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July 1, 2024

Ms. Andrea Poole, Environmental Protection Specialist
Surface Transportation Board
Office of Environmental Analysis
395 E. Street SW
Washington, DC 20423
Andrea.Poole@stb.gov

Re: Puerto Verde Global Trade Bridge Project

Dear Ms. Poole,

I am writing regarding the Puerto Verde Global Trade Bridge Project ("PVGTB Project"), a private endeavor being proposed by Puerto Verde Holdings ("Developer") to construct a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras in Mexico and Eagle Pass in Texas. The PVGTB Project would include both a new rail crossing and a new commercial vehicle crossing at the Rio Grande, as well as new rail lines and roadways on both the Mexico and United States sides of the Rio Grande. The Surface Transportation Board ("STB") has initiated the environmental impact statement (EIS) process for a specific component of the PVGTB Project that would fall under the jurisdiction of the STB: construction and operation of approximately 1.3 mile of common carrier rail line ("the Line") in Maverick County, Texas.¹

The purpose of this letter is to provide some clarifying information regarding the extent to which the overall PVGTB Project would require TxDOT to undertake roadway improvements specifically to accommodate the additional vehicle traffic that could be generated by the PVGTB Project. TxDOT has met with representatives of the Developer and it is our understanding that the Developer intends to make various roadway improvements as part of the overall PVGTB Project. For instance, it is our understanding that the Developer intends to build a grade-separated rail crossing at US 277 whereby the rail line would be elevated over the roadway, build a new road that would connect the new commercial vehicle crossing at the Rio Grande to FM 1589, upgrade portions of FM 1589, and install any needed traffic signalization at the intersection of FM 1569 and US 277.

Based on our current understanding, these improvements would appear to adequately accommodate additional traffic attributable to the PVGTB Project. Therefore, at this time, TxDOT does not believe that implementation of the PVGTB Project would require TxDOT to further expand the capacity of the state highway system or undertake additional roadway improvements beyond those proposed by the Developer. Of course, it is possible that this position could change in the future if additional facts or information become available.

¹ 89 Fed. Reg. 22204 (March 29, 2024)
(<https://www.federalregister.gov/documents/2024/03/29/2024-06688/green-eagle-railroad-construction-and-operation-exemption-line-of-railroad-in-maverick-county-texas>).

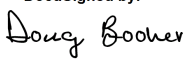
Ms. Andrea Poole

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I hope the STB finds this information useful as it continues the EIS process for the Line. Please feel free to contact me at Doug.Booher@txdot.gov or (512) 416-2663 if you have any questions.

Sincerely,

DocuSigned by:

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Doug Booher
Director, Environmental Affairs Division

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