

From: Buckley, Maggie <Maggie.Buckley@jacobs.com>
Sent: Thursday, April 28, 2022 3:19 PM
To: catherine.jerrard@us.af.mil; Dunning.Connell; slade.edwin@azdeq.gov; tbianchi@gatewayairport.com; Patrick Panetta; tamera.dawes@bia.gov; Jay Donnelly; Carl D'Acosta; Appleton, Zac
Cc: Assenza, Adam; Tabachnick, Alan; Phoebus, Elizabeth (Betsi); Bushey, Sabra; Forbes, Liz/SEA; Luhnnow, Glennnda
Subject: RE: PIRATE Project 3/30/22 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 30th. 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
USAF to provide digital locations of groundwater monitoring wells	USAF	Complete
STB will continue to inform USAF, EPA, and ADEQ about construction plans as the project progresses	STB	Ongoing
Phoenix-Mesa Gateway Airport will provide a contact for the ICE facility at the airport	Gateway Airport	Complete – ICE contacts are confidential

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 4:24 PM
To: catherine.jerrard@us.af.mil; dunning.connell@epa.gov; slade.edwin@azdeq.gov; tbianchi@gatewayairport.com; Patrick Panetta <Patrick.Panetta@asu.edu>; tamera.dawes@bia.gov; Jay Donnelly <Jay.Donnelly@asu.edu>; Carl D'Acosta <CD'Acosta@gatewayairport.com>; Appleton, Zac <Appleton.Zac@epa.gov>
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>; Forbes, Liz/SEA <Liz.Forbes@jacobs.com>; Luhnnow, Glennnda <Glennnda.Luhnnow@jacobs.com>
Subject: PIRATE Project 3/30/22 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 30, 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 Superfund-related Agencies		
Project	Union Pacific Railroad PIRATE Rail Line		
Reference No.	Surface Transportation Board Docket No. FD 36501		
Date	Wednesday, March 30, 2022	Time	10 – 11 a.m. PDT 1 – 2 p.m. EDT
Location	MS Teams		

The following notes summarize the topics discussed during the March 30, 2022 project update meeting between the Surface Transportation Board's (STB) Office of Environmental Analysis (OEA) and representatives from several agencies associated with the former Williams Air Force Base Superfund site. 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 Superfund-related 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.
-

Superfund Sites

Current Site Status

STB asked about the status of remediation of the former Williams Air Force Base Superfund site(s), including anticipated contaminated groundwater and soil clean-up actions, as well as the munitions clearance for the Parcel N Debris Area. Groundwater monitoring wells are located south and east of the landfill. The U.S. Air Force (USAF) will continue to monitor these locations. Perfluoroalkyl and polyfluoroalkyl substances contamination was recently discovered and a remedial investigation is planned for later in 2022 to identify groundwater monitoring well locations. The groundwater

Meeting Minutes

Project Update for Superfund-related
Agencies

monitoring well locations can be flexible and could avoid the proposed alignments. USAF thought it would be unlikely any groundwater monitoring wells would be necessary south of the proposed alternatives.

STB also asked when the next Five-Year Review would be published. USAF sent the Five-Year Review to the U.S. Environmental Protection Agency (EPA) and the Arizona Department of Environmental Quality (ADEQ) for review. USAF is currently incorporating EPA's and ADEQ's comments and intends to publish the final document this summer. In the meantime, USAF is willing to answer any specific questions STB may have while it finalizes the Five-Year Review.

Avoidance and Remediation Considerations

STB asked if certain avoidance and remediation considerations must be addressed during construction or design, such as existing groundwater monitoring wells and/or future planned remedial actions. STB also asked if any notification or coordination should occur prior to construction. USAF stated that formal coordination is not mandatory or required because all proposed work would occur outside of the Superfund site boundaries. However, USAF, EPA, and ADEQ would appreciate informal coordination and requested that STB keep them apprised of construction plans.

A temporary construction easement is planned along Pecos Road adjacent to the proposed rail line crossing, near the current location of a groundwater monitoring well. USAF indicated the groundwater well should be protected during construction; however, this location has no surface soil contamination or other contamination concerns beyond groundwater. USAF will provide STB with the digital locations of the groundwater monitoring wells.

Q&A and Discussion Summary

Q1: Does this proposed project still conflict with major industries in the eastern Pecos Advanced Manufacturing Zone? EPA asked this question based on a November 4, 2021 [East Valley Tribune article](#) that indicated a 155-acre industrial park called Unbound Gateway was approved by the Mesa's Planning and Zoning Board and would conflict with Alternatives 1 and 2.

A1: STB is aware of certain developments that may conflict with Alternative 2 based on information received during other agency meetings held earlier this week, but STB is still considering Alternative 2 a reasonable alternative to UP's proposed action (Alternative 1) as required under the National Environmental Policy Act.

Q2: Is EPA or USAF interested in participating in the project as a cooperating agency?

A2: Neither EPA nor USAF needs to serve as a cooperating agency in this project.

Q3: Where is the munitions clearance work occurring? Is this on airport property?

A3: The munitions clearance work is within the Parcel N Debris Area. The final remedy for this area will likely be land use control. No munitions clearance work is occurring on airport property.

Q4: Did the air quality analysis incorporate increased rail traffic under the proposed action? Are localized impacts possible for residences along UP's Phoenix Subdivision main line?

A4: The air quality analysis has not been prepared yet; however, STB will consider increased rail traffic as well as the potential for localized impacts in the air quality analysis.

Meeting Minutes

Project Update for Superfund-related
Agencies

Q5: EPA mentioned a U.S. Immigration and Customs Enforcement (ICE) facility near the project area in its response to STB's December 10, 2021 initial agency consultation letter. STB has not been able to identify any ICE facilities adjacent to the project area. The closest ICE facility appears to be approximately 20 miles southeast of the project area in Florence. Where is the ICE facility near the project area?

A5: ICE is a tenant at the Phoenix-Mesa Gateway Airport and occupies a hangar there. The airport will provide STB with a point of contact for the ICE facility at the airport.

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.

- USAF to provide digital locations of groundwater monitoring wells.
- STB will continue to inform USAF, EPA, and ADEQ about construction plans as the project progresses.
- Phoenix-Mesa Gateway Airport will provide a contact for the ICE facility at the airport.

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

Distribution Meeting invitees



Meeting Agenda

Subject	Project Update for Superfund-related Agencies		
Project	Union Pacific Railroad PIRATE Rail Line		
Reference No.	Surface Transportation Board Docket No. FD 36501		
Date	Wednesday, March 30, 2022	Time	10 – 11 a.m. PDT 1 – 2 p.m. EDT
Location	MS Teams	Conference Call	+1 469-214-8538,,699707370#

Item		Time
1	Welcome and introductions	10:00 – 10:10
2	Project summary - History - Purpose and need - Proposed alternatives	10:10 – 10:20
3	Superfund sites - Current site status - Avoidance and remediation considerations	10:20 – 10:30
4	Q&A	10:30 – 10:50
5	Next steps - EA schedule - Action items	10:50 – 11:00
6	Adjourn	11:00

Union Pacific Railroad **PIRATE** Rail Line

STB Docket No. FD 36501
Project Update Meeting
Superfund-related Agencies

March 30, 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

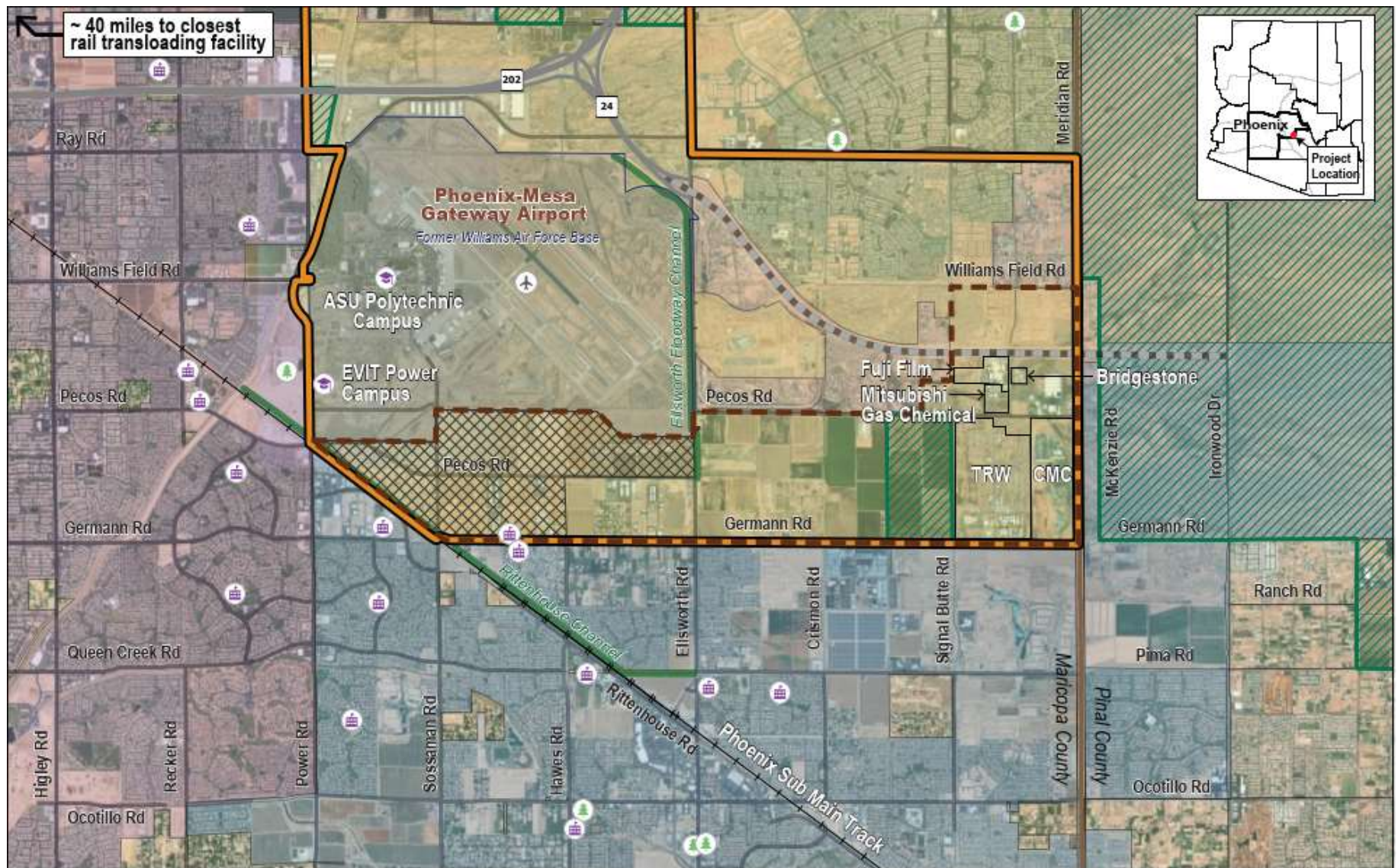
- Welcome and introductions
- Project summary
- Previous agency feedback
- Current Superfund site status
- Avoidance and remediation considerations
- Q&A
- Next steps
- Adjourn

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

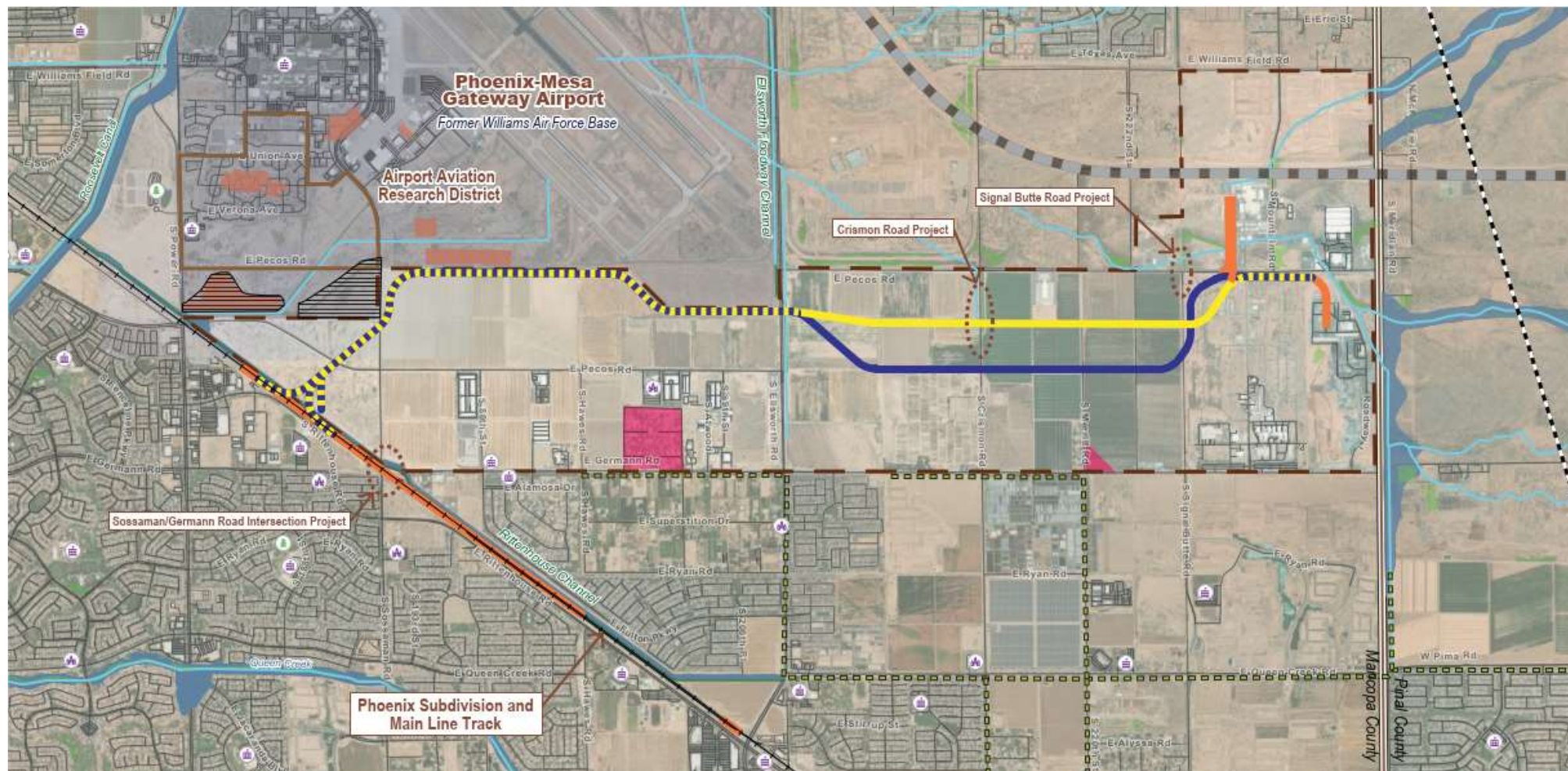
- Serve businesses in the PAMZ
- Avoid Superfund sites
- Avoid future Bureau of Indian Affairs trust land
- Avoid bisecting agricultural land
- Cross intersecting roads at 90 degrees

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

- U.S. Air Force (USAF)
 - environmental sites in the former Williams Air Force Base (AFB) are being remediated and/or have land use controls in place; some areas may be restricted from construction
 - coordinate with Environmental Protection Agency (EPA) Region 9 and Arizona Department of Environmental Quality (ADEQ) regarding projects that may affect these sites
 - the most recent Williams AFB Final Five-Year Review from 2017 summarizes the environmental program; the next Five-Year Review is currently being prepared
 - consider other protected resources on USAF property
- ADEQ
 - no specific CERCLA requirements would prevent construction within Williams AFB Superfund sites
 - ongoing remediation must be considered
 - coordinate with EPA or USAF

Feedback Received During Initial Consultation

- EPA
 - coordinate with USAF, Phoenix-Mesa Gateway Airport and ASU regarding Superfund sites
 - confirm no project-related actions would affect contaminated groundwater or soil cleanup actions for Superfund sites
 - address hazardous materials management and consider best management practices such as hazardous materials contingency planning, community safety planning, and toxic inventory disclosure
 - coordinate with the U.S. Bureau of Indian Affairs and potentially affected Tribes
 - address impacts to aquatic resources, groundwater, air quality, noise, public health, visual quality, and traffic, as well as potential commitments to reduce those impacts
 - identify commitments to reduce greenhouse gas emissions, address climate change impacts, and use EJSCREEN to identify potential environmental justice concerns and impacts

Superfund Sites

Current site status

- Anticipated contaminated groundwater and soil cleanup actions
- Munitions clearance for Parcel N Debris Area

Avoidance and remediation considerations

- Avoidance considerations during design
- Future remediation
- Construction notification/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
adam.assenza@stb.gov / 202.245.0301
- Alan Tabachnick, STB Historic Preservation Specialist
alan.tabachnick@stb.gov / 202.245.0367
- 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.

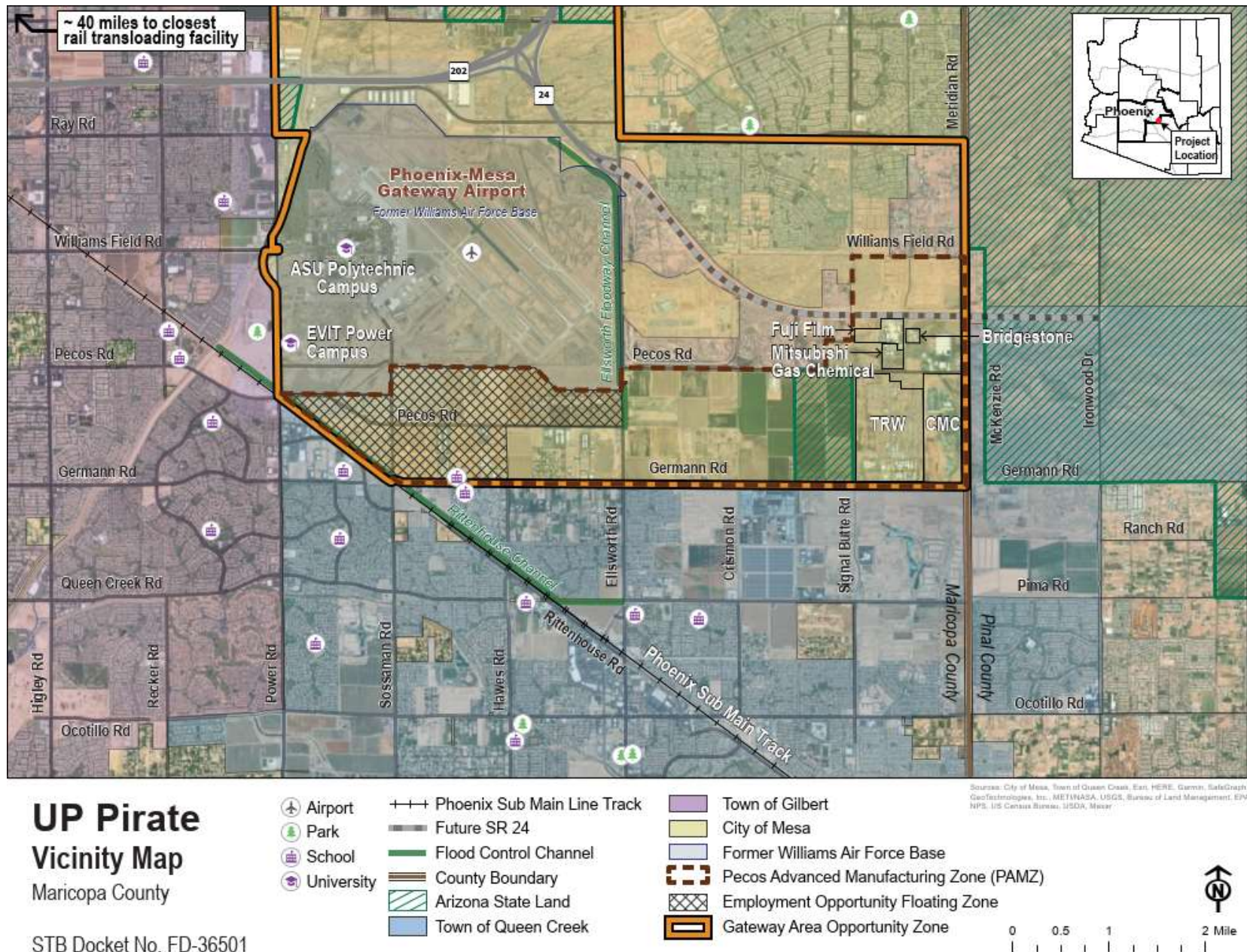
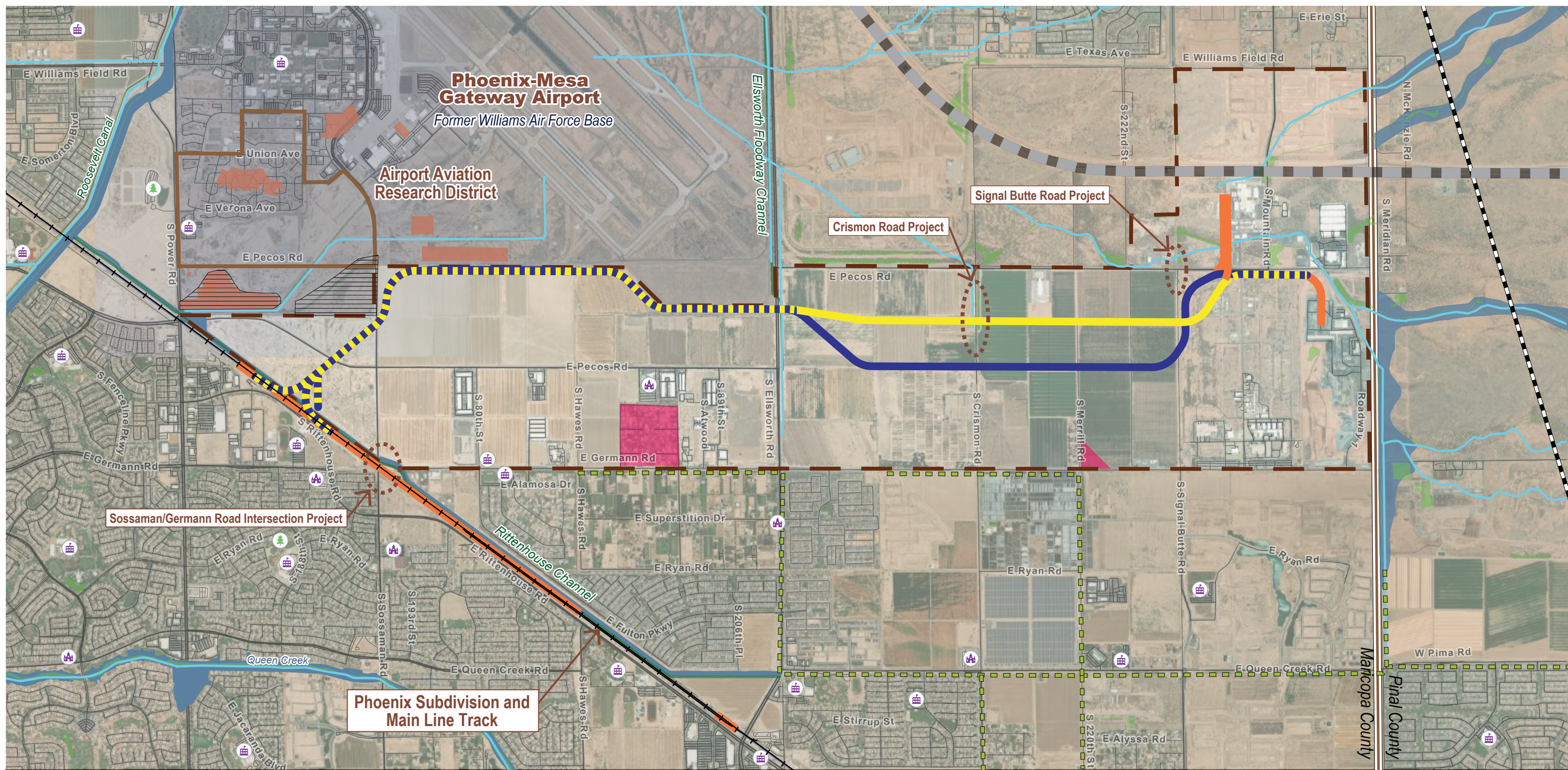


Figure 1. Vicinity Map



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

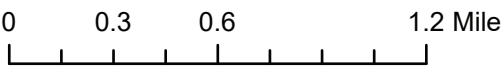
- Drainage/Ephemeral Wash
- National Wetlands Inventory (potential wetland)
- Flood Control Channel
- Superfund Site
- 100-year Floodplain

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
U.S. Air Force	Cathy Jerrard	Air Force Base Environmental Coordinator	catherine.jerrard@us.af.mil
U.S. Environmental Protection Agency	Connell Dunning	NEPA Transportation Team Lead	Dunning.Connell@epa.gov
Arizona Department of Environmental Quality	Edwin Slade	Administrative Counsel	slade.edwin@azdeq.gov
Phoenix-Mesa Gateway Airport	Tony Bianchi	Airport Planner	tbianchi@gatewayairport.com
ASU	Patrick Panetta	Director of Project Management, ASU Real Estate Development	Patrick.Panetta@asu.edu
BIA	Tamera Dawes	Realty Specialist	tamera.dawes@bia.gov
ASU	Jay Donnelly		Jay.Donnelly@asu.edu
Phoenix-Mesa Gateway Airport	Carl D'Acosta	Environmental & Safety Coordinator	CD'Acosta@gatewayairport.com
EPA	Zac Appleton	NEPA Reviewer	Appleton.Zac@epa.gov