



Pop-Up Metro

Creating value for light density rail lines

Pop-Up Metro now offers its Class 230 battery-propelled light metro trains in the United States. They are innovative, new build trains from the UK, where they have found diverse mainline applications.

- ✓ Pop-Up Metro offers a reliable, low-cost, and sustainable option allowing communities considering rail options to both **prove the concept** and **prove the market** in an expedited, economic, low-risk manner.
- ✓ Pop-Up Metro **is a Turnkey “Kit”¹** incorporating trains, ADA compliant modular platforms, charging equipment, maintenance infrastructure, training, technical support and an operating plan **under an annual lease**, eliminating the high up-front capital commitment typically associated with light Metro passenger start-ups.



Features of the Class 230 D-Train:

- 194 passenger capacity (2 car consist = 88 seated, 106 standees).
- Battery propulsion offers swift acceleration and a quiet ride, providing passengers a fast and comfortable journey.
- Speed/Range: Max 60 MPH / up to 150-mile range per charge.
- Charge time: Less than 20 minutes with higher amperage utility connections/chargers.
- Fully customized design: passenger friendly, flexible interior layouts with storage for bicycles and luggage, WiFi, device charging ports, etc.
- By accommodating bikes, creating a comfortable working environment, and providing reliable service, Pop-Up Metro trains facilitate door-to-door use of transit.
- Modular “Future-Proof” design for easy reconfiguration of power source (updated batteries, electric, hybrid, fuel cell)
- Minimal maintenance requirements, the majority of which can be performed on site thanks to modular design.
- Four large doors on each side of car and ADA compliant high platforms allow easy and rapid passenger entry and exit.
- Remanufactured from the aluminum body shell and bogies from former London Underground equipment.

The **battery powered D-Train** has been built with green and eco-friendly systems at heart and meets the highest standards for environmental performance, beginning even before the trains are put into service.

- The battery powered trains operate as zero tail-pipe-emission vehicles, reducing emissions that are harmful to the environment and public health.
- Regenerative braking captures energy and reuses it to power the train.
- Battery packs are able to charge from any available power source including solar, wind, and other renewable sources.
- The design greatly reduces the amount of raw materials and energy needed to manufacture new trainsets: nearly 8 tons of aluminum are diverted from being scrapped by using high quality donor parts.

In the USA, Pop-Up Metro trains can be used to maximize the utility of existing light density freight lines in communities interested in rail transit options. **For less than the cost of a full feasibility study, communities can test actual ridership and evaluate the operation while jump-starting the development of rail transit corridors.**

¹ The Pop-Up Metro Kit has a US Patent Pending





In most scenarios, Pop-Up Metro would operate under approval by the FRA for **temporal separation, as currently practiced in more than a dozen locations in PA, NJ, TX, CA, etc.** This allows for passenger service to operate on limited and selected portions of the general railway system under the condition that the two modes (freight and passenger) are kept absolutely separate by assignment of specific blocks of time to each mode. The RDC team includes experience with the implementation of temporal separation. Together with our modular, ADA compliant high-level platforms, Pop-Up Metro provides the ability to **execute fast implementation of the service with minimal capital investment.**

Pop-Up Metro is operating in **demonstration operations** at Rockhill Furnace, PA on a 1.8 mile test track on the East Broad Top Railroad, with two train sets.

Pop-Up Metro is now expanding beyond the demonstration operation and we are looking for opportunities in communities that combine:

1. **Mobility challenges** such as traffic congestion or financial barriers to transit investment;
2. **Willing host railroads** interested in increasing their revenue from light density freight lines and protecting their footprints; and
3. **Local sponsors** in either the **public or private sectors.**



Potential applications include:

- First and last mile **connections to existing transit** corridors, increasing access to transit in suburban, ex-urban or rural areas;
- “Park and Ride” **shuttle service** connecting remote parking areas to dense urban centers, easing traffic congestion and reducing the amount of real estate dedicated to parking in cities;
- New, **independent rail transit** services in unserved areas; and
- Private employee shuttle services

Pop Up Metro will provide, under circumstances ranging from a **short-term lease to an outright sale:**

- **Trains and platforms** (including design and maintenance)
- Full driver and maintenance **training**
- Support for developing **an operating plan** in conjunction with the host railroad in compliance with FRA regulations for use of Class 230 equipment on the general railroad system, including support to obtain any necessary regulatory approvals.
- Support and expertise to secure outside **public and private financing** where appropriate (State programs, USDOT, USDOE, etc.)
- Ongoing **operational and technical support**

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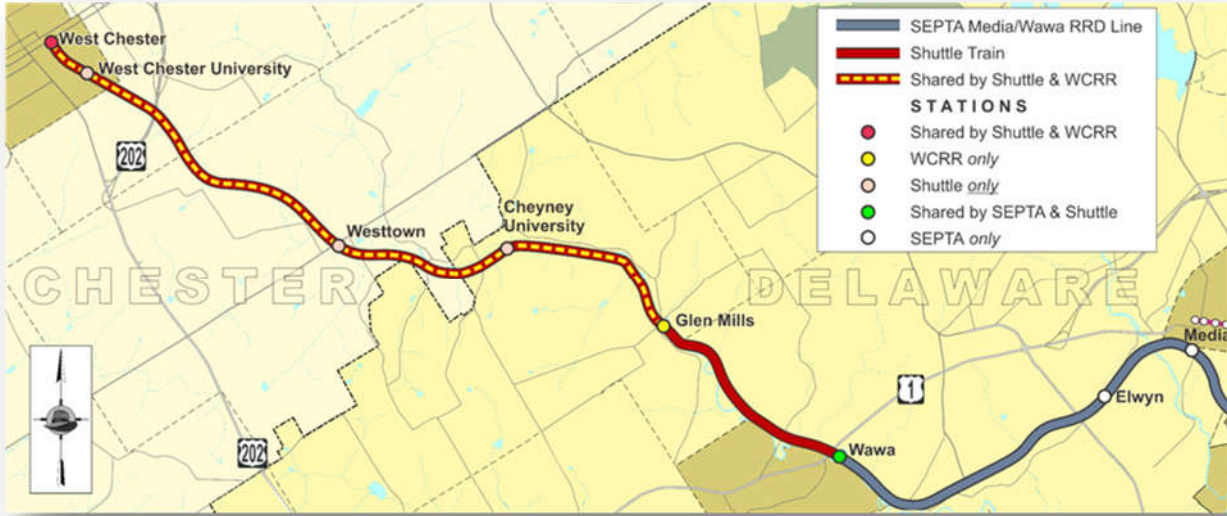
<https://rrdc.com/companies/pop-up-metro/>





West Chester Metro Project

West Chester, PA - Wawa, PA
9.4 miles



Quick Facts:

- A **three-year demonstration** with optional lease renewals of an urban rapid transit system.
- Would **reestablish rail service** to the county seat of Chester County since it was suspended in 1986. Since that time, the population of communities surrounding the rail corridor has grown by more than 70%.
- The Pop-Up Metro service would not compromise the tourist operation West Chester Railroad or a potential return of freight service to the Hanson Glen Mills quarry.
- Weekday service frequency of 30 minutes aligned with SEPTA bus and rail schedules.
- PUM platforms at West Chester, West Chester University, Westtown, and Cheyney University.
- Dedicated PUM platform at Wawa with access to the new SEPTA commuter rail station at Wawa, with no interference to SEPTA’s commuter operations.
- Pop-Up Metro has submitted a request for jurisdictional determination, the first step in securing FRA approvals.
- Pop-Up Metro had a detailed operating plan review meeting with SEPTA on May 23, 2023. We are awaiting follow up discussion with SEPTA’s operations and engineering team to review details of the project and receive SEPTA’s input and requirements.

Next Steps:

- To proceed with the next steps with FRA requires: (1) SEPTA’s cooperation and; (2) a MOU with SEPTA and the Borough of West Chester.

