6. **Question**: I lived close to a rail yard in Chicago. It was loud! The coupling of cars was violently so. It snarled traffic significantly. It lowered property values. How will this much larger rail yard ease those significant issues?

BNSF's Response: An intermodal rail facility transfers containers between trucks and trains using cranes, with minimal railcar coupling, making it quieter and more efficient than traditional switching yards. Heavy switching operations, by contrast, involve constant coupling and rearranging individual railcars, creating more noise. Intermodal hubs are designed to streamline freight movement, reduce highway congestion, and lower emissions.

Lisa's Response: Yes, imagine the sound of metal on metal less than a third of a mile from an elementary school. We all know rail yards are dirty and loud. Even the City of Glendale is not happy with all of the dirt and noise at that very small rail yard.

PUBLIC HEARING AND APPROVAL PROCESS

7. **Question:** If the logistics center and park are not approved, will BNSF go ahead with the intermodal terminal?

BNSF's Response: BNSF is evaluating its options following the recent Maricopa County Board of Supervisors meeting. We are committed to continuing to work with the County to bring this entire project forward because it is critical infrastructure needed to support the growing region.

What approvals are necessary from the Maricopa County Board of Supervisors for the various parcels?

We need a Comprehensive Plan Amendment to correct the mapping error and restore the land use designation to industrial, as well as zoning for the logistics park.

Lisa's Response: Supervisor Lesko addressed BNSF's false narrative of a "mapping error." BNSF likes to threaten they can move forward with this project even if the BOS and the citizens say no. They sound like really nice people.

TRAFFIC

9. **Question:** Would it be accurate to state that the shift from truck to rail will reduce truck miles, but will create up to 6,000 new truck trips into and from Wittmann facility onto US60?

BNSF's Response: It's accurate that shifting freight from long-haul trucks to rail reduces overall truck miles significantly, but yes—intermodal operations do require local truck trips to move containers to and from the facility. However, BNSF is committed to working with local transportation agencies on addressing regional improvements designed to manage and minimize those impacts.

Lisa's Response: Now BNSF is talking out of both sides of their mouth. First they say fewer trains will be moving through the West Valley and now they are saying it will reduce truck miles. You simply cannot have it both ways. BNSF seem to tell us what ever they think we want to hear. We want to hear them say we are going elsewhere.

10.**Question:** Will BNSF contribute a significant $ to the necessary expansion of Rt 60 and Rt 303 interchange?

BNSF's Response: BNSF is committed to being a strong community partner. We continue working closely with ADOT, MCDOT, MAG, and the City of Surprise to explore solutions that improve regional traffic flow and safety. Together, we're looking at ways to support necessary infrastructure improvements, including funding strategies, to benefit the entire region.

Lisa's Response: This is just offensive. It tells you all you need to know about BNSF and their lack of concern for the cities and people their project would impact. Their project

would in fact cause more wear and tear on our roads yet they feel no responsibility to fix them.

11.**Question:** Since this project is intermodal, what is the estimate of how many semi's will be replaced coming to the area because of this project?

BNSF's Response: Second part, how many semi's will be needed to take product from trains to warehouses? Will there be added routes for employees to go around SCWest so drivers aren't cutting through on RH Johnson Blvd from Bell to get to Grand like some do now, speeding through at 50mph!!! Shipping by rail brings big benefits to our community. Every container moved by train means one fewer long-haul truck on the highway—helping reduce congestion, improve air quality, and save energy. In fact, one intermodal train can remove hundreds of trucks from local highways. This project is designed to make freight movement more efficient and sustainable, while supporting local economic growth. We understand that traffic flow is important to our neighbors. That's why we're conducting a comprehensive traffic analysis to minimize impacts and identify solutions that keep our roads safe and our community connected while delivering the benefits of rail.

Lisa's Response: Again they are talking out of both sides of their mouth claiming this project will result in fewer trains and fewer trucks.

12.**Question**: Who pays for road maintenance due to heavy truck traffic? Residents or BNSF?

BNSF's Response: Road maintenance is funded through public infrastructure budgets, and the new facility will generate approximately $260 million annually in tax revenue that local governments can use for roads, schools, and public services. While BNSF does not directly pay for road repairs, its tax contributions help offset those costs for the community.

Lisa's Response: This is just offensive. It tells you all you need to know about BNSF and their lack of concern for the cities and people their project would impact. Their project

would in fact cause more wear and tear on our roads yet they feel no responsibility to fix them.

13.**Question**: What is the plan to enforce truck routes keeping all trucks off residential roads?

BNSF's Response: BNSF will build private internal roads within the facility to help keep trucks off neighborhood streets. Local truck route rules, backed by law enforcement, will help ensure residential areas stay safe and quiet.

Lisa's Response: That is well and good but their own design shows two entrances off of residential roads.

14. **Question:** Wickenburg, what are BNSF plans to reduce impact of vehicle traffic on that community?

BNSF's Response: Less than five percent of vehicle trips and truck trips are expected to originate from outside the area. The majority of traffic will come from employees working at the facility, bringing jobs and economic benefits to support the local community. This project will create quality local jobs, strengthening Wickenburg's economy and providing opportunities for residents.

Lisa's Response: At full capacity BNSF is saying the number of additional trucks will be 22,000 per day. And 5% of that is 1,100 trucks per day. The 60 through Wickenburg is a two lane road. Adding 1,100 trucks per day would have a huge impact.

15.**Question:** When cargo is transferred from rail to truck at the intermodal facility, how will the trucks get to Phoenix?

BNSF's Response: Grand Avenue to 303? When cargo is transferred from rail to truck at the intermodal facility, the most efficient and likely route into Phoenix will be US 60 (Grand Avenue) connecting to Loop 303. By using Grand Avenue and Loop 303, and partnering on infrastructure enhancements, we keep freight traffic on designated corridors, maintain efficiency, and reduce impacts on residential areas. Additionally, BNSF will continue to work closely with local and regional transportation agencies to ensure infrastructure improvements are made along this corridor to minimize impacts and maintain safe, efficient traffic flow.

Lisa's Response: I believe the intention behind this reply is fair but the reality may be different. The citizens that live in The Grand should pay close attention to BNSF's answer to this. But the reality is the trucks will take which ever route is fastest and that will depend on time of day, accidents, and traffic.

16.**Question:** Are you/BNSF going to pay for fixing the roads to accommodate the increase in traffic? Why would we care about jobs and pay when seniors are retired? What about seniors driving golf cars with increased traffic?

BNSF's Response: We continue to work with ADOT, MCDOT, MAG and the City of Surprise on collaborative efforts to determine regional traffic improvements and funding for regional improvements. This project is important for everyone, because we move the goods that Arizonans use every day. And the LPP project is designed to significantly reduce train traffic through West Valley neighborhoods, including Sun City West. Today, BNSF trains must travel south through communities like Sun City West, Sun City Grand, Surprise, El Mirage, and Peoria to reach facilities in the Phoenix region.

Lisa's Response: This is just offensive. It tells you all you need to know about BNSF and their lack of concern for the cities and people their project would impact. Their project would in fact cause more wear and tear on our roads, yet they feel no responsibility to fix them. Remember most of the jobs BNSF is touting are temporary construction jobs. The jobs they claim warehouses will offer will quickly be replaced by robotics and AI. But just as younger generations are concerned about the cost of Medicare and payouts for social security because it affects someone we love, you should be concerned about this. But not for the reason BNSF wants you to be concerned. But for preserving rural. If all of our rural

spaces are taken over by industry what kind of County will we be leaving for the younger generation.

17.**Question:** What are you doing to help mitigate the traffic increase your trucks will help cause? Hwy 60 at the 303 is already over capacity just with current traffic levels.

BNSF's Response: We continue to work with ADOT, MCDOT, MAG and the City of Surprise on collaborative efforts to determine regional traffic improvements and funding for regional improvements.

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ECONOMIC IMPACT

18.**Question:** How many jobs are local, full time, and NOT automated?

BNSF's Response: The project will generate immediate and long-term job creation. This includes construction jobs to build the facility as well as sustained employment opportunities in logistics, warehousing, transportation, and manufacturing, as well as supplier, retail, recreation and other service jobs. During construction: 26,400 jobs created to build a facility of this scale and complexity.

After full build-out: 390 jobs at the intermodal facility

19,380 jobs at the logistics park

7,100 jobs at the logistics center.

These will include full-time careers in logistics, warehousing, transportation, and manufacturing, along with opportunities in retail, recreation, and other services that support regional economies."

Lisa's Response: Has anyone asked the people of Wittmann if they want more jobs in their town? We all know many of these jobs will be done by robotics and AI in the near future. Warehouse jobs are at best low-level jobs that will not provide enough for a family to survive on.

WAREHOUSE SPACE

19.**Question**: Who will be renting/using the warehouse spaces? And, What type of merchandise contents will be in the warehouses?

BNSF's Response: This is still to be determined, but it's typically consumer goods people rely on every day, including household products.

Lisa's Response: To be fair this is not uncommon. But I did hear that after the vote in November by the Maricopa County Board of Supervisors, several prospective tenants opted to rent existing warehouse space along 303.

20. **Question:** What are BNSF plans to place robots on their Wittmann site?

BNSF's Response: At BNSF, we're proud to use advanced technology in our facilities to enhance safety and service, while continuing to provide strong, good-paying jobs in the communities we serve. Customers will determine the technology used in their own operations, and we're committed to ensuring these innovations work hand-in-hand with local career opportunities

Lisa's Response: Pay close attention to this. Yes, AI and robotics will be used.

21. **Question:** If approved, what will BNSF do to mitigate the negative effects to Sun City West residents?

BNSF's Response: LPP would ease train traffic in West Valley neighborhoods. Today, BNSF trains travel south through places like Sun City West, Sun City Grand, Surprise, El Mirage, and Peoria to reach facilities in the Phoenix region. After LPP opens in 2028, many of the trains would stop at LPP, instead of continuing south towards Phoenix. The result: 40% fewer trains moving through these communities.

Lisa's Response: Again, BNSF is trying to have it both ways. They are claiming fewer trains and fewer trucks.

WATER

22. **Question:** I'm concerned about the amount of water BNSF will use and dry up our personal wells. When wells dry up what will BNSF do to fix this problem?

BNSF's Response: BNSF acquired Type 2 groundwater rights to supply water for 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 (ADWR) regulations. Compliance with the Arizona Groundwater Code is required. Water withdrawal is limited to BNSF's approved water rights allotment. A well impact analysis is required for every well on site. Analysis must demonstrate no impact on existing wells. Each and every well is reviewed, approved, and permitted by ADWR.

Lisa's Response: Do not be fooled. BNSF has Type II Water Rights. That means they can use 100M gallons of water annually into perpetuity without reclaiming any of it. They tell us they will not use that much even though they have the right to. They do not know what companies will lease the warehouses so they do not know how much water they will use. They cannot make any promises right now.

AIR QUALITY/ENVIRONMENTAL CONCERNS

23.**Question**: How will BNSF protect seniors and vulnerable citizens from effects of pollution?

BNSF's Response: LPP would ease train traffic in West Valley neighborhoods. Today, BNSF trains travel south through places like Sun City West, Sun City Grand, Surprise, El Mirage, and Peoria to reach facilities in the Phoenix region. After LPP opens in 2028, many of the trains would stop at LPP, instead of continuing south towards Phoenix. The result: 40% fewer trains moving through these communities.

Lisa's Response: The short answer is, they can't.

24.**Question:** Will BNSF commit to independent reporting on an annual basis, or more? Status of Environmental Impact Stmt?

BNSF's Response: Status of Traffic Impact Study? Proposed site is located over the 100 year flood plain. What are mitigation plans for drain off? (see 27 below) BNSF will comply with all required reporting. We are actively collaborating with the Arizona Department of

Transportation (ADOT), Maricopa County Department of Transportation (MCDOT), the Maricopa Association of Governments (MAG), and the City of Surprise on a comprehensive Traffic Impact Analysis (TIA). This study has been underway for more than a year and is now in its final review stages. Responses regarding the Environmental Impact Statement and mitigation plans for the 100-year floodplain are provided in Questions 27 and 28, respectively.

Lisa's Response: The truth is BNSF does not have a choice. Regulatory agencies will demand annual reporting. However, some projects in good faith provide monthly, weekly, even daily reporting. An Environmental Impact Study is not required unless there is a federal nexus. If BNSF moves forward with this project under preemption, that triggers the federal nexus and an environmental impact study will be required. I personally believe that is why they have not pulled the trigger on preemption yet.

25**.Question:** How does BNSF deal with the 100-year flood plain that runs through the facility?

BNSF's Response: BNSF is committed to being a good neighbor by preserving the natural flow of water through the 100- year floodplain. The facility will be engineered to ensure that water entering and leaving the site remains in its natural state. All drainage and flood control plans will undergo thorough review and approval by the Maricopa County Flood Control District.

Lisa's Response: Excellent question. I have not seen any retention areas on their plans. Think about the fact every inch of that property will be covered in asphalt, concrete, or rail.

26.**Question:** Where can we see the Environmental Impact Study?

BNSF's Response: An Environmental Impact Study (EIS) is not required for this project because it does not meet the criteria under state and federal guidelines. However, environmental considerations remain a top priority. We have carefully reviewed potential impacts and incorporated measures to protect natural resources and minimize any effects.

Lisa's Response: An Environmental Impact Study is not required unless there is a federal nexus. If BNSF moves forward with this project under preemption, that triggers the federal nexus and an environmental impact study will be required. I personally believe that is why they have not pulled the trigger on preemption yet.

27. **Question:** How will BNSF impact the air quality?

BNSF's Response: Transporting goods by rail is the most environmentally friendly way to move freight over land. Trains are significantly more fuel-efficient than trucks, moving one ton of freight more than 470 miles on a single gallon of fuel. This efficiency translates into fewer greenhouse gas emissions and reduced air pollutants compared to highway transportation. By shifting freight from trucks to rail, we can lower congestion on roads, cut fuel consumption, and improve overall air quality.

Lisa's Response: This sounds real nice but I strongly disagree. They cannot answer this question. They do not know who will be leasing the warehouses, so we have no idea. Again, they are speaking out of both sides of their mouth. Fewer trains, I doubt it. And an additional 22,000 trips a day will impact our air quality.

28. **Question**: Even though the county doesn't require one, will you commit to an independent Environmental Impact Assessment? If not, why?

BNSF's Response: See answer to question 27. An Environmental Impact Study (EIS) is not required for this project because it does not meet the criteria under state and federal guidelines. However, environmental considerations remain a top priority. We have carefully reviewed potential impacts and incorporated measures to protect natural resources and minimize any effects.

Lisa's Response: They will not for several reasons. An EIS will take between 2 – 4 years. They know the results will not help their case to build the hub.

SAFETY

29.**Question**: What is BNSF's emergency response plan and will it be made public?

BNSF's Response: At BNSF, the safe transport of hazardous materials always begins with a plan. Our employees and contractors cooperate with our customers, community partners, elected officials, emergency management, and thousands of local first responders across the country. This partnership focuses on prevention, mitigation, and response. We communicate with federal regulators on issues, such as train routing, to optimize security and emergency response preparation. We promote that same spirit of cooperation and safety leadership with members of every community along our network.

Lisa's Response: Keep in mind I used to be an emergency manager in a suburb of Dallas. My degree encompasses Emergency Preparedness. Not having the plans right now is normal. But having a basic draft to add to is. Also, without knowing who will lease the warehouse space it is difficult to prepare a plan. You do not know what types of chemicals will be stored and where. However, many projects, especially projects of this size, often make donations to surrounding fire departments so they can get specialized training, equipment, even additional staff to prepare for emergencies. It is not a matter of if but when something happens. That is not the fault of BNSF, it is simply reality.

30.**Question:** What written plans exist to deal with fires, toxic gas leaks, or other hazmat issues at the Wittmann site?

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31. **Question:** How many helicopter landing zones are planned for the Wittmann site?

BNSF's Response: The LPP project does not include a helicopter pad as it is unnecessary for our industrial operations.

Lisa's Response: My first thought is ok no big deal. But what if there is an emergency. Transporting someone who is critically injured to a Level 1 Trauma center would be done by helicopter.

32. **Question:** When we moved here 21 years ago, consideration was given to the 5-7 minutes access we had to the hospital - Sun City Grand has 9500 homes that have to get across the tracks to get there - How are you going to help us avoid problems we are now already experiencing?

BNSF's Response: LPP would ease train traffic in West Valley neighborhoods. Today, BNSF trains travel south through places like Sun City West, Sun City Grand, Surprise, El Mirage, and Peoria to reach facilities in the Phoenix region. After LPP opens in 2028, many of the trains would stop at LPP, instead of continuing south towards Phoenix. The result: 40% fewer trains moving through these communities.

Lisa's Response: This is purely my thought, and it has not been discussed by anyone that I know of. I feel an overpass should be built at both Banner Del Web and Boswell.

33.**Question:** What is BNSF's plan to contribute financially to the valley's Level 1 Trauma Centers?

BNSF's Response: Safety is at the heart of everything we do at BNSF. Our facility is designed and operated to meet the highest safety standards, and we work closely with local emergency responders to ensure preparedness. We recognize the vital role Level 1 Trauma Centers play in our region, and we support their mission through collaborative partnerships and community initiatives. Funding for hospitals and trauma care is a shared responsibility across all businesses and residents through tax-generated resources, ensuring equitable support for these critical services. BNSF remains committed to being a good neighbor, investing in safety, and contributing to the overall well-being of the communities we serve

Lisa's Response: This is both insulting and offensive. Many major projects proposed donate money to schools, fire and police, roads, parks, etc. This demonstrates that BNSF wants to only take.

34.**Question:** What is BNSF's plan to mitigate any catastrophic hazmat event? How will community resources be used?

BNSF's Response: How will residents be protected and evacuated? At BNSF, the safe transport of hazardous materials always begins with a plan. Our employees and contractors cooperate with our customers, community partners, elected officials, emergency management, and thousands of local first responders across the country. This partnership focuses on prevention, mitigation, and response. We communicate with federal regulators on issues, such as train routing, to optimize security and emergency response preparation. We promote that same spirit of cooperation and safety leadership with members of every community along our network.

Lisa's Response: Keep in mind I used to be an emergency manager in a suburb of Dallas. My degree encompasses Emergency Preparedness. Not having the plans right now is normal. But having a basic draft to add to is. Also, without knowing who will lease the warehouse space it is difficult to prepare a plan. You do not know what types of chemicals

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TRAIN TRAFFIC

35.**Question:** How many more trains will come down back and forth on Grand Ave.?

BNSF's Response: Separate rail cars than what we have already. LPP would ease train traffic in West Valley neighborhoods. Today, BNSF trains travel south through places like Sun City West, Sun City Grand, Surprise, El Mirage, and Peoria to reach facilities in the Phoenix region. After LPP opens in 2028, many of the trains would stop at LPP, instead of continuing south towards Phoenix. The result: 40% fewer trains moving through these communities.

Lisa's Response: Again they are talking out of both sides of their mouth. You can't have fewer trains and fewer trucks.

36.**Question:** Will there be more trains or longer trains on the Grand Ave track?

BNSF's Response: This will negatively affect Sun City West. LPP would ease train traffic in West Valley neighborhoods. Today, BNSF trains travel south through places like Sun City West, Sun City Grand, Surprise, El Mirage, and Peoria to reach facilities in the Phoenix region. After LPP opens in 2028, many of the trains would stop at LPP, instead of continuing south towards Phoenix. The result: 40% fewer trains moving through these communities.

Lisa's Response: Again they are talking out of both sides of their mouth. You can't have fewer trains and fewer trucks.

37.**Question:** Whynot reroute the tracks around this area so the trains don't run through town?

BNSF's Response: BNSF and its predecessor railroads have operated in Arizona since before statehood and the communities have grown up around the railroad tracks.

Lisa's Response: Money

38. **Question:** This project has been compared to "having 6 Super Bowls a year in terms of revenue." Since we are a retirement community - we will not benefit from job creation or increased property values. We will have to deal with the 22,000 truck & vehicle traffic, increased air and noise pollution and increased toxins to pay for infrastructure. Can you explain why SCW residents should support this project at this location?

BNSF's REsponse: The LPP will improve efficiency and reduce rail congestion in the West Valley. Today, trains travel south through communities like Sun City West, Sun City Grand, Surprise, El Mirage, and Peoria to reach the Phoenix facility. When LPP opens in 2028, many trains will stop there instead, reducing train traffic through these neighborhoods by about 40%. This will help streamline operations, ease roadway crossings, and support smoother transportation for the region. Beyond local benefits, LPP strengthens the supply chain that delivers the goods you rely on every day— from groceries and medications to household essentials. By creating a modern, efficient hub, we can keep costs down and ensure timely delivery of these necessities.

Lisa's Response: BNSF sees the phrase "like having six super bowls of revenue" as a positive. The town of Wittmann is not interested in being bought. The people of Wittmann value things money cannot buy like, rural community, neighbors helping neighbors, slower paced lifestyle, horses and cattle, and being left alone.