

MONDAY, NOVEMBER 17, 2025, 3:00 P.M.

801 GROVE STREET Fort Worth, Texas 76102

CALL TO ORDER

PLEDGE OF ALLEGIANCE

CITIZEN COMMENTS

ADMINISTRATION OF OATH

MEETING MINUTES

1. Approval of October 20, 2025 Board Meeting Minutes

INFORMATION ITEM & REPORTS

1.	Trinity Metro Ye	Richard Andreski				
2. Operations						
	a. TEXRail 8	& TRE Ridership & On-Time Performance Update – October	Brad Beason			
AC	ACTION ITEMS					
1.	BA2026-15	January Service Change	Tara Crawford			
2.	BA2026-16	2026 Public Transportation Agency Safety Plan	Jeff Brown			
3.	BA2026-20	FIFA Transportation Support: Coach Bus Service Contract	Reed Lanham			
4.	BA2026-19	CNG Bus Purchase	Reed Lanham			
5.	BA2026-22	TEXRail extension – Construction Manager at Risk Contract	Richey Thompson			
		Amendment for Early Work Packages	•			
6.	BA2026-24	General Planning Consultant (GPC)	Tara Crawford			
		. ,				
~ ~	ACAIGENIT ACTION ITEMS					

CONSENT ACTION ITEMS

1.	BA2026-7	Employee Benefits Advisory Broker Services	Christina Champion
2.	BA2026-8	Health and Wellness Benefits	Kelli Shields
3.	BA2026-9	GoPass Contract Renewal	Bryan Morrow
4.	BA2026-10	Annual Property Insurance	Greg Jordan
5.	BA2026-11	Approval of Security Brokers/Dealers	Greg Jordan
6.	BA2026-12	Ratification of Insurance for Amtrak	Greg Jordan
7.	BA2026-13	Genfare Contract Extension	Greg Jordan
8.	BA2026-14	Delegated Bank Authorizations and Investment Officers	Greg Jordan
9.	BA2026-17	Positive Train Control (PTC) Maintenance Service Agreement	Reed Lanham
10.	BA2026-18	Fuel Delivery Services	Reed Lanham
11.	BA2026-21	Amendment to BA2023-56 - Approval of Contract Modifications to the TRE Operations and Maintenance Contract for Crossing Safety Improvements at Riverside, Beach St. and Haltom Road	
	BA2026-23 BA2026-25	Contract Modification for Fare Media Ticket Services Premise Health Medical Clinic	Detra Whitmore Kelli Shields

RESOLUTION

1.	R2026-01	TexPool Authorized Representatives and Resolution	Greg Jordan
2.	R2026-02	Fort Worth Transportation Authority Adoption of Investment Policy	Greg Jordan

PRESIDENT'S REPORT

BOARD MEMBER'S REPORT

OTHER BUSINESS

1. DART Member Referendums

Greg Jordan

EXECUTIVE SESSION

1. BA2026-26 Executive Incentive Program – FY2025 Performance & FY2026 Goals

Richard Andreski

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





BOARD OF DIRECTORS MEETING MINUTES MONDAY, OCTOBER 20, 2025

ATTENDEES:

Board Members Present: Teresa Ayala, Will Churchill, Michael Crain, Jeff Davis – Chair, John Hinojosa, Isaac Manning, Mike Oakley, and Ben Robertson

Board Members Absent: Sharla Horton – Secretary, Rachel Navejar Phillips, and Chris Nettles

Senior Leadership Team Present: Richard Andreski, Tara Crawford, Greg Jordan, Anette Landeros, Reed

Lanham, Kelli Shields, Alicia Walker, and Ted Zimmerman

Senior Leadership Team Absent: Christine Black and Detra Whitmore

Board Attorney: 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

CITIZEN COMMENTS

There were no citizen comments.

MEETING MINUTES

Motion: Michael Crain motioned to approve the September 22, 2025 Board of Directors Meeting Minutes as submitted. Isaac Manning seconded. The motion passed unanimously.

INFORMATION ITEMS & REPORTS

- 1. Operations Brad Beason provided an update on rail operations for September. TEXRail ridership was 73,000 and TEXRail on-time performance (OTP) was 98.1% in September. TRE ridership was 113,000 and TRE on-time performance was 99% in September. Reed Lanham provided an update on bus ridership and OTP. Lanham recognized Sherry Lee for her leadership on the quality and performance program. He advised that the monthly key performance indicators (KPIs) are being revised to give the best representation of the data. Bus ridership finished the year with 4,671,000 rides which is 51,000 above last year. In-house paratransit service OTP was above goal for September. Additionally, Lanham informed the board of the manufacturer recall on our New Flyer electric buses in Blue Line service. In an abundance of caution, Trinity Metro pulled those out of service until the vendor can provide definitive answers on how to mitigate the reported battery issues. In order to maintain the Blue Line brand standard during this interim period, the operations team converted former Molly The Trolley to the Blue Line standard including the exterior bus wrap, new seats and onboard music.
- 2. <u>Marketing & Communications Highlights</u> Nicole Burton presented an update on EASYRIDE ridership. She noted that ridership is trending toward weekly and monthly passes. She added that our partnership with Tarrant County College (TCC) continues to flourish as students rely on our services to access many of the TCC campuses. There has been a decline in ridership by City of Fort Worth employees due largely to the relocation of city hall from its former location near Fort Worth Central Station. Burton recognized our

top 10 EASYRIDE partners and stated program revenue has increased 15%. Our Community Bus Partner for first quarter of FY2026 is Girls, Inc. of Tarrant County.

- 3. <u>Finance</u> Greg Jordan discussed the proposed TEXRail Medical District extension project budget and funding plan. The update included a 5-year cashflow forecast. Jordan recommended the project continue to move forward.
- 4. <u>Administration</u> Rich Andreski presented the 2026 Trinity Metro Board Meeting schedule and asked for feedback or concerns. Michael Crain mentioned the proposed date for March 2026 conflicts with the school districts' spring break.

CONSENT ACTION ITEMS

- 1. BA2026-1 Microsoft Office O365 Renewal
- 2. BA2026-2 Dell Server Replacement
- 3. BA2026-3 HRP HVAC Equipment Project
- 4. BA2026-4 Approval of Interlocal Agreement with Regional Transportation Authority Commuter Rail Division (Metra) for Rust Repair & Painting of Locomotives for Trinity Railway Express (TRE)
- 5. BA2026-5 Approval of Contract Modification to the Regional Commuter Rail Operations and Maintenance Contract No. C-2005858-01 for Support of the 2026 FIFA World Cup Games Speaker Replacement, Vinyl Seats Installation
- 6. BA2026-6 Approval for Contract Amendment of the PTC Maintenance Support Agreement between Fort Worth Transportation Authority (Trinity Metro) and Wabtec Corporation for PTC On-Board Spare Parts for DART Vehicles

Motion: Ben Robertson motioned to approve all the consent action items as submitted. Isaac Manning seconded. Motion passed unanimously.

PRESIDENT'S REPORT

President Andreski provided an update on Bus Stop Clean-Up Day 2025 which was a major success, with more than 200 volunteers improving hundreds of stops across Fort Worth through mowing, weeding, power washing, and trash removal. Appreciation was expressed to Board Member Ben Robertson for his participation. Andreski represented Trinity Metro and was one of two rail industry CEO's who participated in numerous meetings on Capitol Hill. He joined NICTD CEO Mike Noland in discussions with United States Senate committee staff and Federal Transit Administration (FTA) officials regarding federal transportation reauthorization. Key priorities included expanding CRISI program eligibility to include commuter rail and extending the notice period for rail excess liability insurance from 30 days to 12 months. Current federal law requires coverage to be placed within 30 days of the United States Department of Transportation notification of the coverage requirements. Additionally, several Trinity Metro leaders attended the 2025 American Public Transportation Association (APTA) TRANSform Conference in Boston. Highlights included: Kelli Shields graduated from Leadership APTA; Anette Landeros presented twice and was featured in APTA Passenger Transport; Tara Crawford presented on transit service reliability; and Andreski co-chaired the Commuter Rail CEO Council and presented an industry leadership innovation award. All attendees participated in sessions with the new FTA Administrator Marc Molinaro and toured Amtrak's new Acela trains. Andreski also mentioned the new agreement with Amtrak and emphasized Trinity Metro's strategic direction to pursue five near-term priorities and a long-term vision for expansion and future ready transit system which will require new sources of funding.



CHAIR'S REPORT

Chairman Davis recommended changing this agenda item to a "Board Member Report" moving forward to allow the Directors an opportunity to address topics of interest. For example, a subject might be Tarrant County College, and other items of interest. Chairman Davis discussed Oklahoma City and how they have invested heavily in numerous things such as the Oklahoma City Thunder, Downtown Developments, Botanic Gardens and urban rail that all add up to make the city a great place to be and visit. Chairman then asked Richard Andreski and Greg Jordan to give the board an update on their recent visit to Oklahoma.

OTHER BUSINESS

1. Lessons from Oklahoma's 2025 Commercial Real Estate Summit – Richard Andreski and Greg Jordan spoke about their participation at the Summit in Edmund, Oklahoma. Andreski gave the keynote address and Jordan shared insights on transit-oriented and economic development, such as Grapevine and commuter rail. The visit sparked strong interest and productive discussions about balancing community character with growth, and how both cities are now exploring a potential partnership to exchange ideas on regional rail and infrastructure planning.

EXECUTIVE SESSION

At 4:08 pm the Board, Richard Andreski, Greg Jordan, Anette Landeros, Reed Lanham, Kelli Shields, Sarah Smith, and attorney Joel Heydenburk exited for an Executive Session. The executive session pertained to a pending contract with a vendor to operate a restaurant and event business at Trinity Metro's T&P Station. The Executive Session ended at 4:41 pm and returned to the regular session.

After returning to the regular session, the board discussed the following action item.

1. BA2025-48 Commercial Property Lease

Motion: Michael Crain motioned to approve the board action item as submitted. Isaac Manning seconded. Motion passed unanimously.

ADJOURN

Meeting adjourned at 4:42 pm.



Trinity Metro Year in Review

FY2025 Results - FY2026 Goals

November 17, 2025



Mission

Connecting people to life



Vision

The preferred choice for *simple, safe* and *innovative* mobility services.



Values

We believe in:

- Innovation
- Safety
- Reliability

- Sustainability
- Fairness
- Integrity



New Leadership



Rich Andreski President & CEO

Christine Black Chief of Staff

Anette Landeros Chief Strategy Officer

Reed Lanham Chief Operating Officer

Greg Jordan Chief Financial Officer

Kelli Shields Chief Administrative Officer



Detra Whitmore VP of Community Engagement & Customer Service

Tara Crawford VP of Planning

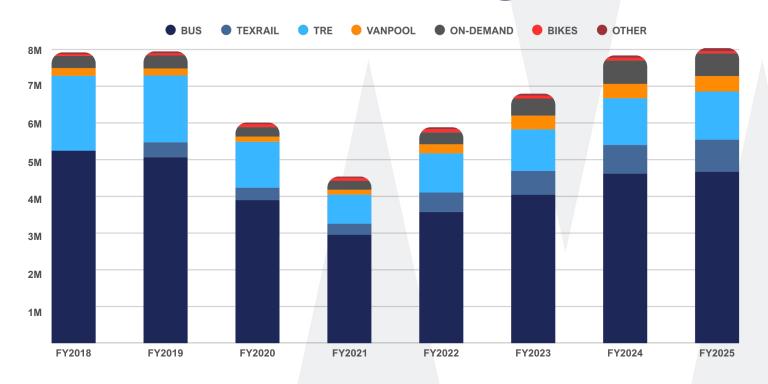
Ted Zimmerman VP of Marketing & Communications

Delivering on Our Promises

- Mayor's Urban Rail Committee Report
- Trinity Metro Bikes Launch
- Trinity Metro Blue Line Launch
- Trinity Metro's Strategic Action Plan
- Construction begins on TEXRail to Medical District (pending funding)



8 Million and Counting









TEXRail

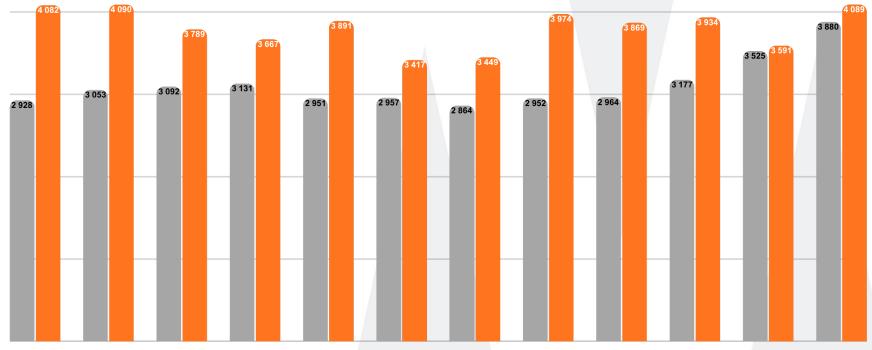






Orange Line

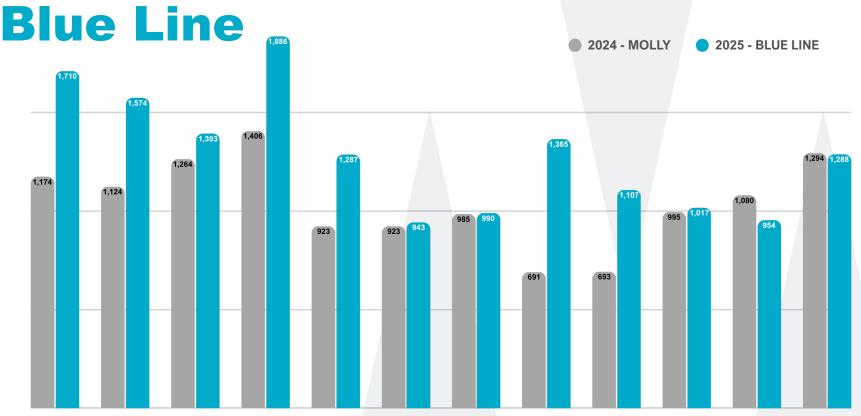




JULY - SEPTEMBER / YEAR OVER YEAR WEEKLY RIDERSHIP





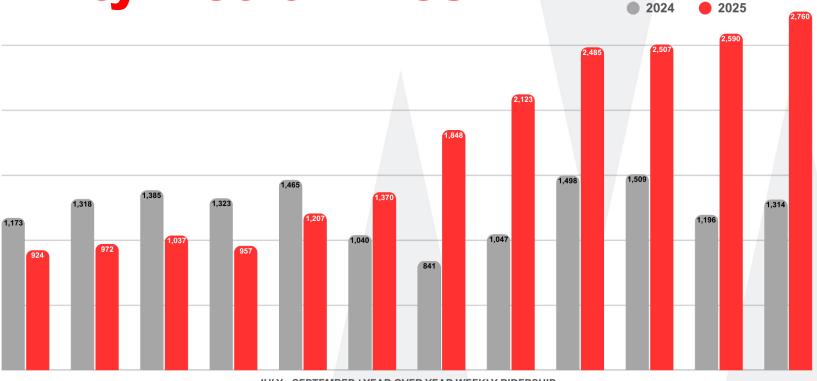


JULY - SEPTEMBER / YEAR OVER YEAR WEEKLY RIDERSHIP





Trinity Metro Bikes



JULY - SEPTEMBER / YEAR OVER YEAR WEEKLY RIDERSHIP





- Balanced budget while maintaining fares and current services
- Negotiated a new 4-year collective bargaining agreement
- Served 8.039 million riders highest ridership since 2017
- Successful transition to Trinity Metro On-Demand
 - Reduced paratransit trips of 90 minutes or more by 85 percent
 - Reduced customer service calls by 2,400 hours by deploying a new app
 - Improved productivity by 7 percent
- Doubled TEXRail mid-day service by reallocating resources from less productive overnight hours



- Briefed Fort Worth Mayor & City Council twice on state of the agency
- Four visits to State Capitol to brief state leaders and staff on Tarrant County area
- Three visits to US Capitol to meet with Texas delegation and committee staff
- Testified against Texas HB 3187 that would have reduced DART funding and required reductions in TRE service
- Advocated for changes to federal law pertaining to railroad protective liability insurance



- Held annual board retreat to review mission, vision, values and confirm strategic direction for the agency
- Hired top-tier industry talent, including four new senior leaders to complement a first-rate leadership team
- Reorganized executive leadership team to clarify roles and improve accountability
- Hosted major events: Annual Employee Party at T&P; President's Pancake Breakfast (18 hours) event to thank employees; 2025 Trinity Metro Roadeo
- Met with every team member at all-hands meetings



- Won \$25 million BUILD Grant for TEXRail Medical District Ext.
- Launched first ever Storytime Train with more than 3,000 children & parents
- Negotiated an MOU with FWISD to give students access to transit
- Posted Economic Development Director position to advance transit oriented development
- Interviewed Grapevine business owners and developers to highlight the Trinity Metro Effect



President & CEO national leadership roles

- American Public Transportation Association
 - Executive Committee Member
 - Chair, Awards Committee
 - Vice Chair, Commuter Rail CEOs
 - Member, CEO Council
- Commuter Rail Coalition Board Member
- National Transit Institute Board Member
- Transit Coalition of North Texas Board Member



President & CEO local leadership roles

- Downtown Fort Worth, Inc. Board Member
- Greater Real Estate Council of Fort Worth Board Member
- John Roach Club
- Near Southside Board Member
- North TX LEAD Board Member
- North Texas Commission Board Member
- Thursday Morning Breakfast Association
- TRE Advisory Committee and TRE Management Committee
- TxDOT Transportation Master Plan Steering Committee



2025 Goals Year ending 9/30/2025



Goal #1 – Employee Engagement (Safety, Fairness, Integrity)



Implement first-level supervision development program with metrics to enhance communication with the frontline team.

Result: Implemented comprehensive supervisor/manager/director training during the year with 65% of the cohort trained through FY2025.

Established Training Task Force and Safety Task Force to address employee concerns identified in companywide surveys.

- new safety training video produced by in-house staff
- enhanced security perimeter fencing and improved lighting at HRP Bus Complex
- tree pruning for increased visibility
- design completed for stronger bus operator barrier doors.



Goal #2 - Ridership (Sustainability)



Increase annual ridership to 8.4 million trips equal to a 7.2% increase year over year (FY25 vs. FY24).

Result: Annual ridership increased to 8,039,872 trips (preliminary, unaudited) or 2.6 percent year over year. Trinity Metro TEXRail (up 12.5%), Orange Line (up 22.3%), Blue Line (up 23.5%) and Trinity Metro Bikes (up 37.5%) significantly outpaced the 2.6 percent systemwide average.



Goal #3 – Blue Line (Innovation)



Implement Blue Line to replace Molly the Trolley.

Result: Launched Blue Line on June 8, 2025. Ridership from July through September 2025 was up 23.5% compared to the same period prior year.



Goal #4 – Transit Campaign (Reliability, Innovation)

Hire new chief of strategy and publish Trinity Metro 5-Year Strategic Action Plan.

Result: Hired new chief and published new strategic direction with 5 goals for next 5 years.





Goal #5 – Transit Workers Assault Prevention Strategy (Safety)

Implement comprehensive transit worker assault prevention strategy to include focus on Dr. Dennis Dunkins Transfer Center and Route 89.

	FY 24	FY 25
Total Assaults	16	11
Physical	1	1
Non-physical	15	10
Dedicated Transit Officer Presence	0 hours	890 hours



2026 Goals Year ending 9/30/2026



Goal #1 – State of Good Repair (Safety, Reliability, Sustainability)

Create a comprehensive Capital Maintenance Program to prioritize state of good repair projects that maintain safety, service reliability and customer satisfaction.



Goal #2 - Ridership (Sustainability)

Increase annual ridership to 8.4 million trips equal to a 4.5% increase year over year (FY26 vs. FY25).

80% goal: 8.3 million trips or 3.6% increase



Goal #3 – TEXRail (Innovation, Sustainability)

Finalize funding plan and secure agreements for TEXRail Medical District Extension with supporting cash flow to enable groundbreaking.



Goal #4 – Transit Campaign (Innovation, Sustainability)

Hire economic development director and launch transit-oriented development study and urban rail initiative.



Goal #5 – Transit Workers Assault Prevention Strategy (Safety)

Implement de-escalation training for frontline workers for both bus operators and customer service staff and install heavy-duty bus operator barrier doors on the large bus fleet.





BOARD OF DIRECTORS INFORMATION ITEM

ITEM TITLE

TEXRail and TRE Ridership & On-Time Performance Update

MEETING DATE November 17, 2025

BACKGROUND

Brad Beason, Manager of Rail Operations, will provide an update on October 2025 Ridership & On-Time Performance for TEXRail and 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*
Reed Lanham

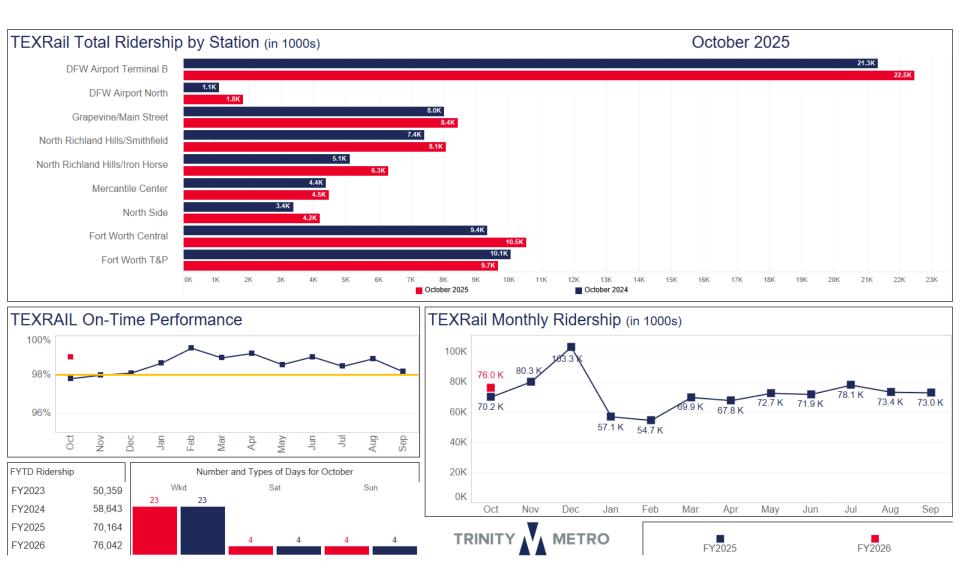
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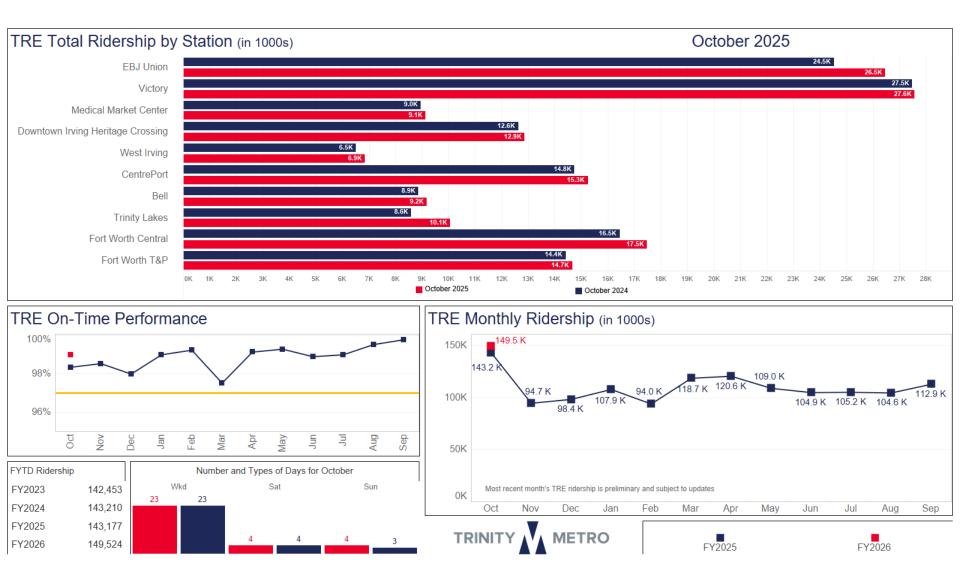
11/07/25

TEXRail and TRE Ridership & On-Time Performance Update

Brad Beason – Manager of Rail Operations November 17, 2025







BOARD ACTION ITEM

ITEM NUMBER

BA2026-15

MEETING DATE November 17, 2025

ITEM TITLE

January 2026 Service Change

BACKGROUND

Route 4 was improved to 15-minute frequency as part of the A Better Connection System Redesign Study in September 2021. However, ridership has not responded to the increased frequency. It averages 427 riders each weekday, indicating that ridership has not rebounded above pre-Covid levels as anticipated compared to other high-frequency routes. It has been classified as a low-performing route which does not justify the current 15-minute frequency of service.

Based on travel patterns, the same study in 2021 recommended Route 4 be extended westward to connect with Route 2 in the Cultural District, but that recommendation was not implemented at the time due to budget constraints. For riders traveling to the Westside, the current path requires two transfers. This contributes to longer travel times and may deter potential riders from utilizing the service. Implementing the recommended changes could enhance the connectivity and ultimately increase overall ridership on this route.

Based on these findings, the recommendation is to reduce the frequency of Route 4 to every 30 minutes and use the savings to extend the route west along Rosedale and Montgomery to the Cultural District and West 7th Street area, making a connection with Route 2 and serving Dickies Arena.

We are now recommending the following changes be approved:

- Reduce Route 4 East Rosedale from 15 minutes to a 30-minute frequency
 Extend Route 4 East Rosedale by 3.3 miles west along Rosedale and Montgomery to reach the Cultural District and West 7th Street area.

Staff have analyzed the effects of these changes on minorities and low-income persons in our service area and determined that there are no disparate impacts nor disproportionate burdens. Staff also held a public meeting at 6 pm at the Ella Mae Shamblee Public Library on October 27th. Attendees were all in favor of the proposed changes.

Due to a reduced frequency of service, this change will result in a savings of \$200,000 annually. If approved, the new service schedule will begin on January 18, 2026.

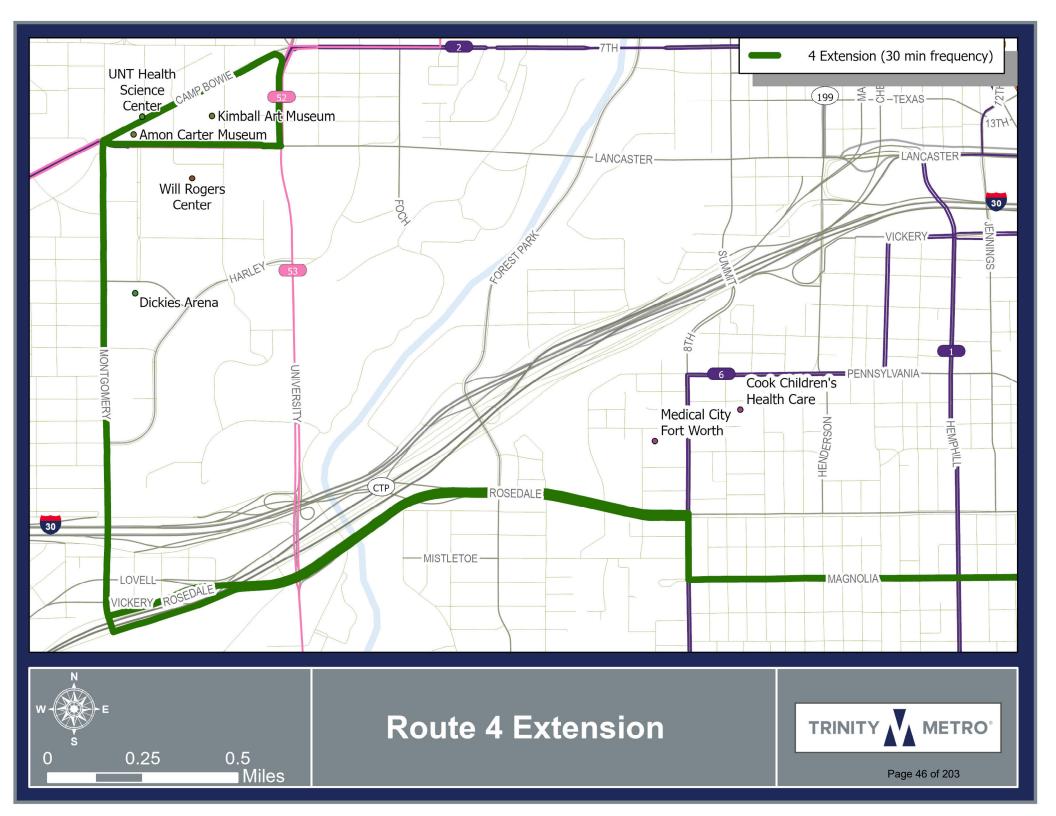
FINANCING

Funds are available in Trinity Metro's FY2026 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 & Chief Executive Officer to implement the recommended service changes to Route 4 to be effective January 18, 2026.

STAFF DISPOSITION	
EXECUTIVE LEAD* Anette Landeros	DATE 10/31/25
DISPOSITION OF BOARD OF DIRECTORS	
SECRETARY APPROVAL	



BOARD ACTION ITEM

ITEM NUMBER

BA2026-16

MEETING DATE November 17, 2025

ITEM TITLE

2026 Public Transportation Agency Safety Plan

BACKGROUND

The Federal Transit Administration (FTA) requires public transportation systems that receive federal funds to develop an agency Public Transportation Agency Safety Plan (PTASP). The requirements of the PTASP include, but are not limited to, information on our Safety Management System, Risk Reduction Programs, and Safety Performance Targets.

Agencies are required to complete an annual review of their PTASP to identify deficiencies or opportunities for improvement. Key updates to the 2026 PTASP include the Executive Summary, Safety Performance Measures, Safety Management Systems, Risk Reduction programs, and the Near Miss Reporting policy. Part of this annual review is the requirement for the PTASP to be approved by the Board of Directors, the Joint Labor / Management Safety Committee, and the Accountable Executive.

RECOMMENDATION

Trinity Metro's Board of Directors approves the 2026 Public Transportation Agency Safety Plan as presented by Trinity Metro's Chief Safety Officer.

STAFF DISPOSITION		
EXECUTIVE LEAD* Reed Lanham	DATE 10/31/25	
DISPOSITION OF BOARD OF DIRECTORS		
SECRETARY APPROVAL		



Public Transportation Agency Safety Plan





801 Grove Street Fort Worth, TX 76102

Revision Date: November 3, 2025

Revision #: 2.1



Contents

1.0	Executive Summary	3
1.1	Transit Agency Information	4
1.2	Trinity Metro Overview	5
1.3	Trinity Metro Mission Statement	6
2.0	Plan Development, Approval and Updates	7
2.1	Board of Directors Approval	ε
2.2	Labor – Management Safety Committee Approval	9
2.3	Review Process and Revision History	10
3.0	Safety Performance Measures and Targets	11
3.1	Annual Safety Performance Targets	12
3.2	Safety Performance Measures for Safety Risk Reduction Programs	13
3.3	Safety Set-Aside Requirements	14
3.4	Coordination with Metropolitan Planning Organization	14
3.5	Safety Performance Measure Definitions	15
4.0	Safety Management Systems	16
4.1	Safety Management Policy	17
4.2	Safety Risk Management	18
4.	.2.1 Risk Reduction – Assaults on Transit Workers	19
4.	.2.2 Risk Reduction – Vehicular and Pedestrian Collisions	20
4.	.2.3 Infectious Disease Mitigation	20
4.	.2.4 Risk Assessment Matrix and Hazard Analysis Template	21
4.3	Safety Assurance	23
4.	.3.1 Coordination with Contractors and External Service Providers	25
4.4	Safety Promotion	26
Apper	ndix A – Incident and Hazard Communication Procedures	27
A.1	Incident Management Notification Policy	28
A.2	Hazard Reporting Policy	34
Apper	ndix B – Near Miss Reporting Policy	36
Apper	ndix C – Joint Labor and Management Safety Committee Charter	39
Apper	ndix D – Organizational Chart	52



1.0 Executive Summary

The Public Transportation Agency Safety Plan (PTASP) regulation is a Federal Transit Administration (FTA) regulation requiring public transit agencies that receive federal funding under the FTA Urbanized Area Formula Grants (Section 5307), and rail transit agencies subject to the FTA State Safety Oversight (SSO) program, to develop and implement a comprehensive safety plan.

This regulation was signed into law by the United States Congress as 49 U.S.C. 5329 in July 2012 as part of the Moving Ahead for Progress in the 21st Century Act (MAP-21). The regulation was further amended in 2015 by the Fixing America's Surface Transportation Act (FAST Act), and in 2021 by the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure and Jobs Act (IIJA).

The PTASP requirements are detailed in 49 CFR part 673 and require public transportation agencies receiving federal funding to develop and implement a Safety Management System (SMS). An SMS is a systematic, collaborative approach to managing safety, focusing on proactive risk management and continuous improvement of safety performance.

The National Public Transportation Safety Plan (NSP), regulated by the FTA, provides the framework and guidance for the PTASP regulation. The NSP's purpose is to create a unified, measurable, and proactive safety framework across U.S. transit agencies, aiming to reduce injuries, fatalities, and incidents while improving the overall safety culture of public transportation. Key purposes of the NSP are:

- Establish safety performance metrics which agencies use to set their own safety targets.
- Promote a SMS approach to proactively identify and mitigate risk and hazards, therefore continuously improving safety performance.
- Support safety improvements across the transit industry by providing guidance, best practices, and technical assistance to help agencies enhance their safety culture.
- Assist the FTA with monitoring of safety trends to direct resources and research.
- Promote the involvement of frontline worker participation in the SMS process.

NOTE: Trinity Metro operates a commuter rail system known as "TEXRail" (mode CR-PT) under compliance with Federal Railroad Administration (FRA) regulations 49 CFR Part 270, System Safety Program.



1.1 Transit Agency Information

Transit Agency Name	Fort Worth Transportation Authority dba Trinity Metro	
Transit Agency Address	801 Grove Street, Fort Worth, Texas 76102	
Name and Title of Accountable Executive	Richard Andreski, Chief Executive Officer	
Name and Title of Chief Safety Officer or SMS Executive	Jeff Brown, Chief Safety Officer	
Mode(s) of Service Covered by This Plan	MB-DO Fixed Route Bus MB-PT Contracted Fixed Route Bus DR-DO On Demand DR-PT On Demand VP-PT Van Pool	
List All FTA Funding Types	5307, 5337, 5339	
Mode(s) of Service Provided by the Transit Agency (Directly Operated or Contracted Service)	MB-DO Fixed Route Bus MB-PT Contracted Fixed Route Bus (operated by ECHO AFC Transportation) DR-DO On Demand (operated by agency) DR-PT On Demand (operated by River North Transit, LLC dba VIA and Northeast Transportation Service dba NETS) VP-PT Van Pool (contracted service provided by Enterprise Holdings, LLC)	
Does the Agency provide transit services on behalf of another transit agency or entity?	Yes □ No ⊠	



1.2 Trinity Metro Overview

The Fort Worth Transportation Authority d/b/a Trinity Metro is a regional transportation authority of the State of Texas created pursuant to Chapter 452 of the Texas Transportation Code and confirmed by a public referendum on November 8, 1983. At the time of inception, a one-fourth cent sales tax was approved on certain retail sales within the City of Fort Worth to provide a stable funding source for mass transit operations. As called for on the original ballot, the sales tax rate was increased to one-half cent in January 1989.

During the first several years of its existence, service was provided only to the City of Fort Worth. Over the years, services have expanded across Tarrant County. Effective November 8, 2016, voters in the City of Richland Hills elected to withdraw as a member of the transportation system. On November 7, 2006, voters in the City of Grapevine elected to approve a half-cent sales tax increase for Economic Development (4B), of which Trinity Metro will receive three-eighths of a cent for the construction and operation of a commuter rail through Fort Worth, Grapevine, and into DFW Airport. This was a significant milestone in support of public transportation in Tarrant County. This action by the Grapevine citizens marks the first time in 15 years that a new city has joined with Trinity Metro, which will help make public transit options available on a regional basis.

The President and Chief Executive Officer is a Trinity Metro employee who works directly for the Board of Directors. Approximately 650 employees work for Trinity Metro under their direction. Under a contractual agreement, Metro Area Transit System Corporation (MATS) manages the employees working under a Collective Bargaining Agreement through Teamsters Local Union No. 997 for the fixed route bus, on-demand, and vehicle maintenance departments.

In January 2018, the Board of Directors approved a change to the name and logo of the Fort Worth Transportation Authority from "The-T" to "Trinity Metro". The purpose of the change was to convey forward-thinking of the Transit Master Plan. Although the agency is doing business as Trinity Metro, it is still legally the Fort Worth Transportation Authority.



1.3 Trinity Metro Mission Statement

Our Mission: Connecting People to Life

Our Vision: The preferred choice for simple, safe, and innovative mobility services

Our Values: • Innovation • Sustainability

SafetyReliabilityIntegrity





2.0 Plan Development, Approval and Updates

As required by 49 CFR Part 673.11, Trinity Metro's PTASP and its updates have been approved by the Board of Directors, Accountable Executive, and the joint Labor-Management Safety Committee.

Name of Entity That	Jeff Brown, Chief Safety Officer	Date of Signature
Name of Entity That Drafted This Plan		
Signature by the	Richard Andreski, Chief Executive Officer	Date of Signature
Accountable Executive		
Approval by the	Trinity Metro Board of Directors Action Item	Date of Approval
Board of Directors or Equivalent Entity	See section 2.1	
Certification of Compliance	Labor-Management Safety Committee Approval	Date of Approval
	See section 2.2	

<u>Accountable Executive</u> means a single, identifiable person who has ultimate responsibility for carrying out the Public Transportation Agency Safety Plan of a transit agency, and control or direction over the human and capital resources needed to develop and maintain the transit agency's Public Transportation Agency Safety Plan in accordance with 49 U.S.C. 5329(d).

<u>Chief Safety Officer</u> means an adequately trained individual who has responsibility for safety and reports directly to a transit agency's chief executive officer, general manager, president, or equivalent officer. A Chief Safety Officer may not serve in other operational or maintenance capacities, unless the Chief Safety Officer is employed by a transit agency that is a small public transportation provider as defined in this part, or a public transportation provider that does not operate a rail fixed guideway public transportation system.

<u>Equivalent entity</u> means an entity that carries out duties similar to that of a Board of Directors, for a recipient or subrecipient of FTA funds under 49 U.S.C. chapter 53, including sufficient authority to review and approve a recipient or subrecipient's Public Transportation Agency Safety Plan.



2.1 Board of Directors Approval



2.2 Labor – Management Safety Committee Approval

N.	Joint Labor - Management Safety Committee
TRINITY METRO	Record of Vote

<u>Subject:</u> Annual review and revision of agency Public Transportation Safety Plan (PTASP) as required by 49 CFR 673.11 (a).

Name and Title	Approval		Claustins and Data
	Yes	No	Signature and Date
Jeff Brown Chief Safety Officer	A		JAH 0/25
Tim Gould Risk Manager	d		8 m forme 9/11/25
Rene Perez Operations Manager	d		IN 9 17/25
Matthew Modglin Facilities Project Manager	X		WM 9/18/25
Angela Mitchell Operations Supervisor	Ŋ		Angela MAchell 10-1-202
James Williams Bus Operator	Ø		9-26-35
Jovan Griffin Mechanic	Ø.		Jan Hille
Dock Evans Bus Operator	Ø	£	I last and They to
Jorge Silva Bus Operator			Separated prior to vote
Alicia Hernandez On-Demand Operator	×		9/24/29



2.3 Review Process and Revision History

The Trinity Metro PTASP will be reviewed annually by the Chief Safety Officer and/or a designee. Any revisions will be initiated by changes in regulatory compliance and/or internal policy or process improvements. Any revisions will be reviewed and approved by the joint Labor-Management Safety Committee and presented to the Accountable Executive and Board of Directors for approval when applicable.

This section is to be used to record the complete history of successive changes to the PTASP, including annual reviews and updates.

Revision Number	Description of Change(s):	Issued By:	Date Issued
1.0	Initial release of PTASP	Joe Acosta	October 26, 2020
1.1	Annual Review and Update: Addition of Joint Safety Committee Charter, update of organizational chart	Jessica Powers	July 7, 2022
1.2	Annual Review (no changes)	Jessica Powers	August 14, 2023
1.3	Annual Review and Update: Updates to Mission Statement, Organizational Chart, Safety Management Systems, Safety Performance Measures, Risk Assessment matrix, and branding to match Trinity Metro standards.	Jeff Brown	October 7, 2024
2.1	Annual Review with updates to: Executive Summary, Safety Performance Measures, Safety Risk Reduction Program, Safety Promotion, Safety Risk Management, Safety Assurance, Risk Reduction Procedures, Incident Communication Procedures, Near Miss Reporting Policy, Organizational chart	Jeff Brown	November 3, 2025



3.0 Safety Performance Measures and Targets

Pursuant to 49 CFR 673.11(a) (3), an agency's Public Transportation Agency Safety Plan must include annual safety performance targets based on the safety performance measures established under the National Public Transportation Safety Plan.

All targets are measured over a fiscal year and are evaluated against a 3-year rolling average of data. Targets are adjusted annually, and are based on data reported to the National Transportation Database (NTD). Definitions are in section 3.4.

When setting targets based on the safety performance measures for all agencies subject to the PTASP regulation and for the safety risk reduction program, transit agencies should use the following modal groups: rail, fixed route bus, and non-fixed route bus. Using this approach, a transit agency would only set the required targets for three modal groups, regardless of how many individual modes of transit service it reports to the NTD. The following table presents these three modal groups and the individual NTD modes included in each.

Rail	Fixed Route Bus	Non-Fixed Route Bus
Heavy Rail (HR) Light Rail (LR) Streetcar (SR) Hybrid Rail (YR) Monorail/Automated Guideway (MG) Inclined Plane (IP) Cable Car (CC) Aerial Tramway (TR)	 Motorbus (MB) Commuter Bus (CB) Bus Rapid Transit (RB) Trolley Bus (TB) Publico (PB) Jitney (JT) 	Demand Response (DR) Vanpool (VP)

Note: The Rail modal group excludes commuter rail (CR) which falls under the regulation of the Federal Railroad Administration.



3.1 Annual Safety Performance Targets

Safety Performance Measures	Fixed Route Bus	Non-Fixed Route Bus
1. Major Events	25	16
2. Major Events Rate	0.40	0.22
3. Collision Rate	0.33	0.22
4. Pedestrian Collision Rate	0.00	0.00
5. Vehicular Collision Rate	0.33	0.22
6. Fatalities	0	0
7. Fatality Rate	0.00	0.00
8. Transit Worker Fatality Rate	0.00	0.00
9. Injuries	50	25
10. Injury Rate	0.85	0.32
11. Transit Worker Injury Rate	0.10	0.10
12. Assaults on Transit Workers	45	4
13. Rate of Assaults on Transit Workers	0.75	0.10
14. System Reliability (miles)	7,500	50,000

- Rates are based on 100,000 vehicle revenue miles
- Targets are based on events reported to NTD (S&S 40 and 50)
- Fixed Route Bus includes modes MB-DO and MB-PT
- Non-Fixed Route Bus includes modes DR-DO, DR-PT, and VP-PT



3.2 Safety Performance Measures for Safety Risk Reduction Programs

The Bipartisan Infrastructure Law (BIL) requires Section 5307 recipients that serve an urbanized area with a population of 200,000 or more to include in their Agency Safety Plan a safety risk reduction program for transit operations. These safety risk reduction programs aim to improve safety performance by reducing the number and rates of accidents, injuries, and assaults on transit workers, including:

- A reduction of vehicular and pedestrian accidents involving buses that include measures
 to reduce visibility impairments for bus operators that contribute to accidents, including
 retrofits to buses in revenue service and specifications for future procurements that
 reduce visibility impairments; and
- The mitigation of assaults on transit workers, including the deployment of assault mitigation infrastructure and technology on buses, including barriers to restrict the unwanted entry of individuals and objects into the workstations of bus operators when a risk analysis performed by the transit agency's Safety Committee determines that such barriers or other measures would reduce assaults on transit workers and injuries to transit workers.

The BIL directs that performance measures for a safety risk reduction program, required under 49 U.S.C. 5329(d)(4), be included in the National Safety Plan (49 U.S.C. 5329(b)(2)(A)). The FTA identifies the below eight measures for the safety risk reduction program. The Safety Committee of applicable transit agencies will use these measures to set targets for the safety risk reduction program, as required by 49 U.S.C. 5329(d) and 49 CFR § 673.19(d)(2). Under the BIL requirements, the Safety Committee must establish these targets using a 3-year rolling average of the data the agency submits to the NTD.

Required Safety Risk Reduction Program Measures		
1	Major Events	
2	Major Event Rate	
3	Collisions	
4	Collision Rate	
5	Injuries	
6	Injury Rate	
7	Assaults on Transit Workers	
8	Rate of Assaults on Transit Workers	



Some of the performance measures for the safety risk reduction program overlap with the measures for all agencies subject to the PTASP regulation described above. Section 5307 recipients that serve an urbanized area with a population of 200,000 or more may choose to use the target set by the Safety Committee for the safety risk reduction program for both measures, provided the target for the safety risk reduction program is set using a 3-year rolling average of NTD data.

Trinity Metro uses the same safety performance targets to satisfy both requirements. Please refer to the annual Safety Performance Targets in section 3.1.

3.3 Safety Set-Aside Requirements

The Bipartisan Infrastructure Law establishes a safety set aside requirement for all Section 5307 recipients that serve a large UZA. These transit agencies must allocate not less than 0.75 percent of section 5307 funds to eligible safety-related projects.

As part of the continuous improvement component of SMS, and as required under the BIL and at 49 CFR § 673.27(d)(3)(iii), if an agency fails to meet a safety performance target under the safety risk reduction program, it must allocate its safety set aside in the following fiscal year to eligible projects that are reasonably likely to assist the agency in meeting the target.

3.4 Coordination with Metropolitan Planning Organization

Pursuant to 49 CFR 673.15, transit agencies must make its safety performance targets available to States and Metropolitan Planning Organizations (MPO's) to aid in the planning process and in the selection of state and MPO safety performance targets. MPOs will integrate transit agency performance targets and plans into their planning documents, including their Transportation Improvement Program (TIP). States will incorporate them into their Statewide Transportation Improvement Program (STIP). These targets will help jurisdictions develop their investment priorities for upcoming transit projects.

Trinity Metro shares their PTASP, including Safety Performance Targets, annually will their local MPO (North Central Texas Council of Governments [NCTCOG]).



3.5 Safety Performance Measure Definitions

Safe	ety Performance Measure	Description
1	Measure 1a – Major Events	This includes all safety and security major events as defined by the NTD.
2	Measure 1b – Major Event Rate	This includes all safety and security major events as defined by the NTD, divided by VRM.
3	Measure 1.1 – Collision Rate (new)	This includes all collisions reported to the NTD, divided by VRM.
4	Measure 1.1.1 – Pedestrian Collision Rate (new)	This includes all collisions "with a person," as defined by the NTD, divided by VRM.
5	Measure 1.1.2 – Vehicular Collision Rate (new)	This includes all collisions "with a motor vehicle," as defined by the NTD, divided by VRM.
6	Measure 2a – Fatalities	This includes all fatalities as defined by the NTD.
7	Measure 2b – Fatality Rate	This includes all fatalities as defined by the NTD, divided by VRM.
8	Measure 2.1 – Transit Worker Fatality Rate (new)	This includes all transit worker fatalities as defined by the NTD, including the categories "Transit Employee/Contractor," "Transit Vehicle Operator," and "Other Transit Staff," divided by VRM.
9	Measure 3a – Injuries	This includes all injuries as defined by the NTD.
10	Measure 3b – Injury Rate	This includes all injuries as defined by the NTD, divided by VRM.
11	Measure 3.1 – Transit Worker Injury Rate (new)	This includes all transit worker injuries as defined by the NTD, including the categories "Transit Employee/Contractor," "Transit Vehicle Operator," and "Other Transit Staff," divided by VRM.
12	Measure 4a – Assaults on Transit Workers (new)	This includes all assaults on transit workers as defined by the NTD.9
13	Measure 4b – Rate of Assaults on Transit Workers (new)	This includes all assaults on transit workers as defined by the NTD, 9 divided by VRM.
14	Measure 5 – System Reliability	This includes Major Mechanical System failures as defined by the NTD.



4.0 Safety Management Systems

<u>Safety Management System (SMS)</u> means the formal, organization-wide approach to managing safety risk and assuring the effectiveness of a transit agency's safety risk mitigations. SMS includes systematic procedures, practices, and policies for managing hazards and safety risk.

In May 2013, the Federal Transit Administration formally adopted SMS as the basis to improve the safety of public transportation. SMS includes 4 components which work together to support each other in an interactive and integrated fashion thus enhancing its overall effectiveness.

- Safety Management Policy
- Safety Risk Management
- Safety Assurance
- Safety Promotion

Key benefits of an SMS system are:

- Reduced incidents and accidents by proactively identifying and managing risks, SMS can significantly reduce the likelihood of workplace accidents and injuries.
- Improved compliance SMS provides the framework for meeting and maintaining compliance with safety regulations and standards.
- Cost savings preventing incidents and accidents can lead to reduced costs, claims, and other related expenses.
- Enhanced productivity and efficiency SMS streamlines processes with less duplication of effort, and better resource allocation.
- Improved Reputation and Brand Image Organizations with a strong commitment to safety are viewed more favorable by employees, customers, and stakeholders. A positive safety record can be a valuable asset in attracted and retaining talented employees, as well as securing funding.
- Positive safety culture SMS promotes a culture where safety is a shared responsibility, fostering a proactive and engaged workforce. A safer workplace can lead to increased employee morale, reduced absenteeism, and improved overall productivity.





4.1 Safety Management Policy

<u>Safety Management Policy</u> means a transit agency's documented commitment to safety, which defines the transit agency's safety objectives and the accountabilities and responsibilities for the management of safety.

Safety Policy Statement

Trinity Metro is dedicated to the safety and health of each employee, our customers, and the people in the cities we serve. We have adopted a very simple mission statement;

"If it can't be done safely, don't do it at all."

Safety requires everyone's participation. Our management team is responsible for properly managing assets and providing employees with the training and resources needed for a safe productive environment. Everyone must work together to achieve excellence in safety.

Trinity Metro will:

- Prioritize safety above all else.
- Ensure employees have a safe and healthy place to report to work.
- Provide all employees with the proper training and appropriate resources.
- Create program initiatives that contribute to a safe and positive culture.
- Conduct routine audits of the workplace to identify and eliminate risks and hazards.
- Listen and respond appropriately to employee suggestions and/or concerns.

Employees will:

- Arrive to work each day with a positive attitude, physically and mentally, to perform tasks safely.
- Participate in all safety programs and/or activities such as Safety Suggestion Campaigns, Hazard Recognition Reporting, and Hazard Correction.
- Report unsafe actions of others to supervision or another leader in the workforce.
- Use required PPE to do a job safely and always follow a safe SOP for the task.

Safety Policy Signed by:

President and CEO:	Richard Andriski		Jun-28-2022	
	Richard Andreski			
Chief Safety Officer:	Justica Powers Jessica Powers Jessica Powers	Date:	Jun-28-2022	



4.2 Safety Risk Management

<u>Safety Risk Management</u> means a process within a transit agency's Public Transportation Agency Safety Plan for identifying hazards and analyzing, assessing, and mitigating the safety risk of their potential consequences. The process below is a pro-active approach to safety, and provides a systematic method for decision making.

Hazard Identification – using multiple sources of information to recognize risks, hazards, and conditions that have the potential to cause injuries or damage. The goal is to recognize threats before they become more serious risks. Sources of information include, but are not limited to: employee reports of incidents, collision reports, near-miss reports, incident investigations, safety inspections or audits, operational feedback, public reporting, and predictive analysis of reports and trends.

Trinity Metro's Emergency Action and Severe Weather Action Plans establish procedures for responding to natural disasters, accidents, and other emergencies. These plans are maintained as a separate document and incorporated by reference into this PTASP as part of our Safety Risk Management and Safety Assurance processes.

- Risk Assessment evaluating the potential likelihood and consequences of hazards and risks. The goal is to prioritize risks so that resources may be focused on the most significant threats. Trinity Metro's Hazard Risk Assessment matrix is based on Military Standard 882E, and can be found in section 4.2.4.
- Risk Mitigation the control measures implemented to eliminate, reduce, or otherwise control the risk. The goal is to reduce the risk to the lowest practical level. Options include, but are not limited to: elimination (most effective but not always possible), developing policies, procedures, and training, re-designing systems or equipment, and using protective measures such as equipment, barriers, and personal protective equipment (PPE).
- Monitoring and Review risk mitigations must be monitored to ensure effectiveness. The goal is to ensure continuous improvement. Safety performance indicators, audits, and employee feedback help determine if mitigations are working or if furthers actions are necessary.



4.2.1 Risk Reduction – Assaults on Transit Workers

Trinity Metro has implemented multiple mitigations to reduce the risk of verbal and physical assaults on transit workers. They prioritize employee safety, health, confidence, a safer environment for passengers, and increased public confidence in our transit system. A completed risk assessment shows high risk factors including, but not limited to, fare disputes, aggressive or impaired passengers, service delays, or Operator apathy. Pursuant to 49 CFR 673.25(d) (4), the following mitigations have been implemented:

- De-escalation training is two parts and includes realistic and relatable scenarios and best practices to recognize threatening behaviors.
- Fare collection policy which emphasizes no enforcement along with courteous and professional behavior.
- Bus Operator barrier door project has been initiated to retro-fit the existing bus fleet with heavy-duty doors. All new buses added into the fleet will also be equipped with them.
- High-definition video surveillance systems with audio on revenue vehicles.
- Emergency call options directly to Radio Control with automatic vehicle location.
- Training for frontline employees on procedures to contact Radio Control and/or law enforcement.
- Reporting procedures to submit documentation on all occurrences of assaults or any activity which may precipitate an assault.
- Rider guidelines were updated in 2024 and are available in print on revenue vehicles and electronically on our website. These include passenger expectations of conduct.
- All incidents are tracked and investigated, and when possible, charges are referred to local law enforcement.
- Follow up coaching is completed with the employee when appropriate.



4.2.2 Risk Reduction – Vehicular and Pedestrian Collisions

Trinity Metro promotes a "safe system" approach which promotes safer people and safer vehicles. This system constantly evaluates Operator training and application of skills as well as opportunities to improve the technology deployed on our revenue fleet. Pursuant to 49 CFR 673.25(d) (3) and in conjunction with a completed risk assessment, the following mitigations have been, or are in the process of being implemented:

- Defensive driving techniques using the Smith System program.
- Enforce speed limits and other traffic rules with heavy emphasis in high pedestrian traffic areas.
- Enforce distracted driving avoidance in accordance with the Trinity Metro "Electronic Devices and Distracted Driving Policy".
- Use a data-driven review system to identify high-risk locations and evaluate training and infrastructure mitigations that may apply.
- Evaluate the feasibility of collision avoidance systems on the bus fleet. These systems
 may include alerts for nearby pedestrian and micro-mobility users as well as forward
 collision warnings and lane departure warnings. The purpose of these systems is to
 reduce collisions by acting as extra eyes for the Operator and providing advance
 warnings when collisions are imminent.
- Routinely clean and maintain windows and other reflective surfaces to reduce glare.
- Enforce hours of service limits and fatigue management best practices.
- Regular onsite person-to-person discussions to gain firsthand knowledge of risks.

4.2.3 Infectious Disease Mitigation

In accordance with 49 CFR 673.25(b)(2)(ii), Trinity Metro has implemented strategies to minimize exposure to infectious diseases in accordance with the Centers for Disease Control (CDC) and state health authorities. These hazards are included in the Safety Risk Management process. Some examples are: barriers for fixed route bus Operators, hand sanitizing locations, regular cleanings, disinfection, and trash removal procedures, use of PPE, and training and instruction for employees. Deep cleanings of all revenue vehicles are completed on a routine preventative maintenance schedule.



4.2.4 Risk Assessment Matrix and Hazard Analysis Template

RISK ASSESSMENT MATRIX				
Severity	Catastrophic	Critical	Marginal	Negligible
Likelihood	(1)	(2)	(3)	(4)
Frequent (A)	High	High	Serious	Medium
Probable (B)	High	High	Serious	Medium
Occasional (C)	High	Serious	Medium	Low
Remote (D)	Serious	Medium	Medium	Low
Improbable (E)	Medium	Medium	Medium	Low
Eliminated (F)	Eliminated			

Unacceptable	Serious	Acceptable with Mitigation	Acceptable
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Severity Considerations			
1. Catastrophic	Could result in death, permanent total disability, monetory loss exceeding \$1m, or irreversible significant environmental impact.		
2. Critical	Could result in permanent partial disablility, injury or illness resulting in hospitalization, monetary loss exceeding \$250k but less than \$1m, or reversible significant environmental impact.		
3. Marginal	Could result in injury or illness resulting in one or more lost workday(s), monetary loss exceeding \$25k but less than \$250k, or reversible moderate environmental impact.		
4. Negligible	Could result in injury or illness not resulting in a lost workday, monetary loss less than \$25k, or minimal environmental impact.		

Likelihood Considerations			
A. Frequent	Continuously experienced in the life of a system - More than once per month.		
B. Probable	Will occur often in the life of a system - Less than once per month but more than once per year.		
C. Occasional	Will occur sometime in the life of a system - Less than once per year but more than once per decade.		
D. Remote	Unlikely but reasonably expected to occur at least once in the life of a system.		
E. Improbable	Unlikely to occur in the life of a system, but possible.		
F. Eliminated	Incapable of occurrence, used when hazards are identified then eliminated.		



Public Transportation Agency Safety Plan

November 3, 2025

	Hazard Analysis / Safety Risk Assessment							
	Hannels Completed By:							
				Date Initiated:				
System: Date Revised:								
_	Subsystem:		1- 1-11		Revision Number:			
G	eneral Description	Hazar	d Cause / Effect	1-141-1	Corr	Corrective Action		
Control	Risk or Hazard			Initial Hazard		Mitigations in Progress or	Final Hazard	
No.	Description	Potential Cause(s)	Effect on System / Subsystem	Risk	Recommended Mitigations	Completed	Risk	
NO.	Description			Index		Completed	Index	
				mack			mack	



4.3 Safety Assurance

<u>Safety Assurance</u> means processes within a transit agency's Safety Management System that function to ensure the implementation and effectiveness of safety risk mitigation, and to ensure that the transit agency meets or exceeds its safety objectives through the collection, analysis, and assessment of information.

The purpose of safety assurance is to establish a systematic process for monitoring, measuring, and evaluating safety performance. Safety assurance helps to ensure that mitigations put in place to manage safety risk are carried out and working as intended, potential safety issues are identified early, and safety objectives are met.

Pursuant to 49 CFR 673.27, Trinity Metro has established processes and activities to monitor safety performance and the effectiveness of safety management efforts. Specific elements include:



- System monitoring of operations, facilities, and equipment to ensure compliance with established safety practices.
- Incident reports, audits, inspections, and safety performance measures are utilized to monitor safety practices. A non-punitive safety reporting program (Near Miss Reporting Policy) is established to gather frontline information.
- Investigations of safety events, incidents, and accidents are completed to identify causal and contributing factors.
- Data is maintained in a centralized file and is continuously evaluated for both leading and lagging safety performance indicators.

Management of change is utilized to ensure that safety is not negatively impacted by organizational or operational changes. Evaluation of all changes, including proposed or future changes, are evaluated for new or emerging risks before they are implemented. Elements included in this process are:



- <u>Identify the change</u>: Trinity Metro has established processes to identify any proposed change to operations or maintenance procedures, design and construction of capital projects, and procurement or modification to equipment, vehicles, or facilities.
- Assess safety risks: if the agency determines that a change may impact safety, the change will be evaluated using the Safety Risk Management process described in section 4.2.



- <u>Implement mitigations</u>: based on the results of the Safety Risk Management process, an action plan to manage any identified risks will be implemented. Additional safety controls will also be implemented as needed.
- Review and monitor: changes are continuously monitored to ensure effectiveness of mitigations and safety controls, and that no unintended consequences have arisen.

Continuous improvement helps Trinity Metro assess its overall safety performance and how well the SMS is working. This process is cyclical, allowing the agency to learn from its experiences and refine its approach to safety. Elements of the process include:



- Assessing performance: collect and analyze data, findings, and information gathered from performance monitoring, audits, and incident/hazard reports to identify patterns, trends, and areas of concern.
- Identify opportunities for improvement: identify weaknesses or gaps in the safety program and prioritize corrective actions. Use data to compare safety performance against established results and safety performance targets. The joint Labor and Management Safety Committee identifies deficiencies in the agency's performance against annual safety performance targets.
- <u>Corrective action</u>: implement necessary changes, which may include revised policies, training, or other risk controls based on performance outcomes.
- <u>Annual review</u>: conduct a formal annual review of the entire PTASP, including SMS processes, activities, and performance targets. This will ensure the plan remains current to reflect organizational or regulatory changes.
- Communication and Feedback: safety performance results are shared with all levels of staff. Feedback is encouraged through multiple channels and actions taken based on employee reports is provided.
- <u>Documentation and Recordkeeping</u>: Trinity Metro has a document retention policy which is compliant with local, state, and federal regulations. All records of safety performance results, reports, audits, investigations, and corrective actions are maintained in accordance with this policy.



4.3.1 Coordination with Contractors and External Service Providers

Trinity Metro shares its PTASP and safety policies with all contractors and external service providers (ESPs). All ESPs performing work on behalf of Trinity Metro must comply with the same safety regulations, policies, and procedures as the agency. This is accomplished through the following steps:

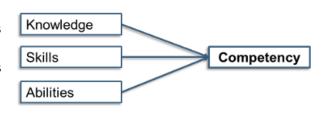
- Established roles and responsibilities at each ESP.
- Safety requirements are written directly into procurement documents, contracts, and scopes of work.
- ESPs are required to use the same incident reporting procedures that are used within the agency.
- Incidents reported by ESPs are reviewed, investigated, and tracked by the agency.
- ESP safety performance is continuously monitored through results, and feedback or corrective actions are taken as necessary.
- ESP safety performance is included in annual Safety Performance Measures and Targets set by the agency.
- Periodic inspections, audits, and evaluations are conducted to ensure compliance.
- Joint exercises, drills, or tabletops are conducted to evaluate readiness.



4.4 Safety Promotion

<u>Safety Promotion</u> means a combination of training and communication of safety information to support SMS as applied to the transit agency's public transportation system. It focuses on building and maintaining a strong safety culture throughout the organization. It ensures that all employees – from leadership to frontline staff – understand the agency's safety goals and their personal responsibility in achieving them, and are empowered to identify and report hazards. There are two elements required in the Safety Promotion component:

Competencies and Training: provides employees with the knowledge and skills necessary to perform their duties safely. Includes training tailored to specific roles and responsibilities and ensures staff understands their safety roles, and how to report concerns or hazards.



A comprehensive training program beginning with new hires has been established. Safety related topics of this program include, but are not limited to safety orientation, seat belt policy, personal electronic devices policy, and incident/near-miss reporting. Personnel hired for frontline positions continue in the program from five to twelve weeks, depending on their CDL status, and receive additional safety training in revenue vehicle operations and de-escalation.

Ongoing training and development is accomplished for all safety sensitive employees on a recurring basis. Training may also be conducted as a follow-up to an incident within the parameters of the Union Work Rules. This includes counseling, coaching, and refresher training to include specific event corrective action.

Safety Communication: ensures safety information is effectively and regularly shared across all levels of the organization. Information about safety issues, lessons learned, and best practices should be openly communicated between frontline employees, management, and leadership. Communication is managed through monthly meetings, quarterly All Hands meetings, and electronic dissemination of safety alerts and topics through email and company-wide video monitors.



Appendix A – Incident and Hazard Communication Procedures

Trinity Metro has established multiple mandatory and voluntary methods for reporting incidents within our Safety Promotion process including, but not limited to:

- Standard reporting forms for employees to document incidents and provide details and their statement.
- Supervisor forms for additional details of the incident and FTA Post Incident Drug and Alcohol Testing determination form.
- Employees are provided company e-mail addresses to receive notifications and other information.
- Incident Management Notification System (IMS) communications are used for timely notification and updates to "need to know" staff on ongoing incidents or other important information. The IMS system may also be used for informational messages on occasion, such as safety reminders, company events, and employee notifications. IMS procedures are on the following pages.
- A Near Miss reporting policy has been established to identify potential hazards allowing for pro-active mitigations to be applied.
- The ELERTS reporting system is available to all employees, customers, and the general public through a link in the "GoPass" app as well as the "See Say" app. The ELERTS system does have an anonymous reporting option.
- Other reporting options include a dedicated safety email in-box and phone line, and reporting incidents and concerns directly to a Union Steward.



A.1 Incident Management Notification Policy



Fixed Route & ACCESS SOP – All Services/Incident Management Notification

Trinity Metro Policy Number:FROPS-SOP-0001	Description: All approved employees
Revision Number: 0009	Page Number: Page 2 of 7
Prepared by: Ronald Newman	Approved by: Wayne Gensler
Issued by: Ronald Newman	Issue Date: 11/9/2023

Change Record

Revision Number	Date	Responsible Person	Description of Change
9	8/10/2023	Ronald Newman	General Manager added

Distribution List

All approved Transportation Directors, Managers, and Employees.

1.0 Introduction (Purpose and Scope):

- 1.1 Procedure for utilization of Incident Management Notification System (IMS). The IMS is used for the immediate reporting of incidents to "need to know" personnel.
- 1.2 The scope of this procedure is for all Trinity Metro operations that have primary responsibility with Radio Control Supervisors.

2.0 Responsibilities:

2.1 The Directors are responsible for providing the resources and programs available to perform the functions listed below. Street, Dispatch, and Radio Supervisors are responsible for the execution of the procedures below.

3.0 Glossary of Terms:

3.1 Incident Management Notification System (IMS):

3.1.1 A notification process used to alert additional levels of management of an incident requiring their immediate attention or their "need to know" so that they can interact with other responders, employees, the media, and/or other agencies.

4.0 Procedure(s):





Trinity Metro Policy Number:FROPS-SOP-0001	Description: All approved employees	
Revision Number: 0009	Page Number: Page 3 of 7	
Prepared by: Ronald Newman	Approved by: Wayne Gensler	
Issued by: Ronald Newman	Issue Date: 11/9/2023	

4.1 Level 1 Incidents - Minor Incidents

4.1.1 Level 1 incidents include the following:

- Fixed object collision involving minor damages (bus is still operable)
- Vehicular collisions resulting in no injuries or minor damage to involved vehicles. (bus and other vehicles are still operable)
- Bio-Hazard on board vehicle.
- Passenger fall requiring no immediate transportation to a healthcare facility, or resulting in no injury. (Operations only)
- Failed boarding of any passenger (not just ADA)
- · Unauthorized person left onboard bus
- · Loiters at any bus stop or transfer center

4.2 Level 2 Incidents - Serious Incidents

4.2.1 Level 2 incidents include the following:

- Any collision that would require a mandatory FTA Drug & Alcohol test (injury requiring immediate transportation to a healthcare facility, or a vehicle towed due to disabling damage, where the coach Operator cannot be ruled out as being a contributing factor)
- Any injury of a Trinity Metro employee who does not require transportation by an emergency vehicle
- Any physical fight between passengers
- Any incident resulting in the arrest of a passenger
- Any vehicle or facility fire (fire is defined as visible flames or smoke)
- Passenger fall requiring immediate transportation to a healthcare facility or response by an EMT service. (All ACCESS falls)
- Any incident that requires police, fire or medical response, that does not meet level 3 thresholds.
- Any closure of a street that will cause a major service disruption (Jones, Lancaster, etc.)





Trinity Metro Policy Number:FROPS-SOP-0001	Description: All approved employees
Revision Number: 0009	Page Number: Page 4 of 7
Prepared by: Ronald Newman	Approved by: Wayne Gensler
Issued by: Ronald Newman	Issue Date: 11/9/2023

4.3 Level 3 Incidents - Emergency Incidents

4.3.1 Level 3 incidents include the following:

- Any fatality or critical injury to a Trinity Metro or TEXRail employee, visitor, contractor or passenger, regardless of how the fatality or critical injury occurred.
- Any fatal or critical injury to anyone else, where the death or injury was directly caused by a Trinity Metro or TEXRail employee or Trinity Metro equipment
- Any incident involving the collision of a Trinity Metro vehicle and a pedestrian or bicyclist.
- Anytime that news media shows up at the FWCS for any reason
- Any incident where the news media arrives on the scene
- Any discharging of firearms by Trinity Metro or TEXRail personnel
- Any assault of a Trinity Metro employee or contractor
- Any physical fight between Trinity Metro employees
- Any request for use of TEXRail trains by emergency services
- Any terroristic incident or bomb threat.
- · Any request for bus bridging
- Any request of buses for emergency services (police, fire, etc.)
- Any mechanical failure on single-main track.
- A system wide failure of the Transit Master vehicle locations system

4.4 Special Considerations

- 4.4.1 Trinity Metro and TEXRail recognizes that there may be situations that fall outside of the definitions defined in the three levels of incidents described above, when these unusual situations present themselves <u>supervisors should exercise good decision making and classify the incident into the level that is closest to the definitions.</u>
- 4.4.2 TEXRail dispatchers and clerks will be required to push out these notifications from 0100 to 0300 during the hours that Trinity Metro





Trinity Metro Policy Number: FROPS-SOP-0001	Description: All approved employees	
Revision Number: 0009	Page Number: Page 5 of 7	
Prepared by: Ronald Newman	Approved by: Wayne Gensler	
Issued by: Ronald Newman	Issue Date: 11/9/2023	

dispatchers are not on duty. From 0300 to 0059, these notifications will be pushed out by Trinity Metro dispatchers.

4.5 Notifications

- 4.5.1 Radio Supervisors are required to make initial determination of what level an incident is defined as using the criteria explained in section 4.0
- 4.5.2 Radio Supervisors are required to notify the appropriate level email group. (See Section 5.0 for examples)
- 4.5.3 Street Supervisors who respond to the scene are required to update Radio Supervisors so that the incident can be raised or lowered as more information becomes available.
- 4.5.4 Radio Supervisors are required to send updates as the situations develop to keep Trinity Metro up to date with information for all level 2 and 3 incidents. (See Section 5.0 for examples)
- 4.5.5 Radio Supervisors are required to send a closing message once the incident has concluded for all level 2 and 3 incidents. (See Section 5.0 for examples.
- 4.5.6 During all level 2 and 3 events the Incident Management System Phone Tree must also be activated. (See Attachment I)

5.0 Communications

5.1 Communication Examples - below are examples to be used for initial determination, updates, and closing notifications.

5.1.1 Initial Notification-

Incdt time:

Subj: Level 2 - Passenger Assault

Route/Blk: 4/31

Details: Female passenger assaulted by male passenger in

rear of coach @ Rosedale and New York outbound.

FWPD responding. Details to follow.

Operator: Doe

Contractor: (if not an FWTA employee)
Responder: Doe, FWPD, MedStar





Trinity Metro Policy Number:FROPS-SOP-0001	Description: All approved employees
Revision Number: 0009	Page Number: Page 6 of 7
Prepared by: Ronald Newman	Approved by: Wayne Gensler
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5.1.2 Update Notification-

Subj: Level 2 - Passenger Assault – UPDATE

Route/Blk: 4/31

Details: FWPD on scene, female passenger has minor injuries.

Operator: Wilson

Contractor: (if not a Trinity Metro employee)

Responder: Chess, FWPD, MedStar

5.1.3 Closing Notification-

Subj: Level 2 - Passenger Assault – CLOSED

Route/Blk: 4/31

Details: FWPD has arrested male passenger, female

passenger transported to hospital by MedStar for evaluation of minor injuries. Coach is running 7

minutes late. Incident Closed.

Operator: Wilson

Contractor: (if not a Trinity Metro employee)

Responder: Chess, FWPD, MedStar

6.0 Management of Email Groups

- 6.1 The General Manager of Operations and the Directors of Operations, and Maintenance are required to determine which employees belong to each incident level email group
- 6.2 Only the General Manager of Operations and the Directors of Operations, and Maintenance can authorize the adding of personnel to the email groups.
- 6.3 Employees being assigned to a group must provide their email address and their "text message" email address (if they wish to receive text messages).
- 6.4 The Managers are responsible for adding/removing group members after being instructed in writing by either the General Manager of Operations & Maintenance or Director of Operations.





Trinity Metro Policy Number:FROPS-SOP-0001	Description: All approved employees
Revision Number: 0009	Page Number: Page 7 of 7
Prepared by: Ronald Newman	Approved by: Wayne Gensler
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7.0 Attachments

7.1 Incident Management System Phone Tree – The Incident Management System Phone Tree is maintained by the Director of Operations. It includes the mandatory call options for all Level 2 and 3 Incidents.

Incident Management System Phone Tree Level 2 Incidents

All level 2 incidents require an immediate notification of one of the Operation Managers and the Chief Safety Officer by phone. In the event that all of the Operation Managers cannot be reached, the Director of Operations should be contacted by phone. If the either Director & the General Manager are unable to be contacted, then the cycle should restart with attempts at contacting a Manager. Upon notification of a Manager, it will then be the responsibility of the Manager to contact the General Manager of Operations & Maintenance.

Level 3 Incidents

All level 3 incidents require an immediate notification of the GM of Operations and Chief Safety Officer by phone. In the event that the GM of Operations and Chief Safety Officer cannot be reached, the Director of Operations or Operation Managers should be contacted by phone. Upon notification, it will then be the responsibility of that person to contact all necessary staff.

Operations Managers:

Director of Operations:	Ronald Newman	(682) 402-8499
Operations Manager:	Sharon Bailey	(817) 707-3266
Operations Manager	Rene Perez	(682) 371-8578
Chief Safety Officer	Jeff Brown	(682) 328-1656
General Manager	Alicia Walker	(682) 215-8552
C00	Reed Lanham	(972) 322-0037



A.2 Hazard Reporting Policy



Trinity Metro Policy Number: SAF-001	Description: Reported Hazard
Revision Number: 0	Page Number: Page 1 of 2
Prepared by: Joe Acosta, Chief Safety Officer	Approved by:
Issued by:	Issue Date: 10/28/2019

Change Record

	Revision Number	Date	Responsible Person	Description of Change
1	1	10/09/20	Joe Acosta	Added NOTE below; non-substantive revision

NOTE: Employees and contractor co-workers can proactively report potential hazards without repercussions anonymously through: ELERTS app, Suggestion Box located near Dispatch, and/or through a Union Steward. Reporting events retroactively such as accidents, incidents, and other events are subject to review and possibly disciplinary action accordingly.

Distribution List

Departments: Safety, Operations, Maintenance, Facilities

1.0 Introduction (Purpose and Scope): Report of potential hazard

- 1.1 Customers and passengers may report potential hazards to Customer Service and/or Trinity Metro employees at Trinity Metro facilities
- 1.2 Employees, to include employees of contractors performing work on behalf of Trinity Metro, may report safety related concerns that refer to safety practices or on Trinity Metro facilities or vehicles.

2.0 Responsibilities:

2.1 Timely response includes an initial report indicating specifics of the potential hazard and where located/practiced. Recommendations from the individual reporting the potential hazard should also be documented as well as requests from the report provider.

3.0 Glossary of Terms:

3.1 <u>Hazard</u>: real or potential condition that may result in injury, illness, or death and/or damage/loss of equipment, facilities, or infrastructure of public transportation system sub-component. This condition may be present prior to anyone sustaining harm or anything sustaining damage.





Trinity Metro Policy Number: SAF-001	Description: Reported Hazard
Revision Number: 0	Page Number: Page 2 of 2
Prepared by: Joe Acosta, Chief Safety Officer	Approved by:
Issued by:	Issue Date: 10/28/2019

3.2 <u>Mitigation</u>: action resulting in reducing severity and/or frequency of an event to include incident, accident, or potential incident; involves elimination of potential/real hazard or reduction of consequence accordingly.

4.0 Procedure(s):

4.1 Report

- 4.1.1 Initial notification of a potential hazard shall be documented -
 - When provided by a passenger/customer on a Customer Service Report or Supervisor's Report
 - When applicable, report shall be documented at the site, photo(s) of the potential hazard shall also be included with the report;
 - Report to Customer Service should be directed to Operations and/or Safety so a site visit is conducted within 48 hours in order that a report be completed with at least one photo.
- 4.2 <u>Protection from Reported Hazard</u> Protection barrier/channeling shall be established around the potential hazard if it cannot be removed, repaired, or otherwise mitigated immediately

4.3 Investigation

- 4.3.1 Operations, to include assistance by Maintenance, shall conduct an investigation with intent to provide recommendations for corrective action and whenever applicable, preventive measures regarding similar potential hazards accordingly, on vehicles and at passenger boarding/deboarding sites:
 - Facility Maintenance would be responsible similarly for Trinity Metro facilities to conduct an investigation with the intent of corrective action (i.e. mitigation), preventive measures for possible similar locations as deemed appropriated.
- 4.4 <u>Mitigation</u> is always the intent towards resolution reactively for reported potential hazard(s) and proactively for similar possible events/sites/vehicles as determined. Mitigation shall also be added to the initial report. Direct all reports and supporting documents to Safety for inclusion within the Hazard Management data records.



Appendix B – Near Miss Reporting Policy



Near Miss Reporting Policy

Purpose

This policy sets out Trinity Metro's position on the reporting, documentation, and investigation of near-miss incidents. A near-miss incident is a potential hazard in which no property was damaged and no personal injury was sustained, but where, given a slight shift in time or position, damage or injury could have occurred.

The purpose of this policy is to ensure that all near-miss incidents are reported, recorded, and investigated. Near-miss reporting can help the company be proactive in identifying trends and safeguarding employees. This, in turn, can reduce workplace incidents and injuries and increase awareness of safety.

Reporting and sharing information with relevant parties creates an opportunity to answer the questions of what happened and why and then to use this knowledge to determine how to prevent a reoccurrence. Following the steps outlined in this policy will:

- Promote an open, learning culture in regards to workplace safety;
- Employ a systematic approach for all employees to report near misses;
- Encourage an opportunity to gain understanding and insight from an incident's analysis;
- Utilize that knowledge to prevent or reduce future risk of reoccurrence, and
- Support management's goal of establishing a reporting culture with a goal to identify and control hazards, reduce risk, and prevent harmful incidents.

Scope

This policy applies to all employees of Trinity Metro, who, regardless of level, location, or job description, all have a role in creating and maintaining a safe workplace. While the Management of Trinity Metro acknowledges responsibility for implementing and managing health and safety for the workplace as a whole, all employees must recognize and accept responsibility for their decisions and actions which can, and will, affect their own personal safety as well as the personal safety of others.

Identification of a Near Miss

A near-miss is an opportunity to improve the safety culture of our workplace based on a condition or an incident with potential for more serious consequences, including:

- Unsafe conditions of area or equipment
- · Unsafe acts or behaviors such as modifying PPE for comfort
- Safety policy violations (intentional or un-intentional)
- · Events where a safety barrier was challenged, modified, or disregarded
- Events where injury or damage could have occurred but didn't, such as a near-miss collision
- Events or procedures which may lead to any of the above (suggestions are welcome)

April 14, 2023 Page 1





Near Miss Reporting Policy

Reporting a Near Miss

Employees should promptly report near-misses as defined above using the "Near-Miss Reporting Form" by sending the completed form to their Supervisor and/or the Risk and Safety departments. Reporting employees may be asked to participate in follow-up investigations. If desired by the person reporting, a report may be submitted anonymously.

Note: all incidents resulting in any injury or damage would not be considered a near-miss and should be reported using the "Employee Report of Incident" form.

Roles and Responsibilities

It is the responsibility of the Risk and Safety departments to:

- Enforce all health and safety laws, standards, and procedures;
- Review all near-miss reports and data to identify any causes and weakness in the system contributing to incidents;
- Utilize investigation results to improve safety systems, hazard control, and risk reduction;
- Develop and implement policies and procedures to ensure safe working practices and to educate employees;
- · All activities will represent learning and continuous improvement opportunities

Non-Retaliation

Near-Miss reporting is encouraged and employees will not be subject to progressive disciplinary action unless the reported behavior coincides with one of the following offenses:

- · Willful breach of safety policies;
- Acts of gross negligence:
- Acts of gross misconduct (e.g. possession of alcohol, illicit narcotics or non-prescribed pharmaceuticals while on company property, or use thereof while operating equipment);
- Repeated unreported violations;
- Malicious activities (including malicious reporting of untrue allegations against a colleague);
- Workplace violence, including but not limited to fighting, assault, harassment, or possession of a weapon on company property





Near Miss Reporting Policy

Signatures DocuSigned by: Wayne Gensler Apr-14-2023 Wayne Gensler, Chief Operating Officer Date -DoouSigned by: Jessica Powers Apr-14-2023 3746D63A5E064DA Jessica Powers, Chief Safety Officer Date DocuSigned by: Jeff Brown Apr-14-2023 Jeff Brown, Risk Manager Date

Policy History

Section / Pages Affected	Reason for Change	Date
all	Original draft of policy and reporting form	4/14/2023
	Pages Affected	Pages Reason for Change Affected



Appendix C – Joint Labor and Management Safety Committee Charter



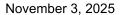
Joint Labor and Management Safety Committee



Original Publication Date: July 25, 2022

Current Version: 2

Revision Date: December 10, 2024





Docusign Envelope ID: 2C3FA1DC-4308-4E81-A0D4-C0DED828ACA2



Joint Labor and Management Safety Committee

Revision Date: December 10, 2024 Revision Number: 2.1

Contents

Signat	ture Page	. 3
Revisi	on History	4
Trinity	Metro Mission Statement	. 5
Applic	able Regulations and Statutes	. 6
Safety	Committee Duties and Responsibilities	6
Safety	Committee Procedures	. 8
1.	Organizational structure, size, and composition	. 8
2.	Extent of Authority	. 9
3.	Meetings	. 9
4.	Safety Committee Training	10
5.	Reporting	11
Apper	ndix – 49 CFR 673.19 Subpart C	12

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Joint Labor and Management Safety Committee

Revision Date: December 10, 2024 Revision Number: 2.1

Signature Page

Jeff Brown ACB2ATB10FB042A	Dec-13-2024	Jeff Brown (Document Manager) Chief Safety Officer
Docusigned by: Alicia Walker C228ED0028FC496	Dec-16-2024	Alicia Walker General Manager, MATS
		Jamie Moreno Teamsters Local Union #997



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Joint Labor and Management Safety Committee

Revision Date: December 10, 2024 Revision Number: 2.1

Revision History

Rev. #:	Date:	Change(s) Made By:	Description of Change(s):
1.0	July 25, 2022	Jessica Powers	Initial release
2.1	December 10, 2024	Jeff Brown	Full revision to meet requirements of 49 CFR 673.19





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Joint Labor and Management Safety Committee

Revision Date: December 10, 2024 Revision Number: 2.1

Trinity Metro Mission Statement

Our Mission: Connecting People to Life

Our Vision: The preferred choice for simple, safe, and innovative mobility services

Our Values: • Innovation • Sustainability

SafetyFairnessReliabilityIntegrity



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Joint Labor and Management Safety Committee Revision Date: December 10, 2024

Revision Number: 2.1

Applicable Regulations and Statutes

Pursuant to 49 CFR 673.19, each large urbanized area provider must establish and operator a Safety Committee that is:

- 1. Appropriately scaled to the size, scope, and complexity of the transit agency; and
- Convened by a joint labor-management process.

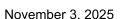
See also: Appendix B - 49 CFR 673.19 Subpart C

Safety Committee Duties and Responsibilities

The purpose of the Safety Committee is for frontline and management employees to collaborate on efforts to mitigate safety risks throughout all of Trinity Metro. The Safety Committee must conduct the following activities to oversee Trinity Metro's safety performance:

- Review and approve the transit agency's Public Transportation Agency Safety Plan and any updates as required at § 673.11(a)(1)(i);
- Set annual safety performance targets for the safety risk reduction program as required at § 673.11(a)(7)(iii):
 - (iii) Include the safety performance targets set by the Safety Committee pursuant to § 673.19(d) (2) for the safety risk reduction program performance measures established in the National Public Transportation Safety Plan. These targets must be set:
 - Based on a three-year rolling average of the data submitted by the large urbanized are provider to the National Transit Database (NTD);
 - b. For all modes of public transportation; and
 - c. Based on the level of detail the large urbanized area (UZA) provider is required to report to the NTD. The Safety Committee is not required to set a target for a performance measure until the large urbanized area provider has been required to report three years of data to the NTD corresponding to such performance measure.

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Joint Labor and Management Safety Committee Revision Date: December 10, 2024

Revision Number: 2.1

- Support Trinity Metro Safety Management Systems (SMS) by:
 - a. Identifying and recommending safety risk mitigations necessary to reduce the likelihood and severity of potential consequences identified through the transit agency's safety risk assessment, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program;
 - Identifying safety risk mitigations that may be ineffective, inappropriate, or were
 not implemented as intended, including safety risk mitigations associated with
 any instance where the transit agency did not meet an annual safety
 performance target in the safety risk reduction program; and
 - c. Identifying safety deficiencies for purposes of continuous improvement as required at § 673.27(d), including any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program.
- 4. The Committee will encourage employees to identify and submit concerns related to workplace safety risks and hazards. These items may be submitted to the Safety department by multiple channels such as Incident Reports, ELERTS, email, phone calls, or in-person discussions.
- The Committee will utilize the Safety Risk Register, Hazard Analyses, Safety Risk Assessments, and other documents and sources to carry out its duties.
- When necessary, the Committee will utilize Subject Matter Experts (SME's) or other
 technical experts to provide insight and experience on matters. This may include other
 transit workers or outside vendors who may be asked to serve in an advisory capacity to
 the Committee.

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Joint Labor and Management Safety Committee

Revision Date: December 10, 2024 Revision Number: 2.1

Safety Committee Procedures

- 1. Organizational structure, size, and composition
 - b. The Safety Committee consists of an equal number of frontline employee representatives and management representatives. To the extent practicable, the Safety Committee must include frontline transit worker representatives from major transit service functions, such as operations and maintenance, across the transit system. The Committee will have a total of ten (10) members as follows:

Management Representatives

- · Chief Safety Officer (chair)
- Risk Manager
- Operations Director or Manager
- Operations Supervisor
- Facilities department employee

Frontline Representatives

- Bus Operations
- Bus Operations
- . On-Demand Operations
- · Maintenance / Bus Shop
- · Maintenance / Van or Body Shop

Note: The Director of Security, or their designee, may be present during Committee meetings to provide Security updates or other objective information or feedback.

- c. Frontline employee representatives will be appointed by Teamsters Local Union #997 which is the labor organization representing the plurality of frontline employees through Metro Area Transit System (MATS). Management representatives will be appointed by the Chief Safety Officer of Trinity Metro.
- d. Committee members will be appointed for a minimum term of one (1) year, with terms to be staggered so that experienced representatives are always on the Committee.
- e. No additional compensation is provided to members serving on the Safety Committee. Employees working under a Collective Bargaining Agreement will receive their normal wages for their time spent participating in Committee meetings or other activities.
- f. The Committee will have two (2) officers: The Chairperson and Vice-Chair. The Chair will be held continuously by the Chief Safety Officer. The selection of the Vice-Chair will be held during the first meeting of each calendar year. The Vice-Chair will serve in that capacity for one (1) year. Should the Vice-Chair leave office, an election will be held during the next Committee meeting.

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Joint Labor and Management Safety Committee

Revision Number: 2.1

Revision Date: December 10, 2024

Duties of the Chairperson are:

- i. Schedule and conduct meetings;
- ii. Develop written meeting agendas and minutes;
- iii. Approve Committee correspondence and reports;
- iv. Communicate Committee activities to the Executive Safety Committee.

In the absence of the Chairperson, the Vice-Chair assumes all above duties. The Vice-Chair may also be responsible for additional duties as delegated by the Chairperson.

2. Extent of Authority

The Safety Committee advises Trinity Metro leadership on safety and health issues in the workplace. All written recommendations from the Committee will be submitted to the Executive Safety Committee and any other appropriate managers, who will review them and provide guidance to mitigate safety concerns. Committee recommendations shall be concise, clear, and provide reasonable support for implementation.

The Committee shall also have the authority to approve the annual review and any updates to Trinity Metro's Public Transportation Agency Safety Plan (PTASP) prior to submission to the Board in accordance with 49 CFR 673.11.

3. Meetings

- a. The Committee will strive to meet monthly, with a minimum of nine (9) meetings per calendar year. Dates, times, and locations of meetings will be set by the Committee Chair or their designee. Meetings will be held with reasonable notice at a time, location, or virtual method accessible to all members.
- Each Committee representative will attend meetings and participate in other Committee activities. If a representative is unable to attend a meeting, that representative should appoint an alternate and inform the Chair prior to the meeting.
- Alternates attending a meeting on behalf of a representative will have voting rights for that meeting.

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Joint Labor and Management Safety Committee Revision Date: December 10, 2024

Revision Number: 2.1

- d. Agendas will be established by the Committee Chair or Vice-Chair prior to each meeting based on topics applicable to ongoing concerns. Agendas and any supporting documentation will be distributed to members at the start of each meeting. Each agenda will include, but is not limited to the following:
 - A safety message or topic to be reviewed;
 - A review of Safety Risk Register updates and/or ongoing projects;
 - A review of current Safety Performance Measures required by PTASP regulations;
 - Any new safety, security, or workplace health concerns;
 - An open session for all Committee members to introduce or discuss any safety, security, or workplace health concern that is not on the agenda.
- e. Minutes will be recorded at each meeting then distributed to all Committee members. The minutes will identify all members of the Committee present during each meeting. Meeting minutes will be distributed to all Committee members within one (1) week of a meeting. They will also include all reports, evaluations, and recommendations of the Committee. Minutes will be retained for a minimum of three (3) years or as required by retention schedules, whichever is longer.
- f. Voting will be completed when necessary. Attendance of greater than 50% of listed members is considered a quorum. A majority vote is required for approval of any safety actions to be approved by the Committee.
- Any unresolved disputes or concerns will be taken to the Executive Safety Committee for resolution.

4. Safety Committee Training

- a. All members of the Safety Committee are encouraged to complete training related to Safety Management Systems (SMS) available on the Transportation Safety Institute (TSI) webpage. Recommended free courses are:
 - SMS Awareness
 - SMS Safety Assurance
 - SMS Principles for Transit
 - Curbing Transit Employee Distracted Driving
 - Fatigue and Sleep Apnea Awareness for Transit Employees

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Revision Number: 2.1

Additional training resources are available in the Trinity Metro online Learning Management System (LMS).

5. Reporting

Quarterly updates on Safety Committee activities will be provided to the Executive Safety Committee and Accountable Executive by the Chief Safety Officer.

Appendix - 49 CFR 673.19 Subpart C





49 CFR 673.19 (up to date as of 10/25/2024) Safety Committees.

49 CFR 673.19 (Oct. 25, 2024)

This content is from the eCFR and is authoritative but unofficial.

Title 49 - Transportation

Subtitle B - Other Regulations Relating to Transportation

Chapter VI -Federal Transit Administration, Department of Transportation

Part 673 - Public Transportation Agency Safety Plans

Subpart C - Safety Committees and Cooperation With Frontline Transit Worker

Representatives

Authority: 49 U.S.C. 5329, 5334; 49 CFR 1.91.

Source: 89 FR 25738, Apr. 11, 2024, unless otherwise noted.

§ 673.19 Safety Committees.

- (a) Establishing the Safety Committee. Each large urbanized area provider must establish and operate a Safety Committee that is:
 - Appropriately scaled to the size, scope, and complexity of the transit agency; and
 - Convened by a joint labor-management process.
- (b) Safety Committee membership. The Safety Committee must consist of an equal number of frontline transit worker representatives and management representatives. To the extent practicable, the Safety Committee must include frontline transit worker representatives from major transit service functions, such as operations and maintenance, across the transit system.
 - (1) The labor organization that represents the plurality of the transit agency's frontline transit workers must select frontline transit worker representatives for the Safety Committee.
 - (2) If the transit agency's frontline transit workers are not represented by a labor organization, the transit agency must adopt a mechanism for frontline transit workers to select frontline transit worker representatives for the Safety Committee.
- (c) Safety Committee procedures. Each large urbanized area provider must include or incorporate by reference in its Public Transportation Agency Safety Plan procedures regarding the composition, responsibilities, and operations of the Safety Committee which, at a minimum, must address:
 - The organizational structure, size, and composition of the Safety Committee and how it will be chaired;
 - How meeting agendas and notices will be developed and shared, and how meeting minutes will be recorded and maintained;
 - (3) Any required training for Safety Committee members related to the transit agency's Public Transportation Agency Safety Plan and the processes, activities, and tools used to support the transit agency's SMS;
 - (4) The compensation policy established by the agency for participation in Safety Committee meetings;
 - (5) How the Safety Committee will access technical experts, including other transit workers, to serve in an advisory capacity as needed; transit agency information, resources, and tools; and submissions to the transit worker safety reporting program to support its deliberations;





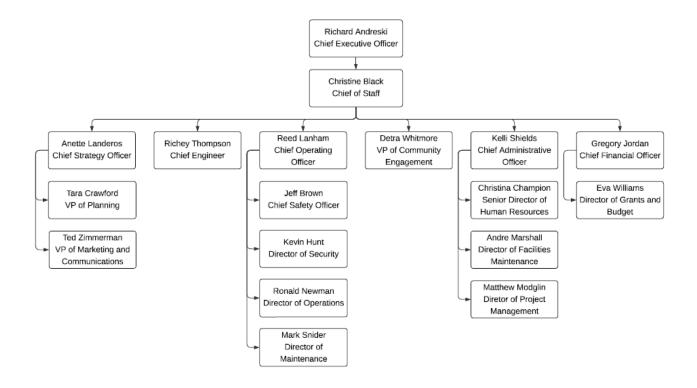
49 CFR 673.19 (up to date as of 10/25/2024) Safety Committees.

49 CFR 673.19(c)(6)

- (6) How the Safety Committee will reach and record decisions;
- (7) How the Safety Committee will coordinate and communicate with the transit agency's Board of Directors, or equivalent entity, and the Accountable Executive;
- (8) How the Safety Committee will manage disputes to ensure it carries out its operations. The Safety Committee may use the dispute resolution or arbitration process from the transit agency's Collective Bargaining Agreement, or a different process that the Safety Committee develops and agrees upon, but the Accountable Executive may not be designated to resolve any disputes within the Safety Committee; and
- (9) How the Safety Committee will carry out its responsibilities identified in paragraph (d) of this section.
- (d) Safety Committee responsibilities. The Safety Committee must conduct the following activities to oversee the transit agency's safety performance:
 - Review and approve the transit agency's Public Transportation Agency Safety Plan and any updates as required at § 673.11(a)(1)(i);
 - (2) Set annual safety performance targets for the safety risk reduction program as required at § 673.11(a)(7)(iii); and
 - (3) Support operation of the transit agency's SMS by:
 - Identifying and recommending safety risk mitigations necessary to reduce the likelihood and severity of potential consequences identified through the transit agency's safety risk assessment, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program;
 - Identifying safety risk mitigations that may be ineffective, inappropriate, or were not implemented as intended, including safety risk mitigations associated with any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program; and
 - (iii) Identifying safety deficiencies for purposes of continuous improvement as required at § 673.27(d), including any instance where the transit agency did not meet an annual safety performance target in the safety risk reduction program.



Appendix D - Organizational Chart





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ITEM NUMBER

BA2026-20

MEETING DATE November 17, 2025

ITEM TITLE

FIFA Transportation Support: Coach Bus Service Contract

BACKGROUND

In preparation for the FIFA World Cup events scheduled to take place in the region, Trinity Metro is coordinating enhanced transportation services to support increased passenger volumes, special event logistics and regional mobility needs. The anticipated demand includes transporting attendees between key venues, transit hubs and other designated locations. To meet these needs, Trinity Metro plans to supplement its existing fleet with contracted coach buses.

While the projected daily requirement ranges from 17 to 30 buses, Trinity Metro is requesting authorization for up to 40 buses to ensure adequate coverage, operational flexibility and contingency planning. These buses may be deployed for up to 12 hours per day, depending on the event schedule, and may be used exclusively on game days or throughout the full 42-day FIFA event period to support related activities such as fan festivals, media events and team logistics. This approach allows Trinity Metro to remain responsive to evolving service demands while maintaining high standards of safety, reliability and customer experience.

The estimated base cost is \$3,300 per bus per day (based on a \$275 hourly rate for up to 12 hours). Operating up to 40 buses over a 42-day period results in a projected base cost of \$5,544,000.

PROCUREMENT

Trinity Metro's Procurement Department has followed procurement policy with the Request for Proposal and is in compliance with all applicable Federal, State and Trinity Metro procurement requirements.

FINANCING

Funds are available in Trinity Metro's FY2026 Capital Budget. Funds for future contract years will be considered in the respective proposed budgets.

RECOMMENDATION

The Trinity Metro Board of Directors authorizes the President & Chief Executive Officer to enter into a contract with a one-year contract with AJL International for FIFA-related coach bus services in the amount of \$5,544,000 with a 10% contingency of \$554,400 for a total not to exceed the amount of \$6,098,400.

STAFF DISPOSITION		
EXECUTIVE LEAD* Reed Lanham	DATE 11/06/25	
DISPOSITION OF BOARD OF DIREC	TORS	
SECRETARY APPROVAL		

ITEM NUMBER

BA2026-19

MEETING DATE November 17, 2025

ITEM TITLE

CNG Bus Purchase

BACKGROUND

Trinity Metro operates a fleet of Compressed Natural Gas (CNG) transit buses on its busiest bus routes and must replace these buses periodically to maintain service reliability, improve the customer experience and meet its commitment to provide safe and simple public transportation service for the community.

The addition of these CNG buses is consistent with the Trinity Metro's Fleet Maintenance Plan and Transit Asset Management (TAM) goals as established under the Federal Transit Administration (FTA) guidelines.

Trinity Metro has an existing competitively-procured contract (no. 23-008) with Gillig LLC for the purchase of transit vehicles. The contract includes options to purchase additional vehicles on an as needed basis.

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 will be available in Trinity Metro's FY2026 Capital Budget. Funds for future contract years will be considered in the respective proposed budgets.

RECOMMENDATION

The Trinity Metro Board of Directors authorizes the President & Chief Executive Officer to exercise a contract option with Gillig LLC for the purchase of the 15 transit buses in the amount of \$12,051,660 with a 10% contingency of \$1,205,166 for a total not to exceed amount of \$13,256,826.

STAFF DISPOSITION		
EXECUTIVE LEAD* Reed Lanham	DATE 11/04/25	
DISPOSITION OF BOARD OF DIRECTO	PRS	
SECRETARY APPROVAL		

ITEM NUMBER

BA2026-22

MEETING DATE November 17, 2025

ITEM TITLE

TEXRail Extension – Construction Manager at Risk Contract Amendment for Early Work Packages

BACKGROUND

Trinity Metro is seeking to expand TEXRail from its current terminus station at the Fort Worth Texas & Pacific (T&P) Station to a new station located in the Fort Worth Medical District. The TEXRail extension project features 2.1 miles of trackwork and railroad systems including bridges, retaining walls and other infrastructure and a new rail station with parking at Mistletoe Blvd adjacent to Baylor Scott & White All Saints Medical Center.

In June 2023, Trinity Metro awarded the Construction Manager at Risk (CMAR) Contract to Fort Worth Transit Partners, a joint venture of Stacy-Witbeck and Sundt, which was approved with BA2023-31. The contract includes preconstruction services for design review and preliminary cost estimating during the final design phase, and potential negotiation of a Guaranteed Maximum Price Contract (GMP) to construct the TEXRail Medical District Extension Project. The current Board Approved not to exceed contract amount for the CMAR contract is \$2,171,306.00.

The CMAR solicited Early Work Packages for long lead procurement items, including special trackwork and bridge installation (minus the drilled shaft foundations) and the structural steel for the Union Pacific Railroad (UPRR) Bridges, are the subject of this board action.

FINANCING

Funds are available in Trinity Metro's FY2026 Capital Budget. Funds for future years of the authorization will be considered in their respective proposed budgets.

RECOMMENDATION

The Trinity Metro Board of Directors authorizes the President & Chief Executive Officer to execute a Supplemental Agreement with Fort Worth Transit Partners for long lead procurement items in the amount of \$28,131,215.29 with a 10 percent contingency in the amount of \$2,813,121.53 for a total of \$30,944,336.82, to include the current approved amount of \$2,171,306 under BA2023-31 for a revised total amount not to exceed \$33,115,642.82.

STAFF DISPOSITION		
EXECUTIVE LEAD* Richard Andreski	DATE 11/05/25	
DISPOSITION OF BOARD OF DIR	ECTORS	
SECRETARY APPROVAL		

ITEM NUMBER

BA2026-24

MEETING DATE November 17, 2025

ITEM TITLE

General Planning Consultant (GPC)

BACKGROUND

Trinity Metro is committed to providing simple, safe, innovative transportation services for Fort Worth, the tenth most populous city in the United States, and all of Tarrant County. Trinity Metro will work with transit riders, community and business leaders and elected officials to create an investment plan that improves mobility, eases congestion and promotes economic opportunity. In those efforts, Trinity Metro is seeking consultant support to assist staff in the following areas:

- 1. Environmental Planning
- 2. Capital Project Planning and Development
- 3. Transportation Planning and Analysis
- 4. Economic Development
- 5. Organizational Assessment, Research, Analysis, and Planning
- 6. Preliminary Engineering Services (Planning Level Schematics)7. Public-Private Partnerships, Financial Planning and Funding Strategies
- 8. Information Technology (IT)
 9. Public Involvement and Outreach
- 10. Grants Compliance, Monitoring and Development

The General Planning Consultant (GPC) contract will be for a three-year base term, with two one-year contract options. The anticipated work program encompasses a broad range of planning activities that address both ongoing and emerging issues related to the planning, design, construction, financing, maintenance, and improvement of the Trinity Metro transportation system. The GPC will function as an extension of Trinity Metro staff and provide specialized expertise in areas not currently performed in-house. This may include support for environmental documentation and permitting; capital project planning, development, and preliminary engineering; multimodal transportation planning and analytical studies; economic development and transit-oriented development analyses; organizational assessment and performance improvement initiatives; public-private partnership evaluation and funding strategy development; technology integration and data management for planning applications; public involvement and community outreach; and grant identification, compliance, and administration.

Initial projects include phases of the Urban Rail Plan, and the development of our long-range vision for Trinity Metro Tomorrow.

In accordance with Trinity Metro's Procurement Policy, a Request for Proposals (RFP 25-T056) for General Planning Consultant Services was issued and advertised on Trinity Metro's website on August 30, 2025. Four firms/teams responded to RFP 25-T056 and complied with the requirements.

A Trinity Metro evaluation committee reviewed and evaluated the proposals. All firms/teams were shortlisted, made oral presentations, and were interviewed by the evaluation committee. As a result of the evaluations, was selected as the highest-qualified firm for entering into negotiations and contract award.

PROCUREMENT

Trinity Metro's Procurement Department has followed procurement policy with the Request for Proposal and is in compliance with all applicable Federal, State and Trinity Metro procurement requirements.

DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

Consistent with the new Interim Final Rule from the USDOT there is no Disadvantaged Business Enterprise Goal (DBE) for this solicitation.

FINANCING

Funds are available in Trinity Metro's FY2026 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 & Chief Executive Officer to execute a three (3) year contract with two (2) one-year option periods with the selected vendor for general planning and other professional services in the not to exceed amount of \$10,000,000.

STAFF DISPOSITION

EXECUTIVE LEAD* Anette Landeros	DATE 11/09/25
DISPOSITION OF BOARD OF DIRECTORS	

DISPOSITION OF BOARD OF DIRECTORS SECRETARY APPROVAL

ITEM NUMBER

BA2026-7

MEETING DATE November 17, 2025

ITEM TITLE

Employee Benefits Advisory Broker Services

BACKGROUND

Trinity Metro has utilized an agent of record to provide employee benefits consulting and broker services. An agent of record does several things, such as analyzing and evaluating existing employee benefit programs, working with existing and future service providers and insurance companies to monitor and evaluate their performance, and identifying cost savings and administrative enhancement opportunities. In addition, the agent of record solicits bids from insurance companies and service providers for Trinity Metro employees and their dependents. These services also include design, revision, and implementation of new and existing benefits to enhance programs and control cost.

The benefits that fall under this contract include medical and dental insurance; vision plans; long term and short-term disability plans; term life insurance; supplemental life; flexible spending accounts; COBRA; whole life insurance with accidental death, dismemberment and long-term care insurance; health reimbursement accounts and self-funding plan options.

This Board Action is necessary in order to award a new employee benefits consulting and broker services contract. Upon Board approval, this contract will be for three (3) years with two (2) one-year extensions.

PROCUREMENT

Trinity Metro's Procurement Department has followed procurement policy with the Request for Proposal and is in compliance with all applicable Federal, State and Trinity Metro procurement requirements.

FINANCING

Funds are available in Trinity Metro's FY2026 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 & Chief Executive Officer to enter into a three (3) year contract, with two (2) one-year renewal options with Higginbotham for Employee Benefits Advisory & Broker services for a total amount not to exceed \$325,000.

STAFF DISPOSITION		
EXECUTIVE LEAD* Kelli Shields	DATE 10/23/25	
DISPOSITION OF BOARD OF DIRECTO	RS	
SECRETARY APPROVAL		

ITEM NUMBER

BA2026-8

MEETING DATE November 17, 2025

ITEM TITLE

Health and Wellness Benefits

BACKGROUND

As part of the complete compensation package to employees, Trinity Metro provides health care benefits. Arthur J. Gallagher & Co. (AJG) contracts with Trinity Metro to provide employee benefits consulting and broker services. AJG assists Trinity Metro with analyzing and evaluating existing employee benefit programs, working with existing and future insurance companies to monitor and evaluate their performance, identify potential cost savings and administrative enhancement opportunities.

Trinity Metro currently has a partial self-insured medical plan to better manage health care benefit costs. The partially funded insurance structure includes additional insurance coverage to provide individual and aggregate stop loss coverage in order to limit Trinity Metro's maximum liability.

This action item will provide the award of contracts for the following benefit plans: medical, prescription, dental, vision, term life, supplemental life, short-term disability, long-term disability, employee assistance program, FMLA services, COBRA administration, flexible spending accounts, and wellness portal.

See Attached Table

PROCUREMENT

The procurement was completed in compliance with all applicable Federal, State and Trinity Metro procurement requirements.

FINANCING

Funds are available in Trinity Metro's FY2026 Operating Budget.

RECOMMENDATION

The Trinity Metro Board of Directors authorizes the President & Chief Executive Officer to enter into one-year contracts with the carriers listed on the attached for health and wellness benefits based on employee headcount in the amount of \$9,757,785 plus \$400,000 for contingencies for a total not to exceed amount of \$10,157,785.

STAFF DISPOSITION		
EXECUTIVE LEAD* Kelli Shields	DATE 10/23/25	
DISPOSITION OF BOARD OF DIRECTO	RS	
SECRETARY APPROVAL		

2025 BENEFITS ESTIMATES				
BENEFIT CARRIER EMPLOYER COST EMPLOYEE COS				
Medical	BCBS	\$8,247,000	\$1,824,000	
Stop Loss	HM Insurance	\$1,022,662	\$0	
Dental	Aetna	\$0	\$279,080	
Vision	Community Eye Care	\$0	\$44,263	
Basic Life/AD&D	Minnesota/Securian	\$30,131	\$0	
Voluntary Life/AD&D	Minnesota/Securian	\$0	\$178,135	
Short-Term Disability Admin	New York Life	\$10,068	\$0	
Voluntary Short-Term Disability	New York Life	\$0	\$23,436	
Long-Term Disability	New York Life	\$280,340	\$0	
Employee Assistance Program	Aetna	\$12,968	\$0	
FMLA Administration	New York Life	\$18,881	\$0	
FSA and COBRA Admin	Navia Benefits/TaxSaver	\$17,582	\$0	
Long Term Care	Unum	\$75,485	\$0	
Medicare Program	Transitions	\$2,304	\$0	
Wellness Program	HealthCheck 360	\$35,774	\$0	
Financial Peace of Mind	Experian	\$4,590	\$0	
Legal	Legalease	\$0	\$22,456	
Accident	Aetna	\$0	\$44,889	
Critical Illness	Aetna	\$0	\$131,209	
TOTAL ANNUAL COST		\$9,757,785	\$2,547,468	

ITEM NUMBER

BA2026-9

MEETING DATE November 17, 2025

ITEM TITLE

GoPass Contract Renewal

BACKGROUND

Trinity Metro currently utilizes GoPass, a mobile application technology developed by Dallas Area Rapid Transit (DART), that allows customers to purchase transit fares, plan trips, and report security or safety concerns. Trinity Metro and DART have recently collaborated to enhance GoPass and respond to customer feedback on the app including improvements for EasyRide and paratransit customers.

FINANCING

Funds are available in Trinity Metro's FY2026 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 & Chief Executive Officer to enter into an Interlocal Agreement (ILA) with Dallas Area Rapid Transit (DART) for GoPass for a five (5) year term in the amount of \$835,300 with a 3% contingency of \$25,059 for a total not to exceed amount of \$860,359.

STAFF DISPOSITION	
EXECUTIVE LEAD* Bryan Morrow	DATE 10/29/25
DISPOSITION OF BOARD OF DIRECTORS	
SECRETARY APPROVAL	

ITEM NUMBER

BA2026-10

MEETING DATE November 17, 2025

ITEM TITLE

Annual Property Insurance Renewal

BACKGROUND

Trinity Metro's property insurance policy will expire December 31, 2025. This renewal will provide insurance coverage for all bus, bike, real property and rail equipment and will have an expiration date of October 31, 2026 in order to align with Trinity Metro's fiscal year.

FINANCING

Funds are available in Trinity Metro's FY2026 Operating Budget.

RECOMMENDATION

The Trinity Metro Board of Directors authorizes the President & Chief Executive Officer to enter into a contract with Higginbotham for property insurance for a 10-month term in the amount of \$1,500,000 with a 13.3% contingency of \$199,500 for a total amount not to exceed \$1,699,500.

STAFF DISPOSITION		
EXECUTIVE LEAD* Greg Jordan	DATE 11/03/25	
DISPOSITION OF BOARD OF DIREC	TORS	
SECRETARY APPROVAL		

ITEM NUMBER

BA2026-11

MEETING DATE November 17, 2025

ITEM TITLE

Approval of Security Brokers/Dealers

BACKGROUND

The Texas Public Funds Investment Act and the Fort Worth Transportation Authority's (dba Trinity Metro) Investment Policy require the Board of Directors to review and adopt, at least annually, a list of qualified security broker/dealers that are authorized to engage in investment transactions with Trinity Metro.

A copy of Trinity Metro's Investment Policy will be distributed to the selected security broker/dealers. The following firms are proposed as the authorized security broker/dealers:

FTN Financial
Mutual Securities
Multi-Bank Securities
Mischler Financial Group
Ramirez & Company
Raymond James
Rice Financial
Wells Fargo Securities

These firms were selected as licensed security brokers/dealers which have experience with the investment of public funds as required under the Public Funds Investment Act. Final use of a firm for any transaction will be subject to quotes from at least three of these firms.

RECOMMENDATION

The Trinity Metro Board of Directors adopts the recommended list of licensed security broker/dealers to engage in investment transactions on behalf of Trinity Metro.

<u>.</u>		
STAFF DISPOSITION		
EXECUTIVE LEAD* Greg Jordan	DATE 10/31/25	
DISPOSITION OF BOARD OF DIRE	CTORS	
SECRETARY APPROVAL		

ITEM NUMBER

BA2026-12

MEETING DATE November 17, 2025

ITEM TITLE

Ratification of Insurance for Amtrak

BACKGROUND

Amtrak operates passenger service on the TRE corridor, and the operating agreement expired October 15, 2025. That agreement obligated Trinity Metro to pay for rail liability insurance on behalf of Amtrak. Both parties agreed to extend the contract for six months to finalize the terms of the future agreement and give Amtrak ample time to fully secure their own insurance at their cost. Correspondingly, Trinity Metro agreed to continue to fund insurance required under Section 7.3.A.1 of the agreement until April 15, 2026 at a cost of \$659,538. Amtrak will reimburse Trinity Metro \$329,769 at the end of the term.

FINANCING

Funds are available in Trinity Metro's FY2026 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 & Chief Executive Officer to enter into a contract with Higginbotham for rail liability insurance on behalf of Amtrak for a six (6) month term in an amount not to exceed \$659,538.

STAFF DISPOSITION	
EXECUTIVE LEAD* Greg Jordan	DATE 11/03/25
DISPOSITION OF BOARD OF DIRECTORS	
SECRETARY APPROVAL	

ITEM NUMBER

BA2026-13

MEETING DATE November 17, 2025

ITEM TITLE

Genfare Contract Extension

BACKGROUND

Trinity Metro currently contracts with Genfare, LLC for fare collection equipment and related services. Genfare fareboxes are used on buses to sell and validate tickets, while ticket vending machines (TVMs) located on train platforms allow customers to purchase tickets. In addition, Genfare provides repair services and supplies replacement parts for both the fareboxes and TVMs. The additional funds are intended to support replacement inventory requirements over the duration of the contract, as well as any unanticipated costs that may arise.

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 FY2026 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 & Chief Executive Officer to increase the contract with Genfare, LLC for fare collection and associated services to cover the final two (2) year contract renewal period in the amount of \$425,000 with a 3 percent contingency of \$12,750 for a total amount not to exceed \$437,750.

STAFF DISPOSITION		
EXECUTIVE LEAD* Bryan Morrow	DATE 10/31/25	
DISPOSITION OF BOARD OF DIRECT	TORS	
SECRETARY APPROVAL		

ITEM NUMBER

BA2026-14

MEETING DATE November 17, 2025

ITEM TITLE

Delegated Bank Authorizations and Investment Officers

BACKGROUND

Trinity Metro's Investment Policy, adopted by the Board of Directors, states "the Chief Financial Officer (CFO), Treasurer, Budget and Treasury Manager, Director of Budget and Grants and Controller, acting under the general supervision of the President / Chief Executive Officer (CEO), are responsible for administration of Trinity Metro's comprehensive cash management and investment program, and are designated as Trinity Metro's Investment Officers." As a function of those responsibilities, the following persons are hereby authorized to execute all contract and other agreements necessary to establish bank and investment accounts, with the express powers granted to enter into treasury management services agreements as necessary for all account transactions, including but not limited to wire and ACH transfers:

Name Title

Richard Andreski President/Chief Executive Officer

Greg Jordan Chief Financial Officer

Kimberly Aron Controller

Renata Snipes Budget and Treasury Manager

Eva Williams Director of Budget and Grants

Greg Dickey Treasurer

Additionally, the Investment Policy allows the Vice President/Chief Financial Officer to delegate day-to-day administration duties to other employees.

RECOMMENDATION

It is recommended that the Board of Directors adopt the above Delegated Bank and Investment Authorization.

STAFF DISPOSITION		
EXECUTIVE LEAD* Greg Jordan	DATE 10/31/25	
DISPOSITION OF BOARD OF DIRE	CTORS	
SECRETARY APPROVAL		

ITEM NUMBER

BA2026-17

MEETING DATE November 17, 2025

ITEM TITLE

Positive Train Control (PTC) Maintenance Services Agreement With Wabtec Railway Electronics

BACKGROUND

Positive Train Control (PTC) is a safety system designed to automatically prevent train collisions, derailments, and unauthorized movements by monitoring and controlling train speeds and routes, thereby enhancing rail safety and reducing the potential for human error. Trinity Metro previously implemented PTC for TEXRail and Trinity Railway Express as required by the Rail Safety Improvement Act of 2008.

In November 2020, Trinity Metro Board of Directors approved BA2021-20 establishing Contract No. 21-009, with Wabtec Railway Electronics, Inc., to provide the necessary maintenance and support services for Wabtec's proprietary software and hardware. These services ensured the continued safe and efficient operations of the region's PTC System for a five-year term.

This Board Action seeks approval to enter into an extended agreement with Wabtec Railway Electronics, Inc. to continue providing the necessary PTC support for TEXRail and Trinity Railway Express, as well as DART's Silver Line for a term of three (3)-years with two-one-year options to renew. The PTC services provided will include 24/7 PTC software and hardware support desk, technical project management, systems integration engineer support, lab and field integration testing support, safety documentation, onboard product support, track database tools, CAD/BOS/TMDS support, and key exchange server support.

The cost for maintenance and support of region's PTC system is \$16,096,189.00 with a 10% contingency of \$1,609,618.90 for a total of \$17,705,807.90. The costs will be split equally between TEXRail, Trinity Railway Express and Silver Line with Dallas Area Rapid Transit paying its share of the Trinity Railway Express PTC cost and 100% of Silver Line PTC cost.

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 FY2026 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 & Chief Executive Officer to enter into a contract with Wabtec Railway Electronics, Inc. for Regional PTC System Support and Services for a three (3) year term, with the option to renew for two (2) one (1) year terms, in the amount of \$16,096,189 with a 10% contingency of \$1,609,618.90 for a total not to exceed the amount of \$17,705,807.90.

STAFF DISPOSITION	
EXECUTIVE LEAD* Reed Lanham	DATE 11/03/25
DISPOSITION OF BOARD OF DIRECTORS	
SECRETARY APPROVAL	

ITEM NUMBER

BA2026-18

MEETING DATE November 17, 2025

ITEM TITLE

Fuel Delivery Services

BACKGROUND

The Fort Worth Transportation Authority (Trinity Metro) seeks to secure a contract for fuel delivery services to maintain uninterrupted operations of the public transit fleet and critical infrastructure. This procurement is essential for ensuring the reliable and seamless provision of necessary fuel products.

PROCUREMENT

Invitation for bid was issued for fuel delivery services, and three bids were received. Gresham Petroleum Company was the lowest responsive and responsible bidder. Trinity Metro procurement department has followed procurement policy and is in compliance with all applicable Federal, State and Trinity Metro procurement requirements.

FINANCING

Funds are available in Trinity Metro's FY2026 Operations Budget. Funds for future contract years will be considered in the respective proposed budgets.

RECOMMENDATION

The Trinity Metro Board of Directors authorizes the President & Chief Executive Officer to enter into a contract with Gresham Petroleum Company for fuel delivery services for one year at a cost of \$376,000 with a 10% contingency of \$37,600 for a total not to exceed amount of \$413,600.

STAFF DISPOSITION	
EXECUTIVE LEAD* Reed Lanham	DATE 11/04/25
DISPOSITION OF BOARD OF DIRECTORS	
SECRETARY APPROVAL	

ITEM NUMBER

BA2026-21

MEETING DATE November 17, 2025

ITEM TITLE

Amendment to BA2023-56 - Approval of Contract Modifications to the TRE Operations and Maintenance Contract for Crossing Safety Improvements at Riverside, Beach Street, and Haltom Road

BACKGROUND

The City of Fort Worth plans to make upgrades and safety improvements to three at-grade railroad crossings along the Trinity Railway Express (TRE). The crossings are Riverside Drive, Beach Street and Haltom Road. The City of Fort Worth will be responsible for all the associated roadway improvements, and under the TRE Operations and Maintenance (O&M) Contract No. C-2005858-01, Herzog Transit Services, Inc. will be responsible for the track and signal changes.

The costs for the crossing improvements will be reimbursed by Texas Department of Transportation (TXDOT) Program 130 Funding. BA2023-56 approved funding for these crossings in the amount not to exceed of \$2,431,996 in September 2023. Due to delays in receiving the TXDOT approvals for the funding and the City of Fort Worth's request for preemption to be added for the Riverside Drive crossing, the costs for the signal and track improvements have increased. The revised track and signal costs per crossing, authorized by TXDOT on October 7, 2025 (see attached authorization letters), are as follows:

- Riverside Drive \$1,674,408
- Beach Street \$1,456,026Haltom Road \$519,527

Staff is requesting an increase to the previously authorized not to exceed amount by \$1,217,965.00 for a revised not to exceed amount of \$3.649.961.00 to complete the track and signal work at the three crossings. Trinity Metro will expend \$1,824,980.50 for this work, which will be fully reimbursed by the Texas Department of Transportation (TXDOT) Program 130 Funding.

PROCUREMENT

Pursuant to Section 2.4 of the Reinstated Interlocal Cooperative Agreement by and between Dallas Area Rapid Transit (DART) and Trinity Metro for the Operation and Development of Trinity Railway Express Commuter Rail Service, 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.

FINANCING

Funds are available in Trinity Metro's FY2026 Capital Budget. Funds for future contract years will be considered in the respective proposed budgets.

RECOMMENDATION

The Trinity Metro Board of Directors authorizes the President & Chief Executive Officer to direct Dallas Area Rapid Transit (DART) to execute a contract modification with Herzog Transit Services, Inc. [Contract No. 2005858-1] for crossing safety enhancements at Riverside Drive, Beach Street and Haltom Road for total not to exceed amount of \$3,649,961.00; and, further authorizes the President & Chief Executive Officer to expend up to \$1,824,980.50, which will be reimbursed by the Texas Department of Transportation (TXDOT).

STAFF DISPOSITION		
EXECUTIVE LEAD* Reed Lanham	DATE 11/03/25	
DISPOSITION OF BOARD OF DIRE	:CTORS	
SECRETARY APPROVAL		

ITEM NUMBER

BA2023-56

MEETING DATE

September 28, 2023

ITEM TITLE

Approval of Contract Modification to the TRE Operations and Maintenance Contract for Crossing Safety Improvements at Riverside, Beach Street, and Haltom Road

BACKGROUND

The City of Fort Worth plans to make upgrades and safety improvements to three at-grade railroad crossings along the Trinity Railway Express (TRE). The crossings include Riverside Drive, Beach Street and Haltom Road. The City of Fort Worth will be responsible for all the associated roadway improvements, and the TRE Operations and Maintenance (O&M) contractor, Herzog Transit Services, Inc., will design and construct the needed track and signals changes. The TRE O&M costs for these projects will be fully reimbursed by Texas Department of Transportation (TxDOT) Program 130 Funding. The City of Fort Worth expects to start construction on all three crossings in May 2024 with completion in March 2025. The TRE O&M scope of work associated with the crossings improvements is as follows:

- The improvements at Riverside Drive, costing \$881,725, will consist of the following:
- o Design signal improvements
- o Install new signal bungalow and with associated items
- o Install pedestrian road crossing 32.5 TF panel
- o Install 4 Pedestrian gates and 4 swing gates
- o Updates for PTC sub-division
- The improvements at Beach Street, costing \$946,679, will consist of the following:
- o Design signal improvements
- o Install new signal bungalow and with associated items
- o Remove and install 4 railroad gates
- o Install pedestrian road crossing 65 TF panel
- o 4 Pedestrian gates and 4 swing gates
- o Updates for PTC sub-division
- The improvements at Haltom Road, costing \$382,501, will consist of the following:
- o Design signal improvements
- o Install new signal bungalow and with associated items
- o Install 2 new railroad gates

Pursuant to Section 2.4 of the Restated Interlocal Cooperative Agreement by and between Dallas Area Rapid Transit (DART) and Trinity Metro for the Operation and Development of the Trinity Railway Express Commuter Rail Service, 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.

RECOMMENDATION

The Trinity Metro Board of Directors authorizes DART to execute a contract modification to provide additional funding to the Trinity Railway Express Operations and Maintenance Contract with Herzog Transit Services, Inc. [Contract No. 2005858-1] to provide crossing safety enhancements at Riverside Drive, Beach Street and Haltom Road for total amount of \$2,210,905, plus a 10% contingency of \$221,091 for an adjusted authorized amount not to exceed of \$2,431,996.

STAFF DISPOSITION

EXECUTIVE LEAD*

DATE

Chad Edwards

09/08/23

DISPOSITION OF BOARD OF DIRECTORS

SECRETARYAPPROVAL



125 E 11th St | Austin, Texas 78701 512.463.8588 txdot.gov

October 7, 2025

Julia Casarez, Assistant Vice President/Chief Administrative Officer Trinity Railway Express 108 Valley View Lane Irving, TX 75061

Subject: Approval of Exhibit B

Project STP 2026(018)FRS - CSJ 0902-90-310

Tarrant County – DOT 598342D Haltom Road, Fort Worth

Dear Ms. Casarez:

This letter is to advise you that Texas Department of Transportation's (TxDOT) Rail Division approves the proposed Federal Railroad Signal Program (FSP) project above. Your company agrees to install grade crossing improvements in accordance with the attached Exhibit B and under the terms of the State-Railroad Master Agreement dated March 20, 2020.

This office approves the estimated reimbursable amount of \$519,527.00 with any cost-sharing as summarized on the attached estimate sheet. The estimate provided by your company may be marked with revisions. This project is included in the 2017 Section 130 program.

Upon execution, this letter authorizes your company to proceed with assembling materials, scheduling crews, and performing site preparation under the terms of the agreement. At least two weeks prior to starting work, you must request a Work Order from the TxDOT Fort Worth District Railroad Coordinator, Andre Young, (Andre.Young@txdot.gov), to coordinate work and inspections. Failure to request a written Work Order may result in a delay of reimbursement.

Thank you for your help with improving railroad-crossing safety. If you have any questions, please contact Ed Adcock at (512) 317-4240.

Sincerely,

Donald Franks
Don Franks
Director, Rail Division

Date: 10/8/2025

Concur for State to Sign

Attachments

TEXAS DEPARTMENT OF TRANSPORTATION SUMMARY OF ESTIMATED COST FEDERAL RAILROAD SIGNAL PROGRAM

June 11, 2025

Project STP 2026(018)FRS – CSJ 0902-90-310 Tarrant County – DOT 598342D Haltom Road, Fort Worth

WORK TO BE DONE BY THE RAILROAD

Install Flashing Lights & Gates	\$519,527
Railroad cost participation	\$0
Estimated amount reimbursable to the Railroad	\$519,527

FUNDING SUMMARY:

Railroad Participation \$0
Federal Participation (100%) \$519,527

TOTAL ESTIMATED PROJECT COST \$519,527

Approved:

kai Eliao, P.E., PTOE

Kai Zhao, P.E., PTOE

Rail Grade Crossing Section Director, Rail Division

THE SE ALAKS WELL DE VELDED BY HEARING ST THE SINGLADSTIC TEAM THE ACCESSANCE WITH TRUBUS OF THE STATE AMALOND AGRESINES AND AND BILLIAN AND PRODUCED FOR CONSTRUCTION. January 6, ∞25 CITY OF FORT WORTH Michael Owen City Engineer PEQUIPED BIQUES SHALL BE IN ACCORDANCE WITH BC.: ENZ. THEU BC.: 121 - 21 AND THE TEXAL BEYICE WARRING ON LIMITORING TRAJERS CONTYGOL DEVICES 1/23/2025 AMURGAD SKRAM, CIRCLITS FOR THIS PROJECT WIDE MOT DESIGN BY THE UNDERSIGNED ENGINEER. David Salayar the Parket APPROVED FOR LETTING: DATE WORK WAS COMPLETED & ACCEPTED Nume Department of Theraportedon FINAL PLANS DATE CONTRACTOR BEGAN WORK PWALCONTRACT COST 8 tai Guas, P.E., PTOE. TETTHO DATE 1/21/2025 APPROVED FOR LETTING 0902-90-310 DEPARTMENT OF TRANSPORTATION HALTOM RD IN CITY OF FORT WORTH, TX TARRANT COUNTY FORT WORTH DISTRICT STATE HIGHWAY IMPROVEMENT GRADE CROSSING SAFETY UPGRADES OF TEXAS PLANS OF PROPOSED MOJECT LOCATION MAN FEDERAL AID PROJECT CS/: 0902-00-316 STATE MALTDR ND CS-0902-00-316 DOT NO. SPE342D AM MILENDST: 613-17 HALTON RD (1988 3420) PLAN LAYOUT REPLANKING LAYOUT GENERAL NOTES DESCRIPTION ACD(1)-22 ACD(2)-22 TCM1-2)-18 MDEX OF SMEETS LZ1562 STANDAND SWEETS CENSED SHEET NO. n . NV 00 41 ET - (DIEL

Page 121 of 203

Page 123 of 203

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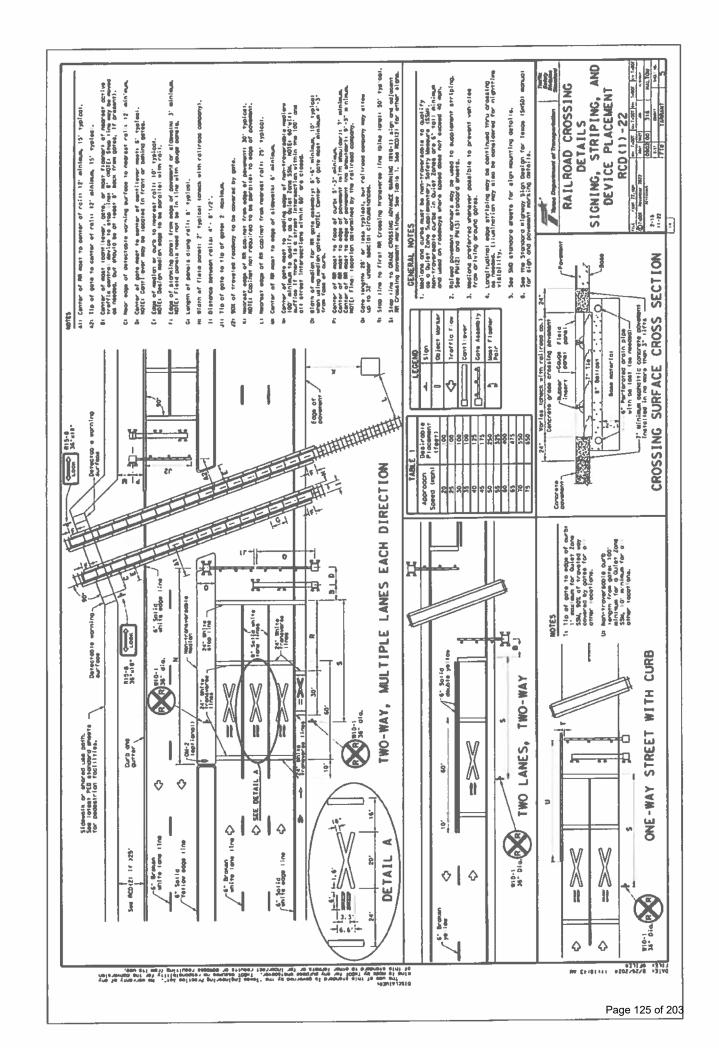
GENERAL NOTES

GENERAL NOTES:

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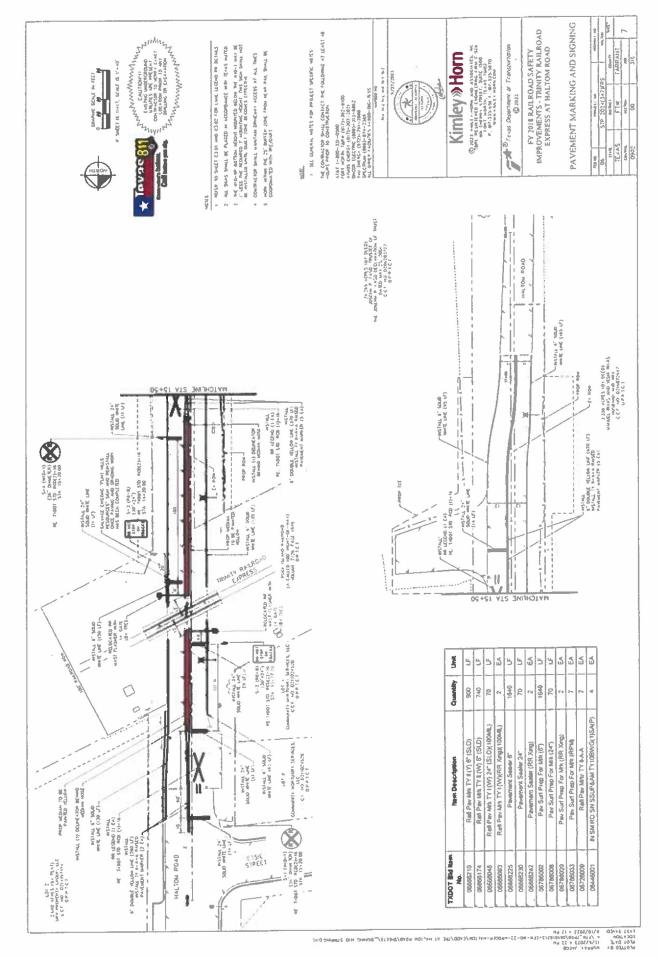
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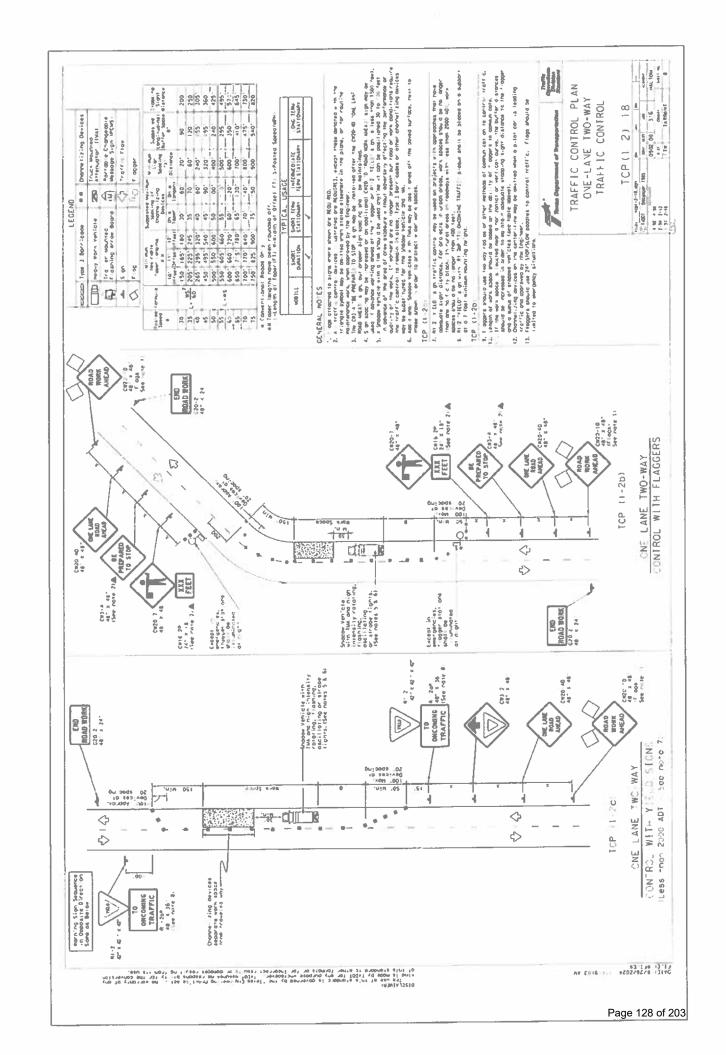
MA CE-SE SE \$500,000



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Page 126 of 203





 From:
 Ed Adcock

 To:
 Kai Zhao

 Cc:
 Andre Young

Subject: FW: [External] FW: TRE & Haltom Road Safety Improvement Project

Date: Friday, November 1, 2024 2:29:45 PM

Email on the Haltom Road Project from TRE

ED ADCOCK

Transportation Specialist IV

TxDOT - Rail Division | Rail Grade Crossing Section

Mobile: 512-317-4240 Fax: 512-486-5110

Information contained in this email may be protected by 23 U.S.C. § 409

From: James Boggess <JBoggess@dart.org> **Sent:** Wednesday, October 2, 2024 2:27 PM **To:** Ed Adcock <Edward.Adcock@txdot.gov>

Cc: Butch Koch

Kevin Duran

Andre Young <Andre.Young@txdot.gov>; Kevin Duran

<kduran@herzog.com>; Richey Thompson <Richey.Thompson@ridetm.org>
Subject: Re: [External] FW: TRE & Haltom Road Safety Improvement Project

This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Ed,

Good Afternoon! The crossing panels were not included in the estimate for Haltom because they were purchased as part of a previous project and all our team will need to know is rather to install the additional panels on the East or West end of the crossing. I have included Kevin Duran in this email who can help add clarity if needed. Please let me know if that was the concern you were talking about.

Thanks,

James (Jim) Boggess

Right-of-Way Manager, Trinity Railway Express Commuter Rail Dallas Area Rapid Transit Cell 469-928-6505 iboggess@dart.org



Herzog Transit Services, Inc. 108 Valley View Lane | Irving , TX 75061 972-790-9606 | www.herzog.com



June 10, 2025

Barry Pierce Contract Officer 1401 Pacific Avenue PO Box 7238 Dallas, TX 75266 - 7238 Fort Worth, TX 76102

Subject: TxDOT Crossing Improvements at Haltom Rd. MP 615.15

TREAC: TBD

Auhorization No.: TRE25-021 Contract No.: C-2005858-01

Dear Mr. Pierce,

The following work is necessary to be performed and is not the fiscal responsibility of Herzog Transit Services, Inc. (HTSI) under Contract No. C-2005858-01

Description of work: TxDOT Crossing Improvements at Haltom Rd. MP 615.15

The estimate to complete this work is not to exceed (NTE): \$ 519,526.16

See Authorization cost breakdown attached.

The above cost estimate is for budgetary purposes only as this work will be performed on a time and material basis. Detailed backup will be provided with the miscellaneous invoice detailing the material/work performed and costing information.

If you concur with this work request, please confirm below and we will accept your approval as HTSI's authorization to proceed with the work under the terms of this letter.

Sincerely,

Herzog Transit Services, Inc. Approval:

Chris McArdle, General Manager Date

DART Authority Approval:		
Julia Casarez, Contracting Officer's Representative	Date	
Barry Pierce, Contract Officer	Date	

Authorization Cost Breakdown

Approved Authorization Letter:	TRE25-021	Authorization Total:	\$ 519,526.16
Date Requested:	6/10/2025		

C-2005858-01 Pending - DART Review & Approval Contract No.: **Authorization Status:**

Scope of Work Description: TxDOT Crossing Improvements at Haltom Rd. MP 615.15

ltem	HTSI Performing Work	Independent Sub-Contractor Performing Work for HTSI	HCC / HTI Performing Work	Independent Contractor Performing Work for HCC / HTI	Authorized Total Request
Direct Costs: Independent Sub-Contractor Price		-		75,020.00	
Direct Costs	n/a		364,170.13		
Overhead (10%)	n/a		36,417.01		
Fee (5%)	n/a		18,208.51		
Commission (5%)	n/a			3,751.00	
Subtotal	n/a	-	418,795.65	78,771.00	\$ 497,566.65
Direct Costs	-		-		
Overhead (10%)	-				
Fee (5%)	-				
Commission (5%)	n/a	·	18,208.51	3,751.00	
Subtotal	-	-	18,208.51	3,751.00	\$ 21,959.51
TOTAL	-	-	437,004.16	82,522.00	\$ 519,526.16

Page 132 of 203 Authorization Cost Breakdown Page 3 of 3

HERZOG





6-6-2025

Chris McArdle General Manager 108 Valley View Lane Irving, Tx. 75061

Subject: Revised Haltom Road MP 615.15

Authorization: Job #: TBD

Attached is the revised cost estimate for Haltom Road MP 615.15 to renew crossing this will be a time and material project.

Subtotal - Materials		\$198,092.93
Subtotal - Labor-Equipment-Rentals-Expenses		\$166,077.20
Total - Materials-Labor-Equipment-Rentals-Expenses		\$364,170.13
Contractor Overhead Materials-Labor-Equipment-Rentals-Expenses	10 %	\$36,417.01
Contractor Markup Materials-Labor-Equipment-Rentals-Expenses	5%	\$18,208.51
Total - Sub Contractors		\$75,020.00
Markup on Sub Contractors Only	5%	\$3,751.00

Total Estimate Price \$497,566.65

Regional Director of Maintenance 214-596-2042 O / 972-322-0034 M

Sutch Jack

HERZOG

Herzog Technologies Inc. 203 N. Britain Road Irving, Tx. 75061 bkoch@herzog.com

MATER	IAL & SHIPPING							
Line	Qty		Description	Unit Cost			Total Cost	
1	1		Material	\$177,274.30			\$177,274.30	
2	1		Inbound Frieght	7%		\$	12,409.20	
3	1		Flatbed Outbound Frieght	\$ 4,660.88		\$	4,660.88	
4	1		KB Tariff	5%		\$	3,748.55	
5			Comms Material					
6			Container Outbound Freight					
7			Container (Rental) (per day at 90 days)					
8			Container Clean Out					
9			Subtotal Material & Shipping			l	\$198,092.93	
LABOR								
	Straight Time	ОТ						
Line	HRS	Hours	Description	Straight Time Rate	OT Rate		Total Cost	
	70		Project Manager	\$ 170.60		\$	11,942.00	
2	70		Signal Engineer	\$ 205.94		\$	14,415.80	
3	140		Project Engineer	\$ 134.96		\$	18,894.40	
4			Communication Director	\$ 132.06		ļ		
5			Communication Manager	\$ 101.00		ļ		
6			Communication Tech	\$ 69.06		ļ		
7			Systems Manager	\$ 150.23		_	_ = = = = = = = = = = = = = = = = = = =	
8	100		General Construction Supervisor	\$ 177.25		\$	17,725.00	
9	140		Construction Supervisor	\$ 167.00		\$	23,380,00	
10	140		Construction Foreman	\$ 173.15		\$	24,241.00	
11 12	420		Construction Signalman	\$ 103.57		\$	43,499.40	
12			Cabbatallahar			<u></u>	454,007,00	
EXPENS			Subtotal Labor			\$	154,097.60	
			T2'	177.7.4		I =		
Line	Qty		Description	Unit Cost		Total		
1			Airfare	\$ 600.00		\$	-	
2			Hotel	\$ 150.00		\$	-	
3	 		Perdiem	\$ 55.00		\$	-	
EQUIPM	I TALT		Subtotal Expenses			\$	-	
			Int.at	141.40.4		.	A 1	
Line	Qty		Description Table bands	Unit Cost		Total	Cost	
2			Foreman Truck, hourly	\$ 34.79 \$ 34.03		 		
3			Hy Rail Truck, hourly Hy Rail Truck, hourly	\$ 34.03 \$ 34.03		 		
4	80		Boom Truck, hourly	\$ 34.03		\$	9,098.40	
5	60		Mini Excavator, hourly	\$ 35.32		\$	2,119.20	
	60		Equipment Trailer, hourly	\$ 12.70		s	762.00	
7			Crew Truck, hourly	\$ 25.17		<u> </u>	702.00	
			Skid Steer, trencher	\$ 80.76	***************************************			
9			Tool Trailer	\$ 18.00				
10			Backhoe	\$ 88.63				
11			Subtotal Equipment			\$	11,979.60	
	& SUBCONTRACTOR							
Line	Qty		Description	Unit Cost		Total	Cost	
1	1		Electrical Service	\$ 6,500.00		\$	6,500.00	
2	120	:	Boring	\$ 95.00		\$	11,400.00	
3	5	****	Rock	\$ 150.00		\$	750,00	
4			Wabtec WIU Testing	\$ 9,000.00		· · · · · · · · · · · · · · · · · · ·		
5	1		XoRail Wiring 8x8	\$ 18,000.00		\$	18,000.00	
6			Herzog Survey Department	\$ 10,000.00			i	
7	1		Networking and RF Integration	\$ 6,840.00		\$	6,840.00	
8	1		Seal	\$ 1,250.00		\$	1,250.00	
9	1		QC Services	\$ 1,500.00		\$	1,500.00	
10	1		PTC	\$ 28,780.00		\$	28,780.00	
12			Subtotal Rental & Subcontractor			\$	75,020.00	
			Subtotal - Materials				\$198,092.93	
	Ś	ubtotal -	Labor-Equipment-Rentals-Expenses				\$166,077.20	
	Total-N	/laterials	-Labor-Equipment-Rentals-Expenses				\$364,170.13	
			Labor-Equipment-Rentals-Expenses		10.00%		\$36,417.01	
			Labor-Equipment-Rentals-Expenses		5%		\$18,208.51	
	Johnson	агнар	Total-Sub Contractors			\$	75,020.00	
			Markup on Sub Contractors Only		5%		3,751.00	
					470		\$497,566.65	
							\$101,000,00	
	<u> </u>							
	Revised Haitom Rd (6-5-25)						\$497,566.65	

Herzog Technologies, Inc.

817-514-0755 · www.herzog.com



June 2, 2025

Chris McArdle - General Manager Herzog Transit Services, Inc. 108 Valley View Lane Irving Texas 75061

TxDOT Crossing Improvements at Haltom Rd MP 615.17 Re:

Mr. McArdle,

Herzog Technologies, Inc. is pleased to provide pricing for Systems Work required to accommodate the Haltom Rd. Improvement Project.

Description

NTE Amount

MP 615.17 Haltom Rd. Crossing Upgrade

\$ 497, 566.65

Scope:

- Installation of a new 8x8 Signal House
- Installation of New XP4
- 2 New Entrance Gates
- All new Gate, Track and Power Cable

Attachments:

Attachment A – Estimate Detail

Assumptions/Exclusions:

Does not assume the addition of Exit Gates

Sincerely,

Butch Koch

cc: Todd Glover Kacey Layman Mickey Tomlin Sean Hood

Charley Glover

Page 136 of 203

HERZOG

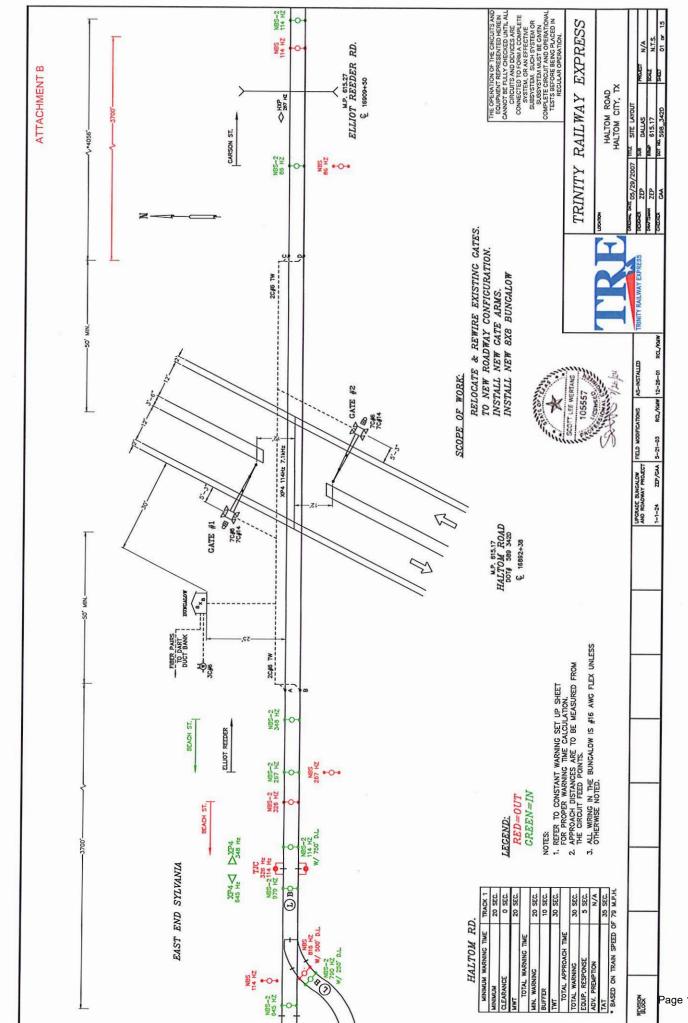
Project Name: TRE Haltom Crossing Update

HTI Project No.: 018009.101

A	В	C
OPTION		
NO.	DESCRIPTION OF WORK	
	LOCATIONS	
1	PTC & Back Office Services	\$ 28,780.00
2	Networking and RF Integration	\$ 6,840.00

Total \$ 35,620.00

Pricing is good for 180 days



Docusign Envelope ID: C8A27E7F-257C-4D84-99D5-03A8B43C384E



125 E 11th St | Austin, Texas 78701 512.463.8588 txdot.gov

October 7, 2025

Julia Casarez, Assistant Vice President/Chief Administrative Officer Trinity Railway Express 108 Valley View Lane Irving, TX 75061

Subject: Approval of Exhibit B

Project STP 2026(018)FRS - CSJ 0902-90-322

Tarrant County – DOT 598338N Riverside Drive, Fort Worth

Dear Ms. Casarez:

This letter is to advise you that Texas Department of Transportation's (TxDOT) Rail Division approves the proposed Federal Railroad Signal Program (FSP) project above. Your company agrees to install grade crossing improvements in accordance with the attached Exhibit B and under the terms of the State-Railroad Master Agreement dated March 20, 2020.

This office approves the estimated reimbursable amount of \$1,674,408.00 with any cost-sharing as summarized on the attached estimate sheet. The estimate provided by your company may be marked with revisions. This project is included in the 2018 Section 130 program.

Upon execution, this letter authorizes your company to proceed with assembling materials, scheduling crews, and performing site preparation under the terms of the agreement. At least two weeks prior to starting work, you must request a Work Order from the TxDOT Fort Worth District Railroad Coordinator, Andre Young, (Andre.Young@txdot.gov), to coordinate work and inspections. Failure to request a written Work Order may result in a delay of reimbursement.

Thank you for your help with improving railroad-crossing safety. If you have any questions, please contact Ed Adcock at (512) 317-4240.

Sincerely,

Donald Franks
Don Franks
Director, Rail Division

Director, Itali Bivision

Concur for State to Sign:

—Initial

Attachments

TEXAS DEPARTMENT OF TRANSPORTATION SUMMARY OF ESTIMATED COST FEDERAL RAILROAD SIGNAL PROGRAM

June 12, 2025

Project STP 2026(018)FRS - CSJ 0902-90-322 Tarrant County - DOT 598338 N Riverside Drive, Fort Worth

WORK TO BE DONE BY THE RAILROAD

Crossing Equipment Upgrade	\$1,586,097		
Estimated amount reimbursable to the Railroad	\$1,586,097		
Replanking	\$88,311		
Estimated amount reimbursable to the Railroad	\$88,311		

FUNDING SUMMARY:

\$0 Railroad Participation Federal Participation (100%) \$1,674,408 TOTAL ESTIMATED PROJECT COST \$1,674,408

Approved:

kai Elas, P.E., PTOE Kai Zhao, P.E., PTOE

Rail Grade Crossing Section Director, Rail Division

Docusign Envelope ID: C607E1F7-2291-4DFF-B7F1-92E898E384D8

INDEX OF SHEETS

RIVERSIDE DR (598 338N) PLAN LAYOUT REPLANKING LAYOUT GENERAL NOTES DESCRIPTION TITLE SHEET SHEET NO

STANDARD SHEETS

TCP(1-4)-18 RCD(1)-25 RCD(2)-25 4 4 4

THE STANDARD SHEETS SPECIFICALLY IDENTIFIED ABOVE BY HAVE BEEN SELECTED BY ME OR UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THIS PROJECT.

STATE OF TEXAS

STATE HIGHWAY IMPROVEMENT PLANS OF PROPOSED

TRINITY RAILWAY EXPRESS GRADE CROSSING SAFETY UPGRADES

THESE PLANS WERE DEVELOPED BY MEMBERS OF THE DIAGNOSTIC TEAM IN ACCORDANCE WITH TERMS OF THE STATEAULROAD AGREEMENT AND AFFEREE HEREBY AUTHORIZED FOR CONSTRUCTION.

AMERICAN RAILWAY ENGINEERING AND MAINTENANCE-OF-WAY ASSOCIATION (AREMA) COMMUNICATIONS & SIGNALS MANUAL SPECIFICATIONS SHALL GOVERN THIS PROJECT.

LETTING DATE: .

THE RALIROAD SHALL ERECT AND MAINTAIN SUCH BARRICADES
ADD WARMING SIGNS ON GES GOLD RECAUTIONS AS MIGHT BE
RECESSART IN THE OMNON OF THE TEXAS DEPARTMENT OF
TRANSPORTATION BURNERS TO DE NURSE AND SAFEGUARD THE MORNAL
USE OF THE HIGHMAY DURING THE INSTALLATION OF THE PROJECT.

RAILROAD SIGNAL CIRCUITS FOR THIS PROJECT WERE NOT DESIGNED BY THE UNDERSIGNED ENGINEER.

NOTES:

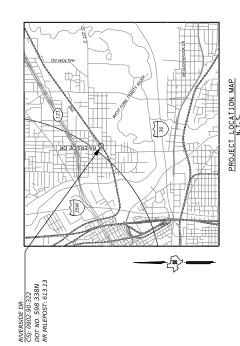
TARRANT COUNTY FORT WORTH DISTRICT

DEPARTMENT OF TRANSPORTATION

TARRANT

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FEDERAL AID PROJECT CSJ: 0902-90-322 RIVERSIDE DR IN CITY OF FORT WORTH, TX



REQUIRED SIGNS SHALL BE IN ACCORDANCE WITH BC (1)- 21 THRU BC (12)- 21 AND THE "TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES". DATE WORK WAS COMPLETED & ACCEPTED: DATE CONTRACTOR BEGAN WORK: FINAL CONTRACT COST: \$_ CONTRACTOR



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May 22, 225

ACCEPTED FOR LETTING:

Winder Dury, P.E.

City Engineer

CITY OF FORT WORTH

5/23/2025

5/22/2025 RECOMMENDED FOR LETTING:

-DocuSigned by:

RECOMMENDED FOR LETTING:

6/3/2025

OPERATIONS 5/23/2025

APPROVED FOR LETTING:

Lai Buso, P.E., PTOE

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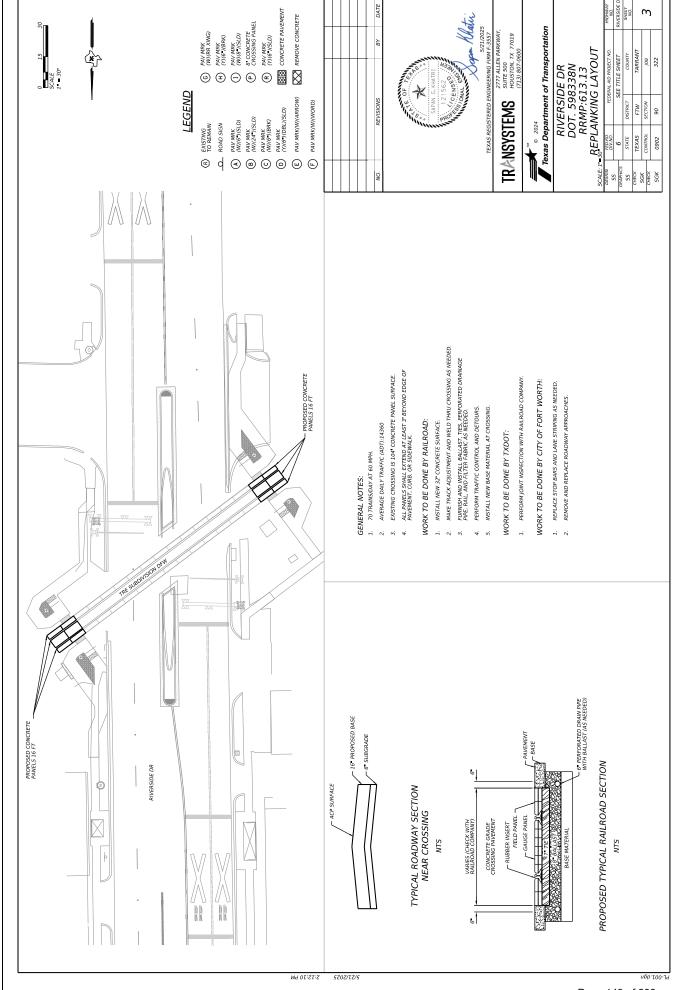
-B741E64E4P8R41 ENGINEER David Salayar APPROVED FOR LETTING:

Page 141 of 203

SIGNATURE OF REGISTRANT & DATE

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Page 142 of 203



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GENERAL NOTES

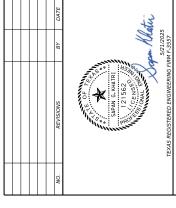
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 THE ASSERT PREMPTION THE IS REQUIRED REFER TO ATTACHED RALIROAD REVOIDED SIGNAL CIRCUIT LAYOUT FOR TOTAL APPROACH TIME.
- THE CITY WILL FURNISH, INSTALL, AND/OR REPLACE THE APPROPRIATE PAVEMENT MARKINGS AS OUTLINED ON THE ATTACHED LAYOUT AND STANDARD SHEET AND IN ACCORDANCE WITH THE GUIDELINES IN THE TEXAS MANUAL ON UNIFORM TRAFFIC COMTROL DEVICES.

 - THE CITY WILL FURNISH, INSTALL, AND/OR REPLACE THE FOLLOWING SIGNS IN ACCORDANCE WITH THE GUIDELINES IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (TMUTCD) AND THE STANDARD HIGHWAY SIGN DESIGNS MANUAL FOR TEXAS (SHSD): 1 EA (W10-2)
- THE CITY AGREES TO MAINTAIN THE PAVEMENT MARKINGS AND ADVANCE WARNING SIGNS PLACED ALONG THE ROADWAYS UNDER THER JURISDICTION IN ACCORDANCE WITH THE CUIDELINES IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND AS SHOWN ON THE LAYOUT AND STANDARD SHEETS AS ACKNOWLEDGED ON THE TITLE SHEET.
- THE RAUROAD COMPANY OR ITS CONTRACTOR SHALL FURNISH, INSTALL, AND MAINTAIN CROSSBUCKS SIGNS (R15-1), NUMBER OF TRACKS SIGNS (R15-2P) WHEN NEEDED, EMERGENCY NOTIFICATION SIGN MOUNTING BRACKETS.
- THE CITY AGREES TO TRIM AND MAINTAIN TREES AND VEGETATION ALONG ROADWAY APPROACHES FOR ADEQUATE VISIBILITY OF THE CROSSING SIGNALS AND ADVANCE WARNING SIGNS AS ACKNOWLEDGED ON THE TITLE SHEET.
- THE RAIROAD OR ITS CONTRACTOR WILL PROVIDE TRAFFIC CONTROL IN ACCORDANCE WITH THE GUIDELINES IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE ATTACHED STANDARD SHEETIS), FOR THE INSTALLATION OF RAILROAD WARNING DEVICES.
 - LOCAL ROAD AUTHORITY WILL COORDINATE UTILITY RELOCATION TO ACCOMMODATE THE WARNING DEVICES.
- LOCAL AUTHORITY WILL COMPLETE MEDIAN, SIDEWALK AND/OR CURB WORK AS SHOWN ON THE LAYOUT.
- THE CITY WILL PROVIDE TRAFFIC CONTROL IN ACCORDANCE WITH THE GUIDELINES IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND THE ATTACHED STANDARD SHEET(S) FOR THE INSTALLATION OF MEDIAN.

PREEMPTION SPECIFIC GENERAL NOTES

- THE RAILROAD OR ITS CONTRACTOR WILL FURNISH AND INSTALL A RELAY TO PROVIDE ADVANCE PREEMPTION TO EXISTING TRAFFIC SIGNAL
 - THE LOCAL AUTHORITY AGREES TO PLACE CONDUIT AND JUNCTION/PULL BOX AS SHOWN ON THE PLANS AT THE STATE'S EXPENSE
- THE LOCAL AUTHORITY TO INSTALL THE PREEMPTION CONDUCTOR WIRE FURNISHED BY THE STATE AT THE LOCAL AUTHORITY'S EXPENSE.
- THE RAILROAD AGREES TO CONNECT THE PREEMPTION CONDUCTOR WIRE INTO THE RAIL SIGNAL SYSTEMS.
- THE LOCAL AUTHORITY AGREES TO CONNECT THE PREEMPTION CONDUCTOR WIRE INTO THE HIGHWAY SIGNAL SYSTEM.
- THE LOCAL AUTHORITY AGREES TO MAINTAIN THE TRAFFIC SIGNAL PREEMPTION COMPONENTS, WIRING AND TIMING AT THEIR EXPENSE.



2777 ALLEN PARKWAY, SUITE 500 HOUSTON, TX 77019

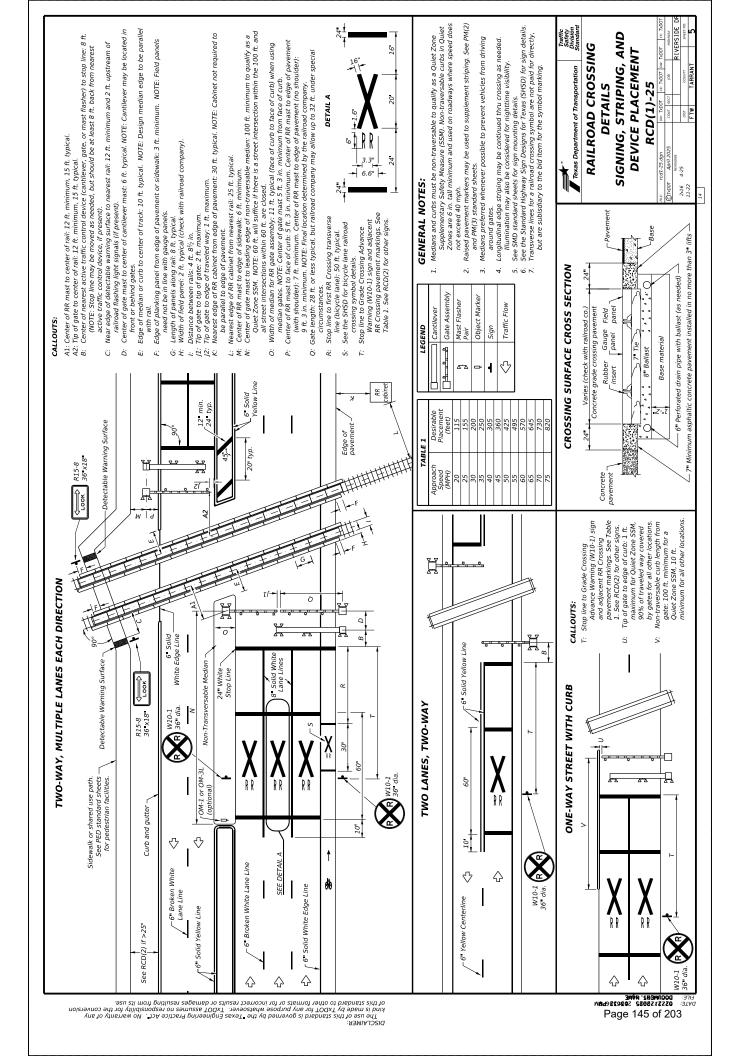
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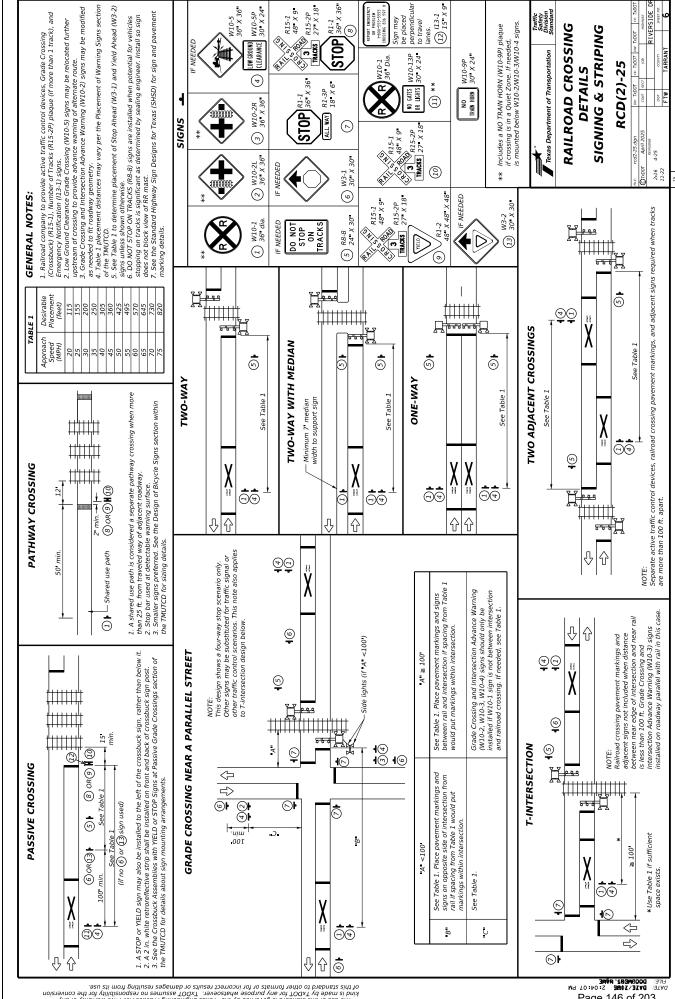
€ 2024

Texas Department of Transportation RIVERSIDE DR DOT. 598338N RRMP:613.13

	HIGHWAY NO.	RIVERSIDE D	SHEET NO.	,	4		
GENERAL NOTES	FEDERAL AID PROJECT NO.	SEE TITLE SHEET	COUNTY	TARRANT	80f	322	
		S	DISTRICT	FTW	NOLLOS	06	
	FED.RD. DIV.NO.	9	STATE	TEXAS	CONTROL	2060	
	DESIGN	GRAPHICS	SS	CHECK	CHECK	ВМО	







Docusign Envelope ID: C607E1F7-2291-4DFF-B7F1-92E898E384D8



Herzog Transit Services, Inc. 108 Valley View Lane | Irving, TX 75061 972-790-9606 | www.herzog.com



June 10, 2025

Barry Pierce Contract Officer 1401 Pacific Avenue PO Box 7238 Dallas, TX 75266 - 7238 Fort Worth, TX 76102

Subject: TxDOT Crossing Improvements at Riverside Dr. MP 613.12 **TBD**

TREAC:

Auhorization No.: TRE25-023 C-2005858-01 Contract No.:

Dear Mr. Pierce,

The following work is necessary to be performed and is not the fiscal responsibility of Herzog Transit Services, Inc. (HTSI) under Contract No. C-2005858-01

Description of work: TxDOT Crossing Improvements at Riverside Dr. MP 613.12 The estimate to complete this work is not to exceed (NTE): \$ 1,674,407.88

See Authorization cost breakdown attached.

The above cost estimate is for budgetary purposes only as this work will be performed on a time and material basis. Detailed backup will be provided with the miscellaneous invoice detailing the material/work performed and costing information.

If you concur with this work request, please confirm below and we will accept your approval as HTSI's authorization to proceed with the work under the terms of this letter.

Sincerely,

Herzog Transit Services, Inc. Approval:

06/10/2025 Chris McArdle, General Manager Date

DART Authority Approval:		
Julia Casarez, Contracting Officer's Representative	Date	
Barry Pierce, Contract Officer	Date	

Authorization Cost Breakdown

Date Requested:	6/10/2025		

Authorization Total:

1,674,407.88

Approved Authorization Letter:

C-2005858-01 Pending - DART Review & Approval Contract No.: **Authorization Status:**

Scope of Work Description: TxDOT Crossing Improvements at Riverside Dr. MP 613.12

TRE25-023

item	HTSI Performing Work	Independent Sub-Contractor Performing Work for HTSI	HCC / HTI Performing Work	Independent Contractor Performing Work for HCC / HTI	Authorized Total Request
Direct Costs: Independent Sub-Contractor Price		-		90,370.00	
Direct Costs	n/a		1,312,500.73		
Overhead (10%)	n/a		131,250.07		
Fee (5%)	n/a		65,625.04		
Commission (5%)	n/a			4,518.50	
Subtotal	n/a	-	1,509,375.84	94,888.50	\$ 1,604,264.34
Direct Costs	-		-		
Overhead (10%)	-				
Fee (5%)	-				
Commission (5%)	n/a	1	65,625.04	4,518.50	
Subtotal	-	-	65,625.04	4,518.50	\$ 70,143.54
TOTAL	-	<u>-</u>	1,575,000.88	99,407.00	\$ 1,674,407.88

Page 150 of 203 Authorization Cost Breakdown Page 3 of 3

HERZOG





6-6-2025

Chris McArdle General Manager 108 Valley View Lane Irving, Tx. 75061

Subject: Revised Riverside Drive MP 613.12

Authorization: Job #: TBD

Attached is the revised cost estimate for Riverside Drive MP 613.12 to renew crossing and add ped gates. This will be a time and material project.

Subtotal - Materials		\$691,166.33
Subtotal - Labor-Equipment-Rentals-Expenses		\$547,742.30
Total - Materials-Labor-Equipment-Rentals-Expenses		\$1,238,908.63
Contractor Overhead Materials-Labor-Equipment-Rentals-Expenses	10 %	\$123,890.86
Contractor Markup Materials-Labor-Equipment-Rentals-Expenses	5%	\$61,945.43
Total - Sub Contractors		\$90,370.00
Markup on Sub Contractors Only	5%	\$4,518.50

Total Estimate Price \$1,519,633.42

Regional Director of Maintenance 214-596-2042 O / 972-322-0034 M

Rutch Koch

HERZOG

Herzog Technologies Inc. 203 N. Britain Road Irving, Tx. 75061 bkoch@herzog.com

MATERIAL	& SHIPPING							
Line	Qty	I	Description	Unit	Cost		Tota	al Cost
1	1 1		Material	+	\$626,519.91		100	\$626,519.91
2	1		Inbound Frieght		7%		\$	43,856.39
3	1 1		Flatbed Outbound Frieght	\$	4,660.88		\$	4,660.88
4	1		KB Tariff	 	5%		\$	16,129.15
5		·····	Comms Material		- 070		—	(0,120.10
6			Container Outbound Freight	†			-	
7			Container (Rental) (per day at 90 days)	- 			\vdash	
8			Container Clean Out	+ -			 	
9			Subtotal Material & Shipping				1	\$691,166.33
LABOR		l	Toublotta material & Omppmig				<u> </u>	3031,100.00
LADON	0111	ОТ	T				1	
Line	Straight Time HRS	Hours	Description		Jaka Tima Bata	OT Rate		Tatal Cont
Line	250	nours	· · · · · · · · · · · · · · · · · · ·		alght Time Rate	O i Rate	-	Total Cost
2	250		Project Manager	\$	170,60 205,94		\$	42,650.00
3	500		Signal Engineer	\$			\$	51,485.00
	500		Project Engineer	\$	134.96		\$	67,480.00
4			Communication Director	\$	132.06			
5			Communication Manager	\$	101.00		_	
6			Communication Tech	\$	69.06		<u> </u>	
7			Systems Manager	\$	150.23		ļ	
8	250		General Construction Supervisor	\$	177.25		\$	44,312.50
9	500	L	Construction Supervisor	\$	167.00		\$	83,500.00
10	500		Construction Foreman	\$	173.15		\$	86,575.00
11	1500		Construction Signalman	\$	103.57		\$	155,355.00
12								
			Subtotal Labor				\$	531,357.50
EXPENSES								
Line	Qty		Description	Unit	Cost		Tota	Il Cost
1			Airfare	\$	600.00		\$	-
2			Hotel	\$	150.00		\$	_
3			Perdiem	\$	55.00		\$	-
4			Subtotal Expenses				\$	-
EQUIPMEN	T	•		1.	4			
Line	Qty		Description	Unit	Cost		Tota	l Cost
1	-		Foreman Truck, hourly	\$	34.79			
2			Hy Rail Truck, hourly	\$	34.03		1	
3			Hy Rail Truck, hourly	\$	34.03			
4	80		Boom Truck, hourly	s	113.73		\$	9,098.40
5	120		Mini Excavator, hourly	\$	35.32		\$	4,238.40
6	240		Equipment Trailer, hourly	\$	12,70		\$	3,048,00
7			Crew Truck, hourly	\$	25.17		·	
8			Skid Steer, trencher	\$	80.76			
9			Tool Trailer	\$	18.00			
10			Backhoe	s	88.63		$\vdash \neg$	
11			Subtotal Equipment	 			\$	16,384.80
	SUBCONTRACTOR		- Cantotti Equipment				<u> </u>	10,004.00
Line			Description	Unit	Sant F		Tata	I Cont
1	Qty 1		Electrical Service					l Cost
2	200		Boring	\$	6,500.00		\$	6,500.00
3	10		Rock	-	95.00		\$	19,000.00
4	10		Wabtec WIU Testing	\$	150.00		\$	1,500.00
5				\$	9,000.00		-	00 000 00
	1 1		XoRail Wiring 8x10	\$	22,500.00		\$	22,500.00
6			Herzog Survey Department	\$	10,000.00		_	A 440.55
7 8	1 2		Networking and RF Integration	\$	6,840.00		\$	6,840.00
	3		Seal CC Sections	\$	1,250.00		\$	3,750.00
9	1		QC Services	\$	1,500,00		Ş	1,500.00
10	1		PTC	\$	28,780.00		\$	28,780.00
12			Subtotal Rental & Subcontractor	<u> </u>			\$	90,370.00
				<u> </u>				
			Subtotal - Materials					\$691,166.33
			Labor-Equipment-Rentals-Expenses					\$547,742.30
	Total-M	laterials	Labor-Equipment-Rentals-Expenses					\$1,238,908.63
	Contractor O	verhead	Labor-Equipment-Rentals-Expenses			10.00%		\$123,890.86
			Labor-Equipment-Rentals-Expenses			5%		\$61,945.43
		<u></u>	Total-Sub Contractors	· · · · · · · · · · · · · · · · · · ·		5,0	s	90,370.00
			Markup on Sub Contractors Only	 		5%		4,518.50
			manup on our controllors only			578	Y	\$1,519,633.42
								φ1,010,000.42
				L	<u> </u>			
Revi	sed Riverside Dr (6-5-25)	I						\$1,519,633.42

Herzog Technologies, Inc.

817-514-0755 • www.herzog.com



June 2, 2025

Chris McArdle - General Manager Herzog Transit Services, Inc. 108 Valley View Lane Irving Texas 75061

TxDOT Crossing Improvements at Riverside Dr. MP 613.13 Re:

Mr. McArdle,

Herzog Technologies, Inc. is pleased to provide pricing for Systems Work required to accommodate the Riverside Dr. Improvement Project.

Description **NTE Amount**

MP 613.13 Riverside Dr. Crossing Upgrade

\$1,519,633.42

Scope: Riverside Dr

- Installation of a new 8x10 Signal House
- Installation of New XP4
- Installation of Fiber DAX
- 4 New Ped Gates, 2 New Entrance Gates
- All new Gate, Track and Power cable

Scope: W.Sylvania

- Install 2 New XP4
- Installation of Fiber DAX
- Add Track Wire for New Siding Approach
- Installation of House Materials for the added XP4's

Scope: Judkins

- Install New XP4
- Installation of Fiber DAX
- Installation of House Materials for the added XP4

Scope: Dalwor

- Install New XP4 for additional Traffic Preemption Time
- Installation of Fiber DAX
- Installation of House Materials for the added XP4

Attachments:

• Attachment A - Estimate Detail

Sincerely,

Butch Koch

cc: Todd Glover
Kacey Layman
Mickey Tomlin
Sean Hood
Charley Glover

HERZOG

Project Name: TRE Riverside Crossing Update

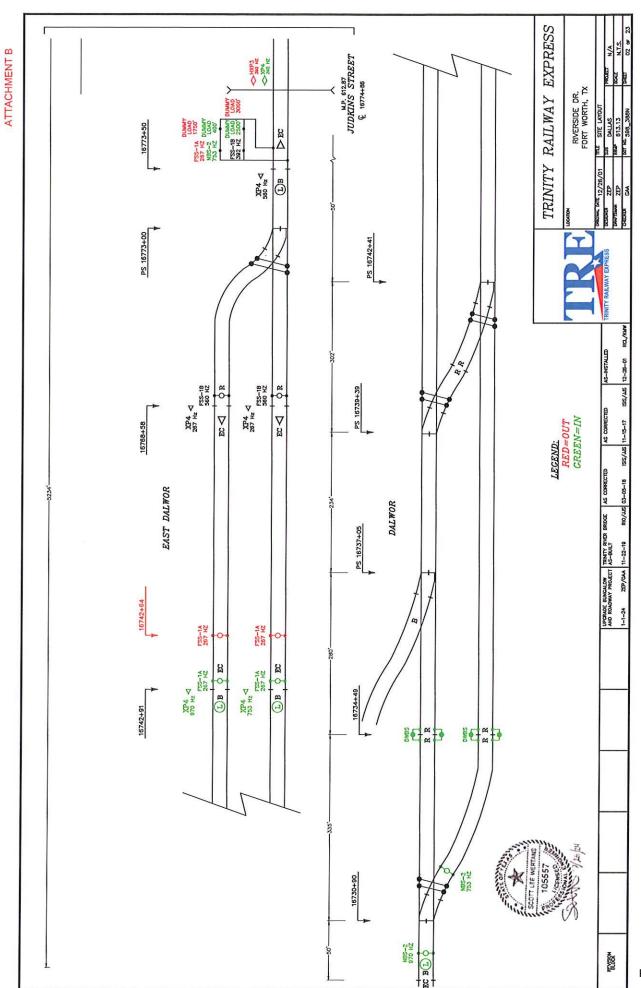
HTI Project No.: 018009.101

Α	В	С
OPTION		
NO.	DESCRIPTION OF WORK	
	LOCATIONS	
1	PTC & Back Office Services	\$ 28,780.00
2	Networking and RF Integration	\$ 6,840.00

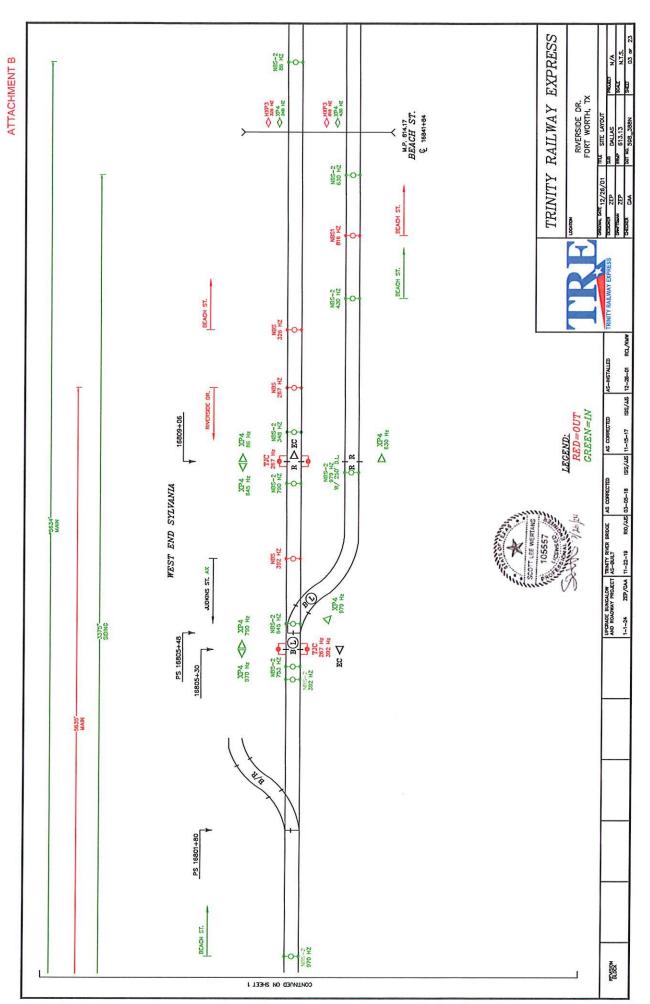
Total \$ 35,620.00

Pricing is good for 180 days

Page 156 of 203



Page 157 of 203





203 N. BRITAIN ROAD IRVING, TEXAS 75061. PHONE (972)438-5755 FAX (972)554-9415



DATE:

June 10, 2025

CONTRACT NO: 2005858-01

DESCRIPTION:

This proposal pertains to the cost of adding pedestrain road crossing at Riverside Rd.

Xing at MP 613.1 on the TRE System. (Backup is Attached).

FY-27 TRW001A-W Grade Crossing - TRE w/ 10' Wood Ties

MP 613.1 Riverside Rd. \$2,404.09 X 32.50TF = \$ 78,132.93

> Subtotal = \$ 78,132.93

Pandrol & Rail Credit = \$ 4,540.83

> Subtotal = \$ 73,592.10

Total = \$73,592.10

Cost to Add Pedestrain Road Crossing at Riverside Rd. MP 613.1 = \$ 73,592.10

AN EQUAL OPPORTUNITY EMPLOYER

6/10/2025

	Delivered Cost for 136# Rail (w/DBE)								
	Esc % \$ Increase		HCC's Cost		New Cost Per Ton				
Contract Cost for Rail - FY16 & FY-17 -	0.00%		\$; 		\$ 1,376.74	\$	1,376.74	
Contract Cost for Rail - FY-2018 -	1.92%		\$	26.433		\$1,376.74	\$	1,403.17	
Contract Cost for Rail - FY-2019 -	1.91%		\$	26.801		\$1,403.17	\$	1,429.97	
Contract Cost for Rail - FY-2020 -	2.15%		\$	30.744		\$1,429.97	\$	1,460.71	
Contract Cost for Rail - FY-2021 -	2.30%		\$	33.596		\$1,460.71	\$	1,494.31	
Contract Cost for Rail - FY-2022 -	2.27%		\$	33.921		\$1,494.31	\$	1,528.23	
Contract Cost for Rail - FY-2023 -	1.63%		\$	24.910		\$1,528.23	\$	1,553.14	
Contract Cost for Rail - FY-2024 -	1.48%		\$	22.986		\$1,553.14	\$	1,576.13	
Contract Cost for Rail - FY-2025 -	0.98%		\$	15.451		\$ 1,576.13	\$	1,591.58	
Contract Cost for Rail - FY-2026 -	3.00%		\$	47.754		\$ 1,591.58	\$	1,639.33	
Contract Cost for Rail - FY-2027 -	3.00%		\$	49.180		\$ 1,639.33	\$	1,688.51	

(This Is a Guesstimate)

Contract Unit Price for FY-27 Before M/Up \$ 1,688.51

+ \$ 253.28 <--- 15%

New Total With M/Up of 15% = \$ 1,941.79 Per Ton

Rail Credit Per Xing

Beach St. Xing @ MP 614.09

65.00TF = 130LF = 2.95 Tons x \$1,941.79 = \$5,728.28

Riverside Dr. Xing @ MP 613.11

32.50TF = 65LF = 1.47 Tons x \$1,941.79 = \$2,854.43

Escalating Cost of TRE Owned 136# Pandrol Plates								
(TRE Owned 136# Pandrol Plates)	Esc %		TRE Cost			\$ Incrse TRE Cost P		
Contract Cost For TRE Pandrol Plates - FY-18	0.00%		\$		\$	15.24	\$	15.24
Contract Cost for TRE Pandrol Plates - FY-19	1.91%		\$	0.291	\$	15.24	\$	15.53
Contract Cost For TRE Pandrol Plates - FY-20	2.15%		\$	0.334	\$	15.53	\$	15.86
Contract Cost for TRE Pandrol Plates- FY-21	2.30%		\$	0.365	\$	15.86	\$	16.22
Contract Cost for TRE Pandrol Plates- FY-22	2.27%		\$	0.368	\$	16.22	\$	16.59
Contract Cost for TRE Pandrol Plates- FY-23	1.63%		\$	0.270	\$	16.59	\$	16.86
Contract Cost for TRE Pandrol Plates- FY-24	1.48%		\$	0.250	\$	16.86	\$	17.11
Contract Cost for TRE Pandrol Plates- FY-25	0.98%		\$	0.165	\$	17.11	\$	17.28
Contract Cost for TRE Pandrol Plates- FY-26	3.00%		\$	0.506	\$	17.28	\$	17.80
Contract Cost for TRE Pandrol Plates- FY-27	3.00%		\$	0.513	\$	17.80	\$	18.33

(This Is a Guesstimate)

Contract Unit Price for <u>FY-27</u> Before M/Up \$ 18.33 Per Each
+ \$ 2.75 <--- 15% M/UP

New Total With M/Up of 15% = \$ 21.08 Per Each

136# Pandrol Plate Credit Per Xing

Beach St. Xing @ MP 614.09 65.00TF = 40 Wood Ties + 20 Transition Ties = 60 Ties x 2 (Pandrol Plates) = 120 Pandrol Plates x \$21.08 = \$2,529.60

Riverside Dr. Xing @ MP 613.11 32.50TF = 20 Wood Ties + 20 Transition Ties = 40 Ties x 2 (Pandrol Plates) = 80 Pandrol Plates x \$21.08 = \$1,686.40



125 E 11th St | Austin, Texas 78701 512.463.8588 txdot.gov

October 7, 2025

Ms. Julia Casarez, Assistant Vice-President Chief Engineering Officer Trinity Railway Express 108 Valley View Lane Irving, Texas 75061

Subject: Approval of Exhibit B

Project STP 2026(018)FRS - CSJ 0902-90-323

Tarrant County - DOT 598341W North Beach Street, in Fort Worth

Dear Ms. Casarez:

This letter is to advise you that Texas Department of Transportation's (TxDOT) Rail Division approves the proposed Federal Railroad Signal Program (FSP) project above. Your company agrees to install grade crossing improvements in accordance with the attached Exhibit B and under the terms of the State-Railroad Master Agreement dated March 20, 2020.

This office approves the estimated reimbursable amount of \$1,456,026.00 with any cost-sharing as summarized on the attached estimate sheet. The estimate provided by your company may be marked with revisions. This project is included in the 2020 Section 130 program.

Upon execution, this letter authorizes your company to proceed with assembling materials, scheduling crews, and performing site preparation under the terms of the agreement. At least two weeks prior to starting work, you must request a Work Order from the TxDOT Fort Worth District Railroad Coordinator, Andre Young, Andre. Young@txdot.gov, to coordinate work and inspections. Failure to request a written Work Order may result in a delay of reimbursement.

Thank you for your help with improving railroad-crossing safety. If you have any questions, please contact Ed Adcock at (512) 317-4240.

Sincerely,

—Signed by:

Donald Franks
Don BAD34D6CF24149A...
Don Franks

Director, Rail Division

Concur for State to Sign:

i ke

Attachments

TEXAS DEPARTMENT OF TRANSPORTATION **SUMMARY OF ESTIMATED COST** FEDERAL RAILROAD SIGNAL PROGRAM

June 12, 2025

Project STP 2026(018)FRS - CSJ 0902-90-323 Tarrant County - DOT 598341W North Beach Street, in Fort Worth

WORK TO BE DONE BY THE RAILROAD

Crossing Equipment U	pgrade	\$1,278,416
	Estimated amount reimbursable to the Railroad	\$1,278,416
Replanking	_	\$177,610
	Estimated amount reimbursable to the Railroad	\$177,610
FUNDING SUMMARY		

FUNDING SUMMARY:

\$0 Railroad Participation Federal Participation (100%) \$1,456,026

TOTAL ESTIMATED PROJECT COST \$1,456,026

Approved:

kai Elias, P.E., PTOE

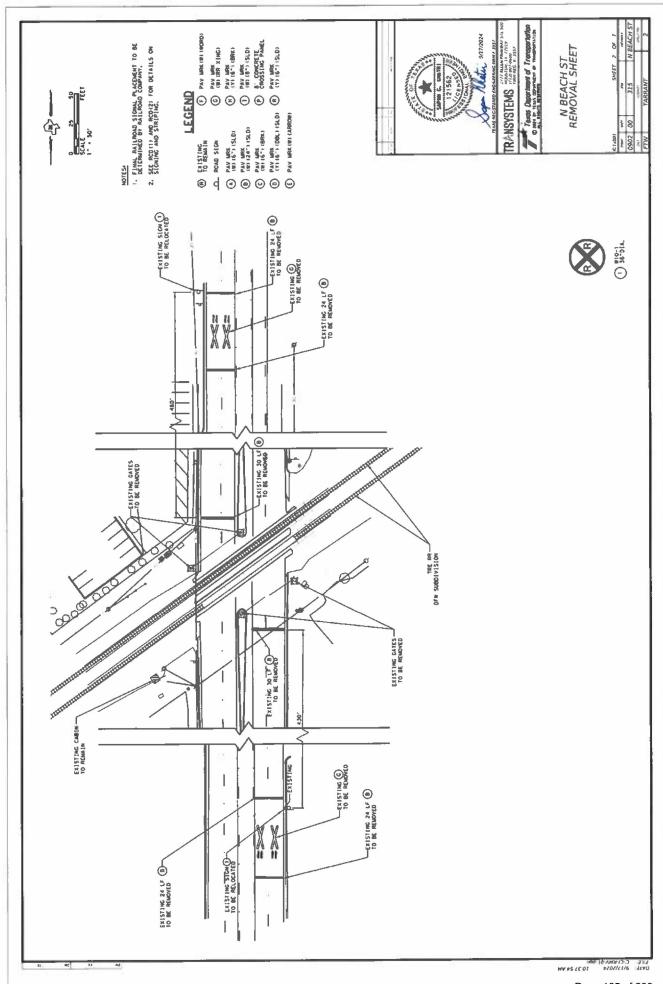
149BBFFE35234DF Kai Zhao, P.E., PTOE

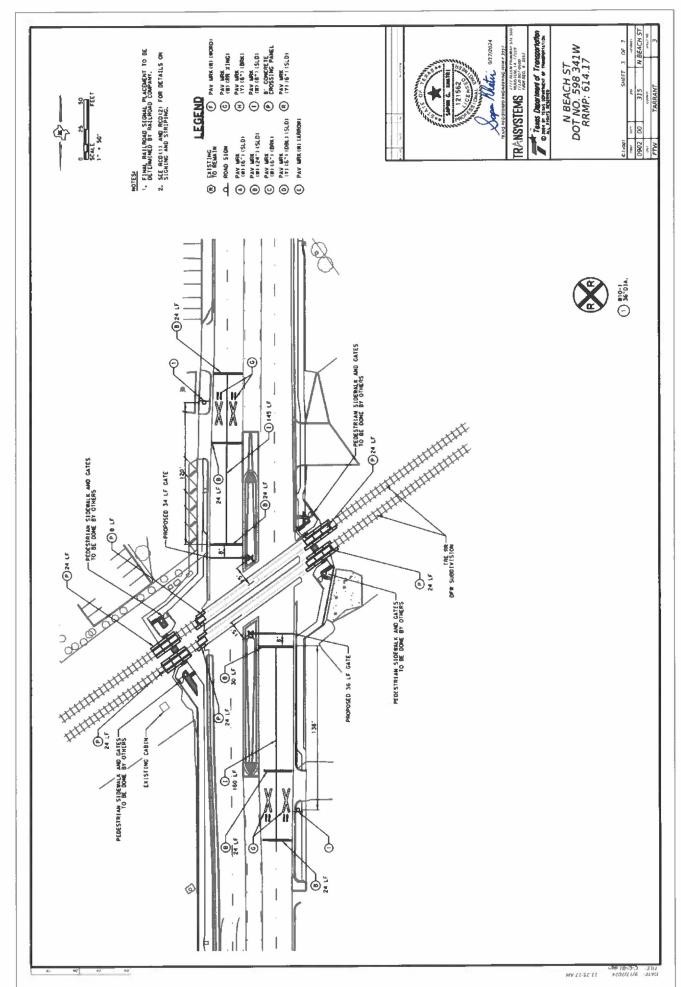
Rail Grade Crossing Section Director, Rail Division

P. E. DISTRECHORE SPRINGHANSPORTATION OPERATIONS THESE PLANS WERE DEVELOPED BY MEMBERS OF THE DUGGNOSTIC TEAM IN ACCORDANCE WITH TERMS OF THE START-ALLIROAD AGREEMENT AND MEMBERS ALTHORIZED FOR CONSTRUCTION. 10/16/ 2024 window Texas Department of Transportation © 11 answere at 12 and 1/24/2025 1/23/2025 NOTES:

1. RALIGOAD SIGNAL CIRCUITS AND FINAL DESIGN LOCATION FOR THIS PROJECT WERE NOT DESIGNED BY THE UNDERSIGNED ENGINEER. AMERICAN RAI WAY ENGINEERING AND MAINTAINENANCE-OF-WAY ASSOCIATION : AREMAJ COMMUNICATIONS & SIGNALS MANUAL SPECIFICATIONS SHALL GOVERN THIS PROJECT. THE RAHROAD SHALL ERECT AND MANITAIN SUCH BARRICADES AND WARNING SIGNS OR USE SUCH PRECAUTIONS AS MIGHT BE NECESSARY IN THE OPINION OF THE TEXAS DEPARTMENT OF -B741EGYSFRGGT1-ENGINEER REQUIRED SIGNS SHALL BE IN ACCOMDANCE WITH BC (1): 21 THAU BC (12): 21 AND THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES David Salayan 00 ACCEPTED FOR LETTINGS RECOMENDED FOR LETTING APPROVED FOR LETTINGS DATE WORK WAS COMPLETED & ACCEPTED. DATE CONTRACTOR BEGAN WORK tai duas, P.E., PTOE.E. FINAL CONTRACT COST: \$ 2/10/2025 1/21/2025 LETTING DATE. CONTRACTOR APPROVED FOR LETTINGS 2 0902-90-323 DEPARTMENT OF TRANSPORTATION STATE HIGHWAY IMPROVEMENT TARRANT COUNTY FORT WORTH DISTRICT BEACH ST IN CITY OF FORT WORTH, TX GRADE CROSSING SAFETY UPGRADES STATE OF TEXAS TRINITY RAILWAY EXPRESS PLANS OF PROPOSED FORTH PROJECT LOCATION MAP FEDERAL AID PROJECT N BEACH ST CSJ: 0907-00-315 DOT NO. 598 341W RR MILEPOST 614.17 TITLE SMEET BEACH STREET (398341W) REMONAL LAYOUT BEACH STREET (398341W) PLAN LAYOUT GENERA, WOITS THE STANDARD SHELTS SPECKKOLT WANTERS AND BY MANY BEEN SELECTED BY HE ON UNDER MY RESPONSIBLE SUPERVISION AS BEING APPLICABLE TO THE PROJECT. <u>\$ТАДАДО \$41671\$</u> NCO (1.) - 22 NCO (2.) - 22 TCP (1.4) - 28 DESCRIPTION INDEX OF SHEETS SMEET NO

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THE STATE OR ITS CONTRACTOR WILL FURNISH. INSTALL, ANDIOR REPLACE THE APPROPRIATE PAVEMENT MARKINGS AS OUTLINED ON HIE ATTACHEL JUNGOLI AND STANDARD SHEEL AND IN ACCONDANCE, WITH THE GUIDELINES IN THE TEXAS MANDAL ON UNIFORM TRAFFIC CONTROL DEVICES: 2 Ba, (1970-1)

THE STATE OR ITS CONTRACTOR WILL FURNISH. INSTALL, AND/OR REPLACE THE FOLLOWING SIGNS IN ACCORDANCE WITH THE GUIDELINES IN THE TEXAS MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

THE CITY AGREES TO MANTAIN THE PAYEMENT MARKINGS AND ADVANCE WARNING SIGNS PLACED ALONG THE ROADINAYS UNDER THEIR UNISDICTION IN ACCORDANCE WITH THE GUIDELINES IN THE TEXAS MANULA ON UNIFORN TRAFFIC CONTROL DEVICES AND AS SHOWN ON THE LAYOUT AND STANDARD SHEETS AS ACKNOWLEDGED ON THE TITLE SHEET.

THE RALROAD COMPANY OR ITS CONTRACTOR SHALL FURNISH, INSTALL AND MAINTAIN CROSSBUCKS SIGNS (R15-1). NUMBER OF TRACK SIGNS (R15-2P) WHEN NEEDED, EMERGENCY NOTIFICATION SIGNS (ENS, 1-13), AND SIGN MOUNTING BRACKETS.

THE CITY AGREES TO TRIM AND MAINTAIN TREES AND VEGETATION ALONG ROADWAY APPROACHES FOR ADEOUATE VISIBILITY OF THE CROSSING SIGNALS AND ADVANCE WARNING SIGNS AS ACKNOWLEDGED ON THE TITLE SHEET.

THE RAUROAD OR ITS CONTRACTOR WILL PROVIDE TRAFFIC CONTROL IN ACCORDANCE WITH THE GUIDELMES IN THE TEXAS. MANULA ON WHINTANT TRAFFIC CONTROL DEVICES AND THE ATTACHED STANDARD SHEETS. FOR THE INSTALLATION OF RAILFOAD WARNING BEVICES.

THE LOCAL ROAD AUTHORITY WILL COMPLETE MEDIAN, SIDEWALK AND/OR CURB WORK AS SHOWN ON THE LAYOUT. THE LOCAL ROAD AUTHORITY WILL COORDINATE UTLUTY RELOCATION TO ACCOMMODATE THE WARMING DEVICES.

PREEMPTION SPECIFIC GENERAL NOTES

THE RAILROAD OR ITS CONTRACTOR WILL FURNISH AND INSTALL A RELAY TO PROVIDE ADVANCE PREEMPTION TO EXISTING. TRAFFIC SIGNAL.

THE RAILROAD AGREES TO BORE UNDER THE TRACKS, A THE STATE'S EXPENSE

THE RAILROAD AGREES TO PLACE COMDUIT AND JUNCTION/PULL BOX AS SHOWN ON THE PLANS AT THE STATE'S EXPENSE.

THE LOCAL ROAD AUTHORITY AGREES TO INSTALL THE PREEMPTION CONDUCTOR WIRE FURMISHED BY THE LOCAL ROAD AUTHORITY AT THE STATE'S EXPENSE.

the local road authority agrees to connect the preemption conductor wire into the highway signal. System: THE RAILROAD AGREES TO CONNECT THE PREEMPTION CONDUCTOR WIRE INTO THE RAIL SIGNAL SYSTEM

THE LOCAL ROAD AUTHORITY AGREES TO MAINTAIN THE TRAFFIC SIGNAL PREEMPTION COMPONENTS, WIRING AND TIMING AT THEIR EXPENSE.

THE STATE AGREES TO INSTALL A QUEUE CUTER SIGNAL AT THE STATE'S EXPENSE, AND MAINTAINED BY THE LOCAL ROAD AUTHORITY.

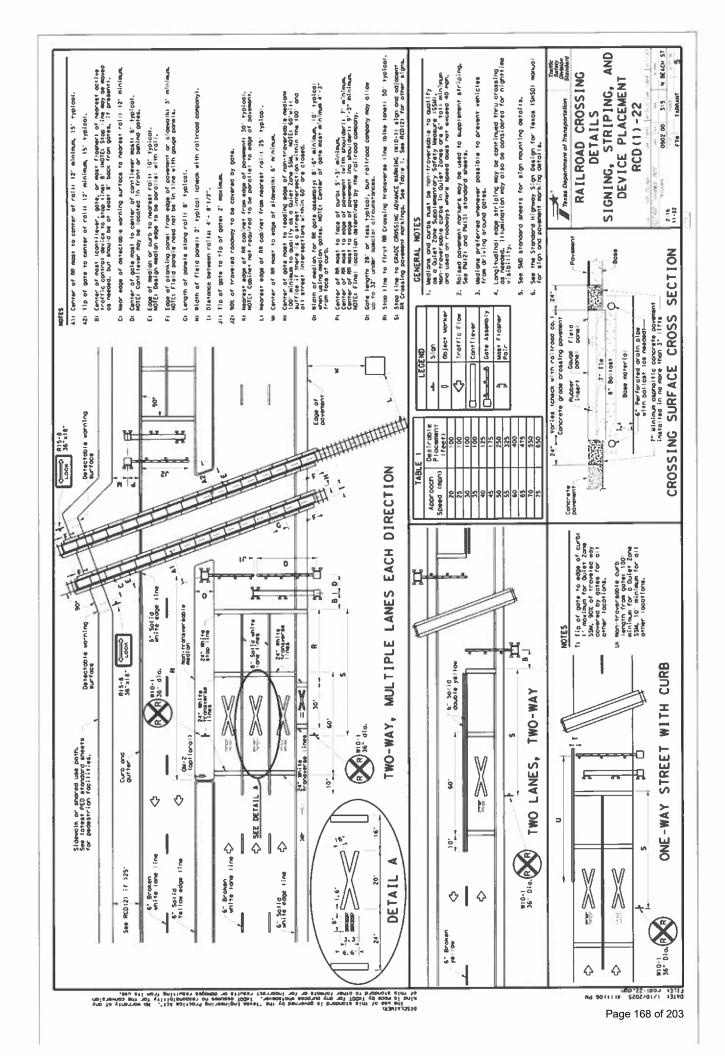
CITY OF FORT WORTH TO PROVIDE QUEUE CUTTER STUDY.

1/10/2025

Teats Department of Transport O arts in 1844 appearance or receptor

RANSYSTEMS MARKET

GENERAL NOTES



Docusign Envelope ID: 9434512F-854F-4821-85E7-485310536272



Herzog Transit Services, Inc. 108 Valley View Lane | Irving , TX 75061 972-790-9606 | www.herzog.com



June 10, 2025

Barry Pierce Contract Officer 1401 Pacific Avenue PO Box 7238 Dallas, TX 75266 - 7238 Fort Worth, TX 76102

Subject: TxDOT Crossing Improvements at Beach St. MP 614.09

TREAC: TBD

Auhorization No.: TRE25-022 Contract No.: C-2005858-01

Dear Mr. Pierce,

The following work is necessary to be performed and is not the fiscal responsibility of Herzog Transit Services, Inc. (HTSI) under Contract No. C-2005858-01

Description of work: TxDOT Crossing Improvements at Beach St. MP 614.09

The estimate to complete this work is not to exceed (NTE): \$ 1,456,025.31

The above cost estimate is for budgetary purposes only as this work will be performed on a time and material basis. Detailed backup will be provided with the miscellaneous invoice detailing the material/work performed and costing

If you concur with this work request, please confirm below and we will accept your approval as HTSI's authorization to proceed with the work under the terms of this letter.

Sincerely,

information.

Herzog Transit Services, Inc. Approval:

See Authorization cost breakdown attached.

Chris McArdle, General Manager Date

DART Authority Approval:		
Julia Casarez, Contracting Officer's Representative	Date	
Barry Pierce, Contract Officer	Date	

Authorization Cost Breakdown

proved Authorization Letter:	TRE25-022	Authorization Total:	\$	1,456,025.31

Date Requested: 6/10/2025

C-2005858-01 **Authorization Status:** Pending - DART Review & Approval Contract No.:

Scope of Work Description: TxDOT Crossing Improvements at Beach St. MP 614.09

Item	HTSI Performing Work	Independent Sub-Contractor Performing Work for HTSI	HCC / HTI Performing Work	Independent Contractor Performing Work for HCC / HTI	Authorized Total Request
Direct Costs: Independent Sub-Contractor Price		-		90,370.00	
Direct Costs	n/a		1,130,515.26		
Overhead (10%)	n/a		113,051.53		
Fee (5%)	n/a		56,525.76		
Commission (5%)	n/a			4,518.50	
Subtotal	n/a	-	1,300,092.55	94,888.50	\$ 1,394,981.05
Direct Costs	-		-		
Overhead (10%)	-				
Fee (5%)	-				
Commission (5%)	n/a	-	56,525.76	4,518.50	
Subtotal	-	-	56,525.76	4,518.50	61,044.26
TOTAL	_	_	1,356,618.31	99,407.00	1,456,025.31

Page 173 of 203 Authorization Cost Breakdown

HERZOG





6-6-2025

Chris McArdle General Manager 108 Valley View Lane Irving, Tx. 75061

Subject: Revised Beach Street MP 614.09

Authorization: Job #: TBD

Attached is the revised cost estimate for Beach Street MP 614.09 to renew crossing and add ped gates. This will be a time and material project.

Subtotal - Materials		\$562,290.79
Subtotal - Labor-Equipment-Rentals-Expenses		\$420,216.50
Total - Materials-Labor-Equipment-Rentals-Expenses		\$982,507.29
Contractor Overhead Materials-Labor-Equipment-Rentals-Expenses	10 %	\$98,250.73
Contractor Markup Materials-Labor-Equipment-Rentals-Expenses	5%	\$49,125.37
Total - Sub Contractors		\$90,370.00
Markup on Sub Contractors Only	5%	\$4,518.50

Total Estimate Price \$1,224,771.89

Regional Director of Maintenance 214-596-2042 O / 972-322-0034 M

Butch forh

HERZOG

Herzog Technologies Inc. 203 N. Britain Road Irving, Tx. 75061 bkoch@herzog.com

MATERI	AL & SHIPPING							
Line		Qty		Description	Unit Cost	· ·	Total	Cost
1		1		Material	\$511,872.72			\$511,872.72
2		1		Inbound Frieght	7%		\$	35,831.09
3		1		Flatbed Outbound Frieght	\$ 4,660.88		\$	4,660.88
4		1 [KB Tariff	5%		\$	9,926.10
5				Comms Material				
6	ļ			Container Outbound Freight			 	
7	ļ		 .	Container (Rental) (per day at 90 days)			 	
8 9				Container Clean Out			ļ	AFCO COD 30
LABOR		1		Subtotal Material & Shipping	<u> </u>			\$562,290.79
LABOR	Carala	be Time	OT		<u> </u>	F	1	
Line		tht Time	Hours	Description	Straight Time Rate	OT Rate		Total Cost
		190	110010	Project Manager	\$ 170.60	O Truco	\$	32,414.00
2		190		Signal Engineer	\$ 205.94		\$	39,128.60
3		380		Project Engineer	\$ 134.96		\$	51,284.80
4				Communication Director	\$ 132.06		1	01,201.00
5				Communication Manager	\$ 101.00		 	
6				Communication Tech	\$ 69.06		1	
7				Systems Manager	\$ 150.23			
8	1	190		General Construction Supervisor	\$ 177.25		\$	33,677.50
9	3	380		Construction Supervisor	\$ 167,00		\$	63,460.00
10	3	380		Construction Foreman	\$ 173.15		\$	65,797.00
11	1	140		Construction Signalman	\$ 103.57		\$	118,069.80
12								
		ŀ		Subtotal Labor			\$	403,831.70
EXPENS	ES							
Line	(Qty		Description	Unit Cost		Total (Cost
1				Airfare	\$ 600.00		\$	_
2				Hotel	\$ 150.00		\$	•
3				Perdiem	\$ 55.00		\$	
4				Subtotal Expenses			\$	
EQUIPM	ENT							
Line		Qty		Description	Unit Cost		Total 0	Cost
1				Foreman Truck, hourly	\$ 34.79			
2				Hy Rail Truck, hourly	\$ 34.03			
3				Hy Rail Truck, hourly	\$ 34.03			
4 5		80 20		Boom Truck, hourly Mini Excavator, hourly	\$ 113.73		\$	9,098.40
6		20		Equipment Trailer, hourly	\$ 35.32 \$ 12.70		\$ S	4,238.40 3,048.00
7		40		Crew Truck, hourly	\$ 12.70		3	3,046.00
8				Skid Steer, trencher	\$ 80.76			
9	<u> </u>			Tool Trailer	\$ 18.00			
10				Backhoe	\$ 88.63			
11			······································	Subtotal Equipment	4 05:00		\$	16,384.80
	& SUBCONTRA	ACTOR					1 4	10,0000
Line		aty		Description	Unit Cost		Total 0	Cost
1	} 	1		Electrical Service	\$ 6,500.00		\$	6,500.00
2		00		Boring	\$ 95.00		\$	19,000.00
3		10		Rock	\$ 150.00		\$	1,500.00
4				Wabtec WIU Testing	\$ 9,000.00			
5		1		XoRail Wiring 8x10	\$ 22,500.00		\$	22,500.00
6		1		Networking and RF integration	\$ 6,840.00		\$	6,840.00
7				Fiber Relocation	\$ 16,690.00			
8		3		Seal	\$ 1,250,00		\$	3,750.00
9		1		QC Services	\$ 1,500.00		\$	1,500.00
10		1		PTC	\$ 28,780.00		\$	28,780.00
12				Subtotal Rental & Subcontractor			\$	90,370.00
			,	Subtotal - Materials				\$562,290.79
			····	Labor-Equipment-Rentals-Expenses				\$420,216.50
		Total-M	laterials-	Labor-Equipment-Rentals-Expenses				\$982,507.29
	Cont	ractor O	verhead	Labor-Equipment-Rentals-Expenses		10.00%		\$98,250.73
				Labor-Equipment-Rentals-Expenses		5%		\$49,125.37
				Total-Sub Contractors			\$	90,370.00
				Markup on Sub Contractors Only		5%	\$	4,518.50
								\$1,224,771.89
	Revised Beach St. (6.5.2025)						\$1,224,771.89
								,,, = -,-

817-514-0755 • www.herzog.com



June 2, 2025

Chris McArdle - General Manager Herzog Transit Services, Inc. 108 Valley View Lane Irving Texas 75061

Re: TxDOT Crossing Improvements at Beach St. MP 614.09

Mr. McArdle,

Herzog Technologies, Inc. is pleased to provide pricing for Systems Work required to accommodate the Beach St. Improvement Project.

Description **NTE Amount**

MP 614.09 Beach St. Crossing Upgrade

\$ 1,224,771.89

Scope: Beach St

- Installation of a new 8x10 Signal House
- 4 New Ped Gates, 4 New Entrance Gates
- All new Gate, Track and Power cable
- Installation of Crossing Fiber DAX

Scope: E. Sylvania

- Install New XP4
- Installation of Housing Materials for the added XP4
- Installation of New Track Wire
- Installation of Fiber DAX

Attachments:

• Attachment A - Estimate Detail

Sincerely,

Butch Koch

cc: Todd Glover

Kacey Layman Mickey Tomlin Sean Hood Charley Glover

HERZOG

Project Name: TRE Beach Crossing Update

HTI Project No.: 018009.101

A	В	С
OPTION		
NO.	DESCRIPTION OF WORK	
6	LOCATIONS	
1	PTC & Back Office Services	\$ 28,780.00
2	Networking and RF Integration	S 6,840.00

Total \$ 35,620.00

Pricing is good for 180 days

Docusign Envelope ID: 9434512F-854F-4821-85E7-485310536272

Page 179 of 203



203 N. BRITAIN ROAD IRVING, TEXAS 75061. PHONE (972)438-5755 FAX (972)554-9415



DATE:

June 10, 2025

CONTRACT NO:

2005858-01

DESCRIPTION:

This proposal pertains to the cost of adding pedestrain road crossing at Beach St. Xing

at MP 614.09 on the TRE System. (Backup is Attached).

FY-27 TRW001A-W Grade Crossing - TRE w/ 10' Wood Ties

MP 614.09 Beach St. \$2,404.09 X 65.00TF = \$ 156,265.85

Subtotal = \$ 156,265.85

Pandrol & Rail Credit = \$ (8,257.88)

Subtotal = \$ 148,007.97

Total = \$148,007.97

Cost to Add Pedestrain Road Crossing at Beach St. MP 614.09 = \$ 148,007.97

AN EQUAL OPPORTUNITY EMPLOYER

6/10/2025

	Delivered Cost for 136# Rail (w/DBE)							
8	Esc %		\$ Increase			HCC's Cost		New Cost Per Ton
Contract Cost for Rail - FY16 & FY-17 -	0.00%		\$	-		\$ 1,376.74		\$ 1,376.74
Contract Cost for Rail - FY-2018 -	1.92%		\$	26.433		\$1,376.74		\$ 1,403.17
Contract Cost for Rail - FY-2019 -	1.91%		\$	26.801		\$1,403.17		\$ 1,429.97
Contract Cost for Rail - FY-2020 -	2.15%		\$	30.744		\$1,429.97		\$ 1,460.71
Contract Cost for Rail - FY-2021 -	2.30%		\$	33.596		\$1,460.71		\$ 1,494.31
Contract Cost for Rail - FY-2022 -	2.27%		\$	33.921		\$1,494.31		\$ 1,528.23
Contract Cost for Rail - FY-2023 -	1.63%		\$	24.910		\$1,528.23		\$ 1,553.14
Contract Cost for Rail - FY-2024 -	1.48%		\$	22.986		\$1,553.14		\$ 1,576.13
Contract Cost for Rail - FY-2025 -	0.98%		\$	15.451		\$ 1,576.13		\$ 1,591.58
Contract Cost for Rail - FY-2026 -	3.00%		\$	47.754		\$ 1,591.58		\$ 1,639.33
Contract Cost for Rail - FY-2027 -	3.00%		\$	49.180		\$ 1,639.33		\$ 1,688.51

(This Is a Guesstimate)

Contract Unit Price for FY-27 Before M/Up \$ 1,688.51

+ \$ 253.28 <--- 15%

New Total With M/Up of 15% = \$ 1,941.79 Per Ton

Rail Credit Per Xing

Beach St. Xing @ MP 614.09 65.00TF = 130LF = 2.95 Tons x \$1,941.79 = \$5,728.28

Riverside Dr. Xing @ MP 613.11 32.50TF = 65LF = 1.47 Tons x \$1,941.79 = \$2,854.43

Escalating Cost of TRE Owned 136# Pandrol Plates								10/2025
(TRE Owned 136# Pandrol Plates)	Esc %		\$ Incrse		TRE Cost		New Cost Per Each	
Contract Cost For TRE Pandrol Plates - FY-18	0.00%		\$	-	\$	15.24	\$	15.24
Contract Cost for TRE Pandrol Plates - FY-19	1.91%		\$	0.291	\$	15.24	\$	15.53
Contract Cost For TRE Pandrol Plates - FY-20	2.15%		\$	0.334	\$	15.53	\$	15.86
Contract Cost for TRE Pandrol Plates- FY-21	2.30%		\$	0.365	\$	15.86	\$	16.22
Contract Cost for TRE Pandrol Plates- FY-22	2.27%		\$	0.368	\$	16.22	\$	16.59
Contract Cost for TRE Pandrol Plates- FY-23	1.63%		\$	0.270	\$	16.59	\$	16.86
Contract Cost for TRE Pandrol Plates- FY-24	1.48%		\$	0.250	\$	16.86	\$	17.11
Contract Cost for TRE Pandrol Plates- FY-25	0.98%		\$	0.165	\$	17.11	\$	17.28
Contract Cost for TRE Pandrol Plates- FY-26	3.00%		\$	0.506	\$	17.28	\$	17.80
Contract Cost for TRE Pandrol Plates- FY-27	3.00%		\$	0.513	\$	17.80	\$	18.33

(This Is a Guesstimate)

Contract Unit Price for <u>FY-27</u> Before M/Up \$ 18.33 Per Each
+ \$ 2.75 <--- 15% M/UP

New Total With M/Up of 15% = \$ 21.08 Per Each

136# Pandrol Plate Credit Per Xing

Beach St. Xing @ MP 614.09 65.00TF = 40 Wood Ties + 20 Transition Ties = 60 Ties x 2 (Pandrol Plates) = 120 Pandrol Plates x \$21.08 = \$2,529.60

Riverside Dr. Xing @ MP 613.11 32.50TF = 20 Wood Ties + 20 Transition Ties = 40 Ties x 2 (Pandrol Plates) = 80 Pandrol Plates x \$21.08 = \$1,686.40

BOARD ACTION ITEM

ITEM NUMBER

BA2026-23

MEETING DATE November 17, 2025

ITEM TITLE

Contract Modification for Fare Media Ticket Services

BACKGROUND

Trinity Metro provides fare media tickets to customers for use on bus, rail, and paratransit services. These tickets are processed through the GFI FastFare payment system and ticket vending machines located at rail stations.

In 2022, the Board approved BA2022-55, authorizing a two (2) year contract with three (3) one-year renewal options with Electronic Data Magnetics, Inc. (EDM), which has since become Paragon ID High Point US, Inc. The current contract amount is \$385,000.

We are requesting Board approval to increase the contract amount by \$150,000, bringing the total contract value to \$535,000.

The requested increase is necessary to meet the growing demand from community partner organizations and EASYRIDE program participants.

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 FY2026 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 & Chief Executive Officer to execute a contract modification with Paragon ID High Point US, Inc. (formerly Electronic Data Magnetics, Inc.) to increase the total contract amount by \$150,000, for a revised total amount not to exceed \$535,000.

STAFF DISPOSITION	
EXECUTIVE LEAD* Detra Whitmore	DATE 11/02/25
DISPOSITION OF BOARD OF DIRECTORS	
SECRETARY APPROVAL	

FINANCE & AUDIT COMMITTEE ACTION ITEM

Item Number: BA2022-55 Meeting Date: September 26, 2022

Item Title: Magnetic Transit Fare Media Tickets

BACKGROUND

Trinity Metro provides fare media tickets to its customers for fare payments that are utilized on bus, rail, and paratransit services through GFI FastFare payment system and the ticket vending machines at rail stations. We are initiating a contract to consolidate ordering tickets under contracted pricing with a single provider to maintain consistency in products, stock levels and achieve cost savings.

In accordance with Trinity Metro's Procurement policy, Request for proposal (RFP) # 22-T061 for Magnetic Fare Media Tickets was advertised and issued on August 5, 2022. One proposal response was received from Electronic Data Magnetics (EDM), Inc.

The proposal from Electronic Data Magnetics, Inc. was reviewed and is determined to be responsive and responsible. It is the single response received for a product with a limited supplier base and is recommended, based on a determined fair and reasonable cost. Trinity Metro has procured media tickets from EDM in the past and is satisfied with its customer service and response time. To ensure the quality of the tickets, Trinity Metro will work with EDM to provide a poly-blend material that will eliminate warping and ticket jams in the fareboxes and ticket vending machines.

PROCUREMENT

Trinity Metro's Procurement Department has followed its procurement policies and procedures with this purchase and is in compliance with all applicable Federal, State, and Trinity Metro procurement requirements.

FINANCING

Funds are available in Trinity Metro's FY2023 operating budget to finance this project. Provisions for funding for future years will be requested in the proposed annual budgets.

RECOMMENDATION

The Finance & Audit Committee recommends that the Trinity Metro's Board of Directors authorize the President & Chief Executive Officer to enter into a two-year contract with three one-year renewal options with Electronic Data Magnetics, Inc. for the purchase of pre-printed fare media tickets and related fare media items, in the amount of \$350,000 plus a 10% (\$35,000) contingency for a total amount not to exceed \$385,000.

STAFF DISPOSITION Mitmae EXECUTIVE LEADER APPROVAL	9/91/22 DATE
DISPOSITION BY BOARD OF DIRECTORS Tito Rodriguez	Con 20 2022
SECRETARY APPROVAL	Sep-29-2022 ——————————————————————————————————



BOARD ACTION ITEM

ITEM NUMBER

BA2026-25

MEETING DATE November 17, 2025

ITEM TITLE

Premise Health Medical Clinic

BACKGROUND

Trinity Metro provides an on-site health clinic to its 650 employees and their families for convenient access to a medical health professional. Having this access allows for minimal time away from work and the ability for staff to manage chronic health conditions that may otherwise have gone untreated such as high blood pressure, diabetes, and high cholesterol.

In addition, all employees that require a DOT medical certification can go to the on-site clinic and see a medical professional that can provide a higher quality of care. Trinity Metro would like to continue offering these services to its employees.

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 FY2026 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 & Chief Executive Officer to exercise a one-year contract renewal with Premise Health to continue operating Trinity Metro's Medical Clinic in the amount of \$554,181, and a revised contract not-to-exceed amount of \$3,479,992.

STAFF DISPOSITION	
EXECUTIVE LEAD* Kelli Shields	DATE 11/05/25
DISPOSITION OF BOARD OF DIRECTORS	
SECRETARY APPROVAL	

TRINITY METRO BOARD OF DIRECTORS RESOLUTION

TEXPOOL AUTHORIZED REPRESENTATIVES AND RESOLUTION

(R2026-01)

WHEREAS, the Fort Worth Transportation Authority, doing business as Trinity Metro ("Trinity Metro"), is a regional transportation authority governed by Chapter 452 of the Texas Transportation Code (the "Code") and is a local government as defined by Section 431.003(3)(C) of the Code; and

WHEREAS, on September 21, 1995, the Board of Directors authorized Trinity Metro's participation in TexPool, a Texas Local Government Investment Pool, pursuant to Resolution ECA 95-64; and

WHEREAS, TexPool is a AAA-rated money market fund with a portfolio asset value of approximately \$50 billion and over 2,900 local government participants; and

WHEREAS, Trinity Metro has utilized TexPool since 1995 to manage its daily liquidity needs while earning a competitive money market rate of return on available cash assets; and

WHEREAS, it is necessary to amend the list of persons authorized to act on behalf of Trinity Metro for purposes of depositing to and withdrawing from the TexPool account due to staff changes; and

WHEREAS, the updated list of authorized individuals includes the Chief Financial Officer (Greg Jordan), Treasury Manager (Renata Snipes), Director of Budget and Grants (Eva S. Williams), and Controller (Kimberly Aron), and internal controls are in place to ensure proper oversight and authorization;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF TRINITY METRO:

Section 1. The Board approves the continued participation of Trinity Metro in TexPool, a Texas Local Government Investment Pool, for the purpose of managing daily cash flow needs and investment of available cash assets.

Section 2. The Board approves the amendment of the list of authorized individuals to act on behalf of Trinity Metro with TexPool, specifically authorizing the Chief Financial Officer, Treasury Manager, Director of Budget and Grants, and Controller to deposit and withdraw funds as needed.

Section 3. The Board acknowledges that internal controls have been reviewed and are in place to ensure that only the individuals listed above may take appropriate action with respect to the TexPool account.

Section 4. The Board authorizes the submission of the updated authorization document to TexPool and affirms that it has been reviewed for compliance with all applicable federal, state, and Trinity Metro requirements.

Adopted this	day of	, 2025.	
ATTEST:			
By Fort Worth Ti	ansportation Au	thority d.b.a. Trinity Metro	

BACKGROUND

On September 21, 1995 (ECA 95-64), the Board of Directors authorized Trinity Metro's participation in TexPool, a Texas Local Government Investment Pool. TexPool is a AAA-rated money market fund with a portfolio asset value of \$50 billion and 2,900 local government participants.

Since 1995, Trinity Metro has utilized TexPool as a mechanism to ensure that daily liquidity needs are met and a money market rate of return is realized on available cash assets. Daily, cash may be deposited or withdrawn from Trinity Metro's TexPool account, as needed to meet cash flow requirements. Interest is earned on each day's TexPool balance and is credited to Trinity Metro's account at the end of each month.

Due to staff changes, it is necessary to amend the list of persons authorized to act on behalf of Trinity Metro for withdrawing and depositing funds into TexPool. The attached document, required by TexPool, updates the authorized list in the following order: Chief Financial Officer (Greg Jordan), Treasury Manager (Renata Snipes), Director of Budget and Grants (Eva S. Williams), and Controller (Kimberly Aron). Appropriate internal controls have been established to ensure that only authorized persons may take necessary action at any time.

The attached document has been examined to ensure compliance with all applicable federal, state, and Trinity Metro requirements.

Jeff Davis	Richard Andreski
Chair	President & CEO

SECRETARY APPROVAL

TRINITY METRO BOARD OF DIRECTORS RESOLUTION

Fort Worth Transportation Authority Adoption of Investment Policy

(R2026-02)

WHEREAS, the Fort Worth Transportation Authority, doing business as Trinity Metro ("Trinity Metro") is a regional transportation authority governed by Chapter 452 of the Texas Transportation Code (the "Code") and is a local government as defined by Section 431.003(3)(C) of the Code; and

WHEREAS, the Texas Public Funds Investment Act requires the governing body of an investing entity to adopt by rule, order, ordinance, or resolution, as appropriate, a written investment policy regarding the investment of its funds and funds under its control; and

WHEREAS, the Texas Public Funds Investment Act requires the governing body of an investing entity to review its investment policy and investment strategies not less than annually, and to adopt a written instrument by rule, order, ordinance, or resolution stating that it has reviewed the investment policy and investment strategies and that the written instrument so adopted shall record any changes made to either the investment policy or investment strategies; and

WHEREAS, the Board of Directors of Fort Worth Transportation Authority considers it necessary and prudent to comply with the above provisions of the Texas Public Funds Investment Act.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF FORT WORTH TRANSPORTATION AUTHORITY:

Section 1. 1. The Investment Policy and investment strategies of Fort Worth Transportation Authority have been reviewed by the Board of Directors of the Fort Worth Transportation Authority.

Section 2. The attached Investment Policy is hereby adopted as the Investment Policy of Fort Worth Transportation Authority

Adopted this _____ day of ______, 2025.

ATTEST:

By Fort Worth Transportation Authority d.b.a. Trinity Metro.

BACKGROUND

Chapter 2256 of the Texas Government Code, Public Funds Investment Act (PFIA), requires an annual review of the Trinity Metro investment policy.

Chapter 2256 of the Texas Governmen Trinity Metro investment policy.	Code, Public Funds Investment Act (PFIA), requires an annual review of the	
No changes have ben made to the atta	ned investment policy.	
<u></u>		
Jeff Davis	Richard Andreski	
Chair	President & CEO	
DISPOSITION OF BOARD OF D	RECTORS	
SECRETARY APPROVAL		

FORT WORTH TRANSPORTATION AUTHORITY

(DBA "Trinity Metro")

INVESTMENT POLICY

Section 1. GENERAL STATEMENT OF PURPOSE.

This Investment Policy is intended to provide guidelines for the Board of Directors and the staff regarding the investment of public funds entrusted to Trinity Metro and to set reasonable standards and limitations concerning Trinity Metro's investment activities. This Policy is intended to satisfy statutory requirements of Chapter 452 of The Texas Transportation Code, and The Texas Public Funds Investment Act, Government Code Chapter 2256 (the "Act").

Section 2. CASH MANAGEMENT PROGRAM.

Trinity Metro shall maintain a comprehensive cash management program to include the effective administration and collection of accounts receivable, the prompt deposit of receipts to Trinity Metro bank accounts, the timely payment of obligations, and the prudent investment of available cash in accordance with this Investment ("Policy").

Procedures shall be developed and maintained to ensure that this Policy is observed and that timely and accurate information is available to assist in making investment decisions.

Section 3. SCOPE OF POLICY.

This Investment Policy applies to activities of Trinity Metro with regard to the investing of all operating and capital funds, including sales tax revenues. Funds will be primarily pooled for investment purposes to allow for consolidated strategy and implementation.

This Policy does not apply to the investment of assets accrued for the purpose of funding employee retirement benefits or programs, except for those funds representing a liability for the employer's contribution to the 401(k) and 457 (b) Retirement Plans or other Agency Retirement Plans which are held temporarily in Trinity Metro's operating account before being transferred to the plan accounts. Furthermore, this Policy does not apply to entrusted or escrowed funds, which are invested in accordance with instructions provided in contractual or escrow agreements.

Section 4. POLICY OBJECTIVES AND INVESTMENT STRATEGY.

Trinity Metro's investment strategy shall be conducted so as to accomplish the following objectives, listed in priority order:

- A. **Understanding** of the suitability of the investment to the financial requirements of Trinity Metro. Any investment authorized by this Policy is suitable for all funds,
- B. **Safety**. Preservation and safety of the invested principal shall be achieved by limiting issuer credit risk and maturity-related market risk. Each investment transaction will seek to ensure first that capital losses are avoided, whether they are from security defaults or erosion of market value.
- C. **Liquidity**. Trinity Metro's investment portfolio will remain sufficiently liquid to meet all operating requirements and pay obligations of Trinity Metro on or before the due date by maintaining minimum cash equivalent balances and matching investment maturities to projected cash flows.
- D. **Marketability** of the investment will be considered in the risk/return analysis; in case the need arises to liquidate the investment before maturity.
- E. **Diversification** of the investment portfolio, as to issuer credit and investment maturity, shall be implemented as appropriate; and
- F. **Yield**. Trinity Metro's investment portfolio shall be designed with the objective of attaining a rate of return throughout budgetary and economic cycles, commensurate with Trinity Metro's investment risk constraints and the cash flow characteristics of the portfolio. Weighted average yield to maturity shall be the performance measurement standard.

The following investment strategy has been designed to accomplish these objectives:

- 1. Trinity Metro will invest only in those securities listed as **AUTHORIZED INVESTMENTS** in Section 7 of this Policy. Any securities not listed will not be eligible investments.
- 2. At all times, Trinity Metro will maintain a cash position sufficient to meet daily liquidity requirements. This will be accomplished by maintaining at least 10 percent of the total portfolio in cash equivalent options, including but not limited to: financial institution deposits, local government investment pools, money market funds, and/or overnight repurchase agreements.

Section 5. RESPONSIBILITIES.

A. Board of Directors.

The Board of Directors is responsible for:

- 1. Adopting a Policy, which will be followed by the Investment Officers;
- 2. Reviewing the Policy and investment strategies not less than annually, and adopting a written instrument by rule, order, ordinance, or resolution stating that it has reviewed the Policy and incorporated investment strategies and that the written instrument so adopted shall record any changes made to either the Policy or investment strategies;
- 3. Designating one or more banks to serve as the primary depository for the funds of Trinity Metro;
- 4. Approving the selection of banks and/or firms for the purpose of providing investment management services to Trinity Metro;
- 5. Reviewing investment performance on at least a quarterly basis;
- Approving independent sources for providing investment training to Trinity Metro's Investment Officers, as required by the Public Funds Investment Act; and
- 7. Reviewing and adopting at least annually a list of qualified brokers/dealers that are authorized to engage in investment transactions with Trinity Metro or on behalf of Trinity Metro.

B. Investment Officers.

The Chief Financial Officer ("CFO"), Controller, Treasurer, Treasury Manager, and Director of Budget and Grants, acting under the general supervision of the President/Chief Executive Officer (CEO), are responsible for the administration of Trinity Metro's comprehensive cash management and investment program, and are designated as Trinity Metro's Investment Officers. The CFO may delegate day-to-day administrative duties as outlined below to other employees authorized to perform investment activities for Trinity Metro, or to banks and/or firms approved by the Board of Directors to provide Trinity Metro with investment management services.

The CFO is responsible for establishing and maintaining an internal control structure. The controls shall be designed to ensure that the funds are protected from loss due to employee

error, fraud, theft, or misuse. The internal control structure shall be designed to provide reasonable assurance that these objectives are met. The concept of reasonable assurance recognizes that (1) the cost of a control should not exceed the benefits likely to be derived; and (2) the valuation of costs and benefits requires estimates and judgments by management.

The internal controls shall address the following points:

- 1. Avoidance of collusion
- 2. Separation of duties
- 3. Custodial safekeeping
- 4. Avoidance of physical delivery of securities
- 5. Clear delegation of authority, and
- 6. Written confirmation procedures for investment transactions and wire transfers.

In order to ensure qualified and capable investment management, the Investment Officers and other Trinity Metro employees with investment responsibilities shall be knowledgeable of laws concerning the investment of public funds, current investment practices, and investment opportunities available to Trinity Metro. The Investment Officers shall attend investment training: first, within 10 months after taking office or assuming duties, and second, on an ongoing basis, not less than once in a two-year period that begins on the first day of the fiscal year and consists of the two consecutive fiscal years after that date, and accumulate not less than 10 hours of instruction relating to investment responsibilities for each of those requirements. The following organizations are approved as providers of this training:

The Government Finance Officers Association; The Government Finance Officers Association of Texas; The Government Treasurers Organization of Texas; The North Central Texas Council of Governments; The Texas Municipal League; and The Treasury Management Association.

C. Ethics and Conflicts of Interest

Investment Officers and employees involved in the investment process shall refrain from personal business activity that would conflict with the proper execution and management of the investment program, or that would impair their ability to make impartial decisions. Investment Officers and employees shall disclose any material interests in financial institutions with which

they conduct business. They shall further disclose any personal financial/investment positions that could be related to the performance of the investment portfolio. Investment Officers and employees shall refrain from undertaking personal investment transactions with the same individual with whom business is conducted on behalf of Trinity Metro.

An Investment Officer who has a personal business relationship with an organization seeking to sell an investment to Trinity Metro shall file a statement disclosing that personal business interest. An Investment Officer who is related within the second degree by affinity or consanguinity to an individual seeking to sell an investment to Trinity Metro shall file a statement disclosing that relationship. A statement required under this subsection must be filed with The Texas Ethics Commission and the Board of Directors.

Section 6. DUTIES OF THE INVESTMENT OFFICERS.

Duties of the Investment Officers shall include the following:

- 1. Maintain current information as to available cash balances in Trinity Metro bank accounts, and as to the amount of idle cash available for investment;
- 2. Develop and maintain cash flow projections to allow for the prudent investment of idle funds;
- 3. Make investments in accordance with this Policy, including investing and reinvesting funds of Trinity Metro and providing for money to be withdrawn from appropriate accounts for the purpose of making investments;
- 4. Maintain current information as to investment transactions;
- 5. Ensure that all investments are adequately secured, that safekeeping receipts are held by Trinity Metro in accordance with this Policy, and ensure that other requirements placed on financial institutions and broker/dealers by this Policy are observed;
- 6. Not less than quarterly, prepare and submit to the Board of Directors and the President / Chief Executive Officer a written report of investment transactions for all funds covered by this Policy for the preceding reporting period;
- 7. Not less than annually, submit the Investment Policy to the Board of Directors for review, along with recommended amendments to ensure that all legal requirements are satisfied and that the Policy reflects current investment practices;
- 8. Not less than annually, submit to the Board of Directors for review and

- approval a list of qualified brokers/ dealers authorized to engage in investment transactions with Trinity Metro; and
- 9. Supervise and approve the substitution of securities pledged to secure Trinity Metro's deposits.

Section 7. AUTHORIZED INVESTMENTS.

The following investments are authorized under this section:

- A. Obligations of, or guaranteed by governmental entities.
 - 1. Obligations of the United States or its agencies and instrumentalities, including the Federal Home Loan Banks;
 - 2. Obligations of the State of Texas or its agencies and instrumentalities;
 - 3. Collateralized mortgage obligations directly issued by a federal agency or instrumentality of the United States, the underlying security for which is guaranteed by an agency or instrumentality of the United States;
 - 4. Other obligations, the principal and interest of which are unconditionally guaranteed or insured by, or backed by the full faith and credit of, the State of Texas or the United States or their respective agencies and instrumentalities, including obligations that are fully guaranteed or insured by the Federal Deposit Insurance Corporation or by the explicit full faith and credit of the United States; and
 - 5. Obligations of states, agencies, counties, cities, and other political subdivisions of any state rated as to investment quality by a nationally recognized investment rating firm not less than A or its equivalent.
 - 6. Commercial paper rated Al/Pl or equivalent by two nationally recognized rating agencies, with a maximum stated maturity of three-hundred sixty five (365) days or fewer from the date of its issuance; one nationally recognized credit rating agency and is fully secured by an irrevocable letter of credit issued by a bank organized and existing under the laws of the United States or any state.
- B. Certificates of deposit, and other forms of deposit, placed in compliance with the Act
- C. Fully collateralized repurchase agreements if the repurchase agreement:

- 1. has a defined termination date;
- 2. is secured by cash and/or obligations described in Section 7(A) above;
- 3. requires the securities being purchased to be pledged to Trinity Metro, held in Trinity Metro's account, and deposited at the time the investment is made with Trinity Metro or with a third party selected and approved by Trinity Metro;
- 4. is placed through a primary government securities dealer, as defined by the Federal Reserve, or a financial institution doing business in the State of Texas, and
- 5. complies with other provisions of this Investment Policy regarding repurchase agreements (see Section 9-C).

D. Mutual funds.

- 1. A no-load money market mutual fund is an authorized investment if the mutual fund:
 - (A) is registered with and regulated by the Securities and Exchange Commission;
 - (B) provides a prospectus and other information required by the Securities Exchange Act of 1934;
 - (C) has a dollar-weighted average stated maturity in compliance with Securities and Exchange Commission regulation;
 - (D) includes in its investment objectives the maintenance of a stable net asset value of \$1.00 for each share; and
 - (E) is rated no lower than AAA or AAA-m or an equivalent rating by at least one nationally recognized rating service.
- E. Local government investment pools, which 1) meet the requirements of Chapter 2256.016 of the Public Funds Investment Act, 2) are rated no lower than AAA or an equivalent rating by at least one nationally recognized rating service, and 3) seek to maintain a \$1.00 net asset value.

Section 8. QUALIFYING INSTITUTIONS.

Investments may be made with or through the following institutions:

- A. Federally insured depository institutions that have a main office or a branch office in Texas;
- B. Brokers or security dealers reporting to the Market Reports Division of the Federal Reserve Bank of New York, also known as the "primary government securities dealers;" or
- C. Firms approved by the Board of Directors.

Trinity Metro shall evaluate the soundness of a financial institution, broker/dealer to the extent considered necessary by the Investment Officers, before entering into an investment transaction. Such an evaluation may include a review of rating agency reports, and an analysis of management, profitability, capitalization, and asset quality. Financial institutions, brokers/dealers wishing to do business with Trinity Metro shall provide the requested financial and performance information.

A written copy of Trinity Metro's Investment Policy shall be provided to any person offering to engage in an investment transaction with Trinity Metro.

A qualified representative of the local government investment pool or discretionary investment management firm (i.e. business organization), if any, shall execute a written instrument in a form acceptable to Trinity Metro's Investment Officers and the business organization substantially to the effect that the business organization has:

- (1) received and reviewed the Investment Policy; and
- (2) acknowledged that the business organization has implemented reasonable procedures and controls in an effort to preclude investment transactions conducted between Trinity Metro and the organization that are not authorized by Trinity Metro's Investment Policy, except to the extent that this authorization is dependent on an analysis of the makeup of Trinity Metro's entire portfolio, requires an interpretation of subjective investment standards, or relates to investment transactions that are not made through accounts or other contractual arrangements over which the business organization has accepted discretionary investment authority.

The Investment Officers of Trinity Metro may not acquire or otherwise obtain any authorized investment described in Trinity Metro's Investment Policy from a business organization that has not delivered to Trinity Metro the instrument required.

At least annually, the Board of Directors shall review and adopt a list of qualified brokers/dealers that are authorized to engage in investment transactions with Trinity Metro.

Section 9. COLLATERALIZATION AND SAFEKEEPING.

A. Certificates of Deposit and Other Evidence of Deposit.

Trinity Metro will accept as collateral for its certificates of deposit and other evidence of deposit, not insured by the Federal Deposit Insurance Corporation, eligible obligations as defined by the Public Funds Collateral Act including marketable securities and letters of credit. Trinity Metro reserves the right to accept or reject any obligation proposed for collateral. Collateral securities must be owned outright by the pledging financial institution.

Uninsured deposits, including accrued interest, collateralized by marketable securities shall have a minimum collateral market value of: 102% for U.S. Treasury bills, notes, or bonds with a remaining maturity of three (3) years or less, and 105% for the other eligible securities.

All financial institutions pledging collateral shall be required to sign a collateralization agreement. The agreement shall define Trinity Metro's rights to the collateral in case of default, bankruptcy, or closing and shall establish a perfected security interest in compliance with Federal and State regulations, including:

- The agreement must be in writing;
- The agreement has to be executed by the financial institution and Trinity Metro contemporaneously with the deposit;
- The agreement must be approved by the Board of Directors or designated committee of the financial institution and a copy of the meeting minutes must be delivered to Trinity Metro; and
- The agreement must be part of the financial institution's "official record" continuously since its execution.

Securities pledged as collateral must be retained by a custodial bank eligible as per the Public Funds Collateral Act. Trinity Metro shall be provided the original pledge receipt on each pledged security and a monthly collateral report directly from the custodian. Trinity Metro, the pledging financial institution, and the custodial bank(s) shall operate in accordance with a custodial agreement acceptable to Trinity Metro.

Trinity Metro must have confirmation from its custodial bank that collateral pledged from a financial institution is in Trinity Metro's account before investing in certificates of deposit or other evidence of deposit at the financial institution. This confirmation may be oral but must be

followed in writing with the original safekeeping receipt provided to Trinity Metro.

An Investment Officer must approve the release of collateral in writing prior to its removal from the custodial account, however, substitution of similar security type and market value will be allowed without prior approval.

Collateral shall be reviewed on at least a monthly basis by an Investment Officer and may be audited by Trinity Metro at any time during normal business hours of the custodial bank. In addition, collateral shall be audited at least annually by Trinity Metro's independent external auditors.

The financial institutions with which Trinity Metro invests and/or maintains other deposits shall provide monthly, and as requested by Trinity Metro, a listing of Trinity Metro's certificates of deposit and other deposits at the institution, and a listing of the collateral pledged to Trinity Metro marked to current market values. The listing shall include total pledged securities itemized by:

- Name, type, and description of the security;
- Pledge receipt number;
- Par value;
- Current market value:
- Maturity date; and
- Moody's, Fitch, or Standard & Poor's rating (if available).

Trinity Metro and the financial institution shall assume joint responsibility for ensuring that the pledged collateral is sufficient.

B. Securities.

All securities purchased by Trinity Metro shall be purchased on a "delivery versus payment" basis. That is, Trinity Metro shall authorize the release of its funds only after it has received notification from the safekeeping bank that a purchased security has been received in Trinity Metro's safekeeping account. This notification may be oral but must be followed in writing with the original safekeeping receipt provided to Trinity Metro.

C. Repurchase Agreements.

Whenever a repurchase agreement is used by Trinity Metro as an investment, the following rules shall be observed:

1. The securities underlying the repurchase agreement shall be those described under Section 7 ("Authorized Investments") of this Policy;

- 2. The market value of the securities shall equal or exceed the amount of money committed by Trinity Metro, and shall be "marked to market" at least weekly by the broker/dealer or financial institution with whom the repurchase agreement is executed;
- 3. Trinity Metro shall take delivery of the securities underlying the agreement before the release of Trinity Metro funds shall be authorized;
- 4. Trinity Metro shall execute a repurchase agreement, similar to the prototype agreement developed by the Public Securities Association and with supplemental provisions as recommended by the Government Finance Officers Association; and
- Repurchase agreements shall be executed only with financial institutions doing business in Texas, any national banking association, or any government bond dealer reporting to and recognized as a primary dealer by the Federal Reserve Bank of New York.

Section 10. DIVERSIFICATION AND MATURITY.

Investments of Trinity Metro shall be diversified to minimize the risk of loss resulting from over-concentration of assets in a specific maturity, specific issuer, or specific type of security, as appropriate. To the extent possible, the Investment Officers will attempt to match investment maturities with anticipated cash flow requirements, thereby reducing the need to sell or redeem investments prior to maturity and reducing market risk. Investments will not mature more than five (5) years from the date of purchase, and the average weighted maturity of the total investment portfolio will not exceed eighteen (18) months.

Section 11. STANDARD OF CARE.

Investments shall be made with judgment and care, under circumstances then prevailing, that persons of prudence, discretion, and intelligence exercise in the management of their own affairs, not for speculation, but for investment, considering the probable safety of their capital as well as the probable income to be derived. Employees of Trinity Metro who are involved in investment decisions, when acting in accordance with this Investment Policy and exercising due diligence, shall not be held personally responsible for a specific investment's credit risk or market price changes, provided deviation from expectations is reported in a timely manner and that appropriate action is taken to control adverse developments.

Section 12. GENERAL INVESTMENT PRACTICES.

All investment decisions made by the Investment Officers shall be documented. The

INVESTMENT POLICY October 2025

Investment Officers may make investments orally, but a written confirmation of each transaction shall follow promptly with a copy of such confirmation retained in the files.

On all investment transactions which do not fall under terms of Trinity Metro's current primary depository agreement, or which are not executed pursuant to a contractual agreement for investment management services as approved by the Board of Directors, the Investment Officers shall contact at least two (2) "qualifying institutions" as described in Section 8 of this Policy, for the purpose of receiving competitive offers.

As of the end of each month, the market value of each investment security held by Trinity Metro shall be reported to Trinity Metro by the financial institution responsible for safekeeping the securities. By this method, Trinity Metro will monitor the market price of its investments.

At least quarterly, the Investment Officers shall verify the credit rating of any investment required by the Act to maintain a minimum rating. An investment does not qualify as an authorized investment during the period the investment does not have the minimum rating. Trinity Metro shall take all prudent measures that are consistent with this Investment Policy to liquidate an investment that does not have the minimum rating.

Trinity Metro is not required to liquidate investments that were authorized investments at the time of purchase.

BOARD OF DIRECTORS INFORMATION ITEM

ITEM TITLE

DART Member Referendums

MEETING DATE November 17, 2025

BACKGROUND

Greg Jordan, Chief Financial Officer, will provide an update on DART member referendums.

RECOMMENDATION

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

STAFF DISPOSITION

EXECUTIVE LEAD*

DATE

Greg Jordan

11/07/25