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Cc: Assenza, Adam; Tabachnick, Alan; Phoebus, Elizabeth (Betsi); Bushey, Sabra; Luhnnow, Glennda; Mudigonda, Anil P.; Ambadipudi, Ravi
Subject: PIRATE Project 3/29/22 Meeting Minutes
Attachments: 2022 0329 pirate municipalities mtg_minutes_attachments.pdf

Hello,

On behalf of the Surface Transportation Board (Board), meeting minutes and supporting materials are attached for the virtual meeting held on March 29, 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 Municipal and Regional Agencies		
Project	Union Pacific Railroad PIRATE Rail Line		
Reference No.	Surface Transportation Board Docket No. FD 36501		
Date	Tuesday, March 29, 2022	Time	9 – 11 a.m. PDT 12 – 2 p.m. EDT
Location	MS Teams		

The following notes summarize the topics discussed during the March 29, 2022 project update meeting between the Surface Transportation Board's (STB) Office of Environmental Analysis (OEA) and representatives from several local, regional, and state agencies. 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 local, regional, and state agencies 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 these agencies to-date.
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Permits and Approvals

Jacobs summarized the permits and approvals that may be required for the project based on input received from agencies in response to STB's December 2021 initial agency consultation letter. Refer to the attached meeting presentation for additional information about the anticipated permits and approvals.

The Arizona State Land Department (ASLD) identified an active agricultural lease with a 10-year term on the State Trust Land bound by Merrill, Pecos, Signal Butte, and Germann roads. The lessee has the right to be reimbursed for any portions of the lease that are rendered unusable from

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Project Update for Municipal and Regional
Agencies

construction of the rail line, including the loss of citrus trees. ASLD uses market value, annual production, and age of the citrus trees to determine the monetary value of a potential loss, which would be based on a 1-year return. ASLD's native plant policy does not apply to this project because the land is used for agriculture and is not undeveloped desert. UP currently has a right-of-entry for the State Trust Land that it must maintain for the upcoming environmental field surveys. ASLD requested GIS shapefiles and CAD files of the footprints for Alternatives 1 and 2 to assess the potential impacts to the agricultural lease.

Transportation and Traffic

Jacobs provided an overview of the transportation and traffic data acquired to-date, additional data needs, and considerations that the traffic analysis will consider. Refer to the attached meeting presentation for additional information about the traffic analysis.

Q&A and Discussion Summary

Q1: How many trains will travel on the line per day?

A1: UP has estimated one or two trains per day would travel on the proposed industrial lead track when it first opens for service; more specific operational estimates (including longer-term projections) are forthcoming from UP. Customer demands will drive the schedule for the trains

Q2: What are the “related actions” shown on the Alternatives Constraints Map?

A2: The related actions are new siding and working tracks along the Phoenix Subdivision Main Line Track, as well as two grading extensions near the eastern terminus of the project to accommodate future track construction to connect the new industrial lead track to customers in the eastern portions of the Pecos Advanced Manufacturing Zone (PAMZ). These eastern extensions would be private track, not part of UP's common carrier line.

Q3: Should UP be aware of any lighting restrictions due to the proximity to the Phoenix-Mesa Gateway Airport?

A3: All lighting should be directed downward to avoid glare due to the potential safety issues for planes landing at Phoenix-Mesa Gateway Airport. Phoenix-Mesa Gateway Airport will send material about lighting requirements to STB.

Q4: Is the PIRATE line a UP or City of Mesa project?

A4: UP is the applicant to STB for authorization to construct and operate the proposed rail line.

Q5: Is STB part of the Department of Transportation?

A5: No, STB is an independent federal agency.

Q6: Would the Arizona Corporation Commission (ACC) need to approve the arterial crossings?

A6: ACC did not mention this requirement in its response to STB's initial agency consultation letter. STB will confirm with ACC and will update the Town of Gilbert.

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Q7: Will an air quality analysis occur for this project?

A7: Yes, STB will analyze potential air quality impacts as part of the National Environmental Policy Act (NEPA) process, including greenhouse gas emissions and potential impacts to climate change.

Q8: The existing traffic conditions from spring 2022 will be different than traffic conditions in spring 2023 because of the construction of State Route 24. Will the traffic analysis consider this future roadway?

A8: This project and many others are reflected in the Maricopa Association of Governments 2045 traffic model, which STB will use as the basis for the traffic analysis. The project will conduct a traffic analysis for “existing” year 2022 and the future years 2045 to assess traffic impacts for the ultimate build-out scenario.

Q9: What is the schedule of publication of the Environmental Assessment (EA) and selection of a Preferred Alternative?

A9: The current target for publication of the Draft EA is late 2022. A Final EA is anticipated in early 2023. A preliminary preferred alternative may be identified in the Draft EA.

Q10: Are there any plans for a transloading facility in the project area or would trains stop along the line outside of the industrial areas in the eastern part of the PAMZ?

A10: A transloading facility is not part of this project. Based on the current design of Alternatives 1 and 2, the eastern portion of the PIRATE rail line is the only location where STB currently anticipates trains would stop to load and unload product.

Q11: STB has learned of other potential development in the project area, including the Cubes at Mesa Gateway project. Is the City of Mesa aware of other potential developments?

A11: The City of Mesa's online GIS maps are outdated. The City of Mesa will send STB locations and footprints of proposed development projects along the alignments of Alternatives 1 and 2. The City of Mesa anticipates that landowners would strongly oppose Alternative 2. In addition, Alternative 2 would conflict with the proposed Willis Road project, which would construct a new east-west road within the PAMZ between Ellsworth and Crismon roads along the Pecos Road alignment currently south of the airport. The City of Mesa will also provide a map of the Willis Road alignment to STB, along with the *Southeast Mesa Land Use and Transportation Plan*.

Q12: Will UP provide an operations plan? Will agencies have an opportunity to review the plan?

A12: Yes, STB is awaiting additional operational details from UP. The details will be available on STB's website for agencies to review.

Q13: Can Phoenix-Mesa Gateway Airport provide STB with the latest noise contours for the Phoenix-Mesa Gateway Airport?

A13: Yes, Phoenix-Mesa Gateway Airport will provide the shapefiles for the 2017 airport noise contours, as well as the *Phoenix-Mesa Gateway Airport Master Plan*, which identifies proposed future development at the airport.

Additional Discussion

The Town of Queen Creek (Queen Creek) recognizes the importance of the proposed line and economic development in this area and supports the project. However, Queen Creek has experienced significant population growth, which is projected to continue over the next 20 years.

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Queen Creek is concerned about potential regional traffic impacts from this project because of the town's growing population.

Queen Creek is also concerned about noise impacts. The related actions along the main line are adjacent to about 10,000 homes and Queen Creek already receives noise complaints about the existing rail line.

The intersection of Sossaman and Germann roads is complex and multi-jurisdictional with oversight by Queen Creek, the City of Mesa, and the Flood Control District of Maricopa County. Queen Creek is currently scoping a proposed project at this intersection, which would include extending Germann Road to connect with Sossaman Road. Queen Creek is concerned about potential impacts from the related actions along the main line on the future design of the intersection. STB will include this proposed project in the traffic modeling as part of the future conditions. The ultimate buildout of the intersection, including the extension of Germann Road to Sossaman Road, is anticipated in 2025-2030.

Next Steps

EA Schedule

The current target for publication of the Draft 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.

- Phoenix-Mesa Gateway Airport will provide reference material about lighting requirements, 2017 noise contour shapefiles, and the *Phoenix-Mesa Gateway Airport Master Plan* to STB.
- STB will confirm whether the ACC will need to approve the proposed arterial crossings and will update the Town of Gilbert.
- STB will provide GIS shapefiles and CAD files of the project footprint for Alternatives 1 and 2 to ASLD.
- The City of Mesa will provide the locations and footprints of proposed developments along the alignments of Alternative 1 and 2.
- The City of Mesa will send a map of the proposed Willis Road alignment and the *Southeast Mesa Land Use and Transportation Plan*.

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 Sign-In Sheet

Subject	Project Update for Municipal and Regional Agencies		
Project	Union Pacific Railroad PIRATE Rail Line		
Reference No.	Surface Transportation Board Docket No. FD 36501		
Date	Tuesday, March 29, 2022	Time	9 – 11 a.m. PDT 12 – 2 p.m. EDT
Location	MS Teams	Conference Call	+1 469-214-8538,,758285399#

Groups in Attendance	Representatives
Surface Transportation Board (STB), Office of Environmental Analysis (OEA)	Adam Assenza, Environmental Protection Specialist Alan Tabachnick, Historic Preservation Specialist
Jacobs (supporting STB, OEA)	Maggie Buckley, Environmental Project Manager Betsi Phoebus, NEPA Lead Glennnda Luhnnow, Manager/Archaeology and Cultural Resources (on-call) Anil Mudigonda, Traffic Engineer Ravi Ambadipudi, Traffic Engineer Sabra Bushey, Environmental Planner
Arizona Department of Transportation	Alexis Zaring, Central District – Environmental Coordinator
Arizona State Land Department	Mark Edelman, Planning Director Ruben Ojeda, Right of Way Section Manager Michael Romero, Right of Way Project Leader Cory Runyon, Agricultural Section Manager
Arizona State University	Patrick Panetta, Director of Project Management
Central Arizona Governments	Andrea Robles, Executive Director
City of Mesa	J.D. Beatty, Senior Economic Development Project Manager Erik Guderian, Deputy Transportation Director William Jabjiniak, Economic Development Director RJ Zeder, Transportation Director
Flood Control District of Maricopa County	Michael Fulton, Director
Maricopa Association of Governments	Eric Anderson, Executive Director Tim Strow, Director of Transportation Policy and Planning
Phoenix-Mesa Gateway Airport	Tony Bianchi, Planning Manager



Meeting Sign-In Sheet

Project Update for Municipal and Regional
Agencies
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Pinal County	Leo Lew, County Manager Himanshu Patel, Deputy County Manager Andrew Smith, Public Works Director Christopher Wanamaker, County Engineer
Town of Gilbert	Brigette Peterson, Mayor
Town of Queen Creek	Scott Holcomb, Counsel for Queen Creek John Kross, Town Manager Peter Webster, Counsel for Queen Creek Heather Wilkey, Intergovernmental Relations Manager Mohamed Youssef, Interim Public Works Director



Meeting Agenda

Subject	Project Update for Municipal and Regional Agencies		
Project	Union Pacific Railroad PIRATE Rail Line		
Reference No.	Surface Transportation Board Docket No. FD 36501		
Date	Tuesday, March 29, 2022	Time	9 – 11 a.m. PDT 12 – 2 p.m. EDT
Location	MS Teams	Conference Call	+1 469-214-8538,,391133019#

Item	Time
1 Welcome and introductions	9:00 – 9:10
2 Project summary - History - Purpose and need - Proposed alternatives	9:10 – 9:30
3 Permits and approvals	9:30 – 9:50
4 Transportation and traffic - Data needs - Analysis considerations	9:50 – 10:20
5 Q&A	10:20 – 10:50
6 Next steps - EA schedule - Action items	10:50 – 11:00
7 Adjourn	11:00

Union Pacific Railroad **PIRATE** Rail Line

STB Docket No. FD 36501
Project Update Meeting
Municipal and Regional Agencies

March 29, 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

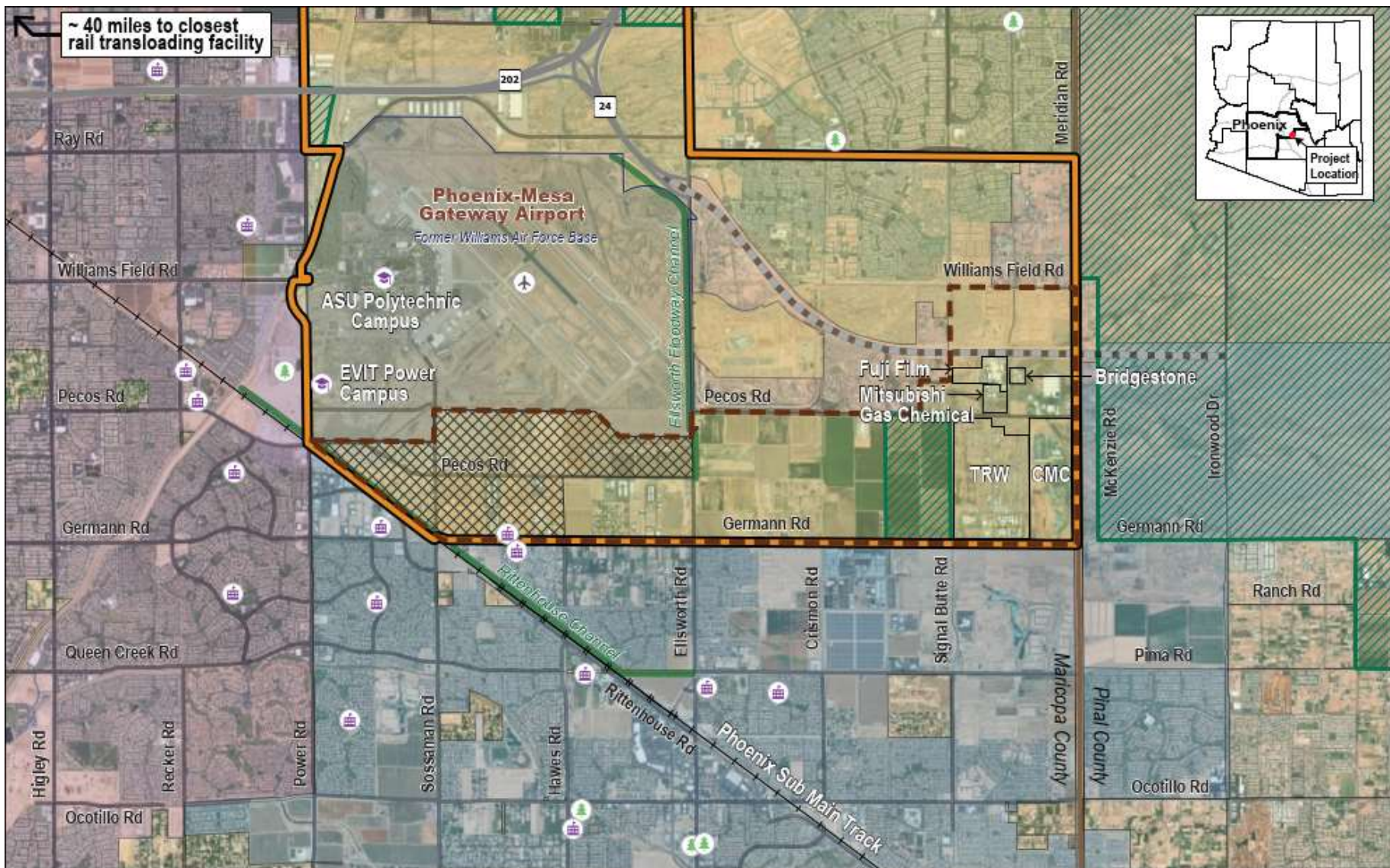
- Welcome and introductions
- Project summary
- Previous agency feedback
- Permits and approvals
- Transportation and traffic
- Q&A
- Next steps
- Adjourn

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

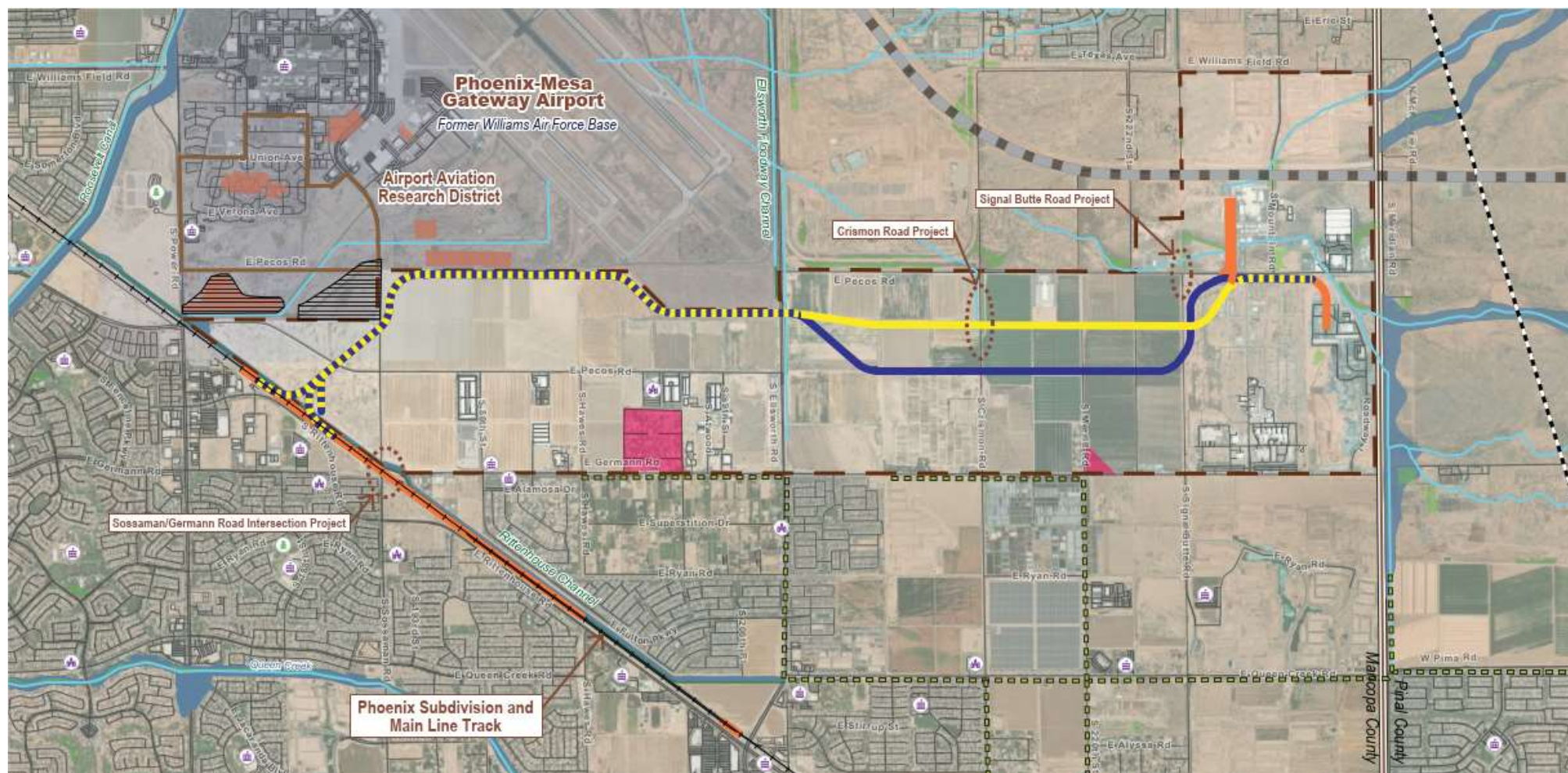
- Serve businesses in the PAMZ
- Avoid Superfund sites
- Avoid future Bureau of Indian Affairs trust land
- Avoid bisecting agricultural land
- Cross intersecting roads at 90 degrees

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



Feedback Received During Initial Consultation

State

- Arizona Department of Transportation (ADOT) – SR 24, Ellsworth Rd to Ironwood Rd EA may contain useful information
- ASU – shared location of new research district planned south of existing campus, which could be sensitive to noise and vibration; acknowledged sensitive cultural resources in the vicinity; and inquired about potential impacts to adjacent neighborhoods

Regional

- Maricopa County Flood Control District – indicated that the proposed alternatives are adjacent to the Rittenhouse Channel, potentially triggering need for ROW use permit, land right, and floodplain use permit

Feedback Received During Initial Consultation

Local

- City of Mesa – shared copies of BUILD/RAISE grant applications; indicated that the project will need to obtain a building permit and ROW permits for road crossings; and City Council must approve acquisition of City-owned property
- Town of Queen Creek – concerned about potential impact of at-grade crossings on local traffic and potential conflict with planned Sossamon Road/Germann Road intersection project; requested information on future rail operations and analyses of potential noise and vibration impacts, transportation impacts, and compatibility with land use and zoning

Other

- Phoenix-Mesa Gateway Airport – Form 7460 may be required to review compatibility with airport's navigable airspace and air navigation facilities

Permits and Approvals That May Be Required

Federal

- U.S. Army Corps of Engineers – Clean Water Act Section 404 permit
(if impacts to waters of the U.S.)
- Federal Aviation Administration – Notice Criteria

State

- ADEQ
 - Arizona Stormwater Construction General Permit
 - Section 401 Water Quality Certification (if impacts to waters of the U.S.)
- ADOT – none (assuming no encroachment into ADOT ROW)
- ASLD – Land Treatment Application; land purchase or lease requirements

Permits and Approvals That May Be Required

Local/Regional

- Maricopa County – ROW use permit, land right, floodplain use permit
- City of Mesa
 - ROW permits for roadway crossings
 - Building permit
 - City Council approval for acquisition of City-owned parcel
- Town of Queen Creek
 - ROW permits for roadway crossing

Transportation and Traffic

Data acquired thus far

- Existing traffic counts on Power, Pecos, Ellsworth, and Signal Butte roads (Jacobs – in progress)
- Existing turning movement counts at intersections on Power, Pecos, Sossaman, Ellsworth, Signal Butte, and Germann roads (Jacobs – in progress)
- October 2021 *Traffic Impact Analysis – Heritage Gateway Charter School* (EPS/City of Mesa)
- July 2013 *Germann Road Corridor Improvement Study* (Wilson/ADOT)

Data needs

- Traffic count data for other traffic corridors (City of Mesa)
- 2020 and 2040 traffic demand model (Maricopa Association of Governments)
- Sossamon Road/Germann Road intersection project update (Town of Queen Creek)

Traffic Analysis Considerations

- Traffic scenarios for peak-hour volumes
 - Existing a.m. and p.m. peak hours
 - 2045 no-build conditions
 - 2045 build conditions
- Corridor level of service (LOS) on Power, Sossaman, Ellsworth, and Signal Butte roads
- Intersection LOS on Power, Rittenhouse, Pecos, Sossaman, Ellsworth, Germann, and Signal Butte roads
- Traffic stakeholder coordination

Q&A

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

Next Steps

- EA schedule
- Action items

Project Contacts

- Adam Assenza, STB Environmental Protection Specialist
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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.

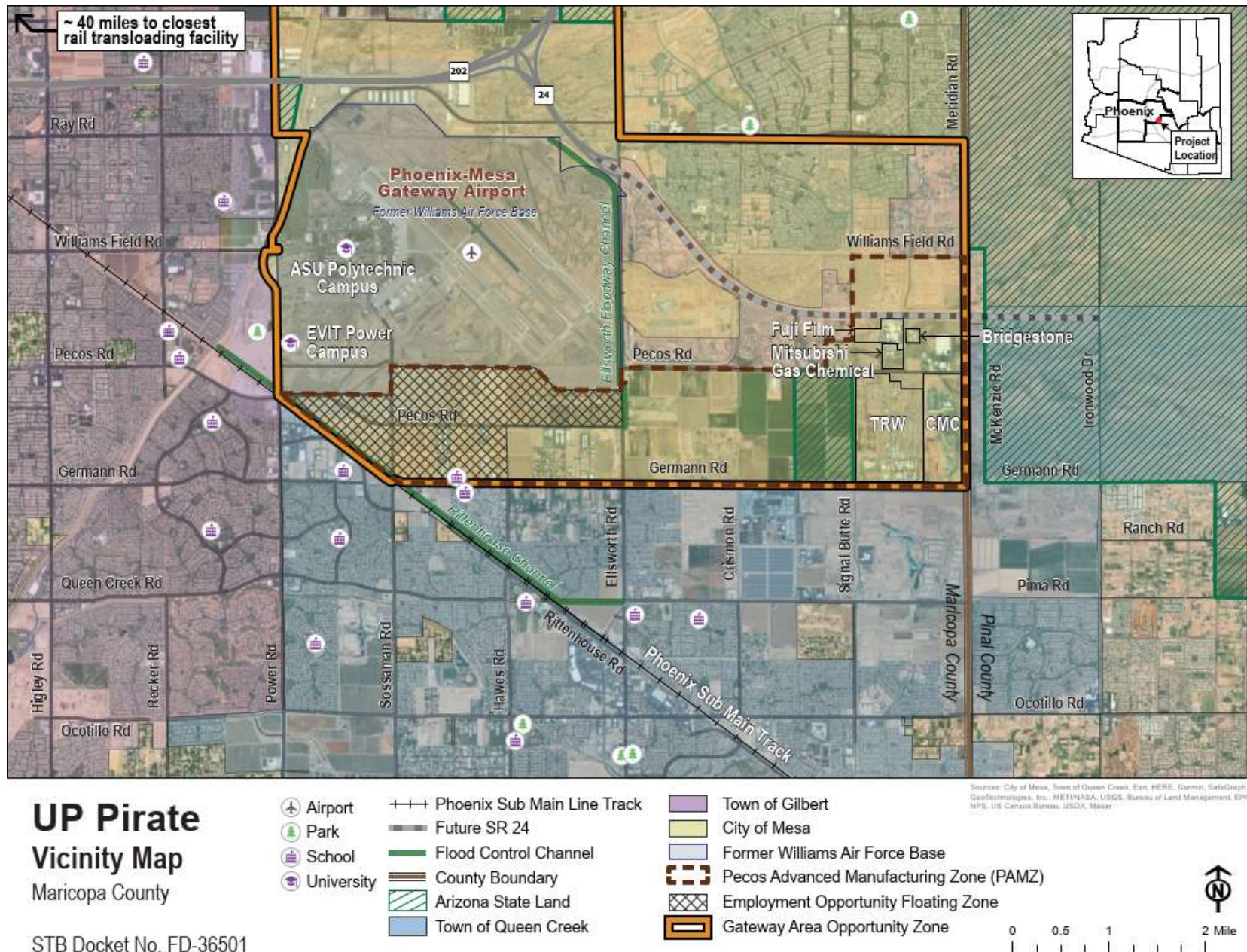
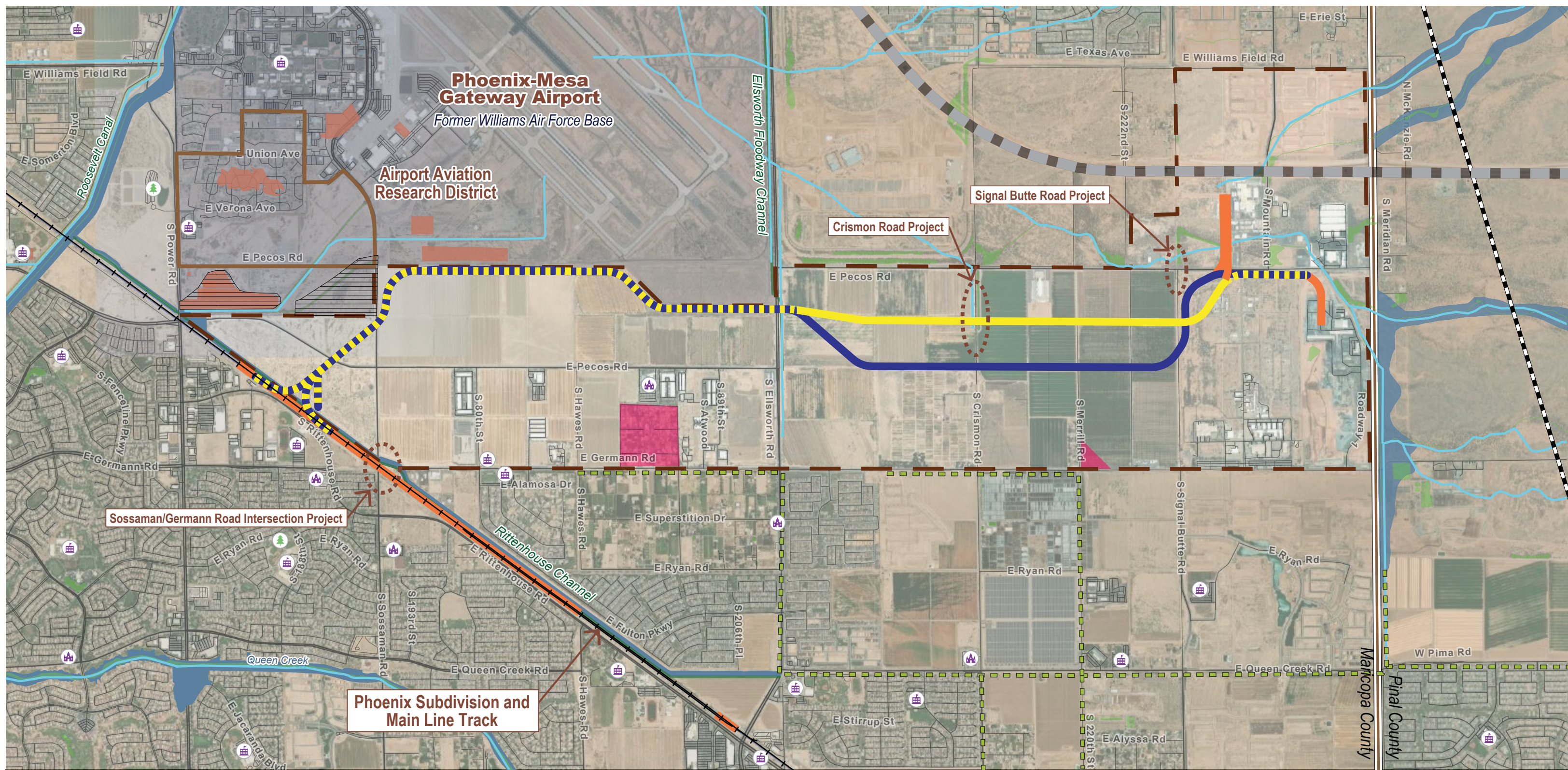


Figure 1. Vicinity Map



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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1.2 Mile

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Company	Contact	Position	Email
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Town of Queen Creek	John Kross	Town Manager	john.kross@queencreekaz.gov
City of Mesa	William Jabjiniak	Senior Economic Development Project Manager	William.Jabjiniak@mesaaz.gov

Town of Queen Creek/Dickinson-Wright	Scott Holcomb	Counsel for Queen Creek	SHolcomb@dickinson-wright.com
Pinal County	Christopher Wanamaker	County Engineer	christopher.wanamaker@pinal.gov
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