

BOARD OF DIRECTORS MEETING AGENDA

TUESDAY, JANUARY 20, 2026, 3:00 P.M.

801 GROVE STREET
Fort Worth, Texas 76102

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ADMINISTRATION OF OATH

PUBLIC HEARING

1. February 1, 2026 Service Change
2. Regional Fare Changes for Spring 2026
3. 2026 – 2029 Title VI Program and Report

Phil Dupler
Phil Dupler
Phil Dupler

PUBLIC HEARING CITIZEN COMMENTS

PUBLIC HEARING ACTION ITEMS

1. BA2026-15 February 2026 Service Change
2. BA2026-27 Regional Fare Changes for Spring 2026
3. BA2026-28 2026 – 2029 Title VI Program and Report

Phil Dupler
Phil Dupler
Phil Dupler

CLOSE PUBLIC HEARING

CITIZEN COMMENTS

ELECTION OF BOARD OFFICERS

MEETING MINUTES

1. Approval of November 17, 2025 Board Meeting Minutes

INFORMATION ITEM & REPORTS

1. Operations
 - a. TEXRail & TRE Ridership & On-Time Performance Update
 - b. Bus & On-Demand Ridership & On-Time Performance Update
2. Financial Update
 - a. November 2025 Financials

Brad Beason
Reed Lanham
Eva Williams

ACTION ITEMS

1. BA2026-29 TEXRail Extension – Final Design Consultant – Supplemental Agreement for Design Services During Construction and Additional Design Services
2. BA2026-30 Transit-Oriented Development (TOD) Planning

Richey Thompson

Tara Crawford

RESOLUTION

1. R2026-03 Honoring Dallas Area Rapid Transit (DART) for its Partnership, Leadership & Regional Impact

Anette Landeros

PRESIDENT'S REPORT

BOARD MEMBERS REPORT

OTHER BUSINESS

1. FIFA World Cup Update (Presentation to be given at Meeting)

Reed Lanham, Kelli Shields,
Detra Whitmore

EXECUTIVE SESSION

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

ADJOURN

ITEM NUMBER

BA2026-15

MEETING DATE

January 20, 2026

ITEM TITLE

February 1, 2026 Service Change

BACKGROUND

Route 4 - East Rosedale was classified as a low-performing route due to its high service level requiring six buses to maintain a 15-minute frequency, averaging only 4.9 passengers per bus hour, which is inefficient for such a frequent service. Analysis of rider travel patterns during the "A Better Connection" (ABC) system redesign in 2021 revealed that approximately one-third of the riders utilizing Route 4 were continuing their journeys westward and recommended an extension to the Cultural District. However, that extension was not implemented at that time due to budget constraints. Based on these findings, the recommendation now is to reduce the frequency of Route 4 and apply a portion of the savings to extend the route west to connect with Route 2 - Camp Bowie. Net savings are anticipated to be approximately \$200,000 annually.

Staff 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 serve Dickies Arena.

For riders traveling to the West 7th Street area, the Cultural District or points further west, the current Route 4 path requires at least two transfers: first, riders must switch from Route 4 to either Routes 1 - Hemphill or 5 - Evans Ave northbound, and from Central Station, they must transfer again to Route 2 to continue their journey westward. The reduction of Route 4 frequency to 30 minutes will improve cost-effectiveness while applying some of the savings to a westward extension will reduce the number of transfers and overall travel time for passengers headed west, thus helping to encourage more riders. Should the extension successfully draw significant new ridership, 15-minute frequency could be restored in the future.

See attached map.

Staff have analyzed the effects of these changes on minorities and low-income persons in our service area using Remix software and determined that there are no disparate impacts nor disproportionate burdens. Staff also held public meetings at the Ella Mae Shamblee Public Library and Central Station in October and December as well as posting the public meeting presentation online for anyone who was unable to attend in person. We've received no opposition to the proposed changes.

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 changes to Route 4 - East Rosedale, to be effective February 1, 2026.

STAFF DISPOSITION**EXECUTIVE LEAD***

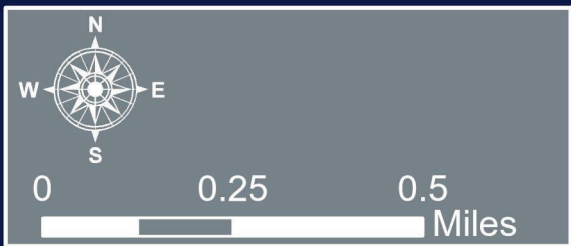
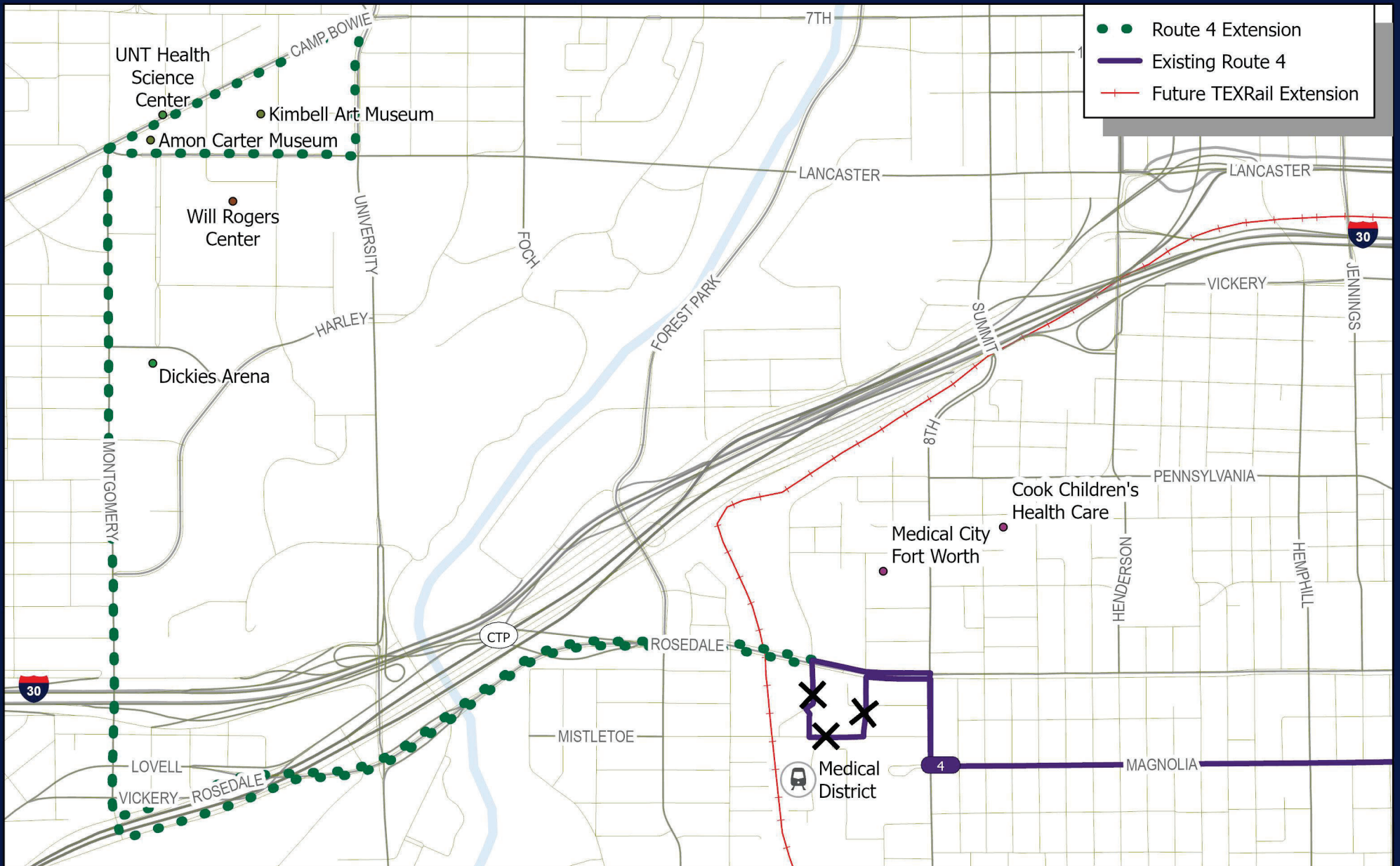
Anette Landeros

DATE

12/31/25

DISPOSITION OF BOARD OF DIRECTORS

SECRETARY APPROVAL



Route 4 Extension



Proposed February Service Changes

Phil Dupler

Director of Planning

1/20/2026

Methodology



**Customer,
operator
feedback and
surveys**



**Ridership,
headways and
capacity**



**On-time
performance**



**Assess multiple
alternatives**



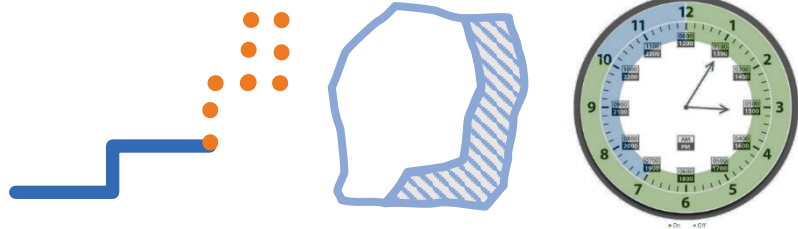
Estimate costs



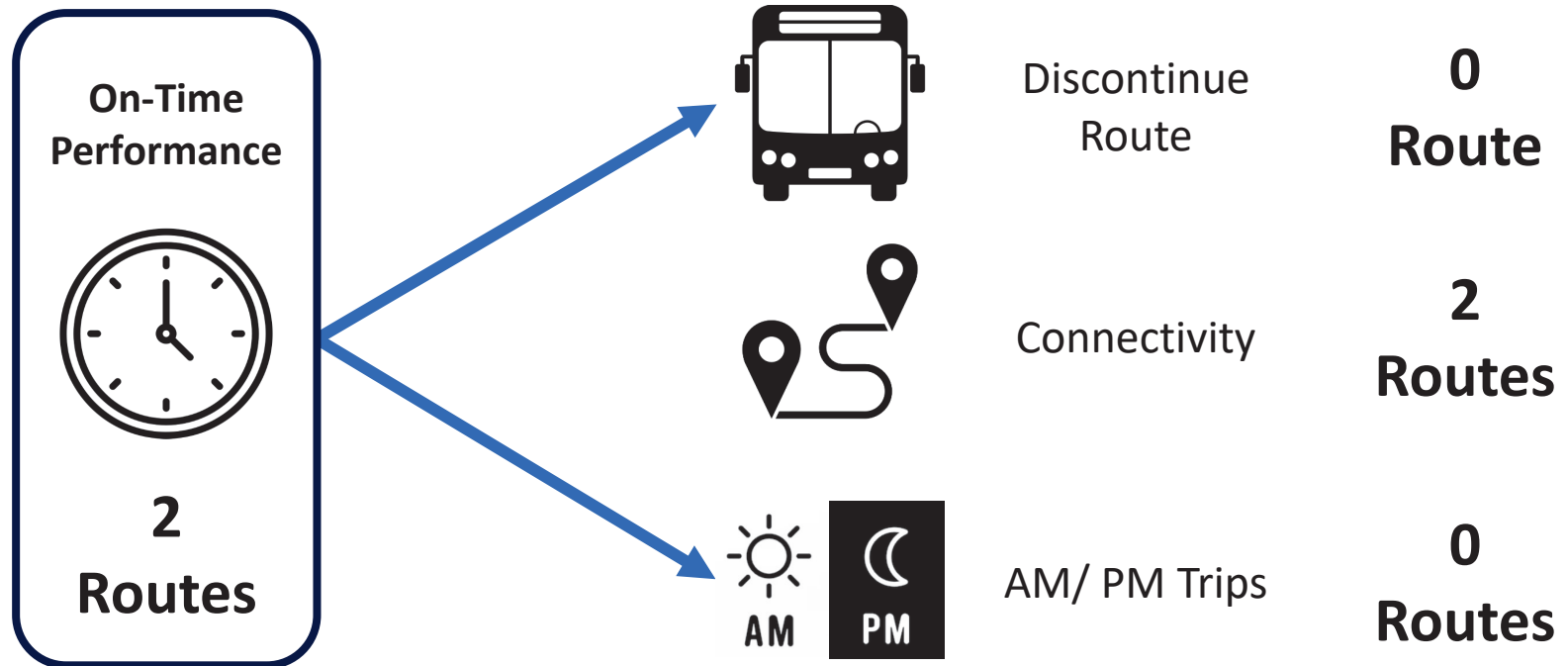
**Develop
proposals**

Service Change Process

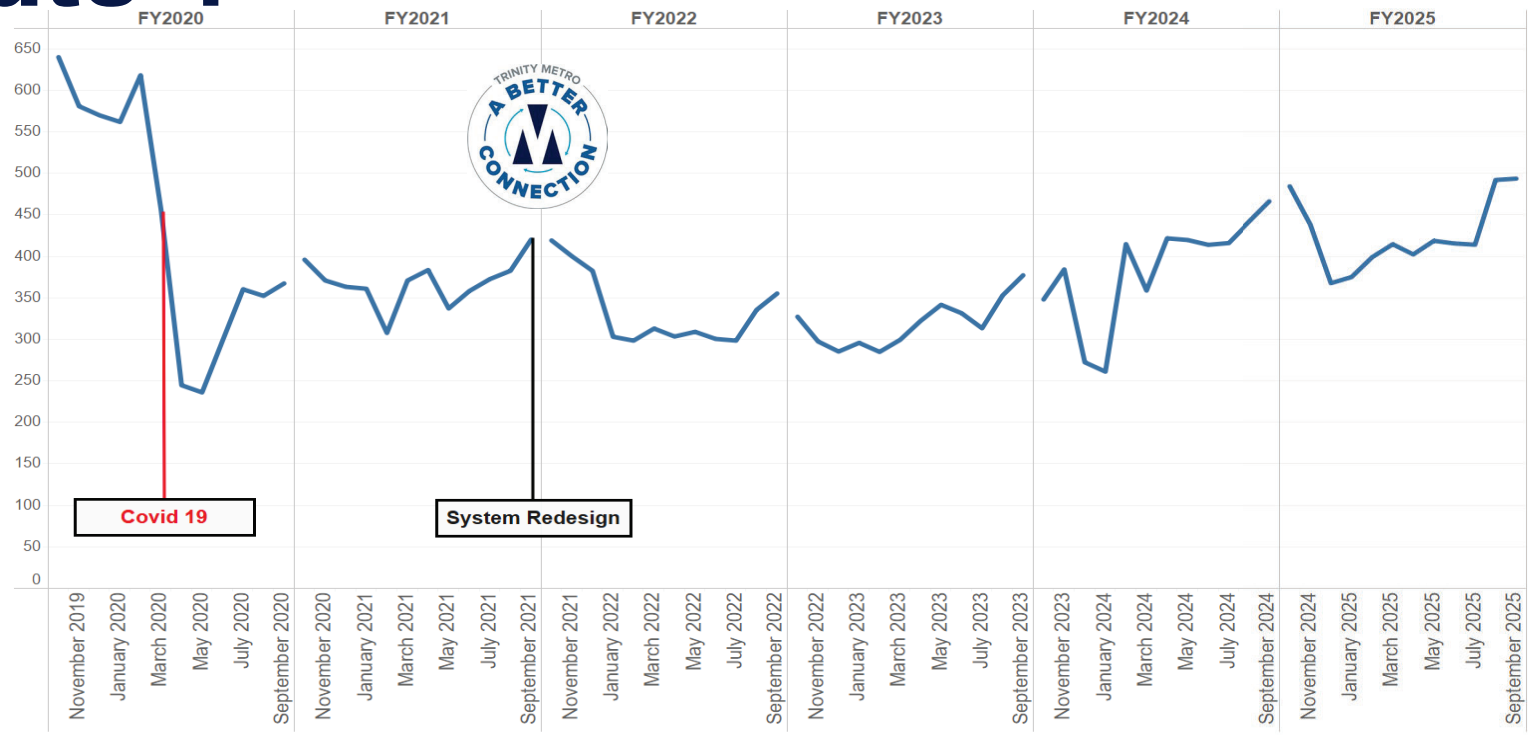
- Service changes are three times a year; Winter, Late Spring, and Fall
- Major Service Change Policy – Fixed Route, ONDEMAND or Rail
- Change of 25% or more in:
 - Total operating miles or hours.
 - Route length or service area.
 - Span of service.
- Elimination of a rail line, route or zone.
- Establishment of a *new* rail line, route or zone.



February Service Change Summary



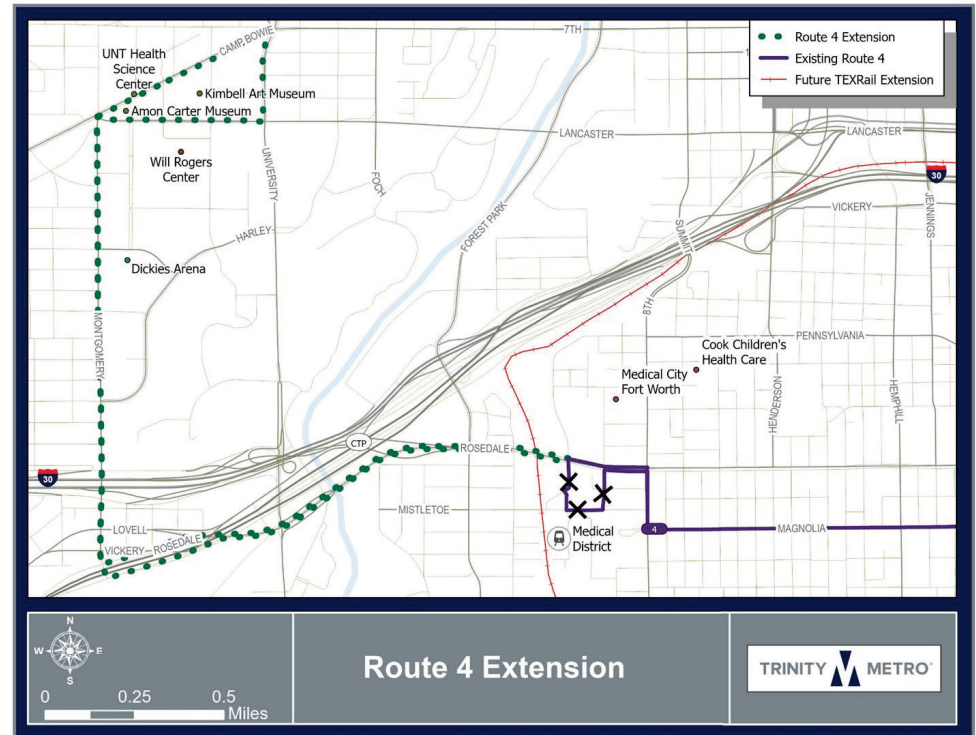
Average Weekday Daily Ridership Route 4



Proposed Route 4 Changes:

February 1, 2026

- **Schedule:**
- Reduce frequency from 15 minutes to 30 minutes
- **Routing:**
- Extend west end of the route from the Medical District to the Cultural District
- Rosedale to Montgomery
- (Still connect to TEXRail in 2029)



Comments/Questions

View Document Here:



THANK YOU!



ITEM NUMBER

BA2026-27

MEETING DATE

January 20, 2026

ITEM TITLE

Regional Fare Changes for Spring 2026

BACKGROUND

This regional fare adjustment was initially planned for implementation alongside the local fare reductions in September 2024. However, coordinating regional fare changes with our partner agencies - Dallas Area Rapid Transit (DART) and Denton County Transportation Authority (DCTA) - required additional time. Both DART and DCTA Boards of Directors have since approved these changes with an effective date of March 1, 2026.

Staff analysis indicates that current regional fare pricing is limiting ridership growth on Trinity Railway Express. While work-from-home and hybrid scheduled have gained popularity, TRE's ridership recovery has lagged significantly behind TEXRail and other service modes. Riders frequently cite the cost of regional day passes as prohibitive, especially for weekend trips and events where travelers can share driving and parking costs. To address this barrier and increase TRE ridership, we recommend reducing the Regional Day Pass from \$12 to \$9.

Other fare category changes include increasing the Reduced Regional Day-Pass from \$3 to \$4.50 and the Reduced Regional Monthly Pass from \$48 to \$96. Persons over 65, youth under 19 and persons with mobility impairments are eligible for reduced fares. Because minorities and low-income populations purchase reduced fares at a higher rate, Title VI equity analysis showed a disparate impact/disproportionate burden. Approximately 4% of daily passengers use some form of reduced regional pass.

However, the demographic data from the North Central Texas Council of Governments Fall 2022 Onboard Survey relies on self-reported minority and low-income status for fare equity analysis and does not verify reduced fare eligibility. Evidence suggests that some ineligible passengers exploit the current 75% discount by purchasing reduced regional fares through ticket vending machines or GoPass, as TRE conductors lack authority to verify eligibility. Survey findings support this concern: reduced monthly regional passes represent 53% of all monthly pass sales, compared to just 33% for other pass categories. This adjustment will help deter fare evasion while aligning these fare categories with the federally recommended 50% discount standard used nationwide.

Trinity Metro held Five public meetings in 2025 which included presentations on the proposed regional fare changes. A recorded presentation was posted online for anyone who was unable to attend. The public comment period closed on January 4, 2026. Given that the majority of riders will benefit from lower fares, there were no concerns raised by the public regarding the proposed fare changes. DART & DCTA also held public meetings in their service areas.

See Attached Table

RECOMMENDATION

The Trinity Metro Board of Directors authorizes the President & Chief Executive Officer to implement the recommended fare changes effective March 1, 2026 in coordination with DART and DCTA.

STAFF DISPOSITION**EXECUTIVE LEAD***

Anette Landeros

DATE

12/31/25

DISPOSITION OF BOARD OF DIRECTORS

SECRETARY APPROVAL

Regional Fare Changes for Spring 2026

	Current Regular Fares	Current Reduced Fares	Proposed Regular Fares	Proposed Reduced Fares
Day Pass	\$12.00	\$3.00	\$9.00	\$4.50
31- Day Pass	\$192.00	\$48.00	\$192.00	\$96.00

ITEM NUMBER

BA2026-28

MEETING DATE

January 20, 2026

ITEM TITLE

2026 – 2029 Title VI Program and Report

BACKGROUND

Transit agencies receiving federal funds must submit a Title VI report every three years to comply with requirements of the Federal Transit Administration (FTA), the Civil Rights Act of 1964 and subsequent regulations. Review and approval of the report by the governing entity responsible for policy decisions is an FTA requirement, included in Circular FTA C 4702.1B. The purpose of the regulation is to ensure that Trinity Metro will:

- a. Ensure that the level and quality of public transportation service is provided in a nondiscriminatory manner; and
- b. Promote full and fair participation in public transportation decision-making without regard to race, color, or national origin.

This program covers discrimination in service planning, scheduling, customer service and operations. Discrimination in other business areas, such as purchasing and hiring practices, or those related to disabilities, is covered and reported under other regulations.

The Trinity Metro 2026 - 2029 Title VI Program and Report has been provided to the Board of Directors for review. This document contains the Title VI program for the upcoming period 2026 through early 2029. It outlines Trinity Metro's commitment to civil rights, describes policies and actions to be taken by the agency to ensure the equitable distribution of services, includes Title VI discrimination complaint and investigation procedures, and a public participation plan.

This document also contains a report section assessing Title VI performance for the period 2023 through 2025. It updates Service Standards and contains a thorough analysis of those standards with regard to the equity of service provided to minorities and low-income persons vs. non-minority and non-low-income persons. There are no service disparities found that would require mitigation.

The document also contains sections documenting and assessing customer satisfaction, past public involvement efforts, equity analysis for each major service change, civil rights complaints and resolutions over the past three years. Minority representation on the Board of Directors as well as other internal and external committees is documented.

Public meetings were held in December 2025 at Fort Worth Central Station to present the draft 2026-2029 Title VI Program and Report for public review and comment. The meeting presentation was posted to the agency website for anyone who was unable to attend or watch live. A draft was posted to the agency website and comments received through January 4th.

This Title VI Program will be effective from April 8, 2026 through April 7, 2029.

RECOMMENDATION

The Trinity Metro Board of Directors authorizes the President & Chief Executive Officer to adopt and approve the 2026 - 2029 Title VI Program and Report and to submit the report to the Federal Transit Administration on or before the due date of April 1, 2026.

STAFF DISPOSITION**EXECUTIVE LEAD ***

Anette Landeros

DATE

01/02/26

DISPOSITION OF BOARD OF DIRECTORS

SECRETARY APPROVAL

2026 Title VI Program

Phil Dupler
Director of Planning
1/20/2026



Background

Section 601 of Title VI of the Civil Rights Act of 1964

- Benefits shared equitably throughout the service area
- The level and quality of services are sufficient to provide equal access to all
- No one is precluded from participating in Trinity Metro's service planning and development processes
- Decisions regarding service changes or facility locations are made without regard to race, color, or national origin
- Development and urban renewal will not cause adverse environmental and health burdens on the community's minority population
- A program is in place for correcting any discrimination, whether intentional or unintentional



Title VI Program

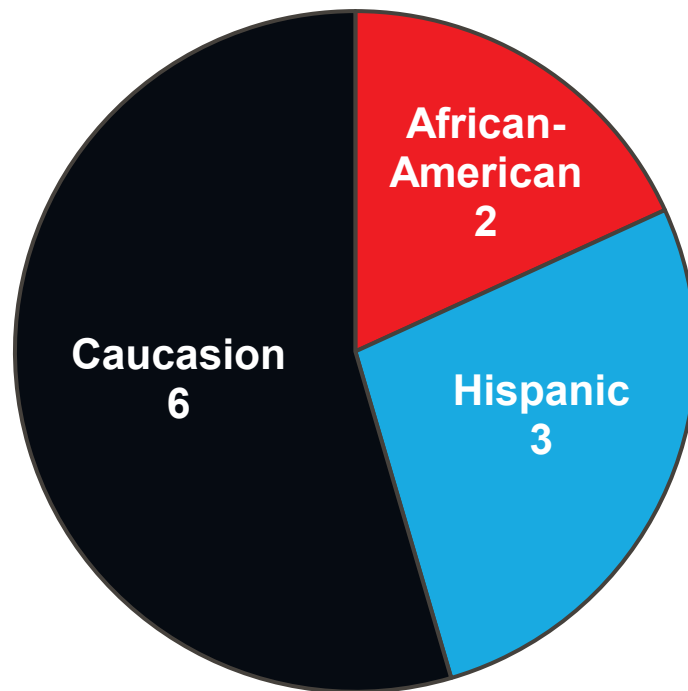
Triennial Title VI Report to FTA

- Representation on Boards and Committees
- Service Standards
 - Assessments
- Distribution of Amenities
- Service Change Process
- Key Performance Indicators
- Major Service Change Equity Analysis
- Fare Change Equity Analysis
- Public Participation Plan
- Customer Satisfaction



Representation

Board of Directors



- 11 member Board of Directors
- One each appointed by City Council Members
- Three at-large appointed by Tarrant County Commissioners

Service Standards

Set of policies that define a minimum level of service or amenities
Defines how we measure performance

- Vehicle Load
- Headway (Frequencies)
- On-time Performance (Schedule Adherence)
- Service Availability
- Service Span
- Vehicle Assignment
- Distribution of Transit Amenities
- Key Performance Indicators



Title VI Analysis

Service Standards compared between minority and non-minority routes and between low-income and non-low income routes

- Routes classified as either minority, low income or both based on Census geography
 - One-third or more of route passes through a minority or low-income area
 - Minority is all other than white, non-Hispanic
- For purposes of analysis, low-income is defined as below the federal poverty level
- 26 out of 31 routes are classified as either minority or low-income



Vehicle Load

Standees allowed up to 125% of seated capacity on most fixed route except Express buses

- Vehicle load is slightly lower on non-minority routes compared to minority routes and same between non-low income and low-income routes as expected due to higher transit ridership by low-income riders.
- Most vehicles operate below seated capacity
- Standees are occasionally noted on trains and buses
 - Not persistent
 - Short trips on bus

Headways (Frequency)

Non-Minority routes have on average slightly more frequent headways mainly due to some high frequency specialty services

- Downtown
 - Blue Line
 - Burnett Plaza Lunch Line
 - Juror Shuttle
- TRELINK (DFW Airport – CentrePort)
- Route 2 – Camp Bowie is technically classified non-minority due to its path through downtown, Cultural District and Arlington Heights but does serve the Como and the Las Vegas Trail communities
- Actually increased Frequency to 15 minutes weekdays on Routes 5 & 25, both minority routes, in the last three years

Route Type	Minority			Non-Minority		
	Wkdy	Sat	Sun	Wkdy	Sat	Sun
High Frequency	19.9	27.0	26.9	20.4	21.2	20.6
Specialty Routes	15.0	15.0	15.0	12.3	7.0	7.0

On-Time Performance

On-time for fixed route is defined as no more than 8 minutes late
Minority and Low Income routes have higher OTP than their counterparts

Minority	Non-Minority	Low Income	Non-Low Income
87.4%	80.8%	86.9%	81.1%

Service Availability

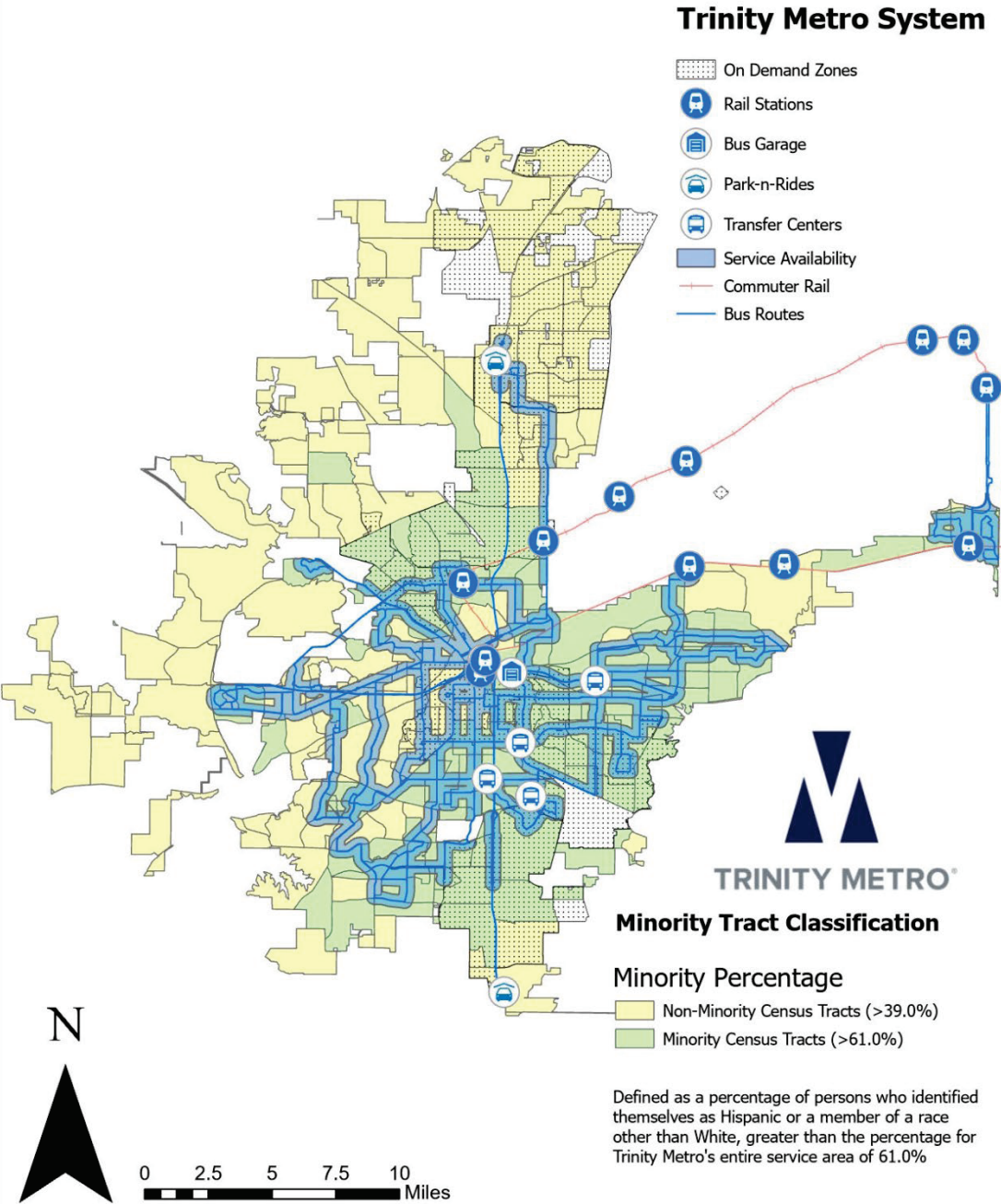
Percentage of the Service Area population within walking distance of a bus stop (1/4 mile) or train station (1/2 mile) or within an On-Demand Zone.

	Service Area Population	Walking distance of transit
Service Area	1,044,189	569,987 (54.6%)
Minority	637,287 (61.0%)	380,684 (66.7%)
Low Income	129,052 (12.4%)	86,157 (15.1%)

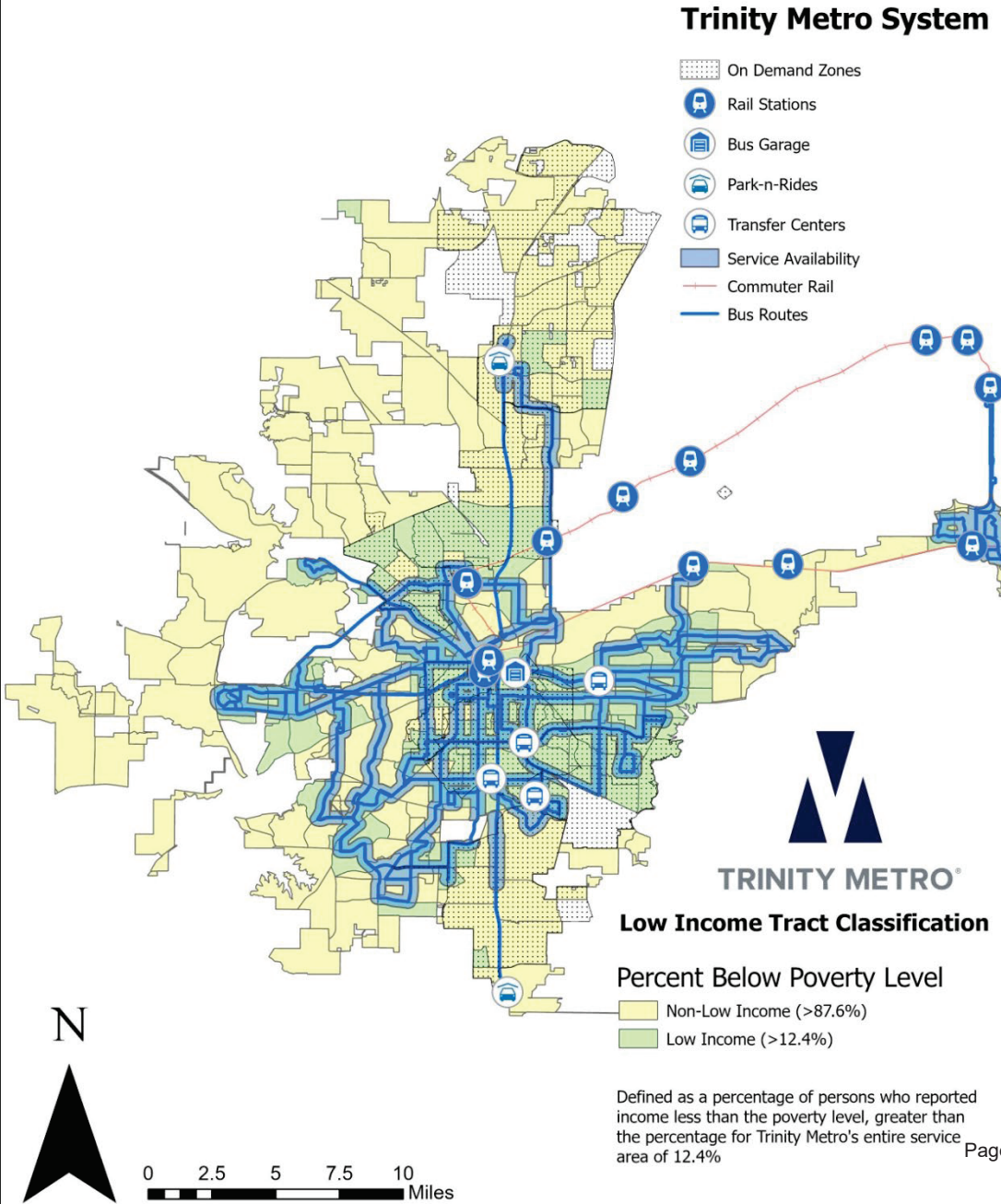
Service Availability favors minority and low-income areas as a greater percentage are within walking distance of transit compared to the whole population.



Service Availability - Minority Tracts



Service Availability - Low Income



Service Span

Average service span for all fixed route buses is 15.4 hours weekdays, 16.6 hours on Saturday, and 15.8 hours on Sunday.

	Minority	Non-Minority
Weekdays	16.0 hours	13.5 hours
Saturday	16.8 hours	15.3 hours
Sunday	16.0 hours	14.8 hours

	Low Income	Non-Low Income
Weekdays	16.8 hours	12.0 hours
Saturday	16.8 hours	15.6 hours
Sunday	16.0 hours	14.4 hours

Minority and Low Income routes enjoy greater span of service than Non-Minority and Non-Low Income routes



Distribution of Amenities

<i>Qualification Categories</i>	Points
Average Daily Boardings	1 point for each boarding
Major activity/employment center	25
Hospital or Social Service Agency	25
Apartment complex	20
Elected Official Request	20
Schools	20
Minor Activity Center	15
Transfer Point	15
Joint participation (public/private)	15
Customer Request	1 per request
Limited Headway (midday greater than 55 minutes)	10
Property Owner Requests	8

Shelter requests may have to be denied due to engineering constraints, for example if directly above certain underground buried utilities.

Distribution of Amenities

Shelters and Benches installed as budget allowed

- Scoring criteria (ridership, frequency, land use, etc.)
- Top ranked stops.

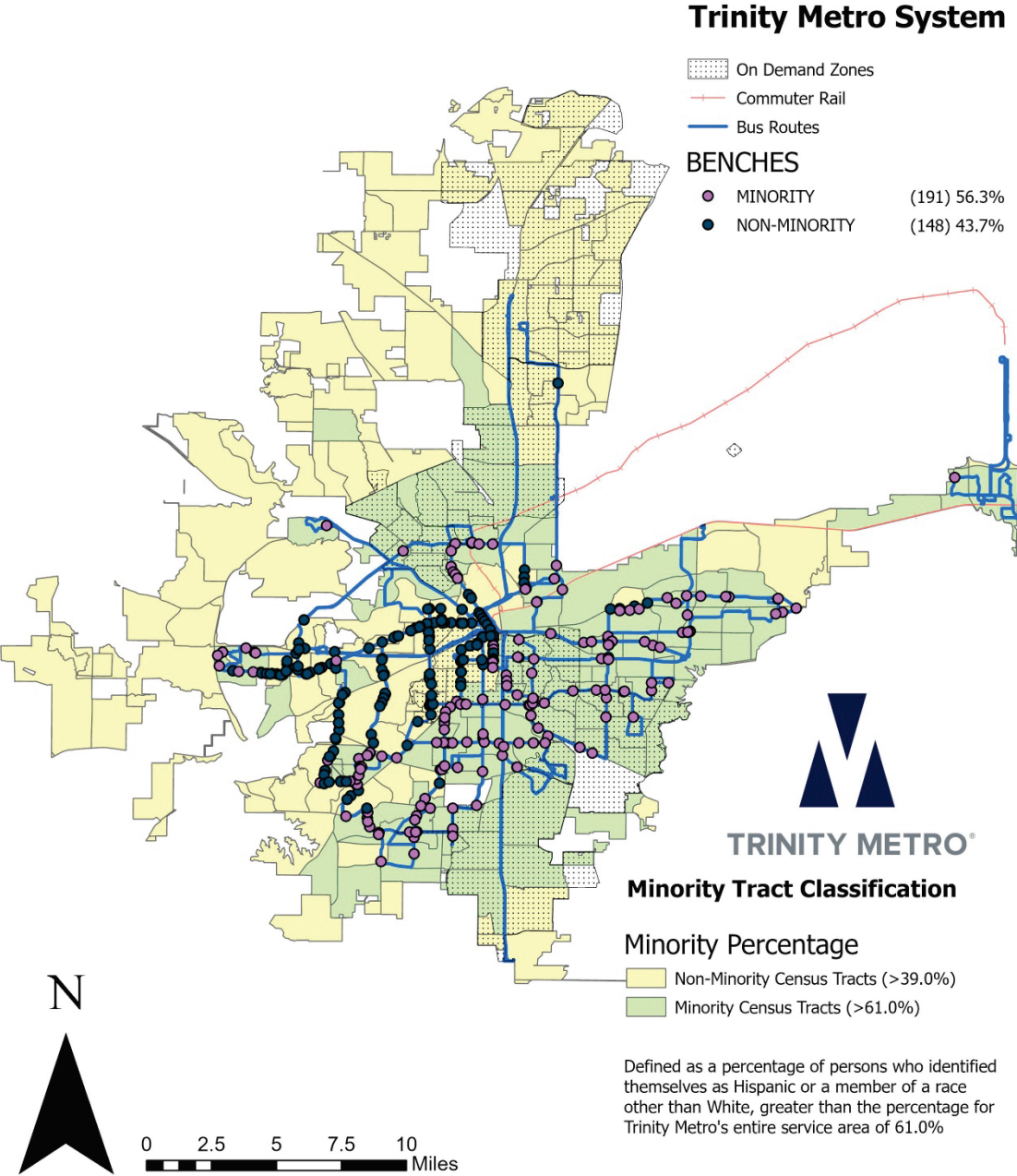
Analysis:

Low Income and minority areas have the majority of benches

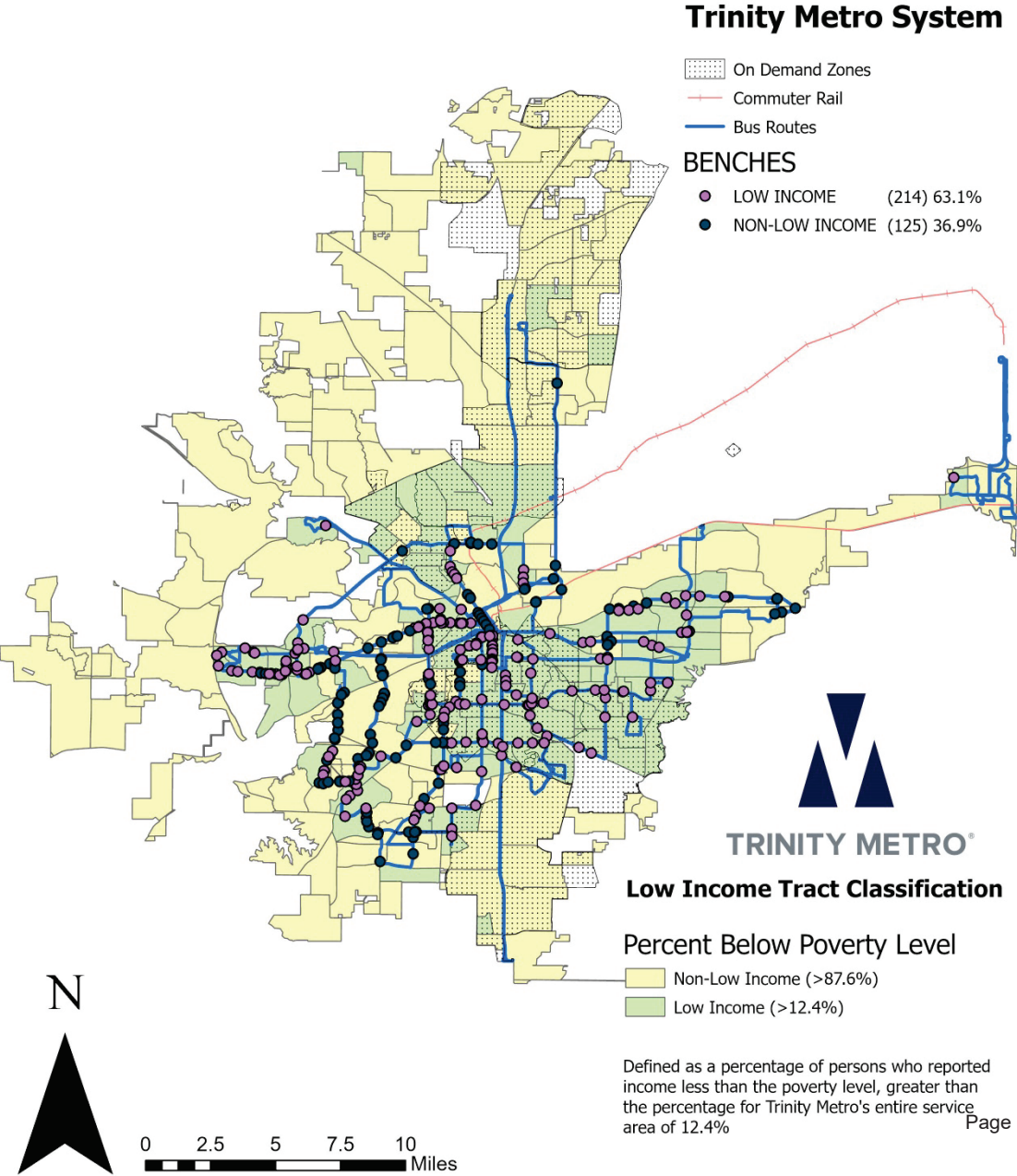
	Population	Shelters	Benches
Minority	61.0%	176 (70.1%)	191 (56.3%)
Non-Minority	39.0%	75 (29.9%)	148 (43.7%)
Low Income	12.4%	170 (67.7%)	214 (63.9%)
Non-Low Income	87.6%	81 (32.3%)	125 (36.1%)



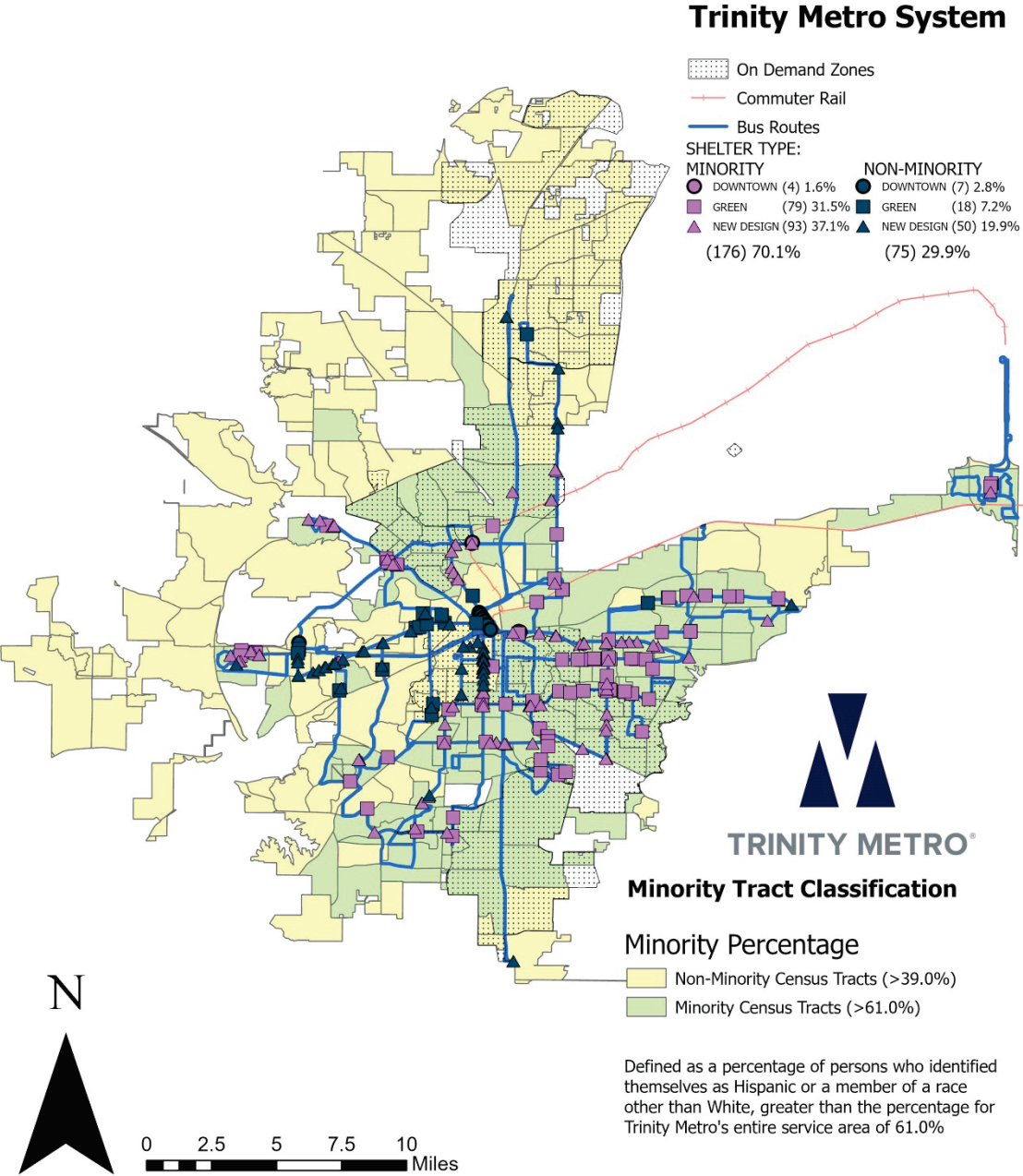
Bench Distribution in Minority Census Tracts



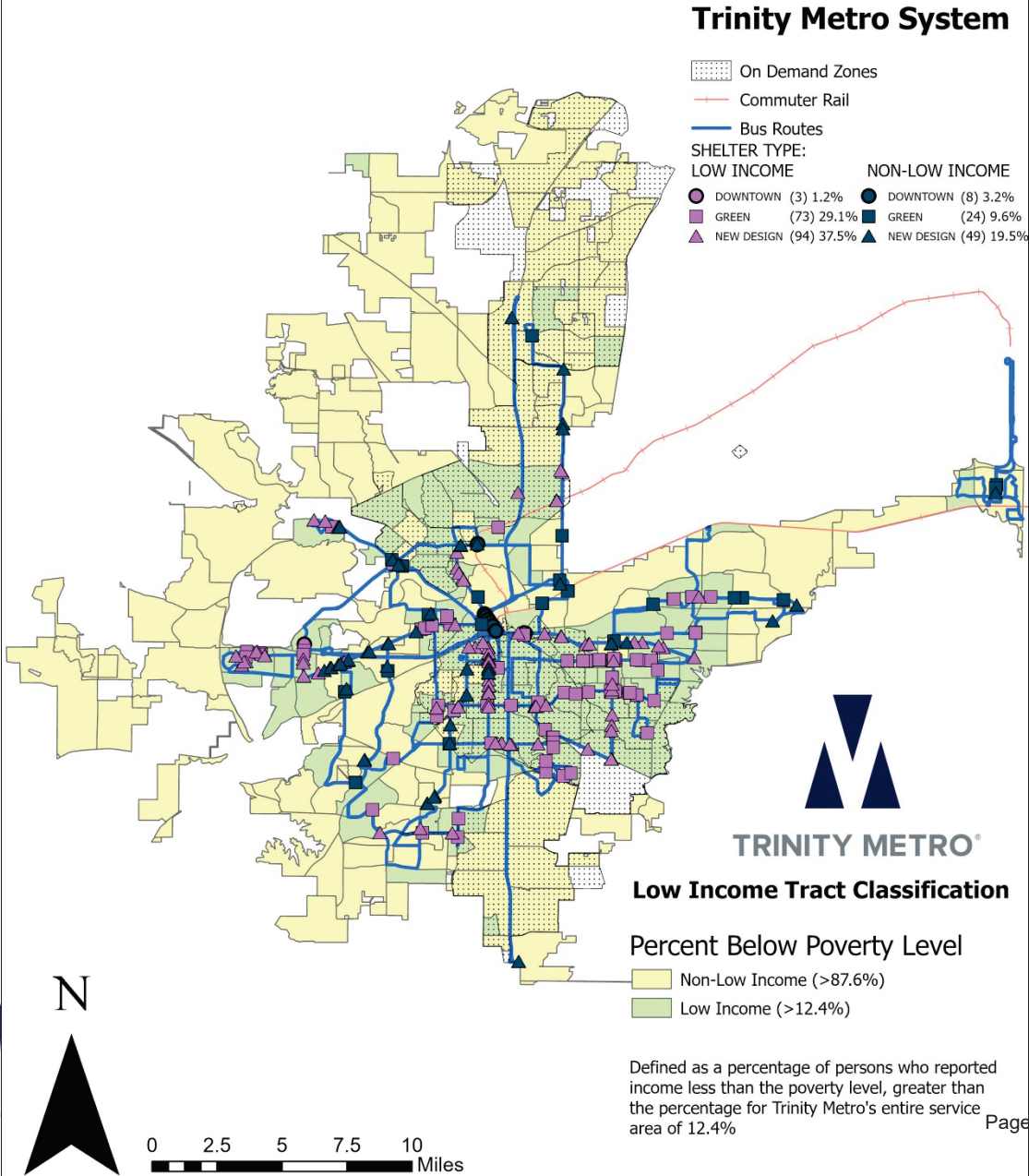
Bench Distribution in Low Income Census Tracts



Shelter Distribution in Minority Census Tracts



Shelter Distribution in Low Income Census Tracts



Service Change Process

Major Service Change Policy triggers public involvement and Title VI analysis

- A decrease or increase of 25% or more in the revenue miles or hours.
- A modification of the path of a transit route involving 25% or more of the existing linear one-way miles or square miles served for On-Demand Zone.
- A 25% or more decrease or increase in the span of service for the day of the week for which the change is made.
- The elimination of an existing transit route or On-Demand Zone.
- The establishment of a new transit route or On-Demand Zone.
- Any Fare Change



Key Performance Indicators

Key Performance Indicators (FY 2025 Averages for Fixed Route)

- Changes considered when performance falls outside normal range

KPI	FY 2025 Average	Threshold
Passengers Per Mile	0.83	< 0.33
Passengers Per Hour	9.92	< 4.97
Subsidy Per Passenger	\$8.30	> \$17.37



Key Performance Indicators

Routes with one or more below FY2025 below thresholds

- Cuts are not automatic
 - Title VI implications
 - Partners/Funding
 - Critical Infrastructure
- Other alternatives first

Minority/Low-Income	Non-Minority/Low-Income
Route 4 Rosedale	Route 63 North Park-n-Ride
Route 6 8 th Avenue/McCart	Route 113 Burnett Plaza Lunch Line
Route 30 CentrePort	
Route 33 Felix/Oak Grove	
Route 53 University	
Route 55 Handley	
Route 65 South Park and Ride Xpress	

Major Service Changes

Four major service changes occurred during the period 2023 – 2025

Title VI equity analysis identified one disparate impact for minorities with the discontinuation of Route 12 – Samuels Avenue/Mercantile Center Station

- Bottom performing route, ridership has declined since 2022
- Alternatives: Mercantile On-Demand Zone, Routes 11, 16, TEXRail

Fare Change

One fare decrease was implemented effective September 15, 2024
Fare equity analysis showed an overall benefit to minorities and low income persons.

	Low-Income	Non Low-Income	Minority	Non-Minority	Overall
Δ Total Weekday Fares	-\$1,480.16	-\$1,955.86	-\$3,713.74	-\$1,716.68	-\$5,410.33
Total Weekday Riders	3,841	4,632	7,629	4,467	12,096
Average Daily Fare Increase	-\$0.39	-\$0.42	-\$0.49	-\$0.38	-\$0.45

+20% for disproportionate burden



Public Participation Plan

Major Service Changes, Fare Increases and Long-range plans require

- Public Meetings
 - In Person and posted to the agency web site
- Board Approval
 - (Official Public Hearing at the Board Meeting)

Public may attend and speak at either meeting

Notification of meetings two weeks in advance

- Public notice posted (English & Spanish) onboard vehicles, the agency web site, social media outlets
- Notifications emailed to passengers signed up for rider alerts



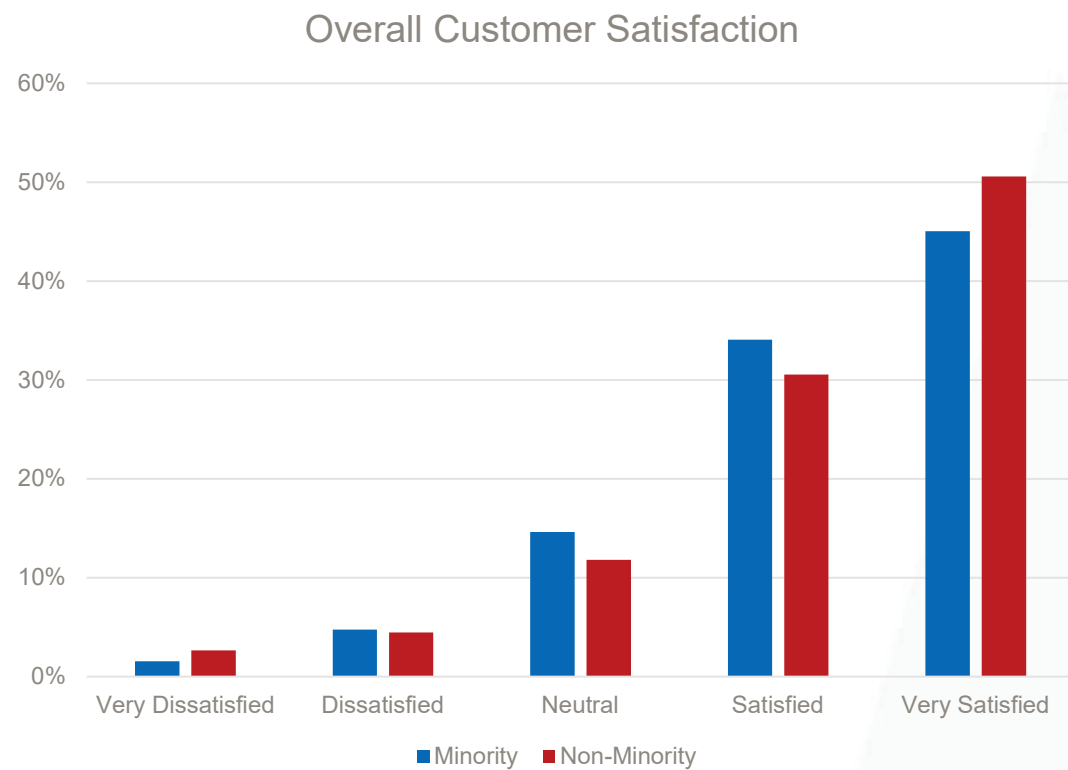
Public Participation

Trinity Metro had 33 public meetings at 13 different locations during the period 2023 – 2025

- Four Major Service Changes (8 meetings)
- One Fare Change (4 meetings)
- 1 TEXRail service change (3 meetings)
- 2 Title VI Programs (2 meetings) (Does not include today)
- General Engagement (6 Open Houses)
- 1 Vanpool Program (4 meetings)
- On-Demand (8 meetings)



Customer Satisfaction

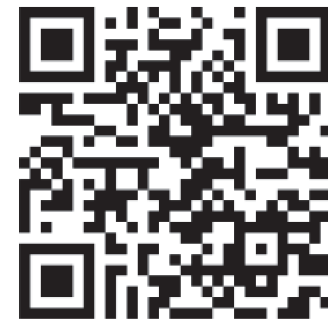


In Summary

Based on evaluation of statistics and policies, staff believes
Minority and Low Income riders have been served fairly through
the period 2023 to 2026.

Comments/Questions

View Document Here:



SCAN ME





BOARD OF DIRECTORS MEETING MINUTES

MONDAY, NOVEMBER 17, 2025

ATTENDEES:

Board Members Present: Teresa Ayala, Will Churchill, Jeff Davis – Chair, John Hinojosa, Sharla Horton – Secretary, Isaac Manning, Chris Nettles, Mike Oakley, Rachel Navejar Phillips, and Ben Robertson

Board Members Absent: Michael Crain

Senior Leadership Team Present: Richard Andreski, Christine Black, Tara Crawford, Greg Jordan, Reed Lanham, Kelli Shields, Detra Whitmore, and Ted Zimmerman

Senior Leadership Team Absent: Anette Landeros

Board Attorney: Joel Heydenburk

CALL TO ORDER

The meeting was called to order at 3:01 pm at 801 Grove Street, Fort Worth, Texas 76102.

PLEDGE OF ALLEGIANCE

CITIZEN COMMENTS

There were no citizen comments.

ADMINISTRATION OF OATH

Legal Counsel, Joel Heydenburk, administered the Oath of Office to the Board Members in attendance appointed by the City of Fort Worth: Teresa Ayala, Jeff Davis, Sharla Horton, Isaac Manning, Rachel Navejar Phillips, and Ben Robertson. Chairman Davis then created a Nominating Committee and appointed Teresa Ayala as Chair, Will Churchill and Isaac Manning as Members. These individuals will create a slate of recommendations and provide to the Board in January.

MEETING MINUTES

Motion: Ben Robertson motioned to approve the October 20, 2025 Board of Directors Meeting Minutes as submitted. Rachel Navejar Phillips seconded. The motion passed unanimously.

INFORMATION ITEMS & REPORTS

1. Trinity Metro Year in Review FY2025 Results – FY2026 Goals – Richard Andreski gave an update on our year in review for 2025 Results and our upcoming 2026 Goals. The goal is to always provide the most effective, efficient, and innovative way to deliver service to our community, regardless of the vehicle used to do so. Andreski praised the current leadership and spoke of their talents and how it is paying dividends and increasing the pace to further enhance and advance Trinity Metro. Trinity Metro has delivered on four of the five goals. Trinity Metro has carried more than 8 million people through the end of September, which continues to grow and continues to occur in many areas where we have made investments. In 2025, TEXRail ended the year with nearly 12% gains in ridership year over year and is exceeding expectations for service. Orange Line has maintained 22.3% gain in ridership even after more than a year of service. Blue Line ridership continues to increase by 23.5% and we've gone from every 15 minutes to every 7 minutes. The Trinity Metro Bikes Program has significantly increased after the relaunch with new app. These investments continue to improve perceptions. Andreski noted many other notable achievements in

2025 such as reducing paratransit trips of 90 minutes or more by 85%, reducing customer service calls by 2,400 hours by deploying a new app and improving productivity by 7%. Additionally, we doubled TEXRail mid-day service by reallocating resources from late night hours. There were also numerous other events with our employees and the surrounding community. He discussed his local and national leadership roles that benefit our organization and show our investment to the cause and transportation initiatives. Andreski then went into the 2025 goal results and the 2026 goals.

2. Operations – Brad Beason provided an update on rail operations for October. TEXRail ridership was 76,000 an 8% jump from October of last year. TRE ridership was 149,500 with a 4% increase over October of last year. TEXRail and TRE are both maintaining an on-time performance (OTP) of over 98%.

ACTION ITEMS

1. BA2026-15 January Service Change was deferred/tabled by Chairman Davis.
2. BA2026-16 2026 Public Transportation Agency Safety Plan

Motion: Ben Robertson motioned to approve all the consent action items as submitted. Rachel Navejar Phillips seconded. Motion passed unanimously.

3. BA2026-20 FIFA Transportation Support: Coach Bus Service Contract

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

4. BA2026-19 CNG Bus Purchase

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

5. BA2026-22 TEXRail extension – Construction Manager at Risk Contract Amendment for Early Work Packages

Motion: Isaac Manning motioned to approve all the consent action items as submitted. Rachel Navejar Phillips seconded. Motion passed unanimously.

6. BA2026-24 General Planning Consultant (GPC)

Motion: Rachel Navejar Phillips recused herself from the vote. Chris Nettles motioned to approve all the consent action items as submitted. Ben Robertson seconded. Motion passed by the remaining body of board members in attendance.

CONSENT ACTION ITEMS

1. BA2026-7 Employee Benefits Advisory Broker Services
2. BA2026-8 Health and Wellness Benefits
3. BA2026-9 GoPass Contract Renewal
4. BA2026-10 Annual Property Insurance
5. BA2026-11 Approval of Security Brokers/Dealers
6. BA2026-12 Ratification of Insurance for Amtrak
7. BA2026-13 Genfare Contract Extension
8. BA2026-14 Delegated Bank Authorizations and Investment Officers

- 9. BA2026-17 Positive Train Control (PTC) Maintenance Service Agreement
- 10. BA2026-18 Fuel Delivery Services
- 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
- 12. BA2026-23 Contract Modification for Fare Media Ticket Services
- 13. BA2026-25 Premise Health Medical Clinic

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

RESOLUTION

- 1. R2026-01 TexPool Authorized Representatives and Resolution

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

- 2. R2026-02 Fort Worth Transportation Authority Adoption of Investment Policy

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

PRESIDENT'S REPORT

Andreski highlighted Trinity Metro's recent service improvements and strong ridership gains, emphasizing that reliable, frequent, and comfortable transit is essential for a growing top-10 city. He noted that the current board agenda is among the busiest in recent years, with major action items supporting the TEXRail Medical District Extension, World Cup preparations, urban rail planning, and fleet renewal—all of which drive economic growth and quality of life. Additionally, He also shared insights from recent outreach to regional leaders, who report significant workforce and transportation challenges affecting recruitment, retention, and student affordability. With the high cost of car ownership, transit plays a critical role. While Trinity Metro is prepared to advance projects more quickly, additional funding is needed to meaningfully address the backlog; in the meantime, the agency will remain innovative and resourceful in delivering high-quality service.

BOARD MEMBER'S REPORT

Chairman Davis asked if anyone wished to speak on a particular topic. If not, he deferred the report to move forward with Greg Jordan's presentation on the details of the DART Member Referendums.

OTHER BUSINESS

- 1. DART Member Referendums – Greg Jordan provided a presentation on the DART Member Referendums.

The Board discussed and considered a resolution of support. Chris Nettles and Ben Robertson agreed. Chairman Davis requested a motion to create a Resolution of Regional Support with regional data. Chris Nettles motioned to create a Resolution of Support as discussed. Ben Robertson seconded. Motion passed unanimously.

EXECUTIVE SESSION

At 4:42 pm the Board, Richard Andreski, Christine Black, and attorney Joel Heydenburk exited for an Executive Session. The executive session pertained to personnel matters and BA2026-26. Rich Andreski and Christine Black stepped out of the session at 4:52 pm. The board and Joel Heydenburk exited at 4:59 pm and ended the Executive Session, and returned to the regular session.

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

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

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

ADJOURN

Meeting adjourned at 5:00 pm.

BOARD OF DIRECTORS
INFORMATION ITEM

ITEM TITLE

TEXRail and TRE Ridership & On-Time Performance Update

MEETING DATE

January 20, 2026

BACKGROUND

Brad Beason, Manager of Rail Operations, will provide an update on December 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

DATE

01/09/26

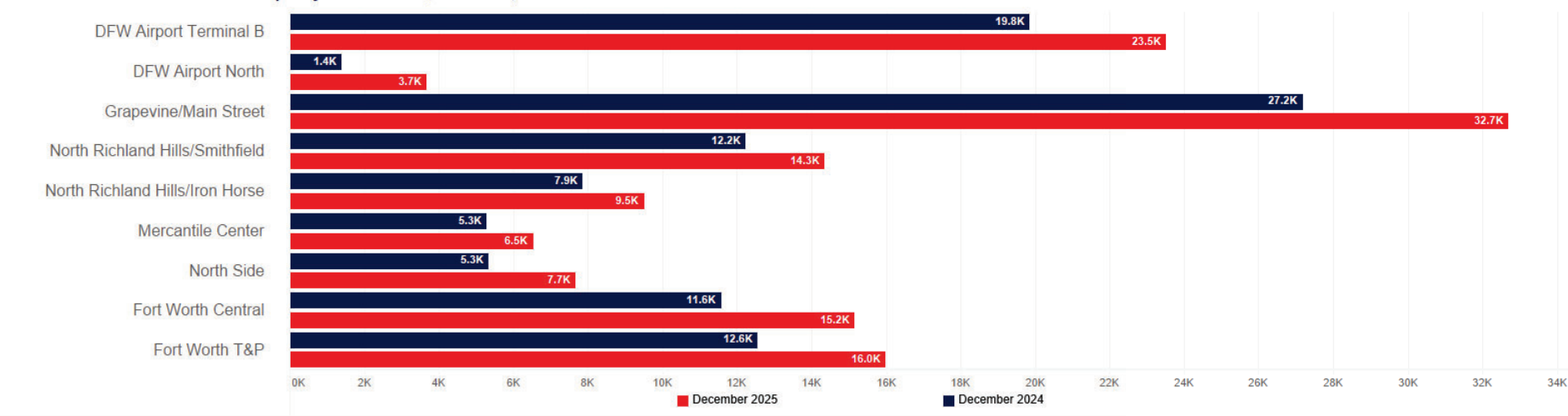
TEXRail and TRE Ridership & On-Time Performance Update

Brad Beason – Manager of Rail Operations
January 20, 2026

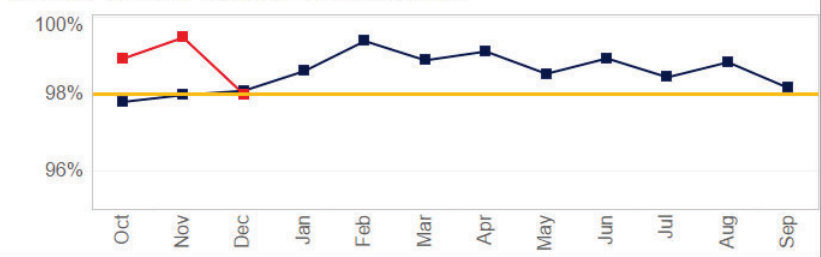


TEXRail Total Ridership by Station (in 1000s)

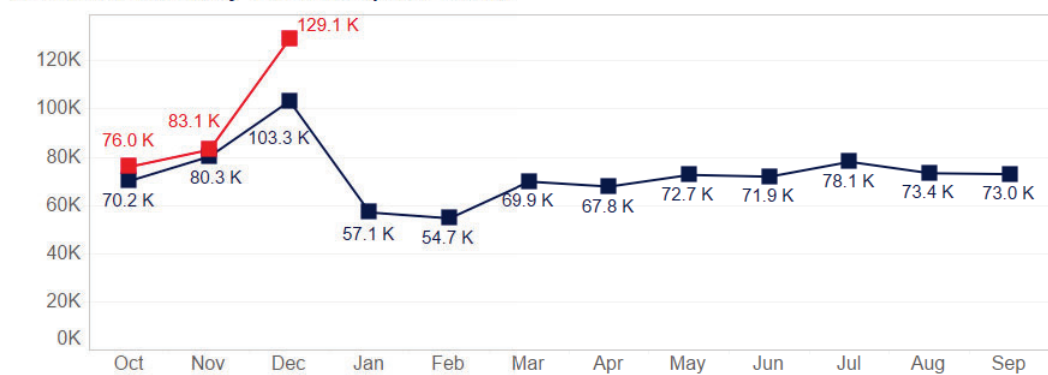
December 2025



TEXRAIL On-Time Performance



TEXRail Monthly Ridership (in 1000s)

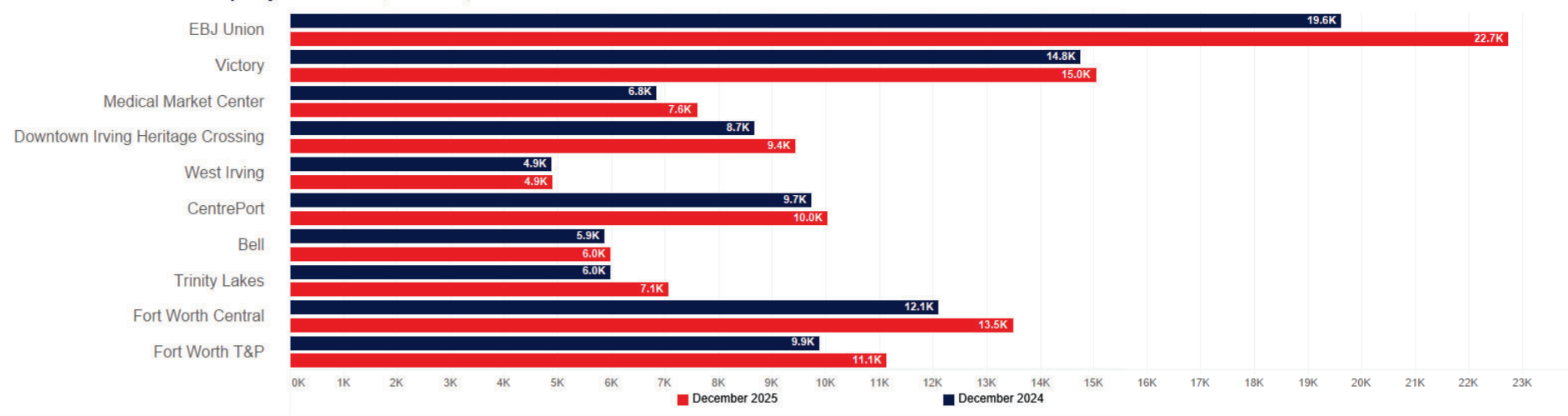


FYTD Ridership		Number and Types of Days for December				
FY2023	161,685					
FY2024	224,206					
FY2025	253,768					
FY2026	288,266					

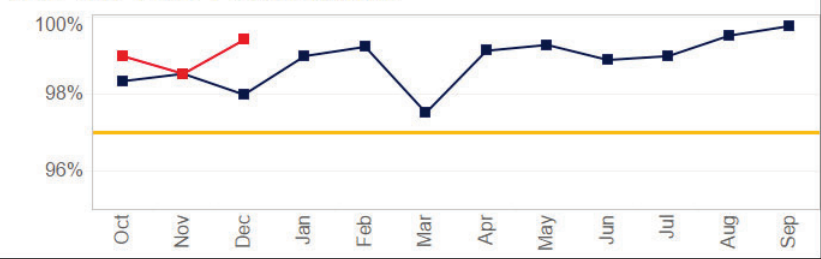
	Wkd	Sat	Sun	Hol
2023	22	4	4	1
2024	21	4	5	1

TRE Total Ridership by Station (in 1000s)

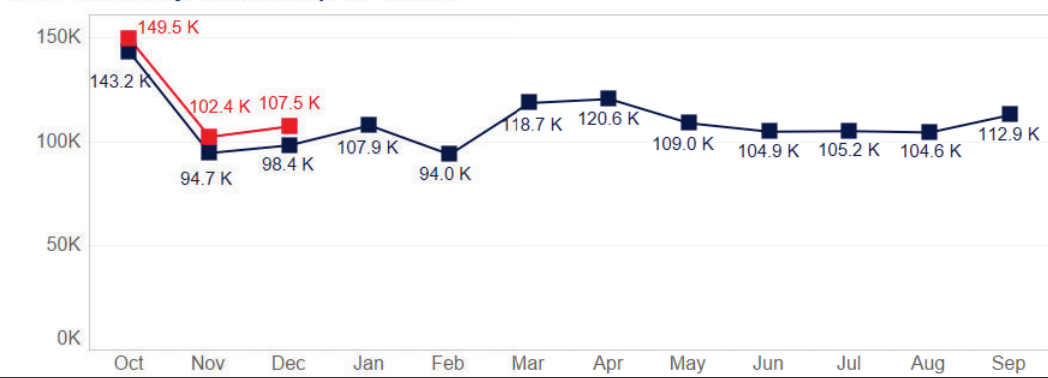
December 2025



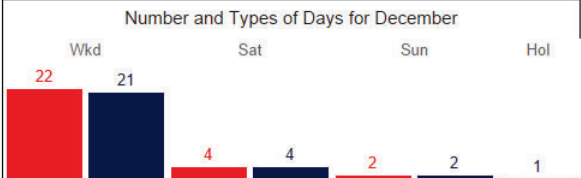
TRE On-Time Performance



TRE Monthly Ridership (in 1000s)



FYTD Ridership	
FY2023	326,812
FY2024	341,839
FY2025	336,235
FY2026	359,402



FY2025

FY2026

BOARD OF DIRECTORS
INFORMATION ITEM

ITEM TITLE

Bus and On-Demand Ridership & On-Time Performance Update

MEETING DATE

January 20, 2026

BACKGROUND

Reed Lanham, Chief Operating Officer, will provide an update on Trinity Metro Bus and Trinity Metro On-Demand ridership & on-time performance for December 2025

RECOMMENDATION

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

STAFF DISPOSITION

EXECUTIVE LEAD*

Reed Lanham

DATE

01/09/26

Bus and On-Demand Ridership & On-Time Performance Update

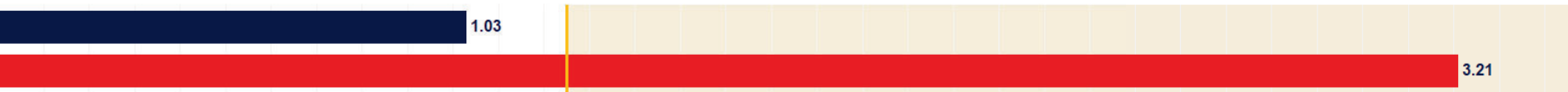
Reed Lanham – Chief Operating Officer
January 20, 2026



Miles Between Road Calls - (goal above 9,000)



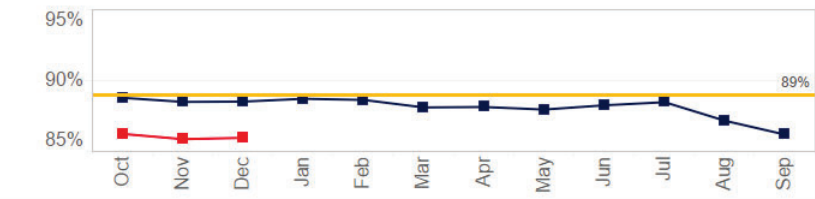
Preventable Collisions per 100K Miles - (goal below 1.250)



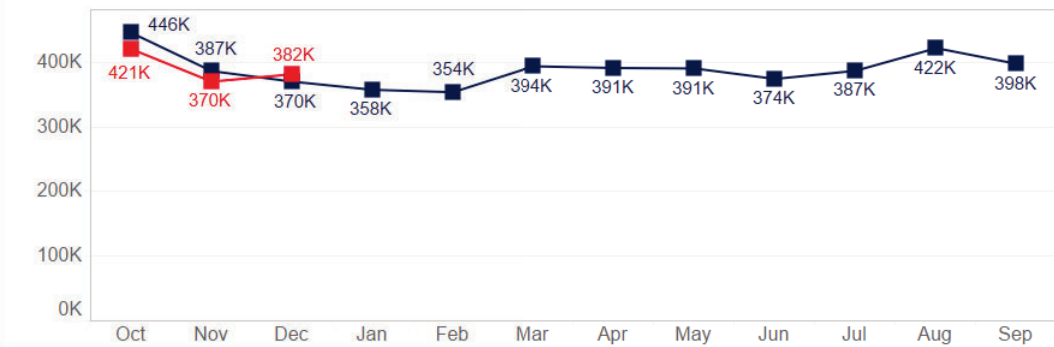
Safety Events per 100K Miles - (goal below 0.4000)



BUS On-Time Performance

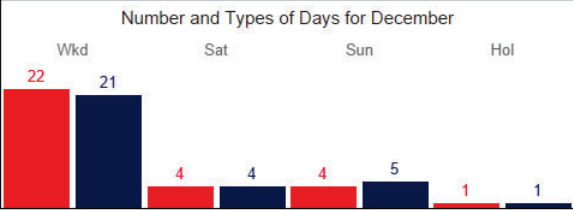


BUS Monthly Ridership (in 1000s)



FYTD Ridership

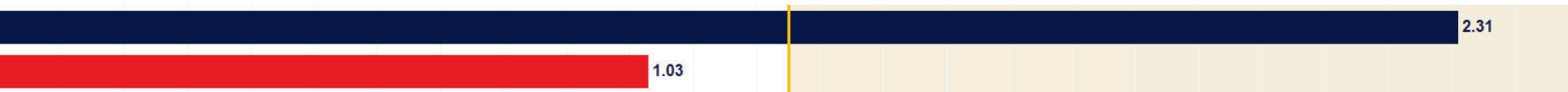
FY2023	966,113
FY2024	1,245,228
FY2025	1,203,070
FY2026	1,172,759



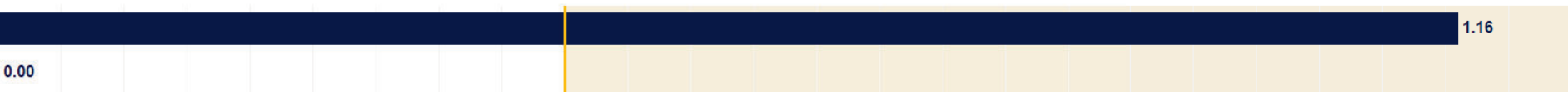
Miles Between Road Calls - (goal above 11,000)



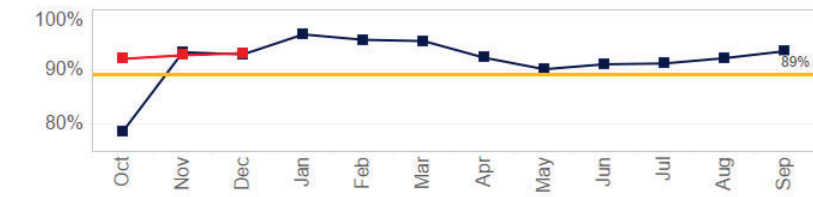
Preventable Collisions per 100K Miles - (goal below 1.250)



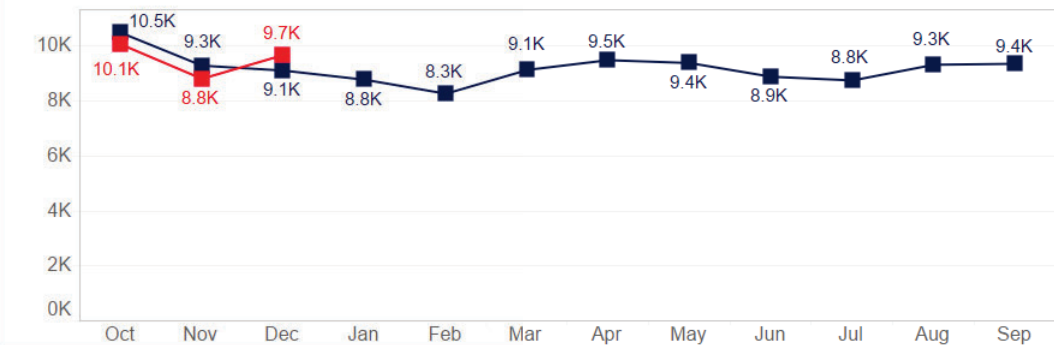
Safety Events per 100K Miles - (goal below 0.4500)



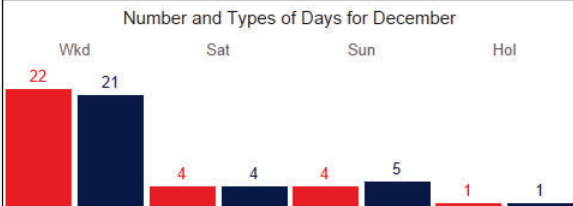
ON-DEMAND PARA InHouse OTP



PARA ON-DEMAND InHouse Monthly Ridership (in 1000s)



FYTD Ridership	
FY2023	24,004
FY2024	27,190
FY2025	28,908
FY2026	28,568



Trinity Metro PARA ON-DEMAND Contract Statistics

December 2025

Miles Between Road Calls - (goal above 45,000)



Preventable Collisions per 100K Miles - (goal below None)

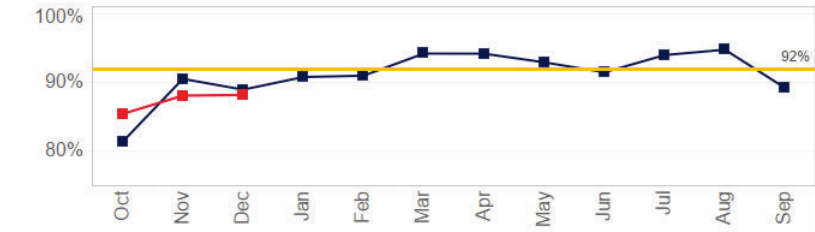
Collision Data cannot be separated between PARA and MICRO for shared Contracted fleets, so combined ON-DEMAND Contract is reported



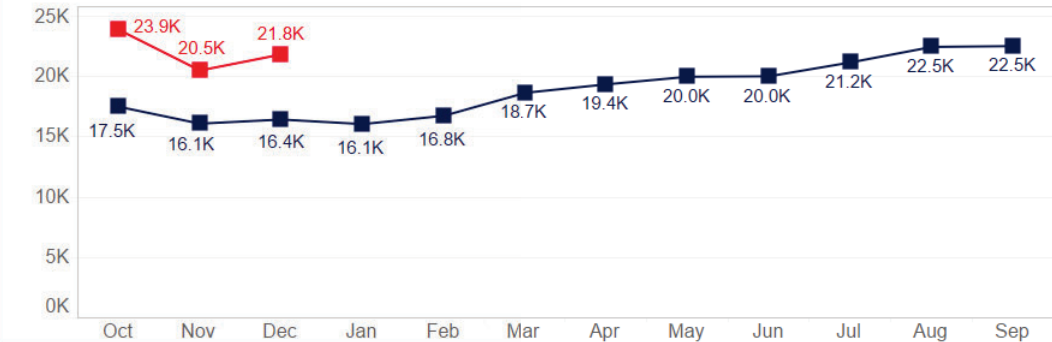
Safety Events per 100K Miles - (goal below None)



ON-DEMAND PARA Contract OTP



PARA ON-DEMAND Contract Monthly Ridership (in 1000s)



FYTD Ridership

FY2023	44,041
FY2024	53,653
FY2025	50,056
FY2026	66,254

Number and Types of Days for December



FY2025

FY2026

Trinity Metro MICRO ON-DEMAND MICRO Contract Statistics

December 2025

Miles Between Road Calls - (goal above **None**)



Preventable Collisions per 100K Miles - (goal below **None**)

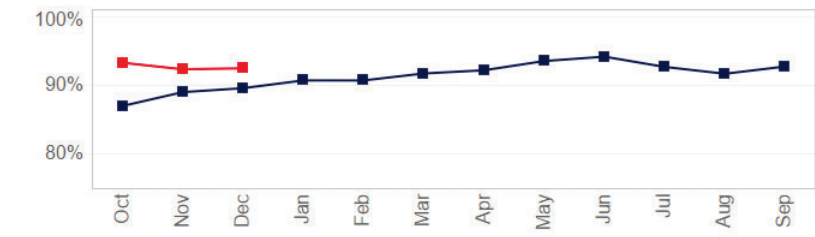
Collision Data cannot be separated between PARA and MICRO for shared Contracted fleets, so combined ON-DEMAND Contract is reported



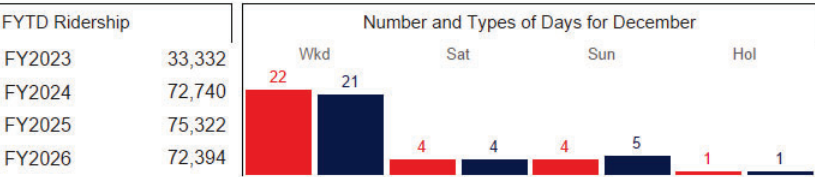
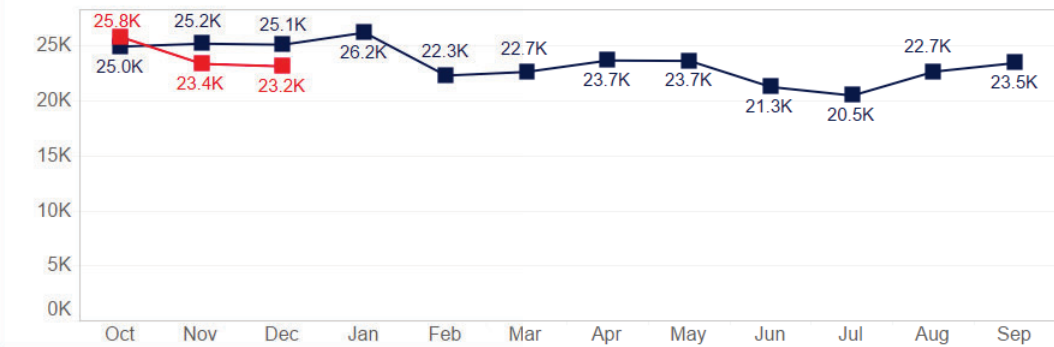
Safety Events per 100K Miles - (goal below **None**)



ON-DEMAND MICRO Contract OTP



MICRO ON-DEMAND Contract Monthly Ridership (in 1000s)



Assaults in October:
0

BOARD OF DIRECTORS
INFORMATION ITEM

ITEM TITLE November 2025 Financials	MEETING DATE January 20, 2026
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BACKGROUND
The November 2025 financial report is attached for review.

STAFF DISPOSITION

EXECUTIVE LEAD* Greg Jordan	DATE 01/05/26
---------------------------------------	-------------------------

Financial Update

January 20, 2026



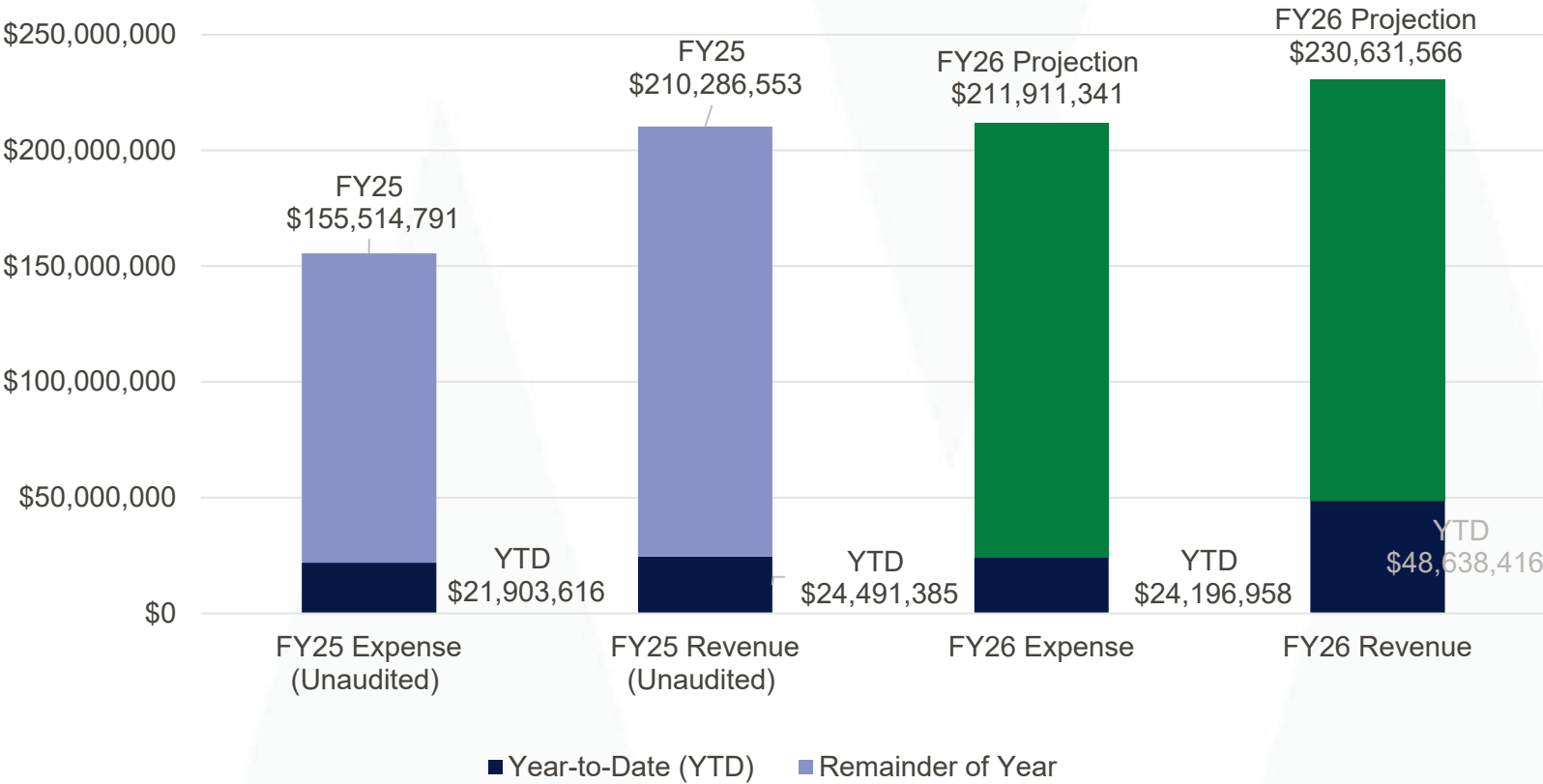
Budget Summary

Year-end Projection

Revenues: \$ 230,631,566

Expenditures: \$ 211,911,341

Variance: \$ 18,720,225



FY26 Revenue Projections

**FY26 Revenue
Projection:**
\$230,631,565

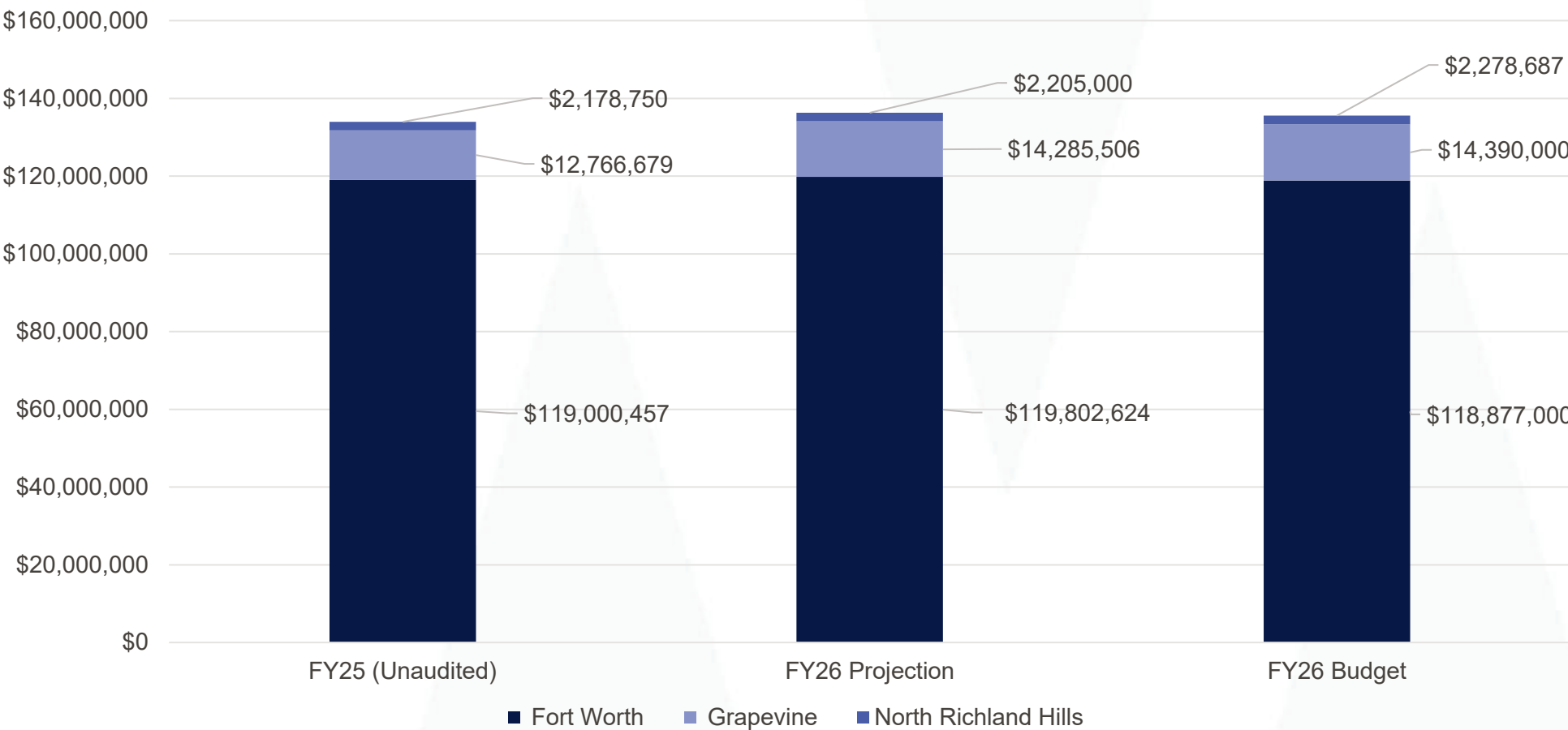
**FY26 Revenue
Budget:**
\$229,695,769



Sales Tax Revenue Summary

**FY26 Sales Tax
Projection:**
\$136,293,130

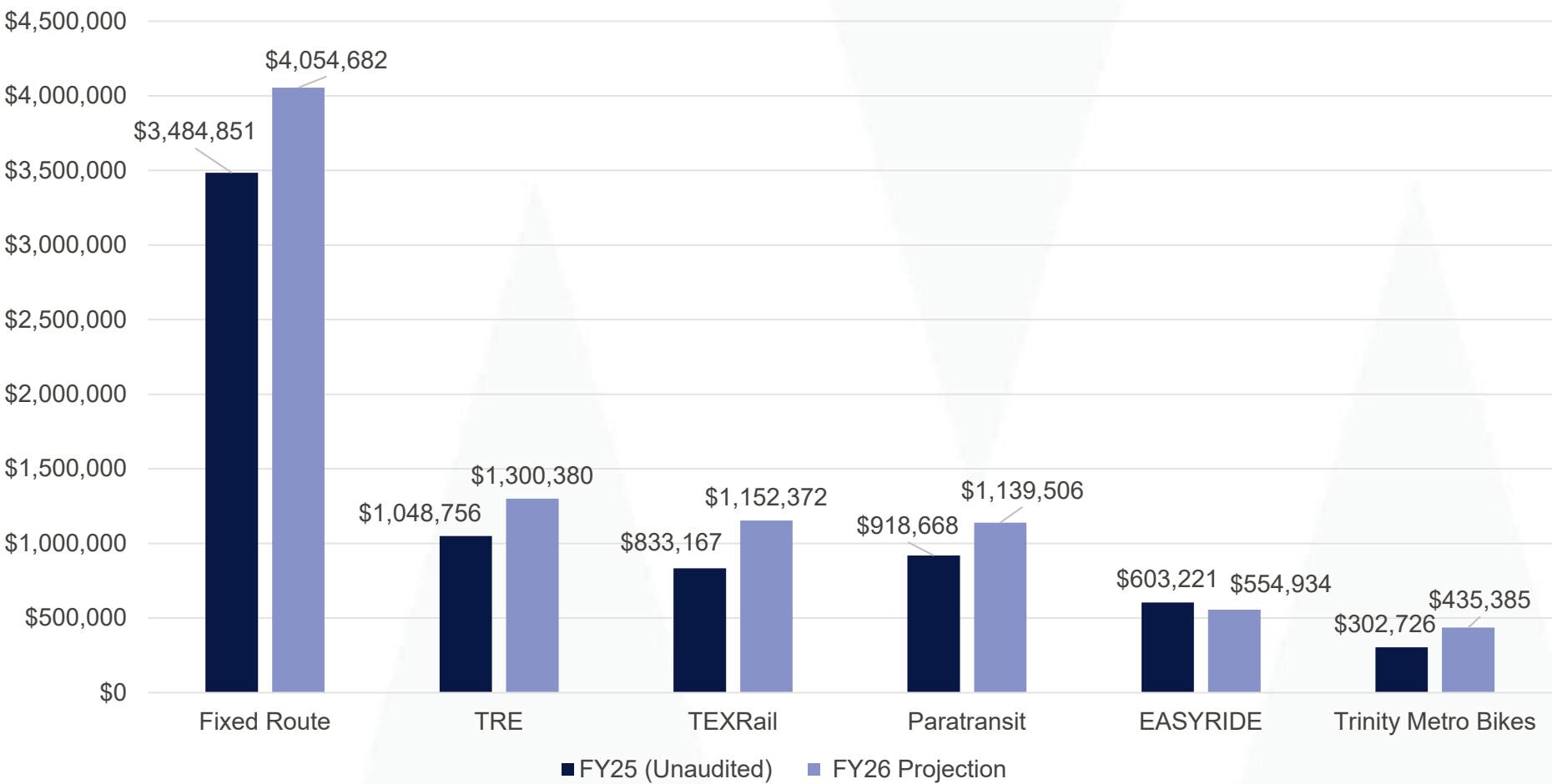
**FY26 Sales Tax
Budget:**
\$135,545,687



Fare Revenue Summary

**FY26 Fare Revenue
Projection:**
\$8,637,258

**FY26 Fare Revenue
Budget:**
\$7,935,854



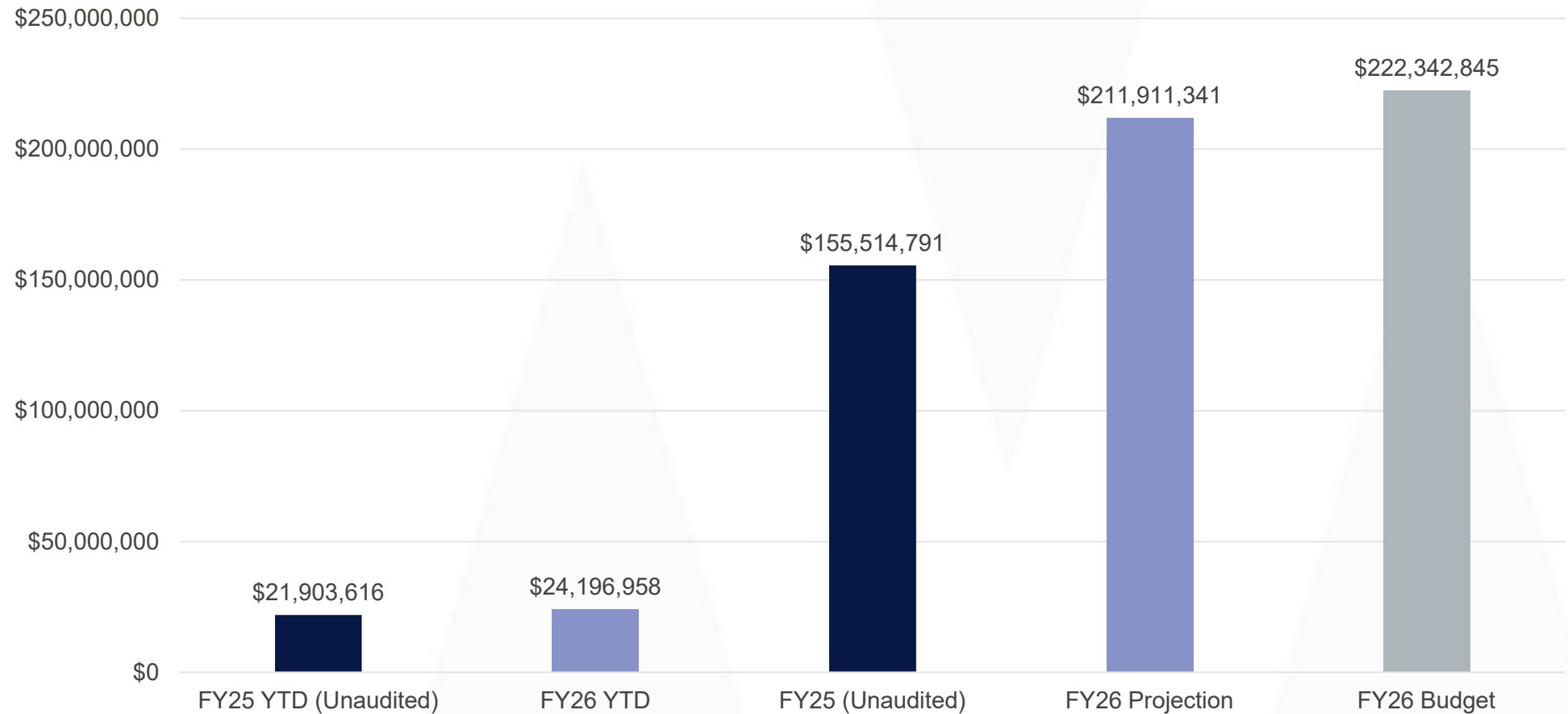
Operating Expenditure Comparison

**FY26 Expense
Projection:**

\$211,911,341

**FY26 Expense
Budget:**

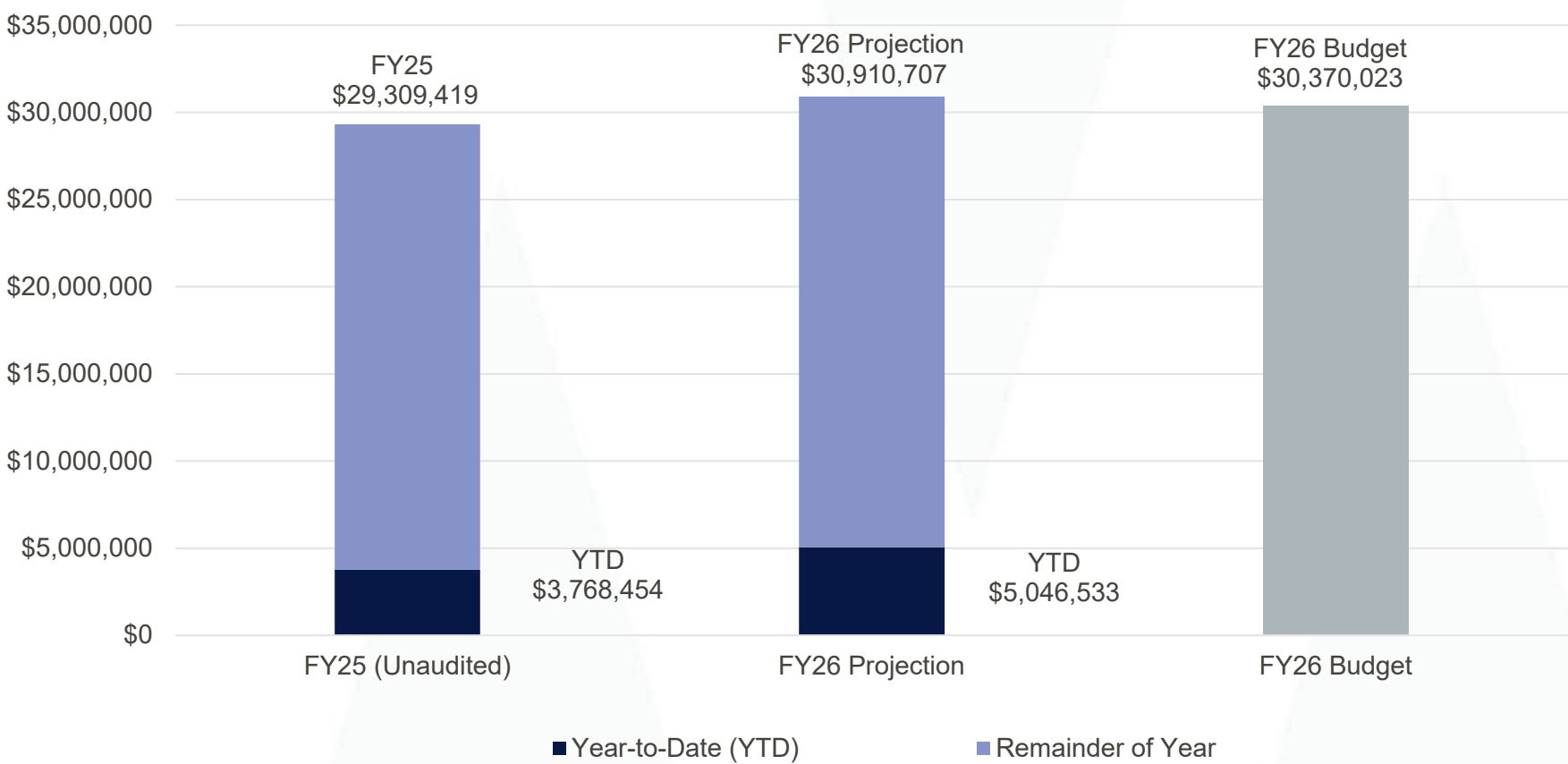
\$222,342,845



Bus Operations & Support* Expense Summary

**FY26 Expense
Projection:**
\$30,910,707

**FY26 Expense
Budget:**
\$30,370,023



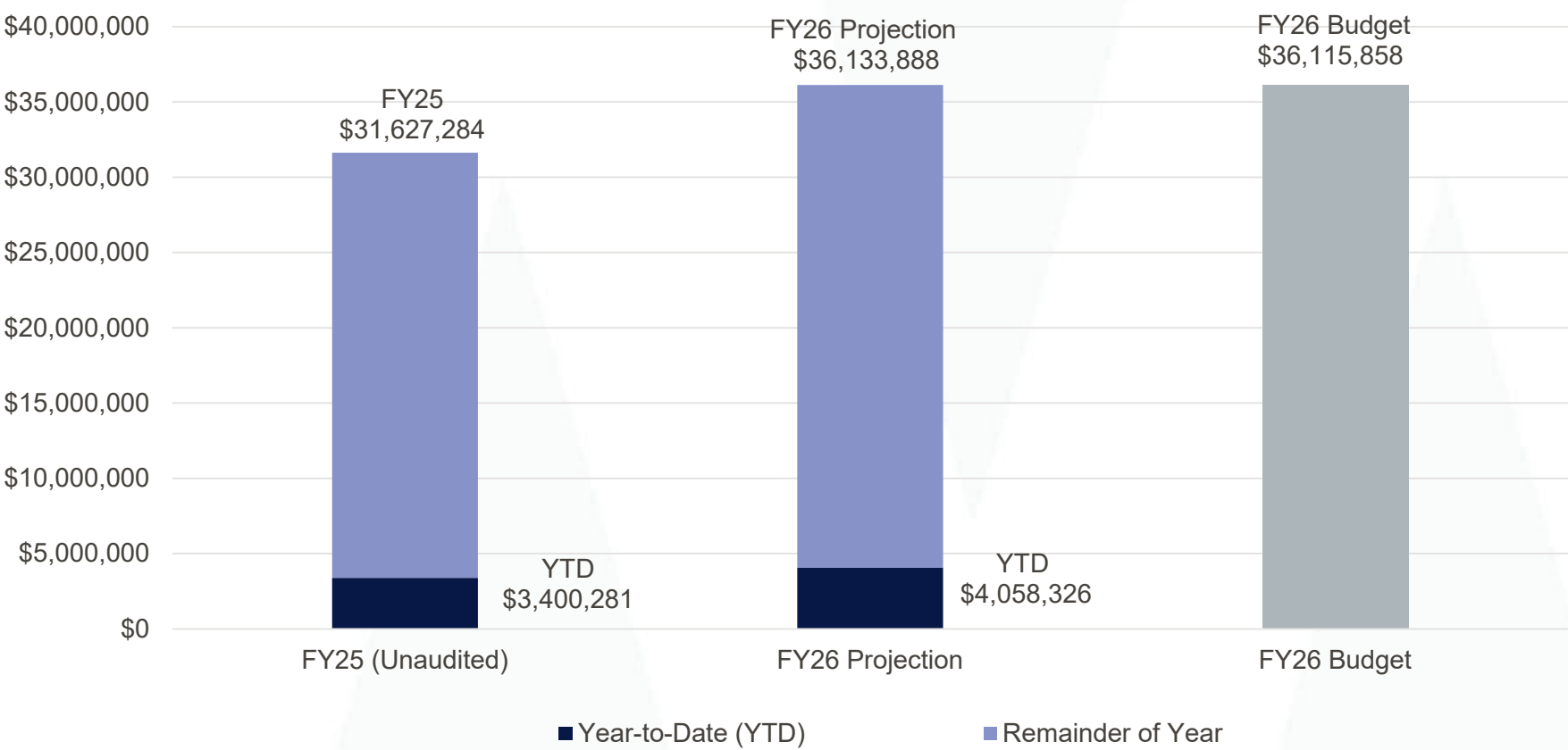
*Bus Operations & Support includes Bus Ops Admin, Radio Control, and Bus Street Operations



TEXRail Expense Summary

**FY26 Expense
Projection:**
\$36,133,888

**FY26 Expense
Budget:**
\$36,115,858

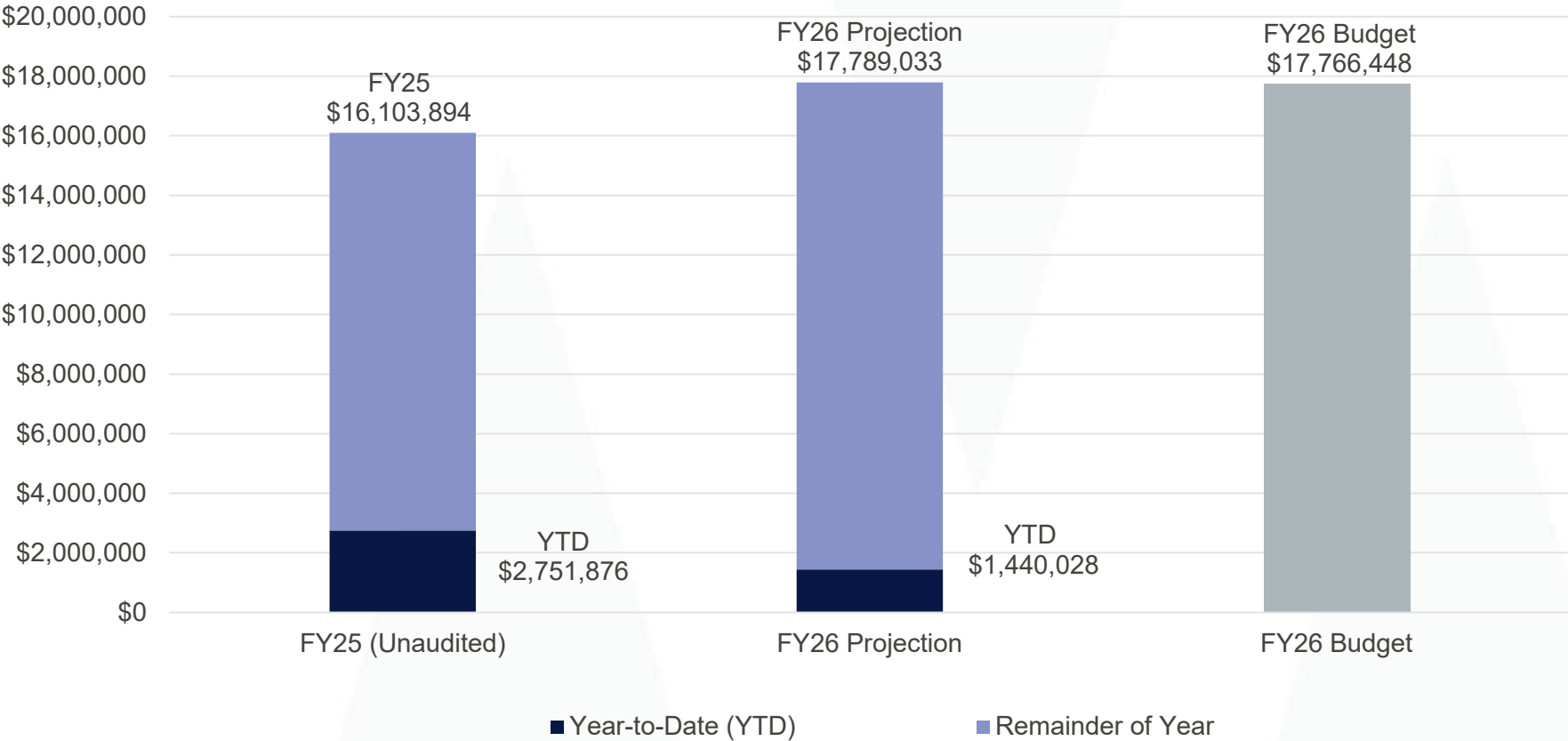


TRE

Expense Summary

**FY26 Expense
Projection:**
\$17,789,033

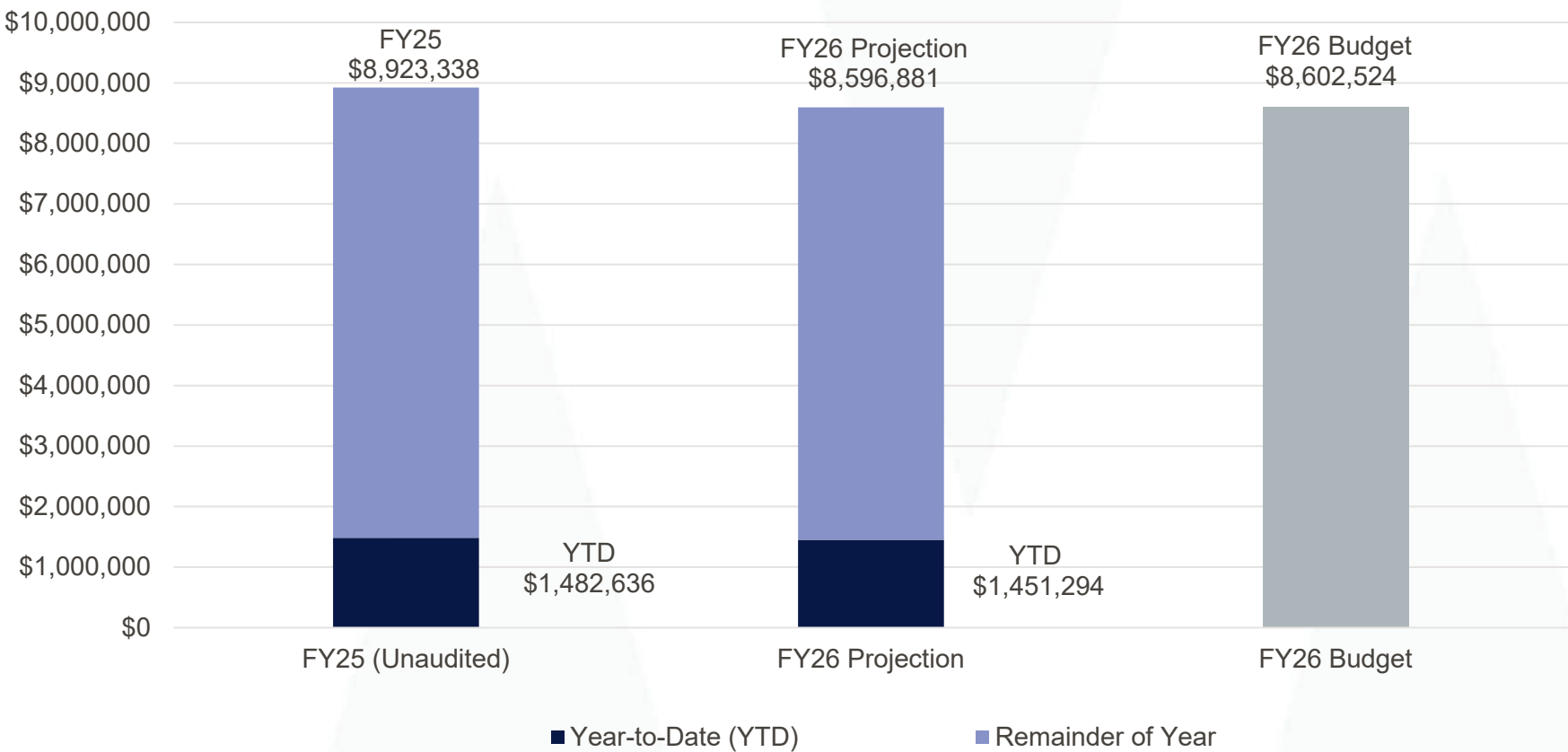
**FY26 Expense
Budget:**
\$17,766,448



ON-DEMAND Microtransit Expense Summary

**FY26 Expense
Projection:**
\$8,596,881

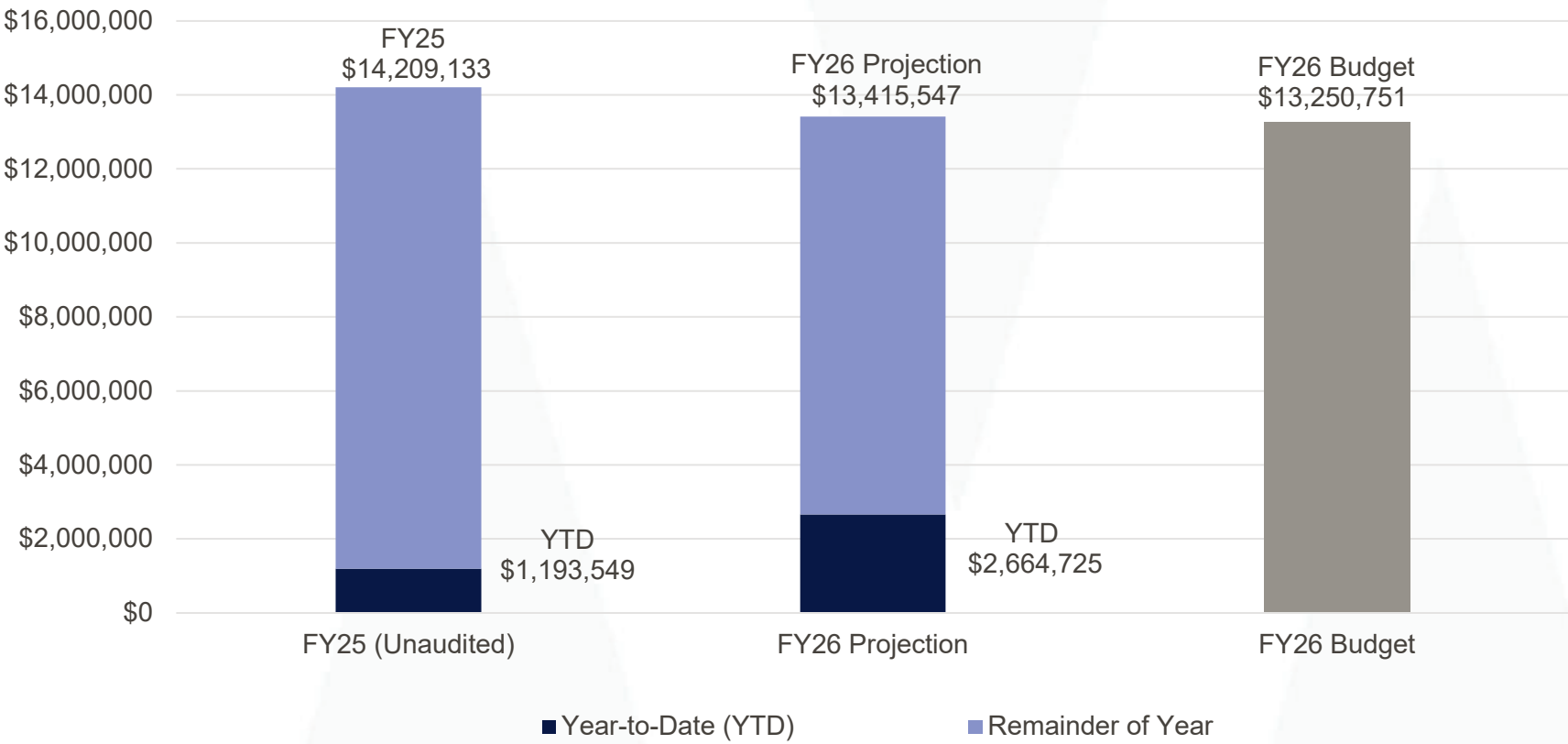
**FY26 Expense
Budget:**
\$8,602,524



ON-DEMAND Paratransit Expense Summary

**FY26 Expense
Projection:**
\$13,415,547

**FY26 Expense
Budget:**
\$13,250,751



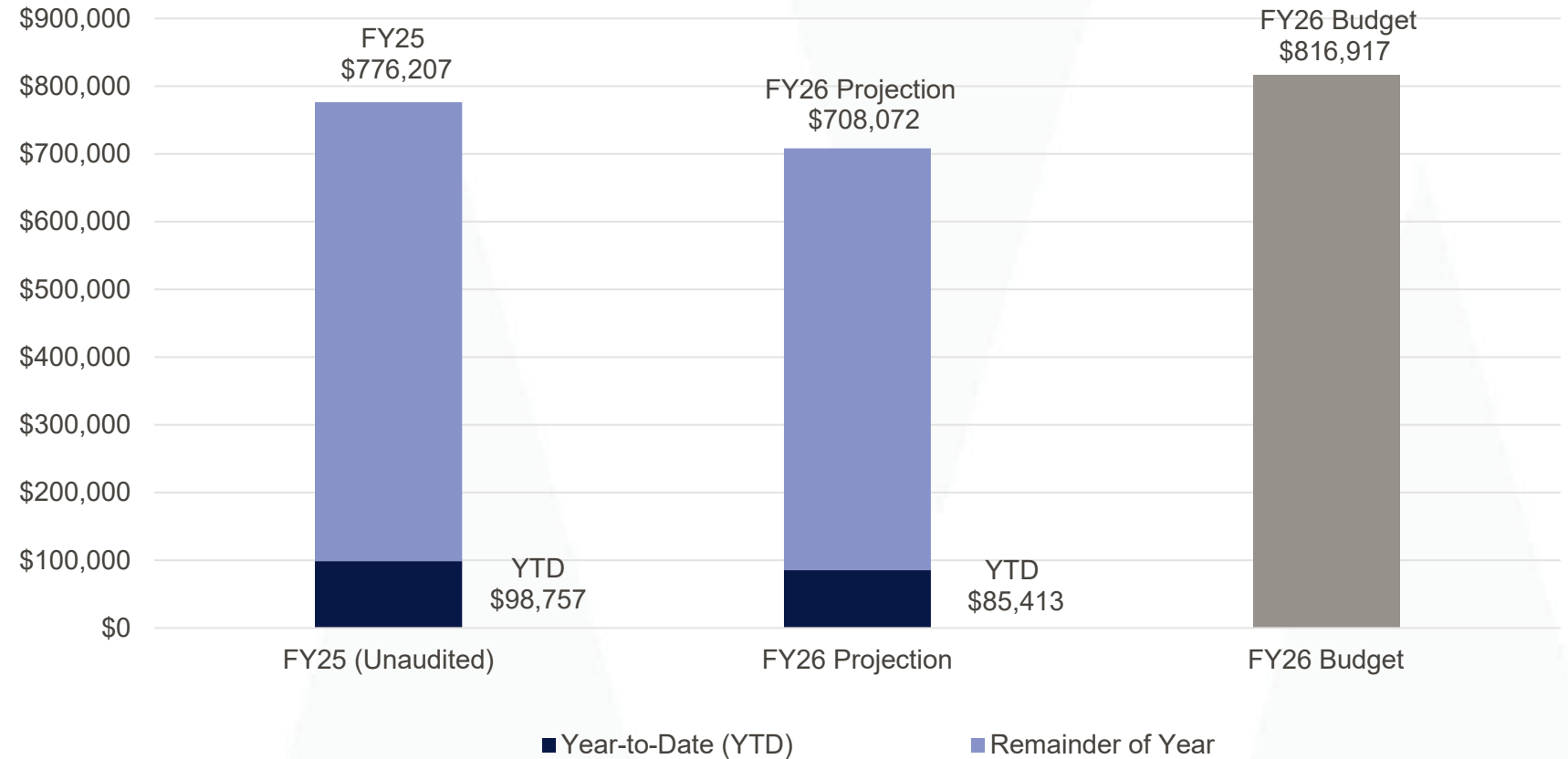
Trinity Metro Bikes Expense Summary

**FY26 Expense
Projection:**

\$708,072

**FY26 Expense
Budget:**

\$816,917

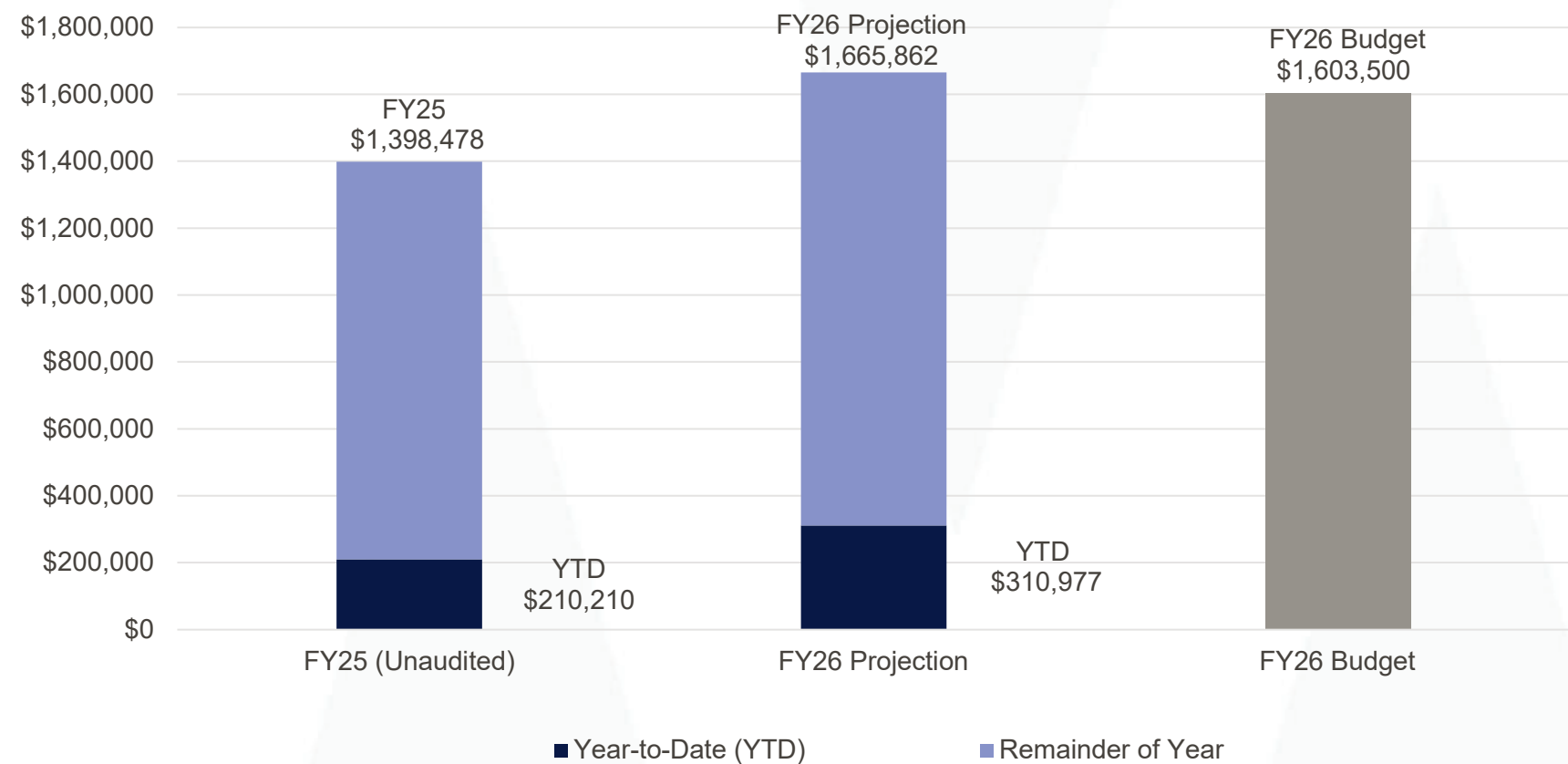


VANPOOL

Expense Summary

**FY26 Expense
Projection:**
\$1,665,862

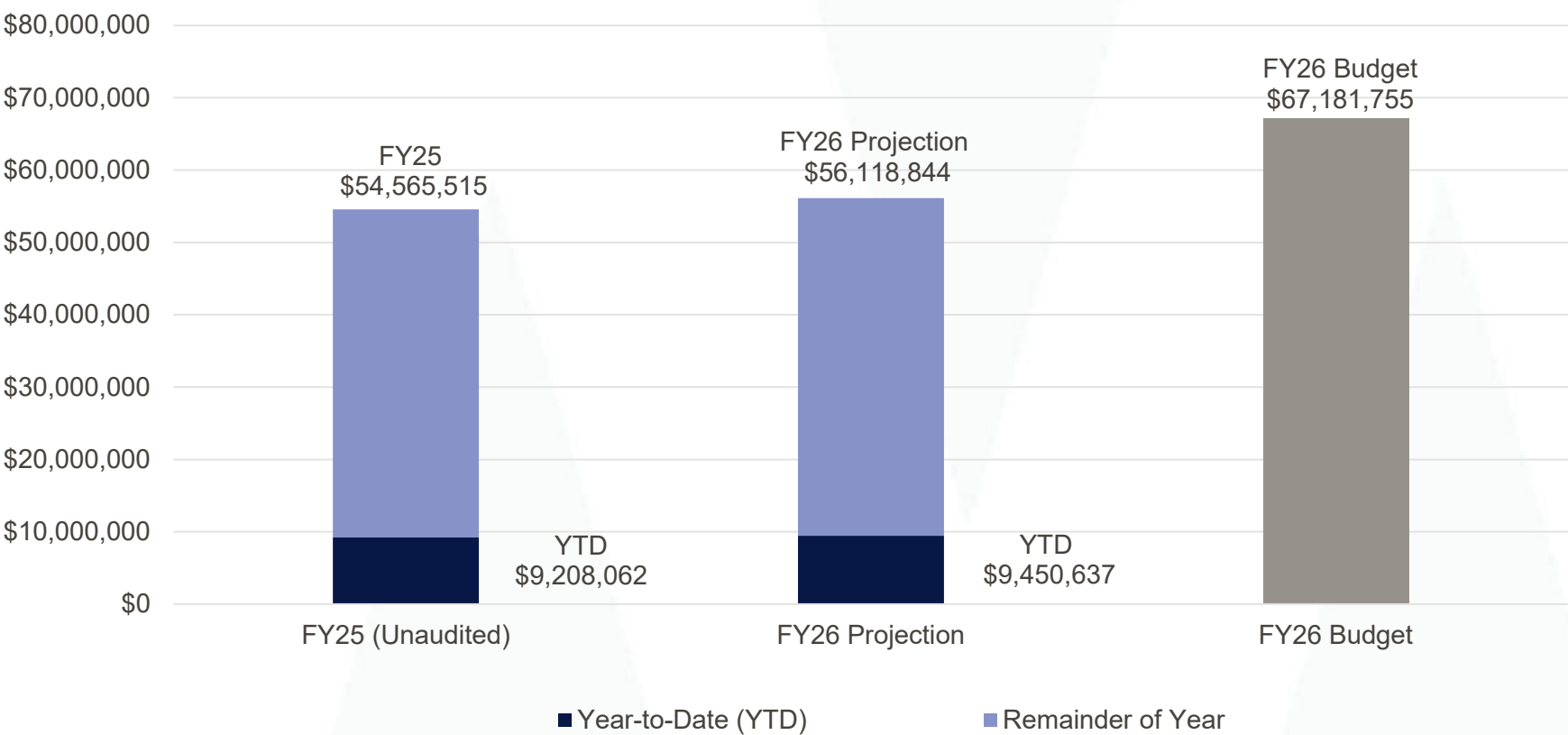
**FY26 Expense
Budget:**
\$1,603,500



General & Administrative Expense Summary

**FY26 Expense
Projection:**
\$62,654,400

**FY26 Expense
Budget:**
\$67,181,755



*G&A contains all support departments for Trinity Metro that are not directly tied to Operations



Thank You



BOARD ACTION ITEM

ITEM NUMBER

BA2026-29

MEETING DATE

January 20, 2026

ITEM TITLE

TEXRail Extension - Final Design Consultant -
Supplemental Agreement for Design Services During
Construction and Additional Design Services

BACKGROUND

Trinity Metro is seeking to expand TEXRail from its current terminus station at the Fort Worth Texas & Pacific (T&P) Station to the Near Southside Station located in the Fort Worth Medical District. The TEXRail Extension will consist of new single-track passenger rail construction within mainly the existing rights of way of the Union Pacific Railroad and Fort Worth and Western Railroad. The project will add 2.1 miles and one new passenger rail station to the TEXRail system.

In June 2023, Trinity Metro awarded the Final Design Consultant (FDC) to Huitt-Zollars, Inc. which was approved with BA2023-25. The Contract included Final Design for the construction of the TEXRail Medical District Extension Project with a total not exceed amount of \$9,448,425, including:

- Final Design of track, civil, structural, architectural, mechanical, electrical, and plumbing elements
- Stakeholder Coordination
- Subsurface Utility Engineering
- Geotechnical Investigation
- Survey and Mapping Services
- Bid Services
- Design Support During Construction (Not included in BA2023-25.)

As part of the Original Contract, Design Services During Construction were not established and were deferred to a future Board Action. This Supplemental Agreement (SA) amends the Original Contract to include these services. This SA also provides additional compensation to complete the Final Design to address stakeholder comments.

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 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 execute a Supplemental Agreement with Huitt-Zollars in the amount of \$2,615,799 with a 10% contingency of \$261,580 for an amount of \$2,877,379 for new revised total contract amount not to exceed \$12,325,804.

STAFF DISPOSITION

EXECUTIVE LEAD*

Richard Andreski

DATE

01/05/26

DISPOSITION OF BOARD OF DIRECTORS

SECRETARY APPROVAL

BOARD ACTION ITEM

ITEM NUMBER
BA2026-30

MEETING DATE
January 20, 2026

ITEM TITLE
Transit-Oriented Development (TOD) Planning

BACKGROUND

Trinity Metro was awarded a grant under the Federal Transit Administration’s Pilot Program for Transit-Oriented Development (TOD) Planning, aimed at supporting integrated land use and transit planning to improve ridership, economic vitality, and multimodal access. The original grant application focus was limited to the five TEXRail stations within Fort Worth city limits, however, with interest in TOD growing in suburban areas and proving successful around the country with modes other than rail, Trinity Metro will add local funds to study an additional five stations.

Trinity Metro is seeking consultant support to complete the original TOD Plan scope for five TEXRail stations originally submitted for the federal grant plus additional limited analysis of the TEXRail stations in North Richland Hills, DFW North, the bus facilities at Sierra Vista Transfer Center and the South Park-n-Ride. The scope involves seven tasks by station in the attached table.

As part of Task 7, the consultant will also prepare a technical memorandum on recommendations for inclusion in a Transit-Oriented Development Policy for adoption by the Board of Directors.

In accordance with Trinity Metro’s Procurement Policy, a Request for Proposals (RFP 26-T009) for a Transit-Oriented Development Study was issued and advertised on November 11, 2025. Four firms responded to RFP 26-T009 and complied with the requirements. A Trinity Metro evaluation committee reviewed and evaluated the proposals. Dunaway was deemed responsive and responsible and were selected as the highest-ranking firm for entering into negotiations and contract award.

See Attached Table

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 two-year contract with Dunaway for transit-oriented development services in the amount of \$610,000 with a 15% contingency of \$91,500 for a total amount not to exceed \$701,500.

STAFF DISPOSITION

EXECUTIVE LEAD*
Anette Landeros

DATE
12/31/25

DISPOSITION OF BOARD OF DIRECTORS

SECRETARY APPROVAL

Transit-Oriented Development (TOD) Planning

Task	FTA-Funded (5 stations)	Locally Funded (3 stations + 2 hubs)
Stations	Mercantile Center, North Side, Central, T&P, Medical District	Iron Horse, Smithfield, DFW North, Sierra Vista, South Park-n-Ride
Task 1.0 – Project Management	✓	✓
Task 2.0 – Public & Private Engagement	✓	✗
Task 3.0 – Real Estate Market Analysis	✓	✓
Task 4.0 – Best Practices & TOD Codes	✓	✗
Task 5.0 – Multi-Modal Connectivity	✓	✗
Task 6.0 – Station Area TOD Plans	✓	✓
Task 7.0 – Implementation Framework	✓	✗

TRINITY METRO BOARD OF DIRECTORS RESOLUTION

HONORING DALLAS AREA RAPID TRANSIT (DART) FOR ITS PARTNERSHIP, LEADERSHIP, AND REGIONAL IMPACT

(R2026-03)

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, Dallas Area Rapid Transit (“DART”) was established in 1983 following voter approval to form a dedicated regional transit authority for the Dallas area, laying the groundwork for one of the most expansive and forward-thinking public transportation systems in the nation; and

WHEREAS, over the four decades since its founding, DART has built and operates a comprehensive multimodal network—including the one of the largest light rail systems in the United States covering about 93 miles—while delivering innovations in bus service, streetcar, on-demand mobility, paratransit, and regional rail that have significantly strengthened mobility and economic vitality across North Texas; and

WHEREAS, DART’s accomplishments have earned national recognition for transit-oriented development, system expansion, operational expansiveness, and the agency’s enduring commitment to providing safe, reliable, and sustainable transportation choices to the communities it serves; and

WHEREAS, Trinity Metro and DART have long shared a strong and collaborative partnership, most notably through the co-ownership and joint operation of the Trinity Railway Express (TRE), which since its launch in 1996 has become a model of regional cooperation and an essential commuter rail corridor linking Fort Worth and Dallas; and

WHEREAS, the TRE has enabled millions of passenger trips, enhanced access to employment and education, supported tourism and entertainment, and provided a vital connection between major regional destinations and airports—demonstrating the extraordinary impact that coordinated transit investments can achieve; and

WHEREAS, the Dallas–Fort Worth Metroplex continues to rank among the fastest-growing metropolitan areas in the country, and the success of this rapidly expanding region is inextricably linked to strong, seamless, and equitable transportation connections; and

WHEREAS, DART’s leadership and vision have played an essential role in advancing regional mobility, supporting economic growth, and helping North Texas meet the needs of its residents, businesses, and visitors;

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF TRINITY METRO that the Board of Directors of Trinity Metro hereby recognizes and commends Dallas Area Rapid Transit for its extensive achievements, longstanding service, and sustained contributions to the advancement of public transportation across North Texas; and

BE IT FURTHER RESOLVED that the Board expresses its deep appreciation for DART’s steadfast partnership, celebrates the agency’s significant accomplishments, and affirms Trinity Metro’s commitment to continued collaboration with DART in building a more connected, accessible, and prosperous region for generations to come.

Adopted this ____ day of _____, 2025.

ATTEST:

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

Jeff Davis
Chair

Richard Andreski
President & CEO

DISPOSITION OF BOARD OF DIRECTORS

SECRETARY APPROVAL