



Trinity Railway Express Advisory Committee
Thursday, May 25, 2023
2:15 p.m. – 3:45 p.m.
Trinity Metro Board Room
801 Grove Street
Fort Worth, Texas 76102

The Trinity Railway Express Advisory Committee meeting will be held in person at the Trinity Metro Board Room and recorded. The public is encouraged to attend the meeting in person at the Trinity Metro Board Room. The following videoconference link will be available to the public to listen and view the meeting within 72 hours:

<https://www.dart.org/about/board/boardvideo.asp>

DART Committee Members

Chair Rick Stopfer
Paul N. Wageman
Carmen Garcia

Trinity Metro Committee Members

Charles Edmonds
Jeff Davis
Nick Genua

1. Call to Order
2. Approval of Minutes of the October 27, 2022 Meeting
3. Safety/Operations Briefing [5 minutes]
4. Fleet Briefing [5 minutes]
5. TRE Fleet Replacement Briefing [30 minutes]
6. State of Good Repair Briefing [5 minutes]
7. Positive Train Control Briefing [5 minutes]
8. FY23 Mid-Year Budget Review Briefing [5 minutes]
9. Operations & Maintenance Contract Briefing [5 minutes]
10. Marketing Update Briefing [5 minutes]
11. Marketing TRE Briefing [5 minutes]
12. Drainage Easement for the City of Irving [10 minutes]
13. TRE-Halifax Spur – Property Swap [10 minutes]
14. Identification of Future Agenda Items
15. Adjournment

The Trinity Railway Express Advisory Committee may go into Closed Session under the Texas Open Meetings Act, Tex. Gov't Code Section 551.071 (Consultation with Attorney) for advice about pending or contemplated litigation or a settlement offer; Section 551.072 (Real Property) to deliberate the purchase, exchange, lease, or value of real property; or Section 551.074 (Personnel Matters) to deliberate the appointment, employment, evaluation, reassignment, duties, discipline, or dismissal of a public officer or employee or to hear a complaint or charge against an officer or employee.

TRINITY RAILWAY EXPRESS ADVISORY COMMITTEE
MEETING MINUTES
October 27, 2022

The Trinity Railway Express Advisory Committee convened at 2:57 pm on Thursday, October 27, 2022. This meeting took place at 1401 Pacific Avenue, DART Board Room 1C and by videoconference and is available at <https://www.dart.org/about/board/boardvideo.asp>. The following Committee members were present: Chair Charles Edmonds, Jeff Davis, Nick Genua, Tito Rodriguez, Paul N. Wageman, and Carmen Garcia.

Others present were: Nadine Lee, Richard Andreski, Dee Leggett, Bernard Jackson, Jon-Erik Arjanen, Fred Crosley, Reed Lanham, Anthony Fuller, Caitlin Holland, Tadele Gelassie, Paul Bourzikas, Megan Tang, Richey Thompson, Julia Casarez, Lt. Don Hyder, Claude Smith, James Boggess, Sherry Foster, James Hogan, and Vicki Evans.

1. Call to Order

Chair Charles Edmonds called the Trinity Railway Express (TRE) Advisory Committee meeting to order.

Anthony Fuller, Director, TRE, gave a safety briefing noting the location of the restrooms and instructions in the event of an active shooter. We would move toward the back door area and barricade ourselves as 911 is called. He pointed out the fire extinguisher and AED equipment in the vicinity and the emergency exits in the event of a fire, and where to congregate in the parking lot.

2. Approval of Minutes: July 21, 2022

A motion was made by Mr. Genua to approve the Trinity Railway Express Advisory Committee minutes. The motion was seconded by Mr. Davis, and the minutes were unanimously approved.

3. Fleet and Facility Needs

Julia Casarez, Project Manager III, briefed the Committee as follows (presentation on file in the Officer of Board Support):

- Fleet Assessment Report
- Analysis Assumptions
- Fleet Age Composition Forecast & Replacement Recommendation (2 slides)
- Fleet Size
- Top- Level Fleet Key Findings
- Key Findings for Each Fleet Type
- Emissions Chart
- Fleet Management Strategies
- Bombardier (Alston) Bi-Level
- Stadler Diesel Electric Multiple Units (DMU)
- Vehicle Comparison
- Immediate Fleet Concerns (2 slides)

Mr. Wageman inquired about the difference between a cab car and coach car and information on the F40s. Ms. Casarez stated the cab car has a controlling unit that the engineer will set and lead the locomotive in a push-pull environment and the coach car is strictly run by passenger environment.

The two F40s were originally manufactured in 1977 and do not have an independent HEP engine, which works the auxiliary functions of the train that and control the HVAC; something other than the primary engine. These locomotives have a gear box control HEP and there is a leak that cannot be identified or stopped, which will only get worst over time. The vehicles cannot be accepted until the leaks are found and fixed. Mr. Fuller stated this is an FRA defect, which means they do not meet federal regulations compliance to put the trains out.

Regarding the F40s, Ms. Casarez noted the contract addresses the acceptance and commissioning process from the aspect of serviceability and maintainability; not necessarily a drop dead date for resolution. TRE is in the final phases of accepting their 10-set fix where it become a procurement and legal issue. At this time, TRE has not been billed.

Chairman Edmonds asked if Ms. Casarez would give the committee some recommendations from the assessment, ranking them, to be considered further. She stated she would provide the recommendations, with Tasks 3 and 4 providing in-depth analysis of each option.

The committee discussed the contract with Hatch/LTK to complete the Fleet Assessment and Fleet Replacement Strategy to address the fleet size, current challenges, improvement opportunities, and fleet management strategies. The analysis assumes it could take up to 10 years from a board decision in 2023 for new vehicles to be delivered and put into revenue service.

Mr. Wageman stressed the importance of moving forward with discussions for the assessments and recommendations before the next meeting. The committee noted the three options for fleet management is 100% replacement of each vehicle type, strategic replacement if aging vehicles, and acquire three additional cab cars to supplement the current fleet while performing extensive overhaul and rebuild programs on the existing fleet. They have also discussed receiving a vehicle replacement grant.

Facility Needs Discussion

- Facility Concerns (3 slides)

4. Safety/Operations Briefing

Anthony Fuller, Director, TRE, briefed the Committee as follows (presentation on file in the Office of Board Support):

- Safety
- TRE Ridership (Monthly) Graph, October – September, FY19 – FY22
- FY 22 vs FY 21 Monthly OTP Actual, October - September
- Cause of Train Delays

Mr. Wageman noted the impact of the pandemic for people and businesses and inquired of how it attributed to TRE's decrease in ridership since FY19. Mr. Fuller stated the FY20 ridership started a downward trend, due largely to loss of equipment. In August 2019, TRE had an accident at a grade crossing that resulted in a loss of locomotive and coach. In November and December 2019, we lost locomotives, all outside of TRE's control. TRE did not have use of that equipment for a year and

struggled to maintain our schedules, having to cancel quite a few trains.

As TRE started to tick up in FY21, ridership started to increase, but then the pandemic hit. What we are seeing now is steady ridership, but it seems a lot of businesses are still not traveling to the office. The aging equipment definitely factors in the ridership data as well as reliable, quality service.

Ms. Garcia stated she is aware that staff has to review routes, time of day, as well as ridership, reliability is critically important. Has TRE identified where the most riders are from and can we tweak some of those routes or have more availability of trains for the riders. Mr. Fuller replied that in November 2019, TRE had to tweak the schedules after the completion of the TEXRail project going into service. TRE was sustaining a lot of delays between Fort Worth Central and Richland Hills, so we did go back and tweak that schedule for riders to minimize those delays. It did not completely eliminate the in-between points, but it worked well for the end points. The team is doing a deep dive into the time of day with the most ridership as well as what the delays are during those times, where the delays are, and what is causing the delays.

In February or March 2023, TRE will again tweak the schedules. As of now, the TRE goes from end to end, EBJ Union to Fort Worth T&P in 61-62 minutes. There is a station project going on near Richland Hills called the Trinity Lakes Station Project, which will replace the current Richland Hills Station. Due to some temporary construction, TRE will have to operate the trains off the main line, meaning the trains will have to go slower and add a bit more travel time to the end points; an estimation of about four minutes to make it a 66-minute travel time. The team will push out messaging to the riders to make them aware of the changes in the event they need to take an earlier train.

Ms. Garcia suggested the team discuss alternative transportation (bus, Uber, other vehicles) to assist getting riders to their destinations when there are delays. Mr. Fuller stated that TRE does not have those services, but they would discuss it.

5. State of Good Repair Briefing

Megan Tang, Chief Engineering Officer, and Richey Thompson, PE, Project Management Chief Engineer, briefed the Committee (presentation on file in the Office of Board Support) as follows:

- Capital MOW/MOS Projects
- Trinity Lakes Station Project, Fort Worth, Texas
- Calloway Cemetery Crossing, Fort Worth, Texas

Mr. Wageman inquired if there were other capital projects that have not been completed, unfunded, or underfunded. Ms. Tang stated the report presented was FY22 fully funded, completed, or near completion projects. There are FY23 projects in the financial plan as it relates to TRE and the Madill subdivision. TRE has a 20-year financial plan for the state of good repair.

6. FY23 Operating and Capital Budget Briefing

Paul Bourzikas, Vice President, Commuter Rail, briefed the Committee as follows (presentation on file in the Office of Board Support):

- FY22 Forecast

- FY23 TRE Operating Budget Assumptions
- Miles and Hours Calculation
- FY23 TRE Operating Budget
- FY23 TRE Claims and Insurance
- FY23 TRE Purchased Transportation
- TRE Capital Status
- TRE Active Capital Projects
- FY23 TRE Capital Budget

Mr. Genua asked does TRE hedge on its fuel. Mr. Bourzikas stated they do not; but it is/was being set up. Mr. Arjanen noted when reviewing the finances and to offset costs, TRE would reduce from three cars to two cars which would save on fuel, but also it would also encapsulate within the locomotive miles and passenger vehicle car miles. By reducing the cars, that would be \$400,00 to \$500,000 annual savings. Mr. Bourzikas mentioned the car miles are based on a 2.5 average for train consist and it has been reduced to 2, which should be favorable to TRE at the end of FY23.

7. BUILD Grant Briefing

Dee Leggett, EVP, Growth/Regional Development, briefed the Committee on the BUILD Grant, stating Caitlin Holland has been working with the Council of Governments for the final language for the grant and everything else is in place. As soon as the grant is signed, it should be good to go.

AJ Arjanen, Vice President and COO for Rail, stated once the agreement has been signed, Trinity Metro will be ready to move forward. The quicker we are able to get the BUILD Grant done, the faster we will speed up the TRE, noting the Trinity Lakes project's completion.

8. TRE Operations & Maintenance Contract Briefing

Ms. Leggett stated they have received additional pricing from Herzog on the next 5-year option period, dividing that pricing into different subject matter experts to review it and work with Herzog to get the best and final offer. After that review, we will bring it back to the committee and our respective boards.

9. TRE Corridor Future Briefing

Mr. Arjanen stated we have a lot of decisions to make for TRE pertaining to our equipment that we are challenged with, there is a generator that has been sitting for nine months, waiting on parts. We should not, in haste, move forward with picking a vehicle and then making the TRE fit into it. TRE's future should be about what both agencies and the communities want. The strategic study should show our recommendations, how the equipment will fit to what TRE wants. What is needed now is feedback, thoughts, and insight from our committee members and boards for the future of TRE's success.

10. Selection of TRE Advisory Chair

Mr. Wageman nominated Mayor Rick Stopfer for the position of TRE Advisory Committee Chair. The motion was made by Mr. Wageman and seconded by Ms. Garcia. Genua. There being no other nominations or objection, the nomination was unanimously approved.

11. Identification of Future Agenda Items

Mr. Wageman stated that both agencies should look at if the TRE service is feasible anymore and what the long- term plan is. There is an important role for this committee to help come to those decisions. That is the best use of time for the board members here and this is a good start going forward.

12. Adjournment

Chair Edmonds thanked all the members for their participation and stimulating questions. If we follow through as has been identified today, we will make good decisions for TRE's future.

There being no further business to discuss, the meeting was adjourned at 4:40 pm.

Vicki Evans
Executive Assistant II to
VP, Commuter Rail
Dallas Area Rapid Transit



TRE Advisory Committee Monthly Briefing Report Thursday, May 25, 2023

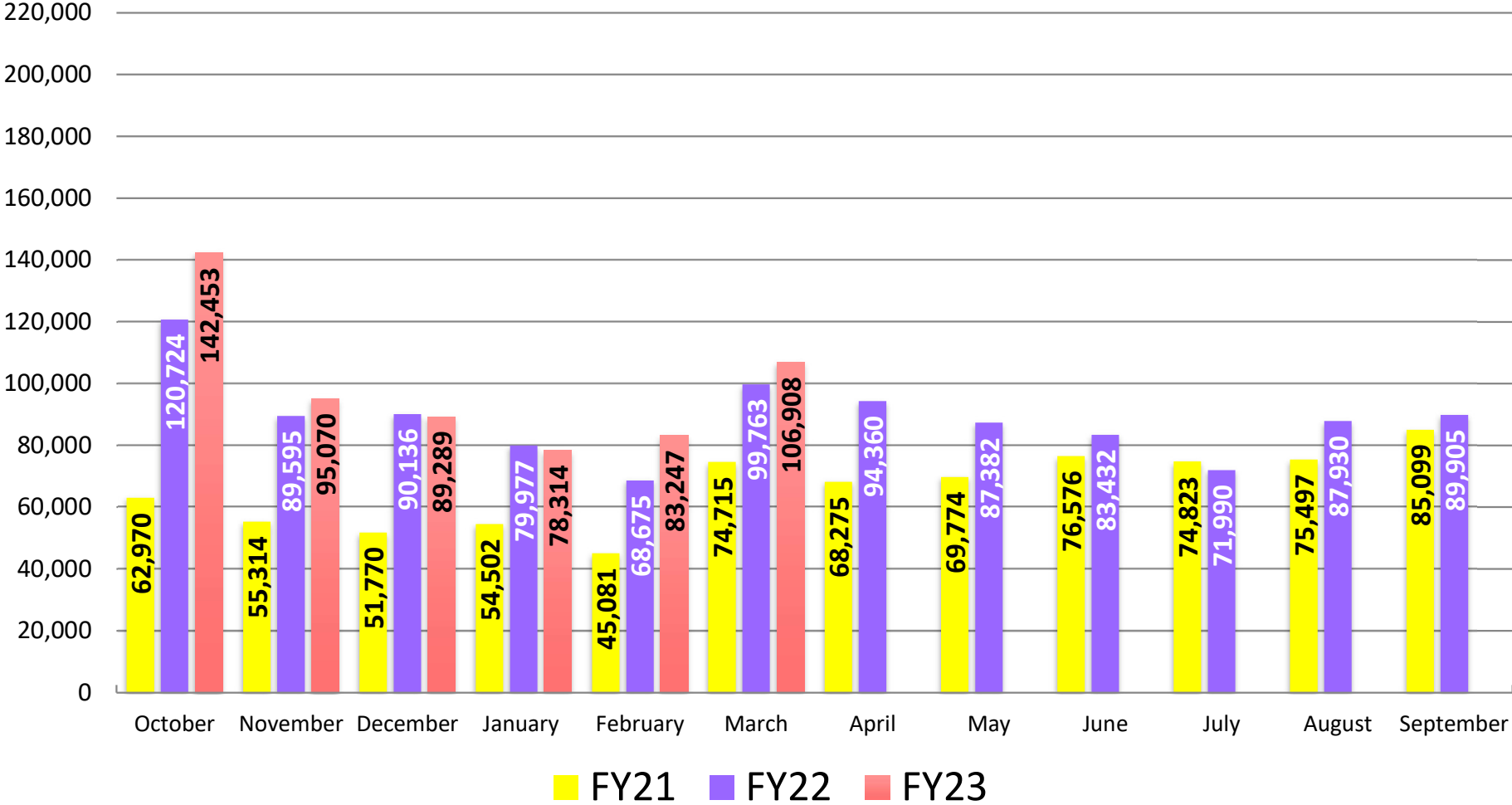
1. TRE Ridership

- Total Monthly Ridership for October – March
- FY21 - FY22 – FY23

2. TRE Customer Service Interactions

- By category, October – April, FY23 vs FY22

TRE Ridership (Monthly)



TRE Customer Interactions
October - April
FY23 vs FY22

