Trinity Railway Express Advisory Committee
Thursday, December 17, 2020, 2:30pm

Due to the COVID-19 virus and current extension of the Disaster Declaration issued by the Governor, all TRE Board Meetings are closed to the public. All meetings will take place by videoconference and will be available at https://www.dart.org/about/board/boardvideo.asp.

DART Committee Members
Patrick J. Kennedy
Gary Slagel
Rick Stopfer

Trinity Metro Committee Members
Charles Edmonds (Chair)
Jeff Davis
Tito Rodriguez

1. Call to Order
2. Approval of Minutes September 17, 2020
3. *Safety Update [5 minutes]
7. *Update on TRE Capital Projects - Vehicles [5 minutes]
8. *Update on Positive Train Control (PTC) [5 minutes]
9. Selection of TRE Advisory Chair
10. Identification of Future Agenda Items
11. Adjournment

*Briefing Item

The Trinity Railway Express Advisory Committee may go into Closed Session under the Texas Open Meetings Act, Section 551.071, Consultation With Attorney, for any legal issues arising regarding any item listed on this Agenda.
The Trinity Railway Express Advisory Committee convened at 2:30 pm on Thursday, September 17, 2020. Due to the COVID-19 virus, meeting rooms were closed to the public. This meeting took place by videoconference and is available at [https://www.dart.org/about/board/boardvideo.asp](https://www.dart.org/about/board/boardvideo.asp). The following Committee members were present: Chair Charles Edmonds, Gary Slagel, Jeff Davis, Patrick Kennedy, and Tito Rodriguez.

Others present were: Gary Thomas, Bob Baulsir, Tim McKay, Bonnie Murphy, Jon-Erik Arjanen, Fred Crosley, Joseph Costello, Katy Galindo, Gene Gamez, Cristina Doss, Paul Bourzikas, Matt Lannon, Reed Lanham, Anthony Fuller, Claude Smith, Megan Tang, Julia Casarez, Richey Thompson, Gordon Shattles, Glenn Miller, Jessica Powers, Deputy Chief Matt Walling, Kevin Hunt, Cole Dempsey, Shannon Hergenrader, and Vicki Evans.

1. **Call to Order**

   Charles Edmonds called the Trinity Railway Express (TRE) Advisory Committee meeting to order at 2:35 pm.

2. **Approval of Minutes: June 18, 2020**

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

3. **Safety Update**

   Anthony Fuller, Chief Operating Officer, briefed the Committee as follows (presentation on file in the Office of Board Support):

   - Safety

4. **TRE Operations Report**

   Anthony Fuller, Chief Operating Officer, briefed the Committee as follows (presentation on file in the Office of Board Support):

   - TRE Monthly Ridership Graph, October – September, FY19-FY20
   - TRE Average Weekday Ridership Graph, October – September, FY19-FY20
   - TRE Average Saturday Ridership Graph, October – September, FY19-FY20
   - Total Boarding by Station, October – September, FY19-FY20
   - FY20 vs FY19 Monthly OTP Actual, October - September
   - Causes of Train Delays / Percentage of Delays

Katy Galindo, Assistant Vice President, Controller, briefed the Committee on the TRE Operating and Financial Information for the Period Ending June 30, 2020 as follows (presentation on file in the Office of Board Support):

- TRE Proforma Statement of Revenues and Expenses
- TRE Proforma Actual to Budget Comparison

Chair Edmonds inquired if TRE is eligible for any reimbursements or grants from the federal government as a result of the pandemic, that would affect the budget. Ms. Galindo stated that she is not aware of any reimbursements. Mr. Thomas stated that both agencies received CARES ACT funds from the federal government for respected amounts but not sure if TRE, as an entity, would receive grants or funding unique to TRE. That can be researched but he is not aware of any such funding.

Mr. Baulsir stated Trinity Metro received formula money and it is his understanding that is the way the CARES ACT money was allocated. In essence, in the lump sum payment, that was included. Mr. Thomas stated it would be accounted for in the individual Trinity Metro and DART operating budgets.

Ms. Galindo stated the Proforma Financials are financial reports that are issued by an entity used for assumptions or hypothetical conditions. In this case, it represents what the financial report would look like if TRE were a separate legal entity. It does take into account some assumptions, conditions, and allocations. The CARES ACT funds were not included in this Proforma.

6. *FY21 TRE Operating & Capital Budget*

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

- FY21 Service & Budget Assumptions
- FY21 Proposed TRE Operating Budget
- FY21 Proposed TRE Operating Budget Purchased Transportation Detail
- FY21 Proposed TRE Capital Budget (1,000’s)
- FY21 Proposed TRE Capital Budget

7. *Update on TRE Capital Projects – Maintenance of Way*

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

- Capital Maintenance of Way
- FY19 Track Panels Replacement Progress
- FY19 Track Panels Replacement – 891 TF
  MP 629.4 - 629.86 Track 1 near Valley View Lane - Completed 8/9/2020
- FY19 #11 Turnout Replacement – MP 634.8 South Irving to be Installed 6/13/2020 & 6/14/2020 (2 slides)
- FY20 Bridge Panel Replacement – MP 642.6 Turtle Creek Ave. Track 1 – Completed 8/16/2020
- MP 639.63 Noble Branch Bridge Timber Ties Replacement 7/4 & 7/5/2020
8. **Update on TRE Capital Projects – Vehicles**

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

- Capital Maintenance of Equipment
- Repainted TRE Vehicles - Coach Car 1057
- Repainted TRE Vehicles – Locomotive 120

Ms. Murphy briefed the committee that in discussing the overhauls, the staff is currently working on a life cycle cost analysis of retaining the existing equipment or replacing with new equipment. It does not make sense to continue overhauling the vehicles and are looking to replace them with new vehicles. Mr. Thomas added that as talks continue if to rehab existing equipment, a lot of the equipment is used. Whether we continue to rehab or rebuild the existing equipment or replace with new equipment, the new equipment could be in a similar form as what we already have with locomotives, bi-level cars, or could be DMU’s, not unlike what will operate on TEXRail and Silver Line. He and Mr. Baulsir asked Ms. Murphy and her team to do a complete life cycle cost to review and bring back to this committee to talk about what that might look like for the future of TRE and the rolling stock.

9. **TRE Interlocal Agreement between DART and Trinity Metro and Discussion of Inclusion of Silver Line and TEXRail Activities into TRE Advisory Committee**

Mr. Thomas updated the Advisory Committee that he, Mr. Baulsir, and teams have been meeting on a regular basis to address TEXRail and Silver Line and their interoperability as well as the TRE ILA, which has been around about 20 years. It might be time to look at and update it. Some committee members have talked about having a broader perspective and we want to ensure the committee that they are working on it and pulling it together and will have updates moving forward.

Mr. Baulsir concurred with Mr. Thomas’ statement, noting the teams will meet again next week. The teams have been going through the issues of the 20-year-old agreement, the metroplex, and the relationship between what was once The T and DART. Quite a lot has changed and there are a number of things to sort out, but the teams are making progress and there will be a package to take to this board soon, hopefully at the next meeting.
10. **Modification of Existing Permanent Easement along the TRE Right-of-Way between I-35W and the Trinity River in Fort Worth with the Tarrant Regional Water District (TRWD)**

Richey Thompson, TEXRail Chief Engineer, presented the request for a modification that is associated with the Trinity River Bridge project in Tarrant County. The TRE issued a Permanent Easement with Tarrant Regional Water District (TRWD) on October 18, 2013. The Trinity River Bridge construction necessitated a revision to the existing permanent and required construction of a new levee system for TRWD, basically shifting the footprint 15’ to the north of the current location. An MOU has been drafted to memorialize the shift and address the revised limits of the easement as well as all the rights that were originally pertained in the original easement will remain the same. TRWD and TRE have reached an agreement. The request is for DART and Trinity Metro to execute the final agreement.

11. **Contract Modification for the Positive Train Control Equipment on the New Locomotives**

Julia Casarez, Project Manager III, discussed the request to increase Contract funding to include the purchase of Positive Train Control (PTC) equipment for the two locomotives. The scope of work already calls for the contractor to prepare the vehicle, wire for it, and install the PTC equipment. This modification would have the contractor work directly with Wabtec for the acquisition of the equipment.

The contract modification amount is $150,000 and is included in the locomotive purchase project budget as well as in the FY 2019 Twenty-Year Financial Plan. The project is federally funded in the amount of $120,000 which is 80% of the total contract modification amount. The local share of this contract modification amount is $30,000 and is jointly shared by the transit authorities, DART’s share at $15,000 and Trinity Metro’s share at $15,000. Benefits of the modification would be assigning responsibility to the Contractor for acquisition of the PTC equipment and to provide the Contractor direct contact with Wabtec in the event of questions or concerns about the installation.

Mr. Slagel made a motion to forward the Contract Modification for the Positive Train Control Equipment on the New Locomotives to their respective Boards for approval. Mr. Davis seconded the motion and it was unanimously approved.

12. **Update on Positive Train Control (PTC)**

Claude Smith, Director, Positive Train Control, briefed the Committee (presentation on file in the Office of Board Support) as follows:

- PTC Funding & Expenses
- Accomplishments (2 slides)
- Next Steps
- RSD Statistics
- RSD Statistics – PTC Trips & Miles

Claude Smith, Director, Positive Train Control, stated with the implementation of PTC, it will require two contracts to maintain it. The first contract will be a modification to the current O&M Contract with Herzog, who provided the better pricing to perform the daily maintenance of the system which is installed on the vehicles, the waysides, and the communication system and the back office. The second contract needed is with Wabtec for maintenance of the software agreement to utilize some of the software that is installed during the implementation of PTC on the TRE.

Regarding the proposal with Herzog, TRE and TEXRail need to modify their O&M contracts. Herzog gave a proposal of a not-to-exceed price of approximately $11.2M for the next four years, which will keep us aligned with the current and existing TRE – O&M Contract. However, staff has gone back to them to ask for an alternate proposal which includes reducing the number of staff they recommended, starting at a lower number in the first year and in the second year incrementing at 50% to 75%, if needed. Therefore, the new proposed alternative rate would be approximately $9.9M the next four years. This number is a total for both TRE and TEXRail and would be split proportionately between both agencies. The TRE Proposed NTE would be $5.6M or the TRE Alternative Option would be $4.9M for the next four year, assuming this proposal is accepted.

Reed Lanham, Deputy Chief Operating Officer, stated there will have to be two separate agreements to maintain and operate the regional PTC system. One of those being Wabtec due to a lot of the software and hardware that are currently on our systems are proprietary Wabtec products. There is not much choice in the matter when you talk about support and maintenance of these particular items. Staff is currently working with Wabtec on the agreement; the scope and pricing are being negotiated and the initial terms and proposal received was for three years at $2.1M annually.

While discussing the current O&M agreement with Wabtec, there were lots of redundant services that had been proposed, services that were not needed. That is the basis for the negotiations taking place. Of those redundant services, Wabtec has agreed to reduce the price and scope on these items, and staff expects to see a reduction in the annual price on this agreement.

14. **Identification of Future Agenda Items**

No future agenda items were identified.

15. **Adjournment**

There being no further business to discuss, the meeting was adjourned at 3:20 pm.

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Vicki Evans  
Administrative Assistant to  
VP, Commuter Rail & Railroad Management  
Dallas Area Rapid Transit
TRE Advisory Committee Monthly Briefing Report
Thursday, December 17, 2020

1. TRE Ridership
   - Total monthly ridership for October – September, FY19 – FY20
   - Daily average ridership for October – September, FY19 – FY20
   - Boardings by stations for October – September, FY19 – FY20
   - Monthly ridership since inception

2. TRE Customer Service Interactions
   - By category, for October – September, FY19 – FY20

3. TRE Revenues for October – September, FY19 – FY20
TRE Average Weekday Ridership

- October: FY19 7,655, FY20 8,246
- November: FY19 6,658, FY20 6,193
- December: FY19 5,945, FY20 5,902
- January: FY19 6,409, FY20 6,923
- February: FY19 6,973, FY20 6,889
- March: FY19 6,970, FY20 6,710
- April: FY19 5,828, FY20 5,462
- May: FY19 5,441, FY20 5,411
- June: FY19 6,114, FY20 6,114
- July: FY19 5,868, FY20 6,114
- August: FY19 6,368, FY20 2,114
- September: FY19 2,124, FY20 6,114

FY19 vs FY20 ridership by month.
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<td>29,103</td>
<td>46,743</td>
<td>51,039</td>
<td>107,017</td>
<td>138,305</td>
<td>188,825</td>
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<td>213,539</td>
<td>245,257</td>
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<td>227,038</td>
<td>239,659</td>
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<td>95,117</td>
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<td>171,643</td>
<td>153,450</td>
<td>147,462</td>
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<td>February</td>
<td>9,929</td>
<td>26,848</td>
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<td>52,331</td>
<td>100,138</td>
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<td>13,773</td>
<td>43,665</td>
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<td>52,358</td>
<td>105,908</td>
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<td>216,630</td>
<td>181,879</td>
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<td>45,888</td>
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<td>May</td>
<td>20,463</td>
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<td>23,649</td>
<td>44,067</td>
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<td>54,210</td>
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<td>175,997</td>
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<td>179,331</td>
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<td>July</td>
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<td>52,375</td>
<td>51,614</td>
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<td>210,389</td>
<td>209,701</td>
<td>191,334</td>
<td>175,780</td>
<td>211,963</td>
<td>213,899</td>
<td>205,456</td>
<td>230,373</td>
<td>188,514</td>
<td>184,085</td>
<td>176,290</td>
<td>178,284</td>
<td>195,518</td>
<td>178,822</td>
<td>144,245</td>
<td>161,253</td>
<td>136,373</td>
<td>144,106</td>
<td>44,247</td>
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**TRE Monthly Ridership**

**As of November 2020**

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<tr>
<th></th>
<th>147,144</th>
<th>56,134</th>
<th>November FY20</th>
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<tr>
<td></td>
<td>50.55%</td>
<td>55.37%</td>
<td>November FY21</td>
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**YTD FY20**

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<tr>
<th></th>
<th>376,813</th>
<th>118,104</th>
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<td>YTD FY21</td>
<td>48.95%</td>
<td>Decrease from prior year</td>
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<tr>
<th></th>
<th>90,808</th>
<th>18.33%</th>
<th>over target</th>
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**Total TRE Ridership:** 45,511,071
TRE Customer Interactions
October - September
FY19-FY20

- Overcrowding
- Late/Early
- Announcement
- Mechanical
- Service (Other)
- Operator Complaints
- Operator Commendations
- Service Change Requests
- TVM

FY19
FY20
### TRE Revenues

#### FY20

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<tr>
<th>Acct. 43320</th>
<th>Freight Revenue (1)</th>
<th>FY20 Actuals</th>
<th>FY20 Budget</th>
<th>October</th>
<th>November</th>
<th>December</th>
<th>January</th>
<th>February</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>July</th>
<th>August</th>
<th>September</th>
<th>FY20 Actuals</th>
<th>Actual % to Budget</th>
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<td></td>
<td>$1,748,649</td>
<td>$2,361,696</td>
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<td>$160,756</td>
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<td>$139,409</td>
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<td>$131,875</td>
<td>$159,798</td>
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<td>$159,475</td>
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<td><strong>Total</strong></td>
<td>$2,310,510</td>
<td>$3,081,696</td>
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<td>$196,533</td>
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<td>$165,073</td>
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<td>$206,120</td>
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<td>$189,000</td>
<td>$206,632</td>
<td>$2,303,580</td>
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<tr>
<th>Acct. 45803</th>
<th>Mineral Lease Royalties</th>
<th>FY20 Actuals</th>
<th>FY20 Budget</th>
<th>October</th>
<th>November</th>
<th>December</th>
<th>January</th>
<th>February</th>
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<th>May</th>
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<th>July</th>
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<th>September</th>
<th>FY20 Actuals</th>
<th>Actual % to Budget</th>
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<td>$85,032</td>
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(1) Effective January 1, 2020, the BNSF per car-mile rate increased from $0.550 to $0.551. Variations month over month are due to fluctuation in BNSF car miles.