

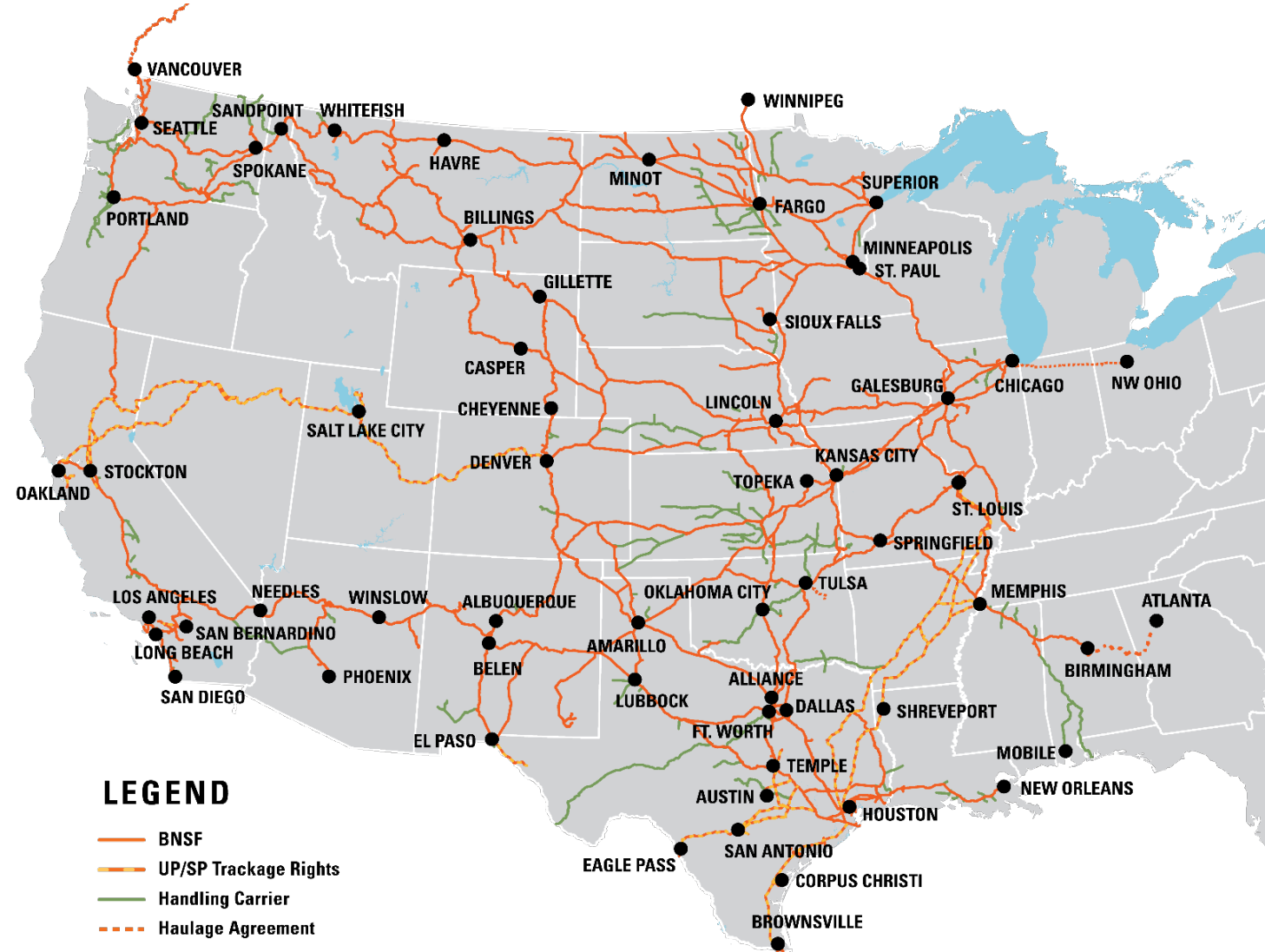
Logistics Park Phoenix Project
ENGINE OF OPPORTUNITY

MAY 2025

About BNSF Railway



- **32,500 route miles** across 28 states and three Canadian provinces
- **~ 37,000 employees**
- **~ 7,500 locomotives**
- We move **one-fourth** of all U.S. rail freight
- **13,000+** bridges and **99** tunnels
- Serves **40+ ports**
- **27** intermodal facilities



BNSF in Arizona

From our early days establishing roots in Wickenburg with a wooden depot station, to operating the Southern Transcon—one of the busiest freight corridors in the U.S. today—we've played a key role in Arizona's transportation network.

- BNSF has been part of Arizona's history for over a century
- Arizona remains an important hub of activity for BNSF thanks to its location, workforce availability, strong economy, and desirable communities
- **1,550** employees
- \$144 million in payroll
- Route miles (owned): 592
- Route miles (trackage rights): 67



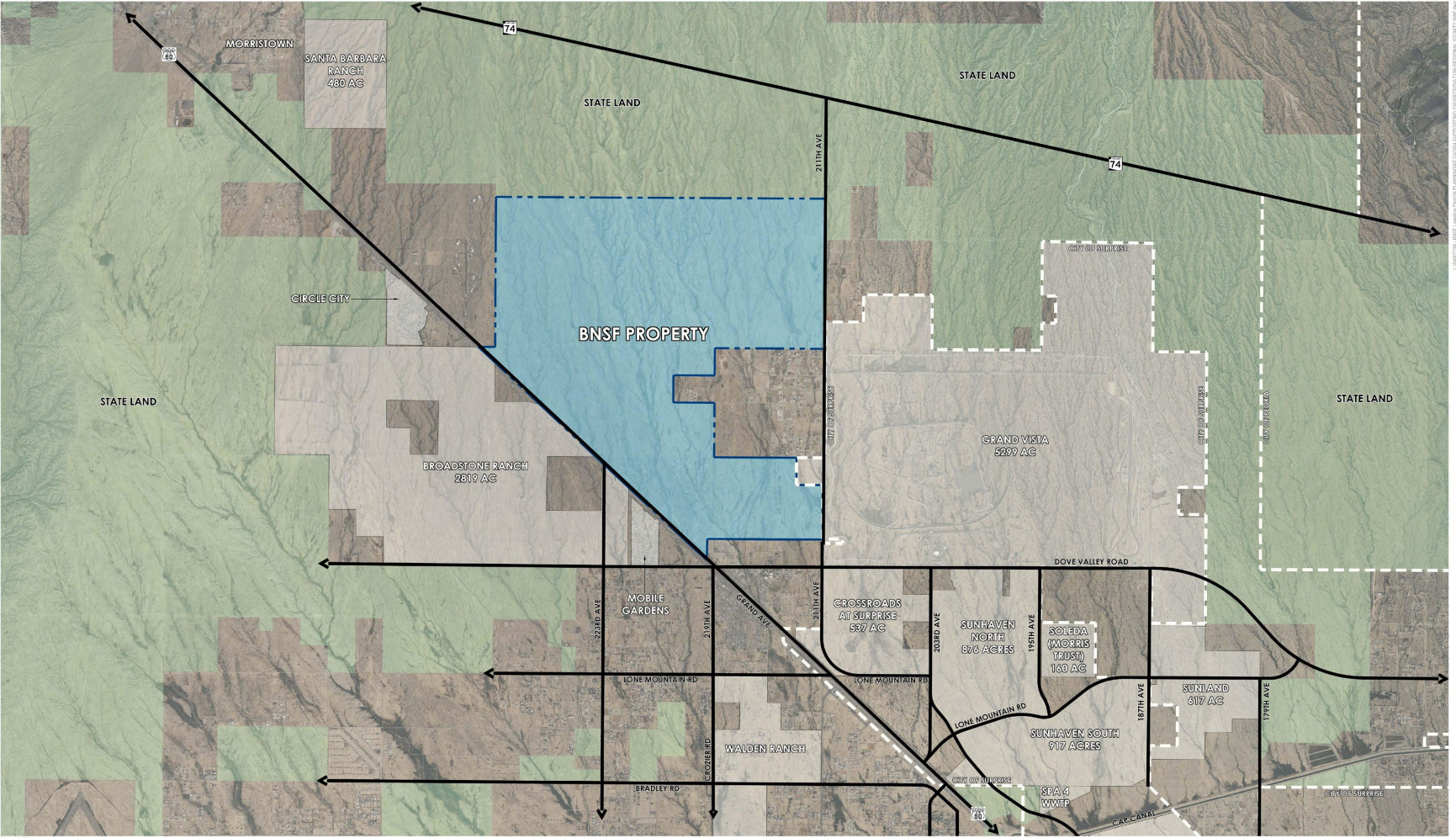
Project History

As the Phoenix metropolitan area has experienced tremendous growth, BNSF diligently prepared for over two decades to expand its rail footprint to meet the increasing demands from residents and businesses.

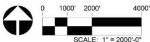
- In 2004, BNSF acquired more than 800 acres, the original LPP property, in northwest Maricopa County
- The possibility of a new railyard near Surprise was noted in the 2011 Arizona State Rail Plan
- In 2022, BNSF acquired 3,500 acres of State Trust Land to add to its existing 800 acres
- BNSF's plans for Logistics Park Phoenix were highlighted in the 2022 Arizona State Rail Plan as a prime spot for rail services



Project Location



BNSF LOGISTICS PARK • REGIONAL VICINITY MAP
WITTMAN, AZ
2025-05-05
24007196
BNSF



Information furnished regarding this property is from sources deemed reliable. RVI has not made an independent investigation of these sources and no warranty is made as to their accuracy or completeness. This plan is conceptual, subject to change, and does not represent any regulatory approval.

Project Overview



Intermodal Facility (IMF)

The intermodal facility (**1,770 acres**) will serve as a **transfer hub** for rail shipments moving via standardized **containers and trailers**



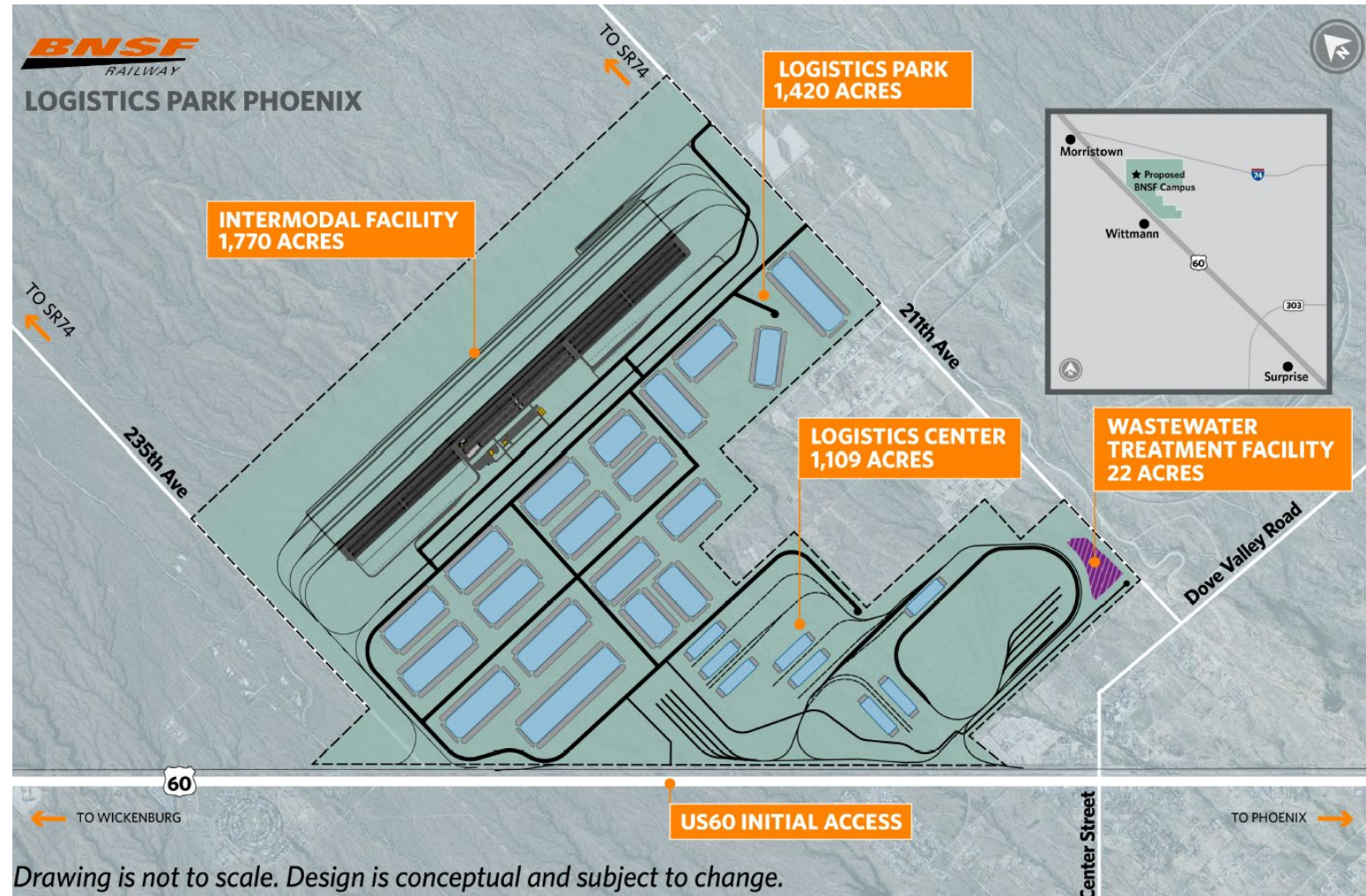
Logistics Park (LP)

The Logistics Park (**1,420 acres**) **co-located** adjacent to the IMF will provide sites for **state-of-the-art** warehouse and distribution facilities



Logistics Center (LC)

The Logistics Center (**1,109 acres**) will offer **customizable** sites with direct-rail-service focused on supporting **local industry**



Project Considerations

- Safety
- Facility Design and Buffering
- Traffic
- Noise & Light
- Water and Wells
- Drainage
- Wildlife
- Construction/Buildout

Safety – Rail Standards & Innovation

- Freight rail is the safest mode of ground transportation.
- BNSF goes beyond federal safety standards by training employees in company-specific practices, using modern cars, and reducing speeds in sensitive areas.
- BNSF uses cutting-edge tools—like ultrasound rail detectors, automated track inspections, and real-time car monitoring systems—to identify and fix issues and keep communities safe.

Safety – Community Support

- BNSF Railway is dedicated to ensuring the safety of communities through which it operates.
- Railroad police are provided police authority from state and local governments and are authorized interstate authority by the federal government.
- BNSF Police analyze statistical data to discover crime trends, use K-9 units and proactive uniformed patrol to combat trespassing and cargo thefts, and actively participate with other police agencies to investigate crimes committed on railroad property.

Facility Design and Buffering

- Significant setbacks proposed along the edges of the property shared with the community.
- Buffers will be many times larger than any city or county requirements.
- Building heights to be limited along shared edge with community.
- Setbacks increased and berming/landscaping designed in response to community feedback.

Facility Design and Buffering



	ADJACENT TO RESIDENTIAL
BNSF	400 FT w/150 FT Berm/Landscape area
MARICOPA CO (IND-3)	5 FT- 25 FT
SURPRISE (I-3)	75 FT (w/50 FT dedicated landscape area)
GLENDALE (M-2)	60 FT
BUCKEYE (I-2)	100 FT
PEORIA (I-2)	50 FT
GOODYEAR (I-2)	30 FT or 50FT
AVONDALE (A-1)	75 FT
PHOENIX (A-2)	30 FT

Facility Design and Buffering



Facility Design and Buffering



Facility Design and Buffering



View from Cloud Rd Looking North – Vegetation Screening Only

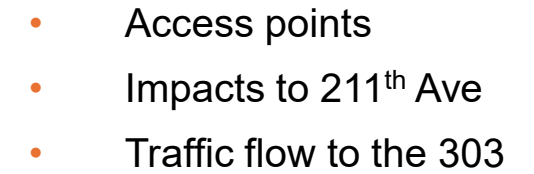
Facility Design and Buffering



View from Cloud Rd Looking North – Vegetated Berm

Traffic

- Overview
- Traffic Counts
 - New Counts
 - Additional intersections to Study
- Internal capture
- Comparison to other land uses
- Regional improvements – Prop Projects already funded
- Access points at 60 (signalized)
- Localized improvements



Reverse Commute

Trips traveling opposite of the more common commute pattern

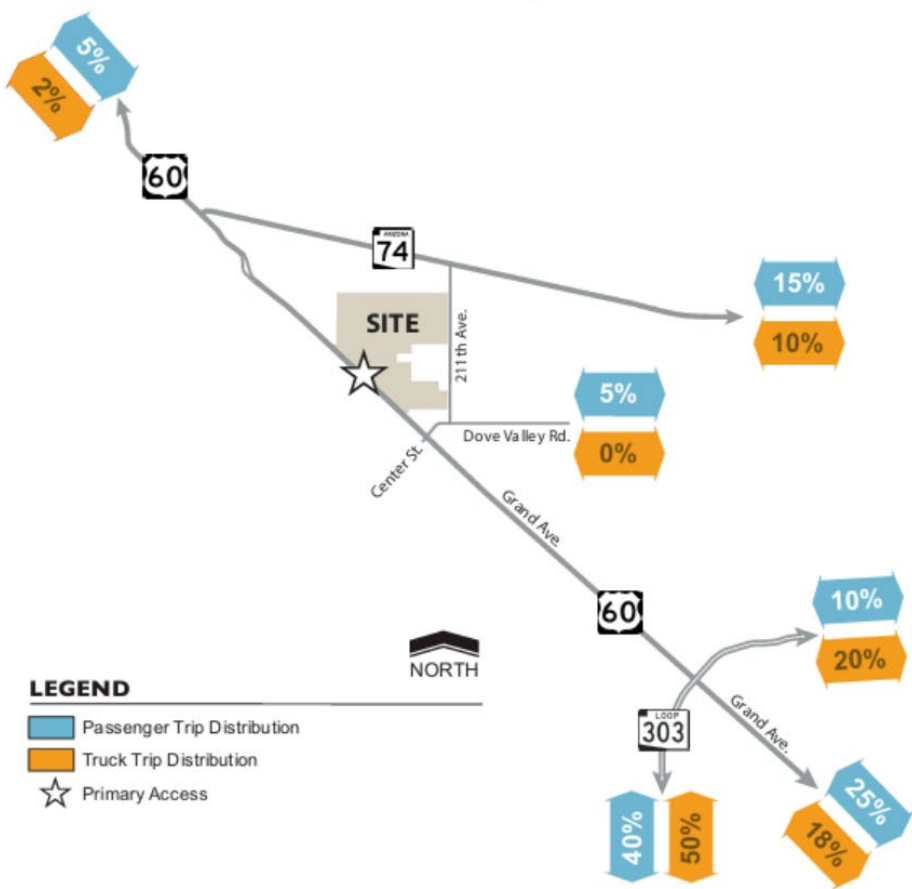
- Morning residential commuters head south on Grand Avenue to SR- 303
- Morning BNSF Employees head north on Grand Avenue to get to work
- Lanes in the opposite direction of the more common commute are currently underutilized



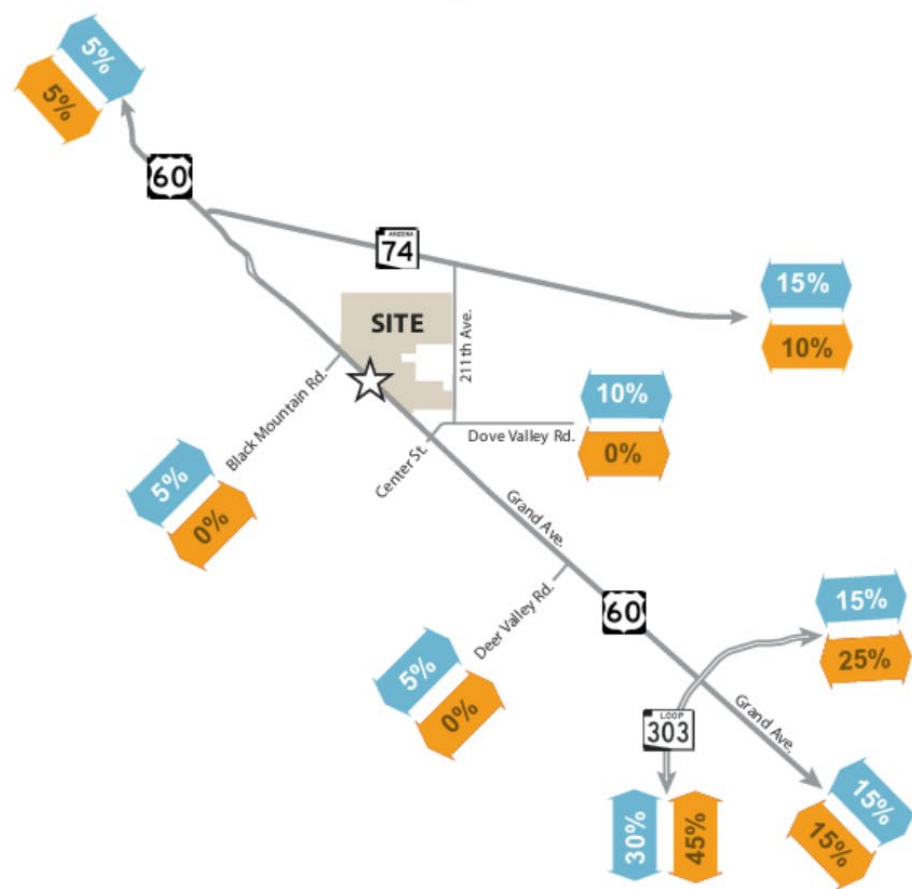
LPP Trip Distribution



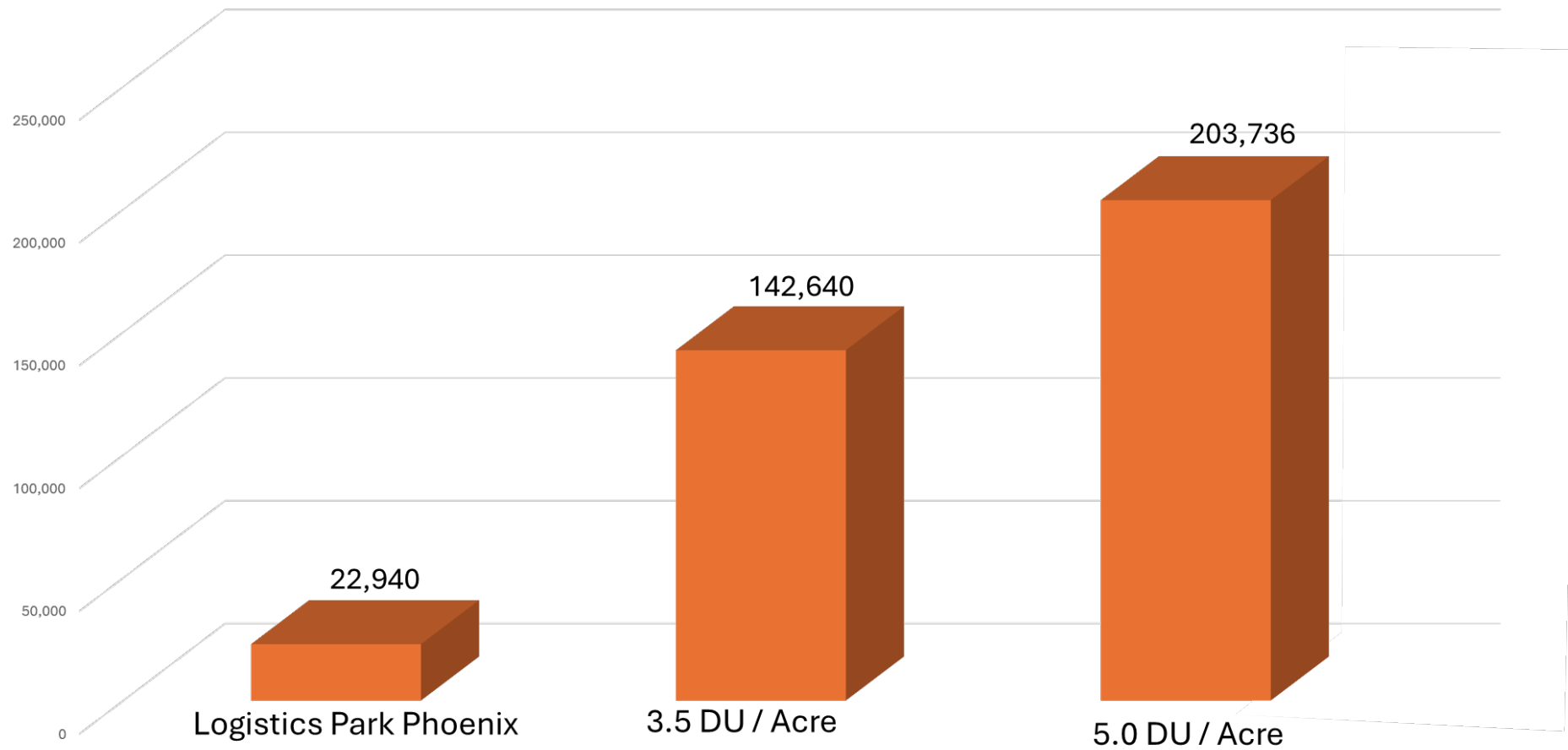
2028/2033/2038 Trip Distribution



2050 Trip Distribution



2050 Trip Comparison – BNSF vs. Single Family



Trip Generation



2028

2,734 new trips

- 1,592 trucks
- 1,142 cars

Vehicles/Cars

- 80% Use Grand Ave
- 15% Use SR-74
- 5% Use Dove Valley Rd

Trucks

- 90% Use Grand Ave
- 10% Use SR-74

2033

15,129 new trips

- 4,726 trucks
- 10,403 cars

Vehicles/Cars

- 80% Use Grand Ave
- 15% Use SR-74
- 5% Use Dove Valley Rd

Trucks

- 90% Use Grand Ave
- 10% Use SR-74

2038

22,479 new trips

- 6,343 trucks
- 16,136 cars

Vehicles/Cars

- 80% Use Grand Ave
- 15% Use SR-74
- 5% Use Dove Valley Rd

Trucks

- 90% Use Grand Ave
- 10% Use SR-74

2050

22,802 new trips

- 6,666 trucks
- 16,136 cars

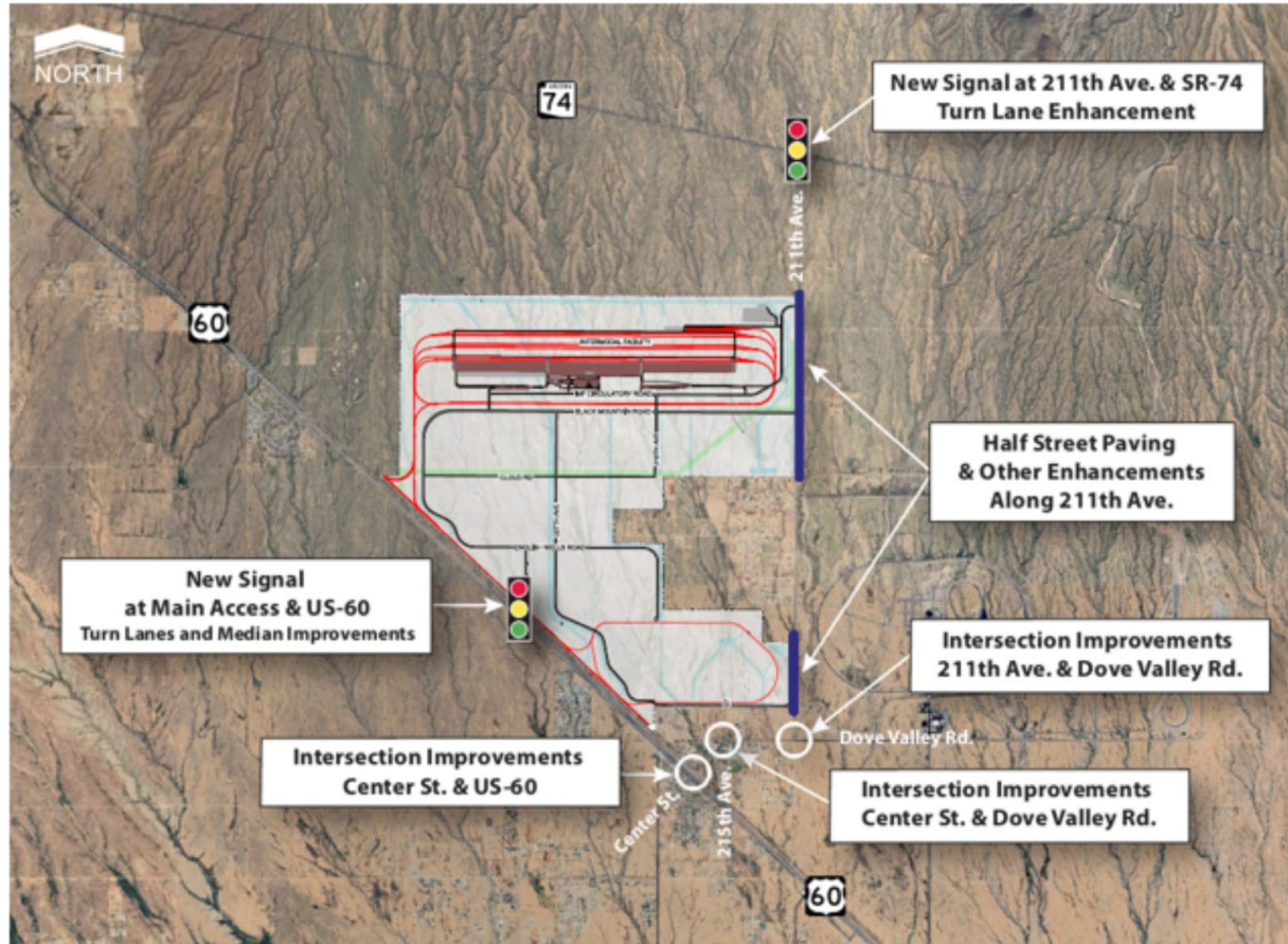
Vehicles/Cars

- 65% Use Grand Ave
- 15% Use SR-74
- 15% Use Dove Valley Rd East & West
- 5% Use Black Mtn Rd

Trucks

- 90% Use Grand Ave
- 10% Use SR-74

Early Phase Traffic Improvements



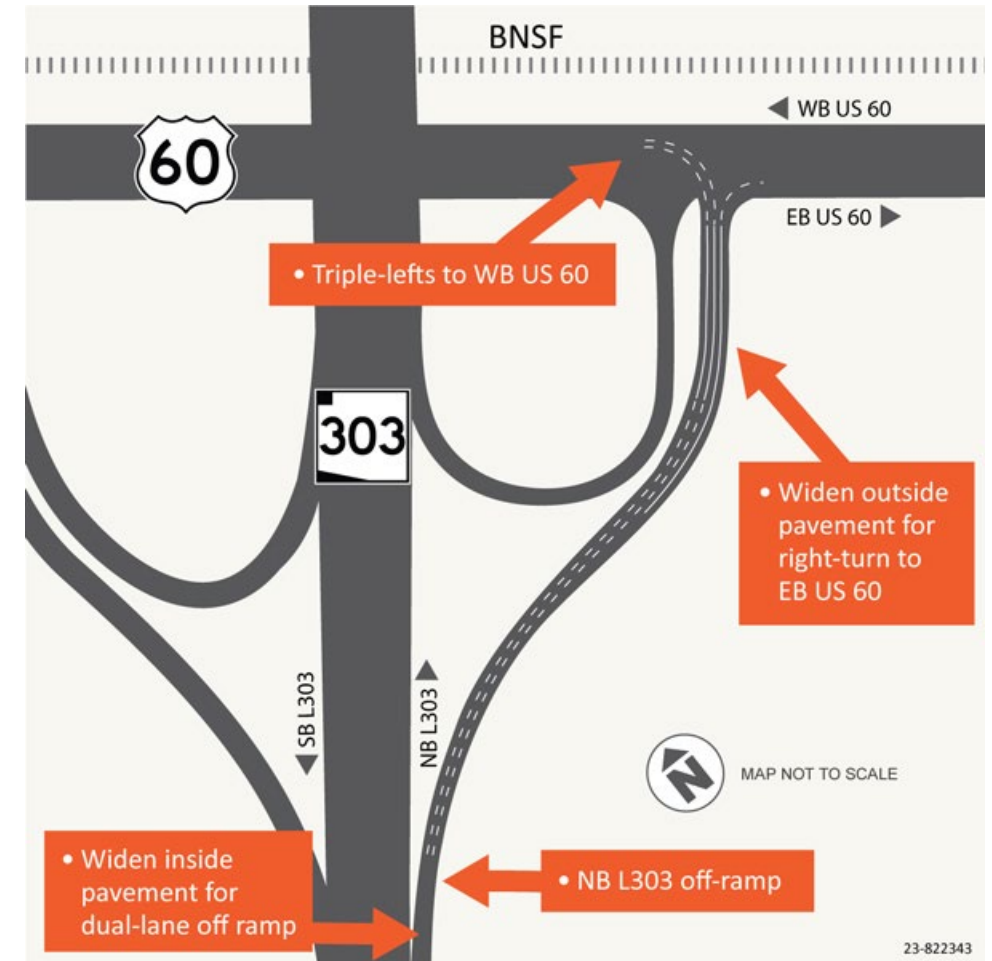
Additional Regional Funded Near Term Transportation Improvements

US 60/163rd Avenue

- Add a dedicated eastbound right turn lane into the drive between Deer Valley Road and 163rd Avenue and an acceleration lane along US eastbound 60.
- NOTE: Following the design review process, ADOT has determined not to proceed with the addition of a fourth through lane at the intersection of 163rd Avenue and US 60/Grand Avenue, due to concerns with traffic merging from four lanes into three lanes within a short distance, which would likely result in additional congestion leaving the intersection.

US 60/Loop 303

- Add a second right turn lane on eastbound US 60 to southbound Loop 303.
- Add a third left turn lane from southbound Loop 303 to westbound US 60.
- Lengthen the two-lane portion of southbound Loop 303 on-ramp.



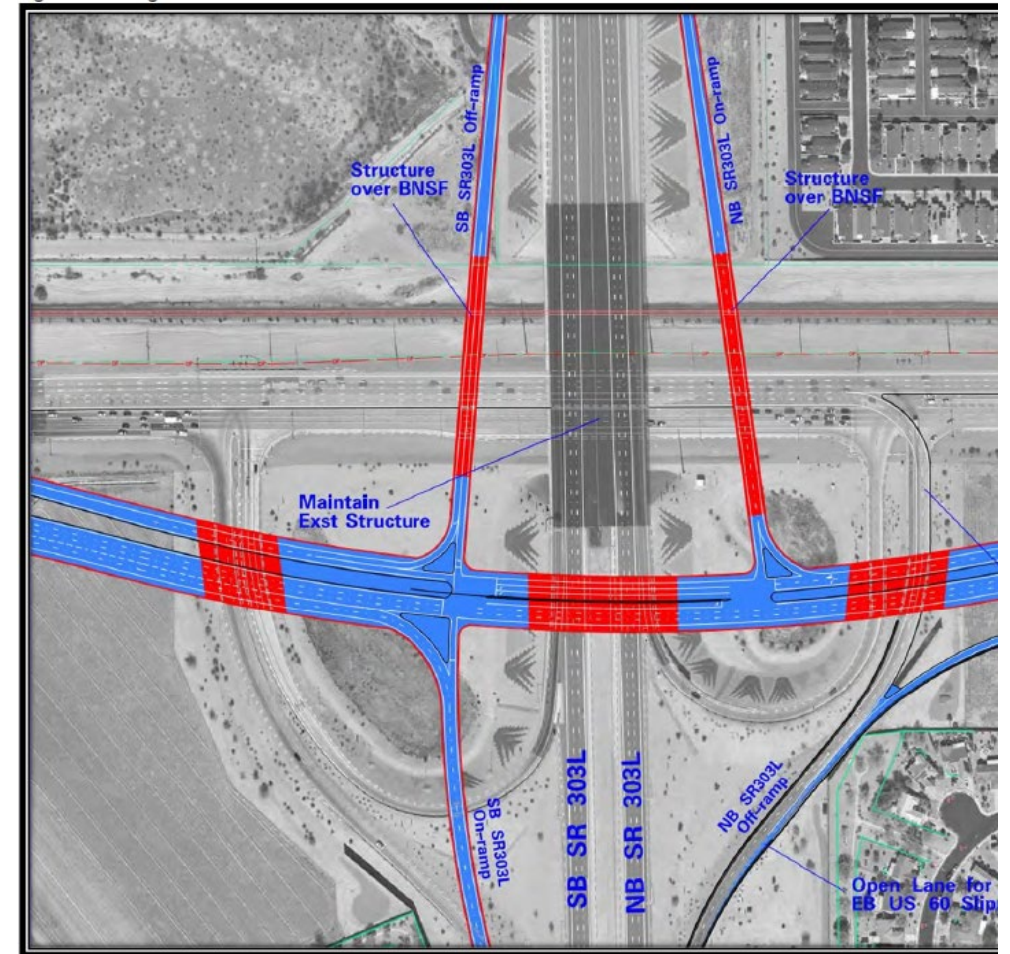
Regional Funded Transportation Improvements – Long Term

US-60 Optimization – Currently being evaluated by MAG

- Measures to improve traffic flow, safety, and overall efficiency of the freeway.

Loop 303 and US 60 (Grand Avenue) Interchange Enhancements

- A new diamond interchange at Loop 303 and US 60 is proposed.
- Plans include constructing a new southbound Loop 303 off-ramp and a northbound Loop 303 on-ramp over the railroad tracks.
- Eastbound US 60 through lanes between 163rd Avenue and RH Johnson Boulevard will be grade-separated to pass over Loop 303.
- A US 60 overpass at 163rd Avenue is also planned, with traffic on 163rd Avenue serviced by a ground-level Single Point Urban Interchange (SPUI).



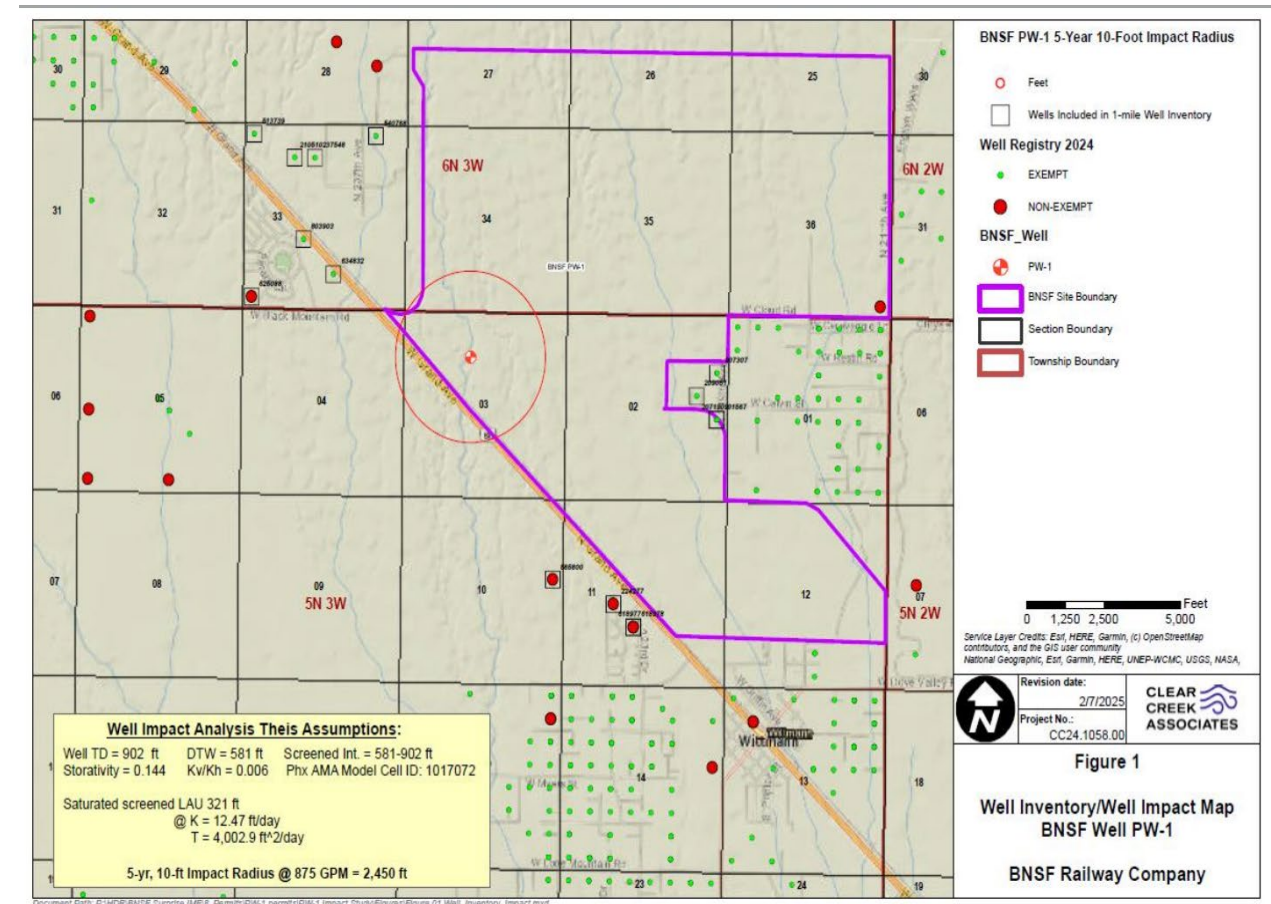
Noise & Light

- BNSF is also conducting a noise study to assist in developing facility designs and possible operational measures to mitigate noise
- These could include:
 - Sound attenuation walls
 - Structures
 - Landscape berms adjacent to existing residential areas



Water and Wells

- BNSF acquired water rights to supply the project
- An onsite water system will be developed and supported by onsite wells
- Wells and water systems must comply with Arizona Dept. of Water Resources regulations
- Compliance with the Arizona Groundwater Code is required
- Water withdraw is limited to BNSF's approved water rights allotment
- A well impact analysis is required for every well onsite
- Analysis must demonstrate no impact on existing wells
- Each and every well is reviewed, approved, and permitted by ADWR





- Drainage Policies and Standards for Maricopa County, Arizona, Flood Control District
 - Conveyance of offsite flows across the project site to discharge at historical locations
 - Will not change nature of flows (depth, velocity) leaving site
 - Peak discharge less than or equal to pre-development flows
 - Onsite flows treated in retention basins
- Federal Emergency Management Agency (FEMA)
 - Zone A, Zone AE or Zone AE with Floodway floodplains
 - Conditional Letter of Map Revision (CLOMR)
 - A CLOMR is a letter from FEMA stating the proposed project would meet the minimum National Insurance Program (NFIP) standards specifically regarding flood zone boundaries and flood elevations
 - Letter of Map Revision (LOMR)
 - LOMR changes one or more flood zones, Base Flood Elevations (BFEs), or Wave Crest Elevations (WCEs) on FEMA-issued Flood Insurance Rate Maps (FIRMs)

Wildlife

- Wildlife/animal habitats
- Burrowing owls and tortoise
- Relocation process



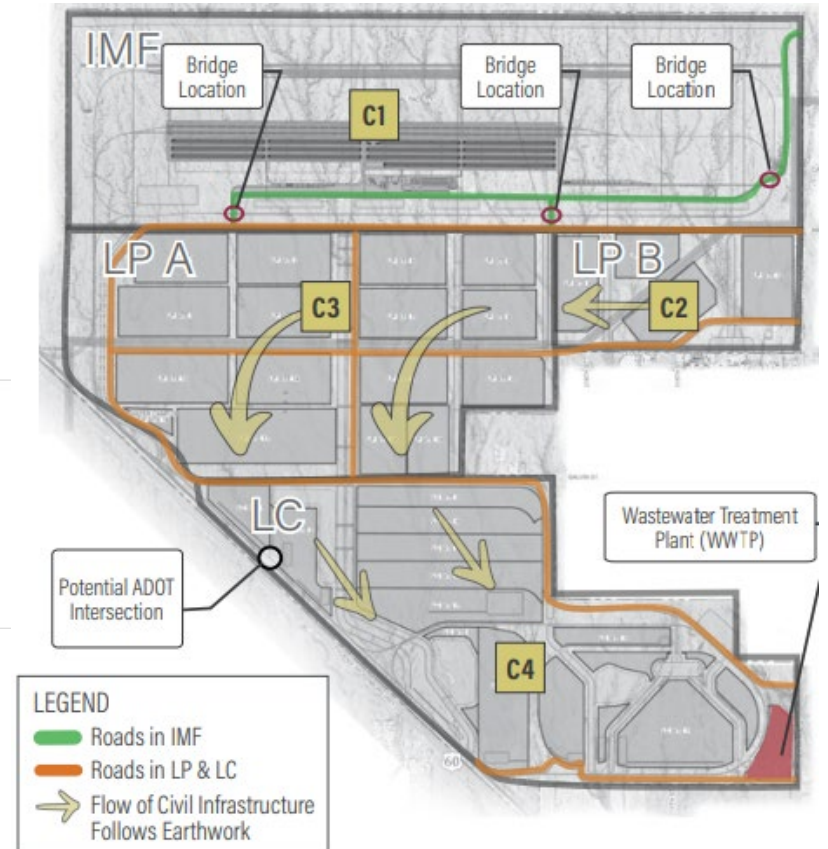
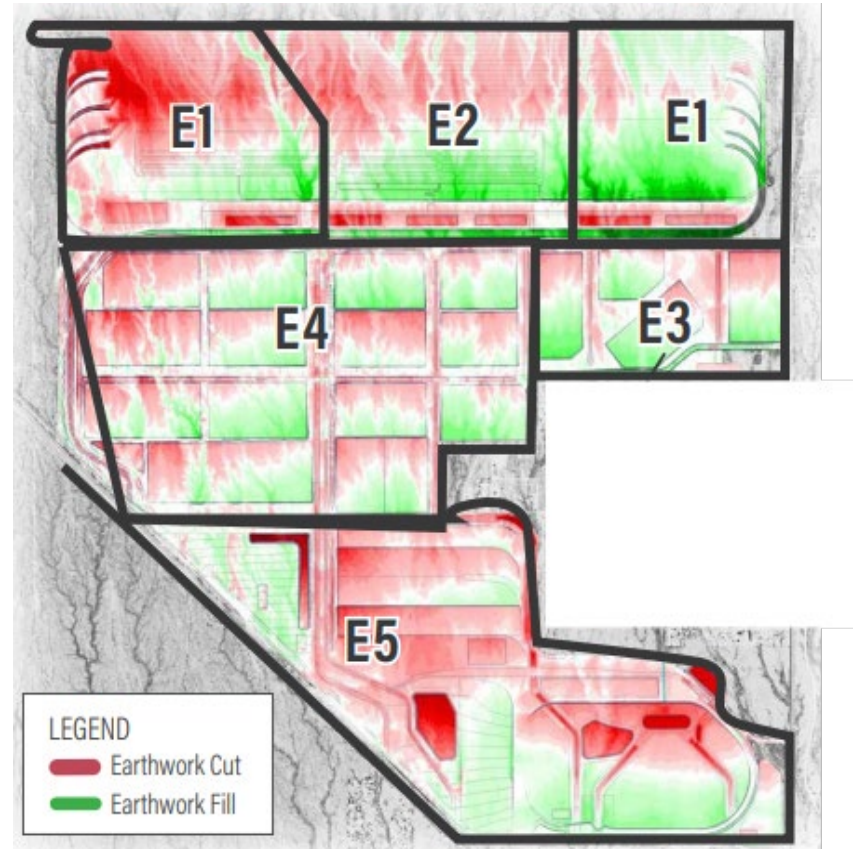
We're Listening



Components	Initially Planned	Currently Proposed
Facility Layout/ Setbacks	25 ft except 50 ft adjacent to neighbors	50 ft except <u>400 ft</u> adjacent to neighbors
Building Height	60' IMF and LC 90' LP	IMF and LC: 60' LP: <u>60'</u> adjacent to neighbors, 90' elsewhere
Traffic	<u>FIVE</u> access points on 211 th Avenue	<u>TWO</u> access points on the north end of project to 211 th Avenue <u>NO</u> access on Cloud Rd.
Noise	n/a	Noise study underway to assist in developing facility designs and possible operational measures to mitigate noise
Lighting	County standards with no restrictions on shielding or directional lighting	Dark sky compliant lighting Directional lighting Light shielding

Construction/Buildout

- Construction Start: 2025
- Currently in Contractor Selection
- Construction to be completed in a North-to-South fashion:
 - Site prep/security, Native plant salvage, and SWPPP BMPs
 - Drainage
 - Earthwork
 - Civil Infrastructure



Project Timeline/Next Steps



Major Comprehensive Plan Amendment –
Late Summer 2025

Rezoning Application – Late Summer 2025

Plan Review and Permitting - Late 2025

Construction Start - Late 2025

IMF Opening - 2028



BNSF Logistics Park Kansas City (LPKC)

Aerial



Perspective from Edgerton, KS

Q&A

QUESTION & ANSWER

with Mayor Donald Roberts
Edgerton, Kansas

What the LP Means to Edgerton Today

A graphic with the letters "Q&A" in a large, blue, sans-serif font. Below it, the words "QUESTION & ANSWER" are written in a smaller, blue, sans-serif font. The background is a light blue and white abstract pattern.

QUESTION & ANSWER

What does the Logistics Park
mean to your community today?

Thank you!



Visit the project website: <https://bnsflpp.com/>

Contact **Lena Kent** at LPPhoenix@bnsf.com

Sign up to receive project updates!

