

From: Kory Taylor <KTaylor@multatech.com>

Date: February 23, 2023 at 9:43:22 AM CST

To: Chad Bartee <cbartee@cityofkeller.com>

Cc: Paul Padilla <PPadilla@multatech.com>, Kory Taylor <KTaylor@multatech.com>

Subject: RE: Keller Hicks At-Grade Crossing Agreement

I have confirmed with the UPRR representative that the below costs (and the costs contained in the Agreement) are correct. Here is how they break out:

1. Page 2 - **\$57,376.00** – this is a one-time fee for additional use of UP’s right of way. It amounts to a one time land use fee since the crossing is increasing in size and taking up more of UPRR’s property.
2. Page 4 - \$227,495.00 – this amount shown here is misleading. Section 7 Part A shows the TOTAL amount of Railroad force account work. This is the total amount of work that has to be done by the railroad that was generated as a result of this project. The City of Keller will have to pay **\$156,541** (\$70,954 + \$85,587) of this amount. Section 6 states that the project expense to be borne by the City will be per the estimates attached (Exhibit C), which show the 50/50 City-UPRR split for the track surface installation at Keller Hicks (\$70,954 for UPRR and \$70,954 for the City). The \$85,587 for the signal installation is 100% to be borne by the City as this expense would not occur without the project.
3. The annual maintenance amounts of **\$2,114** for track and **\$7,650** for signal seem reasonable and customary.

The **bolded and underlined** costs spelled out above are the costs to be provided by the City of Keller, and the Agreement reflects that correctly...albeit a little misleading due to Section 7, Part A on Page 4. UPRR’s engineering representative (Benesch) did clarify the above costs are correct AND that the \$227,495 was not the sole responsibility of the City.

Any other questions, please let me know.

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