CALL TO ORDER

PLEDGE OF ALLEGIANCE

PUBLIC HEARING
1. Proposed Fare Changes for Fall 2024 Chad Edwards
   a. Public Hearing Citizen Comments

PUBLIC HEARING ACTION ITEM
1. BA2024-26 Proposed Fare Changes for Fall 2024 Chad Edwards

CITIZEN COMMENTS

PRESENTATIONS
1. Via On-Demand Project Update Nicole Crim
2. May Board Retreat Recap Richard Andreski

MEETING MINUTES
1. Approval of May 20, 2024 Board Meeting Minutes

INFORMATION ITEM & REPORTS
1. Commuter Rail Reed Lanham
   a. TEXRail & TRE Ridership & On-Time Performance Update
2. Marketing & Communications Melissa Chrisman
   a. Media and Festival Partnership Report
3. Strategy, Planning & Development Chad Edwards
   a. General Planning Consultant Update
4. Finance Greg Jordan
   a. April 2024 Financials
   b. FY25 Budget Drivers

ACTION ITEMS
1. BA2024-27 Purchase of Uniforms Wayne Gensler
2. BA2024-28 TEXRail Vehicle Fleet Expansion Reed Lanham

PRESIDENT’S REPORT

CHAIR’S REPORT

OTHER BUSINESS
EXECUTIVE SESSION

The Board of Directors may convene in Executive Session under the Texas Open Meetings Act for the consultation with its Attorney pursuant to Section 551.071; deliberation regarding real property pursuant to Section 551.072; deliberation regarding prospective gift pursuant to Section 551.073; deliberation regarding personnel matters pursuant to Section 551.074; deliberation regarding security devices pursuant to Section 551.076 and/or deliberations regarding economic development negotiations pursuant to Section 551.087.

ADJOURN
Public Hearing
Proposed Fare Changes for September 2024

Public Hearing – June 17, 2024
Board Room
801 Grove St, Fort Worth 76102

Chad Edwards – Executive Vice President of Planning, Strategy & Development
The Trinity Metro Board of Directors approved the Fall 2024 service changes on May 20, 2024.

For more information about the service changes please see May’s Board presentation.
Fare Collection Changes

Trinity Metro is seeking to update and modernize fare collection at the transit agency in order to create a simpler, easier-to-understand fare system that is more attractive to the public and will increase ridership in coming years.

Trinity Metro’s Information Technology Fare Collection team, working with consultants at HDR, has investigated fare structures and fare collection technologies utilized in the transit industry to develop an improved Fare Collection System that can support the agencies goals.
## Proposed Regular Fares

<table>
<thead>
<tr>
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<th>Current Regular Fares</th>
<th>Proposed Regular Fares</th>
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<tbody>
<tr>
<td>Single Ride (Bus)</td>
<td>$2.00</td>
<td>$2.00</td>
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<tr>
<td>Express Bus/Train</td>
<td>$2.50</td>
<td>$2.00</td>
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<tr>
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<tr>
<td>Annual Pass</td>
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## Proposed Reduced Fares

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<th>Proposed Reduced Fares</th>
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</thead>
<tbody>
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<td>Single Ride (Bus)</td>
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<tr>
<td>ZIPZONE</td>
<td>$3.00</td>
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</tr>
<tr>
<td>Day Pass</td>
<td>$2.50</td>
<td>$2.00</td>
</tr>
<tr>
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<td>$4.00</td>
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</tr>
<tr>
<td>7-Day Pass</td>
<td>$12.50</td>
<td>$9.00</td>
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<tr>
<td>31- Day Pass</td>
<td>$40.00</td>
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</tr>
<tr>
<td>Annual Pass</td>
<td>$400</td>
<td>Not Offered</td>
</tr>
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</table>
Account Based Ticketing (ABT)

- Requires new Equipment
- Funds are tied to an account
- Tap and Board
- Reduced fare on approval
- Rides are charged on tap of ‘Token’
- Allows Trinity Metro to introduce Fare Capping
- Customer is always charged the best fare

Validators:
Buses, Paratransit vehicles, ZIPZONE vehicles, Platforms and Trains.
Fare Capping

- Customer is charged a single-ride fare each time they ride ($2.00/$1.00).

- Once they pay for two rides, all remaining rides on any vehicle are free for the rest of the day.

- Once a customer pays the equivalent of a 7-day pass ($18.00/$9.00), all other rides for that 7-day period of time are free.

- This is a cost savings for all of our customers, not just the ones that can afford the 7-day and 31-day passes previously offered.
Key Benefits Review

- **Universal** – *Every* current user receives opportunity for savings
- **Innovative** - Pay with Apple Pay, Google Pay, Samsung Pay and smartwatches
- **Equitable** – Low income and minority riders get more trips for less money
- **Simple** - Fare system is MUCH easier to explain and use
Fare Equity Analysis

Compares impact of fare changes on protected groups

- Everyone Saves Money!
- Low Income group already leans toward purchasing the lowest cost fares and making the fewest trips possible
- Minorities being the largest group save the most.

Average Savings by Group

<table>
<thead>
<tr>
<th>Group</th>
<th>Average Savings Per Trip</th>
<th>Savings With Fare Capping</th>
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<tbody>
<tr>
<td>Low Income</td>
<td>$0.30</td>
<td>$0.40</td>
</tr>
<tr>
<td>Non Low Inc</td>
<td>$0.20</td>
<td>$0.30</td>
</tr>
<tr>
<td>Minority</td>
<td>$0.60</td>
<td>$0.50</td>
</tr>
<tr>
<td>NonMinority</td>
<td>$0.10</td>
<td>$0.20</td>
</tr>
<tr>
<td>Overall</td>
<td>$0.50</td>
<td>$0.40</td>
</tr>
</tbody>
</table>
Proposed Fare Changes for Fall 2024

BACKGROUND
Trinity Metro has identified proposed fare changes to simplify the use of its services and grow ridership. The primary goal for the proposed fare changes is to standardize local fares across bus, rail and ZIPZONE services to make public transportation a more appealing option. With this change, one standard fare will be accepted on all Trinity Metro services, which will reduce confusion and uncertainty for customers about whether they have the correct fare to ride. The proposed reductions and simplifications are as follows:

- In addition to lowering base rates and simplifying choices for local fares, Trinity Metro also recommends implementation of fare-capping through account-based ticketing. Fare-capping is a highly equitable strategy benefiting low-income riders. Traditionally, volume discounts have been available to passengers who purchase weekly, monthly, or annual passes, however as that purchase price increases, fewer passengers can avail themselves of the discount. New systems will be able to monitor how much an individual account has spent on single-ride or day passes and cap their spending once they have reached the next incremental volume discount level. Once they have purchased single-ride tickets equal to the price of a day pass, they could continue to ride for the day at no charge. Similarly, once they have purchased any combination of single-ride and day passes equal to the price of a weekly pass, they could continue to ride but would not be charged anymore during that seven-day period. This allows passengers who traditionally make small purchases to benefit from the same discount available to those who could afford to budget for a whole year in advance.

- Implementation would be accomplished in two phases. The first phase would be the reduction of local fares. This will require the publication of new maps, brochures, web pages, and fare media plus reprogramming of current equipment. The first phase is expected to be completed by September 2024. The second phase of the program is fare-capping, which will require new fare technology and software. The timeline for the second phase will be dictated by availability of funding, selection of a new fare technology platform and subject to board approval.

- This strategy only addresses local fares. Trinity Metro is working with Dallas Area Rapid Transit (DART) and Denton County Transportation Authority (DCTA) regarding similar simplification of the regional fare structure.

TITLE VI – EQUITY ANALYSIS
Four in-person public meetings were held at multiple locations to ensure adequate opportunity for public input; March 28th at the Courtyard by Marriott in the Stockyards, April 3rd at McDonald YMCA in the Southeast, and two, noon and 6pm on April 4th at Fort Worth Central Station. Comments received are in Exhibit 2.

- The Federal Transit Administration (FTA) requires that for any fare change, agencies are required to conduct an equity analysis to document of new maps, brochures, web pages, and fare media plus reprogramming of current equipment. Under the guidance of our Disparate Impact Policy and Disproportionate Burden Policy, we considered the results of a 2022 Regional On-board Transit Survey that provided information on fare payment habits and demographics. We reviewed potential Title VI implications to minority and low-income populations related to the proposed fare change to ensure no actions are taken that violate federal requirements.

- The average impact (average weekday savings) of the proposed base local fare change to existing riders is estimated to be -$0.34 for minority riders, -$0.22 for non-minority riders, -$0.24 for low-income riders and -$0.28 for non-low-income riders. Overall, the average savings is -$0.29 per day. Once fare-capping is implemented, the savings grow to -$0.57 for minority riders, -$0.43 for non-minority riders, -$0.43 for low-income riders, and -$0.41 for non-low-income riders. Overall, the average savings is -$0.48 per day. These calculations are determined by comparing the types of passes used by Trinity Metro’s existing riders. The resulting analysis determined that there was no potential disparate impact or disproportionate burden found.

See Attached Table

FINANCING
The estimated annual impact on fare revenue will be an initial reduction of 8.4% with an estimated collection of $5.4 million in FY25. This change will be accounted for in Trinity Metro’s FY2025 Operating Budget.

RECOMMENDATION
The Trinity Metro Board of Directors authorizes the President & Chief Executive Officer to implement the proposed fare changes effective September 15, 2024.

STAFF DISPOSITION
DISPOSITION OF BOARD OF DIRECTORS

SECRETARY APPROVAL
TRINITY METRO ON-DEMAND
Project Update

Nicole Crim
Director of Partner Success at Via
June 17, 2024
Via background and experience

Via is the world’s leading provider of advanced public mobility solutions

Partners

40 Countries

140 M Rides Served

500+ Engineers
We have deep experience providing paratransit software to agencies with needs similar to Trinity Metro ACCESS.
Project Timeline

1. **June 3, 2024**
   - Continuation of existing zones (South Tarrant, Southside, Mercantile)
   - Southeast zone to be operated by Via

2. **July 15, 2024**
   - Launch new Mansfield zone
   - Relaunch Alliance zone by Via
   - Service rebranding (rider app and vehicles in phases)

3. **Sept 15, 2024**
   - Launch new North Side zone
   - Launch new TCC NE point-to-point “zone”
   - Expand Southside zone (Sycamore Heights)

4. **October 1, 2024**
   - Launch new paratransit service
Approach

- Ongoing input gathering sessions between Trinity Metro and Via to determine service design specifics for each new zone

- In person touchpoints to understand the system as a whole, uncover current Trinity Metro processes and align on appropriate technical and operational next steps

- Specific tech/product resources dedicated to building out service nuances for each zone
June 3, 2024 - Southeast Operations + General Communications

What we’ve done

All Southeast zone rides now served by Via

TM partnership with Via + upcoming milestones announced to the public
Next Steps

Where we’re going

4 new microtransit zones: Mansfield, Alliance, North Side, and TCC NE Campus

Paratransit software and operational transition

Vehicles added to the fleet with each milestone

Additional driver acquisition for each milestone

Additional customer support allocated to accommodate growing service

Holistic service design planning for new zones

Service to be rebranded as Trinity Metro On-Demand

Comprehensive rider marketing and community engagement
**Mansfield (Launches July 15)**

**Service Specifications**
- **Rider Experience:** door-to-door
- **Connections:** Riders can connect to SE zone with TCC-SE campus shared polygon
- **Fleet Size:** 3 vehicles at launch; increase to 5 after first several months
- **Operates:** Monday - Friday from 7 a.m. - 7 p.m.

**Rider Engagement**
- **Rollout of agency rebrand:** Trinity Metro On-Demand
  - New vehicle wraps
  - Rider app redesigned
- **Promotion:** First 2 months free rides
- **Marketing:**
  - Email to engaged riders provided by the City of Mansfield
  - Comprehensive paid digital campaign to reach the entire city
**Alliance (Launches July 15)**

**Service Specifications**

- **Rider Experience:** corner-to-corner
- **Service Design:** Utilized Lyft ridership data to anticipate popular destinations/points of interest
- **Fleet Size:** 8-10 vehicles
- **Operates:**
  - Monday - Friday from 4:30 a.m. - 7:30 p.m.
  - Saturday - Sunday from 5:30 a.m. - 7:30 a.m. + 4 p.m. - 7:30 p.m.
- **Future Planning:** Ridership expected to grow with new Alliance Express route launching in 2025

**Rider Engagement**

- **Rollout of agency rebrand:** Trinity Metro On-Demand
  - New vehicle wraps
  - Rider app redesigned
- **Promotion:** First 2 months free rides
- **Marketing:**
  - Dedicated street team/outreach to target existing Lyft riders and ease transition and engage with new riders
  - Comprehensive paid digital campaign to reach the entire city
  - Large-scale marketing campaign to follow the 4th of July holiday
North Side (Launches Sept 15)

Service Specifications

- **Rider Experience:** corner-to-corner
- **Service Design:** Overlap with Mercantile at North Side Station
- **Operates:**
  - Monday - Friday from 5:30 a.m. - 9 p.m.
  - Saturday - Sunday from 7 a.m. - 7 p.m.
- **Replaces Route 45**

Rider Engagement

- **Continued push of rebrand**
- **Marketing:**
  - Alert existing TMOD riders via email, in-app and push notification
  - Comprehensive paid digital campaign to reach new riders
  - Marketing campaign to follow the Labor Day holiday
TCC Northeast Campus (Launches Sept 15)

Service Specifications

- Rider Experience: stop-to-stop
- Operates: Monday - Friday from 7 a.m. - 7 p.m.
- Replaces Route 23
- Team finalizing official name of service

Rider Engagement

- Continued push of rebranding
- Marketing:
  - Alert existing TMOD riders via email, in-app and push notification
  - Comprehensive paid digital campaign to reach new riders
  - Marketing campaign to follow the Labor Day holiday
Paratransit (Launches October 1)

Service Specifications

- **Rider Experience**: door-to-door
- **Operates**: Monday - Sunday from 4:20 a.m. - 11:15 p.m. (first pickup/last drop off)
- Via and Trinity Metro are working collectively to ensure successful configuration of the platform and are on schedule for the October 1 launch

Rider Engagement

- Via is working closely with Trinity Metro’s community engagement team to schedule meetings with community organizations and riders
- Rider engagement will be frequent and often to ensure a successful transition and positive rider experience
Thank You
Board of Directors Retreat UPDATE

June 17, 2024
# Board Retreat Agenda

1. Vision, Mission, and Values
2. Strategic Market Research
3. Value Proposition Study
4. Trinity Metro Brand Simplification
Vision, Mission, and Values
Questions

• What do we stand for?
• What behaviors do we value over all else?
• How will we conduct our activities to achieve our mission and vision?
• How do we treat members of our own organization and community?
Values: (select 3-7)

Accountability
Community
Reliability
Customers
People/Staff
Safety
Service
Integrity
Sustainability
Responsibility
Collaboration
Strategic
Proactive

Respect
Inclusion
Creativity
Innovation
Environment
Opportunity
Excellence
Efficiency
Transparency
Quality
Solutions/Action
Oriented
Capable
Knowledgeable
Cleanliness

Teamwork
Partnerships
Honesty
Planning/Future-looking
Stability
Frequent
Focus
Courteous/friendly
Diversity
Passionate
Informative
Informed
Accessible

Economic development
Equality
Equity
Philanthropic
Sympathetic
Humility
Fun
Interactive
Ethical
Deliberate
Curious
Relationships
Decency

Persistent
Perceptive
Responsive
Empathetic
Resourceful
Intentional
Competitive
Caring
Trustworthy
Accurate
Impactful
Leadership
Adaptable
Vision  The preferred choice for simple, safe, and innovative mobility services.

Mission

Values  We believe in:
• Innovation
• Safety
• Reliability
• Sustainability
• Fairness
• Integrity and ethical choices
Strategic Market Research
How Research Was Conducted

1. PUBLIC OPINION POLLING
   Poll #1: Fort Worth
   Poll #2: Non-Fort Worth Tarrant County

2. FOCUS GROUPS
   (2) Fort Worth
   (2) Greater Arlington
   (1) Northeast Tarrant County

3. TRINITY METRO “SECRET SHOPPER”
   (20) young generation participants
   (21-35 yrs)

4. DRIVER & CONDUCTOR OBSERVATIONS
   Bus
   TEXRail
   TRE

5. CG GROUP TRINITY METRO DAY
   TEXRail
   Bus
   Molly the Trolley DASH
When Research Was Conducted:

SEPTEMBER 2023 - APRIL 2024

Information Produced:

OVER 500 PAGES OF DATA & VERBATIM OPINIONS
FIVE KEY FINDINGS & A FEW REMINDERS
Finding #1

ALMOST NO NEGATIVE IMPRESSION OF TRINITY METRO ... AND A LOT OF CITIZENS WITH NO IMPRESSION OF TRINITY METRO

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COMPARE TO A NATIONAL TELECOMMUNICATIONS COMPANY

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<td>16%</td>
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Finding #2

TRINITY METRO IS OPERATING IN A COMMUNITY WITH A “DRIVE MYSELF” CULTURE

“Which of the following would be the main reason you have not used Trinity Metro’s TRE, TEXRail, Shuttles, Buses, or ZIPZONE?”

42% – 48% of all respondents say they “Prefer driving myself”.

“IT’S THE TEXAS MENTALITY – EVERYONE LIKES TO HAVE THEIR TRUCKS AND FREEDOM.”
Finding #3

WHEN CITIZENS THINK ABOUT TRINITY METRO, THEY THINK TRAINS … THEN BUSES

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<tr>
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<td>51%</td>
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<td>Non-Fort Worth</td>
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<td>22%</td>
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USAGE IN THE PAST 12 MONTHS

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<th></th>
<th>TRAINS</th>
<th>BUSES</th>
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<tbody>
<tr>
<td>Fort Worth</td>
<td>32%</td>
<td>11%</td>
</tr>
<tr>
<td>Non-Fort Worth</td>
<td>31%</td>
<td>7%</td>
</tr>
<tr>
<td>Tarrant County</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
I JUST HAD TO GET ON THE TRAIN TO FAMILIARIZE MYSELF AND LEARN IT AND THEN I LOVED IT.

I LOVE THAT TRAIN.

TRE WORKS WONDERFULLY TO COMMUTE TO DALLAS & TEXRAIL IS VERY CONVENIENT TO THE AIRPORT. THE TRAINS ARE USUALLY CLEAN AND COMFORTABLE.

[TEXRAIL] SMELLS SO NICE!

A TRAIN LINE WOULD BE THE ONLY FORM OF PUBLIC TRANSPORTATION THAT I WOULD HAVE ANYTHING GOOD TO SAY ABOUT.

I HAVE NOTHING BUT GOOD EXPERIENCES THE TIMES I HAVE TAKEN THE TRAIN.
Finding #4

WHEN FORT WORTH CITIZENS THINK ABOUT RAIL (TEXRAIL & TRE) THEY THINK ABOUT EVENTS AND DFW INTERNATIONAL AIRPORT

DFW Airport 38%
Sporting Events 35%
Concerts 29%
Work 17%
Other 23%
Verbatim Quotes About Trains & Events

“THAT’S WHY I ONLY USE [TRE] TO GO TO AAC BECAUSE IT GETS OFF RIGHT THERE AT THE FRONT DOOR.”

“I USE [THE TRAIN] MOSTLY FOR SPECIAL EVENTS, SPORTING EVENTS … THE STATE FAIR IS A NO BRAINER.”

“MY SON GOT MARRIED SO WE PUT THE ENTIRE WEDDING PARTY ON THE TRAIN IN GRAPEVINE DOWN TO SUNDANCE SQUARE, THE STOCKYARDS. I’VE ALSO USED IT TO GO TO THE HOCKEY GAMES IN DALLAS. I LOVE THE TRAIN, DON’T HAVE TO WORRY ABOUT PARKING AT THE EVENTS.”

“GOING TO THE AIRPORT [ON A TRAIN] IS REALLY GREAT. YOU DON’T HAVE TO RELY ON UBER OR YOUR CAR BEING AT THE AIRPORT WHICH WAS REALLY CONVENIENT.”

“[THE TRE] IS USUALLY PACKED WHEN YOU GO TO SPORTING EVENTS.”
Finding #5

75% FAVOR “PUBLIC INVESTMENT IN PUBLIC TRAINS, BUSES, RIDE SHARING AND BIKE SHARING”

BUT ...

<table>
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<th>NON-FW TARRANT COUNTY</th>
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<tr>
<td>sales tax</td>
<td>45%</td>
<td>52%</td>
</tr>
<tr>
<td>property tax</td>
<td>74%</td>
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<tr>
<td>car reg. fees</td>
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<td>48%</td>
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<td>debt financing</td>
<td>37%</td>
<td>41%</td>
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Transit Value Proposition
Accessibility & Mobility Benefits

TRINITY METRO SERVES

Accessibility & Mobility benefits accrued by:
- Tarrant Co. Residents
- Other Regional Residents
- Visitors
- Riders/Non-riders

Accessibility & Mobility benefits extended to:
- Healthcare
- Social Services
- Education
- Other Employers
- Regional Destinations

- 100% of Major Hospitals & Health Centers
- 100% of Colleges & Universities
- 97% of Zero-car Households
- 89% of Residents
- 87% of Residents Living in Poverty
- 74% of Labor Force
Trinity Metro employs or supports more than **3,700 jobs** every year in Tarrant County.

Trinity Metro services increase business output by **$85 million annually**.

Trinity Metro reduces service area congestion costs by over **$67 million annually**.
Economic Benefits

Every $1 invested in Trinity Metro generates $3.05 in economic returns in Tarrant County.
Economic Benefits

TWO SUPER BOWLS OF ECONOMIC IMPACT
$700+ million annually for Tarrant County
BRAND SIMPLIFICATION

- TRINITY METRO ZIPZONE
- TRINITY METRO ACCESS
- TRINITY METRO MINIMOVER
- TRINITY METRO EASYRIDE
- TRINITY METRO ADOPT-A-STOP
- TRINITY METRO ENVOY
- TRINITY METRO TRANSIT 101
- TRINITY METRO VANPOOL
- TRINITY METRO DIVERSITY EQUITY & INCLUSION
- TRINITY METRO TOTAL WELLNESS
- TRINITY METRO TEXRail
- TRINITY METRO THE DASH
BRAND SIMPLIFICATION

- TRINITY METRO MINI MOVES
- TRINITY METRO VANPOOL
- TRINITY METRO TOTAL WELLNESS
- TRINITY METRO DIVERSITY, EQUITY & INCLUSION
- TRINITY METRO TRANSIT
- TRINITY METRO EASY RIDE
- TRINITY METRO ADOPT A STOP
BRAND SIMPLIFICATION

Objectives

- Increase Trinity Metro brand awareness
- Eliminate sub-branding
- Improve brand visibility
- Fully implement Trinity Metro brand
- Simplify brand standards
BRAND SIMPLIFICATION
Services

TRINITY METRO BUS
TRINITY METRO ON-DEMAND
TRINITY METRO TEXRAIL
TRINITY METRO BIKES
BRAND SIMPLIFICATION
Next Steps

• Mayor’s Urban Rail Committee Supporting Economic Development & Tourism
• Public Engagement
• Strategic Business Plan
ATTENDEES:

Board Members Present: Teresa Ayala, Michael Crain, Jeff Davis – Chair, Brian Hawkins, Sharla Horton – Secretary, Isaac Manning, Chris Nettles, Rachel Navejar Phillips, Ben Robertson, Tito Rodriguez – Vice Chair, Paul Slecha

Executive Leadership Team Present: Richard Andreski, Christine Black, Melissa Chrisman, Chad Edwards, Reed Lanham, Bruce Lewis, Wayne Gensler, Greg Jordan, Kelli Shields, Detra Whitmore

Board Attorneys: Joel Heydenburk

CALL TO ORDER
The meeting was called to order at 3:04 pm at 801 Grove Street, Fort Worth, Texas 76102.

PLEDGE OF ALLEGIANCE

PUBLIC HEARING
Chad Edwards introduced Phil Dupler gave the public presentation on Proposed Service Changes for Fall 2024.

CITIZEN COMMENTS
At 3:29 pm Chairman Davis opened the public hearing for citizen comments. One citizen addressed the board: Ashton Smith. Citizen comments closed at 3:36 pm.

PUBLIC HEARING ACTION ITEM
1. BA2024-23 Proposed Service Changes for Fall 2024

Motion: Ben Robertson motioned to approve the above board action items as submitted. Teresa Ayala seconded. Motion passed unanimously.

CITIZEN COMMENTS
No other comments were made.

FORT WORTH TRANSPORTATION AUTHORITY SCHOLARSHIP FUND RECIPIENTS
Christina Champion provided a briefing on the purpose, background and balance of the 2024-2025 FWTA scholarship fund. All nine (9) recipients were recognized and those present had a photo with the board. Tito Rodriguez recognized and thanked Champion and the committee for their work and gave appreciation for the golf tournament held annually that benefits this program.

RESOLUTIONS
1. R2024-05 Appreciation of Service Nicolo Genua
2. R2024-06 Appreciation of Service Charles Edmonds

Chairman Davis asked Nick Genua and Charles Edmonds to come to the front and recognized them both for their many years of service to Trinity Metro and the Board of Directors. Both Genua and Edmonds thanked everyone for their support and progress over their years of service.
PRESENTATIONS

1. Vanpool Program Update – Commute with Enterprise

Detra Whitmore introduced Mark Penson, Commute Group Manger with Enterprise who gave an update on our Vanpool Program.

MEETING MINUTES

Motion: Ben Robertson motioned to approve the April 15, 2024, Board of Director Meeting Minutes as submitted. Michael Crain seconded. The motion passed unanimously.

INFORMATION ITEMS & REPORTS

1. Commuter Rail – Reed Lanham provided an update on rail operations for April. TEXRail had over 60,700 riders. Lanham noted TEXRail had a 16% increase year over year with an additional 80,789 riders year to date compared to last year. Lanham mentioned the new train names placed on all our engines and noted the positive feedback from the public and how it is driving awareness. He thanked the marketing team for their support and efforts. TEXRail OTP (on-time performance) for the month of April was 95.4% due to the derailment of the Fort Worth and Western Railroad (FWWR) on the North Side. If not for the derailment, we would’ve come in well above our goal of 98.4% and we are currently working with FWWR and our engineering department to mitigate any future impacts or occurrences. Safety on TEXRail is presently at 232 days without injury and maintenance of way is at an impressive 1,372 with maintenance of equipment at 217. We had a successful maintenance shutdown last week and were able to accomplish all of the required maintenance activities in a 24-hour period. We recognize that it can be an inconvenience but it is necessary to keep our system running smoothly and safely. TRE had a 20% increase in ridership year over year with 112,606 and an additional 67,000 passengers year to date compared to last year. We had 98.4% OTP on TRE. Additionally, there has been a significant surge in ridership on our game trains due to the Stars and Mavs in the playoffs. Long-term parking transactions for April 2023 YTD was 725 and this year through April, there were 1,033 parking transactions. This is a 29% increase year over year.

2. Operations – Wayne Gensler gave an update on ZIPZONE, our on-demand rideshare service that supplements our fixed-route bus. The presentation was to provide an update and advise our new members how the service works. ZIPZONE ridership has increased significantly and nearly half of customers were new to transit. There are multiple areas of current service: Alliance, Mercantile, South Tarrant, Southside, Southeast.Mansfield, North SideTCC Northeast Campus services will start September 16, 2024. ZIPZONE is currently our fastest growing service.

3. Marketing & Communications – Brandon Poe provided an update on Marketings Mid-Year KPI’s and metrics. We are at 107% of the year-to-date ridership goal. We are promoting Fare Free First Fridays that will run June 7 – September 6, 2024 through a GoPass promo code. Poe also touched on the Communication, Digital Marketing and Strategic Partnership KPIs. In January we ran a contest in honor of TEXRail’s 5th Anniversary to Name that Train! We asked the general public to submit names online and the winners would receive a 31-day local pass and commemorative photo with their named train. Over 1000 name submissions were received and 10 finalists were selected. The 10 finalists were resubmitted to the public for the final selection of 7 names: Miles, Zippy, Bluebonnet, Maverick, Panther, Ranger and Vaquero. Tito Rodriguez thanks the marketing team for all their efforts and noted how the kids always get excited when they see the named trains arrive at the stations. Nicole Adams presented the Quarterly EASYRIDE report and update. In April, the TCC EASYRIDE partnership increased ridership by more than 1,000 rides. The City of Fort Worth partnership have also increased ridership by 2,100, a recent record not seen since October of 2023. Adams provided an update on Strategic Partnerships.
4. **Community Engagement** – Fairy Bright discussed the successes of the multiple Customer Experience Campaigns. There were notable drops in complaints received.

5. **Strategy, Planning & Development** – Chad Edwards provided a brief report on the General Planning Consultant and discussed the updates on all task orders. He advised that system wide ridership is over 745,000 over this time last year which continues to put us in line to reach our goal of 7.8 million riders for the year. He noted that with the recent election, the City of Blue Mound chose to withdraw from Trinity Metro’s service. We will continue to work with city leadersto find a resolution for the residents who wish to continue to use Trinity Metro services. Isaac Manning advised that he was at an Urban Land Institute Tarrant County Executive Meeting and they wanted to extend an olive branch and give any resources they can to the Urban Rail feasibility study.

6. **Finance** – Greg Jordan provided a financial update on the March 2024 numbers.

**ACTION ITEMS**

1. **BA2024-21** Increase Funding of ILA for First/Last Mile Service in Alliance – Trinity Metro and Denton County Transportation Authority (DCTA)

2. **BA2024-24** Painting Services

3. **BA2024-25** Mobility Minivans with Wheelchair Ramp

Motion: Ben Robertson motioned to approve all three (3) board action items listed above as submitted. Michael Crain seconded. Motions passed unanimously.

**PRESIDENT’S REPORT**

President and CEO Richard Andreski discussed the city tax base and GDP and correlated it to every dollar invested in Trinity Metro generates $3.05 in benefits. Trinity Metro’s economic benefits are critical to attracting and retaining talent in our city’s business growth and success. Companies across many sectors are looking for employees with the skills, training and experience needed for new economy jobs in AI, robotics, healthcare, logistics, new manufacturing and education. Trinity Metro’s success is essential to our long-term economic success and by extension, the affordability of housing and well-being of our residents. Andreski also advised that the board and executive leaders met for an all-day workshop on the strategic direction of the company. The mission, vision and values were discussed and we reviewed polling data, focus group feedback and our transit value proposition study. We considered a radical brand simplification to improve the customer experience and ease of using our system. The board member gave us great feedback and direction. The results will be shared with staff first and then the public in the next few months. Trinity Metro recently activated WiFi on our bus and ACCESS fleets. The service is free to all customers. Our customers can sign-on to the WiFi by looking for “Trinity Metro Public WiFi” on their device and agreeing to our use policy and guidelines. This will allow customers to access real-time service information and pay fares via GoPass. Currently, testing of WiFi on TEXRail is underway and will follow soon. WiFi is not just great customer service, it will drive ridership and build brand loyalty.

**CHAIR’S REPORT**

Chairman Jeff Davis said the data doesn’t lie and hats off to Mayor Parker and Steve Montgomery for all their efforts. Davis noted that you can’t keep doing things the same way and expecting different results. Therefore, continued changes are required. Today, Genua said it best – the “it factor” and he’s never been more proud of the staff and the board’s relationship. Davis has called it “lightning in a bottle” but because of where we are now and where we need to go, new goals have been set. There is an urban rail vision and with public transportation support in general we will need to continue to advance the cause. Davis challenged the board and staff to continue to think about the future of transit and be relentless in the pursuit of excellence to continue to assist in making this city great.
OTHER BUSINESS
No other business was discussed.

EXECUTIVE SESSION
No Executive Session was held.

ADJOURN
Meeting adjourned at 5:09 pm.
BOARD OF DIRECTORS
INFORMATION ITEM

ITEM TITLE
On Time Performance for TEXRail & TRE

MEETING DATE
June 17, 2024

BACKGROUND
Reed Lanham, VP of Rail will provide an update on May 2024 On-Time Performance for TEXRail & Trinity Railway Express (TRE).

RECOMMENDATION
There is no recommendation as this is an information item for the Board’s feedback and discussion.

STAFF DISPOSITION

EXECUTIVE LEAD* DATE
Reed Lanham 06/06/24
May 2024 On Time Performance for TEXRail & TRE

Reed Lanham – VP of Rail
June 17, 2024
TEXRail Total Ridership by Station (in 1000s)

May 2024

- DFW Airport Terminal B: 16.7K
- DFW Airport North: 16.7K
- Grapevine/Main Street: 16.7K
- North Richland Hills/Smithfield: 16.7K
- North Richland Hills/Iron Horse: 16.7K
- Mercantile Center: 16.7K
- North Side: 16.7K
- Fort Worth Central: 16.7K
- Fort Worth T&P: 16.7K

TEXRail On-Time Performance

TEXRail Monthly Ridership (in 1000s)

FYTD Ridership
- FY2021: 188,798
- FY2022: 334,670
- FY2023: 423,291
- FY2024: 510,751

Number and Types of Days for May
- Wkd: 21
- Sat: 4
- Sun: 4
- Hol: 4
- Mon: 4
- Tue: 1
- Wed: 1
- Thu: 1

TRINITY METRO

FY2023
FY2024
BOARD OF DIRECTORS
INFORMATION ITEM

ITEM TITLE
Marketing & Communications Report

MEETING DATE
June 17, 2024

BACKGROUND
Glenn Miller, Director of Marketing and Laura Hanna, Director of Communications will provide a report on marketing and communications for media and festival partnerships.

RECOMMENDATION
There is no recommendation as this is an information item for the Board’s feedback and discussion.

STAFF DISPOSITION

EXECUTIVE LEAD*  DATE
Melissa Chrisman  06/11/24
Marketing & Communications

Laura Hanna, Director of Communications
Glenn C. Miller, Director of Marketing
Earned Media update

Laura Hanna, Director of Communications
National media coverage YTD

TEXRail’s 5th anniversary
• METRO Magazine
• Mass Transit
• Progressive Railroading
• Railway Age

Alliance Express route
• Mass Transit

Trinity Lakes Station opening
• Mass Transit
• Informed Infrastructure
• Railway Age
• Progressive Railroading

Free rides for voting
• AOL
• Yahoo

Coming in June: Passenger Transport article by Rich Andreski
Notable media clips

The Dallas Morning News

Don’t let the commuter rail pass you by

TEXRail has spurred growth in North Richland Hills

FORT WORTH REPORT

Trinity Metro is cutting these bus routes this fall. Will your area be affected?

Eastside resident is hopeful about future as seeds of change take root

KERA

Fort Worth mayor makes urban rail system a priority

Mass Transit

TX: Express bus route between southeast Fort Worth and Alliance will cater to commuters
Summer/Fall Festival Partnerships

Glenn C. Miller, Director of Marketing
Burger Week

Aug. 19-25

City-Wide

• Digital Passport Sponsor
  • Trinity Metro Routes
• What’s Up Fort Worth Website Advertising and Social Media
• Transit Discount via GoPass Promo Codes
Grapevine Main LIVE!

Fridays, Aug. 30-Oct. 25

Historic Grapevine

- Fall Concert Series
- Event Collateral, Website
- TEXRail Discount/GoPass Promo Code
- VIP (Very Important Passenger) Seating & Harvest Hall Meal Card Giveaway
- Text-to-Win Rides
GrapeFest

Sept. 12-15

Historic Grapevine

- Largest Wine Festival in the Southwest U.S.
- Official Commute Rail Provider
- Event Collateral, Website
- TEXRail Discount/GoPass Promo Code
- Event Admission Discount with Proof of TEXRail Ridership
- Complimentary Tickets for Rider Giveaways
Lost ‘N Sound

Sept. 21, Oct. 19

Near Southside
(South Main Village)

• Music Series Replacing Fridays on the Green
• Social Media & On-Site Exposure
• ZIPZONE Van Shuttles
• Transit Discounts/GoPass Promo Code
State Fair of Texas

Sept. 27-Oct. 20
Fair Park, Dallas

- Trinity Railway Express included via DART Partnership
- Sunday Service
- Extensive Paid Advertising in Tarrant County
ArtsGoggle

Saturday, Oct. 19
Near Southside
• Social Media
• On-Site Exposure
• Promotional Giveaways
• Transit Discounts/GoPass Promo Codes
BOARD OF DIRECTORS
INFORMATION ITEM

ITEM TITLE
General Planning Consultant (GPC) Update

MEETING DATE
June 17, 2024

BACKGROUND
On November 28, 2022, the Trinity Metro Board of Directors approved the General Planning Consultant (GPC) Contract (BA2023-11) that permitted staff to complete negotiations and enter into a contract for a variety of planning activities that address ongoing and emerging issues related to planning, designing, constructing, financing, maintaining, and improving the Trinity Metro transportation system. There was some discussion about how the Board would be informed on the status and progress of tasks assigned to the GPC.

In an effort to keep the Board informed, the following is a brief overview of last month’s progress.

See Attached Table

STAFF DISPOSITION

EXECUTIVE LEAD*  DATE
Chad Edwards  05/30/24
<table>
<thead>
<tr>
<th>Task Order</th>
<th>Description</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Program Management</td>
<td><strong>This task covers meetings, invoices, and scope development.</strong> - Continued oversight - Task development coordination</td>
</tr>
<tr>
<td>2.6</td>
<td>Alliance Express Mobility Hub Layouts</td>
<td><strong>Provide a typical layout for potential Mobility Hub locations</strong> - Updated concept plans prepared for North Mobility Hub - Waiting on location for the southern concept</td>
</tr>
<tr>
<td>2.8</td>
<td>Southeast Fort Worth Property Search Assistance</td>
<td><strong>Identify available properties for Alliance Express - Southeast Mobility Hub</strong> - Several potential sites identified</td>
</tr>
<tr>
<td>3</td>
<td>Transit Value Proposition</td>
<td><strong>This task will outline the value of transit in Fort Worth and provide materials that can be shared with others during meetings</strong> - Transit Value Proposition Report Executive Summary completed. Full Report completed. Abbreviated bullet point fact sheets in progress</td>
</tr>
<tr>
<td>6</td>
<td>Streetcar Feasibility Study</td>
<td><strong>Review, update, and identify corridor for potential Streetcar</strong> - On hold - Coordinating with city on tasks related to Mayor’s Urban Rail Committee supporting Economic Development and Tourism</td>
</tr>
<tr>
<td>7</td>
<td>Graphics Support</td>
<td><strong>Support to staff for graphics, maps, and presentations</strong> - Update to Reference Book - Update 3D visualization of bus stop</td>
</tr>
<tr>
<td>8</td>
<td>Grant Writing Support</td>
<td><strong>Support of grant writing and applications</strong> - FTA Bus and Bus Facilities Grant application submitted 4/23/24 - FRA CRISI Grant Application for TRE Double Tracking submitted 5/28/24</td>
</tr>
<tr>
<td>9</td>
<td>TEXRail Before &amp; After Study Ridership Review</td>
<td><strong>Provide review and assumptions as to ridership forecasting vs actual differences</strong> - Responses submitted to FTA for final questions on report</td>
</tr>
<tr>
<td>10</td>
<td>Fare Collection Review</td>
<td><strong>Review fare structure and collection systems</strong> - Conducting a fiscal impact analysis on proposed fare changes</td>
</tr>
<tr>
<td>12</td>
<td>TEXRail Historic Bridge Resource Investigations</td>
<td><strong>Conduct investigations for historical resources for two bridges along TEXRail Extension</strong> - Interpretive signs for bridges selected</td>
</tr>
<tr>
<td>14</td>
<td>Assessing Community Interest in Transit</td>
<td><strong>Engaging the public through surveys/polling to better determine the level of knowledge the community has of Trinity Metro and public transit</strong> - Summary report has been prepared - Interviews with young people, operators, and business/community leaders completed</td>
</tr>
<tr>
<td>15</td>
<td>FTA TEXRail TOD Planning Grant</td>
<td><strong>This TOD planning grant focuses on TEXRail and the assessment of station amenities along the corridor that allow for a car-free lifestyle</strong> - Draft scope of work submitted</td>
</tr>
<tr>
<td>16</td>
<td>Staff Augmentation: Project Manager</td>
<td><strong>A project manager is needed to assist in the development of the Bus Stop Improvement Program and the High-Intensity Bus Corridor Project</strong> - This task is used on a limited basis</td>
</tr>
<tr>
<td>17</td>
<td>Shelter Pad Inspections</td>
<td><strong>Element of Bus Stop Improvement Program to inspect construction of pads</strong> - Complete</td>
</tr>
<tr>
<td>18</td>
<td>Strategic Plan</td>
<td><strong>NEW Development of agency strategic plan</strong> - Finalize scope</td>
</tr>
<tr>
<td>19</td>
<td>Property Inventory and Evaluation</td>
<td><strong>NEW Identify and evaluate property that can be sold</strong> - Scope is being reviewed</td>
</tr>
</tbody>
</table>
BOARD OF DIRECTORS
INFORMATION ITEM

ITEM TITLE
April 2024 Financials

MEETING DATE
June 17, 2024

BACKGROUND
The April 2024 financial report is attached for review.

RECOMMENDATION
There is no recommendation as this is an information item for the Board’s feedback and discussion.

STAFF DISPOSITION

EXECUTIVE LEAD*
Greg Jordan

DATE
06/06/24
<table>
<thead>
<tr>
<th></th>
<th>Fiscal Year 2023</th>
<th>Fiscal Year 2024</th>
<th>Projected Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Operating Revenue</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fares</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multi Modal Fares</td>
<td>3,280,829</td>
<td>3,142,104</td>
<td>7,299,185</td>
</tr>
<tr>
<td>ACCESS Fares</td>
<td>588,804</td>
<td>633,220</td>
<td>947,487</td>
</tr>
<tr>
<td>Easy Ride &amp; Corporate</td>
<td>464,929</td>
<td>255,867</td>
<td>743,628</td>
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<tr>
<td><strong>Total Fare Revenue</strong></td>
<td>4,334,562</td>
<td>4,031,191</td>
<td>8,990,300</td>
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<tr>
<td><strong>Other Revenue</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sales Tax</td>
<td>64,338,625</td>
<td>66,930,244</td>
<td>119,199,162</td>
</tr>
<tr>
<td>Grapevine/NRH Contribution</td>
<td>7,736,734</td>
<td>8,278,695</td>
<td>13,100,451</td>
</tr>
<tr>
<td>Contributions from Partners</td>
<td>997,349</td>
<td>1,123,678</td>
<td>1,843,526</td>
</tr>
<tr>
<td>Fort Worth Bike Share</td>
<td>233,560</td>
<td>172,429</td>
<td>392,168</td>
</tr>
<tr>
<td>Advertising</td>
<td>320,833</td>
<td>303,979</td>
<td>564,998</td>
</tr>
<tr>
<td>Rental Income</td>
<td>327,435</td>
<td>280,784</td>
<td>628,084</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td>913,850</td>
<td>606,116</td>
<td>2,277,519</td>
</tr>
<tr>
<td><strong>Total Other Revenue:</strong></td>
<td>74,868,388</td>
<td>77,695,925</td>
<td>138,005,908</td>
</tr>
<tr>
<td><strong>Federal/State/Local Income:</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Operating Assistance Grants</td>
<td>33,880,386</td>
<td>5,371,930</td>
<td>1,624,605</td>
</tr>
<tr>
<td>Preventative Maintenance Reimb.</td>
<td>-</td>
<td>2,525</td>
<td>89,473,537</td>
</tr>
<tr>
<td>Paratransit Assistance</td>
<td>-</td>
<td>-</td>
<td>10,805,899</td>
</tr>
<tr>
<td><strong>Total Operating Grants</strong></td>
<td>33,880,386</td>
<td>5,997,102</td>
<td>101,904,041</td>
</tr>
<tr>
<td><strong>Capital Revenue (Federal 5307):</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Capital Income</td>
<td>2,037,045</td>
<td>7,893,879</td>
<td>71,550,751</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td>115,120,381</td>
<td>95,618,097</td>
<td>320,451,000</td>
</tr>
</tbody>
</table>

| **Operating Expenses**               |                  |                  |                     |
| Fixed Route Operations              |                  |                  |                     |
| Salaries & Fringe Benefits           | 17,511,589        | 19,776,881       | 30,224,548          |
| Services                             | 414,537          | 549,659          | 635,867             |
| Purchased Transportation             | 2,970,866         | 3,267,959        | 7,716,882           |
| Fuels & Lubricants                   | 725,105           | 447,982          | 1,137,876           |
| Tires & Tubes, Materials and Supplies| 1,531,634         | 1,345,692        | 3,867,039           |
| Utilities                            | 81,234            | 70,061           | 52,428              |
| Other                                | 10,420            | 24,680           | 80,980              |
| **Total Fixed Route Operations**     | 23,245,385        | 25,482,914       | 43,715,620          |
| ACCESS Operations                    |                  |                  |                     |
| Salaries & Fringe Benefits           | 3,421,654         | 3,131,678        | 5,176,285           |
| Services                             | 2,771,910         | 3,721,759        | 5,851,194           |
| Fuels & Lubricants                   | 248,173           | 150,611          | 313,677             |
| Tires & Tubes, Materials and Supplies| 238,970           | 496,911          | 401,747             |
| Utilities                            | 20,127            | 21,583           | 49,476              |
| Other                                | 4,974             | 3,476            | 5,400               |
| **Total ACCESS Operations**          | 6,705,808         | 7,526,018        | 11,797,779          |
| TRE Operations                       |                  |                  |                     |
| Salaries & Fringe Benefits           | 57,053            | 97,758           | 304,378             |
| Services                             | 8,417,622         | 10,422,228       | 16,999,475          |
| **Total TRE Operations**             | 8,474,679         | 10,520,175       | 17,303,853          |
| TEXRail Operations                   |                  |                  |                     |
| Salaries & Fringe Benefits           | 263,035           | 235,393          | 599,170             |
| Services                             | 12,071,215        | 13,110,190       | 25,546,749          |
| Fuels & Lubricants                   | 94                | 97               | -                   |
| Tires & Tubes, Materials and Supplies| 313,005           | 74,741           | 8,300               |
| Utilities                            | 917               | 796              | 4,320               |
| Insurance                            | 3,004,211         | 2,379,844        | 5,277,264           |
| Other                                | 10,140            | 27,984           | 19,500              |
| **Total TEXRail Operations**         | 15,662,617        | 15,829,045       | 31,455,303          |

Page 82 of 91
<table>
<thead>
<tr>
<th>Operating Expenses</th>
<th>YTD</th>
<th>FY23 Actual</th>
<th>YTD</th>
<th>FY24 Budget</th>
<th>Projection</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bike Share Operations</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salaries &amp; Fringe Benefits</td>
<td>251,889</td>
<td>453,543</td>
<td>282,576</td>
<td>481,599</td>
<td>65,697</td>
<td></td>
</tr>
<tr>
<td>Services</td>
<td>29,138</td>
<td>95,662</td>
<td>102,644</td>
<td>175,961</td>
<td>(33,359)</td>
<td></td>
</tr>
<tr>
<td>Fuels &amp; Lubricants</td>
<td>6,124</td>
<td>11,723</td>
<td>5,454</td>
<td>10,441</td>
<td>5,159</td>
<td></td>
</tr>
<tr>
<td>Tires &amp; Tubes, Materials and Supplies</td>
<td>65,004</td>
<td>106,704</td>
<td>33,795</td>
<td>52,755</td>
<td>35,445</td>
<td></td>
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<tr>
<td>Utilities</td>
<td>2,118</td>
<td>3,547</td>
<td>2,086</td>
<td>3,494</td>
<td>2,506</td>
<td></td>
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<tr>
<td>Leases</td>
<td>20,949</td>
<td>37,107</td>
<td>23,114</td>
<td>40,941</td>
<td>(7,827)</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>4,358</td>
<td>14,095</td>
<td>3,835</td>
<td>9,307</td>
<td>(7,472)</td>
<td></td>
</tr>
<tr>
<td>Total Bike Share Operations</td>
<td>379,580</td>
<td>722,381</td>
<td>453,504</td>
<td>774,498</td>
<td>44,804</td>
<td></td>
</tr>
<tr>
<td>General &amp; Administrative</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Salaries, Wages &amp; Fringe Benefits</td>
<td>8,793,423</td>
<td>15,688,768</td>
<td>10,458,507</td>
<td>17,869,524</td>
<td>318,709</td>
<td></td>
</tr>
<tr>
<td>Other Professional Services</td>
<td>5,003,779</td>
<td>7,733,743</td>
<td>4,560,270</td>
<td>12,416,951</td>
<td>2,994,864</td>
<td></td>
</tr>
<tr>
<td>Vehicle &amp; Facilities Maintenance</td>
<td>1,446,497</td>
<td>2,870,521</td>
<td>1,565,370</td>
<td>2,683,491</td>
<td>23,683</td>
<td></td>
</tr>
<tr>
<td>Software/Systems Maintenance</td>
<td>2,001,141</td>
<td>3,265,907</td>
<td>1,859,471</td>
<td>2,394,773</td>
<td>535,306</td>
<td></td>
</tr>
<tr>
<td>Legal Services</td>
<td>200,678</td>
<td>473,030</td>
<td>312,174</td>
<td>884,800</td>
<td>(421,736)</td>
<td></td>
</tr>
<tr>
<td>Office Supplies &amp; Equipment</td>
<td>412,837</td>
<td>635,979</td>
<td>567,844</td>
<td>805,987</td>
<td>(238,050)</td>
<td></td>
</tr>
<tr>
<td>Utilities</td>
<td>696,348</td>
<td>1,456,169</td>
<td>927,309</td>
<td>1,939,143</td>
<td>66,260</td>
<td></td>
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<tr>
<td>Training/Dues/Memberships</td>
<td>396,336</td>
<td>650,712</td>
<td>313,742</td>
<td>537,843</td>
<td>206,102</td>
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</tr>
<tr>
<td>Security Services</td>
<td>471,219</td>
<td>2,732,182</td>
<td>1,496,091</td>
<td>2,568,156</td>
<td>404,487</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>54,527</td>
<td>104,765</td>
<td>104,493</td>
<td>179,131</td>
<td>248,332</td>
<td></td>
</tr>
<tr>
<td>Other General &amp; Administrative</td>
<td>155,474</td>
<td>979,461</td>
<td>287,426</td>
<td>552,829</td>
<td>(173,487)</td>
<td></td>
</tr>
<tr>
<td>Total General &amp; Administrative</td>
<td>19,632,258</td>
<td>36,969,182</td>
<td>22,454,697</td>
<td>43,602,570</td>
<td>6,010,573</td>
<td></td>
</tr>
<tr>
<td>Total Operating Expenses:</td>
<td>74,100,917</td>
<td>135,558,403</td>
<td>82,266,353</td>
<td>145,877,757</td>
<td>8,827,243</td>
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<tr>
<td>Operating Income / (Deficit)</td>
<td>41,019,464</td>
<td>63,412,795</td>
<td>13,351,744</td>
<td>165,746,000</td>
<td>172,499,072</td>
<td>6,753,072</td>
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</table>
BOARD OF DIRECTORS
INFORMATION ITEM

ITEM TITLE
FY25 Budget Drivers

MEETING DATE
June 17, 2024

BACKGROUND
In preparation for the FY25 Budget, Greg Jordan, CFO will briefly outline budget drivers and discuss sales tax performance.

RECOMMENDATION
There is no recommendation as this is an information item for the Board's feedback and discussion.

STAFF DISPOSITION

EXECUTIVE LEAD*
Greg Jordan

DATE
06/05/24
2025 Budget Drivers

Greg Jordan, CFO
2025 Budget Drivers

Operating Budget

○ Sales Tax
  ■ Flat or slight reduction
○ Employee compensation and benefits
○ Matching funds for capital grants

New or Changing Programs / Projects

○ Capital
  ■ TEXRail
  ■ Fixed route
○ Operating
  ■ Comingling
2025 Budget Drivers

Questions?
BOARD ACTION ITEM

ITEM NUMBER  MEETING DATE
BA2024-27  June 17, 2024

ITEM TITLE
Purchase of Uniforms

BACKGROUND
Trinity Metro provides uniforms for approximately 316 employees. Uniforms are required for all frontline employees. The uniforms provide a professional appearance and signal to the public that Trinity Metro is a well-run, competent organization.

Through its collective bargaining agreement, Trinity Metro provides stipends for bus operators, supervisors, and others to purchase up to five full sets of uniforms. The uniforms contract provides uniforms including outerwear, emblems/patchwork, alterations, and replacement inventory as needed.

PROCUREMENT
Trinity Metro’s Procurement Department has followed its procurement policy with the Invitation for Bid and is in compliance with all applicable Federal, State and Trinity Metro procurement requirements.

FINANCING
Funds are available in Trinity Metro’s FY2024 Operating Budget. Funds for future contract years will be considered in the respective proposed budgets.

RECOMMENDATION
The Trinity Metro Board of Directors authorizes the President and Chief Executive Officer to enter into a three (3) year contract with GALLS for an of $430,500 plus a 20% contingency of $86,100 for a total amount not to exceed $516,600.

STAFF DISPOSITION

EXECUTIVE LEAD*  DATE
Wayne Gensler  06/03/24

DISPOSITION OF BOARD OF DIRECTORS

SECRETARY APPROVAL
BOARD ACTION ITEM

ITEM NUMBER
BA2024-28

MEETING DATE
June 17, 2024

ITEM TITLE
TEXRail Train Purchase

BACKGROUND
Trinity Metro provides TEXRail service between Fort Worth Central Station and Dallas Fort Worth International Airport with eight Stadler FLIRT (Fast, Light, Intercity and Regional Train) Diesel Multiple Unit (DMU) train sets. These trains provide service 22 hours each day seven days per week. Due to the number of hours put on these trains on a daily basis and the current plans for the extension of Trinity Metro TEXRail to the Fort Worth Medical District, four additional trains are required for service.

On February 8, 2024, the North Central Texas Council of Governments' Regional Transportation Council approved $65 million for Trinity Metro to purchase the needed trains. On May 3, 2024, these funds were flexed to the Federal Transit Administration (FTA) Region 6 for review, approval and award to Trinity Metro. Funding is expected to be available starting in fiscal year 2025.

Since the current fleet of eight trains are made by Stadler, staff has recommended the four additional trains be purchased from Stadler to match the current fleet. This will ensure the compatibility of parts and materials and avoid the need to retool and retrain personnel. Any Federally mandated changes to the vehicle's original design will be addressed during the pre-engineering and manufacturing phases as may be required.

On February 20, 2024, Trinity Metro Board of Directors approved BA2024-15, authorizing Trinity Metro’s President and CEO to enter into a one-year contract with Stadler US. Inc, for pre-engineering services for the four new train sets. The pre-engineering contract is supported by local funds that are available in Trinity Metro’s FY2024 Operating Budget.

The contract to purchase the four new train sets will be subject to the Texas Department of Transportation’s (TxDot) final approval of the Statewide Transportation Improvement Program (STIP), MPO Project Number 83241/CSJ 0902-00-385. This action is anticipated in the next 30 days.

PROCUREMENT
Trinity Metro’s Procurement Department has followed its procurement policy and is in compliance with all applicable Federal, State and Trinity Metro procurement requirements.

FINANCING
Funds are available in Trinity Metro’s FY2024 Capital Budget. Funds for future contract years will be considered in the respective proposed budgets. Execution of the final negotiated purchasing agreement is contingent upon the Texas Department of Transportation (TxDot) final approval of the Statewide Transportation Improvement Program (STIP), MPO Project Number 83241/CSJ 0902-00-385.

RECOMMENDATION
The Trinity Metro Board of Directors authorizes the President & Chief Executive Officer to contract with Stadler US, Inc. for the purchase of four train sets, subject to final approval of the Statewide Transportation Improvement Program (MPO Project Number 83241/CSJ 0902-00-385), at a cost of $65,000,000 plus 5 percent for contingency for a total amount not to exceed $68,250,000.

STAFF DISPOSITION

EXECUTIVE LEAD*
Reed Lanham

DATE
06/05/24

DISPOSITION OF BOARD OF DIRECTORS

SECRETARY APPROVAL