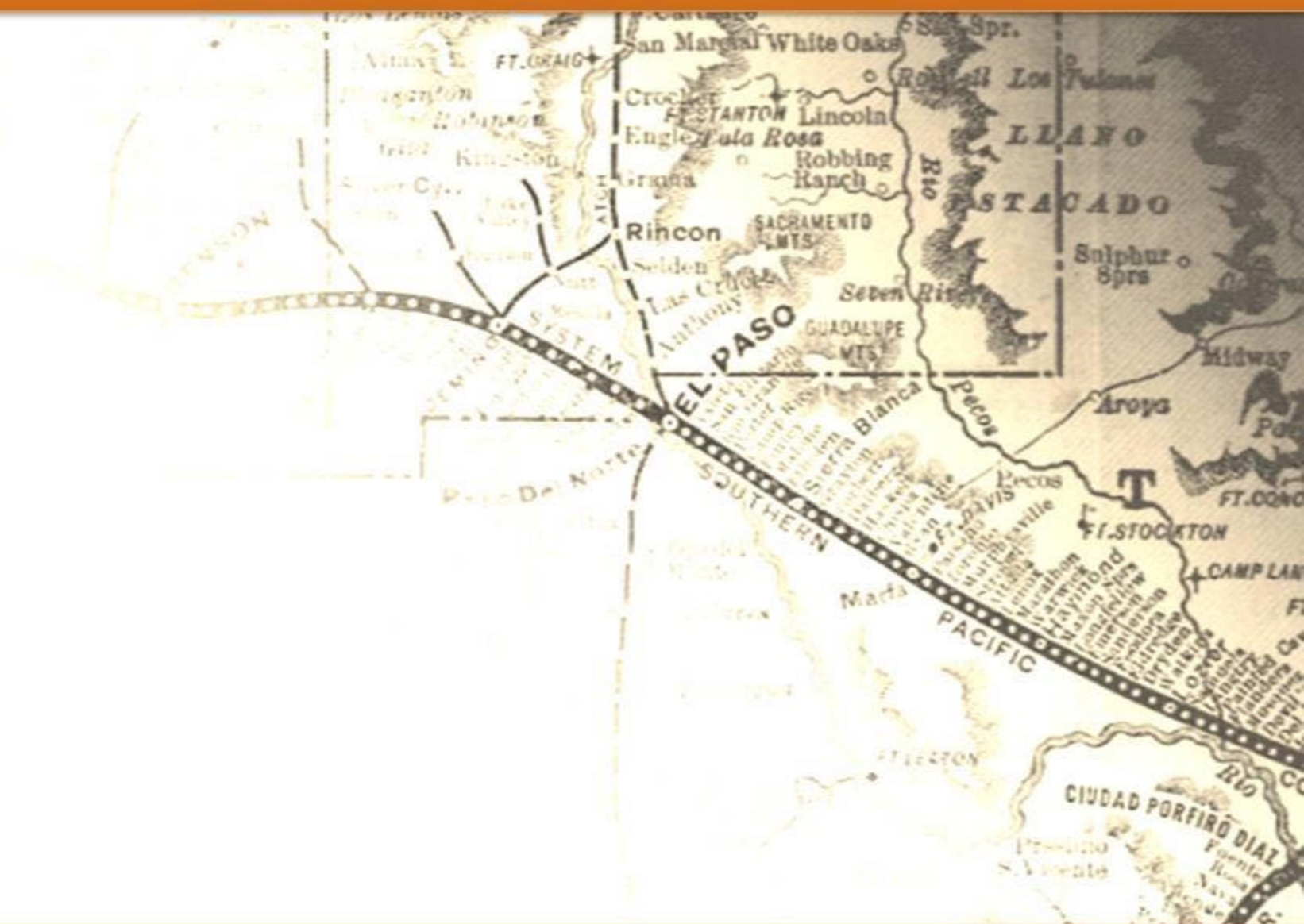
Location of proposed site for setting up port



Historic Opportunity



El Paso's transit past



El Paso's transit past



El Paso's transit past

Mexico Street Car Terminal, El Paso, Texas.

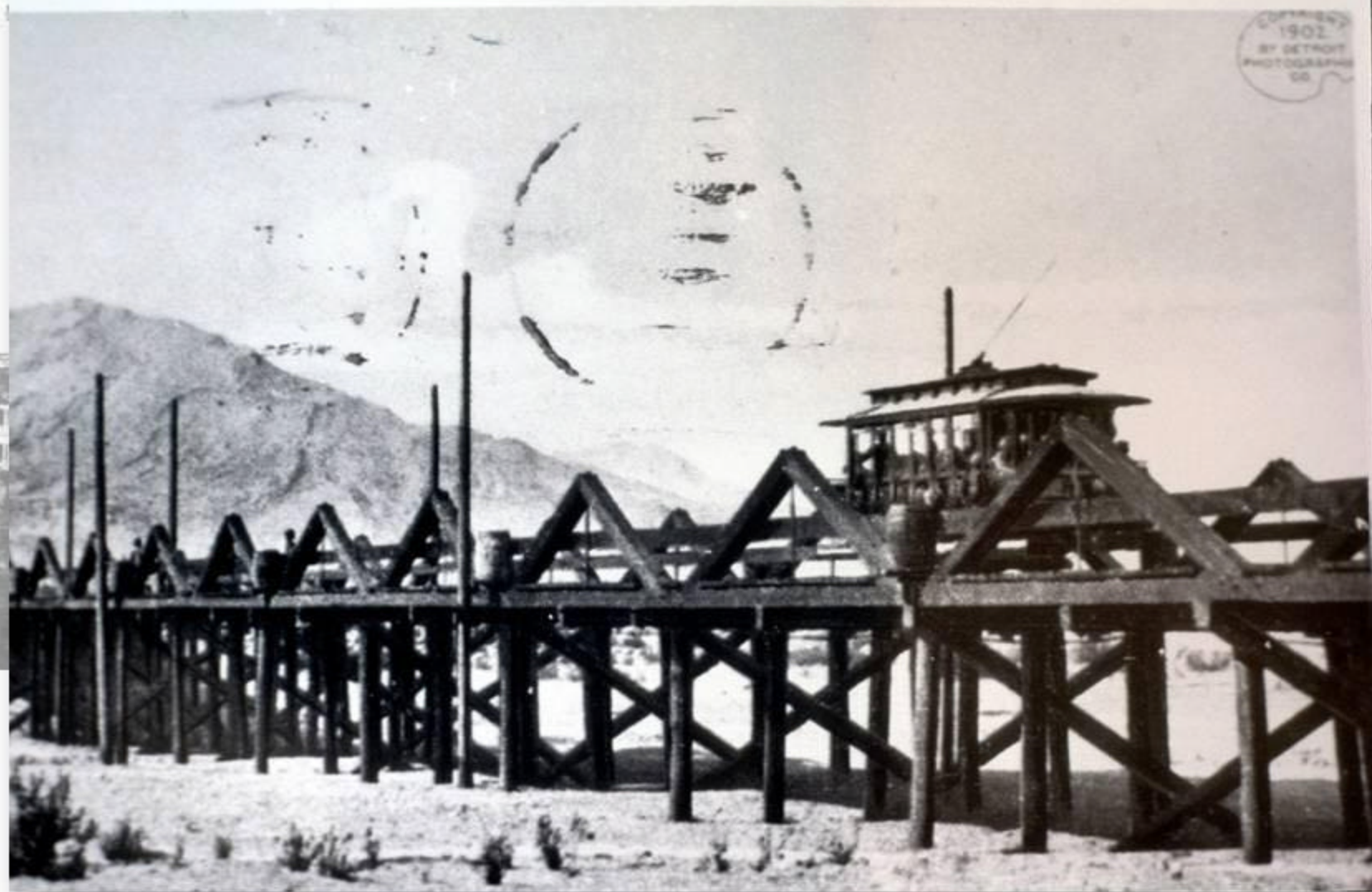


El Paso's transit past

Mexico Street Car



El Paso's transit past



El Paso's transit past



El Paso's transit past



El Paso's transit past

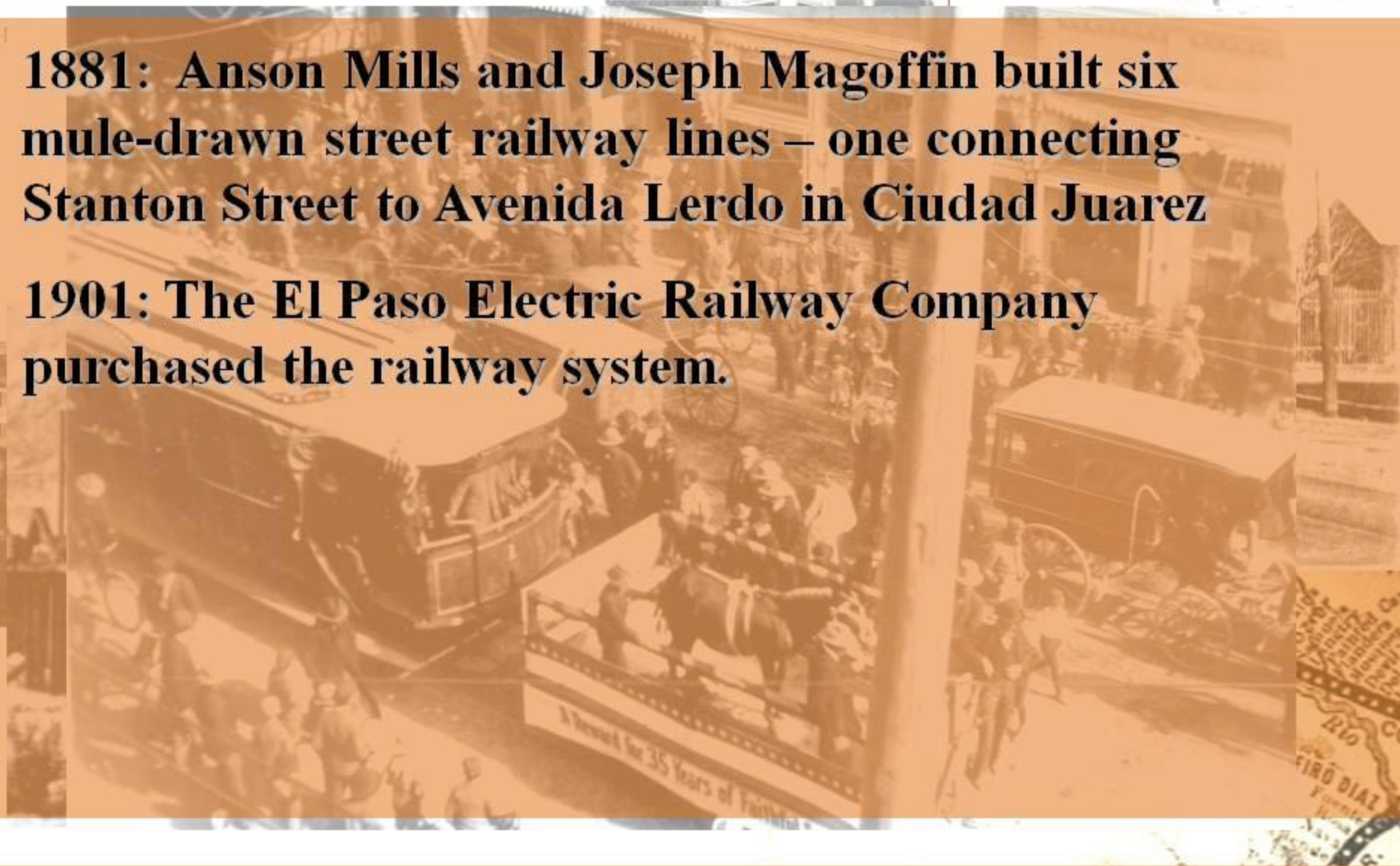
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El Paso's transit past

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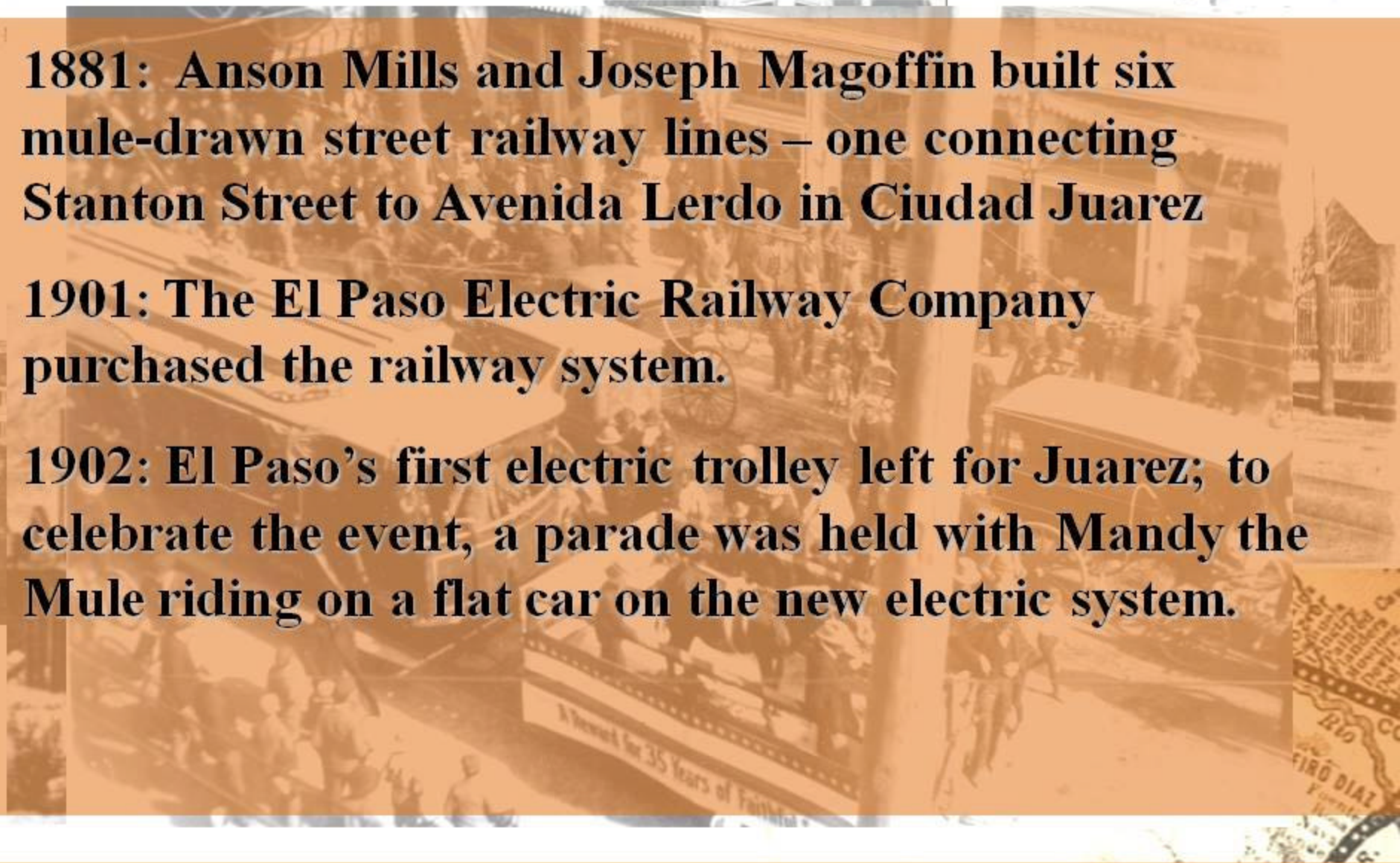


El Paso's transit past

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1902: El Paso's first electric trolley left for Juarez; to celebrate the event, a parade was held with Mandy the Mule riding on a flat car on the new electric system.



El Paso's transit past

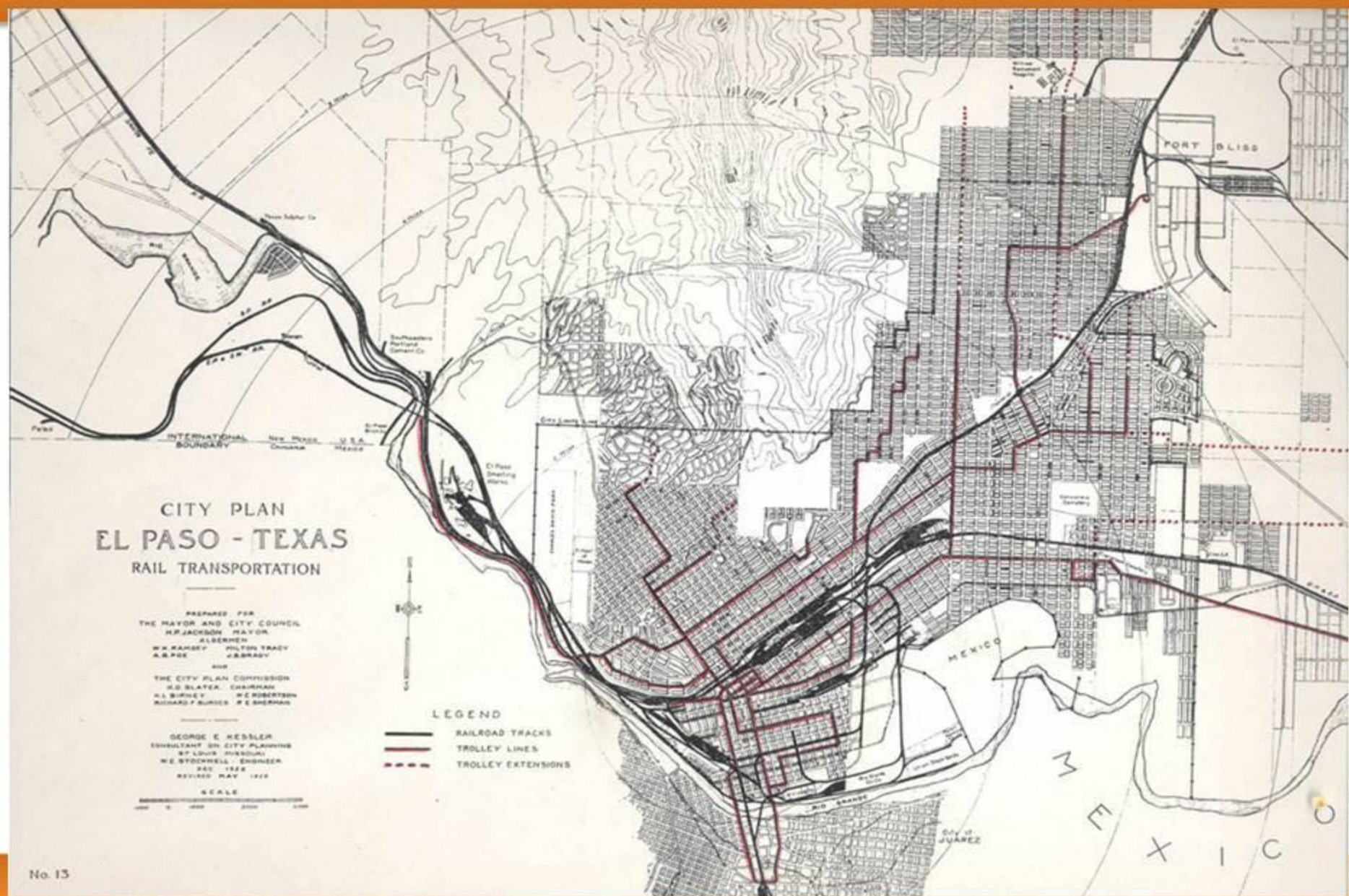
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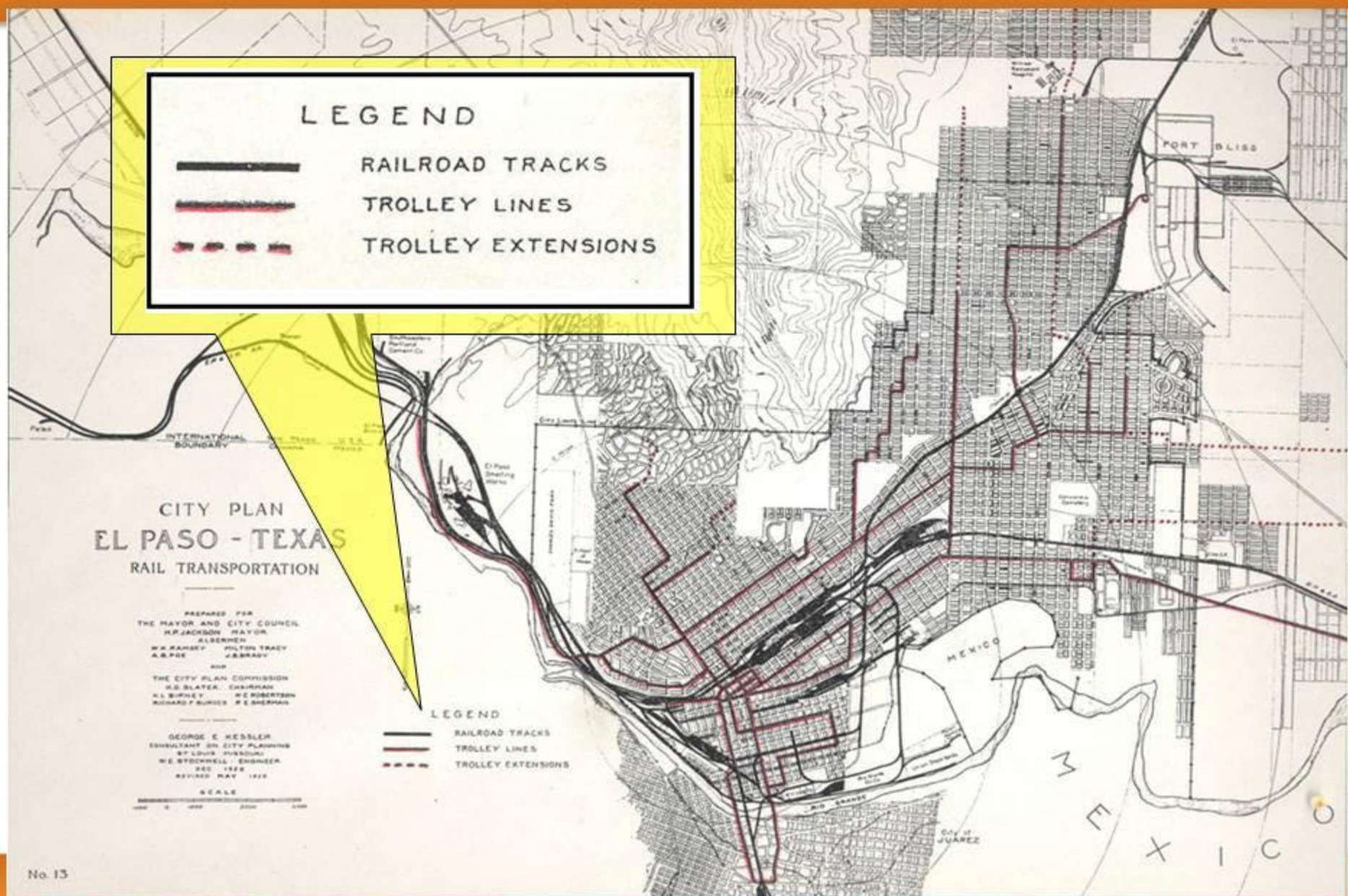
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1907: the El Paso Electric Company ran a 35-mile-long international streetcar system

El Paso's transit past



El Paso's transit past



The rise and fall of General Motors

19 April 2006

...The various NCL subsidiaries then sought to abandon rail operation while buying GM buses through GM Finance. Post World War II, faced with falling revenues and the cost of track and rolling stock renewal many non-NCL operations also couldn't resist the deal offered by NCL. And many US cities were applying political pressure to replace "old fashioned" streetcars with "modern" buses. In 1945, nearly every major city in North America had a tramway and/or a suburban light rail system, but by 1970 this was reduced to about a dozen, including Toronto and Mexico City.

The "conspiracy" to abandon Los Angeles' Pacific Electric Railway's passenger service in favour of freeways and buses provided the storyline for the live-animated movie *Who Framed Roger Rabbit*. In reality what happened was this: Pacific Electric had been owned by Southern Pacific Company since 1911. It provided suburban and interurban electric railway passenger service all over southern California surrounding Los Angeles, and promoted itself as the "World's Largest Electric Railway". It also hauled a lot of freight behind electric locomotives, which was the reason Southern Pacific bought it. After WWII the shine had long gone from the passenger trade and a proposal to sell the passenger operation to the City for upgrading to rapid transit fell through in 1949 over many conflicting interests. In 1953 PE passenger service (already much of it bus-operated) was sold to one Jesse L. Haugh, owner of Metropolitan Coach Lines. Haugh was fresh from closing down the San Diego tram system, where, in 1949, he had sold its modern PCC cars to El Paso, Texas. To great public outrage, he immediately, with the connivance of the California Public Utilities Commission, closed the Hollywood, Beverly Hills and Glendale/Burbank lines out of the LA subway, PE's best performing routes. The remaining lines to San Pedro and Long Beach, via Watts and Compton, were taken over by the City buying out Haugh in 1958, but the services was too far gone to be salvaged and they were closed in 1961.

Until 1965, when it lost its separate corporate identity into the SP conglomerate, PE continued to operate diesel-powered freight trains over the lines previously shared with passenger trains. The Los Angeles Railway Co., a separate entity that operated the LA tramway system, was bought by NCL in 1947, renamed LA Transit Lines and began closing down its rail services. In 1958 it too was bought by the City, but tram and trolleybus operation ended in 1963. Many of the modern Los Angeles Railway PCC trams were sold to Cairo.

The Norman Bel Geddes designed "Futurama" exhibit at the New York World's Fair in 1939-40 launched the General Motors' vision of a future of high speed motorways and endless urban sprawl. In the 50s it became reality with the Interstate Highway System started by the



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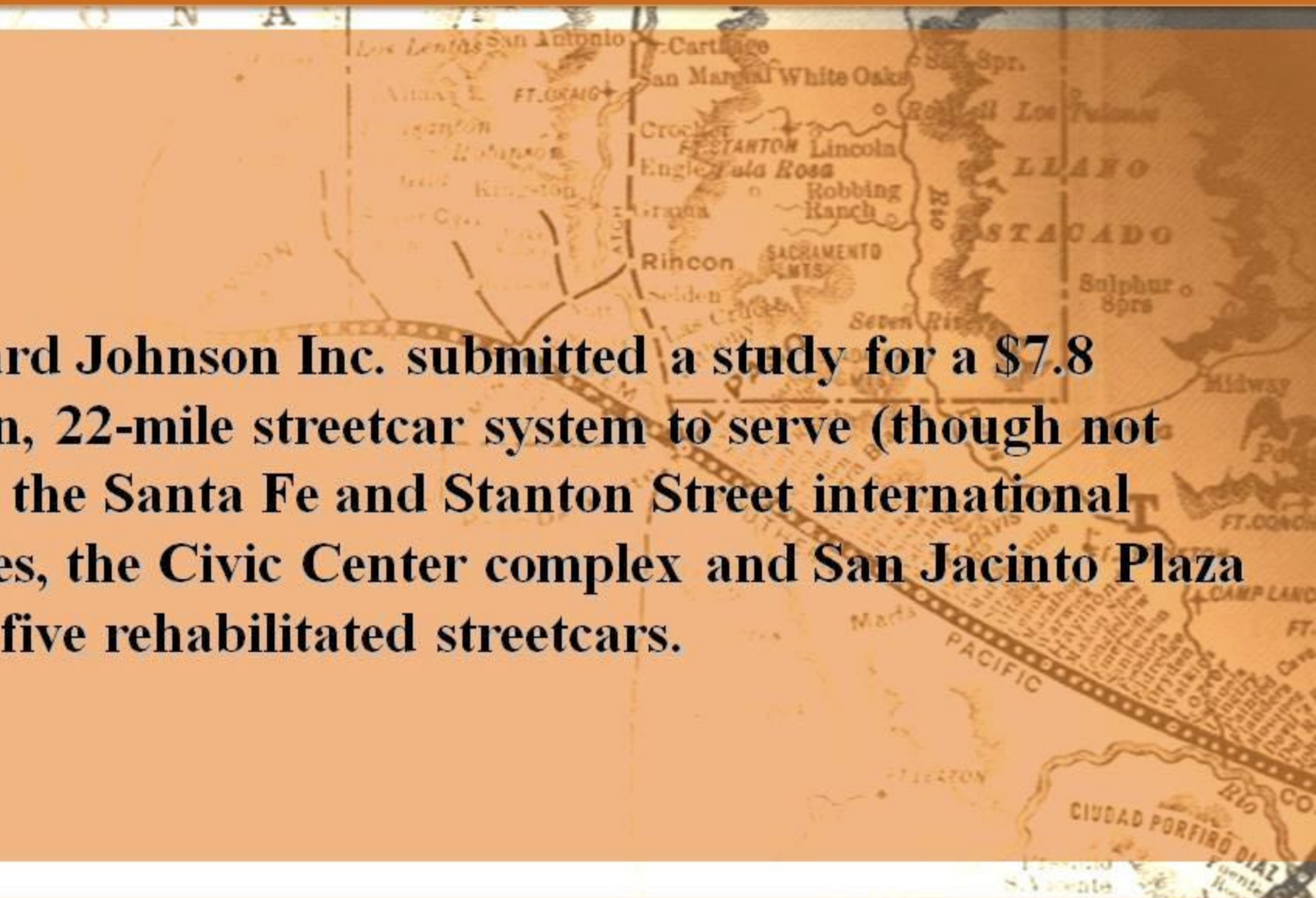
By 1974, 13,000 people used the international line daily; the trolleys were shut down in September 1974, succumbing to pressure from Downtown Juarez shop owners and taxi cab companies.



Initiatives to reactivate El Paso trolley

1981:

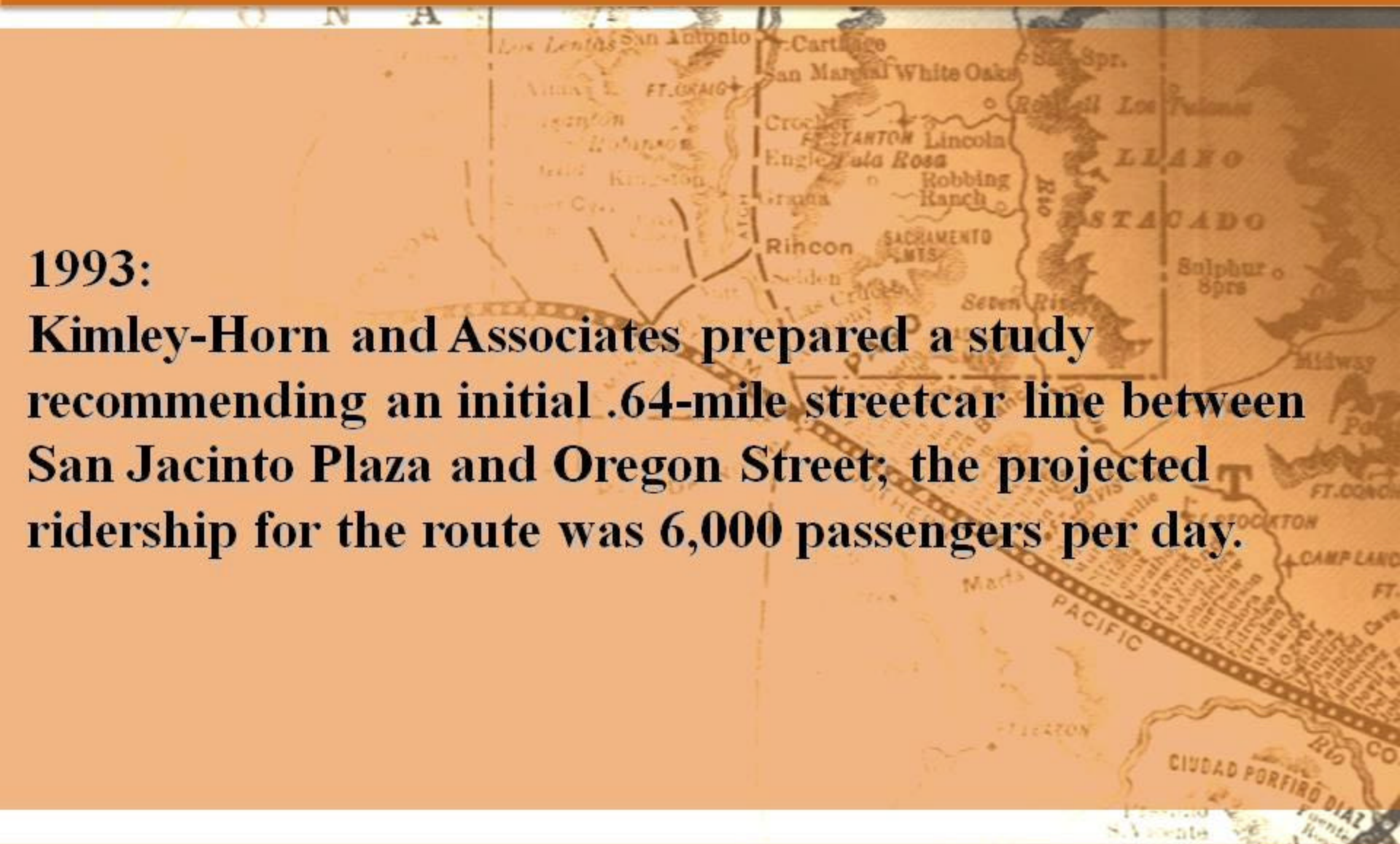
Bernard Johnson Inc. submitted a study for a \$7.8 million, 22-mile streetcar system to serve (though not cross) the Santa Fe and Stanton Street international bridges, the Civic Center complex and San Jacinto Plaza using five rehabilitated streetcars.



Initiatives to reactivate El Paso trolley

1993:

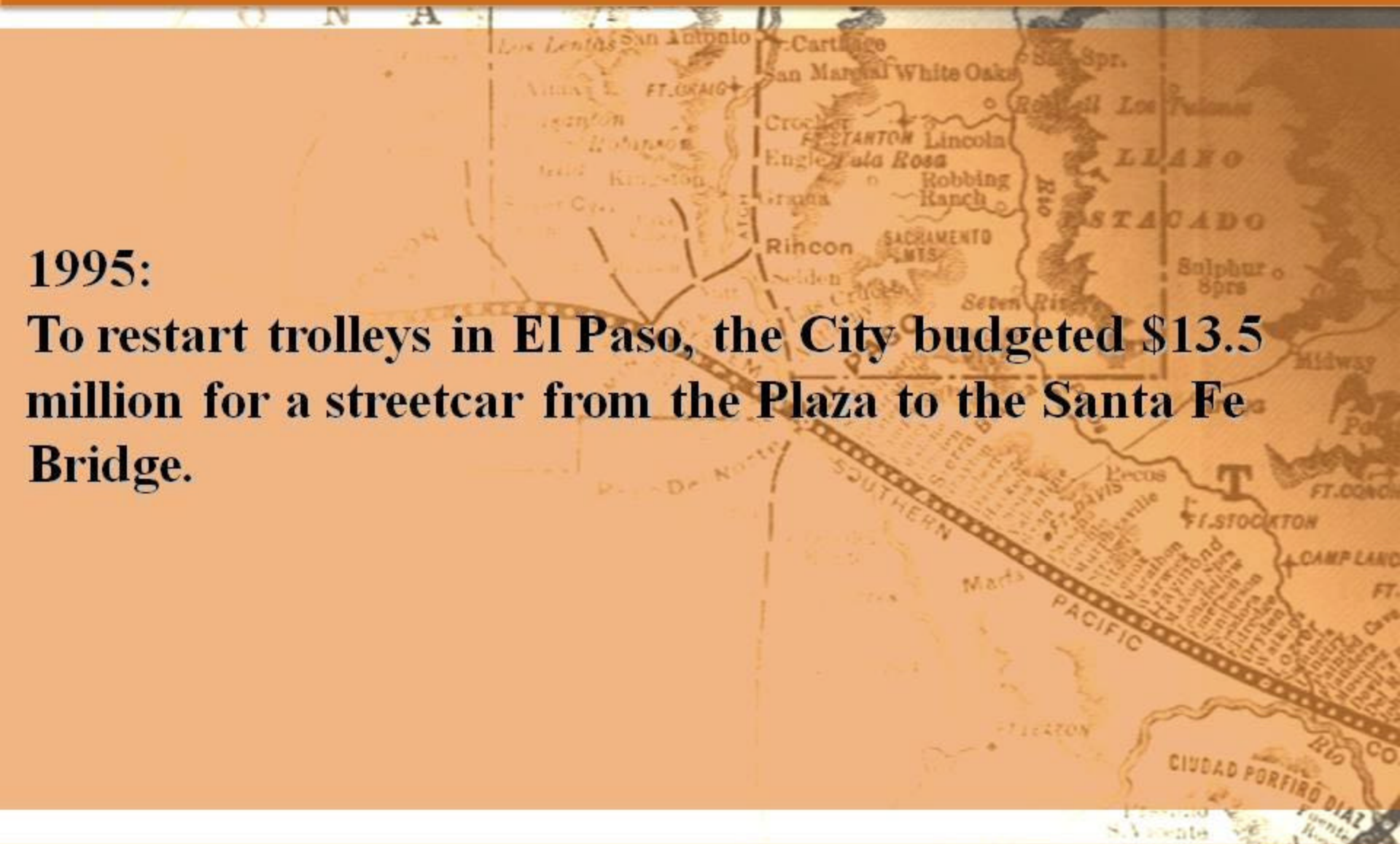
Kimley-Horn and Associates prepared a study recommending an initial .64-mile streetcar line between San Jacinto Plaza and Oregon Street; the projected ridership for the route was 6,000 passengers per day.



Initiatives to reactivate El Paso trolley

1995:

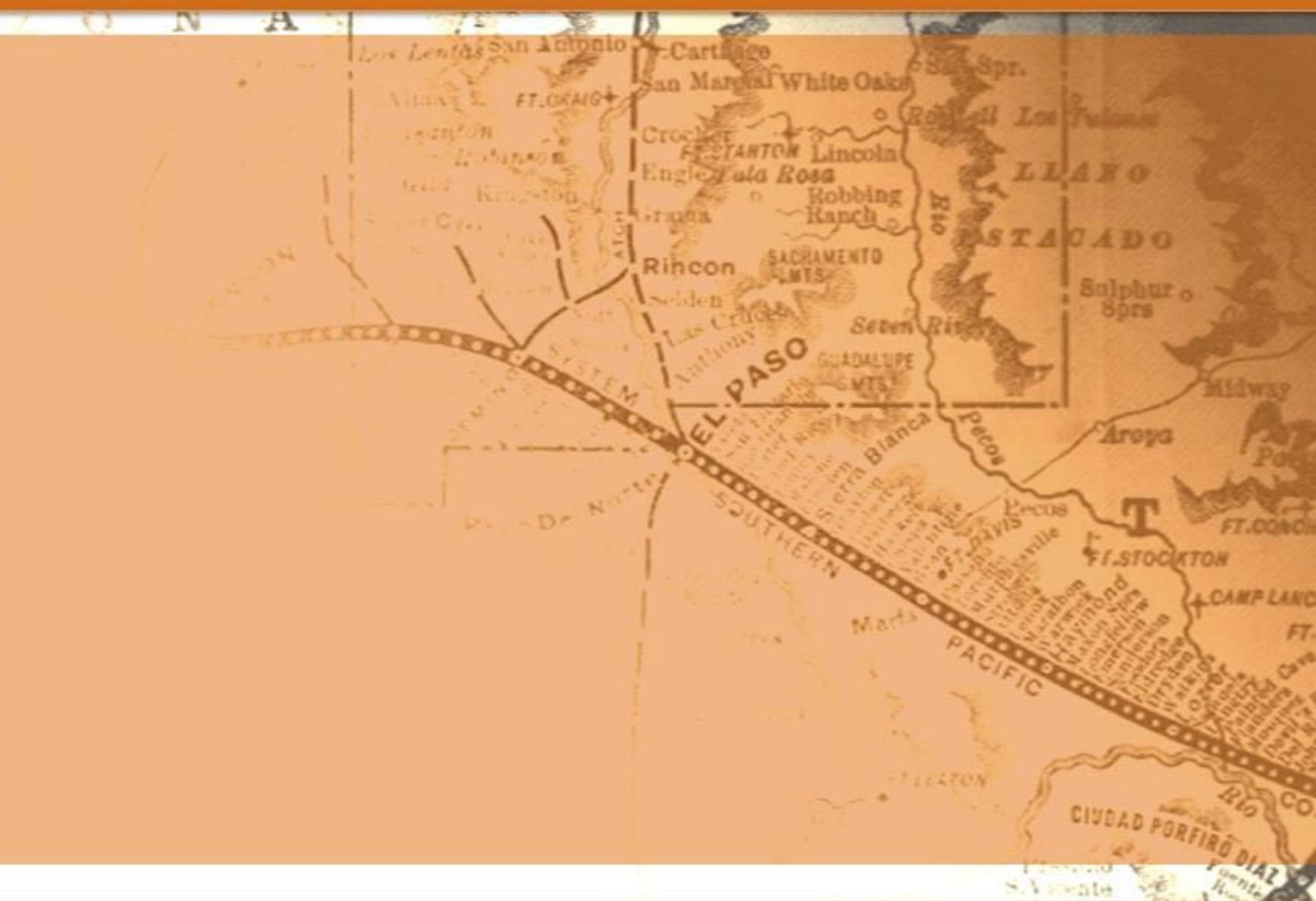
To restart trolleys in El Paso, the City budgeted \$13.5 million for a streetcar from the Plaza to the Santa Fe Bridge.



Mayor Caballero's Plan

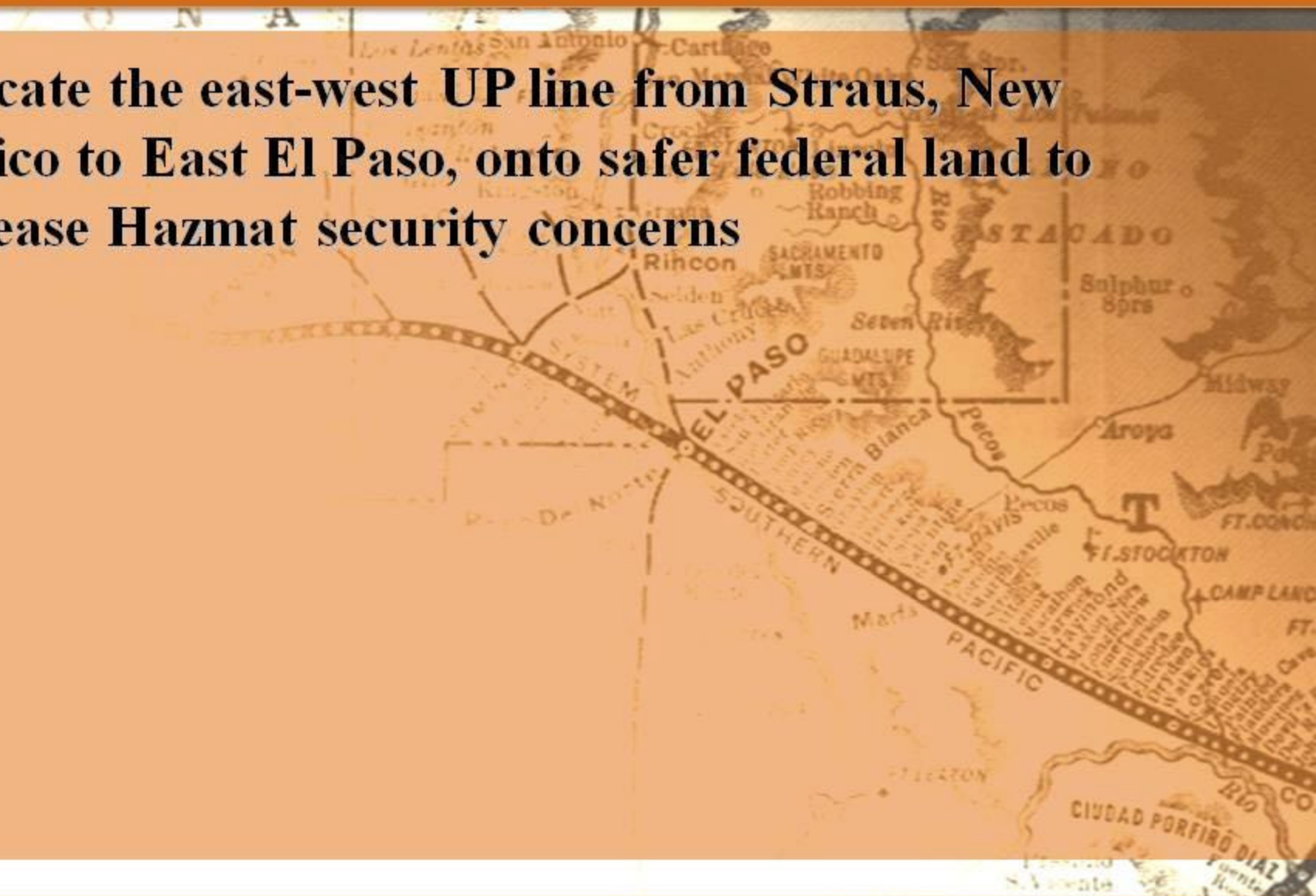


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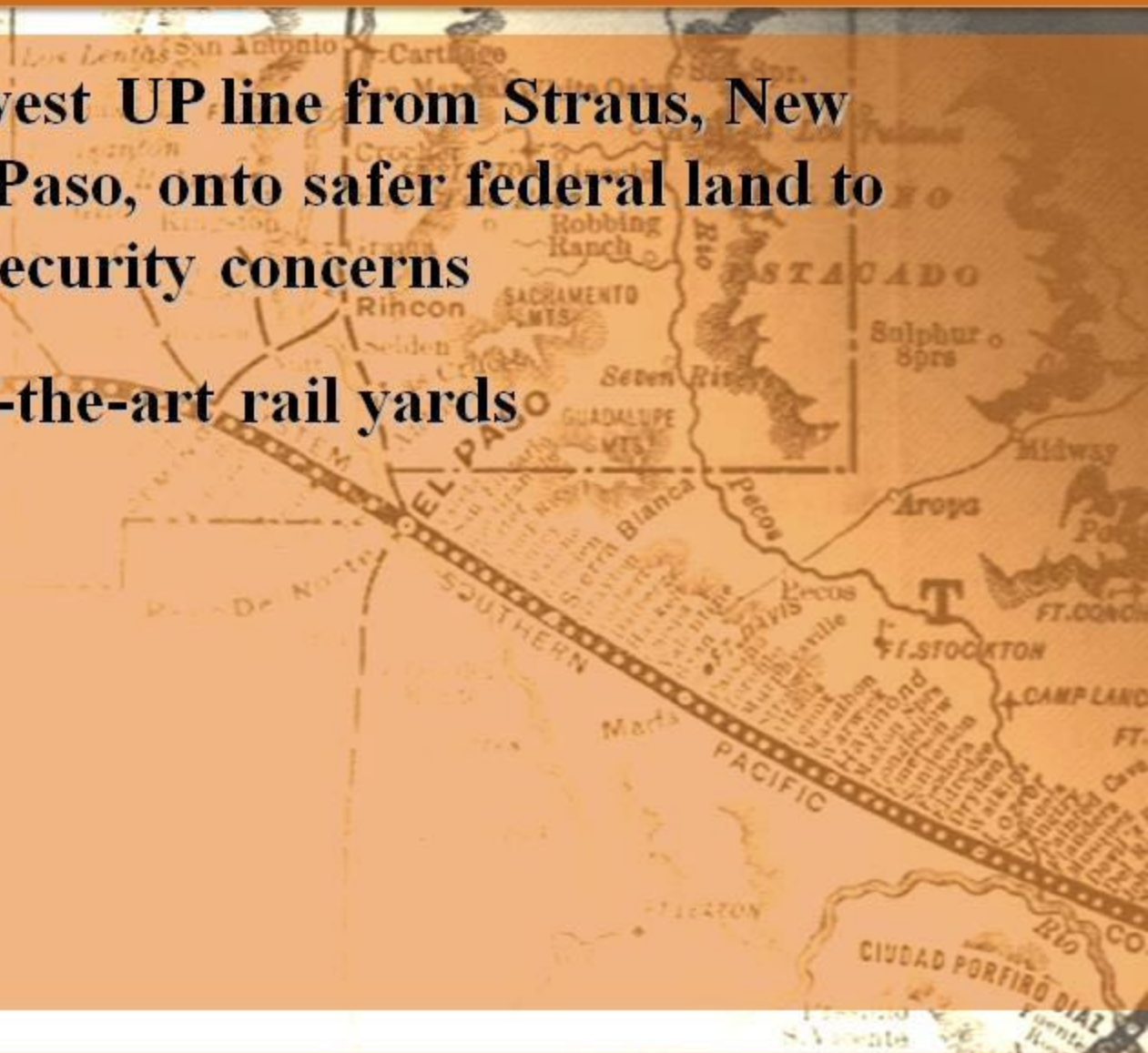
Relocate the east-west UP line from Straus, New Mexico to East El Paso, onto safer federal land to decrease Hazmat security concerns



Mayor Caballero's Plan

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Build new, state-of-the-art rail yards

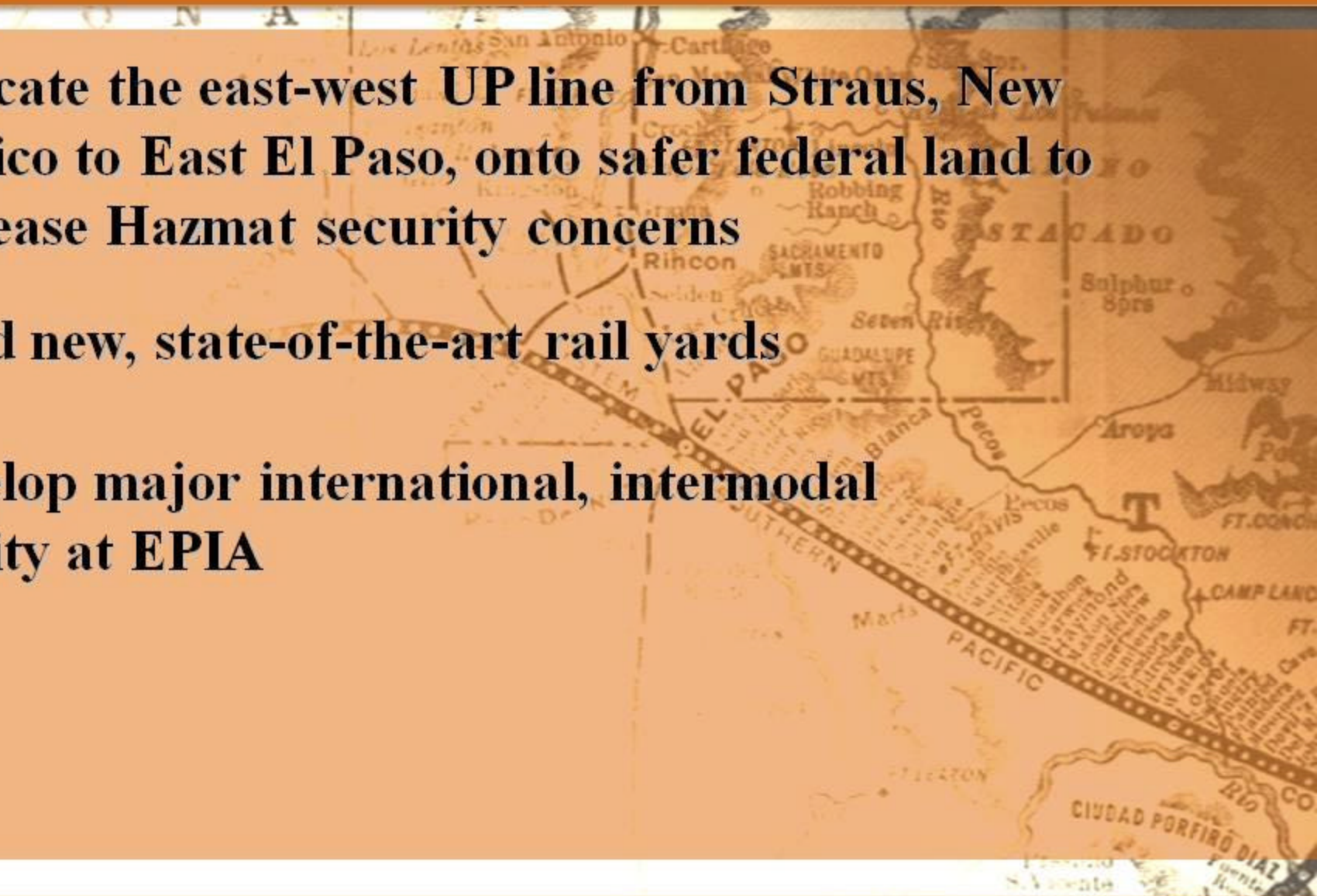


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Develop major international, intermodal facility at EPLA



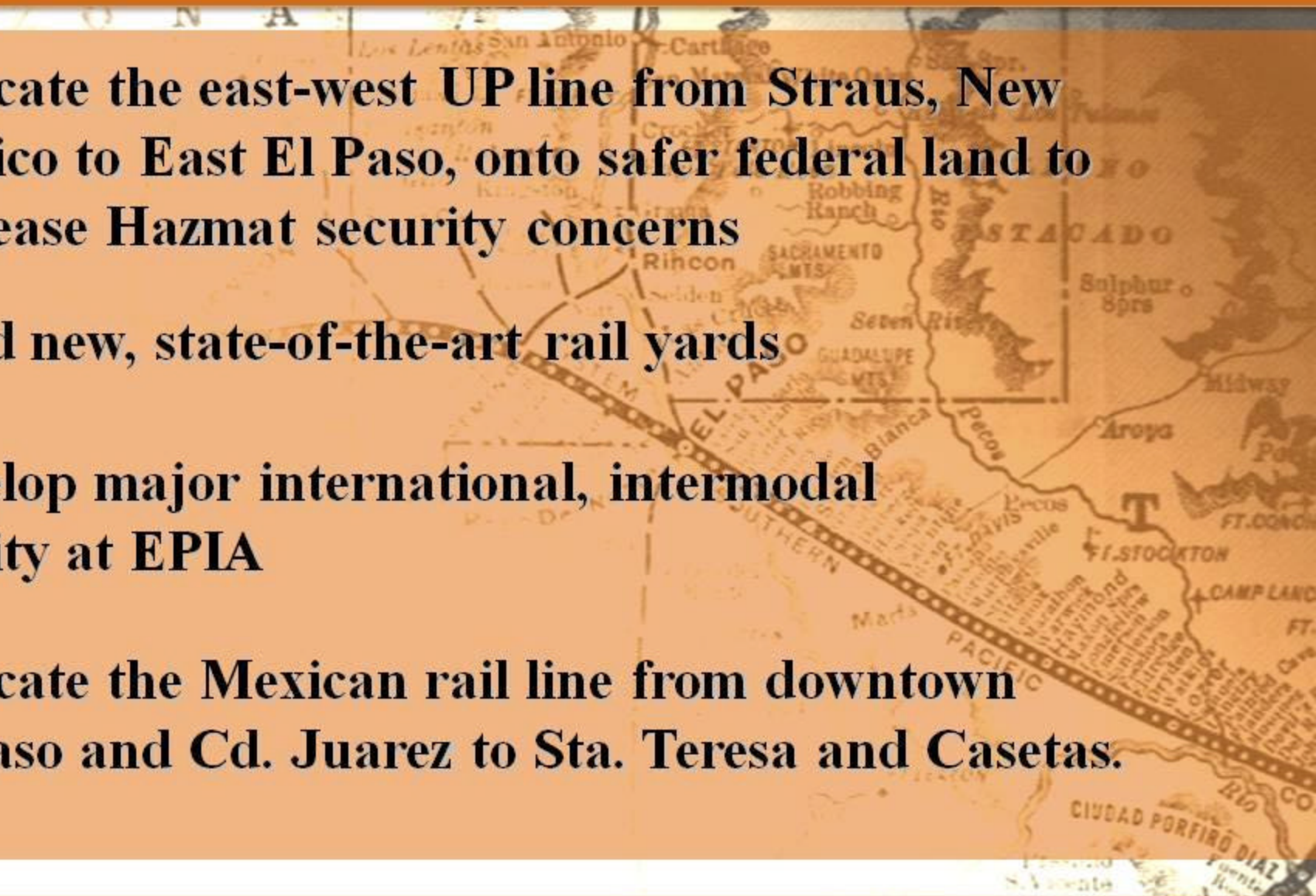
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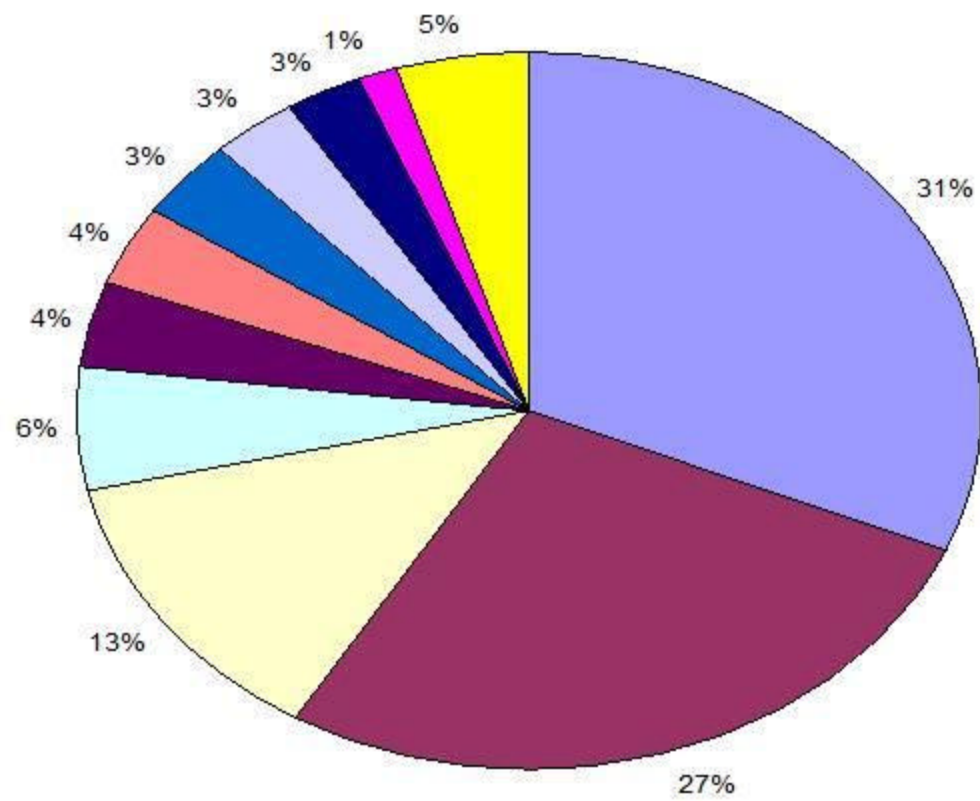
Build new, state-of-the-art rail yards

Develop major international, intermodal facility at EPIA

Relocate the Mexican rail line from downtown El Paso and Cd. Juarez to Sta. Teresa and Casetas.



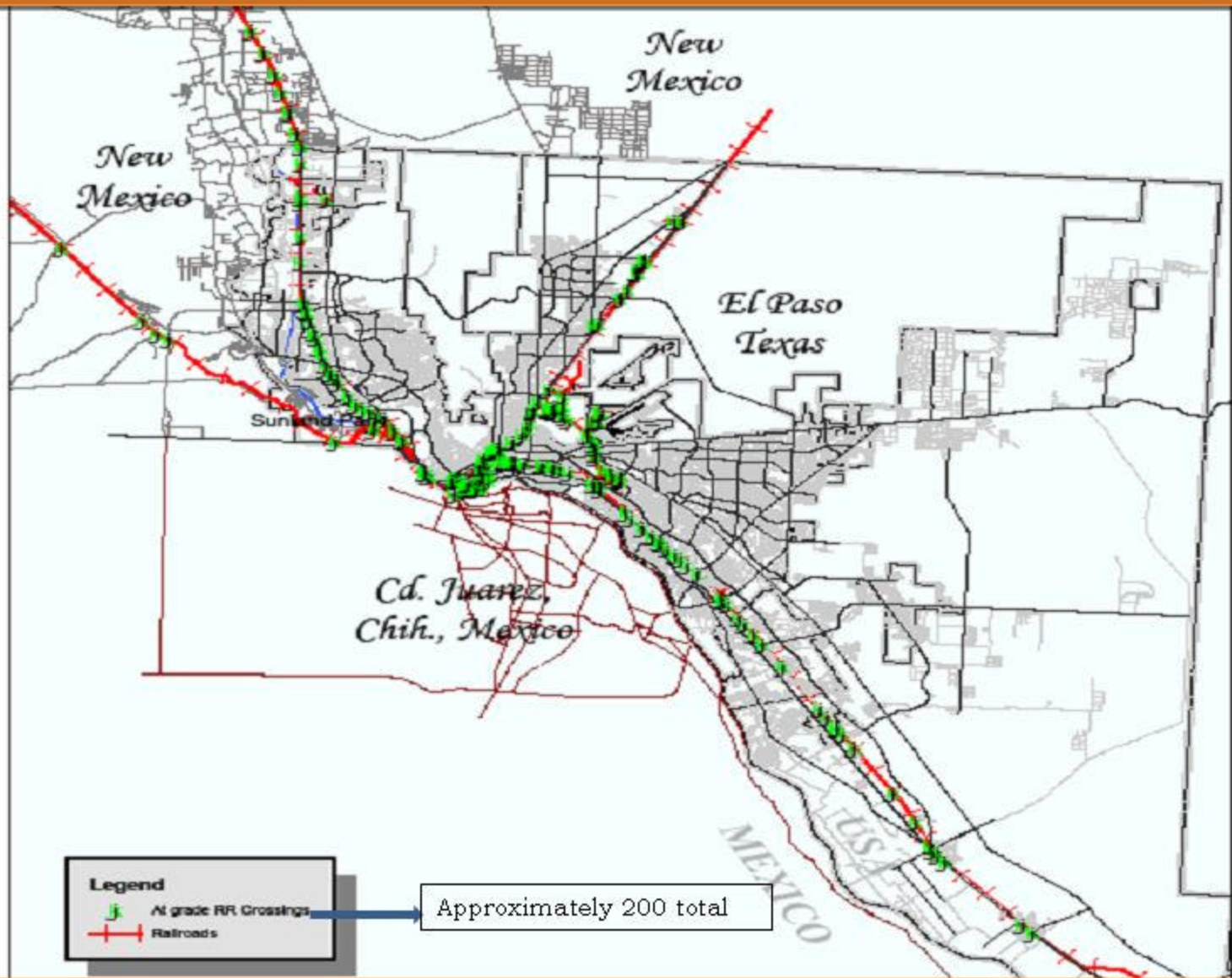
Percentage rail commodity by type for El Paso MPO area



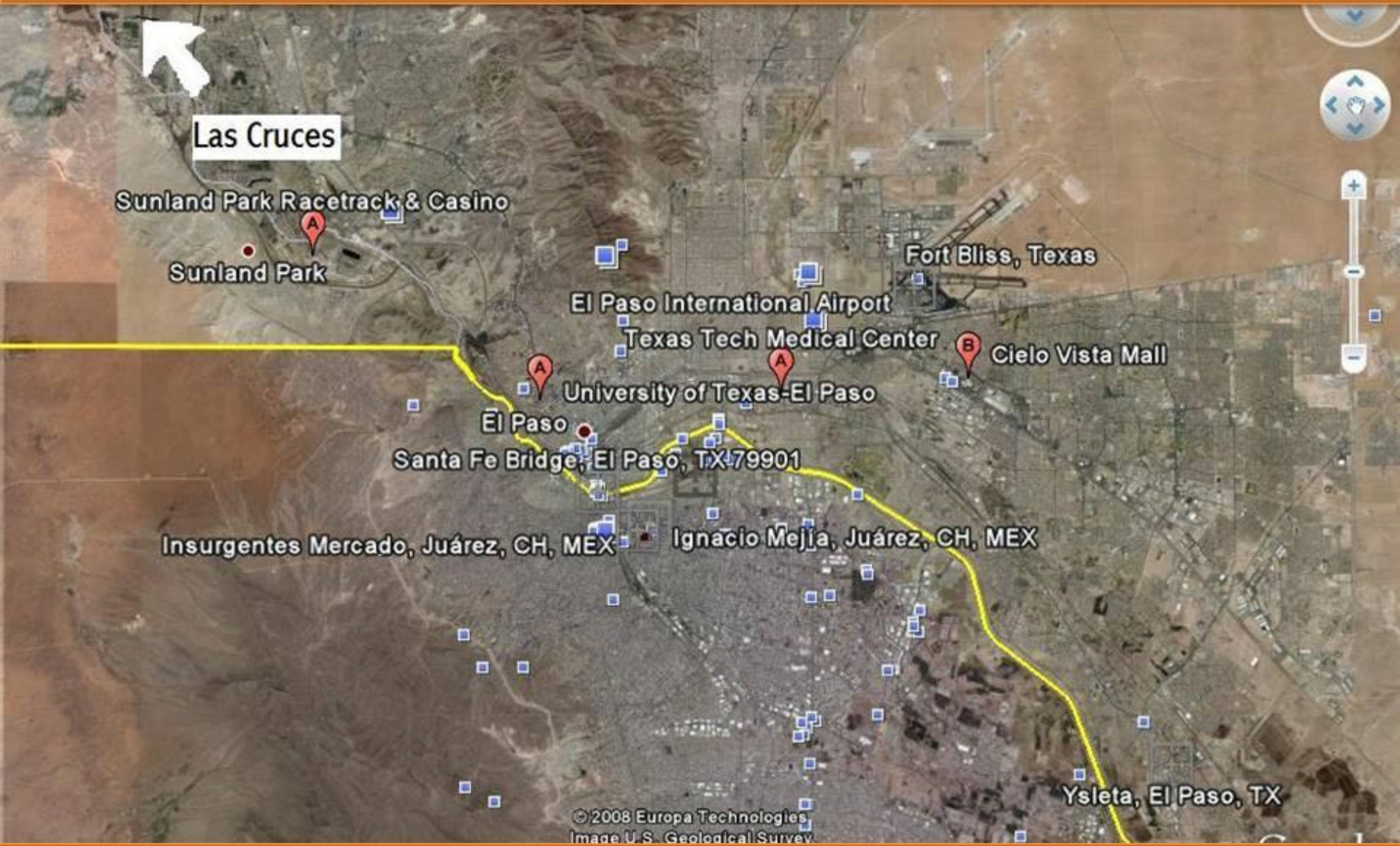
- Pulp of wood or of other fibrous cellulosic material; Waste and scrap of paper or paperboard
- Aluminum and articles thereof
- Cereals
- Residues and waste from the food industries; Prepared animal feed
- Mineral fuels; mineral oils and products of their distillation; Bituminous substances; Mineral waxes
- Lead and articles thereof
- Wood and articles of wood; Wood charcoal
- Organic chemicals
- Sugars and sugar confectionery
- Oil seeds and oleaginous fruits; Miscellaneous grains; Seeds and fruit; Industrial plants
- Other Commodities



At grade rail crossings



Key population centers – transit-related development



New Mexico Rail Runner



New Mexico Rail Runner



New Mexico Rail Runner



New Mexico Rail Runner

**100 miles of commuter rail
within four years**



New Mexico Rail Runner

**100 miles of commuter rail
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Bought 270 miles of BNSF



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**1.2 million riders, 23.4 million passenger
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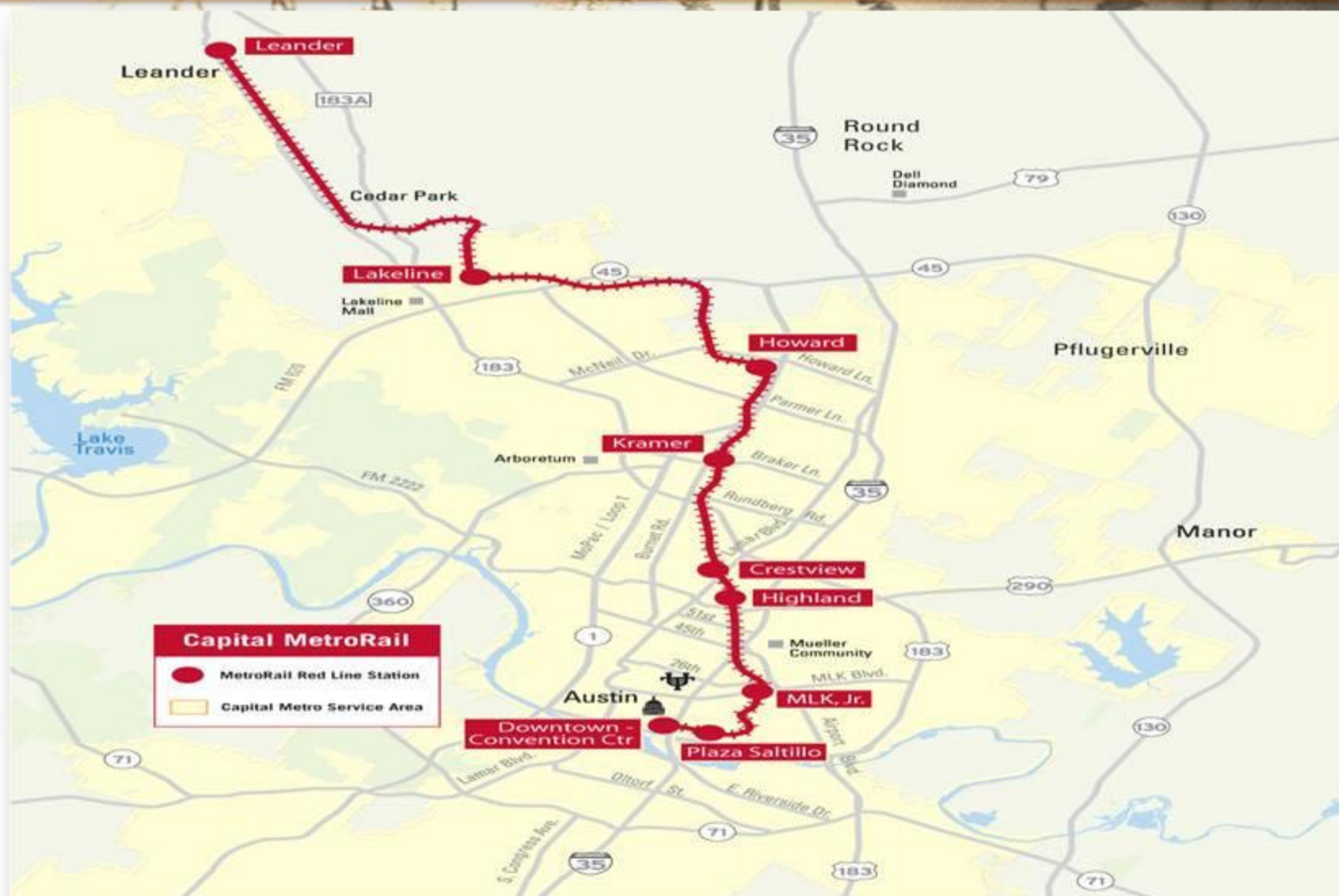
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Class four track for \$75 million



Austin MetroRail



Austin MetroRail

32 miles of existing freight tracks



Austin MetroRail

32 miles of existing freight tracks

Future connections are being studied along existing freight tracks



Downtowns across the U.S. see streetcars in their future

The NEW YORK TIMES

August 14, 2008

CINCINNATI— From his months-old French bistro, Jean-Robert de Cavel sees restored Italianate row houses against a backdrop of rundown tenements in this city's long-struggling Over-the-Rhine neighborhood. He also sees a turnaround for the district, thanks to plans to revive a transit system that was dismantled in the 1950s: the humble streetcar line.

"Human beings can be silly because we move away from things too quickly in this country," Mr. de Cavel said.

"Streetcar is definitely going to create a reason for young people to come downtown."

Cincinnati officials are assembling financing for a \$132 million system that would connect the city's riverfront stadiums, downtown business district and Uptown neighborhoods, which include six hospitals and the University of Cincinnati, in a six- to eight-mile loop. Depending on the final financing package, fares may be free, 50 cents or \$1.

The city plans to pay for the system with existing tax revenue and \$30 million in private investment. The plan requires the approval of Mayor Mark Mallory, a proponent, and the City Council.



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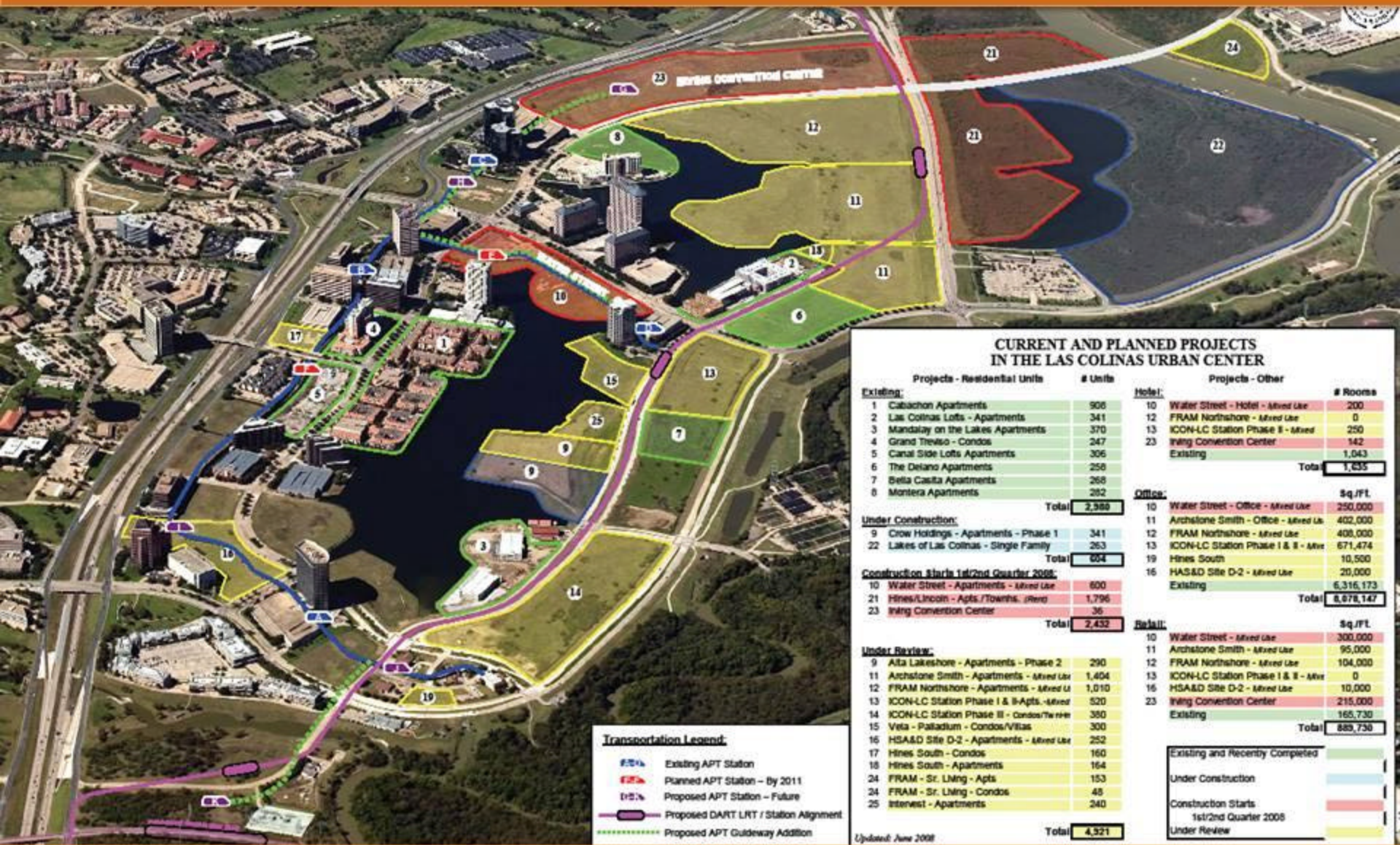
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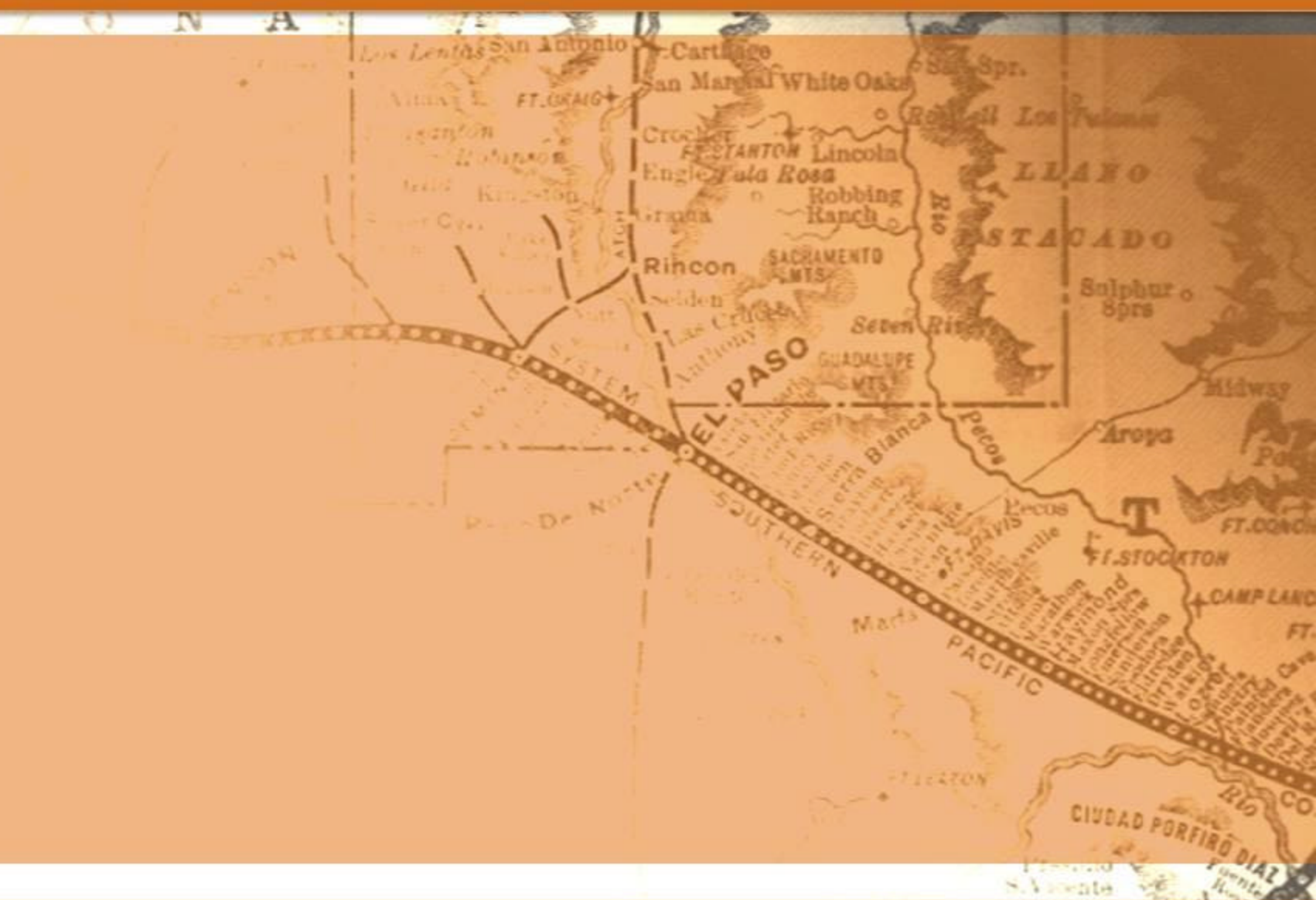
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Los Colinas: A look at the future

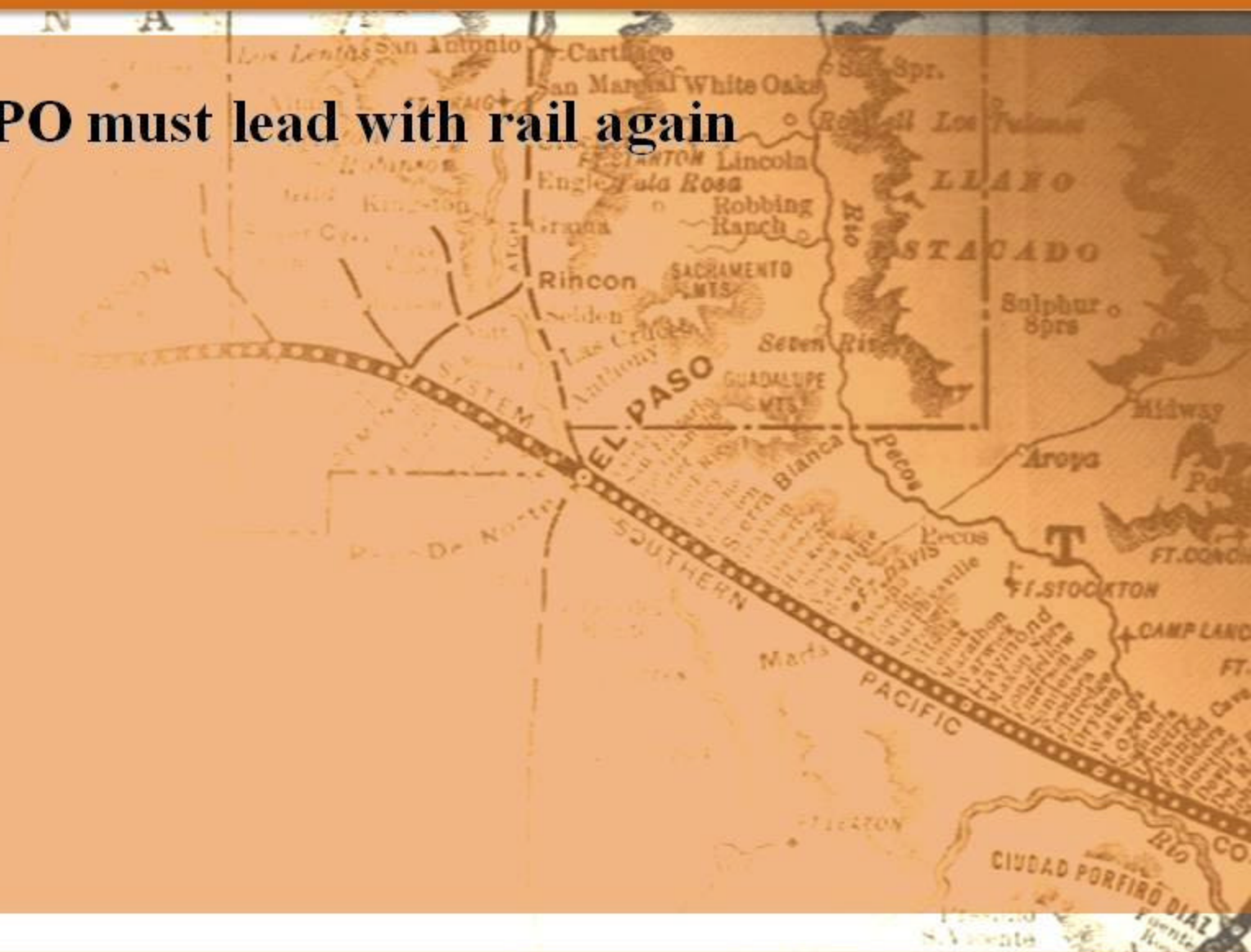


Recommendations



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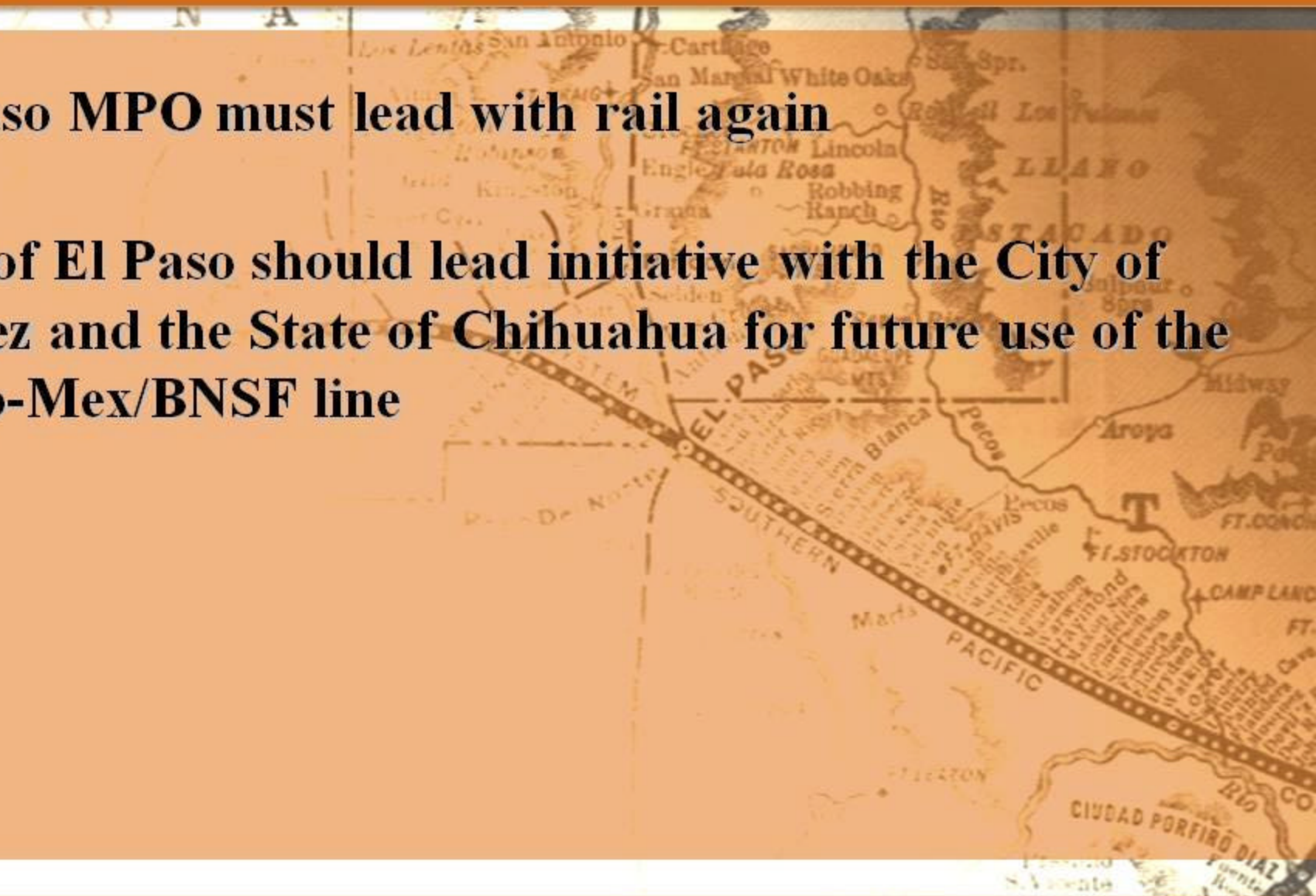
El Paso MPO must lead with rail again



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City of El Paso should lead initiative with the City of Juarez and the State of Chihuahua for future use of the Ferro-Mex/BNSF line



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City should commission a new report on industrial rail options for:

- Relocation of rail lines**
- Reducing congestion, pollution and hazmat with current alignment**

RAIL IN THE PASS



Sen. Eliot Shapleigh
El Paso County, District 29
800 Wyoming Avenue, Suite A
El Paso, Texas 79902
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