



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 7, 2023

The Honorable Greg Abbott
Office of the Governor
P.O. Box 12428
Austin, TX 78711-2428

**RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation
Exemption – Line of Railroad in Maverick County, Texas; Project
Notification and Request for Comment**

Dear Governor Abbott:

Green Eagle Railroad, LLC (GER) is planning to seek authority from the Surface Transportation Board (Board) to construct and operate a new railroad line in Maverick County, Texas, as part of an international commercial transportation corridor between Mexico and the United States. As part of its licensing process, the Board will conduct an environmental review under the National Environmental Policy Act, 42 U.S.C. 4321-4370m-11, (NEPA) and Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108, (NHPA). Pursuant to NEPA, NHPA, related environmental laws, and the Board's environmental rules at 49 C.F.R. Part 1105, the Board's Office of Environmental Analysis (OEA) will prepare appropriate environmental documentation that evaluates the potential environmental impacts of the proposed project.

OEA is writing to notify you of the project and is requesting comments you may have on the project and OEA's environmental review.

Project Description

GER, owned by Puerto Verde Holdings (PVH), is planning to seek authority from the Board to construct and operate approximately 1.3 miles of new double-tracked rail line in Maverick County, Texas. The rail line would extend from the Union Pacific Railroad's mainline at Gates Street south across a newly constructed bridge over the Rio Grande River into Mexico for 18 miles to a connection with the Ferromex Rio Escondido rail line (See Attachment 1: Figure 1 Project Overview map).

The proposed rail line would be part of an international commercial transportation corridor between Piedras Negras, Coahuila, Mexico and Eagle Pass, Texas, United States. The corridor would include the rail line, a 1.3-mile roadway for commercial trucks, inspection

facilities for the rail line and roadway, and a control tower that would service both the roadway and rail line (See Attachment 1: Figure 2 Project Overview). This project is intended to alleviate the existing congestion at the current border crossing at Piedras Negras and Eagle Pass and to facilitate international trade between Mexico and the United States. A variety of commodities including, but not limited to, beer, vehicles, corn, chemical compounds, and plastics, would move to and from Mexico over the proposed rail line.

The planned trains would consist of approximately 150 cars with 2 locomotives on the front end and one on the rear end for an approximate train length of 9,300 feet. Freight would be handled in box cars, refrigerated box cars, gondola cars, intermodal double stack cars, tank cars and hopper cars for grains and other dry material. The roadway would include a perimeter fence and the rail corridor would be fully fenced, video monitored, and patrolled by security personnel. Inspection processing would be offered 24 hours per day, seven days a week.

As part of the proposed project, inspection and operations facilities would be constructed for the new rail line and new roadway, including radiation portal monitors, truck scales, non-intrusive inspection facilities, secondary inspection facilities, truck queue area, primary booths, and hazardous materials emergency drip pits. These inspection facilities would be constructed according to U.S. Customs and Border Protection (CBP) requirements. Once constructed, CBP would operate the inspection services and the facilities would either be leased; ownership of the facilities would be transferred to the General Services Administration; or the inspection facilities would be operated as a privately owned Central Examination Station as outlined in 19 C.F.R. Part 118. The rail line and roadway bridges across the Rio Grande River would have one in-water bridge support each.

Request for Comments

OEA is requesting comments you may have on the proposed project and OEA's environmental review. Please submit your response within 30 days so that OEA may begin the process of identifying the appropriate scope of the environmental review for the proposed project. To submit a response, select "File an Environmental Comment" on the Board's website at www.stb.gov (below the "Need Assistance?" button). Please make sure to refer to Docket No. FD 36652 in all correspondence, including e-filings, addressed to the Board. Brief comments can be typed in the comment field provided, and lengthier comments can be attached as Word, Adobe Acrobat, or other file formats.

You may also send your written comments to Andrea Poole, OEA's Project Manager for this case, by mail to:

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Danielle Gosselin

Director

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Enclosures:

Attachment 1: Maps

Attachment 2: Initial Agency and Tribal Distribution List

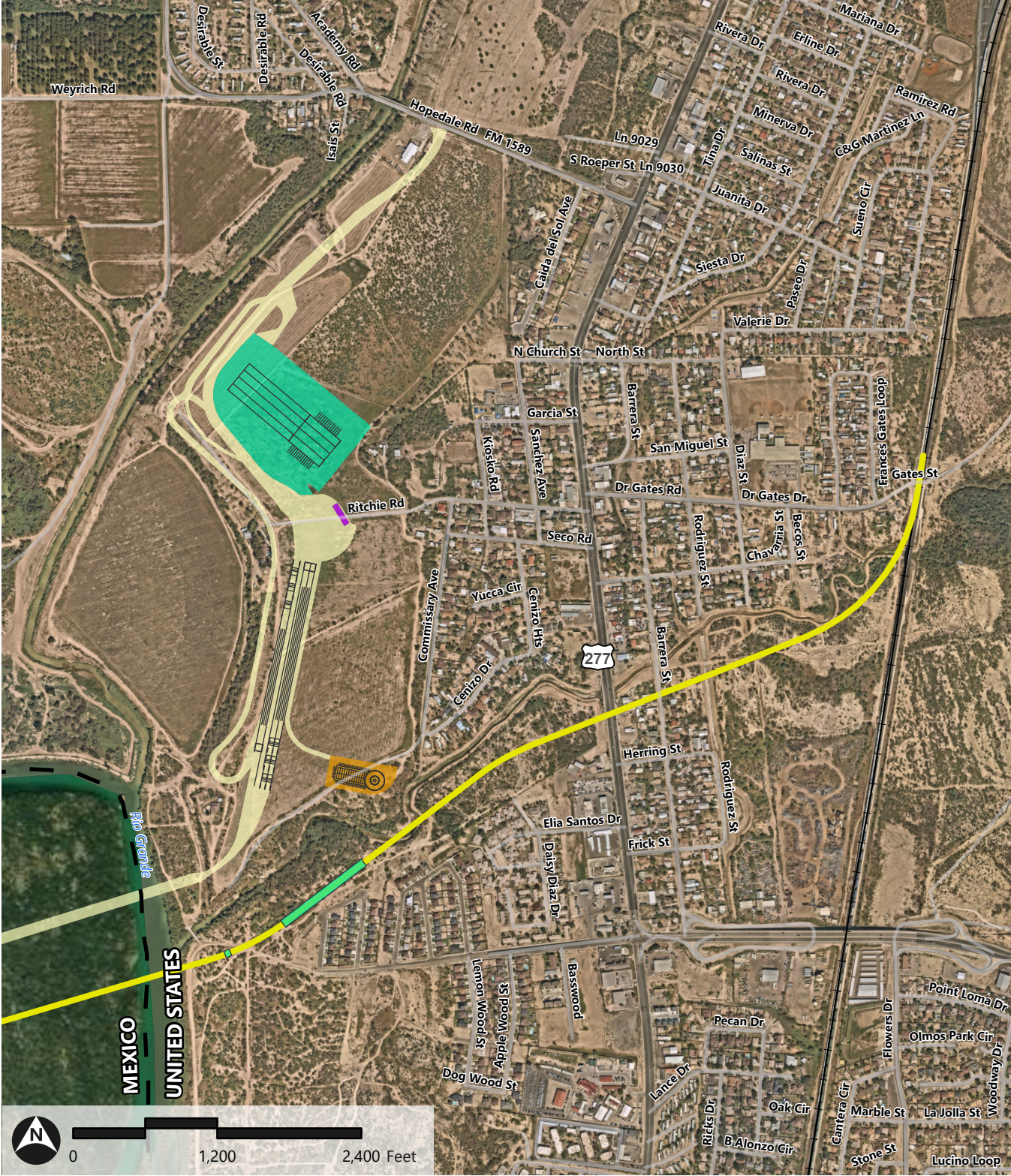
Figure 1: Project Overview



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- Border Crossing Location
- Puerto Verde Holdings (PVH) Proposed International Commercial Transportation Corridor

Figure 2: Project Overview - Maverick County, Texas



- Proposed Rail Line
- Proposed Inspection Facility
- US/Mexico Country Boundary
- Existing Union Pacific Railroad
- Proposed Roadway
- Proposed Inspection Facility
- Proposed Operations Tower
- Hazardous Materials Drip Pit



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The Honorable Ramsey English Cantu
Maverick County Judge
500 Quarry Street
Eagle Pass, TX 78852

By email at judgeenglishcantu@co.maverick.tx.us

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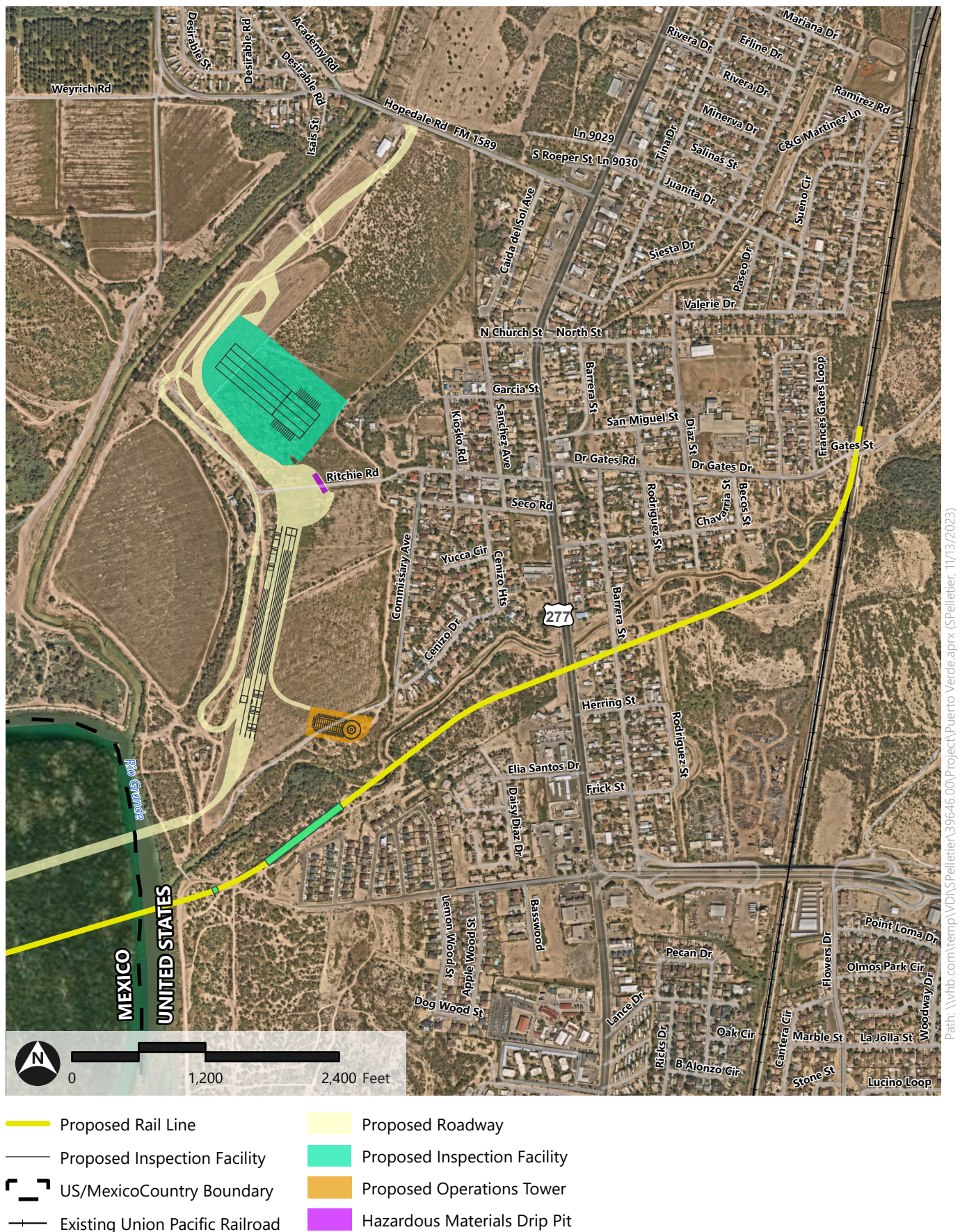
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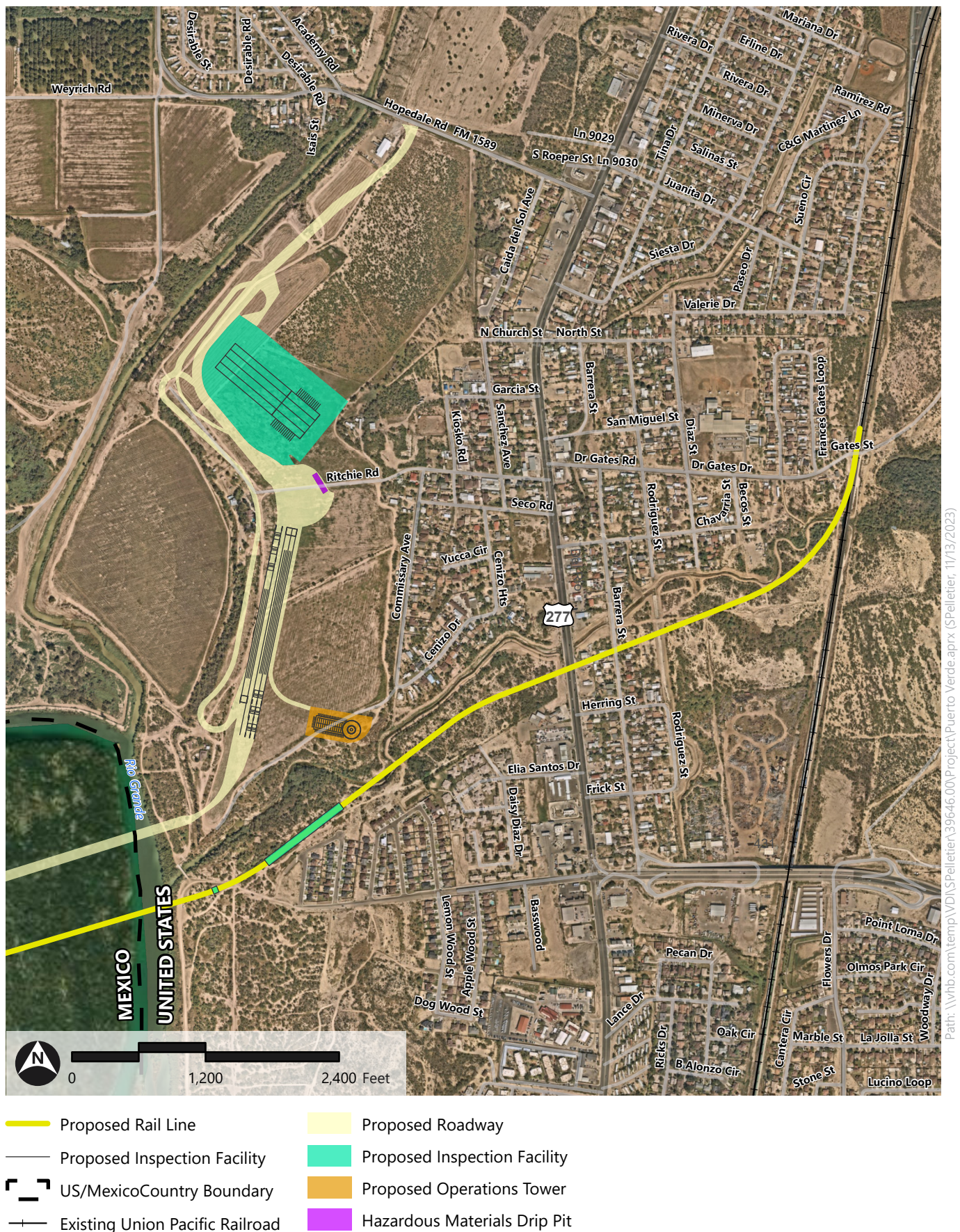
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Docket No. FD 36652
395 E Street SW
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Director

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Enclosures:

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Attachment 2: Initial Agency and Tribal Distribution List

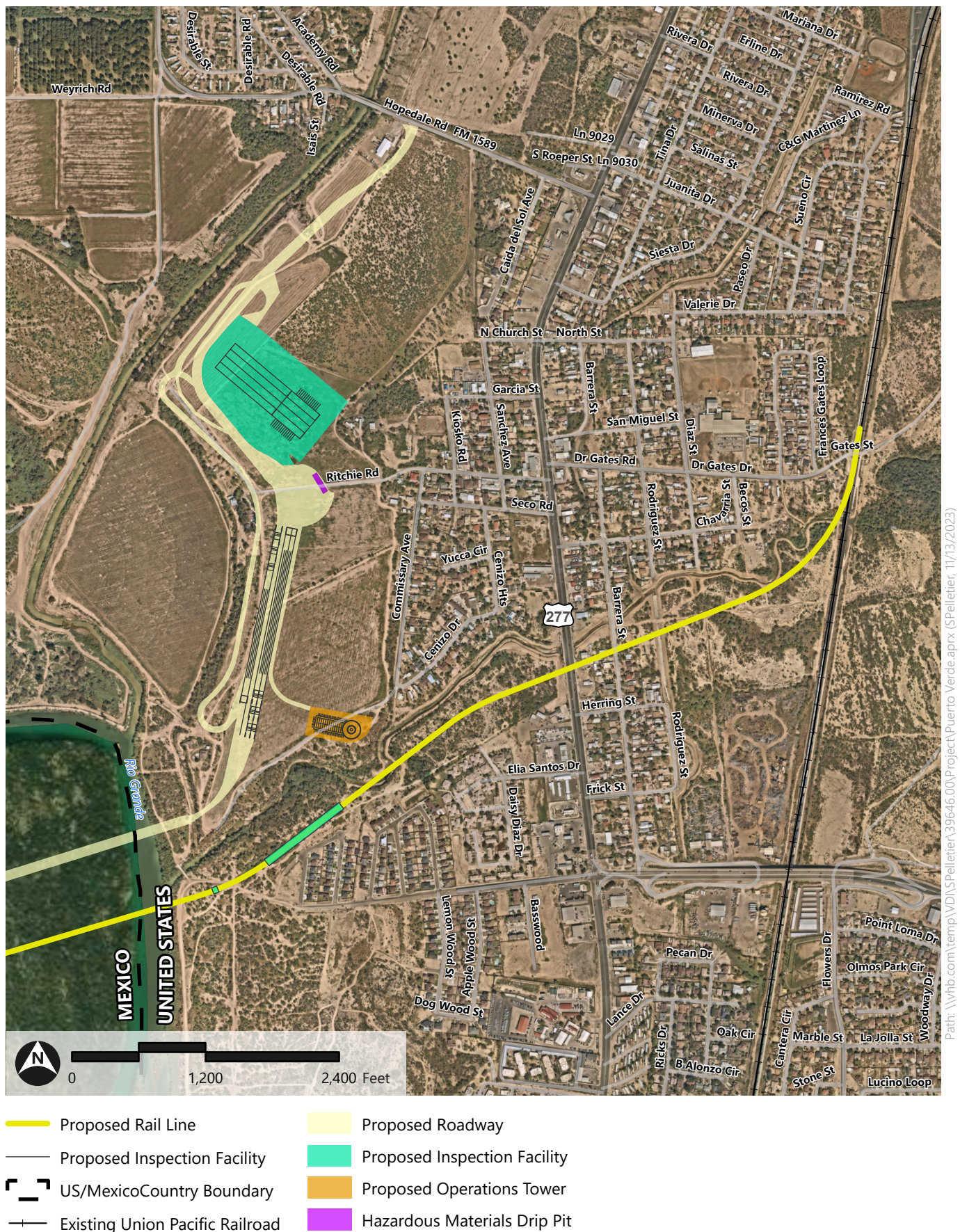
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Figure 2: Project Overview - Maverick County, Texas



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SURFACE TRANSPORTATION BOARD
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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 7, 2023

The Honorable Tony Gonzales
U.S. House of Representatives
2244 Rayburn House Office Building
Washington DC, 20515

**RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation
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Notification and Request for Comment**

Dear Representative Gonzales:

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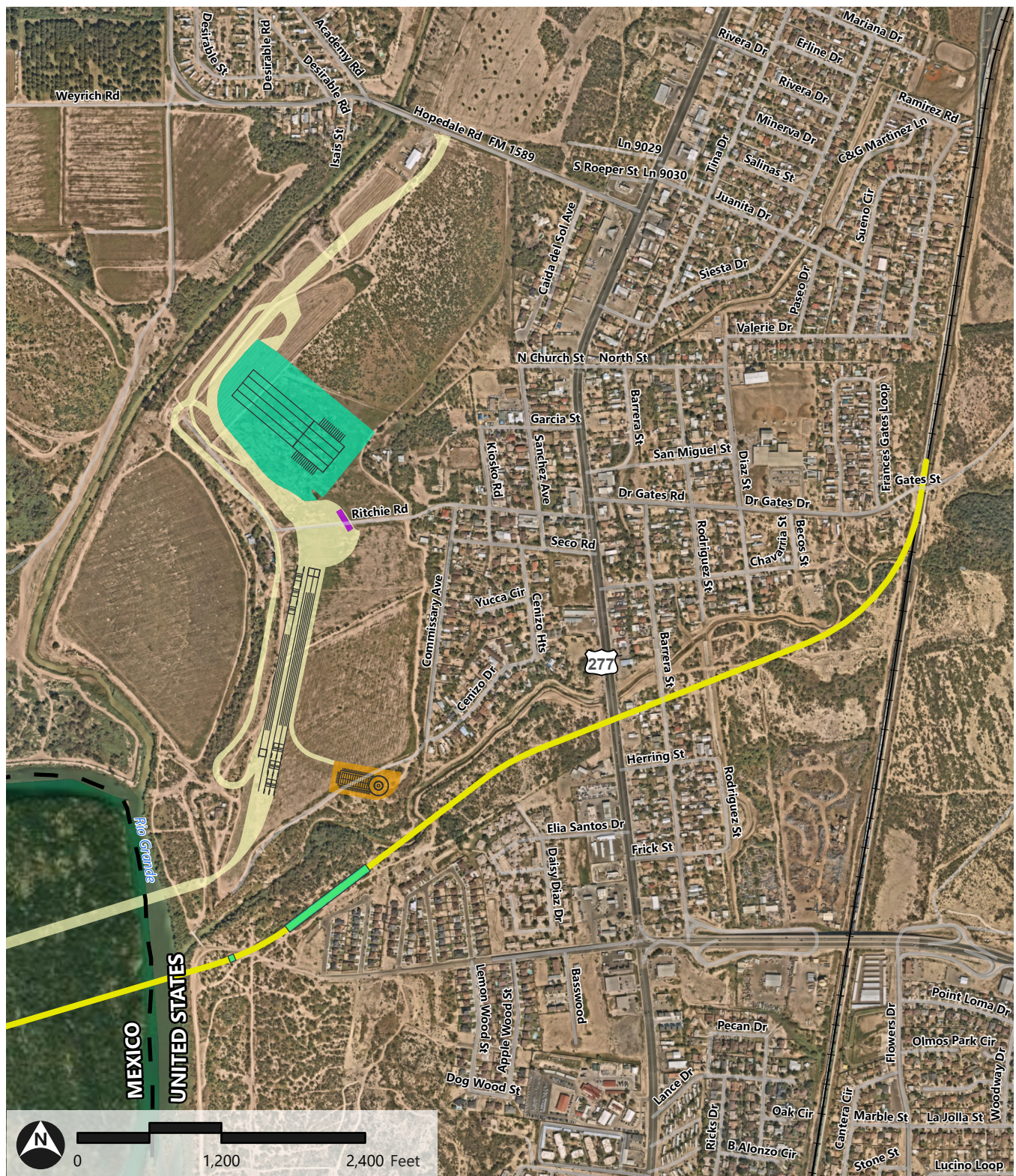
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Figure 2: Project Overview - Maverick County, Texas



- Proposed Rail Line
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- Proposed Inspection Facility
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- Proposed Operations Tower
- Proposed Operations Tower
- Hazardous Materials Drip Pit
- Hazardous Materials Drip Pit
- US/Mexico Country Boundary
- Existing Union Pacific Railroad

Source: ArcGIS Online, NearMap

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SURFACE TRANSPORTATION BOARD
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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 7, 2023

The Honorable Roland Gutierrez
Texas State Senate
3175 Sidney Brooks Drive, Building 470
San Antonio, TX 78235

By email at Roland.Gutierrez@senate.texas.gov

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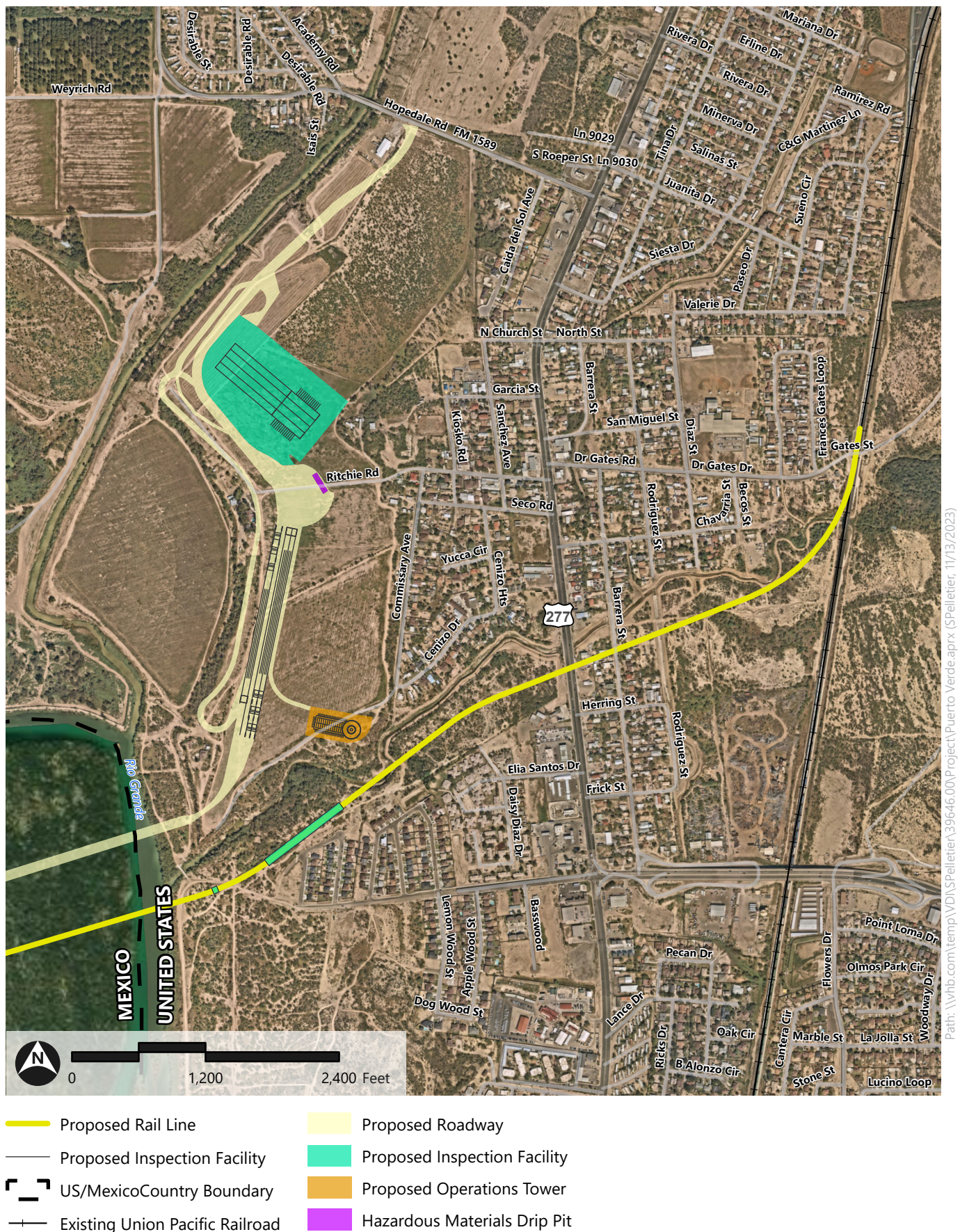
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Washington, DC 20423

Office of Environmental Analysis

December 7, 2023

The Honorable Eddie Morales Jr.
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100 S. Monroe Street
Eagle Pass, TX 78852

By email at district74.morales@house.texas.gov

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Danielle Gosselin

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Enclosures:

Attachment 1: Maps

Attachment 2: Initial Agency and Tribal Distribution List

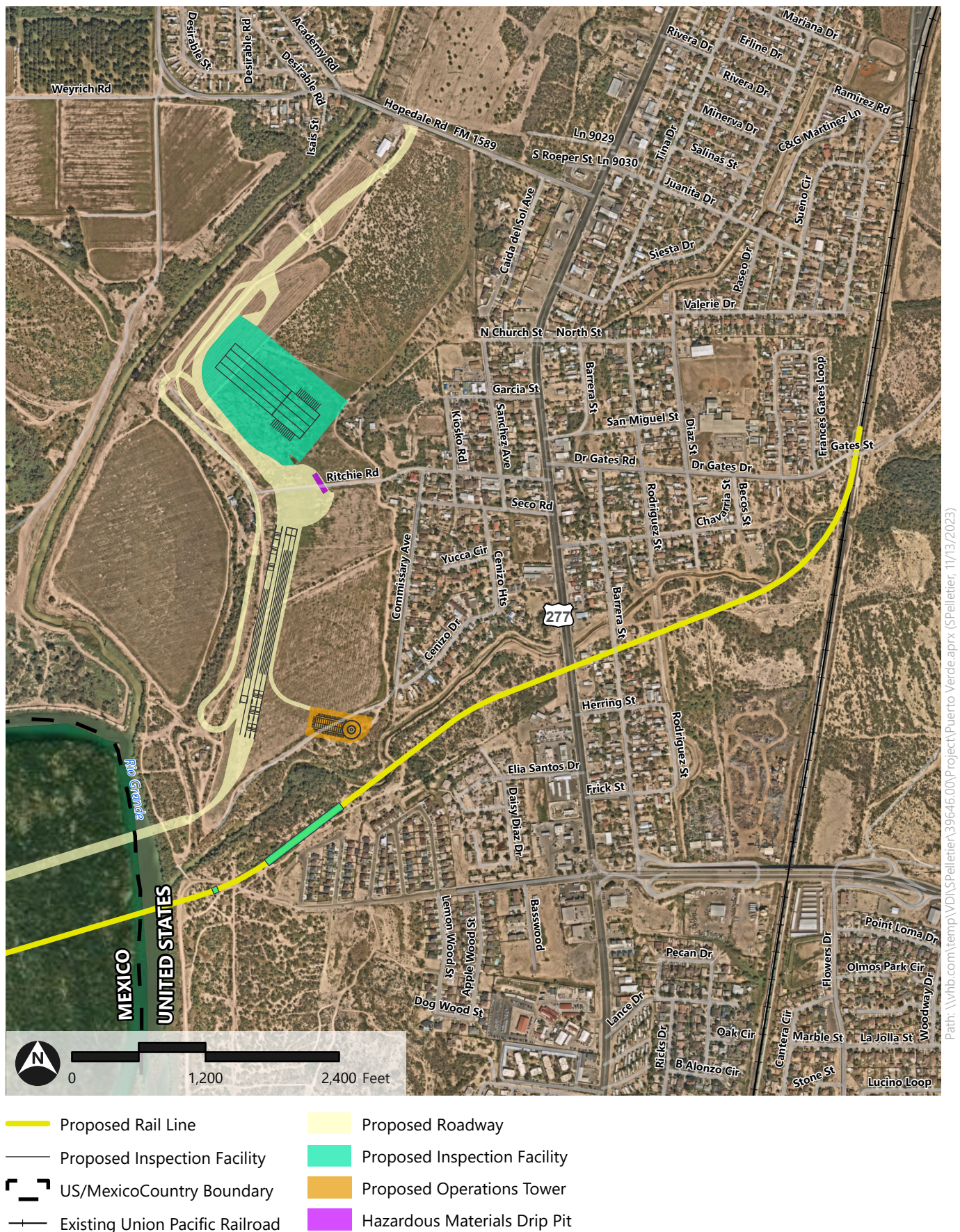
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Figure 2: Project Overview - Maverick County, Texas





SURFACE TRANSPORTATION BOARD
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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 7, 2023

Roberto Ruiz
Maverick County Commissioner
500 Quarry Street
Eagle Pass, TX 78852

By email at robruizteach@yahoo.com

**RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation
Exemption – Line of Railroad in Maverick County, Texas; Project
Notification and Request for Comment**

Dear Commissioner Ruiz:

Green Eagle Railroad, LLC (GER) is planning to seek authority from the Surface Transportation Board (Board) to construct and operate a new railroad line in Maverick County, Texas, as part of an international commercial transportation corridor between Mexico and the United States. As part of its licensing process, the Board will conduct an environmental review under the National Environmental Policy Act, 42 U.S.C. 4321-4370m-11, (NEPA) and Section 106 of the National Historic Preservation Act, 54 U.S.C. 306108, (NHPA). Pursuant to NEPA, NHPA, related environmental laws, and the Board's environmental rules at 49 C.F.R. Part 1105, the Board's Office of Environmental Analysis (OEA) will prepare appropriate environmental documentation that evaluates the potential environmental impacts of the proposed project.

OEA is writing to notify you of the project and is requesting comments you may have on the project and OEA's environmental review.

Project Description

GER, owned by Puerto Verde Holdings (PVH), is planning to seek authority from the Board to construct and operate approximately 1.3 miles of new double-tracked rail line in Maverick County, Texas. The rail line would extend from the Union Pacific Railroad's mainline at Gates Street south across a newly constructed bridge over the Rio Grande River into Mexico for 18 miles to a connection with the Ferromex Rio Escondido rail line (See Attachment 1: Figure 1 Project Overview map).

The proposed rail line would be part of an international commercial transportation corridor between Piedras Negras, Coahuila, Mexico and Eagle Pass, Texas, United States. The corridor would include the rail line, a 1.3-mile roadway for commercial trucks, inspection facilities for the rail line and roadway, and a control tower that would service both the roadway and rail line (See Attachment 1: Figure 2 Project Overview). This project is intended to alleviate the existing congestion at the current border crossing at Piedras Negras and Eagle Pass and to facilitate international trade between Mexico and the United States. A variety of commodities including, but not limited to, beer, vehicles, corn, chemical compounds, and plastics, would move to and from Mexico over the proposed rail line.

The planned trains would consist of approximately 150 cars with 2 locomotives on the front end and one on the rear end for an approximate train length of 9,300 feet. Freight would be handled in box cars, refrigerated box cars, gondola cars, intermodal double stack cars, tank cars and hopper cars for grains and other dry material. The roadway would include a perimeter fence and the rail corridor would be fully fenced, video monitored, and patrolled by security personnel. Inspection processing would be offered 24 hours per day, seven days a week.

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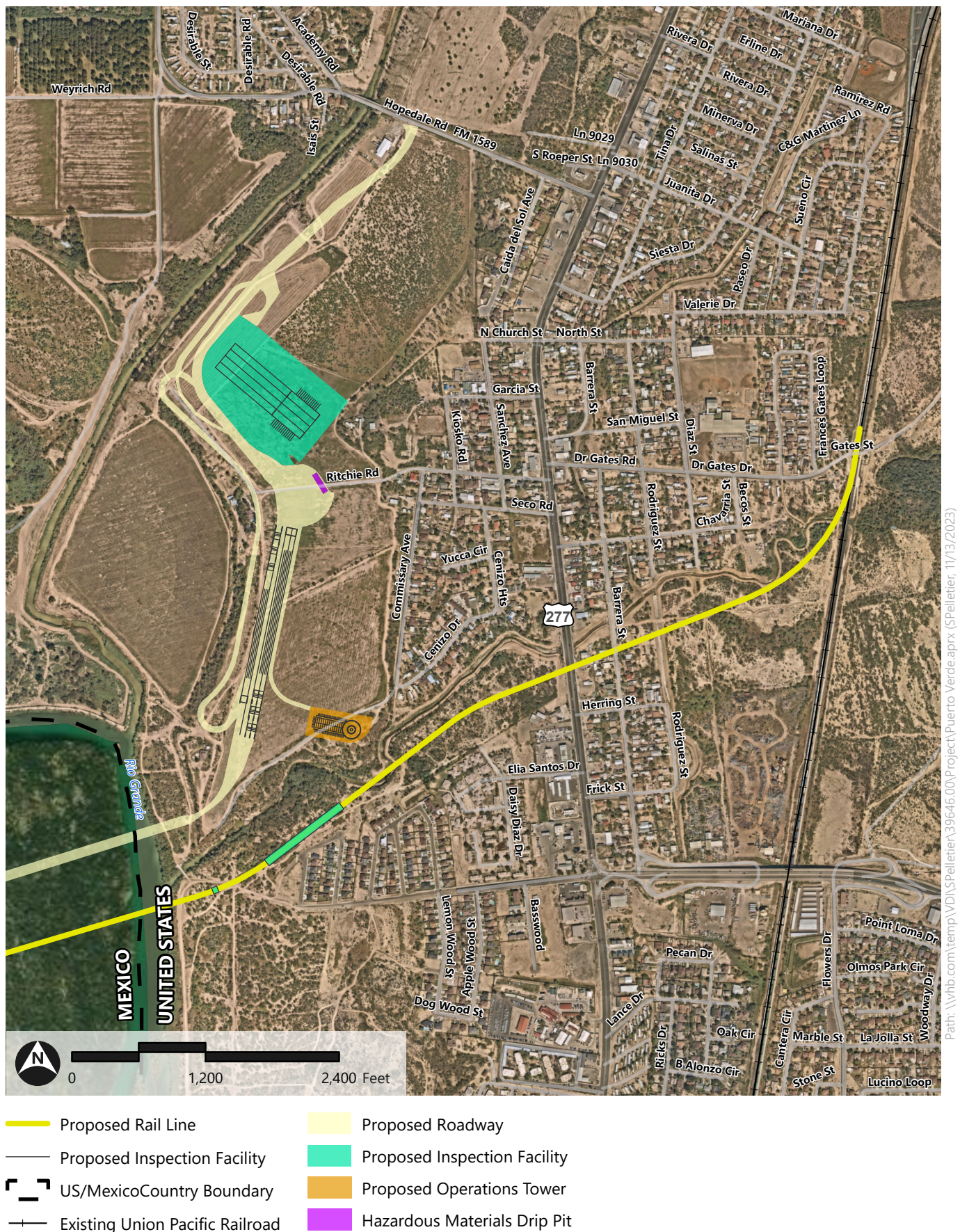
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Figure 2: Project Overview - Maverick County, Texas



Source: ArcGIS Online, NearMap



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

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By email at mayorsalinas@eaglepasstx.gov

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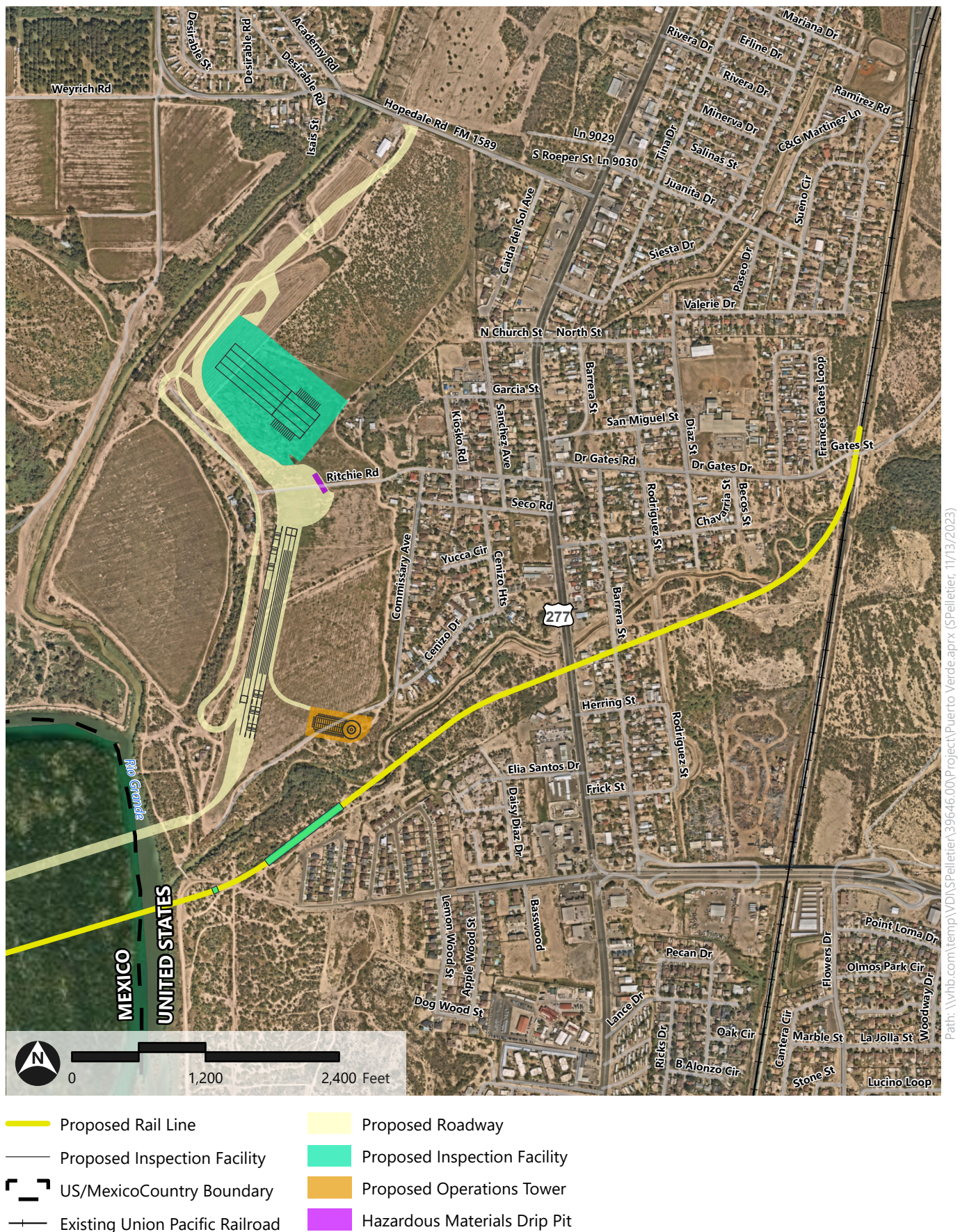


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