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Trinity Railway Express Advisory Committee Meeting
Thursday, November 30, 2023
2:45p – 4:15p
DART Conference Room 1-C
1401 Pacific Avenue
Dallas, TX 75202

The Trinity Railway Express Advisory Committee meeting will be held in person at the DART Conference Room 1-C 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 – September 29, 2023 Meeting
3. Safety Briefing / TRE Operations Report Briefing [5 minutes]
4. TRE Fleet and Facility Needs Briefing [10 minutes]
5. State of Good Repair Briefing [10 minutes]
6. TRE/EMF Drainage Repair Project [10 minutes] [Action Item]
7. FY23 and FY24 Operating and Capital Budget Briefing [5 minutes]
8. Positive Train Control Briefing [5 minutes]
9. Passenger Information Display System (PIDS) [10 minutes] [Action Item]

10. Briefing on DART/TM ILA on TRE Operations [10 mins]

11. TRE Advisory Committee Meeting Times

~~10. Agenda Items for next TRE Advisory Committee Meeting and Other Business~~

- ~~• Discussion of new TREAC Chair Selection~~
- ~~• TREAC Meeting Times and Locations~~

~~11.12.~~ Any Other Business and Identification of Future Agenda Items

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
September 29, 2023

The Trinity Railway Express Advisory Committee convened at 9:09 am Friday, September 29, 2023. The meeting took place at 1401 Pacific Avenue, DART Conference Room 1C, was audio and visually recorded and is available at <https://www.dart.org/about/board/boardvideo.asp>. The following Committee members were present: Chairman Rick Stopfer, Paul N. Wageman, Carmen Garcia, Charles Edmonds, Nick Genua, and Tito Rodriguez, Trinity Metro Alternate Member.

Others present were: Nadine Lee, Richard Andreski, Bernard Jackson, Dee Leggett, Reed Lanham, Greg Jordan, Elizabeth Reich, Gene Gamez, Caitlin Holland, Andrew Kramer, Trey Walker, Megan Tang, Paul Bourzikas, Julia Casarez, Vernal Hoston, Claude Smith, James Boggess, Brad Green, Sandra Scotton, Glenn Miller, and Patricia Brierre.

1. Call to Order

Chairman Rick Stopfer called the Trinity Railway Express (TRE) Advisory Committee meeting to order, confirming that a quorum was present.

2. Approval of Minutes: May 25th and August 24, 2023 Meetings

A motion to approve the minutes of the May 25th and August 24th meetings was made. The motion was seconded and received unanimously approved.

3. TRE Fleet Replacement Recommendations

Dee Leggett, EVP, Chief Development Officer, briefed the Committee as follows (presentation on file in the Officer of Board Support):

- TRE System Modernization
- TRE Advisory Committee Requested Actions
- System Modernization Objectives
- System Modernization Challenges
- Ridership Challenges
- System Modernization Actions
- Recommended Hybrid Scenario (Near Term and Long Term)
- Hybrid Scenario Actions
- IDOT and Siemen's Timeline
- Funding Needs
- Potential Funding Sources
- TRE Advisory Committee Requested Actions

Ms. Leggett gave an overview of the requested actions staff is requesting of the committee to advance to the boards as the purchase of locomotives, overhauling two coach cars and conversion of two coach cars to cab cars, which are both in the FY23 budget. Also advancing is the overhauling of additional coaches and cab cars, which are part of the FY24 budgets at both agencies, as well as the TxDOT grade crossing initiative that is 100% reimbursable by TxDOT.

Ms. Leggett explained the near-term, mid-term, and long-term objectives for TRE and how these investments feed into those three phases of the system modernization program at TRE. In the near-term within the next 3 to 5 years, the focus is on improving service reliability and vehicle cleanliness, meeting World Cup and region's service expectations with reliable equipment, understanding the potential impacts of high-speed rail between Dallas and Fort Worth, and investigating the alternative revenue sources for regional rail that are outside of the two agency's funding initiatives.

With mid-term objectives, the focus will be to look at how to increase capacity for service through double tracking and improve the speed and frequency of the system to continue to grow ridership, improving the capacity for passenger and good movements. With the long-term objectives, the focus is to establish uniformity across all the regional corridors and provide level boarding at all platforms.

Some of the system modernization challenges have been the condition of the current fleet and the lengthy manufacturing time frame for procurement of vehicles as well as the limited availability to Buy America equipment that will meet the Federal Transit Administration's requirements. Other challenges would be the platform height, length, and width that would limit the type of vehicles we run, and lastly, the challenge of available funding.

Ms. Leggett noted that although ridership has grown, the numbers are well below pre-Covid numbers and is one of the areas slowest to recover from for both agencies. The team is in the process of reviewing temporary data as it relates to NCTCOG's Origin and Destination study to understand how our local systems feeds into TRE and TRE feeds into the local system. The final results from NCTCOG in October will give TRE more data to understand truly how to project what the ridership recovery will look like at TRE and how to modify our service scenarios to better benefit the post-Covid travel patterns.

Ms. Leggett reviewed the System Modernization Actions taken, completed, and those underway. The Fleet and Replacement Study has been completed and they are continuing to do the Ridership Modeling to determine those service scenarios, which is underway. DART has done a Regional Rail Governance Study that is underway which is looking at what would a standing of a regional rail structure independent of the two agencies look and how would it encompass it.

Regarding the recommended hybrid scenario, both agencies are currently not in a financial position to fully replace all 11 locomotives; therefore, we would like to purchase 5 or 7 with what additional funding we can get from NCTCOG and look at overhauling 10 coaches and cab cars. We recognize to build the reliability and the long-term need for double tracking on the west side and purchasing a new fleet procurement would be in a post 10-year time frame.

The primary focus is on the locomotives and overhauls, which would allow TRE to meet the World Cup objectives in a scalable way. They can manage the cash flow through how the locomotives are received, how the overhaul of the coach and cab cars are programmed, and these investments will allow TRE to achieve some return if changed to, say year 2033, to a different type of vehicle, the investments and new locomotives and cab cars would have market potential outside of the TRE. There is a lot of interest in this type of equipment and there is limited manufacturing for the Buy America equipment. This equipment would sell in the market. This scenario provides TRE the greatest financial stability.

Ms. Leggett reviewed the scenario options and actions being taken to purchase the locomotives, including notifying IDOT Multi-State Locomotive Procurement of intent to participate as a Joint Purchasing entity, as well as go into contract with Siemens for purchase of 5-7 locomotives. Other actions to take would be to review the short-term leasing options to cover vehicle shortfalls and to update the overhaul specifications to achieve greater uniformity across the fleet. The overhaul program will ensure reliable, clean trains. To convert two coach cars to cab cars to address the cab car shortage will require Board approval. TRE will pursue grant funding, possibly through the FTA, that provides advancement towards achieving World Cup goals and confirm the service expectations and funding source for additional services.

Ms. Leggett briefed the committee on the IDOT and Siemens timeline, noting that a letter of intent will be executed by both agencies' CEOs to IDOT to join its Multi-State Procurement. A site visit to the Siemens facility in Sacramento, CA will allow the team to get a full sense of the equipment they would purchase, then the committee would be briefed at the November 30th meeting following that visit. TRE would advance Board approvals in early 2024 as well as issue a Notice-to-Proceed to Siemens prior to exceptions of the options. It will take 27 to 32 months to get the first delivery of the vehicle which will make it challenging to meet the World Cup expectations, but the current TRE fleet can provide the reliability the NCTCOG is requesting. But we would like to get those vehicles as quickly as possible to feed into the system modernization and replacement program.

Regarding the funding needs, both agencies have committed what is equivalent to \$76M to this effort of their existing financial plans. In the initial meeting with the NCTCOG, they had indicated a \$2.5M investment to fund the passenger information display system for TRE at all 10 stations in both counties. That resulted in a near-term funding gap of \$22M and in a call with Michael Morris at NCTCOG, he mentioned \$35M to put towards TRE, specific to funding these vehicles. He only committed to the \$2.5M. As he continues to speak to future availability of funds; TRE has committed to give him a cash flow model of what the \$22M would look like and how it would be drawn down to fund the vehicle replacements. The meeting with Siemens has given the team a good idea of how the funding will look. TRE needs to document that information and give to NCTCOG to review their funding strategy over the next 3 to 5 years and how they can assist to support the purchase of these vehicles.

Double tracking is a long-term item and if TRE ever changes to a vehicle like Stadler DMU, the stations will need to be upgraded and a new maintenance facility erected. These recommendations, even without the \$22M, can be scalable to achieve the system modernization needs and look to fund those future needs in other ways.

Ms. Leggett reviewed the potential funding sources, noting that none of our vehicles currently require work that would reduce emissions, therefore not needing the Diesel Emissions Reduction Act. The FTA Rail Vehicle Replacement Program comes out in October. DART submitted the light rail vehicles for replacement last year and was not successful, although a highly rated grant recipient. There was a debriefing with the FTA, and they walked through the criteria. In listening to the criteria, it appears TRE would be a strong candidate for the program. DART also received copies of some of the successful commuter rail agencies that did get accepted, reviewed their applications, and realized that TRE will be able to tell similar stories regarding the TRE vehicles.

As DART hosts AMTRAK on the TRE, that also creates an opportunity to pursue funding for additional infrastructure and capacity improvements. That is part of the long-term goal and probably

will not help with what we really needed to focus on and how we fund vehicles and have conversations with AMTRAK on how to build capacity on the line and leverage their city passenger rail funds. Lastly, there are low interest loans that TRE can pursue as a government agency that may also allow us to cover any funding shortfalls.

Ms. Leggett stated that staff wants to get the committee's feedback on the idea of advancing the purchase of locomotives, traditional equipment, but not asking to purchase all 11 locomotives. They are scaling to purchase 5 to 7, which would allow replacement of the oldest locomotives in the fleet. We will also continue to get the committee's buy-in to the overhaul program for the coach car and coach and cab car conversation. The longer-term initiatives will be the overhauling of the 5 coach and 5 cab cars as well as the approval of the 100% reimbursable grant for the grade crossing program.

Mr. Genua inquired why the team is only requesting to purchase 7 locomotives instead of the total 11, since that is what is needed. Ms. Leggett explained that TRE does need 11 locomotives, but the Hatch report states that because of the overhauls that have been done to the locomotives, there is still some useful life that exists in about 55% of the fleet and the conversation became to get more than half of the fleet replaced now. If we are successful in our strategy with the FTA replacement grant to ask for all 11 locomotives. She explained how the contract, lots, options, and penalties work in purchasing the locomotives, noting the FTA would be willing to structure a contract where TRE purchases the equipment. Assuming there is no change or condition, there would be no penalties. Mr. Andreski and Mr. Lanham agreed with this concept.

Mr. Rodriguez inquired of the age of the replacement equipment. Ms. Leggett stated the average age is 32.4 years old; because TRE does not have uniformed fleet, the ages vary. As some of the fleet has been overhauled, it makes them slightly younger.

Chairman Stopfer stated the biggest challenge is financing; unless we find funding sources, he does not see how we can move forward. He mentioned taking funds from reserve to cover the budget to meet the 20-year financial commitment. The options presented is a way to put a band aid on it and get through the process to have a decent show for the World Cup. After that, he is not sure where TRE will go from there to have the dollars to move forward unless we can get grants.

Ms. Leggett stated both agencies have already budgeted in FY23 budget about \$77M. Ms. Reich, EVP/Chief Financial Officer, agreed, stating the funds are already baked in the FY23 financial plan and DART has no issues with this plan. This funding has been in the long-term financial plan over a period of years. Ms. Leggett stated that is why the team has approached this as scalable and can do this with dollars already budgeted by both agencies. We can not do as much as 11 vehicles replaced, but we can replace some vehicles with current available dollars included in the FY23 budget from both agencies. Greg Jordan, Chief Financial Officer, stated Trinity Metro is prepared for this as well and funds are a part of the FY23 financial plan.

Mr. Wageman inquired about the commitments of the region to be a part of the World Cup. Ms. Leggett stated the Council of Government meeting focused on service requirements, walking all the transportation providers through the expectations and TRE is central to that. The current plan is to run service along the existing TRE alignment, then there would be bus service from Centre Port to the stadium; not clear if those would be transit buses or a private company. This would not require increased service but may require Sunday service or longer trains to accommodate the passengers. If there is a Sunday game, NCTCOG would pay TRE for that service. Neither agency was consulted by

NCTCOG or any other entity about the bid for World Cup.

Mr. Wageman stated the window is closing in on us as the World Cup games is 32 months away and seems a bit of a push to have adequate locomotives in a timeline we will not be able to make. Ms. Leggett explained that the World Cup is not an initiative for the funding. This initiative has been a part of the financial plan, new equipment has never been purchased for the system, and it has been known that the equipment needed to be replaced. The study was initiated to assist the team in understanding what the condition of the fleet is, how to prioritize the replacement of the fleet, and what type of equipment to replace it with. The World Cup is only an emphasis to get NCTCOG to fund this.

Mr. Wageman stated continuing serving and moving forward should require a great exploration of who TRE's customers are, what are they using us for, and how can we continue to grow in a significant way to justify the millions of dollars being spent by the two agencies. The committee needs a better understanding of is this a worthwhile endeavor and seek a cost benefit analysis and what the return will be. Is there a schedule that would show how much we are eligible for, when the decision would be made, and who the funding sources is so that we can match that against the procurement schedule to make sense for us to do.

Ms. Leggett stated the most near-term opportunity is the FTA Vehicle Replacement Grant which the notice of funding availability should be issued in October and will take a 6-month time frame to review. All of the grants are discretionary that are significantly over-described. The team wants to ensure that the committee is in agreement when TRE receives a grant that it is being used to replace locomotive, and cab/coach equipment. The discussion today is if the desire to wait, there should be recognition that waiting for federal grants may preclude TRE from participating in the IDOT options and would require a lengthier procurement timeframe, further pushing out the purchase.

Mr. Wageman noted he would like to nail down the funding source, knowing how it will be paid down and when, and if it is reimbursable or not. He also inquired if the TxDOT reimbursement is 100% and if the two agencies pay 50% each and are reimbursed. Megan Tang stated the TRE contractor, Herzog will invoice DART, DART will invoice TxDOT and be reimbursed within 30 days as we go. As costs incurs, TxDOT will reimburse us. The project should take a year to complete.

Mr. Rodriguez inquired if TRE risks the cost of equipment going up and the availability of equipment not there at a future date. Ms. Leggett stated the cost of the equipment will go up, as is the nature. If TRE does a procurement outside of the IDOT contract, the availability of the equipment may not be there.

The committee discussed the risk of the grant to the letter of intent commitment. The letter of intent does not commit to anything and if we were to back out of it, there would be no foul.

Mr. Genua stated TRE has 1M riders a year and that should be noted. Mr. Andreski noted an APTA statistic reported that out of 33 services in the country, based on the forecast this year, TRE ranks 15th nationally. That is 18 railroads carrying fewer people than TRE. Mr. Wageman stated that does not mean we are viable; the utility of the system has been deteriorating for years and not working to its maximum capacity. With limited dollars and an extraordinarily ambitious program for a traditional system., it is costly, and we have to mindful of the tax dollars the 13 member cities give to DART.

Ms. Lee noted that she understands Mr. Wageman's point of view, but asked if we say no to this, what are we saying yes to. We would say yes to continued deterioration of the system, including the equipment, which would be the driver to even exist as a commuter rail in the future. Both agencies have made the commitment to run TRE and have an obligation to make sure the system runs its best. The decision and future of the equipment is critical. Mr. Wageman agreed, stating if we leverage the World Cup to get locomotives purchased, that would be great. Double tracking is needed to be fully efficient, but that service seems a decade away. There has to be focus on if we have to pay for it. We need a long-term plan to do this the right way or not do it at all. In the near-term, he would support a letter to IDOT, but also suggests get federal money through the grant programs. Ms. Lee stated from a staff perspective, we should make a decision to pursue these opportunities. If these opportunities do not come to fruition, that would be a different situation. The staff is asking to keep the options open.

The committee agreed to preparing the IDOT letter and putting a package to NCTCOG together to say what is needed, as well as talk to Mr. Morris about the concept of what the commitment level of funding would be for what is needed. After that, the committee would reconvene to discuss moving forward. This investment has to do with the riders and the system itself, it is detrimental to our customers.

Ms. Leggett stated both agencies have budgeted adequate funds to start this initiative for overhauling fleet. The recommendation is to stick to traditional equipment. Then, are we comfortable advancing the purchase. The committee is saying to advance to the continued investigation. But we also have budgeted and will need to advance through the board processes the conversion of the coach cars to cab cars and then the continued overhaul program for the various coach and cab cars. Those are budgeted things we need to start advancing now through the various board processes. The question is whether the committee is comfortable advancing a procurement for locomotives and then how many locomotives we can afford to purchase.

Chairman Stopfer stated with the condition of the fleet as it stands today, the agencies must think about repairing what we have. There are enough funds to repair the cars and move forward with that. It will depend upon if we get dollars elsewhere, how much we can actually purchase. Adding the double tracking in the grant process would be the thing to do. Ms. Leggett stated the challenge is because these are discretionary programs, we have to meet the objectives for each grant. Some are for the replacement of the vehicles, and there are others where we can expound on TRE's fleet and the need for capacity improvements. The best opportunity for partnership now is the capacity for inner-city passenger rail.

Amtrak has the desire to build more capacity, more trips through DFW, which could warrant funding for additional double tracking. At the same time, the NCTCOG and TxDOT recognize where TxDOT might also be a constraint on our ability to double track as both sides of the corridor impact the state highway system. NCTCOG has also committed as TxDOT is doing its improvements, it's making sure to include TRE in those programs. An example would be as TxDOT widens I-35 where TRE crosses, double tracking would be included. Any and all grant applications where we can start advancing double tracking would be considered, such as the BUILD grant. We are doing a study now to prioritize where we need to double track to get the best bang for the buck, and the cost benefit analysis of that investment, making sure to know this is the right opportunity, which we feel would be the Amtrak partnership.

Mr. Rodriguez stated the World Cup is a win-win for TRE that would open funding sources that would not normally be there. That would give TRE an opportunity to showcase the system and possibly bring new ridership.

Mr. Wageman reiterated his concern for the high-speed rail, noting the same organization this is supporting and funding TRE to buy locomotives, is also designing a 30 %, seeking environmental approval, of high-speed rail from Dallas to Fort Worth, going right through the same corridor TRE operates in. Money is being spent, a partnership is being formed, and we will be asked to spend millions of taxpayer dollars again to keep this aging system running. This is an existential threat to TRE.

Ms. Leggett reiterated that management has had conversation with Mr. Morris about how we are prioritizing high-speed rail and advancement for the TRE, explaining that the success of the high-speed rail between Dallas and Fort Worth is highly dependent upon two things. One is a willing private sector investor that will operate and maintain this over an extended period of time. Two, is a connection between Houston and Dallas. Both of those will require extensive financial commitments and going to be costly. The trip between Dallas and Fort Worth will be expensive and is not a direct competition to the TRE; it will be a direct competition for available regional funds for TRE. But in terms of ridership, it will not pull ridership away because of the cost to maintain the trip. Mr. Andreski stated there are commuter railroads operating on the same tracks as Acelas, Amtrak's premier service that operates up to 160 mph. And although those markets share the same tracks and stations, they serve entirely different groups of people. The demand is high for both commuter and high-speed services. There will be people buying tickets from Houston to travel to Fort Worth. They will have to transfer from the high-speed rail to the TRE.

Ms. Leggett noted that staff is proposing that there is an immediate need to address the fleet on a scalable, responsible way, while also understanding where ridership is coming from, how we prioritize the double tracking, if the equipment being purchased has the capabilities to go 125 mph. If we stick to the traditional fleet, post year 10, we could get the speed up to a higher speed if necessary.

Ms. Lee stated one of the biggest risks for any investment is the lack of a project definition. These discussions are helpful getting us to a true project definition that allows us to write the grant applications and seek the funding we are discussing. At future TREAC meetings, we should structure other conversations to help us further refine the future. Double tracking will be a priority in the future and as we see it now, it may be a 20-year investment. With the project definition, TRE will know what we are going for. At the next TREAC meeting, staff can circle back to structure the conversation back to project definition and what that future looks like.

Chair Stopfer noted one of the important components is approving the equipment that is being improved, and in the future, there may be a different type of equipment that has value and TRE could sell the revenue back on that investment. The NCTCOG study that talks about ridership will be the key component to actually see what TRE is getting. Also take a good look at the TRE riders. Some of the homeless riders are causing issues at downtown establishments. Getting a better handle on that will make a difference in a lot of places.

Chair Stopfer stated based on the dollars TRE has, the committee can move forward with the requests to both respective agencies. Ms. Leggett noted for the appropriate action specific to

locomotives, the requests to advance to the boards are:

1. Issue IDOT Letter and support staff in continuing investigating the use of the Siemens options that a future option will come before this committee early next year (\$77M).
2. Overhaul Coach Cars 1051 and 1055; budgeted for \$4.5M in FY23.
3. Conversion of Coach Car 1048 and 1049 back to Cab Cars; budgeted for \$2.5M in FY23.
4. Advancement of Overhaul Program for 5 Coach and 5 Cab Cars, issuing a solicitation in the contract; Capital budgeted for \$16M in FY24 to be split equally by both agencies.
5. Grade Crossing Improvements for Riverside Dr., Beach St., and Haltom Rd.

The committee discussed the items needing subsequent board action. Trinity Metro's Board has already approved Items 2 and 3 for approval and reviewing the funding sheet for financing opportunities to obtain funding to assist in the costs. The staff will also continue to seek grants to offset the costs. The committee also discussed moving forward and assuring there are no further options or consequences to arise in the next meeting.

Mr. Edmonds made a motion to approve to send the IDOT letter (Item 1) and reconvene to determine how much grant funding we can get, what we can afford to buy, and how to spend it. With Items 2-5, the committee send their recommendation to the boards for approval. Mr. Genua seconded the motion, and the committee unanimously approved the items for recommendation.

Recommendations APPROVED

Action Items:

- Ms. Lee requested Project Definition for TRE (Fleet, double track)
- Mr. Edmonds requested additional information on future grants and ridership be presented at the next meeting.
- Ms. Garcia requested that the motions be detailed in writing of the approvals to the committee.

4. TRE Coach Car Conversion/Coach Car Overhaul Briefing

Recommendation APPROVED

5. Grade Crossing Improvements for Riverside Dr., Beach St., and Haltom Road Briefing

Recommendation APPROVED

6. TRE Marketing Briefing

Nevin Grinnell, Chief Marketing Officer and Glenn Miller, Director, Marketing, briefed the Committee as follows (presentation on file in the Officer of Board Support) on the TRE Marketing. Mr. Miller discussed the findings uncovered during the latest ridership satisfaction survey that was done through a poll of existing riders launched last September. Most of the findings were positive, noting 22% of riders take the TRE five to six times a week, with 48% ride occasionally for events. 38% use TRE to commute

to work and 22% ride to reach entertainment or social engagements. The service elements of concern are frequency of trains, cleanliness of trains, and personal safety while riding, which had the highest percentage of unsatisfied rating. These will be utilized in the messaging in social and digital efforts. Improvement of the fleet would have a positive effect on increasing ridership.

Mr. Miller spoke on social media and the events to build ridership, focusing on getting riders on the TRE for fun and engaging opportunities for frequency of use. Both agencies have stepped up their use of the platforms to increase use of riding TRE to activities. There is a significant of reach and clicks through these efforts. The 2023 TRE Summer Staycation and the Texas State Fair are the upcoming events the team is focusing on and promoting now. The Outdoor Billboard Campaign is used to reach commuters. A series of boards were placed along the I-30 corridor to remind people that TRE is a great opportunity for businesspeople to utilize between Fort Worth and Dallas and many points in between. The plan is to do the campaign two to three times a year, seasonally based on ridership opportunity.

Mr. Grinnell stated the team is promoting riding TRE to the AAC and seen increased traffic for games and events. A lot of the promotions and communications focus on events, which will help to increase ridership, in addition to our corporate commuters as well. On some of the specific dates, the team will have activities and greet people to engage as they come into the station to attend events also. They want to promote other activities such as Main Street and Earth X around the metroplex where they link to the TRE, jump on DART or Trinity Metro, and be able to access those events.

Mr. Miller stated the TRE website has been updated and responsive to the mobile devices. They still want to communicate to ride TRE for corporate ridership and the sales team is going into the accounts they have memberships with, those that are engaged with DART and have the ability to engage TRE to get to places of employment as well.

Ms. Garcia inquired if TRE advertises the same as DART, such as wrapping. Mr. Grinnell stated as far as companies advertising on the buses, it is available, but the opportunity is very limited. What they are looking to do is holiday train to promote TRE and other opportunities going forward, but it is very limited. Mr. Fuller stated TRE is a part of the DART contract for wrapping and advertising and to look for that in the future for TRE. Ms. Garcia inquired if the advertising dollars are split between the two agencies. Mr. Grinnell stated he would look into that due to this being a new contract and get that information back to the committee. The committee discussed reversed marketing efforts on the TRE for events in Fort Worth as well as Dallas for promoting.

The committee discussed doing videos from riders to promote on the website. The Trinity Metro Marketing department does interviews and videos, as well as DART's Social Media team that have hired influencers that will interview and promote, tying into the community with that information.

Mr. Wageman inquired about the total marketing spend for TRE. Mr. Miller stated each agency has dedicated \$60K annually towards marketing TRE. Mr. Wageman stated that is a small amount for the extensive marketing being done and suggested increasing spending for marketing. Mr. Grinnell stated those are the dollars allocated, but they get significantly more through DART's associations with other advertising dollars.

Chair Stopfer stated the TRE is a system that has been overlooked and marketing is another area that needs to be looked at. He discussed the various events in the surrounding areas and more should be done to promote events there also. The cleanliness and personal safety are the major components we need to

focus on versus what we have on the other systems, spending the same efforts as we are with other vehicles.

Mr. Fuller stated on the security end, DART provides two Fare Enforcement Officers (FEO), a police officer, and they have augmented, as they hire armed security officers on the TRE as well.

Action Items:

- Mr. Grinnell to research the advertising contract for wrapping the train and whether DART solely pays or the cost is split between both agencies.
- Add the breakdown and specifics of the marketing budget.

7. TREAC Process, Procedures, and Protocols, Rules

Gene Gamez, General Counsel, briefed the Committee as follows (presentation on file in the Office of Board Support), on the Process, Procedures, and Protocols, Rules and introduced Dawn Roberts, Sr, Assistant General Counsel, who will assist the TREAC and TRE. Mr. Gamez reviewed how TRE came to be, noting in 2003, it started from the ILA. The ILA was last amended in 2021, the 2nd restated DART/TM ILA. The ILA was reviewed and not much was changed except the removal of the COG representative appointment. In summary, the five areas that pertain to the TREAC are:

- Advisory Committee, no power to commit the boards;
- 6 members, 3 from each authority;
- Meet regularly, but not less than quarterly;
- Review any proposed TRE policy, policy revocation or amendment & shall pass along a recommendation to boards; and
- Review TRE annual budget prior to budget being submitted to Boards for approval.

This committee does not have bylaws or rules and would default to Roberts Rules and Order if there are any issues unable to resolve. This briefing was presented as an overview of the processes and procedures for the committee's understanding.

Mr. Wageman inquired if the budget has been presented to the TREAC. Mr. Fuller stated TRE puts in budget recommendations and share with both agencies, and as they work through the budgetary process and go through our "asked" justification. Each agency will approve if the TRE budget is a go for each agency. Because of the missed meeting opportunities we had, the budget would normally be brought to the committee going through the line items what the TRE is requesting and total dollar amount, then advanced to both boards. Mr. Wageman asked that the committee not miss the opportunity to review the budget before submitting to the boards.

Mr. Wageman inquired about the revised ILA, asking if the removal of the COG appointment was the only change. Mr. Gamez stated as he reviewed the language of both ILA's and did a comparison of them, this was the only revision as it related to TREAC. There were other changes, but this was most significant to TREAC. A brief summary of the ILA was requested to the committee members.

Mr. Gamez noted that Ms. Roberts will assist with the minutes capturing the approval items in a separate form. Ms. Garcia requested the approved action items are noted when presented to the DART Board.

Mr. Wageman requested ridership numbers for the current year and how it relates to prior years. Mr. Edmonds suggested a monthly report of ridership to the committee. Mr. Lanham stated Trinity Metro has a brief overview of the monthly ridership for their board meetings that he will share with the committee. The committee also stated there may be a special meeting called in October to discuss these issues further.

Action Items:

- Add the TREAC Process, Procedures, and Protocols, Rules presentation to the meeting minutes.
- Provide a brief summary of the ILA to the committee members.

9. Identification of Future Agenda Items

The annual election for the TREAC Chair is upcoming for the November meeting. Prepare a monthly ridership document compared with prior yearly numbers for the committee.

Action Items:

- October Special TREAC Meeting to be scheduled.
- Prepare a monthly ridership with prior yearly numbers.

10. Adjournment

Mr. Andreski stated Trinity Metro will be celebrating their 40th Anniversary and celebrating November 2nd at the Worthington, downtown Fort Worth, at 4:30 pm and all are invited.

Mr. Jackson presented Mr. Fuller as the new Vice President, Commuter Rail Services effective September 25th, and providing support for Silver Line Maintenance as it impacts testing and vehicles. Mr. Andreski noted that Mr. Lanham with Trinity Metro has been promoted to Vice President of Rail also. The committee congratulated both gentlemen for their new positions.

Chair Stopfer thanked the committee and the staff for their commitment and patience.

There being no further business to discuss, the meeting was adjourned at 10:55 am.

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



**TRE Advisory Committee Monthly Briefing Report
Thursday, November 30, 2023
Agenda Packet**

1. November 30, 2023 TREAC Agenda

2. September 29, 2023 TRE Minutes

3. TRE Ridership

- Total Monthly Ridership for October –September
- FY21 - FY22 – FY23
- Monthly Ridership since Inception

4. TRE Customer Service Interactions

- By category, October – September, FY23 vs FY22

5. Documentation sent to the TRE Advisory Committee since last meeting

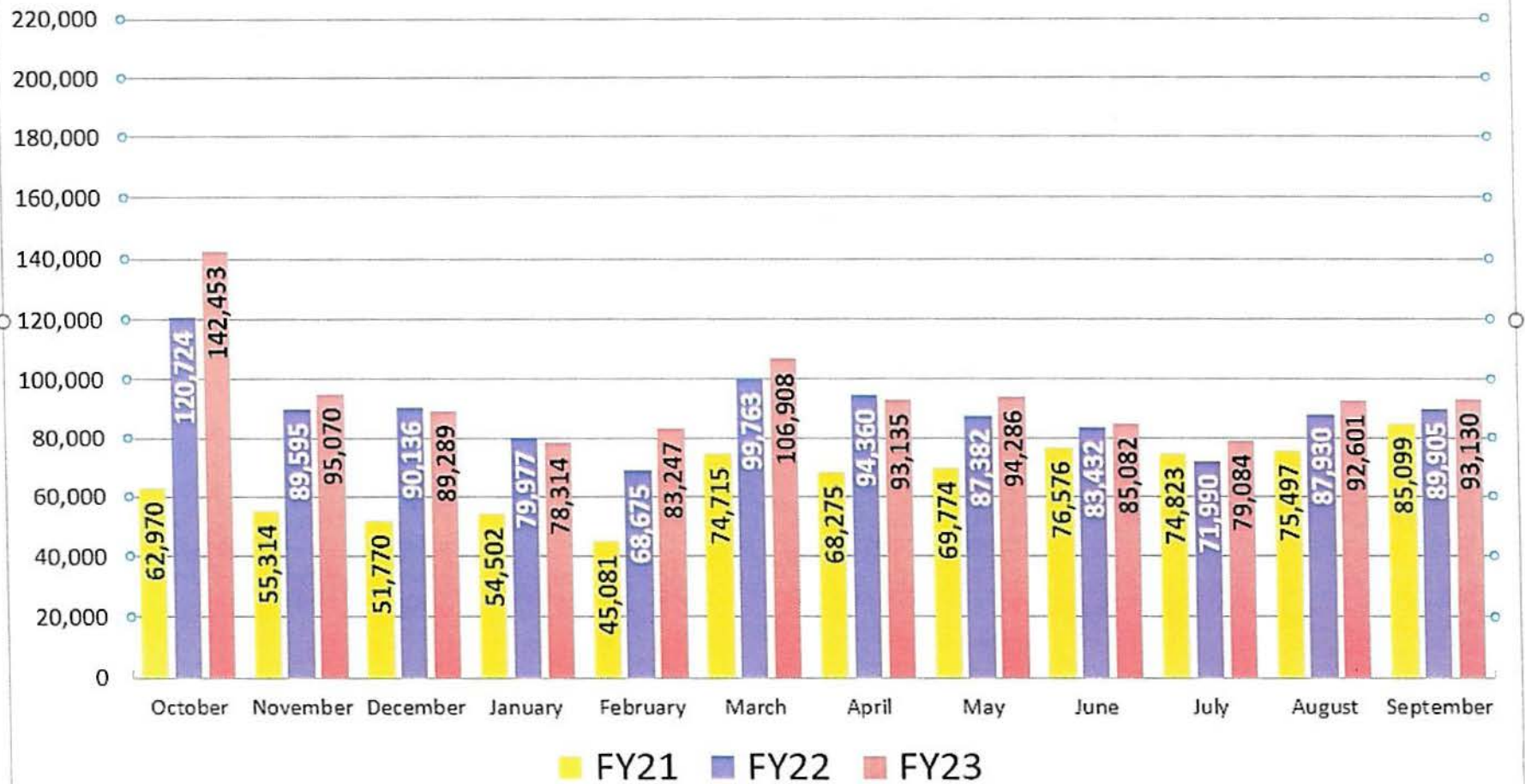
- TRE Fuel Spill Memo – October 30, 2023
- Federal Transit Administration Rail Vehicle Replacement Grant Opportunity Letter – November 3, 2023

6. Action Items, Recommendations, and Requests

- Actions/Recommendations Approval Chart
- Breakdown of TRE 2023 Marketing Expenses
- TREAC Process, Procedures, Protocols, Rules Presentation

TRE Ridership

TRE Ridership (Monthly)



TRE Monthly Ridership

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2024 Target	2023 Target
October	219,417	235,625	263,765	327,455	305,086	289,814	240,158	222,133	231,639	245,297	241,353	222,705	229,262	207,909	229,669	62,970	121,822	142,453		156,030	143,842
November	196,555	200,266	204,181	214,325	204,244	178,255	176,121	159,188	174,895	164,575	161,310	166,550	173,419	153,874	147,144	55,314	89,595	95,070		104,224	108,594
December	188,051	191,208	186,156	215,589	193,570	180,510	171,700	137,944	164,751	171,242	168,942	161,231	153,430	135,044	147,462	51,770	90,136	89,289		98,067	93,000
January	190,814	204,039	205,919	224,450	187,817	187,630	189,223	165,555	184,305	171,643	159,709	167,025	165,573	152,839	172,496	54,502	79,977	78,314		85,929	102,342
February	173,635	190,112	202,999	221,650	181,187	172,660	186,618	164,081	167,597	163,095	172,628	169,652	150,851	143,268	156,507	45,081	68,675	83,247		99,287	97,845
March	216,492	226,897	218,715	250,309	240,859	232,887	214,450	189,362	207,007	198,655	187,995	202,635	195,002	161,629	110,765	74,715	99,763	106,908		117,011	107,971
April	190,150	197,143	231,795	229,907	216,747	205,451	188,937	184,997	216,850	181,879	172,456	165,619	164,051	157,357	45,686	68,275	94,360	93,428		112,966	109,892
May	198,503	200,375	222,570	192,558	177,021	186,907	181,577	163,773	179,745	155,421	155,437	168,995	163,556	142,035	43,797	69,774	87,382	94,286		104,489	100,137
June	211,188	215,042	251,522	221,942	198,278	225,199	184,980	163,703	184,435	177,453	163,315	173,739	166,625	136,028	45,332	76,576	83,432	85,082		99,908	92,380
July	211,963	213,899	265,458	230,573	188,514	184,065	176,250	179,284	195,518	178,802	144,245	161,253	156,273	144,106	44,247	74,823	74,342	79,084		89,011	97,514
August	224,017	231,516	258,835	233,556	191,363	197,867	187,567	193,527	186,813	171,650	167,535	174,221	170,162	140,886	52,364	75,497	87,930	92,501		105,127	99,157
September	189,066	201,583	235,085	228,616	184,527	183,090	154,359	169,235	190,329	193,027	159,076	164,373	150,723	142,857	54,016	85,099	89,905	93,130		107,500	91,665
Annual	2,409,851	2,507,705	2,746,992	2,789,030	2,459,215	2,425,335	2,252,140	2,092,782	2,263,895	2,173,749	2,054,001	2,097,999	2,038,947	1,817,832	1,249,485	794,395	1,067,319	1,132,892		1,279,549	1,244,339

As of September 2023

89,905 September FY22

93,130 September FY23

3.59% Increase from prior year

1,067,319 YTD FY22

1,132,892 YTD FY23

6.14% Decrease from prior year

1,244,339 YTD Target September

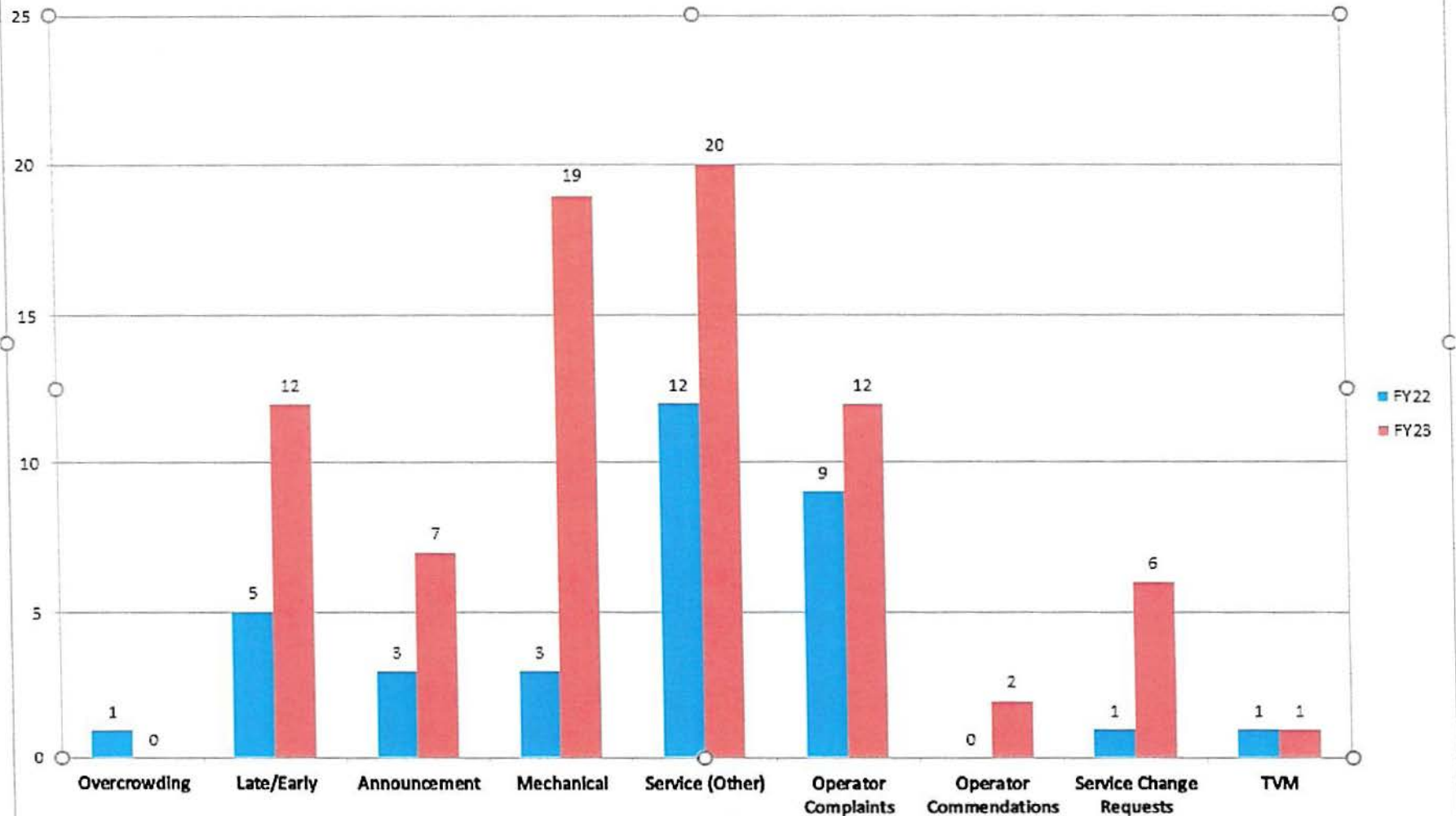
-8.96% under target

Total TRE

Ridership: 48,387,574

TRE Customer Service Interactions

TRE Customer Interactions
October - September
FY23 vs FY22



**Documentation to
TRE Advisory Committee
since last meeting**

DATE: October 31, 2023
TO: TRE Advisory Committee
THROUGH: Bernard Jackson /s/
FROM: Anthony Fuller
SUBJECT: Trinity Railway Express (TRE) Fuel Spill

This memorandum serves to inform you of a fuel spill, which occurred at the TRE Equipment Maintenance Facility (EMF) in Irving, Texas, on Monday, October 30, 2023.

TRE EMF Fuel Spill Background

TRE staff was notified by its contractor, Herzog Transit Services Incorporated (HTSI), on Monday morning October 30, 2023, that a fuel spill had occurred on track six of the EMF, while fueling locomotive 122 for revenue service. The mechanical employee who was responsible for making sure the equipment was properly filled with diesel fuel, became concerned when the fuel vendor did not arrive at the scheduled time.

The employee took it upon themselves to start fueling the equipment with the fuel hose from track seven. Instead of waiting until the locomotive fueling process was completed, the employee walked away as the locomotive was being fueled. With the locomotive left unattended as it was being fueled, the fuel began to spill over. The initial report provided to TRE staff stated there was between 100 to 200 gallons of fuel spilled.

TRE staff upon notification, contacted DART environmental to come out and assess the situation and provide a recommendation on what needed to be done to contain and clean up the fuel spill. Upon arriving and assessing the situation, it was determined there was around 1,035 gallons of fuel spilled. DART environmental determined with the amount of fuel spilled, it required immediate notification to state, federal, and Texas Commission on Environmental Quality (TCEQ).

Environmental then worked with HTSI to setup a plan for remediation, based upon required procedures and protocols on spills of this magnitude.

Remediation and Cleanup

DART environmental is using a two phased approach to remediate and clean up the fuel spill. The first phase entails removing the fuel which was spilled. This is being done by a vacuum truck, which will extract the spilled fuel. After determining all the liquid spilled has been removed, the second phase will involve removing a layer of soil, and ballast if necessary to complete the cleanup process. This spill was completely contained to the TRE property.

TRE Advisory Committee

October 31, 2023

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HTSI has pulled all environmental training records of the employees who were working at the time of the spill. In addition, they are putting together a plan of reinstruction and refresher training, for all employees who will be responsible for fueling the equipment moving forward. The employee directly involved in the fuel fill is being handled under HTSI disciplinary policies and procedures.

If you have any questions regarding this information, please contact Bernard Jackson by email at BJackson1@DART.org.



Anthony Fuller

Vice President

Commuter Rail, TRE/Silver Line Operations and Maintenance

- c: Nadine Lee, DART President /CEO
Richard Andreski, Trinity Metro, President/Chief Executive Officer
Dee Leggett, DART, Executive Vice President/Chief Development Officer
Jeamy Molina, DART, Executive Vice President/Chief Communications Officer
Reed Lanham, Trinity Metro, Vice President Rail
Gene Gamez, DART, General Counsel
Dawn Roberts, DART, Senior Assistant General Counsel
Donna Johnson, DART, Vice President & Chief Safety Officer

Dallas Area Rapid Transit
P.O. Box 660163
Dallas, Texas 75266-7210
214.749.3278
DART.org



Trinity Metro
801 Grove Street
Fort Worth, Texas 76102
817.215.8600
Ridetrimetrometro.org

DATE: November 3, 2023

TO: TRE Advisory Committee

THROUGH: Nadine S. Lee /s/
Bernard Jackson /s/

FROM: Anthony Fuller

SUBJECT: Federal Transit Administration Rail Vehicle Replacement Grant Opportunity

At the September 29, 2023 TRE Advisory Committee (TREAC) meeting, the strategy for replacement of TRE locomotives was discussed. At that meeting, we mentioned that the Notice of Funding Opportunity (NOFO) for the Federal Transit Administration (FTA) Rail Vehicle Replacement Grant program was anticipated for release in October. FTA released the NOFO on October 10. The TRE locomotive replacement is a strong candidate for funding under this program. As mentioned, DART staff applied for light rail replacement in January 2023 and while not successful it was highly rated with fleet age being noted as the primary reason for not being as competitive with other applicants. FTA is focused on safety, modernization, climate, and equity. Modernizing the TRE fleet will support all these objectives.

Staff met internally on October 11 to formalize our approach to complete the application, which will be complete and submitted prior to the December 18, 2023 deadline. The TRE Fleet Replacement Study will provide much of the necessary information for the grant application. Support letters will be requested from a variety of stakeholders, including cities, NCTCOG, chambers and major employers and will strengthen the application.

Federal public transportation law authorizes \$300 million annually over 5 years for this program. In FY2022 and FY2023 the FTA received applications totaling \$3.5 billion and awarded \$703.1 million to six projects in six states, so \$196.9 million is available under this FY2024 notice. However, the notice indicates that FTA may commit up to \$600 million in FY2025 and FY2026 funding towards projects selected in FY2024. Based on this potential, we suggest applying to replace all 11 locomotives for the maximum funding share of 50%. Up to 80% can be funded by federal sources so we will continue to seek out other grants to further offset local share.

The NOFO also indicates that FTA will grant pre-award authority to incur costs for selected projects beginning on the date the NOFO was published. This is important if we need to make commitments towards the first "lot" of vehicles under the IDOT option, without knowing the results of the grant award. The FTA announced grant awards about four months after the due date for the last cycle. Since this is the second notice for this new program, it's possible the awards may be announced sooner, but based on prior experience, it may not be until mid-late April 2024.

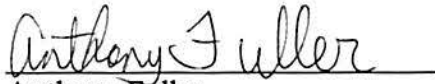
We will report on progress at the next TREAC meeting.

TRE Advisory Committee

November 3, 2023

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If you have any questions regarding this information, please contact Nadine Lee by email at nlee@DART.org.



Anthony Fuller

Vice President

Commuter Rail, TRE/Silver Line Operation and Maintenance

c: DART Board

Richard Andreski, Trinity Metro, President/Chief Executive Officer

Reed Lanham, Trinity Metro, Vice President, Rail

Dee Leggett, DART, Executive Vice President/Chief Development Officer

M. Elizabeth Reich, DART, Executive Vice President/Chief Financial Officer

Action Items, Recommendations, and Requests

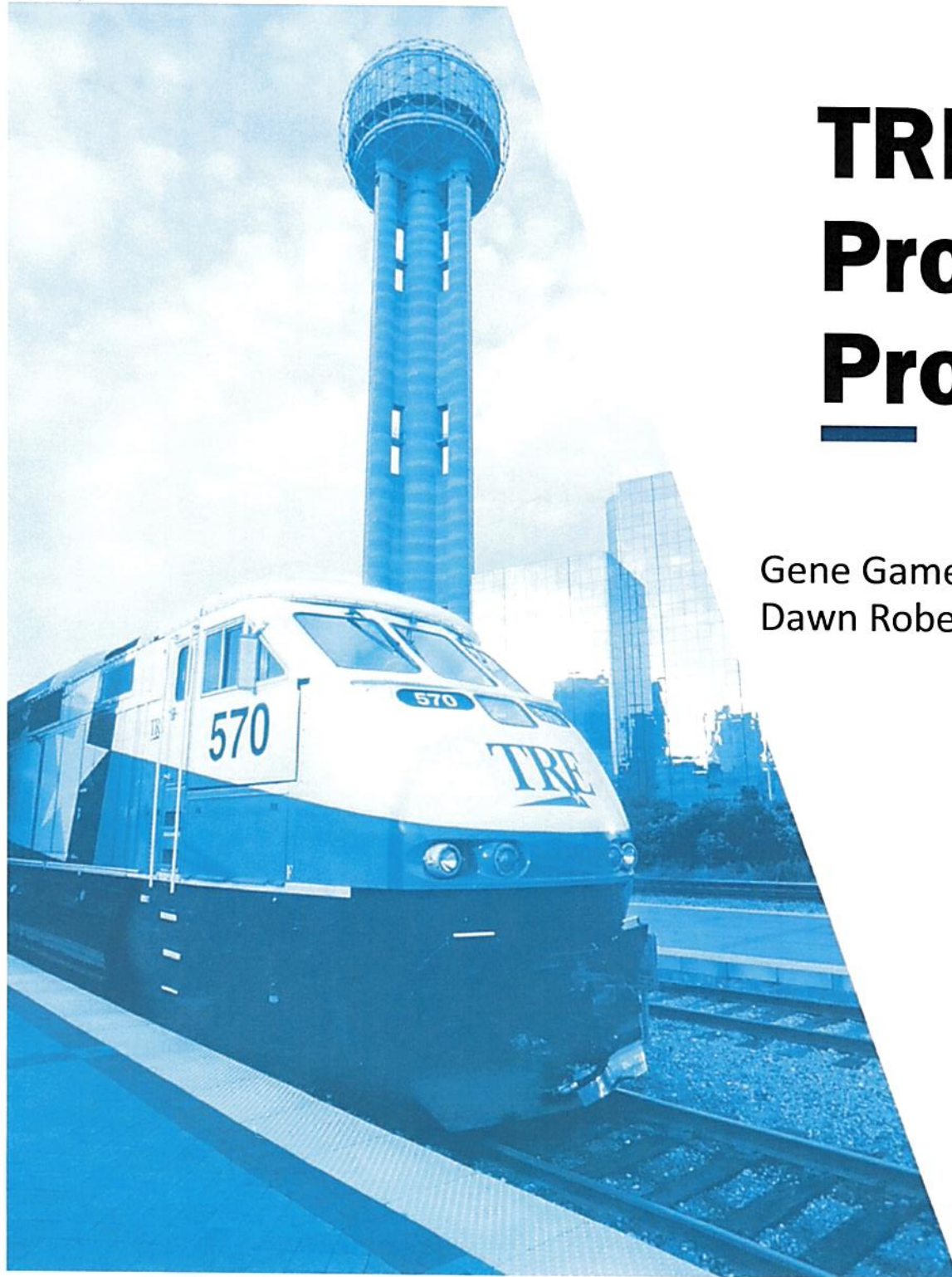
Recommendation/Approval Items	TREAC Approval Date	Project Approval Amount	Board Meeting Date
Approval of initiative to forward Letter of Interest to Illinois Department of Transportation (IDOT) for approval to join the Multi-State Diesel-Electric Locomotive Procurement as a Joint Purchasing Entity (JPE) pursuant to Section 6 of the Master Agreement for the Multi-State Locomotive Procurement (RFP) No. 14-1-DPTI. purchase of locomotives	Spetember 29, 2023	\$77M	TBD
Approval of initiative to advance to the DART Board the overhaul of two coach cars (1051/1055)	Spetember 29, 2023	\$4.5M	10/31/2023
Approval of initiative to advance to the DART Board the conversion of two coach cars (1048/1049) to cab cars	Spetember 29, 2023	\$2.5M	10/31/2023
Approval of initiative to advance to the boards the overhaul of five coaches and five cab cars	Spetember 29, 2023	\$16M	TBD
Approval of initiative to advance to the boards the grade crossing improvements for Riverside Dr., Beach St., and Haltom Rd.	Spetember 29, 2023	Costs will be 100% Reimbursed by TxDOT	TBD

TRE 2023 Marketing Expenses

	DART	Trinity Metro	Notes
Direct Media Expenses			
Multimedia Advertising	\$ 35,187.78	\$ 35,187.78	Commuter campaigns, Staycation, MAIN ST. Arts Festival, State Fair, Holiday, EarthX, AAC Events
Event Expenses			
Holiday	\$ 3,350.00	\$ 3,350.00	Santa Train Expenses
Website			
Development	\$ 5,000.00	\$ 5,000.00	Contracted Vendor
PR			
Giveaways	\$ 1,650.00	\$ 1,650.00	As needed for Staycation
Rider Insider Posters	\$ 200.00	\$ 200.00	Holiday/ Summer
TOTAL	\$ 45,387.78	\$ 45,387.78	

TREAC Process, Procedures, Protocols, Rules

Gene Gamez
Dawn Roberts



Trinity Rail Express Advisory Committee

An advisory committee is a group of people, who are either internal and/or external to a business or organization, who meet to advise the business or organization on issues. An advisory committee generally approaches its advisory role by identifying certain issues, reviewing/investigating and discussing them, and proposing solutions and recommendations.

To be effective, an advisory committee should consist of qualified, knowledgeable members who are intrinsically motivated. They should meet regularly and communicate and uphold clearly communicated expectations.

2003 Restated DART/TM ILA for TRE Services

- 8-12-03. Restated DART/TM ILA for TRE Service. (DART Res. 030084).
 - TREAC means Trinity Railway Express Advisory Committee
 - TREAC shall review any proposed TRE policy, or policy revocation and amendment & shall pass along to the Boards of each Authority a recommendation concerning same.
 - Commonality of purpose, development of a positive working relationship & policy coordination, 3 members of each Authority shall be appointed to the TREAC.
 - TREAC may appoint COG representative as additional member.

2003 Restated DART/TM ILA for TRE Services

- Any TRE policy decision that will require approval of the Boards shall be processed through the TREAC for a recommendation to the Boards
- TREAC shall act in advisory capacity only & shall have no power to commit the Boards, TREMC or the TRE Director to any decision concerning TRE service.
- TREAC shall meet regularly, but not less than quarterly.
- TREAC shall meet to review the annual budget prior to the budget being submitted to the Boards for approval.

2021 2nd Restated DART/TM ILA for Operation & Development of TRE Services

- 04-13-21. 2nd Restated DART/TM ILA for TRE Services (DART Res 210043)
 - TREAC means Trinity Railway Express Advisory Committee
 - TREAC shall review any proposed TRE policy, or policy revocation & amendment & shall pass along to the Boards of each Authority a recommendation concerning same.
 - Commonality of purpose, development of a positive working relationship & policy coordination, 3 members of each Authority shall be appointed to the TREAC.
 - Removed appointment of COG representative

2021 2nd Restated DART/TM ILA for Operation & Development of TRE Services

- Any TRE policy decision that will require approval of the Boards shall be processed through the TREAC for a recommendation to the Boards
- TREAC shall act in advisory capacity only & shall have no power to commit the Boards, TREMC or the TRE Director to any decision concerning TRE service.
- TREAC shall meet regularly, but not less than quarterly.
- TREAC shall meet to review the annual budget prior to the budget being submitted to the Boards for approval.

TREAC Summary

1. Advisory Committee, no power to commit the Boards
2. 6 members, 3 from each Authority
3. Meet regularly, but not less than Quarterly
4. Review any proposed TRE policy, policy revocation or amendment & shall pass along a recommendation to Boards
5. Review TRE annual budget prior to budget being submitted to Boards for approval

The background image shows a city street scene. In the foreground, there is a concrete bridge with two large arches. A car is visible under the left arch, and a truck and a van are under the right arch. Above the bridge, a train is passing. The train has "TRE 666" on its side. In the background, there are several tall buildings, including a brick building on the left and a more ornate building on the right. The word "Questions" is written in a large, bold, blue font in the center of the image, enclosed in a yellow rectangular border.

Questions