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July 25, 2025

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

Re: STB Docket No. FD 36847 Laredo Gateway Industrial Railway, LLC – Construction and Operation Exemption–In Webb County, TX; Response to Information Request #1

Dear Ms. Gosselin:

This letter is in response to Information Request No. 1 that OEA submitted to Laredo Gateway Industrial Railway, LLC ("LGIR") in your July 15, 2025 letter.

Answers to Section 1, Rail Construction and Section 3, Alignments Considered, are enclosed as Attachment A in the form of a letter and associated exhibits from LGIR's engineering consultant, the TGBGroup.

In Section 2, Rail Operations, LGIR is providing the following response: LGIR forecasts that five years after the Board's final decision, it will interchange with Union Pacific Railroad ("UPRR") five days per week (Monday through Friday). This service would include one inbound train from UPRR and one outbound train to be picked up by UPRR each day, for a total of five inbound and five outbound train movements per week.

LGIR will provide local service to industrial customers and will be responsible for building and staging outbound trains for interchange. Operations are expected to require one train crew working 8 to 12 hours per day, five days a week utilizing two locomotives. Operating speed will be 10 mph, and tracks will be maintained to Class 1 standards.

Once operational (at year five), LGIR anticipates that its inbound and outbound train movements will be approximately 4,700 – 9,400 rail cars per year (depending on commercial conditions). The average length of trains is anticipated to range from: 25-50 cars per movement. And the average number of cars per train is expected to average between: 1,625 – 3,250.

LGIR will transport a variety of freight and commodities, including: general merchandise, agricultural products, bulk commodities (e.g., aggregates), automotive components and finished vehicles, plastics, and refined fuels.

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Under Section 4, "Other Considerations", OEA asked for confirmation that the Gateway Industrial Park will still be developed if the proposed rail line is not authorized and constructed." LGIR can confirm that if the proposed rail line is not authorized, Kraus Development will nevertheless construct the Gateway Industrial Park, but the park would re-focus entirely on trucking operations.

If you have any questions about this letter, please feel free to contact me.

Sincerely,



Justin J. Marks
*Counsel to Laredo Gateway Industrial Railway,
LLC*

ATTACHMENT A



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

Dear Ms. Gosselin:

This is response to your letter dated July 15, 2025 concerning the Surface Transportation Board's Office of Environmental Analysis requests for the Laredo Gateway Industrial Park, LLC – Construction and Operation Exemption – Line of Railroad in Webb County, Texas Information Request No. 1:

1. Rail Construction

- a. Provide a description and/or drawings (including, as applicable, cross sections) of the proposed rail line, including:
 - i. Number of Tracks:
 1. Three (3) Tracks:
 - a. Track A = 7,528 track feet
 - b. Track B = 1,964 track feet
 - c. Track C = 2,417 track feet
 - ii. Elevation above grade:
 1. Elevation above grade from lowest/highest per top of rail:
 - a. Track A elevations = 626.40 (Lowest); 650.79 (Highest)
 - b. Track B elevations = 636.21 (Lowest); 644.07 (Highest)
 - c. Track C elevations = 635.30 (Lowest); 644.97 (Highest)
 - iii. Any at-grade or grade-separated crossings
 1. Under Phase I, there are no proposed at-grade crossings.
 - iv. Termini, alignment, and width of the access road
 1. The proposed width of access road is 12'
 - v. Drainage and stormwater management features
 1. Culvert (1) = 1' x 8.5' Box Culvert
 - a. Located on Track A at station 10+14.88
 2. Culverts (2) = 8' x 3' Box Culverts
 - a. Located on Track A at station 34+35.94; Located on Track B at station 0+21.82; Located on Track C at station 2+47.52
 3. Culverts (4) = 8' x 2' Box Culverts
 - a. Located on Track A at station 61+42.08
 - vi. Description of any supporting structures
 1. None.
 - vii. Other features such as fencing and lighting

1. None
- viii. If some of these characteristics vary along the length of the proposed rail line, descriptions and/or drawings for each typical segment
 1. None
- b. Provide a description and/or drawings of the construction plan for the proposed rail line, including:
 - i. Anticipated construction duration and phasing
 1. 9 months
 - ii. Construction methods and activities, including depth of excavation
 1. Please refer to the project Scope of Work Matrix on Sheet 3. The proposed rail profile is primarily in fill. However, there are two segments that will require cut and daylighting to construct the proposed typical section. Those areas are as follows:
 - a. Track A ditching: Stations 0+00.00 – 6+50.00.
 - i. Elevations = 616.03 (Lowest); 622.45 (Highest)
 - b. Track A ditching: Stations 51+00.00 – 55+73.00
 - i. Elevations = 638.14 (Lowest); 640.03 (Highest)
 - c. Track B ditching: Stations 16+86.27 – 19+65.71
 - i. Elevations = 638.14 (Lowest); 639.34 (Highest)
 - d. Track C ditching: Stations 19+11.21 – 23+76.81
 - i. Elevations = 638.14 (Lowest); 640.03 (Highest)
 - iii. Location and size of laydown, staging areas
 1. Please refer to the attached Exhibit A, illustrating the anticipated laydown and staging areas.
 - iv. Total construction footprint/limit of disturbance (including laydown/staging areas)
 1. Approximate area of proposed site $\approx$ 14.42 Acres
 2. Approximate area of proposed laydown/staging area (East) $\approx$ 14.62 Acres
 3. Approximate area of proposed laydown/staging area (West) $\approx$ 12.10 Acres
 - a. Total construction footprint $\approx$ 41.14 Acres
- c. Provide drawings in editable format (GIS, CAD, or Google Earth format) rather than PDF format.
 - i. Please see attached link:
 1. Existing Surface:

https://www.dropbox.com/scl/fi/cul21py1i0a78k66itnay/Ex_Surface-Gateway-Webb.dwg?rlkey=bm76igtv0df0bcavulvp9l2gg&st=rp5cb9kn&dl=0

In addition, please see the .kmz for the existing UPRR – Laredo Subdivision

2. Proposed Rail Alignments:

<https://www.dropbox.com/scl/fi/8wjhqvp4lllkzzh9sq4zr/Rail-Alignments-Gateway-Webb.dwg?rlkey=mje8ctnbq0opi0p9sjtnpaz7r&st=dy5l84e2&dl=0>

In addition, please see the .kmz for the proposed Gateway - Rail alignment

3. Proposed Grading:

<https://www.dropbox.com/scl/fi/8wjhqvp4lllkzzh9sq4zr/Rail-Alignments-Gateway-Webb.dwg?rlkey=mje8ctnbq0opi0p9sjtnpaz7r&st=dy5l84e2&dl=0>

3. Alignments Considered

- a. Provide information, including maps if available, on any alternative alignments for the proposed rail line considered and dismissed and explain why they are dismissed.
 - i. The initial conceptual alignment had the proposed wye going straight west into the Gateway property. However, there was a pipeline in the route that could not be lowered, protected or re-routed. Because of this, we shifted the wye to the north as depicted in the proposed plan.
 - ii. Please see the initial conceptual alignment attached on Exhibit A as well as the initial conceptual alignment located in the attached .kmz file.

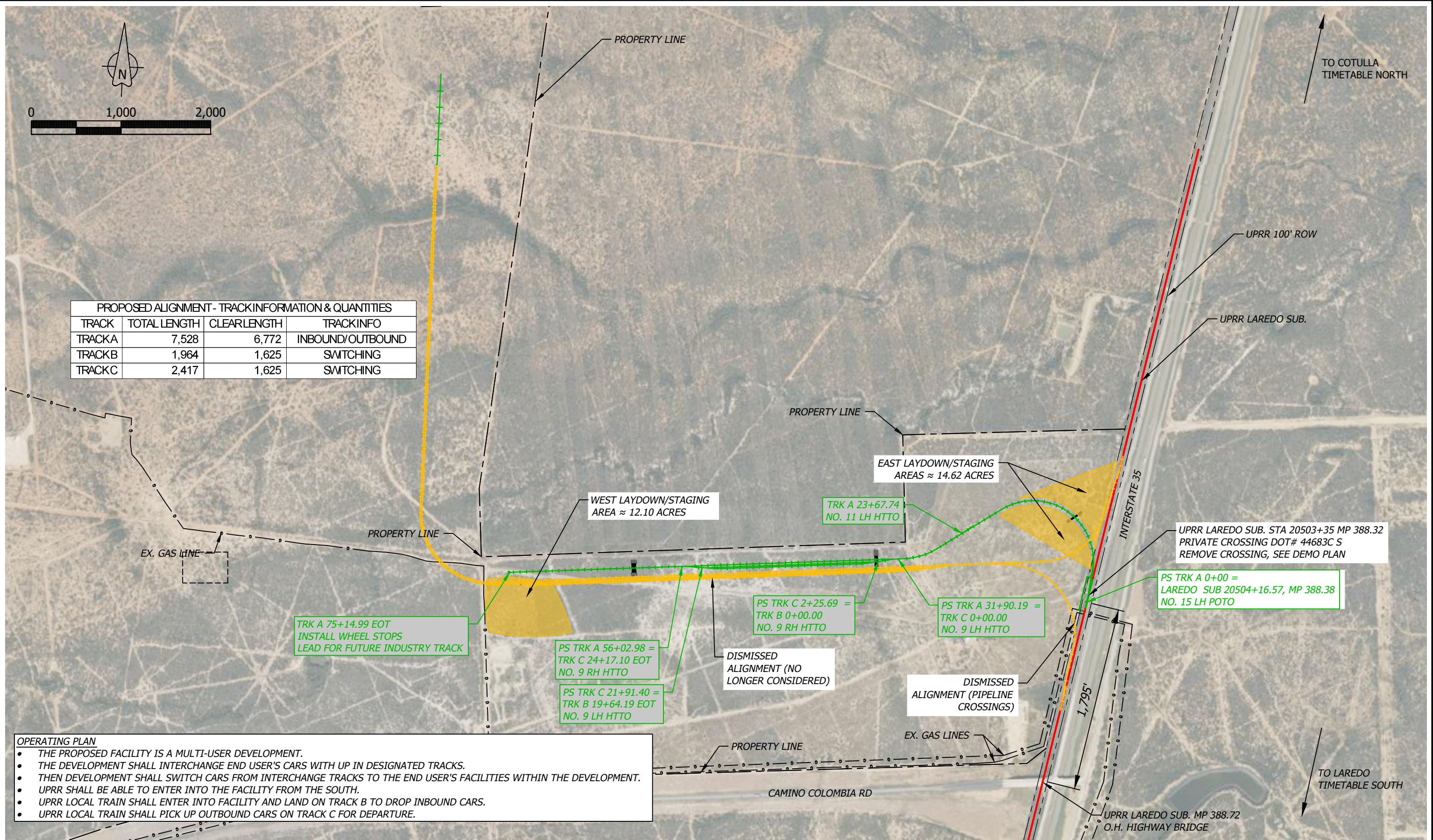
Please feel free to reach out if you have any other questions.

Respectfully,
Joseph Armstrong
Senior Designer



2211 Rayford Road Ste. 111-137
Spring, Texas 77386

C:\Users\Ross\Desktop\Gateway - Project Overview (JRA) - STB SUBMITTAL.dwg



REV. #	BY	DATE	DESCRIPTION

	Ex. UPRR Track		Remove Ind. Track
	Prop. UPRR Track		Shift Ind. Track
	Remove UPRR Track		Future Ind. Track
	Shift UPRR Track		Leased Ind. Track
	Future UPRR Track		Right of Way
	Ex. Ind. Track		Acquire Property
	Prop. Ind. Track		Signal

	Hand Throw Turnout
	Power Turnout
	Power Derail
	Hand Throw Derail
	Point of Curve
	Bridge

TGBGroup
Consulting Engineering - Transportation & Site Development
Spring, Texas - Topeka, Kansas
Phone: 866-217-7794



DRAWN BY:	JRA
CHECKED BY:	MTH
DATE:	07/24/2025
SHEET NUMBER	-- OF 40

UNION PACIFIC RAILROAD		FOR USE IN AGREEMENT WITH: GATEWAY TEXAS INVESTMENTS, LLC	
LOCATION & DESCRIPTION:		LAREDO, WEBB COUNTY, TEXAS	
		LAREDO SUB., MP 387.95 to 388.38	
FES #:	47854	SHEET TITLE:	EXHIBIT A - GATEWAY OVERVIEW