

From: Buckley, Maggie <Maggie.Buckley@jacobs.com>
Sent: Thursday, April 28, 2022 3:22 PM
To: dfarnsworth@bfcsaz.com; jtaylor@heritageacademyaz.com; superintendent@husd.org; jlamb2@qcusd.org; chrystal.keller@rop.com; cwilson@evit.com; Foley, Dawn
Cc: Assenza, Adam; Tabachnick, Alan; Phoebus, Elizabeth (Betsi); Bushey, Sabra; Luhnnow, Glenna
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.

Action Item	Assigned To	Status
STB to follow up with UP on the proposed number of cars/lengths of trains to verify whether trains could block local roads when loading or unloading product	STB/Jacobs	In progress – UP has provided relevant operational information and STB/Jacobs is reviewing to identify potential blockages
STB will confirm whether Queen Creek's intersection project will include the future extension of Germann Road	STB/Jacobs	Complete – Queen Creek confirmed that the intersection project will include the future extension of Germann Road
STB to follow up with UP on train operations to inform the noise analysis, including the use of train horns, where idling and coupling or decoupling will occur, and potential for braking noise	STB/Jacobs	In progress – UP has provided relevant operational information and STB/Jacobs is reviewing for completeness to inform the noise analysis

And finally, 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 11:46 AM
To: dfarnsworth@bfcsaz.com; jtaylor@heritageacademyaz.com; superintendent@husd.org; jlamb2@qcusd.org; chrystal.keller@rop.com; cwilson@evit.com; Foley, Dawn <Dawn.Foley@husd.org>
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)
O: 425.233.3117 | M: 206.949.5955 | maggie.buckley@jacobs.com
999 W Riverside Avenue, Suite 500 | Spokane, WA 99201 | USA



Meeting Minutes

Subject	Project Update for Schools		
Project	Union Pacific Railroad PIRATE Rail Line		
Reference No.	Surface Transportation Board Docket No. FD 36501		
Date	Monday, March 28, 2022	Time	11 a.m. – 12 p.m. PDT 2 – 3 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 schools. 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 schools 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 schools to-date.
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School Operations

Campus Operations

STB asked whether any of the area schools have plans to expand in the study area or concerns about potential impacts to campus operations during construction or operations. Heritage Academy has no concerns with the proposed alternative alignments and appreciates any educational elements that UP could incorporate into its design.

Ben Franklin High School is concerned about potential increased noise, and specifically noise impacts to its newly constructed fine arts auditorium near the school's Rittenhouse Road boundary.

Meeting Minutes

Project Update for Schools

If UP adds a secondary track along the mainline, it would double existing capacity adjacent to the school and could result in potential noise impacts. STB will analyze noise and vibration impacts during the environmental analysis. Currently, trains typically pass by the school. If trains begin to idle outside of the school, it could increase noise levels as compared to existing conditions. Other potential noise impacts to be considered in the noise analysis include whether horns will be necessary when trains enter at-grade crossings and whether trains would need to brake when entering the wye. The results of the noise analysis will determine if noise mitigation is necessary, such as application of a Quiet Zone.

Bus Routes and Circulation

STB asked whether any of the area schools have concerns about potential impacts to bus routes or circulation during construction or operations. Heritage Academy suggested that UP consider a train schedule that avoids the busy time periods for circulation to and from local schools: 7-8 a.m. and 3-4 p.m.

Q&A and Discussion Summary

Q1: Would the proposed project increase the amount of hazardous waste on the railroad tracks?

A1: UP has estimated one or two trains per day would travel on the proposed industrial lead track when it is first open for service; more specific operational estimates (including longer-term projections) are forthcoming from UP. The schedule for the trains would be driven by customer demands. UP currently anticipates that trains would operate during daylight hours on weekdays.

Q2: Is the Germann Road and Sossaman Road intersection project part of the PIRATE project?

A2: No, the proposed intersection project is not part of the proposed PIRATE project. However, it is noted on the Alternatives Constraints Map to show STB is aware of this Town of Queen Creek (Queen Creek) project. STB does not have jurisdiction over roadways but will consider traffic and transportation impacts as part of the environmental review. Heritage Academy indicated that Germann Road is used for redundant access to their school. STB could stipulate that UP must coordinate any impacts to roadways with the respective municipalities. UP does not anticipate that it would need to widen its existing right-of-way at the intersection of Germann Road and Sossaman Road. STB will confirm with Queen Creek whether the intersection project would include the future extension of Germann Road.

Q3: Would trains stopped at businesses for loading and unloading potentially block roadway intersections?

A3: 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. When stopped at Fuji Film, trains longer than approximately 2,000 feet could block the intersection with Pecos Road and trains longer than about 4,000-4,500 feet could block the intersection with Signal Butte Road. Trains longer than about 1,200 feet could also block Signal Butte Road if stopped at TRW Vehicle Safety Systems. STB will confirm the proposed number of train cars and length to determine whether this could potentially occur.

Meeting Minutes

Project Update for Schools

Q4: What activities would occur within the areas near the wye?

A4: UP has already purchased or is in negotiation to buy the land near the wye. Land northwest of the wye would be used as a drainage detention basin and the adjacent staging track would be used to “hold” trains or portions of trains entering or exiting the PAMZ. It is not anticipated that trains would be assembled or decoupled within this area. STB will confirm.

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.

- STB to follow up with UP on the proposed number of cars/lengths of trains to verify whether trains could block local roads when loading or unloading product. *STB will provide an update to Judy Wenger (judywenger@qcusd.org) by April 11, 2022.*
- STB to follow up with UP on train operations to inform the noise analysis, including the use of train horns, where idling and coupling or decoupling will occur, and potential for braking noise.
- STB will confirm whether Queen Creek’s intersection project will include the future extension of Germann Road.

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 Schools		
Project	Union Pacific Railroad PIRATE Rail Line		
Reference No.	Surface Transportation Board Docket No. FD 36501		
Date	Monday, March 28, 2022	Time	11 a.m. – 12 p.m. PDT 2 – 3 p.m. EDT
Location	MS Teams	Conference Call	+1 469-214-8538,,758285399#

Item		Time
1	Welcome and introductions	11:00 – 11:10
2	Project summary - History - Purpose and need - Proposed alternatives	11:10 – 11:20
3	School operations - Campus operations - Bus routes and circulation	11:20 – 11:30
4	Q&A	11:30 – 11:50
5	Next steps - EA schedule - Action items	11:50 – 12:00
6	Adjourn	12:00

Union Pacific Railroad **PIRATE** Rail Line

STB Docket No. FD 36501
Project Update Meeting - Schools

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

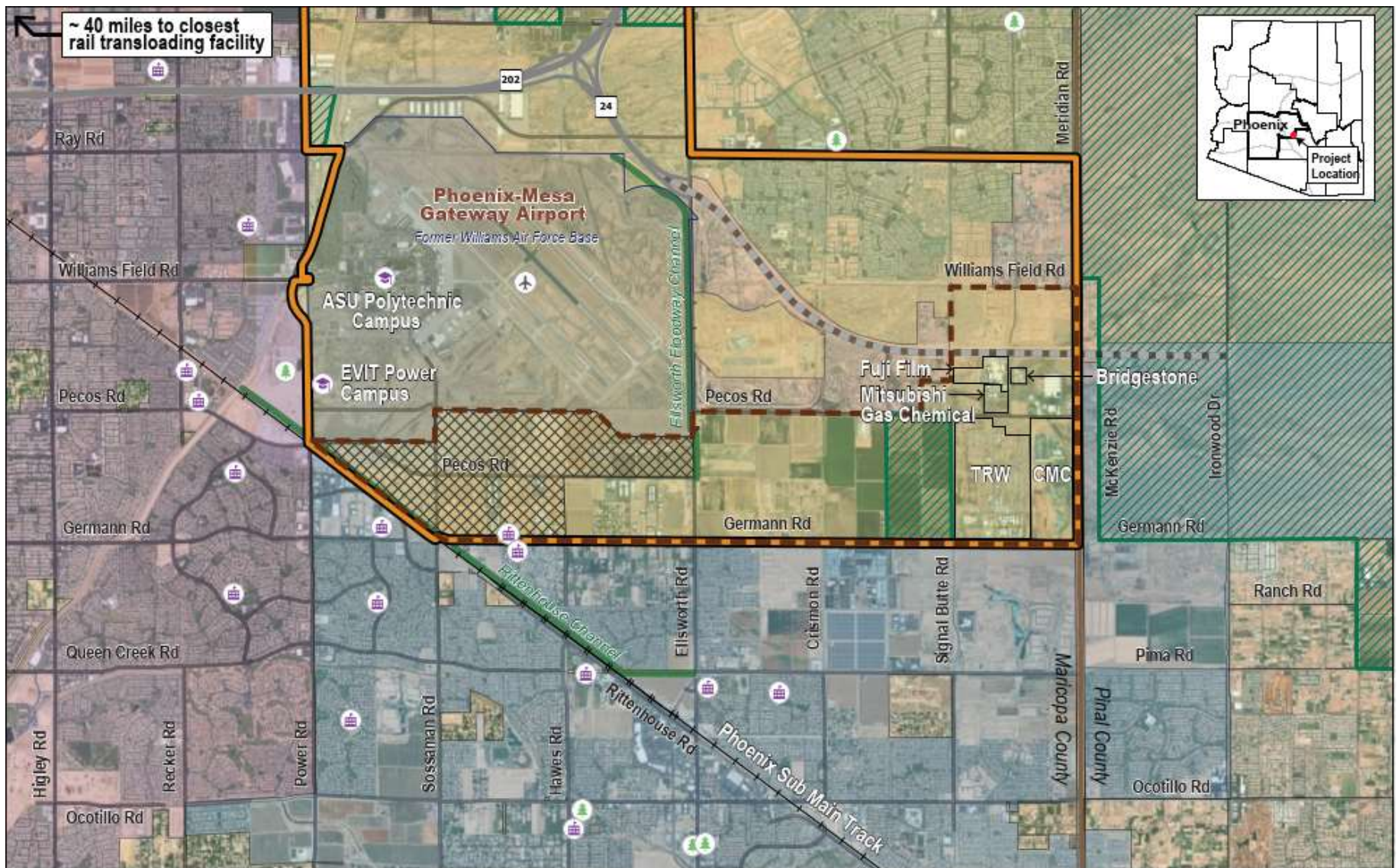
- Welcome and introductions
- Project summary
- School operations
- Q&A
- Next steps
- Adjourn

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

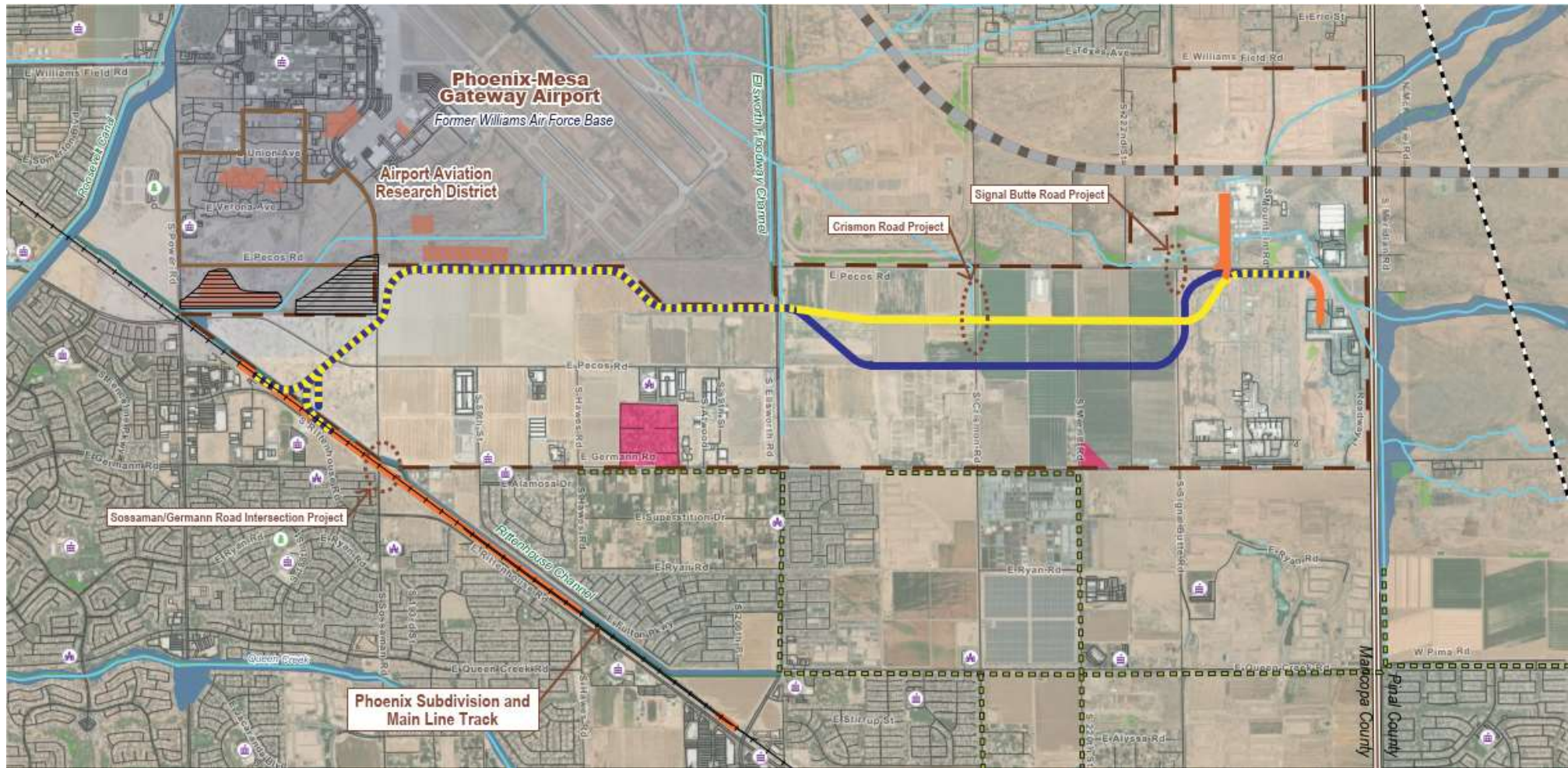
- Serve businesses in the PAMZ
- Avoid Superfund sites
- Avoid future Bureau of Indian Affairs trust land
- Avoid bisecting agricultural land
- Cross intersecting roads at 90 degrees

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



Schools Feedback

- Queen Creek Unified School District preliminary response was “no comment”
- Heritage Gateway Academy
 - Provided information on new school construction and a recent traffic study
 - Concerned about at-grade crossings of area roads
 - Suggested incorporating educational elements associated with the new rail line
 - Suggested an alignment farther north would minimize potential impacts to schools in area

School Operations

Campus operations

- Plans for expansion or new schools
- Potential impacts from construction and/or operation

Bus routes and circulation

- Timing of trains and railroad operations
- Railroad crossing safety

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
adam.assenza@stb.gov / 202.245.0301
- Alan Tabachnick, STB Historic Preservation Specialist
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- Maggie Buckley, Jacobs Project Manager
maggie.buckley@jacobs.com / 206.949.5955
- Betsi Phoebus, Jacobs NEPA Lead
betsi.phoebus@jacobs.com / 480.557.9717

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.

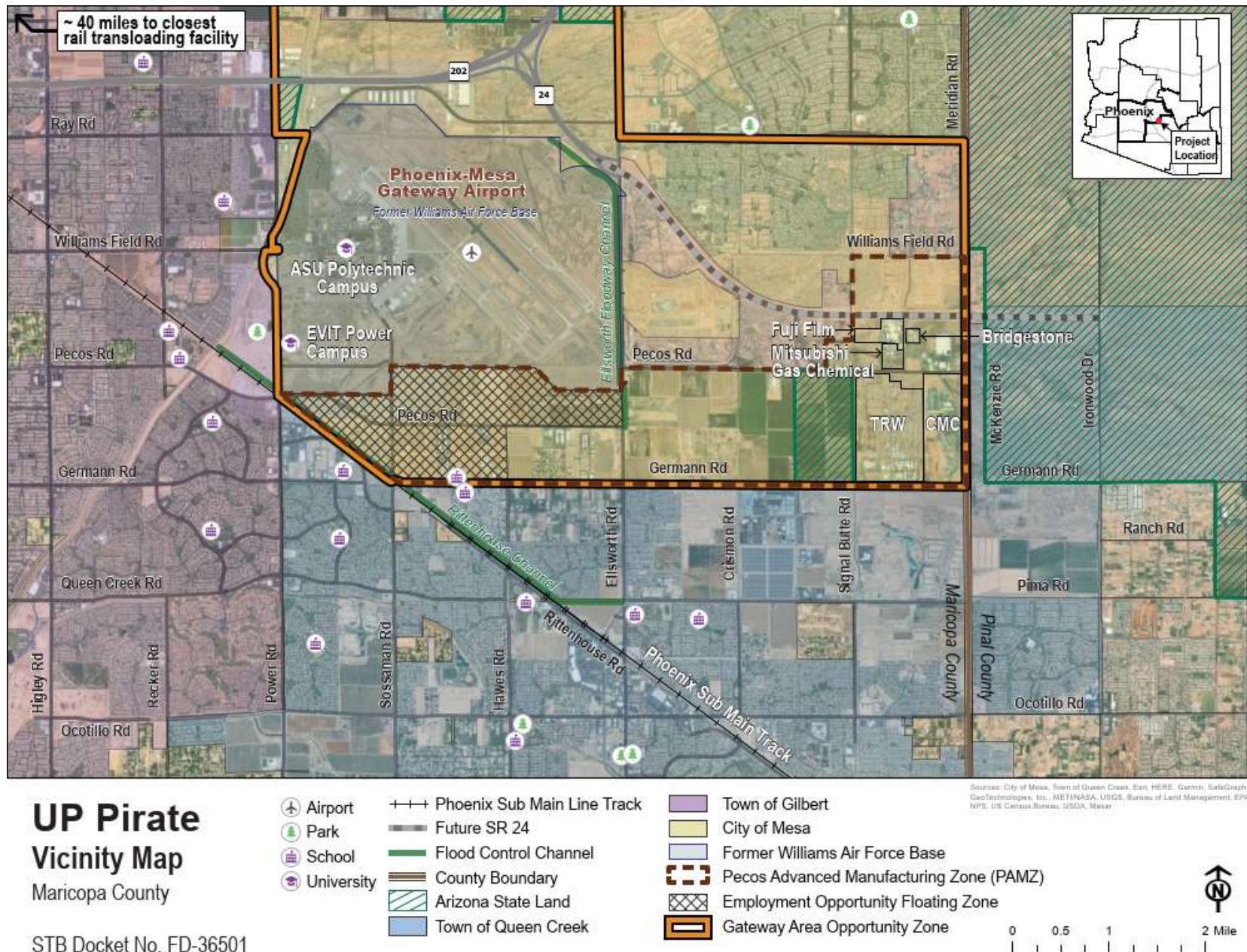
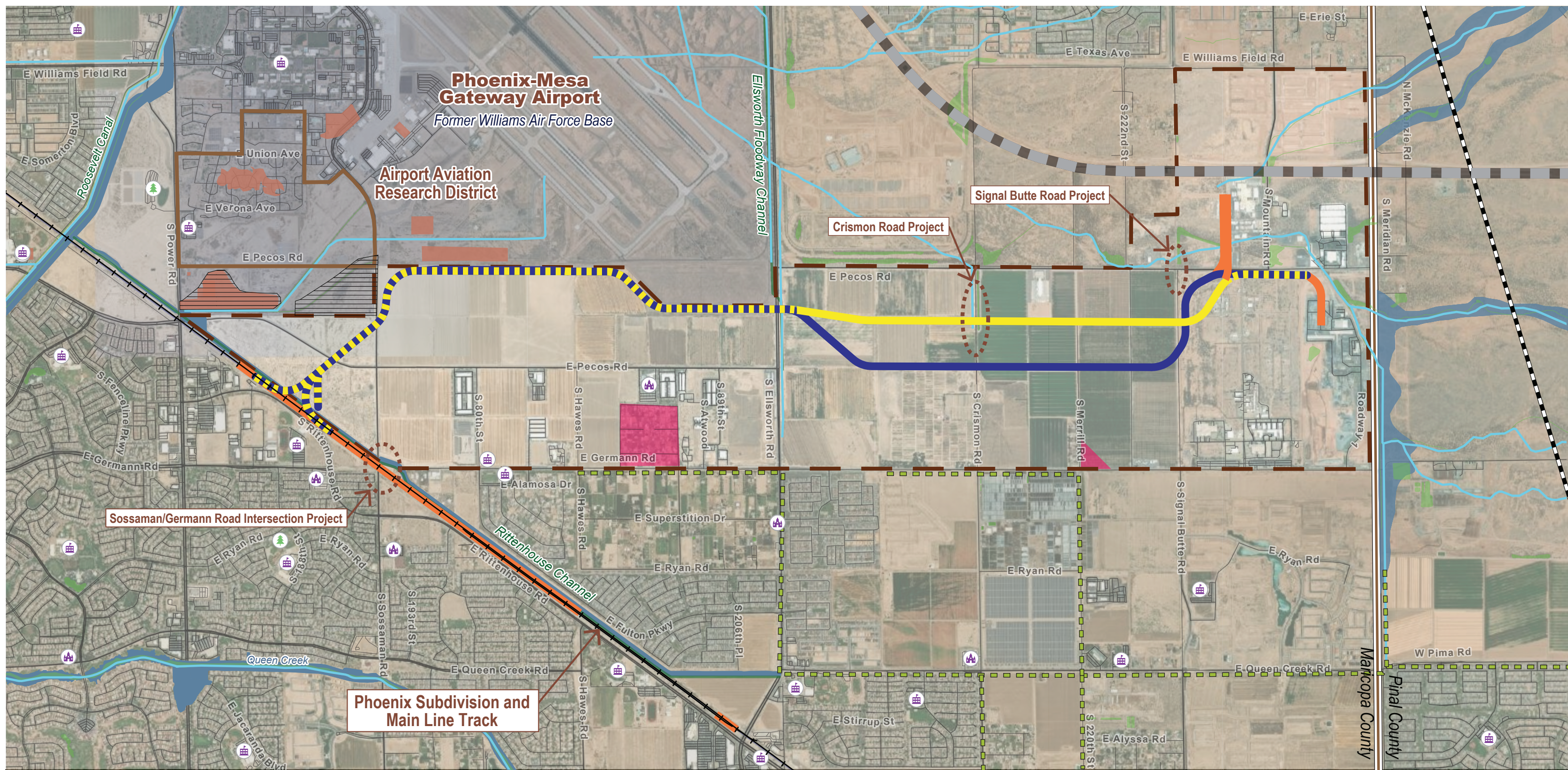


Figure 1. Vicinity Map



UP Pirate

Alternatives Constraints Map

Maricopa County

STB Docket No. FD-36501

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

Potential Alternatives

- Alternative 1
- Alternative 2
- Related Actions

Environmentally Sensitive Areas

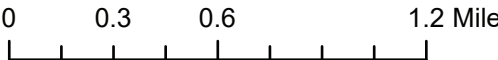
- Drainage/Ephemeral Wash
- National Wetlands Inventory (potential wetland)
- Flood Control Channel
- Superfund Site
- 100-year Floodplain

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



Company	Contact	Position	Email
Ben Franklin HS	David Farnsworth	Principal	dfarnsworth@bfcsaz.com
Heritage Academy Gateway	Jared Taylor	Chairman/CEO	jtaylor@heritageacademyaz.com
Higley Unified School District	Dr. Dawn Foley	Superintendent	superintendent@husd.org
Queen Creek Unified School District	Jim Lamb	Executive Director of Operations and Construction	jlamb2@qcusd.org
Canyon State Academy	Chrystal Keller	Principal	chrystal.keller@rop.com
East Valley Institute of Technology (EVIT) Power Campus	Dr. Chad Wilson	Superintendent	cwilson@evit.com
Higley Unified School District	Dr. Dawn Foley	Superintendent	Dawn.Foley@husd.org