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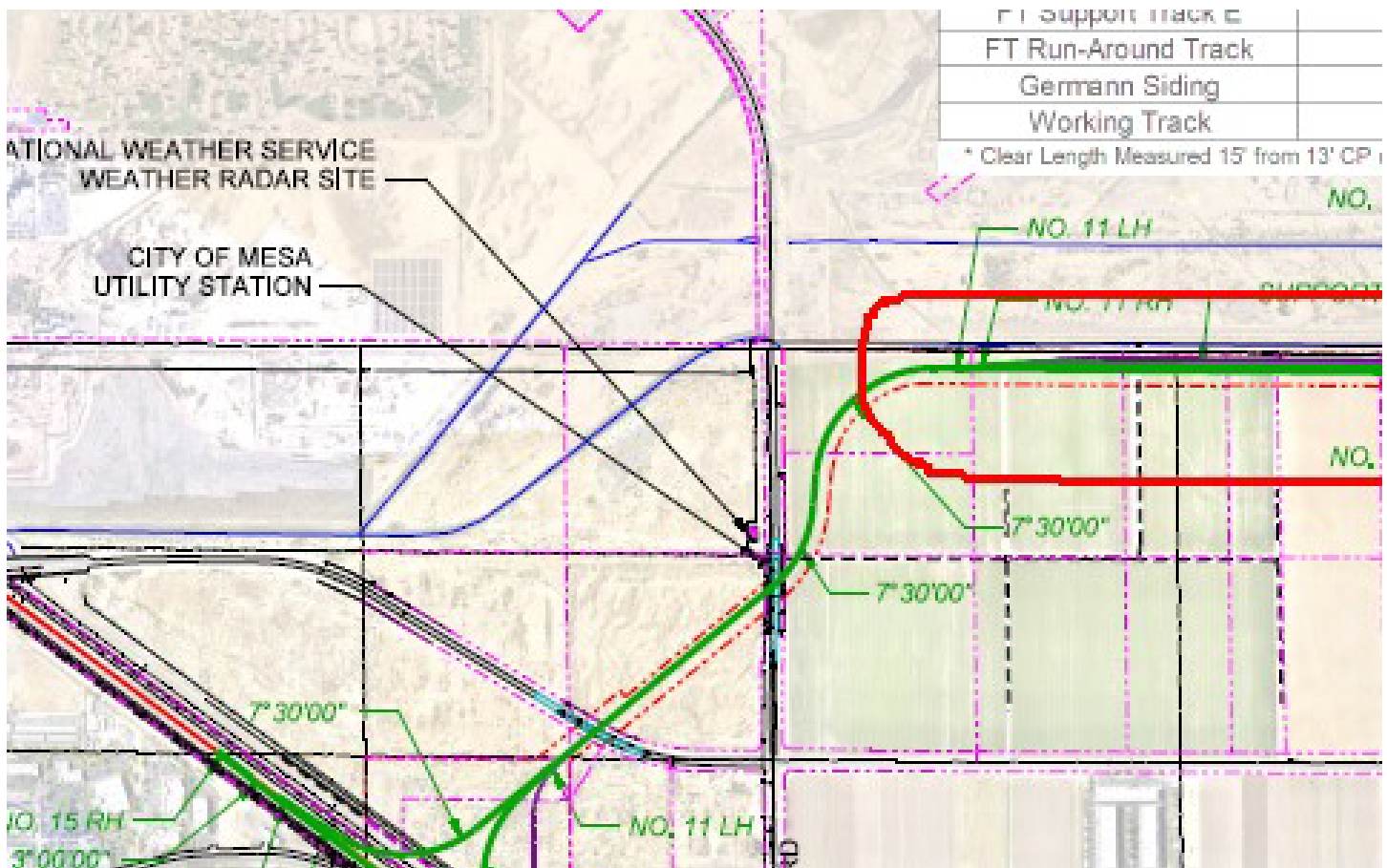
Subject: Follow-Up on Questions from Meeting

Adam & Jacobs Team:

Below is a compiled list of issues/questions that were raised at our last regular discussion. Hopefully this is adequate information, but let me know if you need any additional information or clarifications.

- Operation of Mainline Track (Phoenix Subdivision)
 - No change in # trains per day due to PIRATE I/L
- Full Build Out of Industry on the industrial lead
 - Still one train per day (in and out daily to service industry)
 - # cars per train increase, 70-100 cars at full build-out
- Fuji Property
 - Fuji has not officially requested service, but it is highly probable
 - Grading work to accommodate the switch is incorporated into the UPRR project

- ZF-TRW Property
 - Building that is shown to be in the path of the industrial lead is scheduled to be demolished
 - Service to this property has not been requested, but there is the potential to service.
- Operations – Switching/Building trains
 - Trains to be built with ‘Pulls’ (cars leaving the industry to be taken on the mainline) will be built on the Support Yard (shown circled below) and not on the mainline, wye, siding track or working track
 - Trains on the mainline with ‘Spots’ (empties or product going back to the industry) will be dropped off at the Support yard (shown circled below).
 - Therefore, there will not be additional coupling/decoupling noise generated at the wye, siding track or working track, it would occur at the Support Yard



- Operations – Use of Air Horns
 - There will not be additional use of air-horns at the siding or working track due to the operational activity of the PIRATE I/L.
 - There will be air-horn use at any at-grade crossing when a train is coming off the mainline and going into the PIRATE I/L to drop off cars:
 - At the access road parallel to the mainline (in the wye area)
 - E Pecos Rd
 - S Sossaman Rd
 - Typically air-horn use around the wye area would happen twice a day for trains coming in to either spot or pull cars
 - Further on down the PIRATE I/L air-horns would be used at any of the at-grade crossings when a train is moving through
 - Ellsworth Rd
 - Crismon Rd
 - Signal Butte Rd

- No quiet zone is being considered or design as a part of this project. However, the City can apply for a quiet zone down the road if they deem it necessary
- Operations – Idling Trains
 - There will not be any additional idling trains on the wye, working track or siding track due to the operational activities associated with the PIRATE I/L (current status quo would be maintained in those locations)
 - During working hours (8 hr shift, 5 days/week), there could be an idling local locomotive at the Support Yard
 - Off-hours the local locomotive is shut down
 - During cold days (below 35 degrees F), the local locomotive could be idling 24 hrs/day in the Support Yard

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