COMMUTER RAIL COMMITTEE WORKING SESSION
MONDAY JANUARY 13, 2020 3:30 P.M.
COMMUTER RAIL COMMITTEE
WORKING SESSION

MONDAY JANUARY 13, 2020 3:30 P.M.

Fort Worth Central Station
Downtown Fort Worth
1001 Jones Street, 2nd Floor Community Room
Fort Worth, Texas 76102

Committee Members:
Charles Edmonds - Chairman
Sylvia Alcala
Stephen Baldwin
Dennis Dunkins
Jon Michael Franks
Tito Rodriguez

Staff Support:
Reed Lanham, TEXRail
Jon-Erik Arjanen, TRE
Richey Thompson, TEXRail

A. CALL TO ORDER

B. UPDATES

1. TEXRail Update
   Reed Lanham

2. Trinity Railway Express (TRE) Update
   Jon-Erik Arjanen

C. ACTION ITEMS

1. CRC2020-08 Contract to Paint Existing Trinity Railway Express (TRE) Fleet
   Jon-Erik Arjanen

2. CRC2020-09 Trinity Railway Express (TRE) Positive Train Control (PTC) Spare Parts
   Reed Lanham

3. CRC2020-10 Trinity Railway Express (TRE) Valley View Positive Train Control (PTC) Implementation Changes
   Reed Lanham

4. CRC2020-11 Amendment for Trinity Railway Express (TRE) Calloway Cemetery Road Crossing Improvements
   Richey Thompson

D. OTHER BUSINESS

E. NEXT MEETING
   MONDAY, FEBRUARY 10, 2020

F. ADJOURN

This facility is wheelchair accessible.
For accommodations for hearing or sight interpretive services, please contact Kelli Shields 48 hours in advance at 817.215.8972.
Item: TEXRail Update  Meeting Date: January 13, 2020

Reed Lanham, Deputy Chief Operating Officer of Rail, will present an update on TEXRail.
TEXRail Report
November 2019

Presented by:
Deputy COO of Rail
Reed Lanham
TEXRail Safety

- Days without a lost time injury:
  - Transportation / Maintenance of Equipment - 688
  - Maintenance of Way/Signal - 106
TEX Rail On Time Performance (OTP)

Goal is 97%

Higher is better
TEXRail Ridership

Feb - 19: 32,998
Mar - 19: 39,031
Apr - 19: 33,589
May - 19: 35,878
Jun - 19: 39,154
Jul - 19: 41,919
Aug - 19: 42,637
Sep - 19: 43,757
Oct - 19: 41,943
Nov - 19: 44,741
Dec - 19: 44,741

Trend line
TEXRail - Sunday Ridership

<table>
<thead>
<tr>
<th>T&amp;P Station</th>
<th>Fort Worth Central Station</th>
<th>Northside</th>
<th>Mercantile</th>
<th>Iron Horse</th>
<th>Smithfield</th>
<th>Grapevine</th>
<th>DFW North</th>
<th>DFW Terminal B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sunday</td>
<td>11,214</td>
<td>12,763</td>
<td>3,312</td>
<td>2,589</td>
<td>5,007</td>
<td>9,916</td>
<td>12,771</td>
<td>776</td>
</tr>
</tbody>
</table>
COMMUTER RAIL COMMITTEE
INFORMATION ITEM

Item: Trinity Railway Express Update  Meeting Date: January 13, 2020

Jon-Erik Arjanen, Vice President / Chief Operating Officer of Rail, will present an update on Trinity Railway Express.
TRE Report – November 2019

Presented by:
Vice President/COO of Rail
Jon-Erik “AJ” Arjanen
TRE Safety

• Days without a lost time injury:
  - Transportation / Maintenance of Equipment – 465
  - Maintenance of Way/Signal – 108

*As of 9/30/19*
TRE On Time Performance

Higher is better

Goal is 97%

FY-19
FY-20
Goal

Higher is better
FY19 YTD Ridership: 361,783
FY20 YTD Ridership: 376,813

TRE Monthly Ridership

<table>
<thead>
<tr>
<th></th>
<th>FY-19</th>
<th>FY-20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct</td>
<td>207,909</td>
<td>229,669</td>
</tr>
<tr>
<td>Nov</td>
<td>153,874</td>
<td>147,144</td>
</tr>
<tr>
<td>Dec</td>
<td>135,589</td>
<td></td>
</tr>
<tr>
<td>Jan</td>
<td>152,839</td>
<td></td>
</tr>
<tr>
<td>Feb</td>
<td>143,268</td>
<td></td>
</tr>
<tr>
<td>Mar</td>
<td>161,629</td>
<td></td>
</tr>
<tr>
<td>Apr</td>
<td>157,357</td>
<td></td>
</tr>
<tr>
<td>May</td>
<td>142,035</td>
<td></td>
</tr>
<tr>
<td>Jun</td>
<td>136,028</td>
<td></td>
</tr>
<tr>
<td>Jul</td>
<td>144,106</td>
<td></td>
</tr>
<tr>
<td>Aug</td>
<td>140,886</td>
<td></td>
</tr>
<tr>
<td>Sep</td>
<td>142,857</td>
<td></td>
</tr>
</tbody>
</table>

Weekdays  
FY19: 22  
FY20: 21

Saturday  
FY19: 4  
FY20: 5

Sunday   
FY19: 4  
FY20: 4

FY19 YTD Ridership: 361,783  
FY20 YTD Ridership: 376,813
TRE Average Weekday Ridership

<table>
<thead>
<tr>
<th>Month</th>
<th>FY-19</th>
<th>FY-20</th>
</tr>
</thead>
<tbody>
<tr>
<td>Oct</td>
<td>7,764</td>
<td>7,764</td>
</tr>
<tr>
<td>Nov</td>
<td>7,655</td>
<td></td>
</tr>
<tr>
<td>Dec</td>
<td>6,658</td>
<td></td>
</tr>
<tr>
<td>Jan</td>
<td>6,186</td>
<td></td>
</tr>
<tr>
<td>Feb</td>
<td>5,945</td>
<td></td>
</tr>
<tr>
<td>Mar</td>
<td>6,409</td>
<td>6,25</td>
</tr>
<tr>
<td>Apr</td>
<td>6,625</td>
<td>6,710</td>
</tr>
<tr>
<td>May</td>
<td>6,613</td>
<td></td>
</tr>
<tr>
<td>Jun</td>
<td>6,777</td>
<td>6,152</td>
</tr>
<tr>
<td>Jul</td>
<td>6,114</td>
<td>6,114</td>
</tr>
<tr>
<td>Aug</td>
<td>5,869</td>
<td>5,790</td>
</tr>
<tr>
<td>Sep</td>
<td>5,790</td>
<td></td>
</tr>
</tbody>
</table>

The graph shows the trend of ridership from October to September, comparing FY-19 and FY-20. Ridership decreased significantly from October to November 2019, with a notable drop in December. The ridership then increased gradually through February, reaching a peak in May 2020. A slight decline followed in June, with a more significant drop in July and August, leading to a slight increase in September 2020.
TRE Average Saturday Ridership

Oct Nov Dec Jan Feb Mar Apr May Jun Jul Aug Sep
FY-19 FY-20

6,473 5,352 3,395 3,336 2,958 2,694 4,143 2,756 2,292 2,596 2,399 2,354 3,061

TRINITY METRO
ACTION ITEMS
COMMUTER RAIL COMMITTEE
ACTION ITEM

Item Number: CRC2020-08
Item Title: Contract to Paint Existing Trinity Railway Express (TRE) Fleet
Meeting Date: January 13, 2020

BACKGROUND

Trinity Railway Express (TRE) current locomotive fleet consists of seven EMD F-59 PH locomotives purchased from GO Transit between 1998 and 2000, and two F-59 PHI locomotives purchased new from EMD in 2001. TRE’s bi-level fleet consists of eight Bombardier cab cars and seventeen Bombardier coach cars. The cab cars were purchased new from Bombardier between 2000 and 2007. Twelve of the coach cars were purchased used from GO Transit in 2000 and 2001. The remaining five coach cars were purchased new from Bombardier between 2007 and 2009.

Rail vehicles are typically stripped and repainted during midlife overhauls. TRE’s fleet is stored outdoors and exposed to weather elements year-round. The extreme Texas heat and extended exposure to the sun causes the paint to prematurely fade and crack. TRE has five locomotives, five cab cars, and 13 coach cars that need to be painted several years before the next scheduled overhaul.

A solicitation was issued on September 20, 2019 with 108 notifications sent. Bids were received from two firms:

<table>
<thead>
<tr>
<th>Firm Name</th>
<th>Bid Price</th>
<th>Total Price</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Cherokee Coatings, LLC</td>
<td>$993,001</td>
<td>$993,001</td>
</tr>
<tr>
<td>2. Arrowhead Services, Ltd.</td>
<td>$3,425,000</td>
<td>$3,425,000</td>
</tr>
</tbody>
</table>

All bids were received before close and recorded. The low bidder was publicly announced.

Cherokee Coatings, LLC, submitted the lowest price in full and open competition for painting the existing TRE fleet. Cherokee Coatings, LLC has the capacity to perform this contract and are recommended for award.

Approval of this item will provide for the painting of five locomotives, five cab cars, and 13 coach cars. Approval of this contract will help optimize and preserve the existing transit systems state of good repair.

PROCUREMENT CONSIDERATIONS

Pursuant to Section 2.4 of the Restated Interlocal Cooperative Agreement by and between DART and Trinity Metro for the Operation and Development of the TRE, dated September 16, 2003 (Resolution No. 030084), DART is acting as the procuring agency on behalf of Trinity Metro and the TRE for this contract.
On September 20, 2019, a Request for Proposals (RFP) notification was sent to 108 firms for vehicle painting services. This will be a definite quantity contract, with firm fixed rates, for a term of two years with no options.

**D/M/WBE CONSIDERATIONS**

The goals for this contract were established in March 2019 at 10% MBE and 3% WBE participation. Cherokee Coatings, LLC, the prime contractor, has committed to meet the goals.

**PRICING AND FINANCING**

This contract to paint the existing TRE fleet is included in the TRE Re-Paint Existing fleet project budget of the approved FY 2020 Capital Budget. Sufficient funding for this contract in the amount of $1,049,602 is included in both the TRE Re-Paint Existing fleet project budget and the Commuter Rail Capital line item of the Twenty-Year Financial Plan.

The contract cost, plus contingency ($1,049,602), shall be equally shared between Dallas Area Rapid Transit (DART) and Trinity Metro in accordance with Section 5.4.1 (b) in the Interlocal Agreement between the two agencies (DART's share - $524,801; Trinity Metro's share – $524,801). Pricing is fair and reasonable based on the competitive bids received, the Independent Cost Estimate, and Historic Pricing.

**RECOMMENDATION**

We request that the Commuter Rail Committee recommend to Trinity Metro Board of Directors to authorize the President/Chief Executive Officer to Cherokee Coatings, LLC, to paint the existing Trinity Railway Express (TRE) fleet for an amount not to exceed $993,001, plus a 5.7% contingency of $56,601 for unanticipated expenses, for a total authorized amount not to exceed $1,049,602 with Trinity Metro's share not exceed $524,801.
COMMUTER RAIL COMMITTEE
ACTION ITEM

Item Number: CRC2020-09  Meeting Date: January 13, 2020
Item Title: Trinity Railway Express (TRE) Train Control Spare Parts

BACKGROUND

In May 2017, Trinity Metro’s Board of Directors approved implementation for Regional Positive Train Control (PTC), to support the Rail Safety Improvement Act of 2008 (RSIA 2008) which mandated that all railroads that provide regular scheduled commuter passenger services must develop a plan for implementing Positive Train Control (PTC). As part of the TEXRail CM/GC contract, Wabtec Corporation was selected as the contractor and it was determined that Wabtec would integrate all of TEXRail’s and Trinity Railway Express (TRE) PTC system. The PTC agreement through Wabtec’s subsidiary company Xorail, Inc., was executed December 18, 2017.

The TRE successfully completed Revenue Service Demonstration and entered FRA approved Extended Revenue Service Demonstration on May 23, 2019. Since that time TRE has been running multiple trains under PTC control every day. The implementation of PTC has now reached the point where it is necessary to procure PTC specific spare parts to maintain the level of PTC operations.

Due to the specific nature of PTC and the lack of industry suppliers, the quantity and pricing for the spare parts were negotiated with Wabtec’s subsidiary company Xorail, Inc.

PRICING AND FINANCING

The pricing for the spare parts is as follows:

1. Onboard Spare Parts $323,316.92
2. Communications Spare Parts $ 27,434.21
3. Wayside Interface Unit (WIU) Spare Parts $105,336.00

Total $456,087.13

Funds are available in the TRE’s contingency portion of the Regional PTC Implementation contract to cover the cost of the spare parts.
RECOMMENDATION

We request that the Commuter Rail Committee recommend to Trinity Metro Board of Directors to authorize the President/Chief Executive Officer to approve the purchase of the TRE PTC spare parts in the amount of $456,084.13.

Approved by:

REED LANHAM, DEPUTY COO OF RAIL

DATE

JON-ERIK ARJANEN, VP/COO OF RAIL
COMMUTER RAIL COMMITTEE
ACTION ITEM

Item Number: CRC2020-10
Item Title: Trinity Railway Express (TRE) Valley View Positive Train Control (PTC) Implementation Changes

Meeting Date: January 13, 2020

BACKGROUND

In May 2017, Trinity Metro’s Board of Directors approved implementation for Regional Positive Train Control (PTC), to support the Rail Safety Improvement Act of 2008 (RSIA 2008) which mandated that all railroads that provide regular scheduled commuter passenger services must develop a plan for implementing Positive Train Control (PTC). As part of the TEXRail CM/GC contract, Wabtec Corporation was selected as the contractor and it was determined that Wabtec would integrate all of TEXRail’s and Trinity Railway Express (TRE) PTC system. The PTC agreement through Wabtec’s subsidiary company Xorail, Inc., was executed December 18, 2017.

To progress TRE’s PTC implementation, it was necessary for Xorail, Inc. to design and incorporate PTC into the ongoing Valley View construction project. The Valley View project was a double tracking project located in the City of Irving. The project involved the construction of approximately 1.5 miles of new Class 4 double track between the Dallas/Tarrant County line and the West Irving Station. The project also included a new bridge structure over Bear Creek, Valley View Lane grade crossing, new signal locations and conversion of the existing #24 turnout to a #24 crossover.

To accomplish this and keep the TRE on schedule with federal PTC implementation requirements, Xorail was required to perform design and review of vital software and aspects for existing operational and braking issues along the project segment. This additional work was necessary to further TRE’s progress towards successful PTC implementation.

PRICING AND FINANCING

The total cost of the additional design, engineering and review for this work was $171,479.60. Funds are available in the TRE’s contingency portion of the Regional PTC Implementation contract to cover the cost of the spare parts.

RECOMMENDATION

We request that the Commuter Rail Committee recommend to Trinity Metro Board of Directors authorize the President/Chief Executive Officer to execute this change to the Regional Positive Train Control Implementation Contract (No. 17-043) for additional design, engineering and review to incorporate PTC into the TRE Valley View project for a total of $171,479.50.

Approved by:

REED LANHAM, DEPUTY COO OF RAIL

DATE

JON ERIK ARJANEN, VP/COO OF RAIL

TRINITY METRO™
COMMUTER RAIL COMMITTEE
ACTION ITEM

Item Number: CRC2020-11       Meeting Date: January 13, 2020
Item Title: Amendment for Trinity Railway Express (TRE) Calloway Cemetery Road Crossing Improvements

BACKGROUND

In May of 2016, Viridian, Dallas Area Rapid Transit (DART), and Trinity Metro entered into an agreement for the improvements of Trinity Railway Express (TRE) crossings at Calloway Cemetery Road and Tarrant Main Street. This agreement included the following:

Viridian’s responsibilities:

- Acquire necessary land, relocate utilities, design and construct the roadway portion of Calloway Cemetery Road and Tarrant Main Street at its own costs.
- Utilize TRE Operating and Maintenance Contractor, Herzog Transit Services (Herzog), to reconstruct the railroad crossing, signals, and gates at Tarrant Main Street and pay for these services.

Trinity Metro’s responsibilities:

- Utilize Herzog to construct the new railroad crossing, signals, and gates at Calloway Cemetery Road and pay for these services.
- Work with Viridian and City of Fort Worth to establish a railroad quiet zone on Calloway Cemetery Road and Tarrant Main Street.

Dallas Area Rapid Transit (DART) responsibilities:

- Perform contract administration and manage Herzog’s work, per the Operating and Maintenance Contract.

Design has been completed for the improvements at Calloway Cemetery Road and Tarrant Main Street crossing. Construction has only been completed on Tarrant Main Street and this crossing has been established as Quiet Zone crossing since May, 2019. Construction for the improvements at Calloway Cemetery Road will begin in the first quarter of 2020.

Viridian’s cost for the entire project was estimated to be $2.3 million, and Trinity Metro’s cost was $700,000 for the Calloway Cemetery Road improvements. In February 2016, Trinity Metro Board of Directors authorized DART to use Herzog Transit Services for the improvements needed at Calloway Cemetery Road and reimburse DART for the actual cost, not to exceed $700,000. Herzog Transit Services has submitted updated pricing for the improvements at this crossing that exceeds the original authorized amount.
FINANCING

Trinity Metro’s FY2020 Capital Budget contains a line item for TRE Grade Crossings in the amount of $800,000, which includes $640,000 federal funds and $160,000 local funds. None of the funds have been utilized in this fiscal year, and therefore, there are sufficient funds for this project.

RECOMMENDATION

We request that the Commuter Rail Committee recommend to Trinity Metro Board of Directors to authorize the President/Chief Executive Officer to (1) authorize DART to use Herzog Transit Services to install railroad crossing, signals, and gates at Calloway Cemetery Road and reimburse DART for the actual cost, and (2) increase the original authorized amount $700,000 by $47,445 plus a 20% contingency, for a total amount not to exceed $756,934.00.