



TranSystems

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June 4, 2021

Mr. Mark Coulter
Port KC
110 Berkley Plaza
Kansas City, MO 64120

Re: MRT – Rail Location

Dear Mr. Coulter,

We are pleased to provide information related to the rail location depicted on the current MRT site schematic plan. This letter will summarize criteria used to select the location within the site.

As shown in the attached graphic, the rail is currently planned to be along the southern portion of the property. The development and planning of the property is still in the initial stages but major components of the project have been identified and preliminary locations and sizes are shown. We realize that the site plan will evolve as the project proceeds and a development partner/operator has been selected. The purpose of this letter is to provide context for the rail location as currently shown. Many of the parameters used to select the southern location will remain unchanged through the project development and execution.

Major Site Criteria:

- 1) Contaminated Soils: Due to previous uses of the site, portions have contaminated soils and are designated to be remediated or no excavation allowed. A large portion of these conditions are near the north-west corner of the site near the Blue River. We anticipate that earthwork will be required for proper track alignment and elevation. Avoiding the contaminated locations should provide more flexibility in the track design and be less expensive to construct.
- 2) Floodway: FEMA maps show the extent of the flood plain and floodway on this property. The floodway includes a portion of the north-east corner of the property, where the Blue River joins the Missouri River. The southern edge of the property has minimal length within the floodway.
- 3) Connectivity to existing rail: Several tracks exist on the west side of the property. The final coordination and connections with rails will be decided as the project progresses. However, potential connection points and conflicts have been identified already. Locating the tracks on the south side provides opportunities to connect to most of the existing tracks and minimizes the number of track crossings to access the MRT site.
- 4) Rail configuration and capacity: The anticipated capacity for operations and storage require a significant distance of rail. The southern location provides a fairly linear solution for operational needs, which is optimal for rail.
- 5) Vehicle Access: The vehicle access for the site is still being reviewed for cost and efficiency. Solutions involving roadway access from the north, south and west are being investigated. At

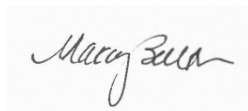
this time, the northern access looks promising so keeping the railroad access to the south could eliminate potential conflicts.

- 6) Existing Tunnel: A tunnel exists on the site that was previously used for rail access to the eastern portions of the site. This tunnel was reviewed for potential re-use but it had significant limitations.
- The tunnel has poor drainage and is prone to filling with water. Re-grading of the surrounding site would be required to address the drainage issues which affects the functionality of the site at the east end of the tunnel.
 - The vertical clearance within the tunnel will be a limiting factor for the rail.
 - The tunnel and the area to the west are not owned or controlled by Port KC.

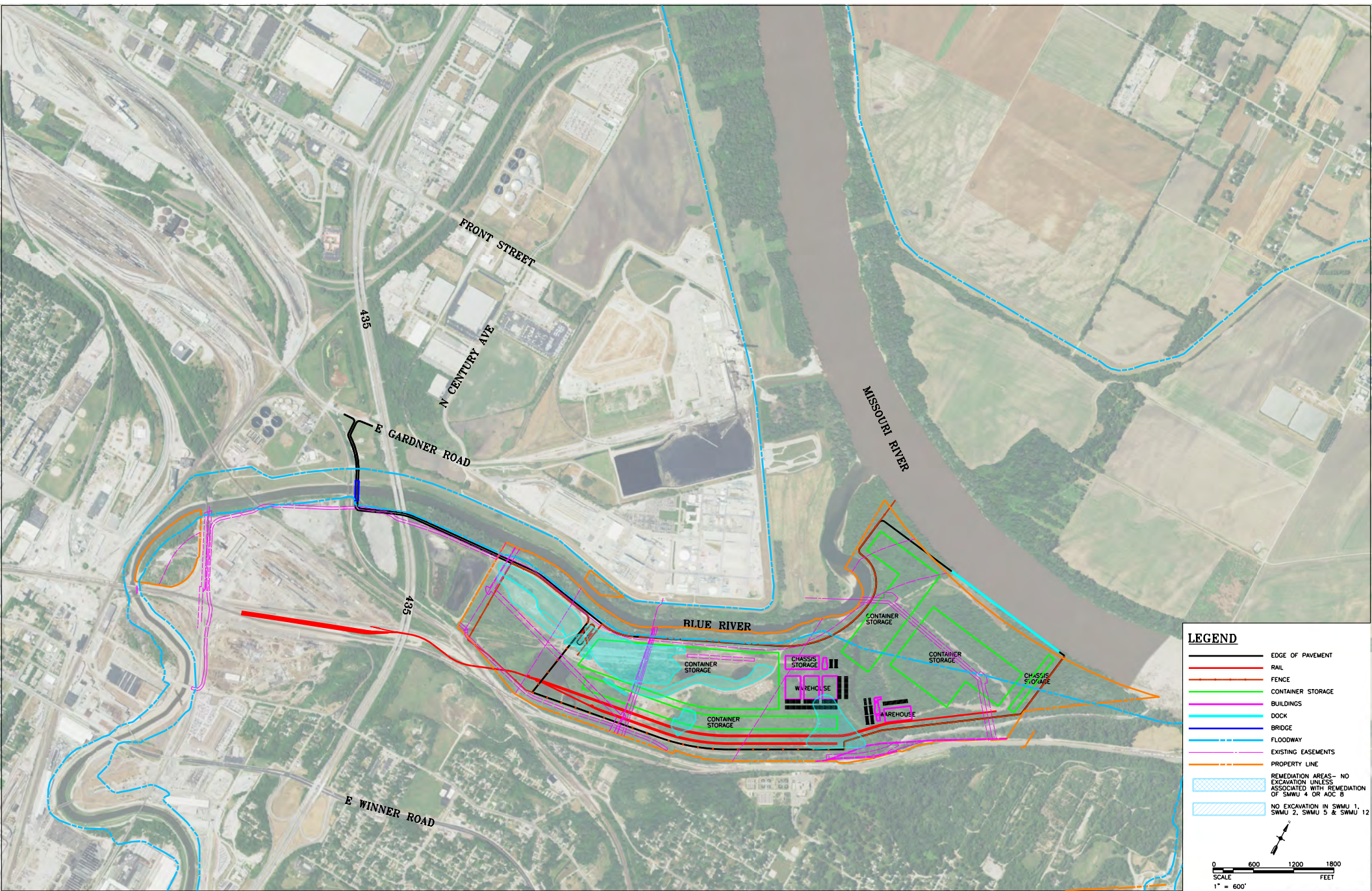
We sincerely appreciate the opportunity to work with you on this Project. Please let us know if you have any questions or need any further information.

Sincerely,

TranSystems

A handwritten signature in black ink, appearing to read "Marcia Bolton".

Marcia Bolton, P.E.



FRONT STREET

N CENTURY AVE

E GARDNER ROAD

E WINNER ROAD

MISSOURI RIVER

BLUE RIVER

CONTAINER STORAGE

CHASSIS STORAGE

WAREHOUSE

CONTAINER STORAGE

CHASSIS STORAGE

CONTAINER STORAGE

DOCK

BRIDGE

FLOODWAY

EXISTING EASEMENTS

PROPERTY LINE

LEGEND

- EDGE OF PAVEMENT
- RAIL
- FENCE
- CONTAINER STORAGE
- BUILDINGS
- DOCK
- BRIDGE
- FLOODWAY
- EXISTING EASEMENTS
- PROPERTY LINE
- REMEDATION AREAS-- NO EXCAVATION UNLESS ASSOCIATED WITH REMEDIATION OF SWMU 4 OR AOC B
- NO EXCAVATION IN SWMU 1, SWMU 2, SWMU 5 & SWMU 12

