

From: Buckley, Maggie <Maggie.Buckley@jacobs.com>
Sent: Thursday, April 28, 2022 3:11 PM
To: Mullins Nina J; Bockmann Kaye L; Beilman Cherilyn C; Zahm Emily L; Feldpausch Kyle T; ryan.kann@cox.com; david.rousseau@srpnet.com; mhough@gcairoinc.com; hagenfarms.bh@gmail.com; berry@wapa.gov; George Cairo; Linh Ma; Golding, Garette (CCI-Southwest-CON); PAB01-1 Coolidge (24) Public; O'Connor Michael J
Cc: Assenza, Adam; Tabachnick, Alan; Phoebus, Elizabeth (Betsi); Bushey, Sabra; Luhnnow, Glennda
Subject: RE: PIRATE Project 3/28/22 Meeting Follow-Up
Attachments: Pirate FD 36501 Alternatives 1 and 2_042522.kmz

Hello,

The purpose of this email is to follow up on several items discussed during our meeting on March 28th. We received no comments from attendees on the meeting minutes distributed on April 13th and will now consider them final. Action items from the meeting are copied below along with a status update for each. We would appreciate your attention to those action items that are still outstanding.

Action Item	Assigned To	Status
Salt River Project (SRP) to provide the easement locations for the Southeast Power Link and Abel-Pfister-Ball transmission line projects	SRP	Pending – Not yet received
SRP to provide the 90% design package for the Abel-Pfister-Ball transmission line project	SRP	Pending – Not yet received
STB to schedule a follow-up call with SRP to discuss the proposed Southeast Power Link transmission line project	STB/Jacobs	Pending – STB/Jacobs will schedule once Southeast Power Link easement locations are provided by SRP

As promised, a kmz file of the alternatives is attached for your information. The kmz has two folders: one for layers that comprise each alternative and one for the proposed right-of-way and temporary construction easement layers. The alternatives layers are separated to show the various project elements: industrial lead rail line, support tracks, grading extensions, and main line track.

If you have any questions, please feel free to contact me or Adam Assenza at (202) 245-0301 or Adam.Assenza@stb.gov.

Thank you,

Maggie Buckley
O: 425.233.3117
M: 206.949.5955

From: Buckley, Maggie
Sent: Wednesday, April 13, 2022 4:20 PM
To: Mullins Nina J <Nina.Mullins@srpnet.com>; Bockmann Kaye L <Kaye.Bockmann@srpnet.com>; Beilman Cherilyn C <Cherilyn.Beilman@srpnet.com>; Zahm Emily L <Emily.Zahm@srpnet.com>; Feldpausch Kyle T <Kyle.Feldpausch@srpnet.com>; ryan.kann@cox.com; david.rousseau@srpnet.com; mhough@gcairoinc.com; hagenfarms.bh@gmail.com; berry@wapa.gov; George Cairo <gcario@gcairoinc.com>; Linh Ma <lma@gcairoinc.com>; Golding, Garette (CCI-Southwest-CON) <Garette.Golding@cox.com>; PAB01-1 Coolidge (24) Public

<Coolidge@srpnet.com>; O'Connor Michael J <Michael.OConnor@srpnet.com>

Cc: Adam.Assenza@stb.gov; Tabachnick, Alan <alan.tabachnick@stb.gov>; Betsi Phoebus (Betsi.Phoebus@jacobs.com) <Betsi.Phoebus@jacobs.com>; Bushey, Sabra <Sabra.Bushey@jacobs.com>; Luhnnow, Glennda <Glennda.Luhnnow@jacobs.com>

Subject: PIRATE Project 3/28/22 Meeting Minutes

Hello,

On behalf of the Surface Transportation Board (Board), meeting minutes and supporting materials are attached for the virtual meeting held on March 28, 2022, to discuss the Union Pacific Railroad Company Pecos Industrial Rail Access and Train Extension (PIRATE) project. The attached PDF contains the following for your files:

- Meeting minutes
- Sign-in sheet
- Agenda
- Meeting presentation
- Purpose and Need
- Alternatives Constraints Map

We greatly appreciate your time and participation in this meeting. If you have any questions, please contact Adam Assenza, the Board's Office of Environmental Analysis's Project Manager for this project, at (202) 245-0301 or Adam.Assenza@stb.gov. Electronic comments can be submitted at <https://www.stb.gov/proceedings-actions/e-filing/> (search for STB Docket No. FD 36501).

Thank you,

Maggie Buckley | [Jacobs](#) | Environmental Project Manager (she/her)

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Meeting Minutes

Subject	Project Update for Utilities		
Project	Union Pacific Railroad PIRATE Rail Line		
Reference No.	Surface Transportation Board Docket No. FD 36501		
Date	Monday, March 28, 2022	Time	9 – 10 a.m. PDT 12 – 1 p.m. EDT
Location	MS Teams		

The following notes summarize the topics discussed during the March 28, 2022 project update meeting between the Surface Transportation Board's (STB) Office of Environmental Analysis (OEA) and representatives from several area utility companies. The meeting objectives were to (1) provide additional information about Union Pacific Railroad's (UP) proposed Pecos Industrial Rail Access and Train Extension (PIRATE) rail line and its purpose and need, (2) explain the proposed alternatives and the alternatives selection process, and (3) obtain feedback on potential environmental issues and concerns.

Welcome and Introductions

Adam Assenza, Environmental Protection Specialist and STB's project lead, began the introductions. The remaining attendees then introduced themselves with their name, agency, and role (see attached sign-in sheet for attendance).

Project Summary and Initial Agency Feedback

- Jacobs Engineering Group Inc. (Jacobs) provided an overview of the project's history. Refer to the attached meeting presentation and Purpose and Need Statement.
 - Jacobs provided a summary of UP's stated need for and purpose of the project. Refer to the attached meeting presentation and Purpose and Need Statement.
 - STB developed two preliminary alternatives based on design concepts UP provided that meet the project's purpose and need, as well as the applicant's criteria. Refer to the attached meeting presentation and Alternatives Constraints Map for additional information about the proposed alternatives.
 - Jacobs summarized feedback received from the area utility companies in response to the initial agency consultation letter STB sent on December 10, 2021. Refer to the attached meeting presentation for additional information about the feedback STB has received from the area utility companies to-date.
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Utilities

Locations

STB asked how to confirm utility locations within the project area. SRP mentioned it had a meeting with UP in December and discussed potential utility conflicts with the 30% design (Alternative 1), as well as two additional meetings in the past two weeks. SRP was not shown the Alternative 2 alignment to discuss any potential utility conflicts. STB was not included in these meetings, were not aware the meetings occurred, and did not receive any of the information that came out of these meetings.

Meeting Minutes

Project Update for Utilities

Alternative 2 would affect two 230-kV transmission lines in different stages of design: the Southeast Power Link transmission line project and the Abel-Pfister-Ball transmission line project. SRP is unable to share maps of the transmission line routes but will share easements for the proposed alignments.

The Abel-Pfister-Ball transmission line parallels UP's Phoenix Subdivision main line right-of-way and could conflict with the proposed main line construction at Ryan Road. UP was made aware of this conflict during one of the recent meetings with SRP. The 90% design plans for the Abel-Pfister-Ball transmission line will be available within the next two weeks. SRP will share the 90% design plans when they are available.

The Southeast Power Link transmission line is at the 60% design stage, has already been permitted through the California Energy Commission, and has a well-defined corridor that the line must stay within. UP informed SRP during a recent meeting that it will continue to advance the 30% alignment (Alternative 1) into future design stages.

STB explained that Alternative 2 is based upon the UP's 10% design. Pursuant to the National Environmental Policy Act (NEPA), STB must consider a range of reasonable alternatives. Although Alternative 1 is UP's preferred alignment, STB must still consider Alternative 2 in the NEPA analysis as a reasonable alternative to the proposed action.

SRP mentioned the design for the Southeast Power Link transmission line is constrained because of proximity to the airport, which has prevented identification of specific pole locations. SRP requested the Alternative 2 rail line be as low-profile as possible because of these height restrictions. The average pole height proposed is approximately 120' to 125', which is the lowest pole height possible for this type of transmission line and has caused SRP to include shorter-than-normal spans in the transmission line design. STB will schedule a follow-up call with SRP to discuss the Southeast Power Link transmission line project in further detail.

SRP also noted the proposed Cubes at Mesa Gateway project has a construction start date in April 2022 yet is directly in the path of Alternative 2 east of where it departs from Alternative 1. The Cubes development owns the land bound by Crismon, Pecos, Merrill, and Germann roads. SRP recommended STB confirm other potential developments in this area with the City of Mesa because they have recently approved several new development plans in and adjacent to the Pecos Advanced Manufacturing Zone.

Conflict Review Processes

STB asked the utilities about their conflict review processes, such as identifying a specific point of contact, communication preferences during the process, and the minimum required design stage. Moving forward, SRP will forward utility conflict reviews and comments on UP plans to STB as well.

Q&A and Discussion Summary

Q1: When will STB select a Preferred Alternative?

A1: STB typically selects a Preferred Alternative within four months of publication of the Draft EA. Publication of the Final EA and Preferred Alternative selection is targeted for early 2023.

Meeting Minutes

Project Update for Utilities

Next Steps

EA Schedule

The current target for publication of the Draft Environmental Assessment (EA) is late 2022. A Final EA is anticipated in early 2023. STB will notify all attendees when the EA is published and available for public comment.

Action Items

The following action items were assigned during the meeting.

- SRP to provide the easement locations for the Southeast Power Link and Abel-Pfister-Ball transmission line projects.
- SRP to provide the 90% design package for the Abel-Pfister-Ball transmission line project.
The 90% design package will be available around April 11, 2022.
- STB to schedule a follow-up call with SRP to discuss the proposed Southeast Power Link transmission line project.

Attachments	Sign-in sheet Agenda Meeting presentation Purpose and Need Alternatives Constraints Map
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Distribution	Meeting invitees
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Meeting Agenda

Subject	Project Update for Utilities		
Project	Union Pacific Railroad PIRATE Rail Line		
Reference No.	Surface Transportation Board Docket No. FD 36501		
Date	Monday, March 28, 2022	Time	9 – 10 a.m. PDT 12 – 1 p.m. EDT
Location	MS Teams	Conference Call	+1 469-214-8538,,326704639#

Item		Time
1	Welcome and introductions	9:00 – 9:10
2	Project summary - History - Purpose and need - Proposed alternatives	9:10 – 9:20
3	Utilities - Locations - Conflict review processes	9:20 – 9:30
4	Q&A	9:30 – 9:50
5	Next steps - EA schedule - Action items	9:50 – 10:00
6	Adjourn	10:00

Union Pacific Railroad **PIRATE** Rail Line

STB Docket No. FD 36501
Project Update Meeting - Utilities

March 28, 2022



Welcome and Introductions

Facilitators

- Adam Assenza, Environmental Protection Specialist, STB Office of Environmental Analysis
- Maggie Buckley, Environmental Project Manager, Jacobs
- Betsi Phoebus, NEPA Lead, Jacobs

Agenda

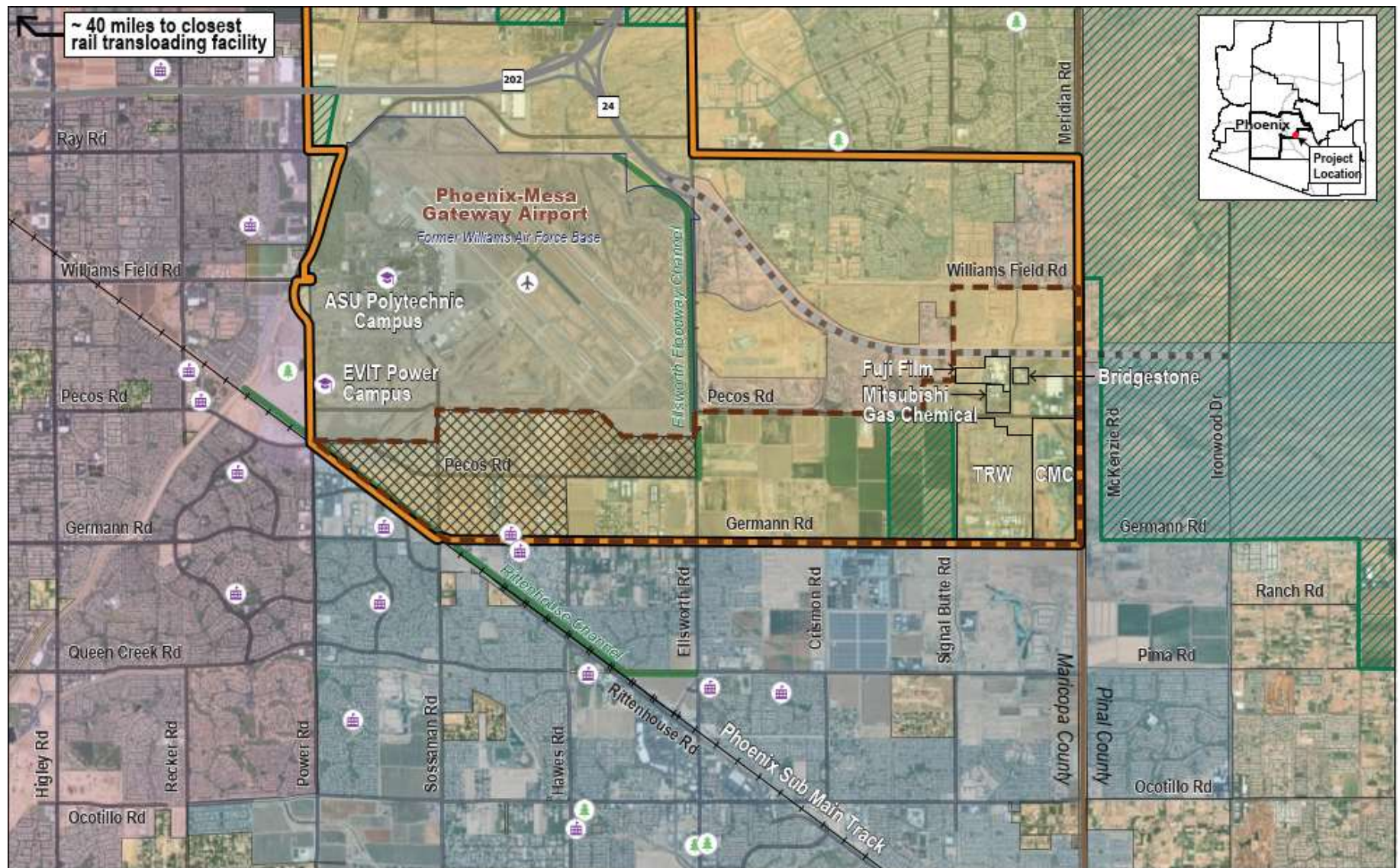
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|---------------------------------|--------------|
| • Welcome and introductions | • Q&A |
| • Project summary | • Next steps |
| • Utility locations and reviews | • Adjourn |

Meeting Objectives

1. Provide more information on the project background and on the purpose and need for the proposed rail line
2. Explain the proposed alternatives and how they were selected
3. Obtain feedback on important issues and concerns
 - Air quality and greenhouse gases
 - Biology
 - Cultural and paleontological resources
 - Energy
 - Environmental justice
 - Geology/soils
 - Hazardous Materials
 - Indirect and cumulative impacts
 - Land use and zoning
 - Noise and vibration
 - Rail operations
 - Recreation
 - Socioeconomics
 - Transportation
 - Water resources
 - Visual impacts

Project History

- Redevelopment of former Williams Air Force Base
- Mesa created the Pecos Advanced Manufacturing Zone (PAMZ) and other opportunity zones in the area
- Eastern PAMZ currently dominated by large, industrial companies
 - Bridgestone
 - Commercial Metals Company (CMC)
 - FujiFilm
 - Mitsubishi Gas and Chemical
 - TRW Vehicle Safety Systems



Applicant's Stated Need for the Project

Transportation and operational challenges

- Existing railroad tracks adjacent to the PAMZ do not serve the area
- Current PAMZ tenants want to expand operations using rail service (for example, CMC)
- Increased demand for heavy industry and manufacturing in the PAMZ
- Closest rail transloading facility is 40 miles northwest near downtown Phoenix
- Thousands of monthly truck trips, many carrying hazardous materials, must use local streets for a portion of their route

Applicant's Stated Purpose of the Project

Resolve transportation and operational challenges

- Connect PAMZ businesses to the national rail network
- Meet the transportation and logistics needs of existing and future PAMZ businesses
- Minimize or eliminate truck cargo between PAMZ and downtown Phoenix
- Expand business operations through reduced shipping costs and increased shipping capacity

Alternatives Analysis

Alternatives Analysis

- Applicant provided 5 preliminary design concepts
- Points “A” and “B” fixed to meet purpose and need
- STB selected two alternatives to meet purpose and need and the applicant’s criteria
- No alternatives from north, east, or south

Applicant’s Criteria

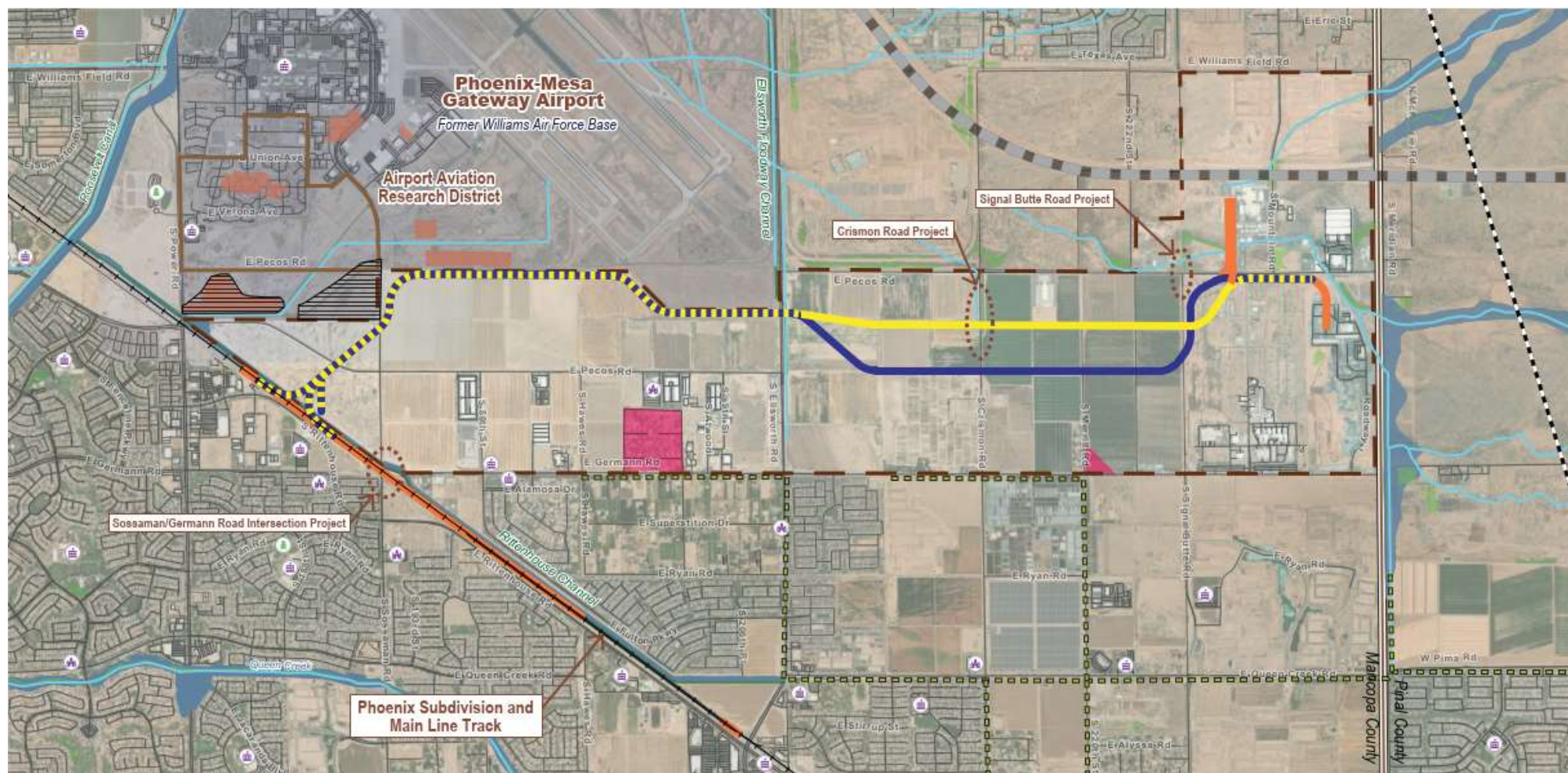
- Serve businesses in the PAMZ
- Avoid Superfund sites
- Avoid future Bureau of Indian Affairs trust land
- Avoid bisecting agricultural land
- Cross intersecting roads at 90 degrees

Proposed Alternatives

Alternatives 1 and 2

- New track and extensions between Phoenix Subdivision main line track and eastern PAMZ
- New track and extensions identical west of Ellsworth
- East of Ellsworth, Alternatives 1 and 2 deviate
 - Alternative 1 heads due east and turns north toward Pecos Road at the existing industrial area
 - Alternative 2 dips ¼ mile south and then turns north toward Pecos Road at the existing industrial area
- Drainage construction, at-grade roadway crossings, and utility relocations

No Action Alternative



Utilities Feedback

- Queen Creek Irrigation District provided locations of their irrigation facilities
- Cox Communications indicated they have communications and fiber optic lines and facilities in the project area
- Western Area Power Administration indicated their Rogers to Coolidge 230-kv transmission line in Pinal County

Utility Conflict Review Process

- How to confirm utility locations
- Key contacts
- Communication preferences
- Design plans

Q&A

- Comments
- Questions
- Feedback on purpose and need
- Feedback on alternatives

Next Steps

- EA schedule
- Action items

Project Contacts

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- Alan Tabachnick, STB Historic Preservation Specialist
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- Maggie Buckley, Jacobs Project Manager
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- Betsi Phoebus, Jacobs NEPA Lead
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Electronic Comments

- <https://www.stb.gov/proceedings-actions/e-filing/>

Thank you



Purpose and Need

The Union Pacific Railroad Company (UP) is seeking authority from the Surface Transportation Board (Board) to construct and operate approximately 6 miles of new rail line in Maricopa County, Arizona (Docket No. FD 36501). The proposed Pecos Industrial Rail Access and Train Extension (PIRATE) rail line would connect UP's Phoenix Subdivision main line track to industrial properties southeast of the Phoenix-Mesa Gateway Airport (Figure 1). The proposed federal action is the Board's decision to authorize, deny, or authorize with conditions, UP's request to construct and operate the proposed rail line. If the Board grants the petition, UP would operate the proposed rail line as a common carrier rail line. As a common carrier, UP must provide rail service to any shipper upon reasonable request. The proposed rail line is not being proposed or sponsored by the federal government. Therefore, the purpose and need of the proposed rail line is informed by the goals of UP, as the applicant, and by the Board's enabling statutes.¹

Construction and operation of new rail lines require prior authorization by the Board, either through a certificate under 49 U.S.C. § 10901 or an exemption from the formal application requirements of § 10901 under § 10502. Section 10901(c) directs the Board to grant proposals “unless” the Board finds the proposal “inconsistent with the public convenience and necessity.” This is a permissive licensing standard that presumes rail construction projects are in the public interest unless shown otherwise.

Redevelopment of the former Williams Air Force Base over the last 30 years has featured the adaptive reuse of the base's flight infrastructure for the Phoenix-Mesa Gateway Airport. With an increase in flights arriving and departing, the City of Mesa (Mesa) laid the groundwork for a variety of industrial and commercial uses in and adjacent to the designated flight path south of the airport. Mesa's Pecos Advanced Manufacturing Zone (PAMZ) incentivizes industrial development and manufacturing operations through a streamlined approvals and permits.² The PAMZ includes an Employment Opportunity Floating Zone, which expedites the development and permitting processes for interested developers, and is within a Gateway Area Opportunity Zone, which provides tax benefits to investors. Currently, large industrial companies in the PAMZ—such as Mitsubishi Gas Chemical, Bridgestone, Commercial Metals Company (CMC), and Fujifilm—manufacture chemicals, metals, plastics, rubber, and electrical equipment.

The Phoenix Subdivision main line track borders the PAMZ's western edge, but rail service is not available in the PAMZ. CMC, specifically, plans to expand their current industrial operation and would like rail service. According to UP, the closest rail transloading facility is

¹ The Board's enabling statutes include 49 U.S.C. § 10101, the Rail Transportation Policy provision; 49 U.S.C. § 10502, the Board's exemption provision; and 49 U.S.C. § 10901, the Board's rail construction licensing provision. Also, see *Alaska Survival v. STB*, 705 F.3d 1073, 1084-85 (9th Cir. 2013) and *Citizens Against Burlington, Inc. v. Busey*, 938 F.2d 190, 199 (D.C. Cir. 1991).

² City of Mesa. Pecos Advanced Manufacturing Zone. <https://www.selectmesa.com/business-districts/mesa-gateway-area/pecos-advanced-manufacturing-zone>. Accessed January 28, 2022.

approximately 40 miles away in downtown Phoenix. Therefore, the manufacturing companies rely solely on trucking for transporting manufacturing materials and shipping final products. Over 6,100 trucks travel to and from the PAMZ monthly, carrying materials such as heavy recycled steel, recycled rubber, and hazardous chemicals. This includes over 400 trucks per month that travel over 80 miles round trip to and from the downtown Phoenix transload facility.³ In addition, many of the trucks carry hazardous materials and must travel on local streets before reaching a highway and heading toward their destinations.

Even without direct rail access, UP indicates that substantial investment in heavy industry has occurred and continues to occur. Mesa anticipates future industrial and manufacturing growth in the PAMZ and adjacent areas due to the existing heavy industrial land uses and supporting infrastructure, current zoning designations, and the presence of adjacent undeveloped land. In addition to current heavy industrial and manufacturing uses, the PAMZ and adjacent areas have approximately 3,000 acres of vacant land available for future development.

According to UP, 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. Eliminating the need to truck cargo to the downtown Phoenix transload facility allows and encourages businesses within the area to increase their current operations because of reduced shipping costs and potential increased shipping capacity. By weight, a rail car can contain up to the same capacity as four truckloads. UP states that providing direct rail access within this area would remove approximately 30,000 truck trips off public roadways in its first year of operation.³

³ City of Mesa. 2021. Pecos Industrial Rail Access and Train Extension Project, 2021 RAISE Grant Project Narrative.

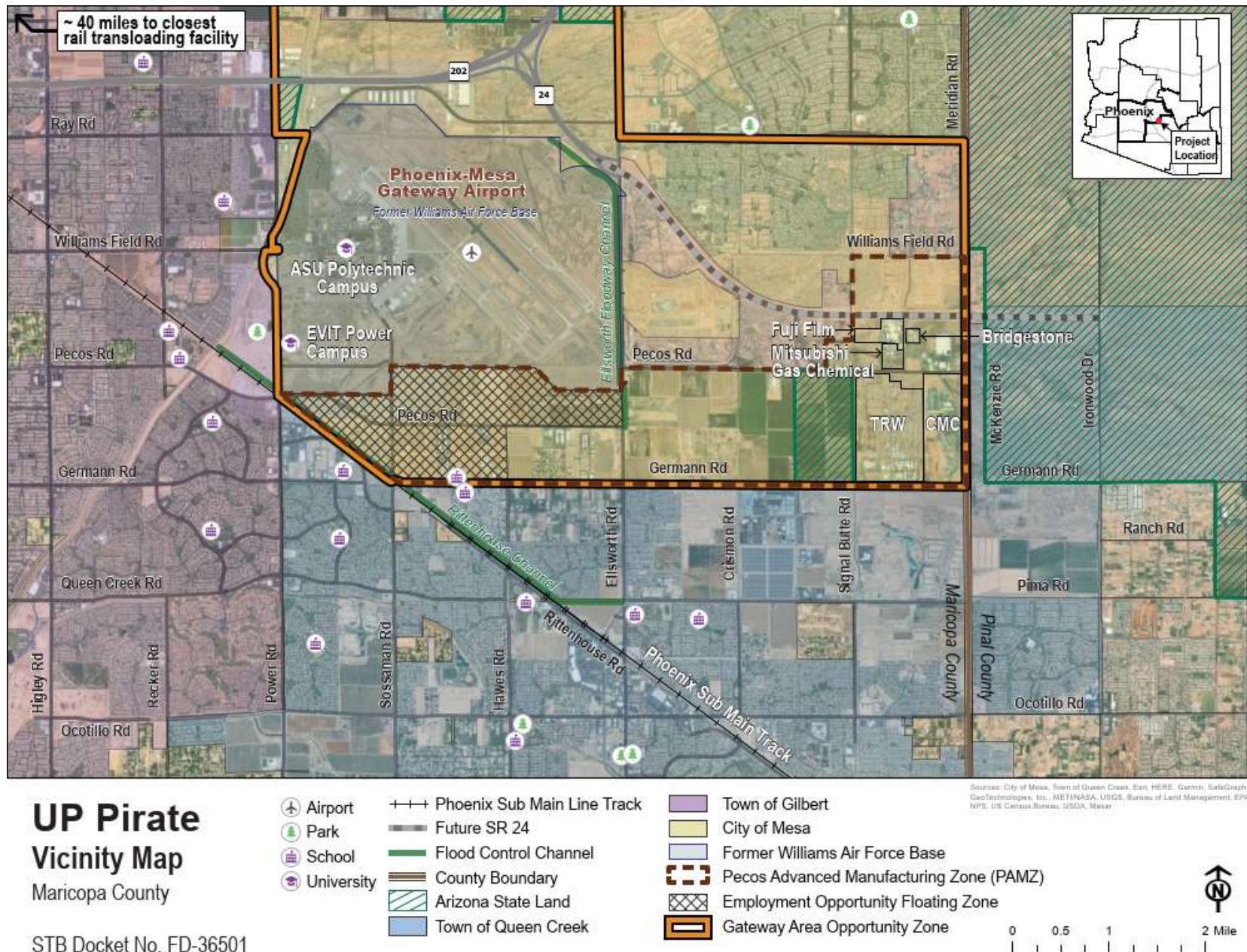
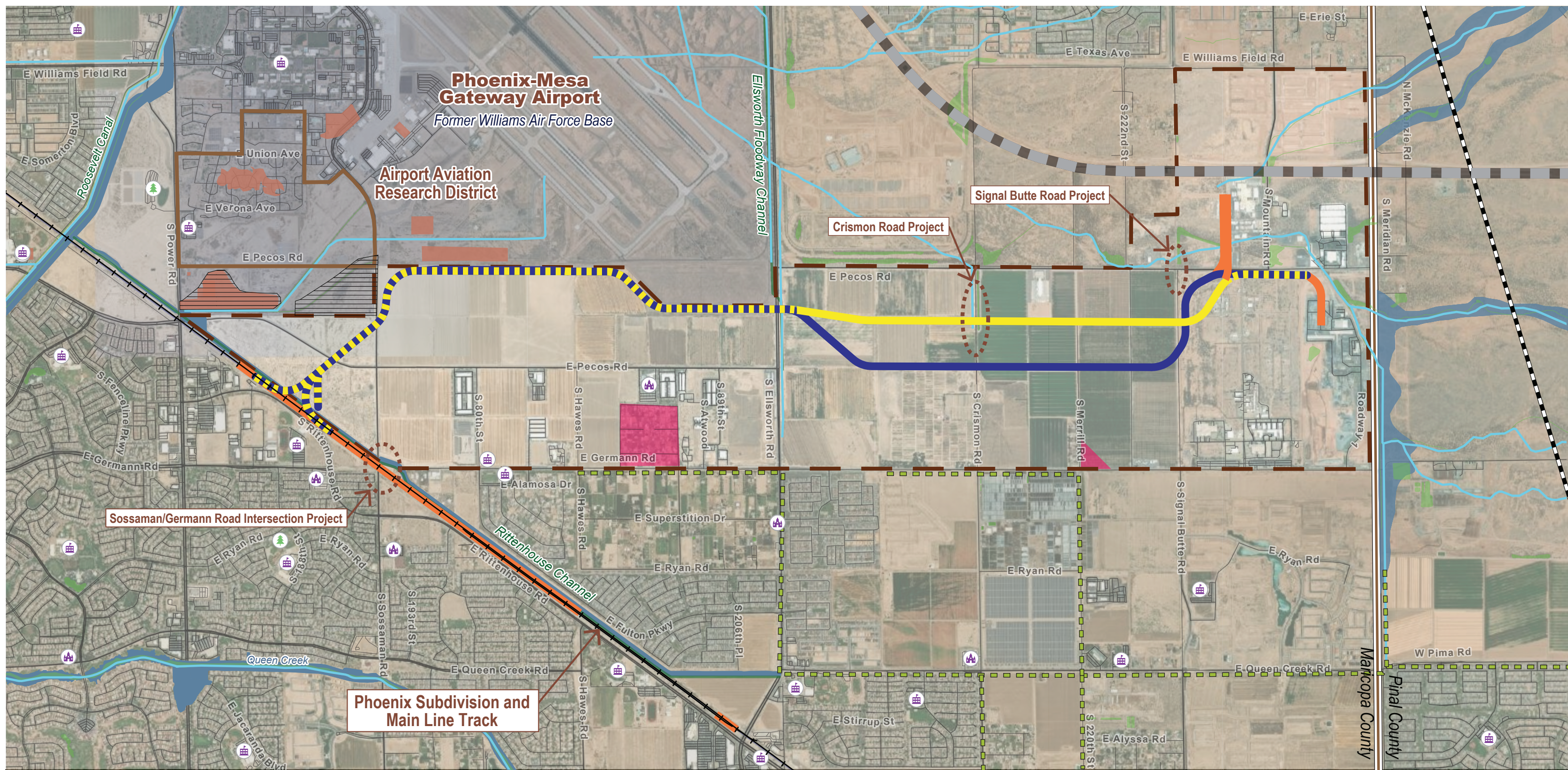


Figure 1. Vicinity Map



UP Pirate

Alternatives Constraints Map

Maricopa County

STB Docket No. FD-36501

Potential Alternatives

- Alternative 1
- Alternative 2
- Related Actions

Environmentally Sensitive Areas

- Drainage/Ephemeral Wash
- National Wetlands Inventory (potential wetland)
- Flood Control Channel
- Superfund Site
- 100-year Floodplain

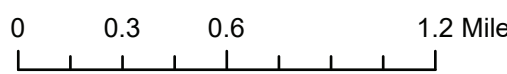
Land Use

- School
- Place of Worship
- Public Park
- Future BIA Trust Land
- Proposed ASU Polytechnic Research Park
- Former Williams Air Force Base
- Pecos Advanced Manufacturing Zone
- County Boundary
- Residential Zoning

Transportation and Utilities

- Queen Creek Irrigation District Pipeline
- WAPA Transmission Line
- Phoenix Sub Main Line Track
- Future SR 24

Sources: City of Mesa, Town of Queen Creek, Esri, HERE, Garmin, SafeGraph, GeoTechnologies, Inc., METI/NASA, USGS, Bureau of Land Management, EPA, NPS, US Census Bureau, USDA, Maxar



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