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ENTERED
Office of Chief Counsel
December 8, 2025
Part of
Public Record

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December 8, 2025

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street S.W.
Washington, DC 20423-0001

Re: STB Docket No. FD 36847 Laredo Gateway Industrial Railway, LLC – Construction and Operation Exemption–In Webb County, Texas

Dear Chief of Case Administration:

Enclosed for filing in the above referenced docket is a Petition for Exemption under 49 U.S.C. §10502 from the requirements of 49 U.S.C. §10901 for Laredo Gateway Industrial Railway, LLC to construct and operate a line of railroad in Webb County, Texas. The filing fee has been paid via pay.gov.

If you have any questions related to this filing, please let me know.

Sincerely,

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

FILED
December 8, 2025
SURFACE
TRANSPORTATION BOARD

Enclosure

FEE RECEIVED
December 8, 2025
SURFACE
TRANSPORTATION BOARD

Before the
SURFACE TRANSPORTATION BOARD

STB Docket No. FD 36847

LAREDO GATEWAY INDUSTRIAL RAILWAY, LLC
– CONSTRUCTION AND OPERATION OF A LINE OF RAILROAD –
IN WEBB COUNTY, TX

PETITION FOR EXEMPTION UNDER
49 U.S.C. §10502 FROM THE REQUIREMENTS OF 49 U.S.C. §10901

(includes color images)

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Counsel for
Laredo Gateway Industrial Railway, LLC

Dated: December 8, 2025

Before the
SURFACE TRANSPORTATION BOARD

STB Docket No. FD 36847

LAREDO GATEWAY INDUSTRIAL RAILWAY, LLC
– CONSTRUCTION AND OPERATION OF A LINE OF RAILROAD –
IN WEBB COUNTY, TX

PETITION FOR EXEMPTION UNDER
49 U.S.C. §10502 FROM THE REQUIREMENTS OF 49 U.S.C. §10901

Pursuant to 49 U.S.C. §10502, Laredo Gateway Industrial Railway, LLC (“LGIR”), a non-carrier subsidiary of Kraus Development hereby petitions the Board for an exemption from the prior approval requirements of 49 U.S.C. §10901 to construct approximately 13,707 feet of new common carrier rail line (the “Proposed Line”) in Webb County, TX, extending from a Union Pacific Railroad Corporation (“UP”) line and terminating within a new industrial park under development known as the Gateway Industrial Park. LGIR is also seeking authority to operate the Proposed Line. However, LGIR does not intend to operate the Proposed Line, it intends only to hold a residual common carrier obligation. Instead, LGIR has entered into an agreement with Iron Horse Resources, Inc. (“IHR”) to be the operator of the Proposed Line. Neither LGIR nor Kraus Development currently own or operate any other rail lines.

A map of the Proposed Line is attached hereto as Exhibit A. This petition is supported by the Verified Statement of Kurt Kraus, President of LGIR (“KrausVS”) enclosed as Exhibit B and support letters enclosed as Exhibit C.

I. BACKGROUND

A. Purpose and Need

Kraus Development, the parent company of LGIR is in the process of developing a new industrial park – the Gateway Industrial Park – over 3,300 acres of Kraus Development owned

property near Laredo, TX. Kraus Development intends to develop warehousing to serve the logistics industry attracting commodities via truck leveraging its location near the U.S. border with Mexico to serve the needs of cross boarder-logistics. LGIR is seeking to develop the Proposed Line to provide a rail alternative at the Gateway Industrial Park so that commodities may be transloaded between truck and rail and then interchanged with UP.¹

The purpose of the Proposed Line is to serve shippers utilizing the port-of-entry at Laredo. The Laredo Port-of-Entry has the largest freight volume of the U.S./Mexico ports of entry.² Further, Laredo is the fastest growing in terms of truck and rail traffic with more than half of the Laredo truck traffic utilizing local warehouses to transload commodities from truck to truck to then transport commodities between Mexico and the U.S. This transloading activity creates an opportunity for some commodities to be transloaded and transported via rail in place of trucks.

LGIR sees a need for the Proposed Line because a large amount of freight at the Laredo Port-of-Entry is transported via truck, yet the number of rail served industrial facilities in Laredo is in decline. At one time, the Laredo area boasted fifty-two rail served facilities. At present, only fifteen remain. Of these, only one dedicated rail/ truck transload exists and it is located within the Union Pacific's Laredo yard.³ From LGIR's perspective, neither UP nor CPKC are primarily focused on serving local traffic because both are primarily focused on their own respective cross-border rail traffic originating or terminating on rail beyond Laredo. For all of these reasons, LGIR sees a gap in the marketplace for local rail freight accessibility and local rail/truck

¹ Kraus VS.

² *Id.* at 2 *citing* U.S. Dept. of Transp., Bureau of Transportation Statistics, Border Crossing/Entry Data *available at* <https://data.bts.gov/stories/s/Tables-Query-Tool/6rt4-smhh>.

³ Kraus VS at 2.

transloading capacity that will produce manifest carloads of rail traffic. Union Pacific has recognized the LGIR project as one of its 42 system wide “Focus Sites.”⁴

B. Description of the Construction Project

The LGIR Proposed Line will begin at a switch off the UP main line and will extend 13,707 feet terminating within the Gateway Industrial Park.⁵ The park is approximately 3,300 acres of land and is bisected by I35 and the Union Pacific Laredo Subdivision mainline running between San Antonio and Laredo TX. A segment of the park is also divided by state route 255. The Proposed Line will extend into a portion of the Gateway Industrial Park; it will follow state route 255 and will extend north. The Proposed Line will not cross any public rights-of-way. The Proposed Line will be supported by sidings and will connect with customers via private industrial tracks as customers locate to the Gateway Industrial Park.

C. Description of Planned Operations

LGIR will not operate the Proposed Line, it has entered into an agreement with Iron Horse Resources, Inc. (“IHR”) to be the common carrier rail operator. IHR will separately seek STB authority for operating authority and LGIR will hold the underlying common carrier obligation. IHR will provide rail services to include sorting, spotting, and pulling cars between the dedicated interchange tracks and customer facilities.⁶ Further, IHR will provide transloading to customers not located directly on the Proposed Line. LGIR’s forecasts customer demand to result in trains service once per day, approximately 4,000 – 6,750 cars per year.⁷

D. Environmental Review by the Board’s Office of Environmental Analysis

⁴ Union Pacific Railroad, Focus Sites, Gateway International Rail Park *available at* <https://www.up.com/shipping/connect-to-rail/premier/laredo>.

⁵ Kraus VS at 1.

⁶ Kraus VS at 2.

⁷ Kraus VS at 2-3.

As the Board is aware, a petition for exemption to construct and operate a rail line requires a petitioner to comply with the Board's obligations under the National Environmental Policy Act ("NEPA") and Section 106 of the National Historic Preservation Act. LGIR is working with the Board's Office of Environmental Analysis ("OEA") to comply with those obligations. LGIR, OEA, and the third-party contractor VHB have entered into a Memorandum of Understanding for VHB to work under the direction and supervision of OEA for the development of the environmental document.

OEA has consulted with the relevant federal, state, tribal, and local agencies and has also conducted a site visit. On July 10, 2025, OEA informed LGIR that pursuant to 49 C.F.R. § 1105.6(d) it would conduct its NEPA review under an Environmental Assessment.

II. LGIR PROPOSED LINE SATISFIES THE STANDARD FOR EXEMPTION UNDER 49 U.S.C. §10502.

Under 49 U.S.C. §10901, Board approval is required for the construction of a new common carrier railroad line. The Board is required to authorize the construction of a new rail line unless, the line is "inconsistent with the public convenience and necessity." 49 U.S.C. § 10901(c). The Board has recognized that "[t]his permissive licensing policy, introduced in the ICC Termination Act of 1995, establishes a clear presumption in favor of rail construction proposals, and conforms to the broader Congressional policies to 'promote effective competition among rail carriers' and to 'reduce barriers to entry into ... the industry.'"⁸ This presumption establishes "that rail construction projects are in the public interest unless shown otherwise."⁹

⁸ 49 U.S.C. [§]10104(4), (7). *Midwest Generation, LLC – Exemption from 49 U.S.C. 10901 – For Construction in Will County, IL*, STB Finance Docket No. 34060, slip op. at 7-8 (served Mar. 21, 2002) (footnotes omitted) ("Midwest").

⁹ *Townline Rail Terminal, LLC – Construction and Operation Exemption – In Suffolk County, N.Y.*, STB Finance Docket No. 36575, slip op. at 6 (served Nov. 15, 2023)(citing *Lone Star R.R. – Track Constr. & Operation Exemption – in Howard County., Tex.*, STB Finance Docket No. 35874, slip op. at 3 (served Mar. 3, 2016)).

The Board has determined that under 49 U.S.C. §10502, it must exempt a transaction from regulation when it finds that:

(1) is not necessary to carry out the transportation policy of section 10101 of this title; and

(2) either –

(A) the transaction or service is of limited scope; or

(B) the application in whole or in part of the provision is not needed to protect shippers from the abuse of market power.¹⁰

The Proposed Line is intended to create a rail option at the Gateway Industrial Park. The Proposed Line is consistent with the Board’s precedent for granting construction exemptions under section 10502.¹¹ In addition, the statute only requires a party to satisfy either subpart (2)(A) or (2)(B). Here the proposed line satisfies both subparts.

A. The Board has Jurisdiction over the Proposed Line.

LGIR’s Proposed Line is a “line of railroad” as the Board interprets that term and would require a license to construct and operate under 49 U.S.C. §10901. As the Board explains in *Midwest*, under 49 U.S.C. 10501(a)(1), the Board has jurisdiction over “transportation by rail carrier,” and “rail carrier” is defined by 49 U.S.C. 10102(5) as “a person providing common carrier railroad transportation for compensation.”¹² Further, Board authority is required for a new line of railroad, where the “proposed trackage extends into territory not theretofore served by the carrier, and particularly where it extends into territory already served by another carrier.”¹³ In addition,

¹⁰ *Port of Moses Lake – Construction Exemption – Moses Lake, Washington*, STB Finance Docket No. 34936, slip op. at 4 (served Aug. 27, 2009).

¹¹ *Texas Railway Exchange LLC – Construction and Operation Exemption – Galveston County, Tex.*, STB Finance Docket 36186 (served Jan. 17, 2020); *Palmetto Railways – Construction and Operation Exemption in Berkeley County, S.C.*, STB Finance Docket 36095 (served July 22, 2019); *Northwest Tennessee Regional Port Authority – Construction and Operation Exemption – In Lake County, Tenn.*, STB Finance Docket 35802 (served Apr. 21, 2016).

¹² *Midwest*, slip op at 6.

¹³ *Texas & Pacific Railway Co. v. Gulf, Colorado & Santa Fe Railway Co.*, 46 S. Ct. 263, 278-79 (1926).

Board authority is also required for a segment of track that constitutes a railroad's "entire line of railroad."¹⁴

In this matter, LGIR will be constructing the Proposed Line so that LGIR (through IHR) may hold out to and serve customers that will locate along the Proposed Line within the Gateway Industrial Park. In addition, the line will extend into territory not currently served by any other carrier and it will entail the entirety of LGIR's railroad operations.

B. Application of 49 U.S.C. §10901 is not necessary to further the National Rail Transportation Policy of 49 U.S.C. §10101.

The Board need not perform a detailed scrutiny of LGIR's Proposed Rail Line because compliance with the formal requirements of Section 10901 is not necessary to accomplish the transportation policies of 49 U.S.C. §10101 (the "RTP"). As applicable here, under the RTP, it is the policy of the United States Government:

(2) to minimize the need for Federal regulatory control over the rail transportation system and to require fair and expeditious regulatory decisions when regulation is required; ...

(4) to ensure the development and continuation of a sound rail transportation system with effective competition among rail carriers and with other modes, to meet the needs of the public and the national defense; ...

(7) to reduce regulatory barriers to entry into and exit from the industry; ...

(8) to operate transportation facilities and equipment without detriment to the public health and safety.

(14) to encourage and promote energy conservation.

The Board should grant the LGIR petition because regulation of the Proposed Line is not necessary to accomplish the RTP since the Proposed Line meets each one of the enumerated policies. The Proposed Line will satisfy RTPs (2) and (7) since an exemption will minimize the

¹⁴ *Effingham Railroad Company – Petition for Declaratory Order – Construction at Effingham, IL*, STB Docket No. 41986, et al., slip op at. 5 (served Sept. 18, 1998).

need for federal regulatory control over the rail transportation system in Texas and will reduce regulatory barriers for LGIR to enter the railroad industry.

Further, the Proposed Line will meet the goals of RTP (8) and (14). The Proposed Line will be operated “without detriment to public health and safety” and is likely to improve public health and safety by potentially removing commercial motor vehicles by creating a rail transloading option in Laredo.

The Proposed Line satisfies RTP (4) because it will facilitate a sound rail transportation system by creating a competitive option for shippers seeking to ship commodities from Laredo in lieu of utilizing motor carriers.

Finally, the grant of the LGIR petition would not be inconsistent with any of the other goals of the RTP.

C. The construction and operation of the Proposed Line is of limited scope.

The Proposed Line satisfies the second element of the Board’s section 10502 exemption analysis because the transaction is of limited scope since LGIR only proposes to construct and operate approximately 13,707 feet of rail line extending from a switch off of the UP main line into the Gateway Industrial Park. The Proposed Line is even more limited in length than other rail construction projects that the Board has exempted from the formal requirements of 49 U.S.C. §10901 as limited in scope.¹⁵ Finally, the Proposed Line is similar to many other instances where

¹⁵ See *Northwest Tennessee Regional Port Authority – Construction and Operation Exemption – In Lake County, Tenn.*, STB Finance Docket 35802 (served Apr. 21, 2016)(5.5 miles); *Port of Moses Lake – Construction Exemption – Moses Lake, Washington*, STB Finance Docket 34936 (served Aug. 27, 2009) (11.5 miles); *Pemiscot County Port Authority – Construction of a Line of Railroad - In Pemiscot County, MO*, STB Finance Docket 34117 (STB served July 2, 2002)(5 miles).

a landowner converts existing track to be used as a rail served industrial park¹⁶ or constructs new track to be used to serve customers in an industrial park.¹⁷

D. Alternatively, application of 49 U.S.C. §10901 is not necessary to protect shippers from abuse of market power.

The Proposed Line satisfies the criteria for an exemption because it is limited in scope and regulation is not necessary to protect shippers from the abuse of market power. The Proposed Line benefits shippers because it enhances competition since it would create another opportunity to transload commodities that would otherwise travel via truck to rail transportation. For this reason, application of section 10901 is not necessary to protect shippers from abuse of market power.

[REMAINDER OF PAGE INTENTIONALLY LEFT BLANK]

¹⁶ See generally, *Pioneer Rail & Transload of El Reno, Okla., a Division of Pioneer Storage Company, LLC – Operation Exemption – Line in El Reno, Okla.*, STB Finance Docket No. 36749 (served Jan. 12, 2024).

¹⁷ See generally, *Northwest Tennessee Regional Port Authority – Construction and Operation Exemption – in Lake County, Tenn.* STB Finance Docket No. 35802 (served Apr. 21, 2016); *Savage Tooele Railroad Co. – Construction and Operation Exemption – Line of Railroad in Tooele County, Utah*, STB Finance Docket No. 36616 (served Apr. 1, 2024).

CONCLUSION

In conclusion, LGIR respectfully requests that the Board grant this petition and issue a decision exempting the construction and operation of the Proposed Line from the prior approval requirements of 49 U.S.C. §10901 because the Proposed Line satisfies the exemption criteria of 49 U.S.C. §10502.

Respectfully submitted,



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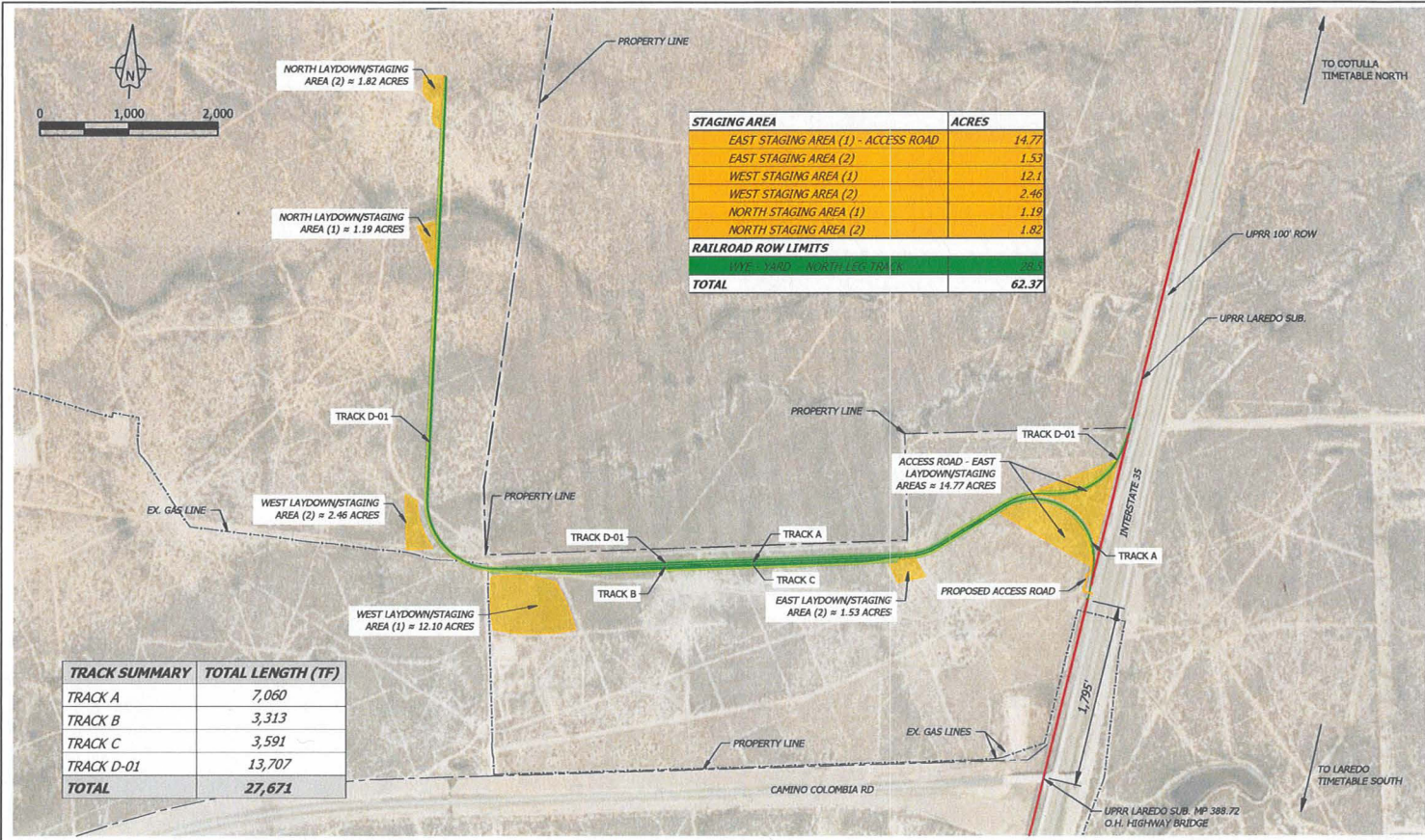
*Counsel for
Laredo Gateway Industrial Railway, LLC*

Dated: December 8, 2025

Exhibit A

Map

C:\Users\jgibbs\OneDrive\Documents\Projects\Gateway\Drawings\0225-01-230\0100 - Gateway Overview (A) - 11/18/2025 - 11/18/2025



STAGING AREA	ACRES
EAST STAGING AREA (1) - ACCESS ROAD	14.77
EAST STAGING AREA (2)	1.53
WEST STAGING AREA (1)	12.1
WEST STAGING AREA (2)	2.46
NORTH STAGING AREA (1)	1.19
NORTH STAGING AREA (2)	1.82
RAILROAD ROW LIMITS	
UPRR 100' ROW	62.37
TOTAL	62.37

TRACK SUMMARY	TOTAL LENGTH (TF)
TRACK A	7,060
TRACK B	3,313
TRACK C	3,591
TRACK D-01	13,707
TOTAL	27,671

REV. #	BY	DATE	DESCRIPTION

<ul style="list-style-type: none"> — Ex. UPRR Track — Prop. UPRR Track — Remove UPRR Track — SHUR UPRR Track — Future UPRR Track — Ex. Ind. Track — Prop. Ind. Track 	<ul style="list-style-type: none"> - - - - - Remove Ind. Track - - - - - SHUR Ind. Track - - - - - Future Ind. Track - - - - - Leased Ind. Track - - - - - Right of Way - - - - - Acquire Property ○-○ Signal 	<ul style="list-style-type: none"> Hand Throw Turnout Power Turnout Power Derail Hand Throw Derail Point of Curve Bridge
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UNION PACIFIC RAILROAD

FOR USE IN AGREEMENT WITH
ISSUES DEVELOPMENT

LAREDO, NEBB COUNTY, TEXAS
LAREDO SUB., MP 387.55 to 388.36

SHEET NUMBER: 47854
SHEET TITLE: EXHIBIT A - GATEWAY OVERVIEW

Exhibit B

Verified Statement of Kurt Kraus

Before the
SURFACE TRANSPORTATION BOARD

STB Docket No. FD 36847

LAREDO GATEWAY INDUSTRIAL RAILWAY, LLC
– CONSTRUCTION AND OPERATION OF A LINE OF RAILROAD –
IN WEBB COUNTY, TX

VERIFIED STATEMENT OF KURT KRAUS

My name is Kurt Kraus, I am the Founder and CEO of Kraus Development and the President of the Laredo Gateway Industrial Railway, LLC (“LGIR”). Kraus Development is a land and commercial development company with decades of experience in Laredo specializing in the construction of industrial parks and infrastructure that optimize logistics, distribution, and business operations.

Kraus Development is in the process of developing a new industrial park spanning over 3,300 acres of property we own near Laredo, TX. The new industrial park, known as the Gateway Industrial Park, is being constructed so we may leverage its location near the U.S. border with Mexico to serve the needs of cross border-logistics via truck and rail. Kraus Development intends to develop warehousing to serve the logistics industry attracting commodities via truck and LGIR (founded by Kraus Development in 2025) is proposing to develop a rail option for commodities to be transloaded to rail.

I am submitting this verified statement in support of LGIR’s petition seeking STB authority to construct and to hold the underlying common carrier obligation over approximately 13,707 feet of new common carrier railroad line (the “Proposed Line”). LGIR has entered into an agreement granting rights to Iron Horse Resources, Inc. (“IHR”) to be the common carrier

operator of the Proposed Line. The Proposed Line will extend from the Union Pacific Railroad Corporation (“UP”) rail line and will be stub ended terminating within the industrial park.

The purpose of the Proposed Line is to serve warehousing, transloading and other logistical operations that Kraus Development intends to construct on the Gateway Industrial Park property. The park will be developed to serve truck traffic, but its proximity to the UP presents a commercial opportunity to transition commodities that would otherwise continue on via truck to instead travel via rail. Therefore, LGIR is developing the Proposed Line to hold out to and serve customers that will locate along the Proposed Line within the Gateway Industrial Park.

The location of the Proposed Line provides our commercial motivation for developing this project. The port-of-entry at Laredo has the largest freight volume of the U.S./Mexico ports of entry.¹ Further, Laredo is the fastest growing in terms of truck and rail traffic with more than half of the Laredo truck traffic utilizing local warehouses to transload from truck to truck and move commodities between Mexico and the U.S. This cross-border activity creates an opportunity for commodities to be transloaded to rail in lieu of trucks.

Despite this growth at the Laredo Port of Entry, the number of rail served industrial facilities in Laredo has been in decline. Currently, the Laredo area holds only fifteen rail served facilities, down from a high of fifty-two. Of the remaining 15, only one dedicated rail/ truck transload exists and it is located within the UP’s Laredo yard. From LGIR’s perspective, the Class I carriers are not concerned with manifest moves. UP is focused on intermodal traffic and CPKC is focused on non-local cross-border moves. Therefore, LGIR sees a gap in the marketplace for rail/truck transloading that will produce manifest carloads of rail traffic. LGIR’s

¹ See U.S. Dept. of Transp., Bureau of Transportation Statistics, Border Crossing/Entry Data *available at* <https://data.bts.gov/stories/s/Tables-Query-Tool/6rt4-smhh>.

forecasts customer demand to result in train service once per day, approximately 4,000 – 6,750 cars per year.

LGIR has entered into an agreement with IHR to be the common carrier operator on the Proposed Line. IHR will sort, spot, and pull cars between customers and dedicated interchange tracks for interchange with UP. Further, IHR will conduct transloading between trucks/rail cars. In addition, LGIR has granted IHR the right to conduct ancillary railroad operations depending on the available commercial opportunities which may include railcar storage, repair, and cleaning.

LGIR appreciates the opportunity to present its proposal to the STB for it to construct and hold the underlying common carrier obligation to operate as a rail carrier at the Gateway Industrial Park. LGIR believes that the STB's approval of this petition will help to facilitate the movement of cross-border traffic from truck to rail.

VERIFICATION

I, Kurt Kraus, President of Laredo Gateway Industrial Railway, LLC, declare under penalty of perjury that I have read the foregoing Verified Statement, the I know the facts asserted therein, and that the same are true as stated. Further, I certify that I am qualified to and authorized to submit this Verified Statement.

Executed on December 8, 2025



Kurt Kraus

Exhibit C
Support Letters



November 03, 2025

Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street SW
Washington, DC 20024

Re: STB Docket No. FD 36847 Laredo Gateway Industrial Railway, LLC – Construction and Operation Exemption – In Webb County, TX

Dear Ms. Brown:

I am writing this letter in strong support of Kraus Development and their proposed Laredo Gateway Industrial Railway, LLC (“LGIR”) petition for exemption to construct approximately 13,850 feet of new common carrier rail line (the “Proposed Line”) in Webb County, Texas. This new line will extend from a Union Pacific Railroad Corporation (“UP”) mainline and terminate within the Gateway Industrial Park, a major new industrial development in North Laredo. I fully support LGIR’s petition, and I encourage the Surface Transportation Board to approve this project because it holds tremendous promise for economic growth, freight efficiency, and regional competitiveness.

Port Laredo is now the premier U.S. port of entry by total trade value, processing more than **\$339 billion** in goods in 2024. Over **214,700 rail cars** cross through the Port of Laredo from Mexico last year, evidencing the significant role rail plays in our intermodal network. Additionally, Port Laredo handles more than **18,500 commercial truck crossings per day**. This rapid trade expansion has fueled robust industrial growth, with **60 industrial parks** now serving logistics, transportation, and manufacturing users across the region. To maintain this momentum, and absorb future demand, scalable infrastructure particularly rail is critical.

Kraus Development has long been a leading force in transformative land and industrial development in Laredo, Texas. Their experience in delivering quality infrastructure, understanding local dynamics, and vision for the future of the region make them ideal developers for this project. Through their collaboration with Ironhorse Resources, Krause Development aims to deliver a **2,000-acre master planned Gateway Rail Industrial Park** nested within their broader 3,300-acre Gateway Industrial Park at the intersection of I-35 and SH-255. This project seeks to deliver short-line rail access, linked to Union Pacific, along with critical infrastructure, facilitating more efficient modes of transportation and connectivity to the massive international trade handled through Port Laredo, the No.1 port in the United States by value.



For these reasons, I fully support LGIR's petition and encourage the Surface Transportation Board to approve their proposal and petition.

Sincerely,

David A. Stedman
President & CEO
Laredo Economic Development Corporation

"The Laredo Economic Development Corporation strives to be an organization defined by its visionary leadership, recognized for its integrity and contributions towards the economic development vitality of Los Dos Laredos and the Webb County region."



Tano E. Tijerina
Webb County Judge

November 19, 2025

Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street SW
Washington, DC 20024

Re: STB Docket No. FD 36847 Laredo Gateway Industrial Railway, LLC – Construction and Operation Exemption–In Webb County, TX


Dear Ms. Brown:

This letter is being submitted in support of the Laredo Gateway Industrial Railway, LLC (“LGIR”) petition for exemption to construct approximately 13,850 feet of new common carrier rail line (the “Proposed Line”) in Webb County, TX, extending from a Union Pacific Railroad Corporation (“UP”) mainline and terminating within a new industrial park under development known as the Gateway Industrial Park. I support LGIR’s petition, and I encourage the Surface Transportation Board to approve this project because it will greatly benefit my community.

I represent Webb County in the Texas State. This project has the potential to greatly benefit my community. This will definitely enhance the economic development; will add an additional upsurge and enhance our international trade .

As Webb County Judge my community will benefit greatly from the construction of a new rail line at the Gateway Industrial Park. Please do not hesitate to contact me at your convenience if additional information is needed.

Sincerely,



Tano E. Tijerina
Webb County Judge

TEXAS HOUSE OF REPRESENTATIVES

HOUSE COMMITTEE
ON ELECTIONS



HOUSE COMMITTEE ON
STATE AFFAIRS

RICHARD PEÑA RAYMOND

STATE REPRESENTATIVE
DISTRICT 42

November 3, 2025

Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street SW
Washington, DC 20024

Re: STB Docket No. FD 36847 Laredo Gateway Industrial Railway,
LLC – Construction and Operation Exemption–In Webb County, TX

Dear Ms. Brown:

This letter is being submitted in support of the Laredo Gateway Industrial Railway, LLC (“LGIR”) petition for exemption to construct approximately 13,850 feet of new common carrier rail line (the “Proposed Line”) in Webb County, TX, extending from a Union Pacific Railroad Corporation (“UP”) mainline and terminating within a new industrial park under development known as the Gateway Industrial Park. I support LGIR’s petition, and I encourage the Surface Transportation Board to approve this project because it will greatly benefit my community.

As the State Representative for Laredo since 2001, I truly believe this project has the potential to greatly benefit my district.

If approved, this could help to continue development of this area and significant job creation. Importantly, this is a very strategic location, because of its proximity to Interstate 35 and State Highway 255. If you approve this petition, it will be extremely helpful in moving commerce in what is already the busiest port in North America.

STATE CAPITOL OFFICE
ROOM 1W.2

STATE CAPITOL MAILING
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PHONE (512)463-0558 | FAX (512)463-6296

DISTRICT OFFICE ADDRESS

2344 LAGUNA DEL MAR COURT | SUITE 206 | LAREDO, TEXAS 78045

MAILING ADDRESS

P.O. BOX 451508 | LAREDO, TEXAS 78045

PHONE (956) 753-7722 | FAX (956) 753-7729

E-MAIL RICHARD.RAYMOND@HOUSE.TEXAS.GOV | WEBSITE WWW.HOUSE.TEXAS.GOV

TEXAS HOUSE OF REPRESENTATIVES

HOUSE COMMITTEE
ON ELECTIONS



HOUSE COMMITTEE ON
STATE AFFAIRS

RICHARD PEÑA RAYMOND

STATE REPRESENTATIVE
DISTRICT 42

Page 2

As the local State Representative, I believe my community will benefit from the construction of a new rail line at the Gateway Industrial Park. The benefits will be innumerable to us locally, but also important to the entire country, because every state in the continental U.S., is affected by the movement of trade through Laredo, Texas

Sincerely,

A handwritten signature in cursive script that reads "Richard Peña Raymond".

Richard Pena Raymond, J.D.
State Representative
Laredo, Texas
24 Hour Phone: (956) 286-9500

STATE CAPITOL OFFICE
ROOM 1W.2

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P.O. BOX 2910 | AUSTIN, TEXAS 78768-2910

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