

Appendix B

Public Involvement

The Surface Transportation Board (Board)'s Office of Environmental Analysis (OEA) conducted public involvement activities to inform the public, including elected officials, of the scoping period, the availability of the Final Scope of Study, and the availability of the Draft Environmental Impact Statement (Draft EIS) for the Green Eagle Railroad project.

B.1 Scoping Notification and Information Materials

OEA developed its public scoping approach to provide the public with opportunities to comment on the scope of the Draft EIS so that OEA can assess issues raised by the public and consider those concerns in developing the Draft EIS.

Most residents in Eagle Pass and Maverick County identify as Hispanic or Latino, and speak a language other than English at home, predominantly Spanish. Therefore, OEA took a range of measures to facilitate communication with, and commenting from, persons whose primary or unique language is Spanish.

Attachment 1, Public Notification Materials, includes the following materials used to notify the public of the scoping period and the Final Scope of Study (for letters and emails sent to multiple parties, *Attachment 1* provides only one example).

B.1.1 Board Decision Documents

- Federal Register Notices
 - Notice of Intent to Prepare an EIS, March 29, 2024
 - Notice of Availability of the Final Scope of Study for the EIS, July 8, 2024
- Board Press Releases
 - Notice of Intent, March 29, 2024
 - Final Scope of Study, July 8, 2024

B.1.2 Preliminary Scoping Materials

- Letters to Elected Officials
 - Federal
 - John Cornyn, U.S. Senator (Texas)
 - Ted Cruz, U.S. Senator (Texas)
 - Tony Gonzales, U.S. Representative (Texas 23rd District)
 - State
 - Texas Governor Greg Abbot
 - State Senator Roland Gutierrez (Texas Senate District 19)
 - State Representative Eddie Morales (State District 74)

- Local
 - Ramsey English Cantú, Maverick County Judge
 - Roberto Ruiz, County Commissioner (Precinct 4)
 - Rolando Salinas, Jr, Mayor of Eagle Pass

B.1.3 Scoping Notification Materials

- Letters to Elected Officials
 - Federal
 - John Cornyn, U.S. Senator (Texas)
 - Ted Cruz, U.S. Senator (Texas)
 - Tony Gonzales, U.S. Representative (Texas 23rd District)
 - State
 - Texas Governor Greg Abbot
 - State Senator Roland Gutierrez (Texas Senate District 19)
 - State Representative Eddie Morales (State District 74).
 - Local
 - Ramsey English Cantú, Maverick County Judge
 - Gerardo "Jerry" Morales, County Commissioner (Precinct 1)
 - Rosanna "Roxi" Rios, County Commissioner (Precinct 2)
 - Olga Ramos, County Commissioner (Precinct 3)
 - Roberto Ruiz, County Commissioner (Precinct 4)
 - Rolando Salinas, Jr, Mayor of Eagle Pass
 - William Davis, Mayor Pro-Tem, Eagle Pass
 - Monica Cruz, Council Member, Eagle Pass
 - Mario Garcia, Council Member, Eagle Pass
 - Elias Diaz, Council Member, Eagle Pass
- Letters to Community Organizations, Services, and Businesses
 - Sent to the 90 organizations, services, and businesses listed in Table B-1.
- Flyer
 - Enclosed in the letters to organizations, services, and businesses, with invitation to post and/or distribute.
- Postcards
 - Sent to 724 adjacent property owners
- Banner ads
 - Published over the 30-day scoping comment period and targeted to Eagle Pass zip codes
- Board-sponsored Project Website (www.greeneaglerreis.com)

Table B-1. Organizations, Services, and Businesses That Were Sent a Scoping Letter

Access Church
Ambassadors for Christ Inc
Armando Cerna Elementary School
Benavides Elementary School
Border Trade Advisory Committee - Rio Grande Valley/Tamaulipas Region
Boys & Girls Club of America
Bres Group
Camino De Salvacion
CC Winn High School
Central 57 Imports & Exports
Central Transport
Christian Church
City of Eagle Pass Bridge System
City of Eagle Pass International Center for Trade ICT
Community Action Social Services & Education Inc.
Eagle Pass - Maverick County Economic Development Alliance (EPMCEDA)
Eagle Pass - Maverick County Economic Development Alliance (EPMCEDA)
Eagle Pass Church of Christ
Eagle Pass Extension Center
Eagle Pass Fire Department Station #1 - Safety Complex
Eagle Pass Fire Department Station #2 - Della L. Willars
Eagle Pass Fire Department Station #3 - Cardona
Eagle Pass Fire Department Station HQ
Eagle Pass High School
Eagle Pass Housing Authority
Eagle Pass I.S.D Police
Eagle Pass Junior High School
Eagle Pass Police Department
Eagles Pass Agriculture Department
Eagles Pass Golf Course
Eagles Pass Public Library
Eden Learning Center
Elim Christian Center
First United Methodist Church
Glass Elementary School
Graves Elementary School
Iglesia Apostolica de la fe en Cristo Jesus
Iglesia Bautista
Iglesia Gap
Iglesia Palabra De Vida
Iglesia Torre Fuerte
JMJ Express Carriers LLC
Jowar International Inc.

Juan N. Seguin Elementary School
Kennedy Hall School
Knights of Columbus
L&A International Services LLC
Language Development Center
Liberty Elementary School
Lighthouse Baptist Church
Loma de la Cruz Center
Luther's Library
Maverick County
Maverick County Parks and Recreation
Maverick County Sheriff Department
Maverick Express Carriers LLC
Middle Rio Grande Workforce
Mission: Border Hope
Nellie Mae Glass Elementary School
Our Lady of Lourdes Catholic Mission
Our Lady Refuge Church/School
Rainbow Ministries
Real Path Baptist Church
Redeemer Episcopal Church
Redeemer Episcopal School
Regional Human Services
Roy P. Benavidez Center
Sacred Heart Catholic Church
San Luis Elementary School
San Luis Neighborhood Center
Seco Mines Community Center
Seco Mines Elementary School
Servants Hearts Ministries
Southwest Border AHEC
Southwest Texas Junior College at Eagle Pass
St. Joseph Catholic Church
Sul Ross State University
Texas Department of Public Safety
The Church of Jesus Christ of Latter-Day Saints
The City of Eagle Pass
The City of Eagle Pass - Community Development
The Potter's House Christian Fellowship
TRA Transport LLC
Tree of Life Church
Trinity Logistics Group
US Customs and Border Protection - Eagle Pass Border Patrol Station
V&V Logistic Corp.

Word of Life Church
Alcalosa (Logistics)

B.2 Distribution of the Draft EIS

OEA made the Draft EIS available for public review and comments on the Board's website and on the Board-sponsored project website.

OEA notified elected officials and the general public of the release and availability of the Draft EIS, scheduled public meetings, other means to provide comments, and the deadline for comments through the following means:

- Press Release
- Email with attached flyer
- Postcards
- Banner ad
- Board-sponsored project website

B.2.1 Elected Officials

- Federal
 - John Cornyn, U.S. Senator (Texas)
 - Ted Cruz, U.S. Senator (Texas)
 - Tony Gonzales, U.S. Representative (Texas 23rd District)
- State
 - Texas Governor Greg Abbot
 - State Senator Roland Gutierrez (Texas Senate District 19)
 - State Representative Eddie Morales (State District 74)
- Local
 - Ramsey English Cantú, Maverick County Judge
 - Gerardo "Jerry" Morales, County Commissioner (Precinct 1)
 - Rosanna "Roxi" Rios, County Commissioner (Precinct 2)
 - Olga Ramos, County Commissioner (Precinct 3)
 - Roberto Ruiz, County Commissioner (Precinct 4)
 - Rolando Salinas, Jr, Mayor of Eagle Pass
 - William Davis, Mayor Pro-Tem, Eagle Pass
 - Monica Cruz, Council Member, Eagle Pass
 - Mario Garcia, Council Member, Eagle Pass
 - Elias Diaz, Council Member, Eagle Pass

B.2.2 Organizations, Services, Businesses, and Individuals

OEA sent an email to approximately 150 individuals or organizations to notify them of the release of the Draft EIS by email. OEA also mailed a postcard to approximately 680 individuals and to the organizations, services, and businesses listed in **Table B-2**.

Table B-2. Organizations, Services, and Businesses That Were Notified of the Availability of the Draft EIS (Postcard)

Access Church
Alcalosa (Logistics)
Ambassadors for Christ Inc
Armando Cerna Elementary School
Beautiful Gate Baptist Church
Benavides Elementary School
BK 515 Investments, LLC.
Border Trade Advisory Committee - Rio Grande Valley/Tamaulipasb Region
Boys & Girls Club of America
Bres Group
Buildtech Developers, LLC
Camino De Salvacion
CC Winn High School
Central 57 Imports & Exports
Central Transport
Christian Church
City of Eagle Pass Bridge System
City of Eagle Pass International Center for Trade ICT
Community Action Social Services & Education Inc.
DIP Company
Dos Republicas Coal Partnership
Eagle Pass - Maverick County Economic Development Alliance (EPMCEDA)
Eagle Pass Church of Christ
Eagle Pass Commercial Company
Eagle Pass Extension Center
Eagle Pass Fire Department Station #1 - Safety Complex
Eagle Pass Fire Department Station #2 - Della L. Willars
Eagle Pass Fire Department Station #3 - Cardona
Eagle Pass Fire Department Station HQ
Eagle Pass High School
Eagle Pass Housing Authority
Eagle Pass Independent School District
Eagle Pass I.S.D Police
Eagle Pass Junior High School
Eagle Pass Police Department
Eagles Pass Agriculture Department

Eagles Pass Golf Course
Eagles Pass Public Library
Eden Learning Center
Elim Christian Center
E.P. Dreams Investments, LLC
First United Methodist Church
F L Enterprises, LLC
Glass Elementary School
Golden Retriever Productions, Inc.
Graves Elementary School
HCS Texas Holdings, LLC
Hopedale Estates, LTD
Iglesia Apostolica de la fe en Cristo Jesus
Iglesia Bautista
Iglesia Gap
Iglesia Palabra De Vida
Iglesia Torre Fuerte
JMJ Express Carriers LLC
Jowar International Inc.
Juan N. Seguin Elementary School
Kennedy Hall School
Knights of Columbus
L&A International Inc.
Language Development Center
Liberty Elementary School
Lighthouse Baptist Church
L&M Homes, LLC.
Loma de la Cruz Center
Lusura Co. & Management, Inc.
Luthers Library
Margon Developers of USA Corp.
Maverick County Dev Corporation
Maverick County Parks and Recreation
Maverick County Sheriff Department
Maverick Express Carriers LLC
MDC Coast 10, LLC
Middle Rio Grande Workforce
Mission: Border Hope
M&S Family Properties, LLC
Nellie Mae Glass Elementary School
Neutze Properties, LTD.
Our Lady of Lourdes Catholic Mission
Our Lady Refuge Church/School

Rainbow Ministries
Real Path Baptist Church
Redeemer Episcopal Church
Redeemer Episcopal School
Regional Human Services
Roy P. Benavidez Center
Sacred Heart Catholic Church
San Luis Elementary School
San Luis Neighborhood Center
Seco Mines Community Center
Seco Mines Elementary School
Servants Hearts Ministries
Southwest Border AHEC
Southwest Texas Junior College at Eagle Pass
St. Joseph Catholic Church
Sul Ross State University
Texas Department of Public Safety
The Church of Jesus Christ of Latter-Day Saints
The City of Eagle Pass - Community Development
The Potter's House Christian Fellowship
Tree of Life Church
TRA Transport LLC
Trinity Logistics Group
V&V Logistics Corp.
WCB Investments, LTD
Weyrich Farm Investments, LLC
Word of Life Church
YY Home Builders
Zadro Land, LLC

ATTACHMENT 1

Public Notification Materials

Notice of Intent to Prepare an EIS

52087
OEA

SERVICE DATE – MARCH 29, 2024

SURFACE TRANSPORTATION BOARD

DECISION

Docket No. FD 36652

GREEN EAGLE RAILROAD – CONSTRUCTION AND OPERATION EXEMPTION
– LINE OF RAILROAD IN MAVERICK COUNTY, TEXAS

AGENCY: Surface Transportation Board

ACTION: Notice of intent (NOI) to prepare an environmental impact statement (EIS); notice of initiation of the scoping process; request for comments on scope of EIS, and notice of public scoping meetings.

SUMMARY: On December 14, 2023, Green Eagle Railroad, LLC (GER), a subsidiary of Puerto Verde Holdings (PVH), filed a petition under 49 U.S.C. § 10502 with the Surface Transportation Board (Board) for authority to construct and operate approximately 1.3 miles of new common carrier rail line (the Line) in Maverick County, Texas. The Line would extend from the United States/Mexico border to the existing Union Pacific Railroad (UP) connection at approximate UP milepost 31. The Line would be part of a larger project proposed by PVH, the Puerto Verde Global Trade Bridge (PVGTB Project), consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas, United States. The Board’s Office of Environmental Analysis (OEA) determined that the construction and operation of the Line has the potential to result in significant environmental impacts; therefore, the preparation of an EIS is appropriate pursuant to the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-11). In addition to the Line, the PVGTB Project in the United States includes an approximately 1.3-mile roadway and other infrastructure as described below. Only the Line requires licensing authority from the Board. The Line and the roadway would cross the Rio Grande River via two new bridges. Separately from the Board’s final decision on GER’s petition under 49 U.S.C. §10502, the proposed bridges would require permits from the U.S. Coast Guard (USCG) and the U.S. Army Corps of Engineers (USACE). USCG will participate as a Cooperating Agency in the EIS process.

DATES: Comments on the scope of the EIS are due by April 29, 2024. In addition to receiving written comments on the scope of the EIS, OEA will host three public scoping meetings: two in-person public meetings on April 16, 2024, and a virtual public meeting on April 23, 2024. See below for additional details.

ADDRESSES: Interested parties are encouraged to file scoping comments electronically through the Board’s website at www.stb.gov by clicking on the “File an Environmental Comment” link. Scoping comments submitted by mail should be addressed to: Andrea Poole, Surface Transportation Board, c/o VHB, Attention: Environmental Filing, Docket No. FD 36652, 1001 G Street NW, Suite 1125, Washington, DC 20001. Please refer to Docket No. FD 36652 in all correspondence, including E-filings, addressed to the Board.

FOR FURTHER INFORMATION CONTACT: Andrea Poole, Office of Environmental Analysis, Surface Transportation Board, c/o VHB, 1001 G Street NW, Suite 1125, Washington, DC 20001; send an email to contact@greeneaglerreis.com; or call either (202) 493-0624 (888) 319-2337. If you require an accommodation under the Americans with Disabilities Act in order to submit a comment, please call (202) 245-0245. For information about the environmental review process for the Line and the EIS, you may visit the Board-sponsored Project website at www.greeneaglerreis.com or the Board’s website at www.stb.gov.

SUPPLEMENTARY INFORMATION

Purpose and Need for the Proposed Action

Board authority is required for the construction and operation of a new common carrier railroad line such as this (49 U.S.C. §10901; 49 U.S.C. §10502). The proposed federal action here is the Board’s decision to authorize with appropriate conditions or to deny GER’s request for authority to construct and operate the Line. The Line is not a federal government-proposed or sponsored project. Thus, the project’s purpose and need should be informed by both the private applicant’s goals and the Board’s enabling statute—the Interstate Commerce Act as amended by the ICC Termination Act, Pub. L. No. 104-188, 109 Stat. 803 (1996).

GER’s purpose for constructing and operating the Line is to develop an economically viable solution to meet the need for border infrastructure improvements at Eagle Pass that increases safety and facilitates binational trade between the United States and Mexico. According to GER, the Line would resolve rail and truck congestion, reduce cross border wait times and route rail traffic around the urban center of Eagle Pass.

Proposed Action

The Line would be a secure, double-tracked rail corridor with no roadway/rail at-grade crossings extending from the interchange point with UP at approximate UP milepost 31 on the Eagle Pass Subdivision near UP’s Clark’s Park yard for approximately 1.3 miles southwest to the United States/Mexico border. The Line would cross the Rio Grande River on a newly constructed bridge. The Line would be fully fenced, monitored, and patrolled by security personnel. In addition to the Line, which requires Board authority, the PVGTB Project would include a new commercial motor vehicle roadway

that would cross the Rio Grande on a new bridge; a control tower; and inspection facilities for both the Line and the roadway. U.S. Customs and Border Protection (CBP) would operate the inspection facilities. PVH would either lease the facilities to CBP; transfer ownership of the facilities to the General Services Administration (GSA); or operate the inspection facilities as a privately owned Central Examination Station as outlined in 19 C.F.R. Part 118. A variety of commodities would move to and from Mexico over the Line and roadway. Trains operating on the Line would consist of approximately 150 cars with two locomotives on the front end and one on the rear end, for an approximate train length of 9,300 feet. Parts of the PVGTB Project other than the Line are outside the jurisdiction of the Board but will be considered as appropriate when evaluating environmental impacts of the Line in the EIS.

Alternatives

The preliminary alternatives being considered by OEA include authorizing the Line (Proposed Action) and the No-Action alternative. OEA reviewed alternative routes for the Line that GER had evaluated. Compared to the Proposed Action, these routes appear to raise substantial operational feasibility issues and would have greater environmental impacts than the Proposed Action, including a greater number of residences and structures displaced, more stream crossings, potential for several roadway/rail at-grade road crossings, and impacts to a park. Therefore, OEA intends to analyze only the Proposed Action and the No-Action alternative in the EIS. OEA welcomes oral and written comments on alternatives during scoping.

EIS and Board Process

The first stage of the EIS process is scoping. Scoping is an open process for determining the range of issues that should be examined and assessed in the EIS. Following scoping, OEA will prepare a Draft EIS that analyzes the construction and operation of the Line, including those issues raised during the scoping period, as appropriate. The Draft EIS will identify and analyze reasonable alternatives and set forth OEA's preliminary recommendations for environmental mitigation measures. The Draft EIS will be made available for public and agency review and comment for 45 days. OEA will then prepare and issue a Final EIS that addresses the substantive comments on the Draft EIS and sets forth OEA's final recommended environmental mitigation. The Board will consider the Draft EIS, the Final EIS, public comments, and any final environmental mitigation proposed by OEA, as well as the transportation merits, in reaching its decision on GER's request for authority to construct and operate the Line.

The scope of the issues that will be analyzed in the Draft EIS may include potential impacts related to:

- Transportation
- Air quality and climate change
- Noise and vibration
- Biological resources
- Water resources
- Visual resources
- Cultural resources
- Land use
- Geology and soils
- Energy resources
- Socioeconomics
- Environmental justice
- Cumulative impacts
- Transboundary impacts, as appropriate

Anticipated Permits and Other Authorizations

Based on information provided by GER and PVH and through OEA's ongoing discussions with federal and state agencies, OEA anticipates the following permits and authorizations would be required to construct and operate the Line and the PVGTB Project:

- Clean Water Action Section 401 certification and Section 402 and 404 permits
- Rivers and Harbors Act Section 9 and 10 permits
- Endangered Species Act Section 7 compliance
- National Historic Preservation Act Section 106 compliance
- International Boundary and Water Commission authorization for work in the bed and bank of the international stretch of the Rio Grande
- Presidential Permit
- Texas General Land Office (GLO) easement authorization for the bed of the Rio Grande to the international boundary line

- Maverick County development permits, including a floodplain development permit

Schedule for the Decision-Making Process

Following issuance of the NOI, OEA will coordinate with USCG to develop the Draft EIS. Formal consultation under the Endangered Species Act (16 U.S.C. §1531-1544), if required, and compliance with Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), may affect some of the anticipated timeframes. A preliminary schedule for this proceeding is set forth below:

- Scoping: Second Quarter 2024
- Draft EIS and Public and Agency Comment Period: Second Quarter 2025
- Final EIS: Fourth Quarter 2025
- Board's final decision and all required permits from other agencies: Prior to construction

Request for Comments

In addition to announcing that the Board will prepare an EIS for this proposed action, through this NOI, OEA is soliciting written comments on the scope of the EIS, identification of potential alternatives, and information and analyses relevant to the EIS. As part of the scoping process, OEA will hold public meetings to gather input from the public (see dates and locations below). After the close of the scoping comment period on April 29, 2024, OEA will review and address all comments as part of the environmental review process.

Scoping Meeting Dates: OEA will hold three public scoping meetings on the following dates (times in Central Standard Time).

- Tuesday, April 16, 2024, 11:30 AM-1:30 PM in person at the Eagle Pass International Center for Trade, 3295 Bob Rogers Drive, Eagle Pass, TX 78852
- Tuesday, April 16, 2024, 6:00-8:00 PM in person at the same location
- Tuesday, April 23, 2024, 6:00 to 8:00 PM online (for information on how to access the online meeting, visit www.greeneaglerreis.com).

The public meetings will consist of an open house session followed by a public comment session. At the public comment session, OEA will give a brief presentation and then members of the public will have the opportunity to speak. Each participant will be given three minutes in which to provide comments. Oral comments will be recorded. Persons wishing to make an oral comment are encouraged, but not required, to pre-register. To pre-register or for more information on how to attend the public scoping meetings, please visit the public involvement page on the Board-sponsored Project website (www.greeneaglerreis.com). OEA will consider all comments equally regardless

of how the comments are received. It is not necessary to attend a public scoping meeting to provide scoping comments. OEA will be accepting comments through the scoping comment period, which ends on April 29, 2024.

Submitting Comments: Interested parties are encouraged to file their scoping comments electronically through the Board's website at www.stb.gov by clicking on the "File an Environmental Comment" link. Please refer to Docket No. FD 36652 in all correspondence, including E-filings, addressed to the Board. Scoping comments may also be submitted by mail to: Andrea Poole, Surface Transportation Board, c/o VHB, Attention: Environmental Filing, Docket No. FD 36652, 1001 G Street NW, Suite 1125, Washington, DC 20001. All comments received will become part of the public record and will be available on the Board's website.

By the Board, Danielle Gosselin, Director, Office of Environmental Analysis.

Notice of Availability of Final Scope of Study

52192
OEA

SERVICE DATE – JULY 8, 2024

SURFACE TRANSPORTATION BOARD

DECISION

Docket No. FD 36652

GREEN EAGLE RAILROAD—CONSTRUCTION AND OPERATION EXEMPTION—LINE
OF RAILROAD IN MAVERICK COUNTY, TEX.

AGENCY: Lead: Surface Transportation Board (Board); Cooperating: United States Coast Guard (USCG).

ACTION: Notice of availability of the final scope of study for the environmental impact statement (EIS).

SUMMARY: On December 14, 2023, Green Eagle Railroad, LLC (GER), a subsidiary of Puerto Verde Holdings (PVH), filed a petition with the Board for authority to construct and operate approximately 1.3 miles of new common carrier rail line (the Line) in Maverick County, Texas (Proposed Action). The purpose of this Notice is to inform stakeholders—including members of the public; elected officials; Tribes; Federal, State, and local agencies; and organizations—interested in or potentially affected by environmental and historic impacts related to the Line and the PVGTB Project of the availability of the Final Scope of Study (Final Scope) for the EIS.

FOR FURTHER INFORMATION CONTACT: Andrea Poole, Office of Environmental Analysis, Surface Transportation Board, c/o VHB, 1001 G Street NW, Suite 1125, Washington, DC 20001; send an email to contact@greeneaglerreis.com; call (202) 934-3330; or call OEA's toll-free number (888) 319-2337. Reference Docket No. FD 36652 in all communications. If you require an accommodation under the Americans with Disabilities Act, please call (202) 245-0245. For information about the environmental review process, you may visit the Board-sponsored project website at www.greeneaglerreis.com or the Board's website at www.stb.gov.

SUPPLEMENTARY INFORMATION:

Background

GER proposes to construct and operate an approximately 1.3-mile rail line that would extend from the United States/Mexico border to the existing Union Pacific Railroad (UP) connection at approximately UP milepost 31. The Line would cross the Rio Grande River on a new rail bridge (Rail Bridge) and be part of a larger project proposed by PVH, the Puerto Verde Global Trade Bridge project (PVGTB Project), consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas, United States. The Board's Office of Environmental Analysis (OEA) determined that construction and operation of the Line has the potential to result in significant environmental impacts; therefore, the preparation of an EIS is appropriate pursuant to the National

Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-11) and related environmental laws, including section 106 of the National Historic Preservation Act (NHPA) (54 U.S.C. 306108). In addition to the Line, the PVGTB Project in the United States includes a new commercial motor vehicle roadway that would cross the Rio Grande River on a new road bridge (Road Bridge) separate from the Rail Bridge; a control tower; and inspection facilities. Only the Line requires licensing authority from the Board. Separately from the Board's final decision on GER's request for authority to construct and operate the Line under 49 U.S.C. 10502, the proposed bridges would require permits from USCG and the U.S. Army Corps of Engineers (USACE). In addition, the Line and the PVGTB Project would require authorization from the International Boundary and Water Commission (IBWC) to ensure that the Line and the PVGTB Project do not obstruct the normal flow or flood flows of the Rio Grande River. USCG will participate as a Cooperating Agency in the EIS process. Because USCG, USACE, and IBWC will have actions related to the Proposed Action that require NEPA review, the EIS in this proceeding will analyze the impacts of all the related actions, as appropriate.

The Board's Role in this Proceeding

Board authority is required for the construction and operation of a new common carrier railroad line such as the Line (49 U.S.C. 10901; U.S.C. 10502). The Board will review GER's request for authority to construct and operate the Line through two parallel but distinct processes: (1) the transportation-related process that will examine whether the Line satisfies the criteria for an exemption under section 10502; and (2) the environmental review process that is being conducted by OEA.

Interested persons and entities may participate in either, or both, processes but if interested persons or entities are focused on potential environmental and historical impacts on communities, such as noise, vibration, air emissions, grade crossing safety and delay, emergency vehicle access, and other similar environmental issues, the appropriate forum is OEA's environmental review process.

Environmental Review Process

On March 29, 2024, OEA issued a Notice of Intent (NOI) to inform interested agencies, Tribes, and the public of its decision to prepare an EIS and to initiate the formal scoping process under NEPA. The NEPA process is intended to assist the Board and the public in identifying and assessing the potential environmental consequences of a proposed action before a decision on the request for authority is made. OEA is responsible for ensuring that the Board complies with NEPA and related environmental statutes, including section 106 of the NHPA and section 7 of the Endangered Species Act (ESA) (16 U.S.C. 1531 et seq.). USCG is participating in the environmental and historic review process as a Cooperating Agency pursuant to Council on Environmental Quality (CEQ) regulations at 40 Code of Federal Regulations (CFR) 1501.8. OEA and USCG will prepare this EIS in accordance with NEPA and related environmental laws, the Board's environmental regulations (49 CFR part 1105), and USCG's NEPA implementing regulations (COMDTINST 5090.1). The EIS is intended to provide the Board; USCG; USACE; IBWC; other Federal, State, and local agencies; federally recognized Tribes; and the public with clear and concise information on the potential environmental and historic impacts of the

Proposed Action, an alternative route that OEA believes would be reasonable, the No-Action Alternative, and all the related actions. Additional information on OEA's scope of environmental analysis for the EIS is described below.

Purpose and Need

The proposed Federal action here is the Board's decision to authorize with appropriate conditions or to deny GER's request for authority to construct and operate the Line. The Line is not a Federal Government-proposed or sponsored project. Thus, the project's purpose and need should be informed by both the private applicant's goals and the Board's enabling statute—the Interstate Commerce Act (ICC), as amended by the ICC Termination Act, Public Law 104-188, 109 Stat. 803 (1996).

GER's purpose for constructing and operating the Line is to develop an economically viable solution to meet the need for border infrastructure improvements at Eagle Pass that increases safety and facilitates binational trade between the United States and Mexico. According to GER, the Line would resolve rail and truck congestion, reduce cross border wait times, and route rail traffic around the urban center of Eagle Pass.

Proposed Action and Alternatives

Proposed Action

According to GER, the Line would be a secure, double-tracked rail corridor with no roadway/rail at-grade crossings, extending from the interchange point with the UP tracks at approximately UP milepost 31 on the Eagle Pass Subdivision near UP's Clark's Park Yard, for approximately 1.3 miles southwest to the United States/Mexico border. The Line would cross the Rio Grande River on the Rail Bridge and would be elevated on a 100-foot-wide earthen embankment. The total width of the Line, including the service roads, would be approximately 160 feet. A non-intrusive inspection (NII) facility and noise barriers would be located within the right-of-way. The Line would be fully fenced, monitored, and patrolled by security personnel on a service road. In addition to the Line, which requires Board authority, the PVGTB Project would include a new commercial motor vehicle roadway that would cross the Rio Grande River on the Road Bridge; a control tower; and truck inspection facilities. Customs and Border Protection (CBP) would operate the inspection facilities. PVH would either lease the facilities to CBP; transfer ownership of the facilities to the General Services Administration (GSA); or operate the inspection facilities as a privately owned Central Examination Station under 19 CFR part 118. A variety of commodities would move to and from Mexico over the Line and roadway. Trains operating on the Line would consist of approximately 150 cars with two locomotives on the front end and one on the rear end, for an approximate train length of 9,300 feet.

USCG will issue a decision on a proposed Federal action whether to grant or deny GER's request for a permit to construct and operate the proposed bridges across the Rio Grande River and will participate as a Cooperating Agency in the EIS process. Permits will also be required from USACE and IBWC. The EIS will analyze the impacts of constructing and operating the Line as well as the other parts of the PVGTB Project, as appropriate.

Alternatives to be carried forward in the EIS

The EIS will analyze and compare the potential impacts of construction and operation of the Proposed Action, reasonable alternative routes, and the No-Action Alternative (denial of construction and operation authority). Following consultation with USCG; USACE; IBWC; other appropriate Federal, State, and local agencies; Tribes; other affected stakeholders; the public; and GER, OEA has determined that the reasonable alternatives that the EIS will analyze in detail are:

- **Proposed Action (Southern Rail Alternative)**, GER's preferred route. GER originally proposed a route that would have diverged from the UP mainline at approximate milepost 31, crossed Seco Creek, curved to the south of Seco Creek on an embankment, crossed over Rodriguez Street, Barrera Street, and U.S. 277 (Del Rio Boulevard) using bridges with an embankment in between, traversed an undeveloped area, crossed Seco Creek in two locations, and continued to and across the Rio Grande River. On June 27, 2024, GER sent OEA a letter modifying its original route. The modified route departs the UP mainline at the same location as the originally proposed route and follows the same route as the original route until the crossing over U.S. 277. West of U.S. 277, the modified route curves slightly to the south of the originally proposed route to avoid potential impacts associated with crossing Seco Creek and continues to and across the Rio Grande River. This route is now GER's preferred alternative route and is referred to as the Southern Rail Alternative below.
- **Northern Rail Alternative**. Based on information obtained through the scoping process (including data collection, technical evaluations, and an additional site visit), OEA developed the Northern Rail Alternative as another reasonable build alternative for consideration in the EIS. The Northern Rail Alternative would follow a similar route as the Southern Rail Alternative from the UP mainline to U.S. 277 but diverge to the north approximately 0.1 mile west of U.S. 277 to minimize visual impacts to the residences south of Seco Creek. The Northern Rail Alternative would cross Seco Creek slightly to the north of GER's originally proposed route, continue straight, and curve to cross Seco Creek and the Rio Grande River on the Rail Bridge. Under this alternative, the Rail Bridge would be located a little farther north than the Rail Bridge associated with the Southern Rail Alternative.

Additional information, including a map showing the routes of both rail alternatives, can be found on the Board-sponsored project website at www.greeneaglerreis.com.

Alternatives considered but not carried forward in the EIS

OEA reviewed and dismissed from detailed analysis several other rail routes that GER had considered. Those routes would have run farther north than the Southern and Northern Rail Alternatives, from the UP Clark's Park Yard and along or near FM 1588 (Thompson Road), through residential areas, industrial areas, and open space before crossing the Rio Grande River. OEA determined that those routes would be infeasible because to connect with the UP mainline, the routes would have to cross the existing yard track used for switching, which would interfere

with existing rail operations. In addition, some of the routes would displace numerous residences or industrial properties. The routes would also require longer bridges across the Rio Grande River than either the Southern or the Northern Rail Alternatives. Therefore, the EIS will carry forward the Southern Rail Alternative, the Northern Rail Alternative, and the No-Action Alternative for detailed analysis in the EIS.

Summary of Scoping Process

In December 2023, OEA conducted preliminary consultation with Federal, State, and local agencies as well as federally recognized Native American Tribes and elected officials to determine whether to prepare an Environmental Assessment or an EIS. OEA received responses from the Mayor of Eagle Pass; the Maverick County Judge; USCG; IBWC; CBP; USACE; the Federal Highway Administration (FHWA); the Bureau of Indian Affairs; the Texas Commission on Environmental Quality; Texas Parks and Wildlife; the Texas General Land Office; the Texas Historical Commission; the City of Eagle Pass (Bridge General Manager, Chief of Police, City Engineer, Chairman of the Planning and Zoning Commission, and Public Works Director); and Kickapoo Traditional Tribe of Texas.

As part of this effort, OEA identified eight agencies (FHWA; GSA; IBWC; Texas Department of Transportation; USACE; USCG; CBP; and U.S. State Department) that would potentially need to permit or otherwise authorize parts of the PVGTB Project. OEA invited these agencies to participate in the NEPA process as Cooperating Agencies. Only USCG accepted OEA's Cooperating Agency invitation.

Based on initial information provided by GER, preliminary consultation with agencies and elected officials, and preliminary analysis, OEA determined that the preparation of an EIS is appropriate in this case. The scoping process began on March 29, 2024, when OEA issued the NOI and published the NOI in the *Federal Register*. The NOI announced OEA's intent to prepare an EIS, solicited comments on the scope of the EIS, and provided information on public scoping meetings. Simultaneously with the issuance of the NOI, OEA sent scoping letters to potentially interested Federal, State, and local agencies as well as six federally recognized Native American Tribes.

To inform the public of the issuance of the NOI and the public meetings, OEA posted online Google banner advertisements (banner ads) focusing on the Eagle Pass area; mailed postcards to 723 property owners in the vicinity of the Line and other parts of the PVGTB Project; and sent letters to 78 community leaders in the Eagle Pass area along with a flyer that could be shared with their respective communities. OEA sent letters to Federal, State, and local elected officials in Eagle Pass and Maverick County and issued a press release.

During scoping, which lasted from March 29 through April 29, 2024, OEA hosted three public meetings to receive oral comments: two in-person meetings in Eagle Pass (April 16, 2024, from 11:30 a.m. to 1:30 p.m. and from 6:00 to 8:00 p.m., Central Daylight Time [CDT]) and one online meeting (April 23, 2024, from 6:00 to 8:00 p.m. CDT). OEA also established a Board-sponsored project website at www.greeneaglerreis.com to provide current information about the

Line and the PVGTB Project. OEA set up a toll-free phone line and a dedicated email address for the public to raise questions and concerns.

As part of the planning effort for the scoping process, OEA determined that a majority of residents in Eagle Pass and Maverick County reported as Hispanic or Latino and speak a language other than English at home, predominantly Spanish. Therefore, OEA has and will continue to take appropriate measures to facilitate communication with Spanish speakers. For example, all public scoping materials were made available in both English and Spanish. OEA also provided simultaneous interpretation and translation services from English to Spanish and from Spanish to English at the in-person public scoping meetings held in Eagle Pass and at the public scoping meeting held online. In addition, this Final Scope is being made available in Spanish as well as English.

In total, during scoping, OEA received 174 comments, 41 of which were oral comments given at the public scoping meetings and 133 of which were written comments. OEA summarized and responded to the substantive comments received below.

Summary of Scoping Comments

- **Purpose and Need:** Commenters questioned the need for the PVGTB Project, noting that the existing commercial motor vehicle crossing at Eagle Pass has sufficient capacity to accommodate present and future commercial vehicles. Other commenters noted the development and economic benefits to be derived from the PVGTB Project. The Purpose and Need for the Line and the PVGTB Project is discussed above.
- **Proposed Action and Alternatives:** Commenters suggested alternative alignments for the Line through undeveloped areas farther to the north of Eagle Pass than GER's originally proposed rail route. Commenters questioned the efficiency of the Line because of its length and alleged deficiencies in operational planning. Some commenters asked that OEA consider routing traffic to and from the proposed truck screening facility (part of the PVGTB Project) via a new north-south road perpendicular to FM 1589 and connecting to U.S. 277 across from FM 1588. As noted above, the EIS will evaluate the Southern Rail Alternative, the Northern Rail Alternative, and the No-Action Alternative. The EIS will also discuss alternatives considered but not carried forward for detailed analysis.
- **Freight Rail Safety:** Commenters expressed concerns about the potential transportation of hazardous materials through inhabited areas and the associated risk of accidental spills and contamination, referencing the 2023 accident in Palestine, Ohio, and emphasizing the risk of spill-induced injuries or fatalities, such as cancer risks and other illnesses. The U.S. Environmental Protection Agency (EPA), the only Federal agency that submitted scoping comments, recommended that the EIS include a response plan for the accidental release of hazardous materials and a discussion of how applicable regulations would be applied to the construction and operation of the Line and associated facilities. Commenters also noted the benefits of moving rail traffic away from the downtown area of Eagle Pass and of constructing a secure rail line. As

described below in the Final Scope, the EIS will assess rail safety impacts, including the risks of derailments and accidental spills, as appropriate.

- **Roadway Capacity:** Commenters raised concerns about the congestion that the roadway part of the PVGTB Project could create on local roads, especially along U.S. 277 (Del Rio Boulevard) and FM 1589 (Hopedale Road), which provides access to and from the Hopedale neighborhood. Commenters stated that the proposed roadway would conflict with existing roadway plans and asked that impacts on existing infrastructure be considered. Commenters were also concerned that increased congestion could affect emergency vehicle response times. As described below in the Final Scope, the EIS will address traffic and roadway system impacts and will consider potential mitigation measures to address impacts related to traffic and roadway systems, as appropriate.
- **Roadway Safety:** Commenters raised concerns about the risks associated with the transportation of hazardous materials by truck. A commenter suggested that the PVGTB Project would improve safety, considering the current congestion involving automobiles and trucks in Eagle Pass and noting a recent accident involving hazardous materials that occurred off Veterans Boulevard because of heavy traffic. As described below in the Final Scope, the EIS will analyze roadway safety impacts, as appropriate.
- **Noise and Vibration:** Commenters expressed concerns about train noise on houses and schools near the Line, including potential health effects from noise. A commenter observed that the City of Eagle Pass has spent approximately 15 years trying to establish quiet zones for the existing grade crossings that would no longer be traversed by trains if the Board approves the Line. Commenters also raised concerns about vibration from both construction and operation of the Line, especially since some potentially affected houses are old and may, in the view of the commenters, suffer structural damage. As described below in the Final Scope, the EIS will address noise and vibration impacts and will consider potential mitigation measures to address impacts related to noise and vibration, as appropriate.
- **Air Quality and Climate Change:** Commenters raised concerns regarding potential air quality impacts on human health and communities due to emissions from rail traffic. EPA submitted scoping comments recommending that the EIS provide a detailed discussion of ambient air conditions (baseline or existing conditions); National Ambient Air Quality Standards (NAAQS) and non-NAAQS pollutants; criteria pollutant nonattainment areas; hazardous air pollutants; and potential air quality impacts. EPA stated that the discussion should address potential construction, maintenance, and operational activities, and that a construction emissions mitigation plan should be included in the EIS. EPA specified that the EIS should identify all emission sources by pollutant from mobile sources (on and off-road), stationary sources (including portable and temporary emission units), fugitive emission sources, area sources, and ground disturbance. EPA also suggested that this information be used to identify appropriate mitigation measures. The Final Scope reflects that the EIS will consider air quality impacts in accordance with applicable regulations and guidance, as appropriate.
- **Cultural Resources:** Commenters expressed concerns about potential impacts on Native American burial grounds and historic cemeteries known to be present in the

project area. The Final Scope reflects that the EIS will consider impacts on cultural and tribal resources as well as potential mitigation measures to address impacts on cultural resources, as appropriate.

- **Water Resources:** Commenters raised concerns regarding impacts from construction in the floodplains of the Rio Grande River, Seco Creek, and Elm Creek, and how construction could affect flood levels. Commenters also expressed concerns about the potential effects of an accidental spill from the proposed bridges across the Rio Grande River on water quality as well as on the area's water supply because the drinking water intake is located downstream of the proposed bridges (as opposed to upstream of the existing bridges). EPA's scoping comments recommended that the EIS discuss compliance with sections 402 and 303(d) of the Clean Water Act (CWA), including specific segments of the Rio Grande River near the project area that are impaired (if any). The Final Scope reflects that the EIS will consider potential impacts on water resources, as well as potential mitigation measures to address impacts on water resources, as appropriate.
- **Biological Resources:** Commenters expressed concerns about impacts on the local ecosystem, especially species dependent on access to local waterbodies, which may be cut off from their water sources. EPA's scoping comments recommended that the EIS address the need for a plan to revegetate areas cleared for construction. EPA stated that construction, operation, and maintenance activities would cause increased sedimentation and turbidity, which can affect threatened and endangered species in the area, and that best management practices should be implemented to reduce those risks. Furthermore, EPA recommended revegetation plans for disturbed areas and clarification on oil, fuel, and solid waste management spill and leak protocols. The Final Scope reflects that the EIS will consider impacts on wildlife and vegetation, as appropriate.
- **Land Use:** Commenters raised concerns about impacts on land that was previously used for mining or as a landfill. Commenters asked that potential impacts on UP's tracks, network, and operations be considered, as well as the impacts on Clark's Park Yard. Commenters also expressed concerns about the Line impeding vehicular movements on private property. EPA recommended that the EIS analyze impacts from the generation and disposal of solid and hazardous waste. The Final Scope reflects that the EIS will consider impacts on land use and impacts from the generation and disposal of solid and hazardous waste, as appropriate.
- **Socioeconomics:** Commenters raised concerns regarding potential impacts on property values and the loss of bridge revenues for the City of Eagle Pass. Commenters also suggested that the Line and the PVGTB Project would generate economic benefits on both sides of the border, including new jobs, more housing, and improved trade relations. Commenters also requested that the need for additional CBP personnel be evaluated. NEPA requires agencies to evaluate the "environmental impact" and any unavoidable adverse "environmental effects" of a proposed action. A potential change in property values would not be an effect on the environment. Therefore, the Final Scope reflects that the EIS will not consider impacts to property values. The Final Scope will consider impacts from the potential generation of jobs, as appropriate.

- **Environmental Justice:** Commenters noted that the Line would run through low-income neighborhoods that have previously been subject to adverse impacts from past projects. The Eagle Pass Housing Authority noted that the Line would be located close to two of the Authority’s housing developments, subsidized by the U.S. Department of Agriculture and the U.S. Department of Housing and Urban Development, respectively. The Final Scope reflects that the EIS will consider potentially disproportionate impacts on low-income and minority communities and address environmental justice issues, as appropriate.

Based on the comments received during scoping and OEA’s independent analysis, OEA has prepared the Final Scope of Study for the EIS, which is detailed below.

Final Scope:

Environmental and Historic Impact Analysis

The EIS will address the potential environmental and historic impacts of the Line and the PVGTB Project, as appropriate. OEA will evaluate only the potential environmental and historic impacts of operational and physical changes that are related to the Line, the alternatives described above, and other parts of the PVGTB Project, as appropriate.

The EIS will analyze potential direct, indirect, and cumulative impacts on the environment for the Proposed Action, each reasonable alternative, and other parts of the PVGTB Project, as appropriate.¹ The EIS will also analyze the impacts of the No-Action Alternative. Impact areas assessed will include freight rail safety; grade crossing safety and delay; roadway safety and capacity; noise and vibration; air quality and climate change; energy; geology and soils; cultural resources; hazardous materials release sites; biological resources; water resources (including wetlands and other waters of the United States); land use; socioeconomics; visual resources; environmental justice; cumulative impacts; and transboundary impacts, as described below.

Environmental Impact Categories

1. Freight Rail Safety

The EIS will:

- A. Describe projected rail operations and analyze the potential for changes in the probability of train accidents, including derailments, as appropriate.
- B. Identify hazardous materials that could be transported and the likelihood of an accidental release of hazardous materials and its consequences.

¹ NEPA requires the Board to consider direct, indirect, and cumulative impacts. Direct and indirect impacts are both caused by the action. 40 CFR 1508.1 (i) (1) and (2). A cumulative impact is the “incremental effects of the action when added to the effects of other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions.” 40 CFR 1508.1 (i) (3).

2. Grade Crossing Safety

The EIS will:

- A. Evaluate potential impacts on road/rail grade crossing safety and analyze the potential for a change in the rate of accidents related to the proposed rail operations, as appropriate.

3. Grade Crossing Delay

The EIS will:

- A. Describe existing crossing delays and analyze the potential for changes in delays related to the proposed rail operations, as appropriate.
- B. Evaluate the potential for disruptions and delays to the movement of emergency vehicles.

4. Roadway Safety

The EIS will:

- A. Describe and analyze changes in crash frequencies for relevant roadway segments and intersections, as appropriate.

5. Roadway Capacity

The EIS will:

- A. Evaluate the effect of the Line and other parts of the PVGTB Project on affected roadway segments, as appropriate. The EIS will analyze the volume to capacity ratio of each of the roadway segments and levels of service at relevant intersections.

6. Noise and Vibration

The EIS will:

- A. Describe the potential noise and vibration effects of the Line and other parts of the PVGTB Project during construction, as appropriate.
- B. Describe the potential noise and vibration effects of the Line and other parts of the PVGTB Project during operation, as appropriate.
- C. Determine, as appropriate, whether the Line and other parts of the PVGTB Project would cause:
 - i. An incremental increase in noise levels of three decibels (dB) day-night average sound level (Ldn) or more; and
 - ii. An increase to a noise level of 65 dB Ldn or greater. If so, the EIS will identify sensitive receptors (e.g., schools, libraries, hospitals, residences, retirement communities, and nursing homes) in the project area and quantify the noise increase for these receptors using applicable thresholds defined by the Federal Transit Administration (FTA).

7. Air Quality and Climate Change

The EIS will:

- A. Quantify emissions of criteria pollutants and greenhouse gases resulting from construction and operation of the Line and other parts of the PVGTB Project, as appropriate.
- B. Analyze the potential impacts of climate change on the Line and other parts of the PVGTB Project, as appropriate.

8. Energy

The EIS will:

- A. Describe the effects of the Line and other parts of the PVGTB Project on the transportation of energy resources, as appropriate.
- B. Describe the effects of the Line and other parts of the PVGTB Project on recyclable commodities, as appropriate.
- C. State whether the Line and other parts of the PVGTB Project would result in an increase or decrease in overall energy efficiency and explain why, as appropriate.

9. Geology and Soils

The EIS will:

- A. Describe geology, topography, and soils within the project area.
- B. Evaluate potential effects on geological, topographical, and soil conditions from the construction of the Line and other parts of the PVGTB Project, as appropriate.

10. Cultural Resources

The EIS will:

- A. Identify historic buildings, structures, sites, objects, or districts eligible for listing on or listed on the National Register of Historic Places within the Area of Potential Effect (APE).
- B. In consultation with federally recognized Tribes participating in the section 106 process, identify properties of traditional religious and cultural importance to Tribes and prehistoric or historic archaeological sites evaluated as potentially eligible, eligible, or listed on the National Register (archaeological historic properties) within the APE and analyze potential project-related impacts to them, including indirect visual effects.

11. Hazardous Materials Release Sites

The EIS will:

- A. Identify known hazardous waste sites or sites where there have been known hazardous material spills within 500 feet of the Line and other parts of the PVGTB Project, as appropriate; identify the location of those sites and the types of hazardous waste involved.

- B. Assess the risk from construction associated with each identified site.

12. Biological Resources

The EIS will:

- A. Based on consultation with the U.S. Fish and Wildlife Service, identify whether the Line and other parts of the PVGTB Project would be likely to adversely affect endangered or threatened species or areas designated as a critical habitat, as appropriate, and if so, describe the effects.
- B. Evaluate biological resources within the project area, including vegetative communities, wildlife, aquatic resources, wetlands, and federally and State-listed threatened and endangered species (including candidate species).
- C. Assess qualitatively the effects of the Line and other parts of the PVGTB Project on wildlife, as appropriate. Effects may include displacement, habitat fragmentation, and vehicular collisions as well as behavioral and noise-related impacts.

13. Water Resources

The EIS will:

- A. Identify whether the Line and other parts of the PVGTB Project, as appropriate, would require permits under section 404 of the CWA and whether any designated wetlands or 100-year floodplains would be affected.
- B. Identify whether the Line and other parts of the PVGTB Project, as appropriate, would require permits under section 402 of the CWA.
- C. Identify whether the Line and other parts of the PVGTB Project, as appropriate, would require permits under sections 9 and 10 of the Rivers and Harbors Act.
- D. Evaluate the effects of the Line and other parts of the PVGTB Project, as appropriate, on surface waters, water quality, wetlands, floodplains, and groundwater resources, including 303(d)-listed impaired surface waters, if any.

14. Land Use

The EIS will:

- A. Evaluate the effects of the Line and other parts of the PVGTB Project on land use, as appropriate. Such impacts may include incompatibility with existing land uses; conversion of land to railroad use; and compatibility with conservation easements and other encumbrances on privately owned land, as applicable.

15. Socioeconomics

The EIS will:

- A. Analyze economic effects of constructing and operating the Line and other parts of the PVTGB Project, including direct and induced job creation, as appropriate.

16. Visual Resources

The EIS will:

- A. Describe the potential effects of the Line and other parts of the PVGTB Project on the existing visual character of, and quality of views from, the vicinity of the project area, as appropriate.
- B. Include visualizations illustrating how the Line and other parts of the PVGTB Project would affect views from select locations, as appropriate.

17. Environmental Justice

The EIS will:

- A. Evaluate whether the Line and other parts of the PVGTB Project would adversely or beneficially affect low-income or minority populations, as appropriate.
- B. Determine whether adverse impacts would be disproportionately borne by minority and low-income populations.

18. Cumulative Impacts

The EIS will:

- A. Evaluate the cumulative effects of the Line and other parts of the PVGTB Project, when added to other past, present, and reasonably foreseeable future actions, as appropriate.

19. Transboundary Impacts

The EIS will:

- A. Describe the impacts of constructing the Line and other parts of the PVGTB Project on resources located across the Mexico/United States border, as appropriate.

20. Mitigation Measures

The EIS will:

- A. Describe any measures that are proposed to mitigate adverse environmental or historic impacts, indicating why the proposed mitigation is appropriate.

By the Board, Danielle Gosselin, Director, Office of Environmental Analysis.

Notice of Intent Press Release



SURFACE TRANSPORTATION BOARD

FOR RELEASE

03/29/2024 (Friday)
No. 24-16
www.stb.gov

Contact:
Michael Booth
202-245-1760
FedRelay 1-800-877-8339

STB ISSUES NOTICE OF INTENT TO PREPARE AN EIS FOR A PROPOSED NEW RAIL LINE IN EAGLE PASS, TX

The Surface Transportation Board's Office of Environmental Analysis (OEA) today issued a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) in connection with Green Eagle Railroad, LLC's proposed construction and operation of an approximately 1.3-mile rail line in Maverick County, Texas. The proposed rail line would be part of the proposed Puerto Verde Global Trade Bridge project, consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas, United States.

Because the proposed rail line has the potential to result in significant environmental impacts, OEA has determined that the preparation of an EIS is appropriate pursuant to the National Environmental Policy Act. Issuance of the NOI begins the scoping period, the first step of the environmental review process.

OEA will be accepting comments on the scope of the EIS, including alternatives and issues to be analyzed in the EIS, until the close of the scoping comment period on April 29, 2024. OEA will hold public scoping meetings (two in-person and one virtual) during the scoping comment period, as set forth in the NOI.

To view the NOI, click [here](#).

For more information on the environmental review process or to submit a written comment, visit the Board-sponsored project website at www.greeneaglerreis.com or the Board's website at www.stb.gov.

POSTED: 03/29/2024 10:55 AM

Final Scope of Study Press Release



SURFACE TRANSPORTATION BOARD

FOR RELEASE

07/08/2024 (Monday)
No. 24-28
www.stb.gov

Contact:
Michael Booth
202-245-1760
FedRelay 1-800-877-8339

STB ISSUES FINAL SCOPE OF STUDY FOR GREEN EAGLE RAILROAD ENVIRONMENTAL IMPACT STATEMENT

The Surface Transportation Board's Office of Environmental Analysis (OEA) today issued a Notice of Availability of the Final Scope of Study (Final Scope) for the Environmental Impact Statement (EIS) being prepared in connection with Green Eagle Railroad, LLC's proposed construction and operation of an approximately 1.3-mile rail line in Maverick County, Texas. The proposed rail line would be part of the proposed Puerto Verde Global Trade Bridge project, consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas, United States.

OEA will now prepare and issue a Draft EIS, which will discuss the potential environmental impacts of the proposed project and set forth OEA's preliminary recommendations for appropriate mitigation measures. OEA will request public comments on the Draft EIS and will hold public meetings after the Draft EIS is issued. More information regarding the environmental review process for the proposed project is available on the Board-sponsored project website at www.greeneaglerreis.com.

The notice, in [Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas](#), Docket No. FD 36652, may be viewed and downloaded [here](#).

POSTED: 07/08/2024 10:30 AM

Elected Official Preliminary Scoping Letter (Sample)



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

December 7, 2023

Rolando Salinas Jr.
Mayor of the City of Eagle Pass
100 South Monroe
Eagle Pass, TX 78852

By email

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 Mayor Salinas:

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:

Andrea Poole
Surface Transportation Board
Docket No. FD 36652
395 E Street SW

Washington, DC 20423

We look forward to hearing from you. If you have any questions or would like to arrange a call, please feel free to contact Andrea Poole of my staff at [REDACTED] (cell) or by email at [REDACTED].

Sincerely,

A handwritten signature in black ink, appearing to read "Danielle Gosselin". The signature is fluid and cursive, with the first name "Danielle" written in a larger, more prominent script than the last name "Gosselin".

Danielle Gosselin

Director

Office of Environmental Analysis

Enclosures:

Attachment 1: Maps

Attachment 2: Initial Agency and Tribal Distribution List

Figure 1: Project Overview

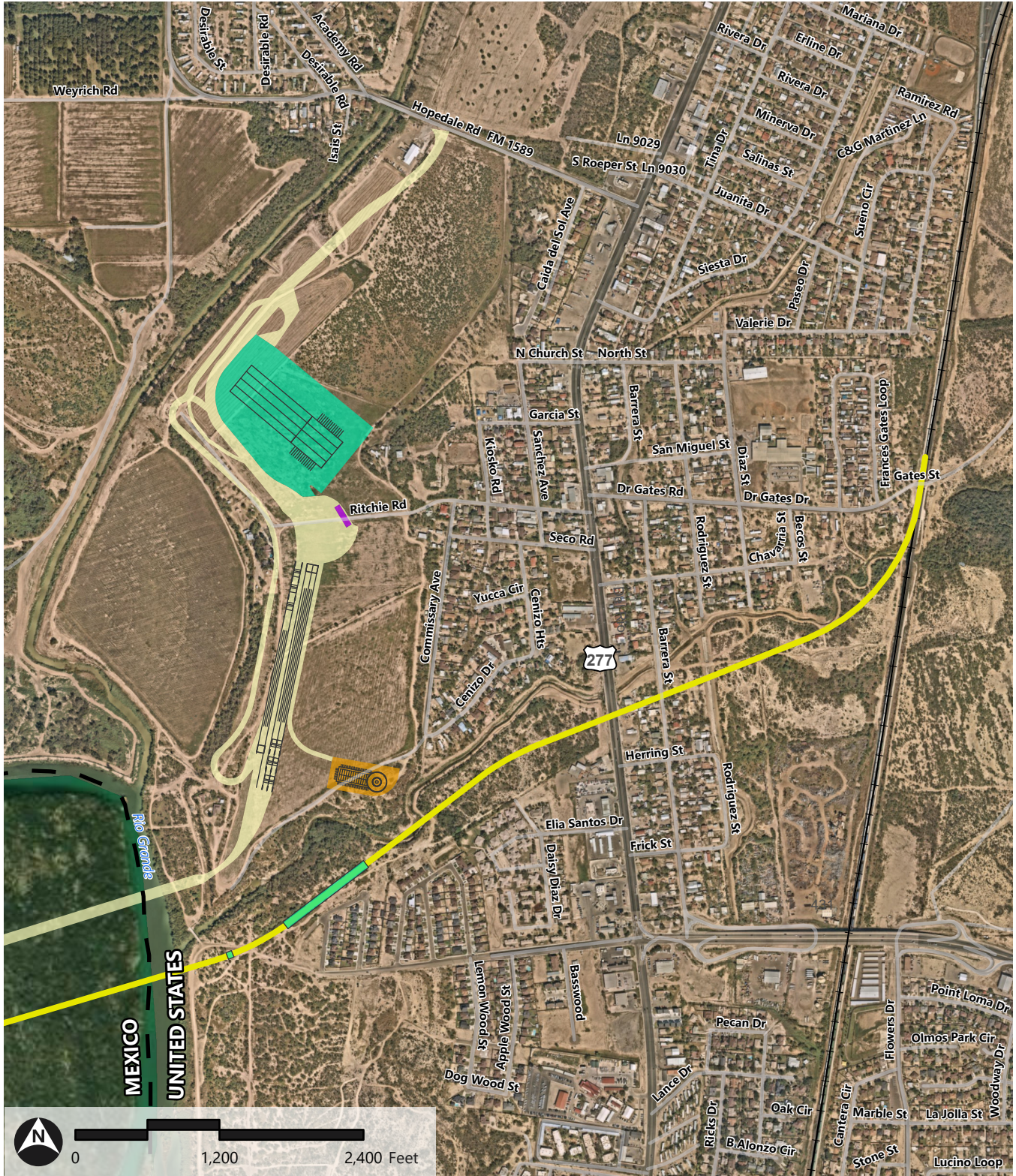


Path: \\whb.com\temp\VD\SPelletier\39646.00\Project\Puerto Verde.aprx (SPelletier, 11/13/2023)

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

Source: ArcGIS Online, NearMap

Figure 2: Project Overview - Maverick County, Texas



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

Source: ArcGIS Online, NearMap

Path: \\whb.com\temp\VDI\SPelletier\39646.00\Project\Puerto Verde.aprx (SPelletier, 11/13/2023)



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

Attachment 2: Initial Agency and Tribal Distribution List

RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation Exemption – Line of Railroad in Maverick County, Texas; Preliminary Consultation

The below table lists all Federal and State elected officials; Federal, State and local agencies; and Tribal Nations contacted by the Office of Environmental Analysis (OEA) in connection with the above referenced Docket No. FD 36652.

Federal and State Elected Officials

- United States Senator John Cornyn
- United States Senator Ted Cruz
- United States Congressman Tony Gonzales
- State Representative Eddie Morales
- State Senator Roland Gutierrez
- Texas Governor Greg Abbott
- Ramsey English Cantú, County Judge, Maverick County, Texas
- Roberto Ruiz, County Commissioner, Maverick County, Texas
- Rolando Salinas Jr., Mayor, City of Eagle Pass, Texas

Federal

- Robert Houston, Staff Director, Communities, Tribes and Environmental Assessment, EPA - Region 6
- Christina Williams, Division Supervisor – USFWS Section 7 Consultations
- Arnold “Rob” Newman, Deputy District Engineer, Programs and Project Management, USACE – Fort Worth Regulatory District
- Tony Robinson, Regional Administrator, FEMA - Region 6
- Charlie Hart, Southern Border Executive, GSA – Greater Southwest Region 7
- Zuleika K. Morales-Romero, Field Office Director, US HUD – San Antonio Field Office
- Tom Bruechert, Texas Environmental Program Manager, FHWA – Texas Division
- Hilary Qualm, US Department of State – Mexico Desk Border Affairs Team
- Joel Saldivar, Realty Specialist, IBWC
- John Claudio, Realty Chief, IBWC
- Juliana Blackwell, Director, NOAA - National Geodetic Survey
- Terry Bruner, Deputy Regional Director – Indian Services, BIA – Southern Plains Region
- Ron Johnsen, US Coast Guard – Office of Environmental Management

- John Petrilla, Environmental Protection Specialist, US Customs and Border Protection
- State
- Roberto Rodriguez, Supervising Engineer, Texas Department of Transportation - Laredo District Planning & Development
 - Mark S. Wolfe, SHPO, Texas Historical Commission
 - David Veale, District Leader, Texas Parks and Wildlife Department
 - Steven Schar, Acting Deputy Executive Director/Chief of Staff, Texas Commission on Environmental Quality
 - Christi Craddick, Chairman, The Railroad Commission of Texas
 - Mark Lamber, Deputy Director of Archives and Records, Texas General Land Office
 - Mark Havens, Chief Clerk, Texas General Land Office
- County
- Monica Cruz, Planning Directory, Maverick County, Texas – Planning Department
 - Rex McBeath, Floodplain Administrator, Maverick County, Texas – Planning Department
 - Tom Schmerber, Sheriff, Maverick County Sheriff
- Local
- Federico Garza, Chief of Police, City of Eagle Pass
 - Homero Balderas, Bridge General Manager, City of Eagle Pass, Texas
 - Luis Velez, Chairman of the Planning and Zoning Commission, City of Eagle Pass, Texas
 - Daniel Ibarra, Public Works Director, City of Eagle Pass – Public Works Department
 - Danny MaGee, City Engineer & Floodplain Engineer, City of Eagle Pass - Engineering
- Tribal
- Durell Cooper, Chairman, Apache Tribe of Oklahoma
 - Bobby Komardley, Chairman, Apache Tribe of Oklahoma
 - Mark Woommavovah, Chairman, Comanche Nation, Oklahoma
 - Martina Minthorn, THPO, Comanche Nation, Oklahoma
 - Juan Garza, Chairman, Kickapoo Traditional Tribe of Texas
 - Hector Gonzalez, THPO, Kickapoo Traditional Tribe of Texas
 - Darwin Kaskaske, Chairman, Kickapoo Tribe of Oklahoma
 - Kent Collier, NAGPRA, Kickapoo Tribe of Oklahoma
 - Holly Houghten, THPO, Mescalero Apache Tribe of the Mescalero Reservation, New Mexico
 - Eddie Martinez, President, Mescalero Apache Tribe of the Mescalero Reservation, New Mexico
 - Russell Martin, President, Tonkawa Tribe of Indians of Oklahoma
 - Lauren Norman-Brown, THPO, Tonkawa Tribe of Indians of Oklahoma
 - Terri Parton, President, Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie), Oklahoma
 - Gary McAdams, THPO, Wichita and Affiliated Tribes (Wichita, Keechi, Waco & Tawakonie), Oklahoma

Elected Official Scoping Letter (Sample)



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

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

March 29, 2024

Re: RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation
Exemption – Line of Railroad in Maverick County, Texas.

Notice of Intent to Prepare an Environmental Impact Statement

Dear Governor Abbott:

Green Eagle Railroad, LLC, a subsidiary of Puerto Verde Holdings (PVH), filed a petition with the Surface Transportation Board (Board) for authority to construct and operate approximately 1.3 miles of new common carrier rail line (the Line) in Maverick County, Texas. The Line would be part of a larger project proposed by PVH, the Puerto Verde Global Trade Bridge (PVGTB Project), consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas. Only the Line is under the jurisdiction of the Board.

The Board's Office of Environmental Analysis (OEA) determined that the construction and operation of the Line has the potential to result in significant environmental impacts. Therefore, pursuant to the National Environmental Policy Act (NEPA) (42 U.S.C. §§ 4321-4370m-11), OEA issued a Notice of Intent to Prepare an Environmental Impact Statement (EIS) in the Federal Register on March 29, 2024. This begins the Scoping Public Comment period for the project. The Board will take comments through April 29, 2024

OEA invites your office to provide scoping comments on the scope of the EIS, identification of potential alternatives, and information and analyses relevant to the EIS. We also invite you to share the information in this letter with your constituents, as you find appropriate.

As part of the scoping public comment period, OEA will host three public meetings to receive comments. Each meeting will consist of a one-hour open house and a one-hour comment period.

In-Person Public Scoping Meetings

Date	Time	Meeting Address
Tuesday, April 16, 2024	11:30 AM-1:30 PM	International Center for Trade (West Room) 3295 Bob Rogers Drive Eagle Pass, Texas
Tuesday, April 16, 2024	6:00 PM-8:00 PM	International Center for Trade (West Room) 3295 Bob Rogers Drive Eagle Pass, Texas

Online Public Scoping Meeting

Date	Time	Meeting Address
Tuesday, April 23, 2024	6:00 PM – 8:00 PM	Refer to www.greeneaglerreis.com for access information

Comments may also be submitted:

- Electronically through the Board’s website, www.stb.gov, by clicking on the “E_FILING” link; or
- By mail to Andrea Poole, Surface Transportation Board, c/o VHB, Att.: Environmental Filing, Docket No. FD 36652, 1001 G Street N, Suite 1125, Washington, DC 20001.

All comments must be sent no later than April 29, 2024. **Please refer to Docket No. FD 36652 in all correspondence.**

For more information, visit the Board-sponsored project website at www.greeneaglerreis.com. If you have any questions or would like to arrange a call, please feel free to contact Andrea Poole of my staff at [REDACTED] (cell) or by email at [REDACTED].

Sincerely,



Danielle Gosselin
Director
Office of Environmental Analysis

Community Organizations, Services, and Businesses Scoping Letter (Sample)



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

March 29, 2024

Access Church
2805 E Main Street
Eagle Pass, Texas 78852

Re: RE: Docket No. FD 36652, Green Eagle Railroad – Construction and Operation
Exemption – Line of Railroad in Maverick County, Texas.
Notice of Intent to Prepare an Environmental Impact Statement

To Whom It May Concern:

Green Eagle Railroad, LLC, a subsidiary of Puerto Verde Holdings (PVH), filed a petition with the Surface Transportation Board (Board) for authority to construct and operate approximately 1.3 miles of new common carrier rail line (the Line) in Maverick County, Texas. The Line would be part of a larger project proposed by PVH, the Puerto Verde Global Trade Bridge (PVGTB Project), consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas. Only the Line is under the jurisdiction of the Board.

The Board invites you to share the information in this letter with members of your organization or community. We have included a flyer for your use and distribution. The flyer can also be downloaded on the Board-sponsored project website at www.greeneaglerreis.com.

The Board's Office of Environmental Analysis (OEA) will be preparing an Environmental Impact Statement (EIS) to evaluate the potential impacts of construction and operation of the Line on the environment in compliance with the National Environmental Policy Act (NEPA). Parts of the PVGTB Project other than the Line are outside the jurisdiction of the Board but will be considered as appropriate when evaluating the environmental impacts of the Line.

On March 29, 2024, OEA issued the Notice of Intent beginning the scoping process for the EIS. Scoping is an open process for determining the range of issues that should be examined and assessed in the EIS. Comments submitted during the scoping period will assist OEA in defining the range of alternatives and potential impacts to consider in the EIS.

As part of scoping, OEA will host three public meetings to receive comments. Each meeting will consist of a one-hour open house and a one-hour comment period. There is no need to attend more than one meeting, but all are welcome to attend as many meetings as desired.

In-Person Public Scoping Meetings

Date	Time	Meeting Address
Tuesday, April 16, 2024	11:30 AM-1:30 PM	International Center for Trade (West Room) 3295 Bob Rogers Drive, Eagle Pass, Texas
Tuesday, April 16, 2024	6:00 PM-8:00 PM	International Center for Trade (West Room) 3295 Bob Rogers Drive, Eagle Pass, Texas

Online Public Scoping

Date	Time	Meeting Address
Tuesday, April 23, 2024	6:00 PM – 8:00 PM	Refer to www.greeneaglerreis.com for access information

Persons who wish to make an oral comment at one of the meetings are encouraged, but not required, to pre-register on the Board-sponsored Project website (www.greeneaglerreis.com).

The Public Scoping Meetings will comply with the Americans with Disabilities Act (ADA). Persons who need accommodation under ADA to submit comments can call (202) 245-0245. For further information about the EIS, visit the Board-sponsored project website at www.greeneaglerreis.com.

It is not necessary to attend one of the meetings to make a comment. Comments may also be submitted:

- Electronically through the Board’s website, www.stb.gov, by clicking on the “E_FILING” link; or
- By mail to Andrea Poole, Surface Transportation Board, c/o VHB, Att.: Environmental Filing, Docket No. FD 36652, 1001 G Street N, Suite 1125, Washington, DC 20001.

All comments must be sent no later than April 29, 2024. Please refer to Docket No. FD 36652 in all correspondence.

After the close of the comment period, OEA will review all comments received and begin preparing the Draft EIS. When the Draft EIS is issued, OEA will again solicit comments from the public on potential environmental impacts identified in the analysis.

For more information, visit the Board-sponsored project website at www.greeneaglerreis.com. If you have questions, please email us at contact@greeneaglerreis.com or call the toll-free project information line at (888) 319-2337. Thank you for your interest in this EIS. We look forward to receiving your comments.

Sincerely,



Danielle Gosselin
Director
Office of Environmental Analysis

Scoping Flyer



Proposed freight rail project in Eagle Pass, Texas

Request for Public Scoping Comments

Environmental Impact Statement

Green Eagle Railroad filed a petition with the Surface Transportation Board (Board) for authority to construct and operate a 1.3-mile rail line. The Line would be part of a larger project proposed by Puerto Verde Holdings, the Puerto Verde Global Trade Bridge (PVGTB Project), consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas.

As part of the approval review process, the Board will evaluate the potential impacts of the project on the environment. The Board will hold in-person and online meetings to present the project and take comments. The public scoping meeting schedule and other information are available below and on the Board sponsored project website at www.greeneaglerreis.com.

How to Comment



Public Meetings

The Board will host 3 public meetings in Eagle Pass to receive comments. Each meeting will consist of a 1-hour open house and a 1-hour comment period.

Tuesday, April 16 – In-Person Meetings

- International Center for Trade
(3295 Bob Rogers Drive, West Room)
- 11:30 a.m. to 1:30 p.m.
- 6:00 p.m. to 8:00 p.m.

Tuesday, April 23 – Online Meeting

- 6:00 p.m. to 8:00 p.m.
- Go to the project website for more information on how to join: www.greeneaglerreis.com



Electronic Comments

Submit electronic comments by visiting the Board's website, www.stb.gov, under the heading "E_FILING". Refer to Docket No. FD 36652



Written Comments

Mail your comments to:

Andrea Poole

Surface Transportation Board
c/o VHB

Attention: Environmental Filing

Docket No. FD 36652

1001 G Street NW, Suite 1125

Washington, DC 20001

For more information, visit: www.greeneaglerreis.com

Comments will be accepted through Monday, April 29, 2024
Please refer to Docket No. FD 36652 in all correspondence.

Persons wishing to make an oral comment are encouraged, but not required, to pre-register on the Board-sponsored project website.

If you require an accommodation under the Americans with Disabilities Act to submit a comment, please call (202) 245-0245

Toll-Free Environmental Impact Statement
Information Line (888) 319-2337

Scoping Postcard

Green Eagle Railroad filed a petition with the Surface Transportation Board (Board) for authority to construct and operate a 1.3-mile rail line. The line would be part of a larger border crossing project for freight rail and commercial motor vehicles in Eagle Pass, Texas.

Public Meetings

The Board will host 3 public meetings in Eagle Pass to receive comments. Each meeting will consist of a 1-hour open house and a 1-hour comment period.

Tuesday, April 16 - In-Person Meetings

- International Center for Trade
(3295 Bob Rogers Dr, West Room)
- 11:30 a.m. to 1:30 p.m.
- 6:00 p.m. to 8:00 p.m.

Tuesday, April 23 – Online Meeting

- 6:00 p.m. to 8:00 p.m.
- Go to the project website for more information on how to join: **www.greeneaglerreis.com**

Other ways to submit comments

Electronic Comments:

Submit electronic comments by visiting the Board's website, www.stb.gov, under the heading "E_FILING". Docket No. FD 36652

Written Comments:

Mail your comments to:
Andrea Poole
Surface Transportation Board
c/o VHB
Attention: Environmental Filing
Docket No. FD 36652
1001 G Street NW, Suite 1125
Washington, DC 20001



Para el español

Persons wishing to make an oral comment are encouraged, but not required, to pre-register on the Board-sponsored project website

Comments will be accepted through Monday, April 29, 2024
Please refer to Docket No. FD 36652 in all correspondence.

Scoping Banner Ad



Learn about a proposed freight rail line project in Eagle Pass

We want your input!



www.greeneaglerreis.com

Final Scope of Study Email

Green Eagle RR EIS

From: Green Eagle RR EIS
Sent: Monday, July 8, 2024 5:04 PM
To: Green Eagle RR EIS
Subject: Green Eagle Railroad Project EIS: Availability of Final Scope of Study / Disponibilidad del Alcance Final del Estudio

Greetings,

The Surface Transportation Board's (Board's) Office of Environmental Analysis (OEA) today issued a [Final Scope of Study](#) in connection with the Environmental Impact Statement (EIS) being prepared for Green Eagle Railroad, LLC's proposed construction and operation of an approximately 1.3-mile rail line in Maverick County, Texas (the Line). The Line would be part of the proposed Puerto Verde Global Trade Bridge project, consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas, United States.

On March 29, 2024, OEA issued the Notice of Intent to prepare an EIS and encouraged interested parties to file scoping comments electronically, by mail, or at public scoping meetings through April 29, 2024. All comments submitted during the scoping process are now available to the public on the [Board's website \(www.stb.gov\)](#). The Final Scope of Study is also available on the Board's website or by clicking [here](#).

For questions, please email: contact@greeneaglerreis.com or call the toll-free line: (888) 319-2337. Additional details, including maps, documents, and project updates, can be found on the Board-sponsored project website, www.greeneaglerreis.com.

Saludos,

La Oficina de Análisis Ambiental (OEA, por sus siglas en inglés) de la Junta de Transporte de Superficie (la Junta) ha emitido hoy un [Alcance Final del Estudio](#) en conexión de la Declaración de Impacto Ambiental (EIS, por sus siglas en inglés) que se está preparando para la propuesta de Green Eagle Railroad, LLC para construir y operar una línea ferroviaria de aproximadamente 1.3 millas (la Línea) en Maverick County, Texas. La Línea sería parte de un proyecto más grande, el Puente de Comercio Global de Puerto Verde, que consiste en un nuevo corredor comercial para ferrocarril de carga y vehículos motorizados comerciales entre Piedras Negras, Coahuila, México, e Eagle Pass, Texas, Estados Unidos

El 29 de Marzo, 2024, OEA emitió la Noticia de Intención para preparar un EIS y animó partes interesadas a someter sus comentarios para el alcance electrónicamente, por correo, o en las reuniones públicas de alcance hasta el 29 de Abril, 2024. Todos los comentarios sometidos durante el periodo de alcance ahora están disponibles en la [página web de la Junta \(www.stb.gov\)](#).

El Alcance Final de Estudio también está disponible en la página web de la Junta y por [oprimiendo aquí](#).

Si tienes algunas preguntas, por favor envía mensajes a: contact@greeneaglerreis.com o llama a la línea gratuita: (888) 319-2337. Detalles adicionales, incluyendo mapas, documentos, y actualizaciones del proyecto, se encuentran en la página web patrocinado por la Junta, www.greeneaglerreis.com.

Sincerely,

Sinceramente,



Danielle Gosselin

Director
Office of Environmental Analysis
Surface Transportation Board

Directora
Oficina de Análisis Ambiental
Junta de Transporte de Superficie

Final Scope of Study Postcard

UPDATE ON PROPOSED GREEN EAGLE RAILROAD PROJECT



ENVIRONMENTAL IMPACT STATEMENT



Scan the above
QR code to go
to the Final
Scope of Study

Availability of Final Scope of Study

On December 14, 2023, Green Eagle Railroad, LLC filed for authority from the Surface Transportation Board (Board) to construct and operate approximately 1.3 miles of new common carrier line (the Line) in Maverick County, Texas. The Line would be part of the Puerto Verde Global Trade Bridge project, consisting of a new trade corridor for freight rail and commercial motor vehicles between Piedras Negras, Coahuila, Mexico, and Eagle Pass, Texas, United States.






Para Español

The Notice of Intent to prepare an Environmental Impact Statement (EIS) was issued on March 29, 2024. Interested parties were encouraged to file their scoping comments electronically, by mail, or at public scoping meetings through April 29, 2024. All comments submitted during the scoping process are now available to the public on the Board's website (www.stb.gov). The Final Scope of Study is available on the Board-sponsored project website (www.greeneaglerreis.com) or via the QR code on the right.

For project details, including the Final Scope of Study, visit www.greeneaglerreis.com

There, you will find materials such as: **maps • documents • project updates • contact information • information on how to stay engaged.**

Project Contact Information

-  Andrea Poole
-  888.319.2337 (toll-free)
-  contact@greeneaglerreis.com

If you require an accommodation under the Americans with Disabilities Act, please call 202.245.0245.