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Clark Hill

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Office of Chief Counsel
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Justin J. Marks
T (202) 772-0916
F +12027720919
Email:jmarks@ClarkHill.com

Clark Hill
601 13th Street NW
Suite 600
Washington, DC 20005
T (202) 772-0909
F (202) 772-0919

October 22, 2026

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Re: Green Eagle Railroad, LLC
– Construction and Operation of a Line of Railroad –
In Maverick County, TX
Surface Transportation Board Finance Docket 36652
Status Report

Dear Chief of Case Administration:

By decision served April 22, 2026, the Board granted Green Eagle Railroad, LLC ("GER") authority to construct and operate approximately 1.335 miles of rail line in Maverick County, Tex.

As a condition to the decision, the Board ordered that GER file a status report by October 22, 2026, and then annually thereafter. According to the decision, "[t]he Board will also require GER to file a status report in six months on the progress of the Project, followed by annual status reports thereafter. Those status reports must include updates on the progress of negotiations with UP and BNSF." [1]

This report covers the period from April 22, 2026 through the date of this letter.

As explained in GER's petition for exemption, the Proposed Rail Line that the Board has authorized is an element of Puerto Verde Holdings ("PVH") proposal to develop a new trade corridor for freight rail and commercial motor vehicles ("CMV"). The components of the Project include the rail line, CMV facilities, a bridge crossing, and combined customs inspection facilities.

[1] *Green Eagle R.R., LLC - Construction and Operation Exemption* -In Maverick County, Tex., STB Finance Docket No. 36652, slip op. at 8 (STB served Apr. 22, 2026).

During the reporting period, PVH sequenced its work to advance the CMV bridge and the combined customs inspection facility first, because those elements carry the earliest timelines and share the Bridge crossing and corridor with the Line.

The most significant progress during the reporting period occurred on the Mexican side of the corridor related to CMV traffic. As GER informed the Board, the Bridge will connect directly to the Libramiento Norte bypass to route CMV and freight rail traffic outside urban areas.[2]

Project Update - Mexico

- On March 4, 2026, the Government of Mexico identified Puerto Verde - Piedras Negras Bridge III[3] among the projects to receive funding as part of its Federal Highway Expansion Program that falls within the Mexico Federal Priority Roads Program through BANOBRAS and FONADIN. The Mexican government will invest approximately MXN 150 billion across 18 highway projects.

- The Government of Mexico authorized the formation of Inversión Mixta Piedras Negras, S.A. de C.V., a majority state-owned company initially owned 51% by the Secretaría de Hacienda y Crédito Público and 49% by the Fondo Nacional de Infraestructura, to coordinate, structure, manage, supervise, finance and develop the International Bridge III (Puerto Verde) and the Libramiento Norte de Piedras Negras. The authorization followed a favorable opinion issued by the Intersecretarial Commission on Expenditure and Financing of the Secretaría de Hacienda y Crédito Público pursuant to Agreement No. 26-E-II-1.[4]

- Public reports describe Mexican federal investment of more than US $2 billion to upgrade Mexico Highway 57, the freight corridor that serves the crossing, to interstate standards.[5]

- On September 17, 2026, the Ports-to-Plains Alliance identified Puerto Verde as a gateway in its "57 to 27" strategy linking Mexico Highway 57 with Future Interstate 27.[6]

- Public reports anticipate a tender for the construction, operation, and maintenance of the Mexican bridge segment and the bypass, with construction projected to begin in the first quarter of 2027.

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[2] *Id.* at 8 (quoting Pet., Ex. B at 45).
[3] In Mexico, the CMV component of the Project is referred to as Piedras Negras Bridge III.
[4] The authorization was published in the Diario Oficial de la Federación on August 18, 2026, and entered into force on August 19, 2026 *available at* DOF - Diario Oficial de la Federación.
[5] Ports-to-Plains Alliance, "Ports-to-Plains Alliance Advances 57 to 27 Strategy for North American Trade Corridor" (press release, Del Rio, Tex., Sept. 17, 2026).
[6] *Id.*

- Mexico's Secretariat of Foreign Relations (SRE), through its Undersecretariat for North America, issued diplomatic note, dated August 6, 2026, to the U.S. Embassy in Mexico concerning Puerto Verde. The note reports that: Puerto Verde was included among seven strategic projects to be developed through a mixed public-private investment structure, with BANOBRAS participation.

- PVH also received a completed feasibility-level Traffic and Revenue Study for the Puerto Verde bypass and bridge from Grupo Cal y Mayor; Revision 02 is dated August 11, 2026.

Project Update – United States

During the reporting period, PVH continued to work with the U.S. Government on various aspects of the Project.

- PVH submitted a proposal to U.S. Customs and Border Protection and the General Services Administration on May 2, 2026 under CBP's Donations Acceptance Program (Section 482 of the Homeland Security Act of 2002) for the U.S. federal inspection facility. CBP completed its preliminary review, in collaboration with GSA, on July 10, 2026 and invited a revised proposal. PVH has committed to submit the revised proposal, after which CBP will begin its formal review in coordination with GSA and the U.S. Department of Transportation.

- PVH participated in recurring biweekly and monthly coordination meetings with CBP, GSA, the Federal Motor Carrier Safety Administration, and the U.S. Department of Transportation regarding the federal inspection facility.

- PVH coordinated with the U.S. Department of State and Mexican federal agencies on binational aspects of the crossing. These topics were also discussed at a late September 2026 meetings in Mexico City among SICT, the Secretaría de Relaciones Exteriores, U.S. Department of Transportation officials, and U.S. Embassy staff.

- PVH cooperated with the U.S. Army Corps of Engineers and U.S. Customs and Border Protection on border security infrastructure (border wall) on land owned by entities affiliated with PVH in the corridor, consistent with GER's commitment that the Project be fully fenced, monitored, and patrolled.[7]

Project Update – Union Pacific / BNSF

[7] Green Eagle R.R., LLC - Construction and Operation Exemption -In Maverick County, Tex., STB Finance Docket No. 36652, slip op. at 2 (STB served Apr. 22, 2026)(citing GER Petition, 6 – 7; 14 to 15).

GER reaffirms the representation on which the Board relied, that GER will not begin construction of the Rail Line absent agreements with UP and BNSF to shift their Eagle Pass border crossing traffic to the Rail Line after construction. Nothing in this report reflects any change to that representation.

During the reporting period, GER has not reached an agreement with either Union Pacific or BNSF. GER intends to pursue discussions with both carriers as rail engineering advances, and remains committed to providing neutral service to its interchange partners as described in its February 13, 2026 supplement.[8]

GER will file its next status report by October 22, 2027.

Sincerely,



Justin J. Marks
Counsel to Green Eagle Railroad, LLC

Cc: Parties of Record

[8] Green Eagle Railroad, LLC Response to the Board's January 30, 2026 Decision, STB Finance Docket No. 36652 at 1, 5 to 7 (filed Feb. 13, 2026)(Filing ID 310872).