



Approval of a Contract for Five Locomotives for the Trinity Railway Express Fleet

Trinity Railway Express Advisory Committee
Meeting

February 6, 2024

Anthony Fuller
Vice President Commuter Rail Services
TRE/Silver Line Operations & Maintenance



Recommendation

Approval of a resolution authorizing the President & Chief Executive Officer or her designee to award a contract to Siemens Mobility for the purchase of five (5) Charger Locomotives for an amount not to exceed \$63,035,700, plus a 5% contingency of \$3,151,785, for a total authorized amount not to exceed \$66,187,485.

Background

- This item is part of DART's Systemwide Modernization Program intended to enhance safety, reliability, accessibility, and the customer experience for riders that rely on transit to get to jobs, services, and education.
- The TRE fleet modernization program recommends ultimate replacement of all 11 TRE locomotives with state-of-the-art vehicles that meet the EPA Tier 4 emission standards as well as overhauls of the passenger coach and cab cars.
- The program would be phased based on available funding.
- This item is for five of the 11 locomotives.

Background

- Nine (9) of the TRE's 11 locomotives have or will soon exceed their useful life.
- The remaining two locomotives will reach the end of their useful life within eight years.
- The entire fleet is comprised of three different models and vintages, all of which have significant obsolescence issues, including the two with remaining useful life.
- This creates equipment, maintenance, and inventory challenges, and in turn, reliability issues for customers and increasing costs to both Trinity Metro and DART.

Background

- The FY23 DART Financial Plan included \$295M for TRE fleet replacement. This was for an assumed total replacement of all locomotives as well as coach and cab cars.
- The TRE Fleet Assessment Study, feedback from TREAC, and limited local funds led agency staff to refine the approach with a lower cost solution and to focus on pursuit of other external funds.
- The timing of this request is impacted by the availability of affordable options that expire in March and pursuit of federal funding.

Funding

- DART and Trinity Metro have each allocated \$30M towards locomotive replacement and \$8.35M to coach and cab car overhauls.
- The Regional Transportation Council (RTC) is scheduled to approve \$30M in Surface Transportation Block Grant (STBG) funds on February 8, 2024. The RTC resolution will document the commitment of the \$30M in STBG funds.
- DART, on behalf of TRE, applied for an FTA Rail Vehicle Replacement Grant to fund up to \$60M of a \$120M project to replace nine locomotives.
 - The number of additional locomotives purchased depends upon the amount of grant dollars awarded
 - Notice anticipated by early April; pre-award authority provided with the Notice Of Funding Opportunity (NOFO)

TRE Fleet Modernization Program

Overall Program Estimate

Description	Estimated Cost
Locomotives	\$143M
Replace oldest 9 locomotives	\$120M
Replace additional 2 locomotives (future)	\$23M+
Coach/Cab Cars	\$37M
Full Overhaul – 10 cars	\$22M
Limited Overhaul – 15 cars	\$15M
Total	\$180M+

TRE Fleet Modernization Program

Proposed Near Term Funding Sources

Description	Estimated Costs	Proposed Sources	Notes
Locomotives (9*)	\$120M	\$90M - \$150M	
DART		\$30M	RTC funds can be used to offset local funding for FTA grant – Federal funds can be up to 80% of total project cost
Trinity Metro		\$30M	
NCTCOG RTC		\$30M	
FTA Grant (up to 9)		<i>TBD up to \$60M</i>	50% match of \$120M
Coach/Cab Cars	\$37M	\$16.7M	\$20.3M shortfall
DART		\$8.35M	
Trinity Metro		\$8.35M	

*Funding for remaining 2 locomotives will be pursued at a later time.

Phased Locomotive Approach

Purchase of 5 Locomotives

Description	Estimated Costs	Proposed Sources	Notes
Locomotives	\$66.2M	\$66.2M	
DART		\$18.1M	RTC funds free up \$23.8 M in local funds to support coach/cab overhauls.
Trinity Metro		\$18.1M	
NCTCOG RTC		\$30M	
Phased Approach			
Phase 1: Five (5) Locomotives		\$66.2M	
Phase 2: TBD			

Note: Up to six locomotives can be ordered in Phase 2 should additional external funding be obtained.

Phased Locomotive Approach

Full FTA Grant Award Scenario (9 Locomotives)

Description	Estimated Costs	Proposed Sources	Notes
Locomotives (oldest 9)	\$120M	\$120M	
DART		\$15M	RTC funds free up \$30M in local funds) - 75% Federal / 25% Local. Will cover shortfall in overhaul program.
Trinity Metro		\$15M	
NCTCOG RTC		\$30M	
FTA Grant		\$60M	50% match for \$120M project
Phased Approach			
Phase 1: Five (5) Locomotives		\$66.2M	Pre-award authority in NOFO
Phase 2: Four (4) Locomotives		\$53.8M	

Note: Up to six locomotives can be ordered in Phase 2 should additional external funding be obtained.

Illinois DOT Joint Procurement Opportunity

- TREAC supported that DART, on behalf of TRE, pursue authorization as a joint procurement partner for Illinois DOT (IDOT) locomotive contract options via a Master Agreement between IDOT and Siemens Mobility.
- IDOT authorized DART as a partner on October 18, 2023
- The FTA grant application indicated that TRE would take advantage of the IDOT option for the project, subject to DART and Trinity Metro Board of Director approvals. If options cannot be used, staff would work with FTA on new program schedule and grant milestones.

IDOT Option Order Deadline

- The total term of the IDOT/Siemens Mobility Master Agreement is 10 years, expiring on March 12, 2024.
- Option orders under the Agreement need to be placed within the term of the Agreement, but deliveries of locomotives purchased under option orders are not limited to the term of the Agreement.
- DART needs to provide a Contract Award and Notice to Proceed to Siemens on or before March 12, 2024, to purchase locomotives under the option order.

Contract Structure

- The contract between DART and Siemens would be structured in two phases:
 - Phase 1 would include the purchase of five (5) locomotives.
 - Phase 2 could include the purchase of up to six (6) additional locomotives dependent upon grant funding received. There is no penalty for termination of Phase 2 or for not purchasing all six (6).

Next Steps

- TREAC Recommendation to Proceed with Locomotive Purchase - Feb. 6, 2024
- Trinity Metro Board Approval - Feb. 20, 2024
- DART Board Approval- Feb. 27, 2024
- Contract Award & Notice to Proceed (NTP) - Mar. 10, 2024
- Delivery of First Locomotive – Within 26 months of NTP
- Overhauls will be procured separately and scoped based on available funding

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