

From: Kevin Rice <kprice@up.com>

El-32864

Sent: Thursday, May 26, 2022 2:51 PM

To: Buckley, Maggie <Maggie.Buckley@jacobs.com>

Cc: Assenza, Adam <adam.assenza@stb.gov>; Phoebus, Elizabeth (Betsi) <Betsi.Phoebus@jacobs.com>

Subject: [EXTERNAL] RE: PIRATE I/L Additional Questions 5/10 & 5/11

Hi Maggie:

Yes, thank you for asking the question. In researching that question further, I was able to get more than one source of information (Operations and Marketing & Sales), and the conclusion was that 70 cars would be the likely max cars. 100 cars could be possible, but not likely.

Kevin Rice, PE

Sr. Manager M/W Environmental

Union Pacific Railroad

(402) 544-2213

From: Buckley, Maggie <Maggie.Buckley@jacobs.com>

Sent: Thursday, May 26, 2022 4:13 PM

To: Kevin Rice <kprice@up.com>

Cc: Assenza, Adam <adam.assenza@stb.gov>; Phoebus, Elizabeth (Betsi) <Betsi.Phoebus@jacobs.com>

Subject: RE: PIRATE I/L Additional Questions 5/10 & 5/11

*** PROCEED WITH CAUTION - This email was sent from outside the Company ***

Hi Kevin, I have one clarifying question for you based on the information you provided below: you previously indicated that the projection for full industry buildout within the PAMZ is one train per day with 70-100 cars. The response to question 2 indicates that 100 cars is "highly optimistic and not probable." Is 70 rather than 100 cars a more realistic full buildout scenario?

Thank you,

Maggie Buckley

O: 425.233.3117
M: 206.949.5955

From: Kevin Rice <kprice@up.com>
Sent: Tuesday, May 17, 2022 2:07 PM
To: Buckley, Maggie <Maggie.Buckley@jacobs.com>
Cc: Assenza, Adam <adam.assenza@stb.gov>; Phoebus, Elizabeth (Betsi) <Betsi.Phoebus@jacobs.com>
Subject: [EXTERNAL] PIRATE I/L Additional Questions 5/10 & 5/11

Maggie:

Answers in **red** to both emails (5/10/2022 & 5/11/2022):

Thanks very much Kevin. I hate to pile on to your current requests, but I'd rather get them into the queue earlier rather than later. We have a few more questions related to materials sources during construction. Please see below.

- Is it anticipated that existing commercial quarries/sources would be able to provide all construction materials, such as rock and steel? Or would a new material source be required? **Existing sources will provide materials**
- Will construction require the use of borrow areas? **No**
- How will construction materials be delivered to the work areas? **Delivery will occur via truck and rail via existing roadway and railroad infrastructure. Localized haul roads will be established within the project footprint (30% plans) per the contractor's needs**
- What are the water sources that will be used for construction? **Water supply will be responsibility of contractor and sourced from an off-site location or from city hydrants with city concurrence/agreements**

Thank you for your help,

Maggie Buckley
O: 425.233.3117
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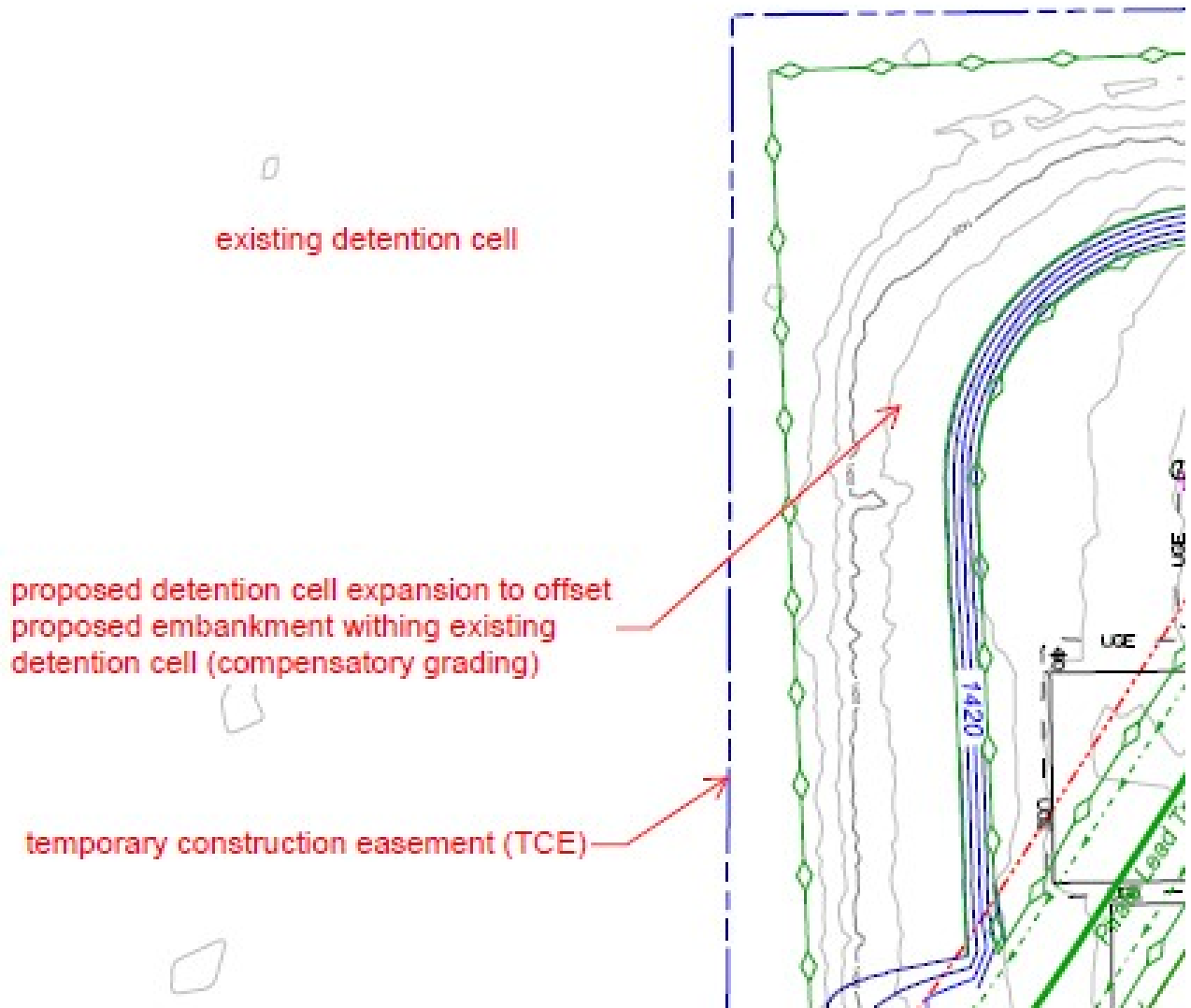
Hi Kevin,

We have two questions for you:

1. We are drafting the project description and looking for clarification on how the detention cell will function near TRW as shown on Sheet P034. Sheet P034 references Sheet R003 for grading details, but R003 is not included in the 30% plan set. We are trying to understand how the basin is going to function or interact with the new drainage ditch in this area. Was a Stormwater Report created for the 30% design that might also include this information?

{from our consultant} Sheet R003 was a work in progress at submittal of 30% Plans. The note on P034 referencing Sheet R003 was a placeholder for the attached draft sheet that includes description/explanation of proposed improvements.

A draft drainage report is near completion, which will then be submitted to UPRR for concurrence of recommendations, then followed by submittal to agencies for review. If requested, we can provide the drainage report upon completion. {when that final drainage plan is available, I will provide it, the working draft is shown below}



2. Can you please confirm our assumptions regarding a maximum train length at opening and full buildout below?
 - a. Opening: 1 train with 2 locomotives (EMD GP40-2 type locos, 3000 HP, 59 feet in length) and up to 35 box cars (60 feet in length to include length between coupler faces) = 2,218 feet maximum. **This is accurate to the best of our knowledge**
 - b. Buildout: 1 train with 5 locomotives (EMD GP40-2 type locos, 3000 HP, 59 feet in length) up to 100 cars (60 feet in length, 110 tons per car) = 6,295 feet. Please note that in the Tier 1G information you provided, a GP60 locomotive was identified. However, in our 3/17 conversation with Luke Baatz he referenced use of a GP40 locomotive. In order to identify a maximum, worst-case train length, we are assuming use of the GP40. **This scenario described above would be highly optimistic and not probable. A high end full build out would more likely be a maximum of 70 cars/train with 4 locomotives. The locomotives could be either the GP40 or GP60 or a combination of the two**

Thank you!

Maggie Buckley | [Jacobs](#) | Environmental Project Manager (she/her)
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