
From: Mary-Ellen Walsh <mwalsh@azstateparks.gov>
Sent: Monday, May 2, 2022 6:03 PM
To: Assenza, Adam <Adam.Assenza@stb.gov>
Subject: Docket No. FD 36501; UPRR SHPO-2022-0395(163371)

Thank you for initiating consultation with our office on the above-referenced project. We concur with the area of potential effects (see attachment).

Our office recommends that a qualified consultant should complete a Class I (desktop) inventory and possibly a Class III (field) survey to identify historic properties (archaeological sites, districts, buildings, structures and objects that are eligible for or listed in the National Register of Historic Places) that may be affected by the proposed undertaking. A report documenting the methods and results of these investigations should then be prepared and submitted to our office for review and comment. We look forward to STB continuing consultation with our office on a finding of effect, and if necessary, the development of an agreement document to resolve any adverse effects to the undertaking.

We are also interested in any concerns expressed by consulting Tribes. If you need assistance identifying consulting tribes, please visit our Government -to-Government Consultation Toolkit at <https://sites.google.com/view/az-consultation-toolkit/home>

Please don't hesitate to contact me if you have any questions. Thank you!

Mary-Ellen Walsh, M.A., RPA
Cultural Resources Compliance Manager
State Historic Preservation Office
A Division of Arizona State Parks & Trails
Please use azshpo@azstateparks.gov for all consultation!

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SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

SHPO-2022-0395 (163371)

Rec: 04-06-22

April 6, 2022

Ms. Kathryn Leonard
State Historic Preservation Officer
Arizona State Parks, State Historic Preservation Office
1110 West Washington Street, Suite 100
Phoenix, AZ 85007

Re: Docket No. FD 36501, Union Pacific Railroad Company – Construction and Operation Exemption – in Maricopa County, Ariz.; Initiation of National Historic Preservation Act Section 106 Consultation and Proposed Area of Potential Effects

Dear Ms. Leonard:

Pursuant to 49 U.S.C. § 10901, the Union Pacific Railroad Company (UP) intends to request authority from the Surface Transportation Board (Board) to construct and operate approximately six miles of new rail line in Maricopa County, Arizona. Before making its decision on whether to grant such authority, the Board must consider the potential environmental impacts of the construction and operation of UP's proposed rail line, pursuant to the National Environmental Policy Act (42 U.S.C. §§ 4321-4370m-12), Section 106 of the National Historic Preservation Act (54 U.S.C. § 306108), the Board's environmental rules at 49 C.F.R. Part 1105, and related environmental laws. With this letter, the Board's Office of Environmental Analysis (OEA) is formally initiating consultation with your office pursuant to Section 106 of the National Historic Preservation Act and to solicit your comments regarding the proposed Area of Potential Effects (APE) for cultural resources for the proposed Pecos Industrial Rail Access and Train Extension (PIRATE) rail line referenced above. The general project area of the proposed rail line is depicted on Attachment 1.

Description of the Proposed Rail Line

UP is seeking authority from the Board to construct and operate approximately six miles of new common carrier rail line that would connect UP's Phoenix Subdivision main line track in Maricopa County, Arizona, to industrial properties southeast of the Phoenix-Mesa Gateway Airport. The Phoenix Subdivision main line track borders Mesa's Pecos Advanced Manufacturing Zone (PAMZ), which incentivizes industrial development and manufacturing operations through streamlined approvals and permits. Several large industrial companies are within the PAMZ, where rail line service is currently unavailable. According to UP, the closest rail transloading facility is approximately 40 miles away in downtown Phoenix. Therefore, existing manufacturing companies rely solely on trucking for transporting manufacturing

materials and shipping final products. The purpose of the proposed rail line is to meet the transportation and logistics needs of existing and future manufacturing businesses within the PAMZ and adjacent areas. UP believes that eliminating the need to truck cargo to the downtown Phoenix transload facility would allow and encourage businesses within the area to increase their current operations because of reduced shipping costs and potential increased shipping capacity.

Proposed Area of Potential Effects

In accordance with 36 C.F.R. § 800.4 (a)(1), OEA developed a proposed APE, depicted on Attachment 2. Potential effects of construction and operation of the proposed rail line to historic resources include direct physical impacts, vibration impacts, and indirect visual, auditory (i.e., noise), and atmospheric effects (e.g., fugitive dust). The APE is approximately 12.9 miles long and includes:

- 3.4 miles along the existing UP Phoenix Subdivision rail line between Power and Ellsworth roads for the wye that would connect the Phoenix Subdivision to the proposed rail line;
- 7.1 miles of proposed new rail line alternatives that begin at a wye connection to the UP Phoenix Subdivision main line and extend to the northeast and east; and
- 2.4 miles along roadway connections and grading extensions.

The APE averages between 200 and 300 feet wide but is variable depending upon the proposed construction footprint and any construction-related activities (e.g., staging, drainage structures, and crossings).

The APE includes a buffer of 100 feet (approximately 50 feet on either side of the construction footprint) around the proposed rail line and associated road crossing designs. In areas where known constraints exist, the buffer extends 100 feet on one side of the construction footprint to account for potential refinements to the alignment and staging areas that could occur beyond the current design.

Within the APE, the proposed rail line is defined by cut and fill limits to accommodate single track, triple track, and access road configurations, with an option to construct up to three additional future support tracks in select locations. The vertical elements of the proposed rail line consist of fill (including sub-ballast and ballast), wayside signs, and crossing gates and lighting for at-grade road crossings. Vertical elements planned along the existing Phoenix Subdivision main line track would match existing elements in height and form and would not exceed 32 feet (the fully extended mast arm of crossing gates). For the proposed rail line, the maximum height of fill and ballast would not likely exceed 15 feet. Wayside signs, crossing gates, and lighting would not exceed 32 feet (the fully extended mast arm of crossing gates).

The proposed APE, including the entirety of the proposed rail line where ground disturbance is expected to occur along with the buffer, totals 457.2 acres in area. The APE consists of a portion of the existing Phoenix Subdivision main line, two alternatives that would provide new industrial lead track, and grading extensions that would connect the new industrial lead track to eastern portions of the PAMZ. The alternatives were developed to avoid future

Bureau of Indian Affairs trust land located on a portion of the former Williams Air Force Base, Superfund sites within the former Williams Air Force Base, the Phoenix-Mesa Gateway Airport, and to minimize impacts to the agricultural lands and private properties that the alignment would cross.

Alternative 1 consists of UP's proposed action/preferred alignment and is based on the 30 percent design alignment provided by UP. East of Ellsworth Road, Alternative 1 considers landowner requests that the proposed rail line follow parcel lines to the north to avoid bisecting their properties. Alternative 2 is the same as Alternative 1 west of Ellsworth Road. East of Ellsworth Road, Alternative 2 consists of an independent alignment. Both alternatives include one or two support tracks in addition to the industrial lead track to support rail operations and a staging track adjacent to the wye.

Request for Input

OEA requests that you share your initial comments regarding any known architectural, archaeological, tribal, or other historic properties that may be located in the project area and your comments regarding the proposed APE, by **Friday, May 6, 2022**. Please send your written comments electronically to Adam Assenza, OEA's project manager for the environmental review, at Adam.Assenza@stb.gov. If you have any questions or would like to discuss the proposed rail line in more detail, please contact Adam Assenza at 202-245-0301.

Sincerely,



Danielle Gosselin
Director
Office of Environmental Analysis

Enclosures:

Attachment 1 – Vicinity Map

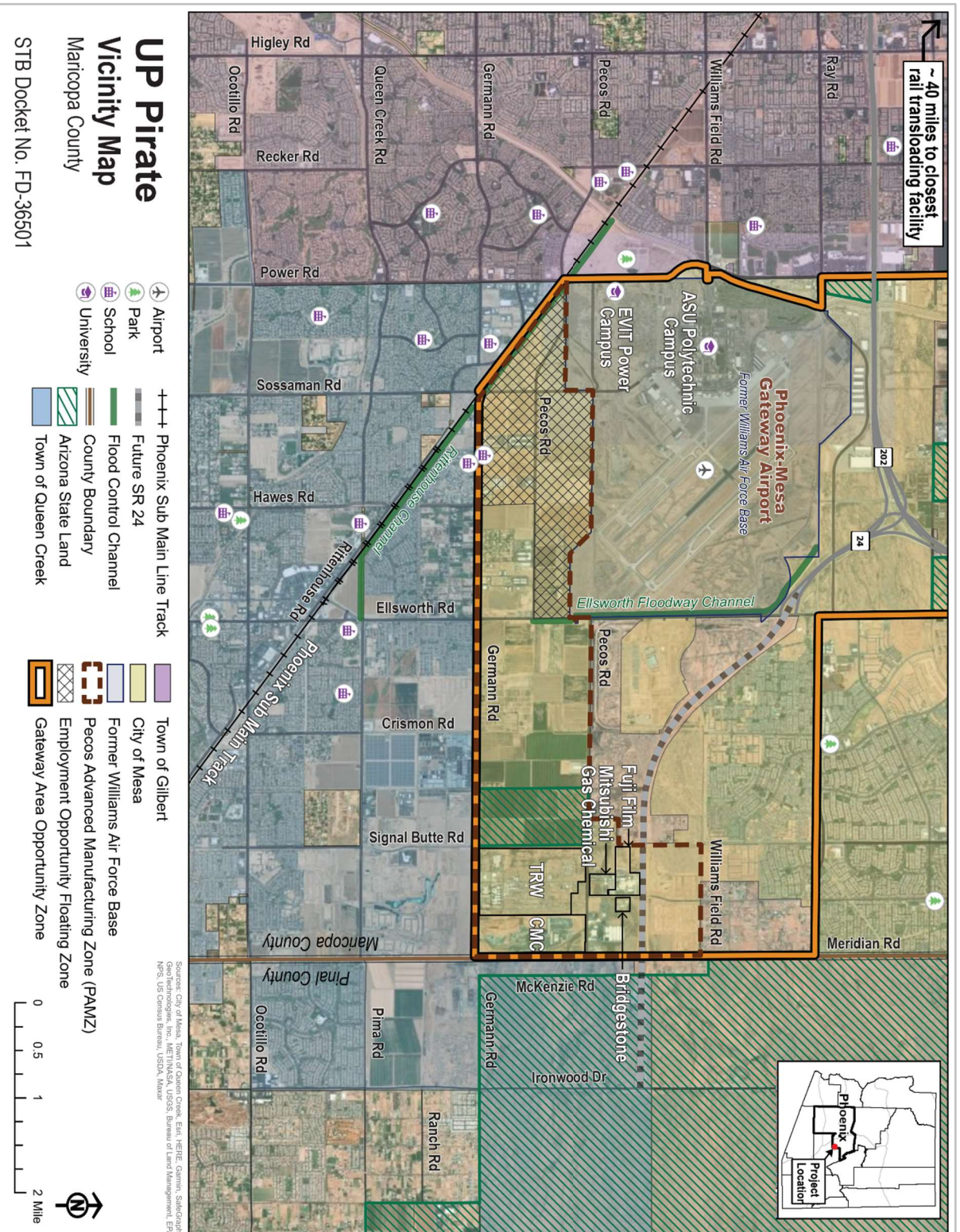
Attachment 2 – Proposed APE Map (two sheets)

Cc: Adam Assenza, OEA Environmental Protection Specialist, Adam.Assenza@stb.gov
Alan Tabachnick, OEA Historic Preservation Specialist, alan.tabachnick@stb.gov
Maggie Buckley, Jacobs Project Manager, Maggie.buckley@jacobs.com

SHPO concurs with the definition of the area of potential effects. Please refer to our email for additional comments. Thank you!

 **5/2/22**
Arizona State Historic Preservation Office

ATTACHMENT 1 – VICINITY MAP



ATTACHMENT 2 – PROPOSED APE MAP

