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Ms. Danielle Gosselin
Director, Office of Environmental Assessment
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

Re: STB Docket No. FD 36652, Green Eagle Railroad – Construction and Operation
Exemption–In Maverick County, TX; Six-Month Prefiling Notice

Dear Ms. Gosselin:

Pursuant to 49 CFR §1105.10(a)(1), Green Eagle Railroad, LLC ("GER"), a non-carrier is submitting notice to the Board's Office of Environmental Analysis ("OEA") that GER intends to petition the Board for an exemption under 49 U.S.C. §10901 to permit it to construct and operate approximately 2 miles of new common carrier railroad line (the "Proposed Line") in Maverick County, TX. GER is a subsidiary of the Puerto Verde Holdings, LLC ("PVH"). PVH, a non-carrier, will control GER and GER will hold the common carrier obligation to operate the Proposed Line.

GER proposes to construct a double-tracked rail line, utilizing a 100-foot wide right-of-way to reserve space for future expansion, extending from the Union Pacific Railroad Company ("UPRR") main line at UPRR's Clark's Park yard extending south across a newly constructed bridge into Mexico. The Proposed Line is in Maverick County, Texas north of the City of Eagle Pass. The majority of the Proposed Line will traverse through agricultural land. Maps of the Proposed Line are enclosed.

The Proposed Line will continue into Mexico for 18-miles connecting to a Ferromex rail line, two-miles north of the Ferromex Rio Escondido switchyard. In addition to seeking a Petition for Construction and Operating Authority, GFO will apply for a Presidential permit with the United States Department of State for the construction of the new international bridge.

GER is seeking authority to construct and operate the Proposed Line to establish a safe, commercially-viable alternative to the current UPRR single-track border crossing. Currently, approximately 15-20 trains per day cross the U.S. – Mexican border via the UPRR line bisecting the densely populated City of Eagle Pass traversing nine at-grade crossings.

GER understands that the number of train crossings at Eagle Pass is constrained to 15-20 trains per day by Ferromex's fluid capacity between their Rio Escondido switchyard to the south of Piedras Negras and Monclova. GER envisions that the Proposed Line will be able to support up to this capacity limitation as UPRR, BNSF and other Class I carriers find it convenient to utilize the

Proposed Line as an alternative to the existing UPRR crossing. In addition to providing an alternative to current Class I traffic, GER will serve local shippers (including PVH affiliates). Initially, GER anticipates shipping 50 local cars in a single train per week.

The Eagle Pass rail crossing is consistently, one of the busiest U.S. – Mexican rail crossings. Each year since 2009, Eagle Pass ranks second, according to the Bureau of Transportation Statistics, for the number of rail containers crossing the U.S. – Mexican gateway. The current crossing faces infrastructure constraints, as detailed by the Texas Department of Transportation ("TX DOT") Texas-Mexico Border Transportation Master Plan. The TX DOT plan found that the Laredo's region's two border crossings that includes Eagles Pass are "located in urban areas, [causing] complex challenges to the expansion of rail facility solutions for mitigating highway/rail conflicts." The TX DOT plan further found that the Eagle Pass crossing consists of "limited train speeds and limited freight capacity due to need for improved infrastructure and expanded track."

The GER Proposed Line potentially resolves these infrastructure concerns raised by TX DOT. It will improve the safety of cross-border movements because it will utilize continuously moving trains within a fenced and video surveilled right-of-way operating between two secure switchyards on either side of the border. The use of advanced screening technology will allow for joint (U.S. and Mexican) inspection of 100% of cargo crossing the border. As a result, this secure right-of-way will not only improve efficient train movements but will also reduce idling, theft, vandalism, and illegal migration.

Further, the GER Proposed Line will improve vehicle/rail safety by dramatically reducing the number of at-grade crossings if trains are diverted from the UPRR line to the GER Proposed Line. GER's Proposed Line will utilize no at-grade crossings because its operations will occur primarily on GFO owned farmland and by operating at sub-grade where the Proposed Line bisects an urban area.

Under 49 C.F.R. §1105.6(a), an environmental impact statement ("EIS") "will normally be prepared for rail construction proposals." However, section 1105.6(d) provides that an applicant can request that the Board instead evaluate a project through an environmental assessment ("EA"), rather than an EIS, if the applicant demonstrates that a proposal is not likely to have a significant environmental impact.

GER believes that the Proposed Line is of limited scope and therefore an EA is the appropriate level of analysis required for this project. However, GER will reserve its right to request an EA in lieu of an Environmental Impact Statement in accordance with the Board's "Guide to the Surface Transportation Board's Environmental Review Process for Rail Line Construction and Operation Cases."

Sincerely,



Justin J. Marks
Counsel to Green Eagle Railroad, LLC

Enclosure

