BOARD OF DIRECTORS
MEETING AGENDA

MONDAY, SEPTEMBER 21, 2026, 3:00 PM

801 GROVE STREET
Fort Worth, Texas 76102

CALL TO ORDER

PLEDGE OF ALLEGIANCE

CITIZEN COMMENTS

MEETING MINUTES

1. Approval of August 17, 2026 Board Meeting Minutes

INFORMATION ITEM & REPORTS

1. Operations
   a. TEXRail & TRE Ridership & On-Time Performance Update — Reed Lanham
   b. Bus & On-Demand Ridership & On-Time Performance Update — Ron Newman
2. Financial Update
   a. FY2027 Budget Approval — Eva Williams
3. Marketing & Communications/Government Relations
   a. Legislative Update — Anette Landeros
   b. On-Demand Policy Framework for Microtransit — Tara Crawford
   c. Transit-Oriented Development Study Update — Mike Brennan/Phil Dupler

ACTION

1.	BA2026-47	FY2027 Budget Approval	Eva Williams
2.	BA2026-49	Baylor Health Care System (Baylor Scott & White) Donation, Ground Lease Agreement and Parking Facilities Agreements Exhibit with Trinity Metro for the TEXRail Extension Project	Anette Landeros
3.	BA2026-50	Trinity Metro and Fort Worth Western Railroad Company Agreement for the TEXRail Extension Project	Richey Thompson
4.	BA2026-51	Trinity Metro and Fort Worth Western Railroad Company Reimbursement Agreement Modification for Preliminary Engineering and Legal Services for the TEXRail Extension Project	Richey Thompson

CONSENT ITEMS

1.	BA2026-45	Microsoft Office O365 – Renewal	Bryan Morrow
2.	BA2026-46	Copier Lease and Maintenance Services	Bryan Morrow
3.	BA2026-48	Trapeze Software Support Renewal	Bryan Morrow

PRESIDENT'S REPORT

BOARD MEMBERS REPORT

OTHER BUSINESS

1. State of Good Repair Plan — Mark Snider

EXECUTIVE SESSION

*The Board of Directors may convene in a closed Executive Session meeting under the **Texas Open Meetings Act** for 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.*

THE NEXT MEETING WILL BE HELD AT 801 GROVE STREET, FORT WORTH, 76102
ON MONDAY, OCTOBER 19, 2026 AT 3:00 PM

1. Consultation with attorney regarding contract negotiations and disputes with Motor Coach Industries (MCI) – *Section 551.071* — Kelli Shields
2. Deliberate the evaluation and duties of the Controller and Accounting Department responsibility with respect to National Transit Database Submission – *Section 551.074* — Rich Andreski
3. Legal issues concerning any item listed on today's agenda – *Section 551.071* — Rich Andreski

ADJOURN

TRINITY METRO

BOARD OF DIRECTORS MEETING MINUTES

MONDAY, AUGUST 17, 2026

ATTENDEES:

Board Members Present: Will Churchill, Michael Crain, Jeff Davis – Chair, John Hinojosa, Isaac Manning, Chris Nettles, Mike Oakley, Rachel Navejar Phillips, and Ben Robertson.

Board Members Absent: Teresa Ayala and Sharla Horton.

Senior Leadership Team Present: Richard Andreski, Christine Black, Mike Brennan, Greg Jordan, Anette Landeros, Kelli Shields, Detra Whitmore, and Ted Zimmerman.

Senior Leadership Team Absent: Reed Lanham, Tara Crawford.

Board Attorney: Joel Heydenburk

CALL TO ORDER
The meeting was called to order at 3:03 pm at 801 Grove Street, Fort Worth, Texas 76102.

PLEDGE OF ALLEGIANCE

CITIZEN COMMENTS
One citizen addressed the board: Dominique Colbert.

MEETING MINUTES
Motion: Ben Robertson motioned to approve the June 18, 2026, Board of Directors Meeting Minutes as submitted. Issac Manning seconded. The motion passed unanimously.

INFORMATION ITEMS & REPORTS

1. Operations – Brad Beason provided an update on rail operations for June and July. TEXRail ridership reached 86,946 rides in June, an increase of 21% compared to June of the prior year, and 86,948 rides in July, an increase of 11% compared to the same month of the prior year. Combined, TEXRail achieved an on-time performance (OTP) of 98.1% across both months. TRE ridership reached 144,575 rides in June, an increase of 65% compared to the prior year, and 111,740 rides in July, an increase of 24% compared to prior year. TRE maintained an OTP of 98% across both months. Beason recognized Herzog and the TRE team for reaching 3,140 days without a lost-time injury.

   Ron Newman provided an update on Trinity Metro Bus and On-Demand operations. Newman reported that miles between road calls for bus operations reached 10,200 miles, remaining above goal, and that OTP came in at 88.6% despite increased ridership volumes. Bus ridership surpassed 422,000 rides in June and 424,000 rides in July. For in-house Paratransit operations, miles between road calls reached 32,600 miles with zero safety events in July, and ridership continued to increase across both months, surpassing 13,000 rides in July. Newman reported that contracted Paratransit services saw increases in both ridership and OTP across both months. Microtransit contracted services also saw increases in ridership and OTP across both months.

Richard Andreski noted for the board that increased ridership traditionally creates downward pressure on OTP. He recognized the operations and maintenance teams for their critical role in sustaining performance levels despite the increased ridership volumes.

2. Financial Update – Eva Williams presented the proposed budget for Fiscal Year 2027 (FY27), including an overview of notable changes from the preliminary budget, revenues and expenditures, operating budget, and capital projects.

ACTION ITEMS

1. BA2026-44 Contract Modification No.3 – Marketing Services Agency

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

PRESIDENT'S REPORT

Richard Andreski shared highlights from Trinity Metro's FIFA World Cup operations and acknowledged the efforts of staff and partners across the organization. Andreski noted that over eighteen months of planning culminated in nine successful matches, welcoming the world to Fort Worth. He emphasized Trinity Metro's success in maintaining uninterrupted daily service for existing riders while simultaneously transporting fifty thousand World Cup fans. Andreski highlighted challenges including excessive heat, electrical issues, and track fires, all of which were resolved quickly, reflecting the strength of Trinity Metro's planning, preparation, and cross-departmental collaboration. TRE Link experienced an unexpected increase in ridership from passengers flying in and traveling directly to CentrePort, which was effectively mitigated using charter buses on hand for supplemental service. The Cowtown Shuttles, operating on non-match days, generated significant national media attention, reaching $13 million in earned media.

Andreski congratulated La'Nora Kimbrough for her recent publication, SEE: Seek. Excellence. Everyday. He shared his introduction to Kimbrough early in his tenure at Trinity Metro; speaking to her motivation and integrity, and closed by reading a quote from the back of the book.

BOARD MEMBERS REPORT

Isaac Manning shared his recent experiences utilizing and observing Trinity Metro services during the FIFA World Cup. Manning visited Fort Worth Central Station the morning of the Japan vs. Sweden match and noted how seamlessly fans navigated services due to the additional staff presence. Even during peak congestion periods when multiple trains converged simultaneously, Manning observed quick multilingual support and service redundancies that enhanced the rider experience. He also noted the ease and convenience of a recent trip where he utilized Route 2 to access downtown and transfer to the Blue Line.

Jeff Davis expressed pride in Trinity Metro's work during the FIFA World Cup. Davis credited both World Cup and everyday ridership increases to the trust established with the community through consistent, reliable daily service.

OTHER BUSINESS

1. Federal Railroad Administration – COTS – Andreski provided opening remarks to emphasize the significance of this regulatory initiative that Trinity Metro has been leading on behalf of the broader rail industry. He noted that the industry is among the most highly regulated in the country and that many regulations have not been revisited in decades despite the improved technology and build quality. Andreski recognized Reed Lanham and Brad Beason for their leadership in spearheading this initiative that has the potential to produce significant cost savings for rail lines across the country.

Beason provided background on the project, explaining that in Europe, modern braking systems require an overhaul once every 8-10 years, while current Federal Railroad Administration (FRA) regulations require a brake overhaul on TEXRail trains once every 3 years. Each overhaul costs approximately $300,000, and with the new train sets being delivered in 2027, anticipated overhaul costs range from approximately $600,000 to $900,000 per year. Overhauls require a minimum of 3 weeks to complete and can be significantly impacted by parts availability, increasing costs and the strain placed on service delivery.

After collaborating with these agencies to better understand modern braking systems and how they differ from traditional systems, the FRA officially established an Age Exploration (Age Ex) program, allowing the group to pilot longer brake overhaul intervals. The program has enabled the FRA to narrow the scope of each overhaul based on the design specifications of these braking systems. Additionally, testing is rotated among participating agencies, meaning each agency will conduct an overhaul once every 5 years during the Age Ex program. Over the course of the project, this is expected to save TEXRail approximately $3.5 to $4.8 million.

EXECUTIVE SESSION
No executive session was held, and both items were tabled.
1. Contract Negotiation Discussion
2. Personnel Matters Discussion

ADJOURN
The meeting adjourned at 3:49 pm.

BOARD OF DIRECTORS
INFORMATION ITEM

ITEM TITLE
TEXRail and TRE Ridership & On-Time Performance Update

MEETING DATE
September 21, 2026

BACKGROUND

Reed Lanham, Chief Operations Officer, will provide an update on the August 2026 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
09/10/26

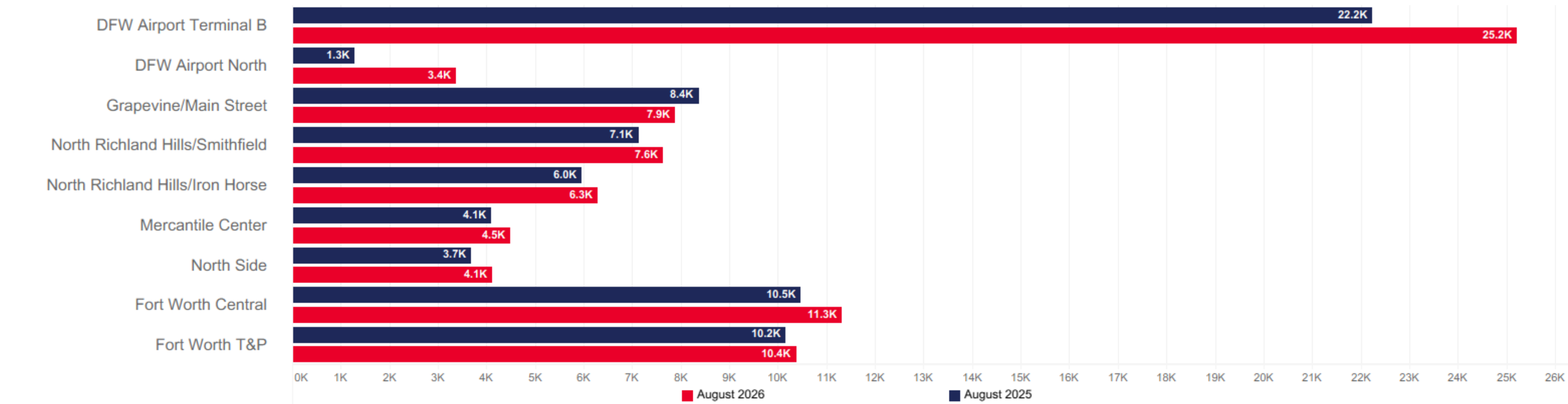
TEXRail and TRE Ridership & On-Time Performance Update

Reed Lanham – Chief Operations Officer
September 21, 2026

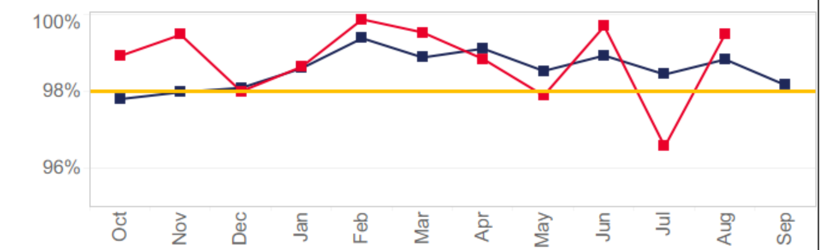
TRINITY METRO®

TEXRAIL Total Ridership by Station (in 1000s)

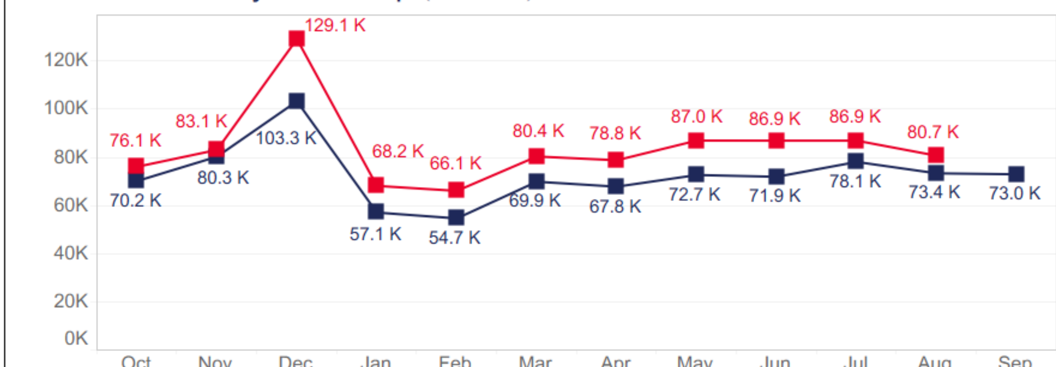
August 2026



TEXRAIL On-Time Performance

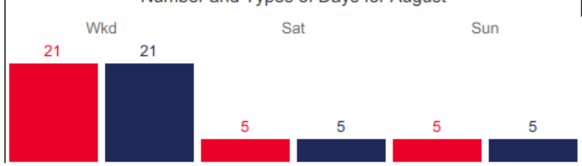


TEXRAIL Monthly Ridership (in 1000s)



FYTD Ridership	
FY2023	592,129
FY2024	711,636
FY2025	799,352
FY2026	923,317

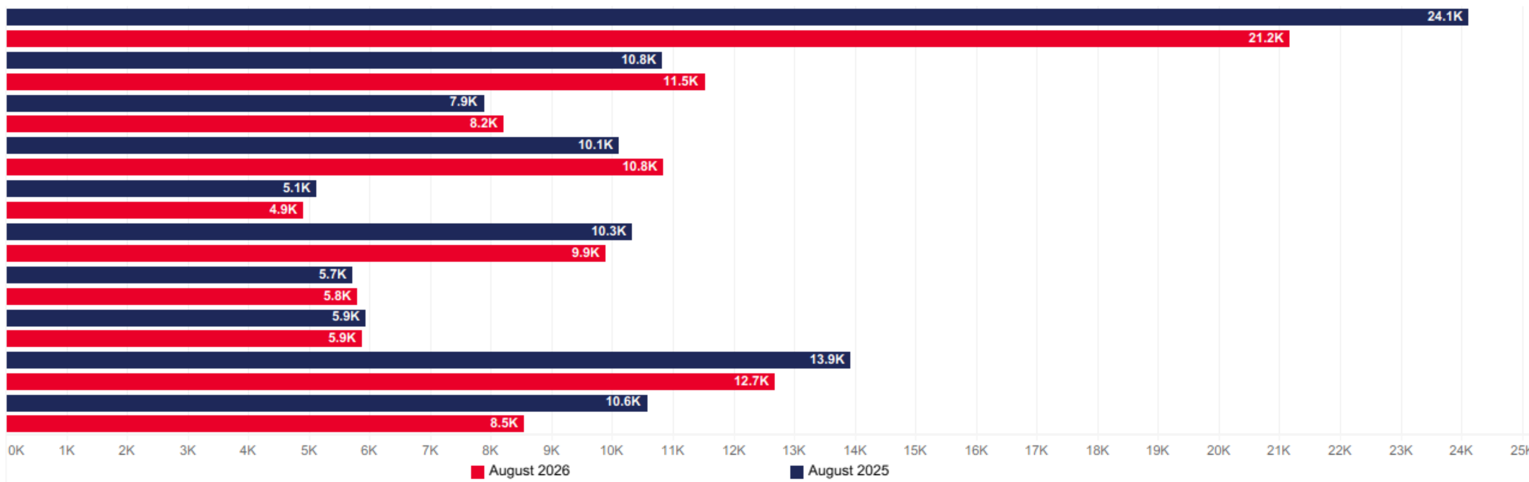
Number and Types of Days for August



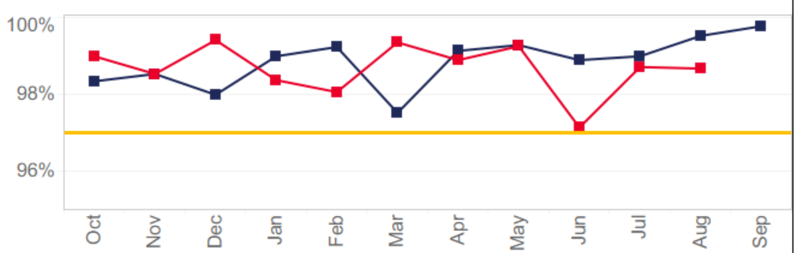
TRINITY METRO

FY2025 FY2026

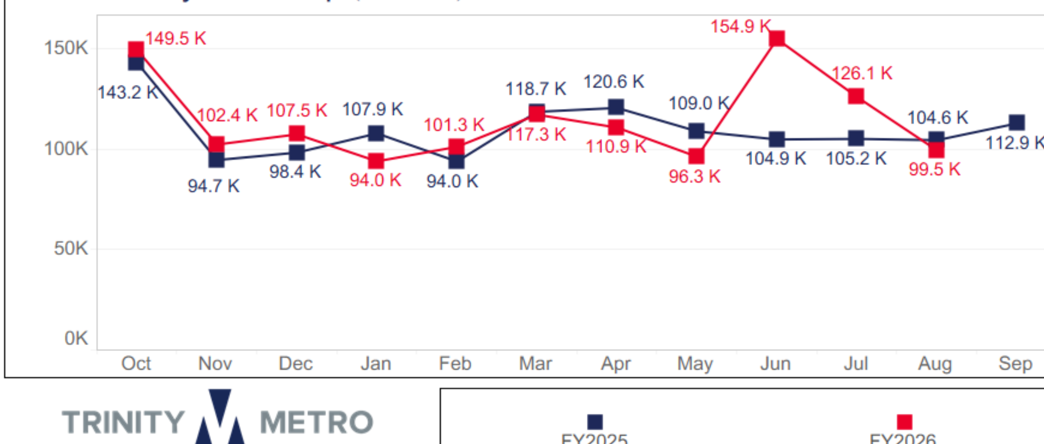
TRE Total Ridership by Station (in 1000s) — August 2026



TRE On-Time Performance

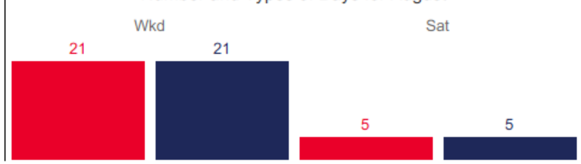


TRE Monthly Ridership (in 1000s)



FYTD Ridership	
FY2023	1,039,762
FY2024	1,173,137
FY2025	1,201,173
FY2026	1,259,649

Number and Types of Days for August



TRINITY METRO

BOARD OF DIRECTORS
INFORMATION ITEM

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

MEETING DATE
September 21, 2026

BACKGROUND

Ron Newman, Director of Operations, will provide an update on Trinity Metro Bus & On-Demand ridership and On-time performance for August 2026.

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
09/10/26

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

Ron Newman – Director of Operations
September 21, 2026

TRINITY METRO®

Trinity Metro BUS Statistics

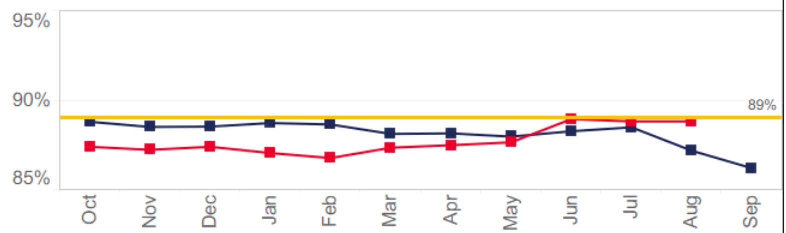
August 2026

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

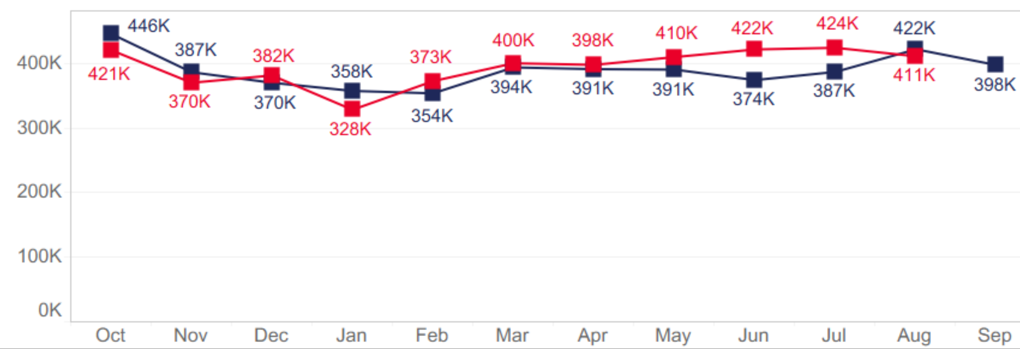
Preventable Collisions per 100K Miles - (goal below 1.250)

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

BUS On-Time Performance

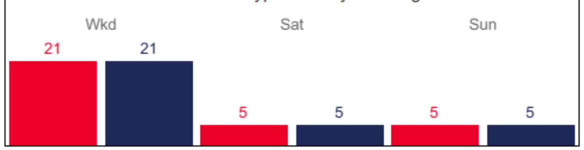


BUS Monthly Ridership (in 1000s)



FYTD Ridership	
FY2023	3,669,719
FY2024	4,227,572
FY2025	4,274,356
FY2026	4,339,973

Number and Types of Days for August



TRINITY METRO

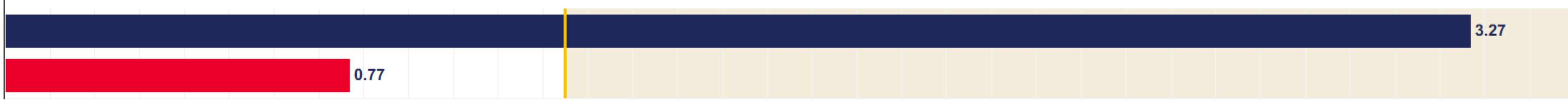
FY2025 FY2026

Trinity Metro PARA ON-DEMAND InHouse Statistics

August 2026

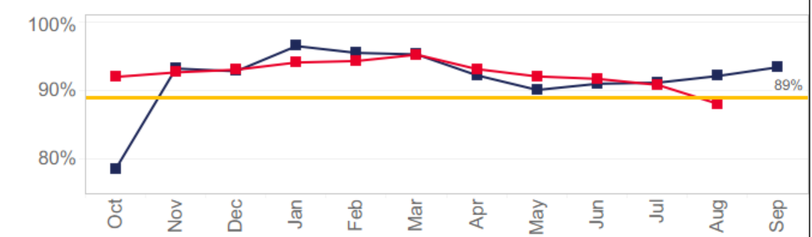
Miles Between Road Calls - (goal above 11,000)

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

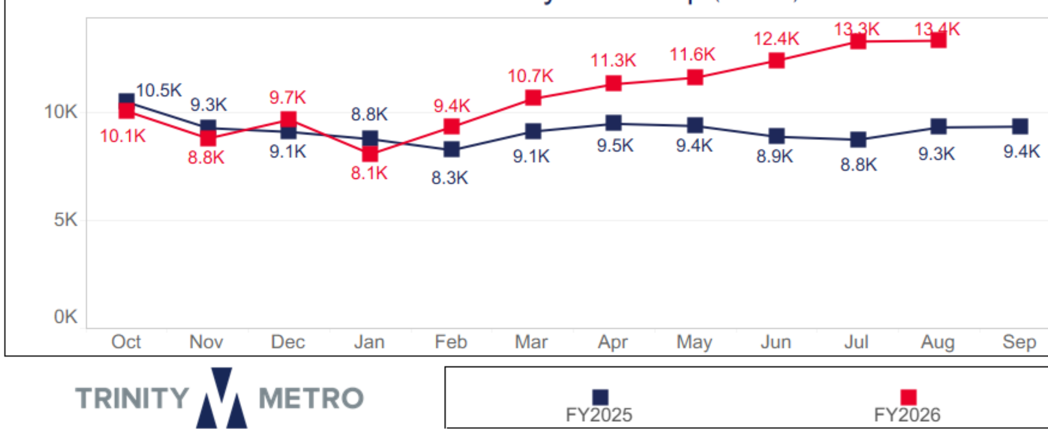


Safety Events per 100K Miles - (goal below 0.4500)

ON-DEMAND PARA InHouse OTP

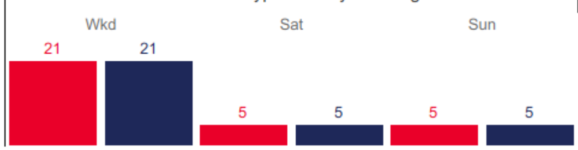


PARA ON-DEMAND InHouse Monthly Ridership (in 1000s)



FYTD Ridership	
FY2023	93,559
FY2024	100,908
FY2025	100,957
FY2026	118,727

Number and Types of Days for August



TRINITY METRO

Trinity Metro PARA ON-DEMAND Contract Statistics

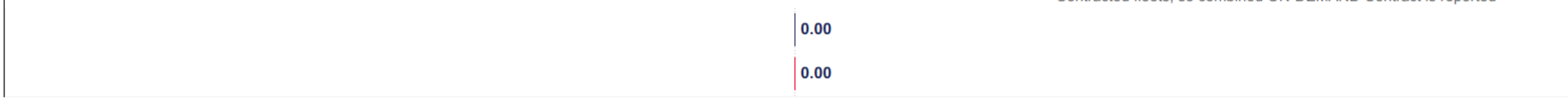
August 2026

Miles Between Road Calls - (goal above None)

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

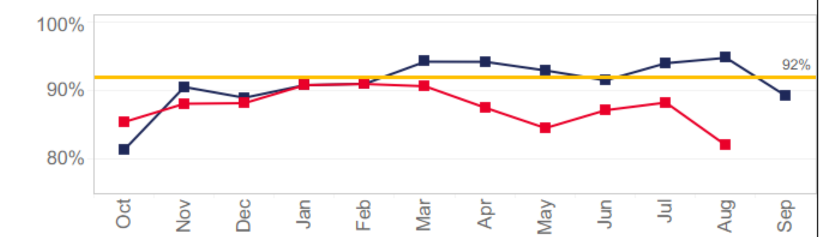
Preventable Collisions per 100K Miles - (goal below None)

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

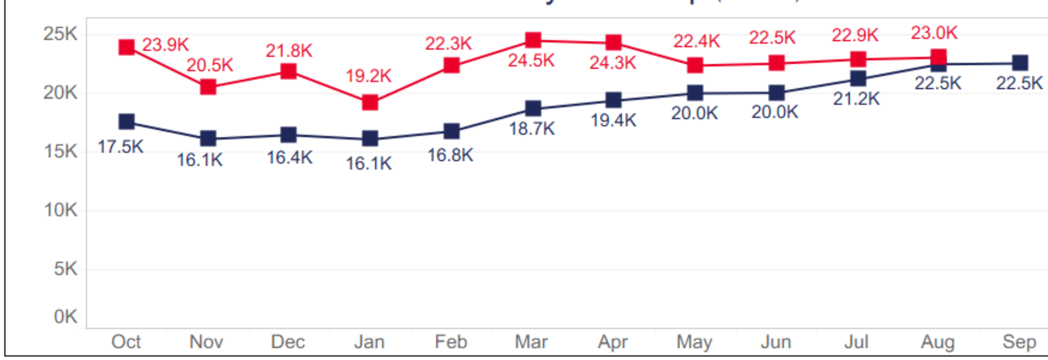


Safety Events per 100K Miles - (goal below None)

ON-DEMAND PARA Contract OTP

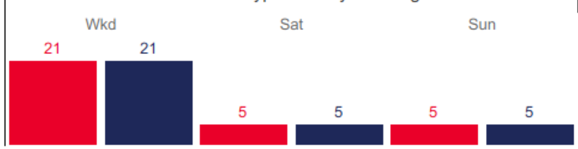


PARA ON-DEMAND Contract Monthly Ridership (in 1000s)



FYTD Ridership	
FY2023	171,740
FY2024	193,655
FY2025	204,562
FY2026	247,269

Number and Types of Days for August



TRINITY METRO

FY2025 FY2026

Trinity Metro MICRO ON-DEMAND MICRO Contract Statistics

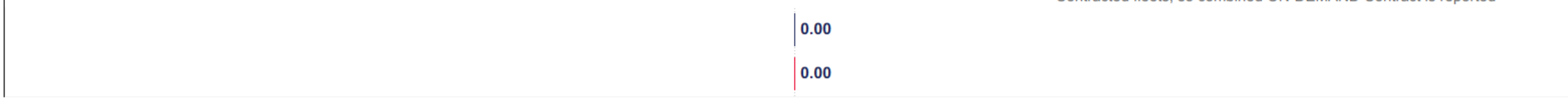
August 2026

Miles Between Road Calls - (goal above None)

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

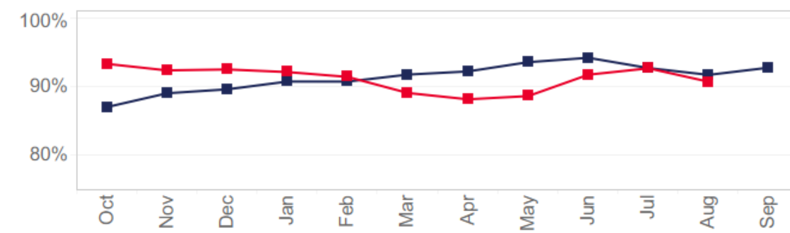
Preventable Collisions per 100K Miles - (goal below None)

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

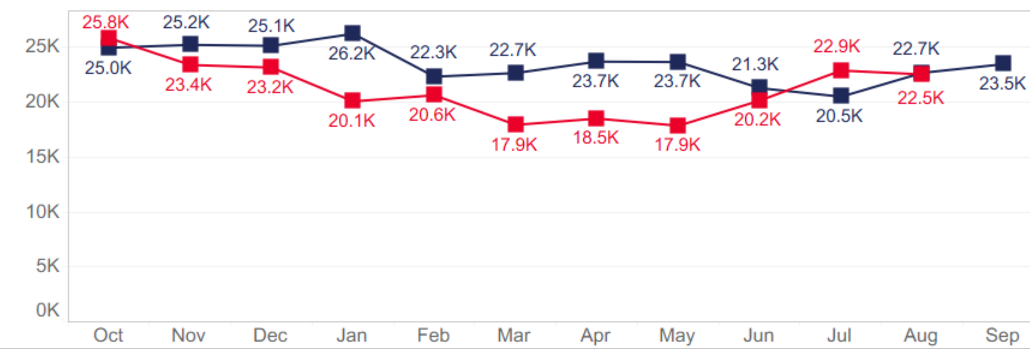


Safety Events per 100K Miles - (goal below None)

ON-DEMAND MICRO Contract OTP

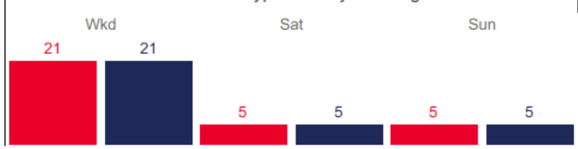


MICRO ON-DEMAND Contract Monthly Ridership (in 1000s)



FYTD Ridership	
FY2023	148,221
FY2024	281,744
FY2025	258,363
FY2026	232,984

Number and Types of Days for August



TRINITY METRO

FY2025 FY2026

BOARD ACTION ITEM

ITEM NUMBER
BA2026-47

MEETING DATE
September 21, 2026

ITEM TITLE
Approval of the FY27 Operating Budget

BACKGROUND
The FY27 Operating Budget embraces Trinity Metro's commitment to providing simple, safe, and innovative transportation services and is aligned to meet the transportation demands of our rapidly growing community.

The preliminary budget was presented in June, and the proposed budget was presented in August of this year.

The following pages provide a summary of revenues and expenditures.

RECOMMENDATION
It is recommended that the Board of Directors approves the FY27 Operating Budget as presented.

STAFF DISPOSITION

EXECUTIVE LEAD*
Greg Jordan

DATE
09/02/26

DISPOSITION OF BOARD OF DIRECTORS

____

SECRETARY APPROVAL

FY27 TRINITY METRO PROPOSED BUDGET

REVENUE SUMMARY	FY24 Actual	FY25 Actual	FY26 Adopted	FY26 Projected	FY27 Proposed
Sales Tax	128,969,657	135,897,001	135,545,687	144,742,319	147,847,079
Operating Grants	6,252,458	51,554,842	34,622,647	39,622,647	42,685,302
Farebox	6,453,408	6,285,442	6,946,440	6,672,137	6,539,440
EASYRIDE	621,969	603,221	588,692	693,476	719,438
Other Revenue	7,595,576	7,325,045	25,614,932	22,845,716	7,114,932
Capital Grants	23,207,084	8,468,299	26,377,371	20,373,798	-
Total	173,100,152	210,133,850	229,695,769	234,950,093	204,906,191

EXPENDITURE SUMMARY	FY24 Actual	FY25 Actual	FY26 Adopted	FY26 Projected	FY27 Proposed
Personnel	57,767,241	61,926,162	63,881,587	68,710,938	69,575,076
Services	19,677,610	20,149,148	21,340,333	18,274,718	23,746,871
Purchased Transportation	55,739,166	61,230,233	62,770,315	62,638,711	63,102,378
Fuels And Lubricants	1,288,362	1,098,208	1,582,338	1,275,851	1,556,192
Tires, Tubes, & Parts	5,161,355	4,727,171	4,514,979	4,768,743	4,239,379
Supplies	1,067,926	464,503	2,194,245	441,787	1,495,590
Utilities	2,151,994	1,779,601	2,043,575	1,800,787	1,865,123
Insurance	4,876,303	404,373	6,570,425	5,861,552	5,798,434
Taxes and Fees	26,131	(9,259)	26,882	1,991	27,379
Capital Financing	77,384	73,068	8,196,175	-	8,196,175
Training Travel Membership	589,768	705,302	983,623	936,596	1,007,201
Depreciation	47,285,874	50,249,038	-	-	-
Capital Outlay	(2,206,400)	(1,255,548)	48,238,369	37,239,907	23,897,814
Total	193,502,713	201,542,000	222,342,845	201,951,579	204,507,612
Net Income (Loss)	(20,402,561)	8,591,850	7,352,924	32,998,514	398,578

FY27 TRINITY METRO PROPOSED BUDGET

DEPARTMENT BUDGET SUMMARY

Org	Business Unit	FY24 Actual	FY25 Actual	FY26 Adopted	FY26 Projected	FY27 Proposed	FY27 Personnel
11100	Business Admininstration	1,270,779	1,420,710	1,740,478	1,512,192	1,702,430	7.00
11200	Customer Care	1,098,733	1,209,261	1,175,050	1,185,831	1,131,492	13.50
11210	Envoy Program	374,163	308,798	379,463	321,781	339,680	5.00
11220	Customer Relations	880,629	779,595	854,266	909,224	914,562	6.00
11240	People and Culture	-	26,390	-	9,193	-	-
11300	Accounting	1,282,754	1,326,530	1,411,496	1,525,218	1,523,493	9.00
11310	Finance	1,674,518	1,554,564	1,674,506	1,910,590	1,864,182	12.00
11400	Human Resources	3,044,173	3,092,213	2,555,025	2,447,430	2,840,687	8.50
11500	Information Technology	7,052,707	6,138,955	6,906,247	5,511,236	6,699,256	15.50
11800	Marketing	3,581,795	3,004,674	3,117,730	2,953,351	3,061,067	9.00
11810	Governmental Relations	251,688	248,601	184,504	205,271	212,004	-
12000	NETS Program	1,599,921	1,857,956	1,902,000	1,849,993	1,902,000	-
12200	Planning	2,716,874	2,502,034	2,476,031	1,694,395	3,444,610	10.50
12300	Procurement	1,091,995	1,302,304	1,201,373	1,093,008	1,038,812	9.00
12400	Rail Project Management	291,937	365,415	364,108	360,535	416,975	3.00
12410	Project Management	-	-	413,435	-	421,566	2.00
12500	Risk	574,031	1,138,304	851,862	2,635,447	2,054,540	1.00
12510	Safety	728,813	345,832	379,326	388,117	272,362	1.00
12600	Security	2,752,575	3,618,402	3,064,287	3,250,007	3,129,020	1.00
12800	TCTS Program	291,726	292,294	317,983	315,093	342,300	-
12900	TEXRail	29,727,851	26,660,337	36,115,858	32,522,942	34,128,081	3.00
13000	TRE	17,104,899	18,284,584	23,056,448	17,700,267	25,493,814	2.00
13100	Vanpool	1,252,547	1,398,479	1,603,500	1,737,244	1,673,500	-
13200	JARC Vanpool	(9,281)	-	142,460	-	-	-
13300	Alliance On-Demand	1,052,951	1,661,478	1,474,452	802,697	829,133	-
13400	Mercantile On-Demand	945,257	658,721	807,240	567,072	621,850	-
13500	Southside On-Demand	3,154,469	2,357,427	2,250,000	1,424,295	1,469,167	-
13600	South Tarrant On-Demand	427,007	407,573	513,672	262,221	323,880	-
13800	Southeast On-Demand	122,078	645,630	673,800	372,361	647,760	-
13901	Mansfield On-Demand	215,018	359,407	-	-	-	-
13902	Northeast On-Demand	-	100,467	60,600	21,173	27,000	-
13903	Northside On-Demand	-	444,994	547,032	394,031	524,686	-
41600	Maintenance Administration	1,269,833	1,282,940	1,483,829	1,787,908	1,668,383	8.00
41601	PARATRANSIT Maintenance	2,481,115	2,101,276	2,388,020	2,324,782	2,556,044	16.00
41602	Rebuild Engine	74,477	114	-	696	-	-
41603	Material Management	1,023,007	850,142	819,856	1,138,682	1,011,793	12.00
41604	Body Shop	663,527	1,096,114	855,991	1,064,408	1,339,285	8.00
41605	Electronics	1,249,303	1,499,049	1,513,235	1,397,032	1,443,468	11.00
41606	Running Repair	7,964,852	7,692,271	8,182,233	7,387,704	8,001,886	37.00
41607	Service Rack	1,819,095	1,860,995	2,178,436	2,280,120	2,533,324	30.00
41608	Non-Revenue Vehicles	-	-	-	240,177	340,065	-
41650	Facilities Maintenance	7,844,868	7,730,073	7,829,850	8,604,644	8,166,576	52.00
41900	PARATRANSIT Administration	1,434,382	1,507,874	1,401,102	1,418,588	1,506,060	14.00
41901	PARATRANSIT Street Operations	1,983	-	-	-	-	-
41903	PARATRANSIT Operations	8,690,860	12,701,261	11,850,149	16,214,862	15,886,989	51.00
41904	Contracted Services	1,459,072	429,687	373,228	381,759	400,895	3.00
42100	Bus Operations Administration	2,171,438	2,790,648	2,213,553	2,893,449	2,608,835	17.00
42101	Bus Street Operations	1,190,698	1,296,816	1,144,194	1,160,377	1,113,716	9.00
42102	Bus Radio Control	786,992	710,726	1,019,412	410,730	705,234	7.00
42103	Bus Operations	23,184,217	24,511,466	25,962,950	27,990,891	28,933,093	274.00
55100	TM Bikes	732,646	776,209	815,867	683,369	859,609	6.50
55200	Wellness Center	138,346	144,070	136,163	80,859	161,552	1.00
61100	DCTA Operations	76,131	11,603	-	-	-	-
100	Fort Worth Trans Authority	44,664,812	48,952,320	53,960,544	37,237,876	26,220,895	-
300	FWTA Scholarship Fund	(0)	49,872	-	1,553	-	-
500	Non-Departmental FWBS	21,152	32,881	-	-	-	-
	Total	193,502,713	201,542,000	222,342,845	201,951,579	204,507,612	674.5

BOARD OF DIRECTORS
INFORMATION ITEM

ITEM TITLE
Legislative Update

MEETING DATE
September 21, 2026

BACKGROUND

On a biennial basis, the Trinity Metro Board of Directors adopts a legislative program in advance of the Texas Legislative Session to provide guidance to agency staff on legislative priorities and policies that advance and protect Trinity Metro's public transportation interests. In preparation for the 90th Texas Legislative Session, which convenes in January 2027, Trinity Metro's Chief Strategy Officer Anette Landeros will provide an overview of the strategic priorities currently being developed by staff and seek Board feedback and direction. Following this discussion, staff will continue to refine these priorities, associated policy positions, and potential legislative language in coordination with agency partners and stakeholders. Staff will return to the Board for authorization to pursue specific legislative measures as they become sufficiently developed and ready for advancement through the legislative process.

RECOMMENDATION

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

STAFF DISPOSITION

EXECUTIVE LEAD*
Anette Landeros

DATE
09/10/26

BOARD OF DIRECTORS
INFORMATION ITEM

ITEM TITLE
On-Demand Policy Framework for Microtransit

MEETING DATE
September 21, 2026

BACKGROUND

The proposed On-Demand Policy Framework for Microtransit establishes a structured approach for integrating microtransit as a defined component of the agency's overall mobility network. The framework clarifies microtransit's role in providing high-value on-demand and first/last-mile connections, establishes flexible zone and service design standards based on demand and community needs, and introduces consistent performance measures to support data-driven service adjustments and resource allocation. It also defines governance responsibilities for overseeing service and vendor performance, monitoring zone outcomes, and maintaining flexibility in future service delivery models. Finally, the financial framework is intended to support long-term sustainability through transparent fare policies and funding considerations, with Phase 1 implementation planned for January 2027 and Phase 2 financial and fare policy recommendations anticipated in 2027.

RECOMMENDATION

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

STAFF DISPOSITION

EXECUTIVE LEAD*
Tara Crawford

DATE
09/04/26

On-Demand Policy Framework for Microtransit

Tara T. Crawford, AICP
Vice President of Planning

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Proposed Microtransit Policy Framework Overview

The proposed policy moves microtransit to a defined component of the agency's mobility network

Purpose

- Introduces a structured framework for microtransit deployment

- Defines the role of on-demand transit within the overall network
- Refocuses microtransit on its highest-value role
- Enhances first/last mile connections to high-frequency corridors

Service Design

- Establishes zone design standards and service policies

- Establishes flexible, right-sized zones based on demand, geography and service needs
- Aligns service span with demand and Title VI considerations
- Integrates with key transit hubs and activity centers

Performance

- Ensures consistent, data-driven decision-making for service deployment

- Establishes consistent KPIs and performance standards for each zone
- Promotes efficient use of resources while maintaining mobility access
- Uses performance data to inform service adjustments and resource allocation

Governance

- Phase 1 implementation planned for January 2027

- Operations oversees service delivery and vendor performance
- Planning monitors KPIs and evaluates zone performance to inform service decisions
- Maintains flexibility for future contracted or in-house service delivery

Financial Framework

- Supports long-term financial sustainability; Phase 2 planned for Summer/Fall 2027

- Supports long-term financial sustainability of microtransit
- Creates a transparent framework for how fares are structured across zones
- Positions the agency for Phase 2 fare policy recommendations in Spring 2027

Why we are Updating the Policy

Why?

- Microtransit growth has outpaced its intended role
- The largest zone (Southside), has nearly 60% of ridership → concentration risk
- Cost per trip significantly exceeds fixed-route
- Current model is not financially or operationally sustainable
    - Forest Hill, Mansfield, Crowley, Everman, Blue Mound

Since implementation, the program has evolved without a formal policy framework that defines:

- Program purpose and role within the overall transit network
- Service-area/zoning methodology
- Performance expectations
- Ridership and productivity targets
- Service monitoring and modification criteria
- Fare structure

The proposed policy establishes a consistent framework for managing the program going forward.

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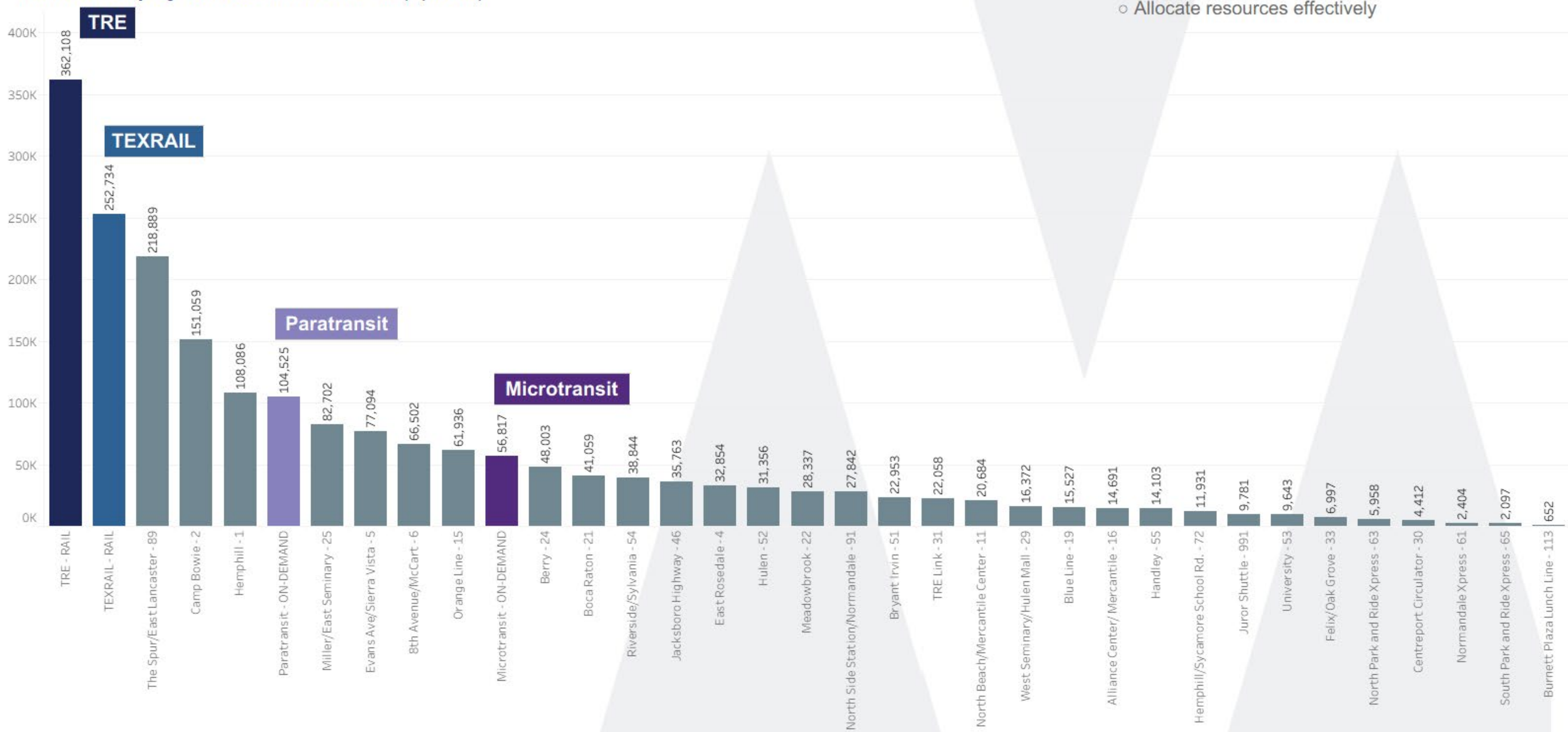
Ridership

Ridership is an essential indicator of how heavily utilized a transit service is.
- Trends
- Forecast future demand
- Allocate resources effectively

Total Ridershp by Service - FY2026 - FQ3 (Apr-Jun)



Passengers per Hour

What is PPH – Measures efficiency and demand of a transit route or service.

- Measures the number of passengers per hour of service
- <u>High PPH</u> – Indicates high demand and efficient service
- <u>Low PPH</u> – Can represent underutilized service or that service adjustments may be needed

7.4 PPH

Trinity Metro PPH average

$$\text{PPH} = \frac{\text{Total Passengers}}{\sum \text{Revenue Vehicle Hours}}$$

Passengers per Hour

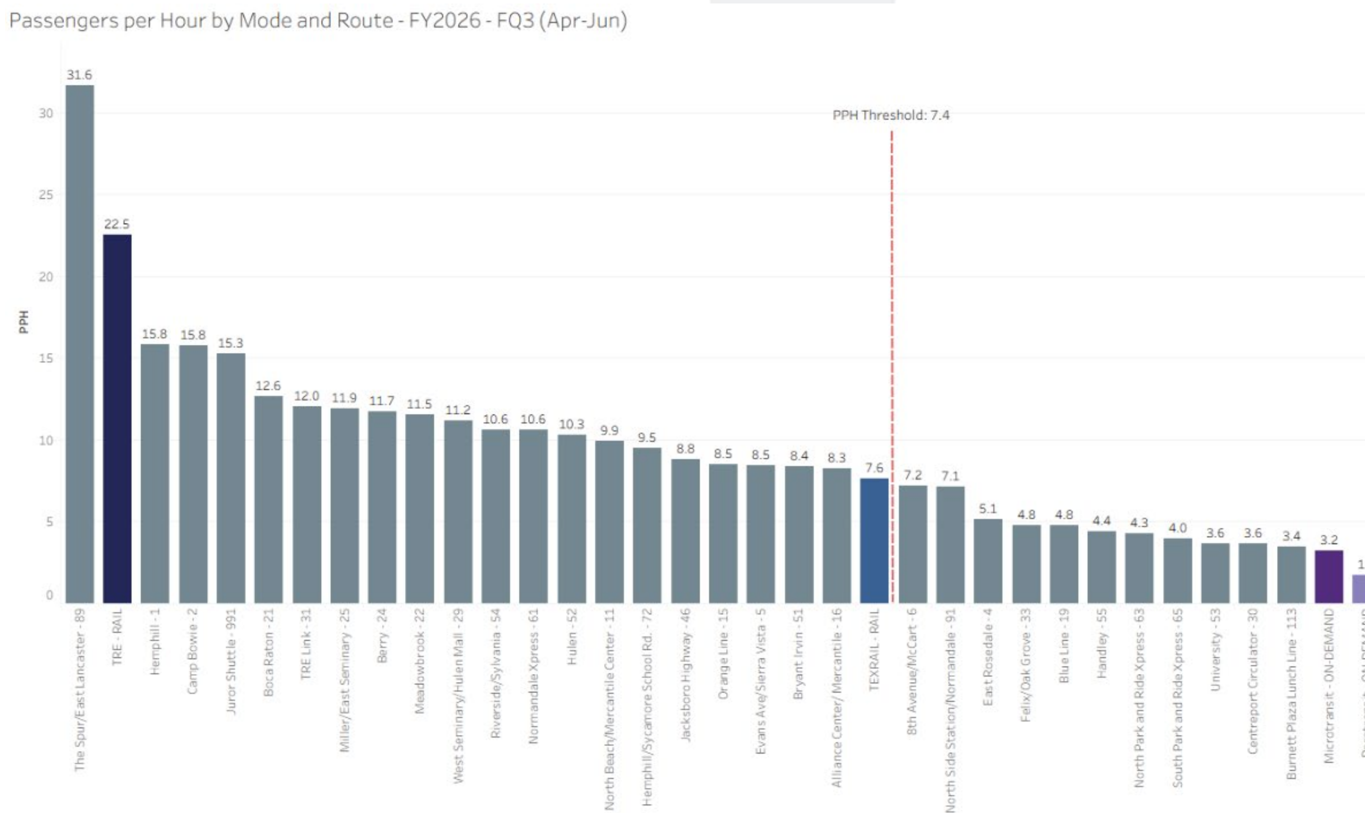
By Mode and Route

Findings:

- High Ridership, Low PPH
  - Routes 6, Microtransit
- Low Ridership and High PPH
  - Routes Juror Shuttle, TRE Link, 29

Findings

- When ridership is consistently high, but PPH is low it could mean that the system is not running efficiently
  - People are using the service, but vehicles are not fully utilized
  - Represents a mismatch between the service provided and demand
- **Overall, Ridership provides the broader picture of system usage, and PPH drills down into operational efficiency**



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Average Weekday Rides by Route and Hour (Spring 2026)

Frequency

7	15	20	30	40	45	60
7	15	20	30	40	45	60

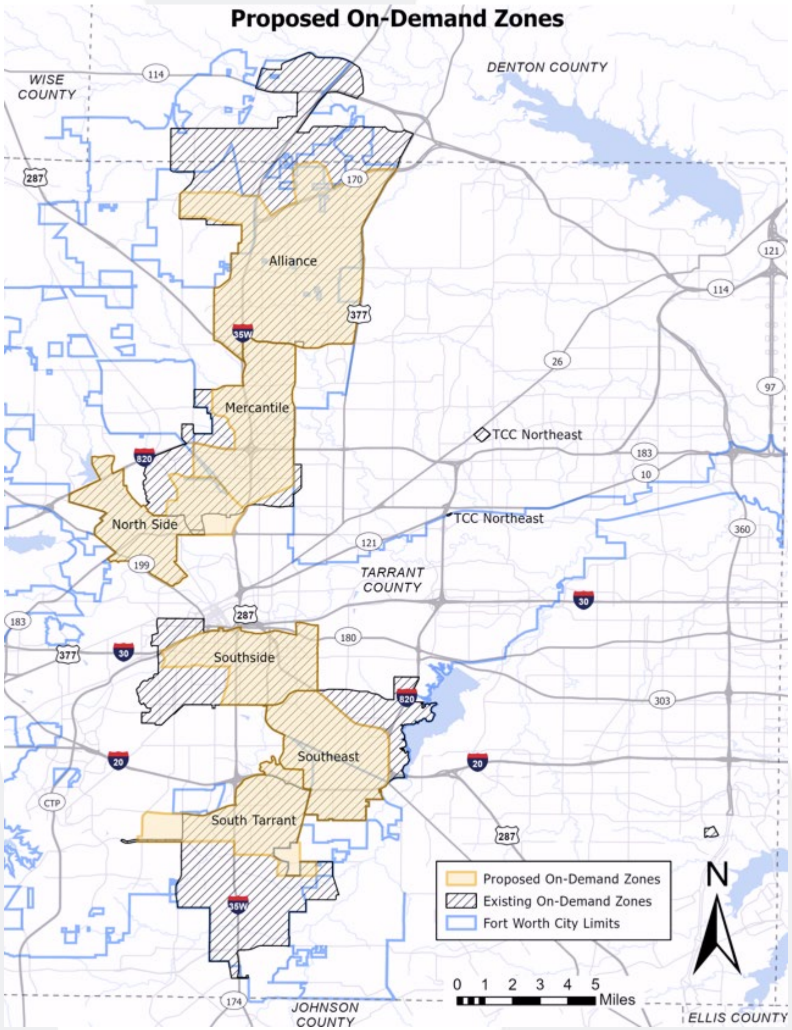
Route	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	0	1
1	4.2	17.9	37.5	64.6	67.8	78.6	83.6	88.9	95.0	94.9	103.7	113.7	99.7	92.3	63.6	54.3	37.3	29.7	17.3			
2	12.4	37.2	65.6	103.2	110.7	129.1	137.4	145.8	156.0	129.5	143.5	136.9	139.8	123.3	84.6	74.8	63.6	55.4	41.6	11.4		
4 & 24	2.2	11.3	38.7	48.0	59.7	62.7	65.0	67.6	73.1	75.6	83.6	91.7	99.6	78.3	57.6	42.1	34.3	29.1	8.2			
5	3.5	17.6	32.2	53.9	66.3	70.0	73.3	78.5	81.3	81.3	85.2	89.6	82.5	63.3	43.0	33.5	26.8	22.8	13.1	1.4		
6 & 52	7.7	29.0	49.8	70.2	68.8	82.9	82.8	82.0	83.3	91.4	92.5	99.6	109.8	93.1	68.5	54.9	43.9	36.2	20.1	2.5		
11 & 16		15.2	18.5	25.1	22.8	23.1	23.0	24.5	25.9	32.3	30.0	43.6	37.3	36.6	24.8	19.6	14.7	8.2	4.7			
15	6.4	12.3	20.0	23.5	23.4	29.0	38.0	36.8	42.6	48.0	55.6	48.3	47.6	41.4	32.9	24.4	23.6	23.2	15.8	8.0	5.2	1.4
19				7.6	8.9	12.4	12.7	16.9	17.0	19.8	19.1	17.0	16.3	13.6	9.4							
21 & 22		20.7	35.8	54.3	58.0	50.2	51.6	61.6	58.4	57.9	61.7	77.4	83.0	65.2	54.8	37.6	19.9	15.3	6.7			
25 & 29	2.1	12.9	37.9	63.9	67.8	70.1	76.5	82.0	89.0	89.1	91.8	107.7	123.4	87.1	66.9	43.3	36.0	27.8	11.7			
30			9.9	6.0	6.0							7.5	4.0	3.5	1.7							
31		6.2	8.0	10.6	4.0	2.7	6.0	5.6	17.2	10.0	10.9	16.4	8.3	5.4	4.5	2.2	6.7	13.1	12.0	15.3		
33		2.2	5.0	5.7	5.8	7.3	6.1	7.0	8.2	6.1	6.6	6.6	7.6	8.0	6.1	4.3	3.4	2.8				
46		9.5	21.2	26.7	30.1	29.3	30.7	32.5	34.4	32.3	31.0	32.5	32.4	30.2	23.9	16.4	14.0	3.9				
51		5.6	10.6	11.0	17.4	17.8	17.7	18.1	21.5	22.5	23.7	23.9	24.5	20.9	18.7	12.9	9.2	4.8				
53		1.9	5.3	5.9	9.6	8.2	8.7	7.3	7.5	9.0	9.9	10.0	12.7	9.8	6.2	5.2	3.1					
54		9.6	15.6	21.3	26.1	33.5	36.4	40.6	40.6	44.1	40.1	40.7	37.4	34.0	21.3	16.1	13.9	7.2				
55		6.5	8.4	11.8	14.1	13.0	11.6	13.5	12.5	12.2	12.4	12.7	22.8	18.5	13.6	6.9	8.3	4.6				
61		12.2	6.7	10.2									2.3	4.3								
63		9.1	13.1	10.2	4.5	2.6	3.4	3.6	3.3	3.2	4.3	7.9	15.1	10.4	5.0	2.8	2.7					
65		5.6	7.8	3.2									6.8	3.1	2.5	1.5						
72				8.3	9.9	10.9	11.7	12.2	13.1	11.3	11.4	12.3	11.5	10.2	10.4	7.7	3.2					
89	9.3	52.0	113.8	137.1	164.8	175.9	180.0	198.7	216.3	197.5	212.3	212.8	188.0	165.0	109.3	92.0	65.3	52.1	36.3	7.5		
91	3.5	4.2	13.0	16.4	17.9	18.4	15.4	18.5	20.2	21.1	22.9	28.5	33.2	29.9	23.7	16.1	12.8	8.5	3.2			
113								4.6	4.8	4.4												
991				20.8	37.8	12.3	13.6	3.4	9.9	24.6	13.1	18.2	23.2	22.2	15.0							

Zone Redesign

- Consolidates and/or resizes zones to better align service with demand
- Improves vehicle productivity and reduce overlap and underutilized service areas
- Maintains access while creating a more sustainable service structure

Title VI - Proposed zone modifications meet the agency's Major Service Change threshold and will undergo the required Title VI service equity analysis and public engagement process.

NOTE: If Forest Hill withdraws from service on October 31, 2026, the Southeast Zone will be redrawn to exclude the city.



Key Performance Indicators

Category	KPI	Description	Weight
Service Productivity	Riders per Hour	Tracks the number of passengers carried per vehicle revenue hour, showing how efficiently service hours translate into ridership.	40%
Service Sustainability	Subsidy per Passenger	The portion of cost not covered by fares, illustrating the level of financial support required to sustain the service.	40%
Service Quality	Met Demand	Tracks the percentage of passenger trip requests that are successfully fulfilled by the on-demand service. Reflects the system’s ability to accommodate rider demand with the available fleet and operating resources.	20%

NOTE: Targets to be set after end of Year One

Performance will be monitored regularly and used to inform future service modifications

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Performance Monitoring Review Timeline

Quarterly Review

Planning will evaluate each microtransit zone quarterly using the established performance metrics.

Corrective Action Period

If a zone performs below the established composite threshold for four consecutive quarters, Planning will recommend corrective actions, which may include:

- Adjusting zone boundaries
- Modifying hours of service
- Adjusting fleet allocation
- Targeted marketing efforts
- Operational improvements

Restructuring Review

If a zone performs below threshold for six consecutive quarters, Planning will recommend one or more of the following actions:

- Major zone restructuring
- Conversion to an alternative service model
- Consolidation with adjacent zone
- Conversion to fixed-route service if warranted
- Suspension or discontinuation of the zone

Composite Score	Performance Level	Action
90+	Meets Expectations	Continue service
75-89	Monitor	Minor adjustments
60-74	Corrective Action	Operational changes
<60	At Risk	Restructure or discontinuation

Two-Phase Implementation

Now

- Finalize policy framework
- Complete Title VI analysis/outreach
- Finalize proposed zone structure
- Seeking November Board approval

January 2027 – Phase 1

- Implement revised zones
- Implement formal program structure
- Begin performance monitoring

Spring 2027 – Phase 2 Development

- Review microtransit fare structure
- Conduct fare equity analysis
- Public engagement

Summer/Fall 2027

- Potential fare implementation
- Board action required

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Summary & Next Steps

No action is requested at this time

This proposed update:

- Establishes a structured, scalable approach for microtransit
- Aligns service zones with observed demand and program objectives
- Establishes performance measures and ongoing monitoring
- Planning to complete the required Title VI process associated with the proposed January 2027 service changes
- Provides a framework for a subsequent fare policy review
- Framework advances our agency priorities of Safe, Simple, and Innovative

Safe	Simple	Innovative
Reliable, consistent service standards	Clear service roles: microtransit vs fixed-route	Scalable on-demand model aligned with best-use cases
Reduced operational strain → safer, more predictable service delivery	Transparent fare structure and zone design	Data-driven decision-making
	Defined performance metrics and decision rules	Flexible service that evolves with demand

BOARD OF DIRECTORS
INFORMATION ITEM

ITEM TITLE
Transit Oriented Development Study Update

MEETING DATE
September 21, 2026

BACKGROUND

Trinity Metro has engaged Dunaway & Associates to conduct a study of the TEXRail Stations, Sierra Vista and South Park-and-Ride for Transit Oriented Development potential. The consultant will conduct public engagement, real estate market analysis, best practices in zoning and land use regulation, study multi-modal connectivity and create an area plan around each station.

To help promote and guide TOD at these and other future stations, consultant is providing analysis in support of a Transit Oriented Development Policy which is a framework for integrating transit, land use, mobility and development decisions. It will specify goals for TOD, describe the tools that are available to the agency and its partners, and define the roles of Trinity Metro and it partners, with emphasis on where Trinity Metro should lead the efforts. A draft TOD Policy is currently being reviewed by the Board TOD Committee with the goal of being adopted at the November Board Meeting.

RECOMMENDATION

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

STAFF DISPOSITION

EXECUTIVE LEAD*
Tara Crawford

DATE
09/08/26

Transit-Oriented Development Study Update

Mike Brennan, Vice President of Economic Development
Phil Dupler, Director of Planning

TRINITY METRO®

TOD Planning Study

FTA Pilot Program for Transit Oriented Development (TOD) Planning

For Five TEXRail Stations within Fort Worth

$405,000 Federal Funds (80%)
$101,250 Local Match (20%)
$506,250 Total

Near Southside/Medical District

Texas & Pacific (T&P)

Central Station

North Side Station

Mercantile Center Station

(Grant must be expended in 2026)

+

Additional Agency TOD Interests

For three additional TEXRail stations, a bus transfer center & park-n-ride

$103,750 Local

NRH Iron Horse Station

NRH Smithfield Station

DFW Airport North Station

Sierra Vista Transfer Center

South Park-n-Ride

(Anticipated Spring 2027)

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TOD Planning Study Team

Dunaway Associates, LLC selected as the prime

- Catalyst Commercial (market analysis)
- Livable Plans and Codes (zoning/land use)
- Toole Design (multimodal connectivity)

STEPHEN COOK
Project Director

SHANNON BEARDEN
Project Manager

JASON CLAUNCH
Catalyst

JAYASHREE NARAYANA
LPC

MICHAEL HUSTON
LPC

ANDREA OSTRODKA
Toole

NINA NDICHU
Toole

REED CLEETER
Catalyst

TRINITY METRO

TOD Study Scope

Scope Objectives:

1) Public Engagement
2) Real Estate Market Analysis
3) Best Practices
4) Multi-Modal Connectivity
5) Station Area Plans
6) Implementation Framework
   └ **TOD Policy**

TOD Policy

- Establishes framework for integrating transit, land use, mobility, and development decisions
- Specifies goals for TOD
- Defines the roles of the agency and our partners, with emphasis on specific steps led by Trinity Metro
- Describes strategies/tools available and how they will be used to advance TOD

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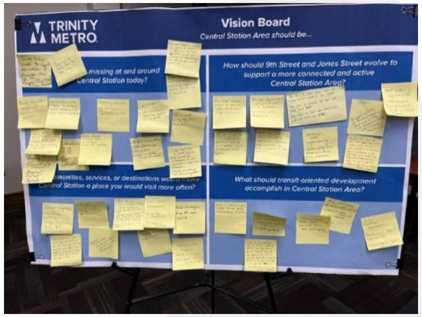
TOD Planning Study Progress

- TOD Committee Meeting 8/10
- Open Houses 8/27 – 9/16
- Initial Draft TOD Policy 8/24
- Board Information Item 9/21
- TOD Committee Review - Mid September
- Partner/Stakeholder Review - Late September
- TOD Committee Meeting - Early October
- Board Adoption of TOD Policy 11/16



THANK YOU!

BOARD ACTION ITEM

ITEM NUMBER
BA2026-49

MEETING DATE
September 21, 2026

ITEM TITLE
Baylor Health Care System (Baylor Scott & White) Donation and Ground Lease Agreements with Trinity Metro for the TEXRail Extension Project

BACKGROUND

To facilitate construction and long-term operation of the new TEXRail station in the Near Southside/Medical District, Trinity Metro and Baylor Health Care System have negotiated two interrelated agreements: a Donation Agreement and a Ground Lease Agreement. Collectively, these agreements provide Trinity Metro with ownership and/or possession of the property on which the rail station will be constructed, establish the necessary property and access rights for supporting station infrastructure, and provide for passenger parking associated with the station. The agreements also establish the respective responsibilities of Trinity Metro and Baylor Health Care System for construction, maintenance, access, parking, and future development considerations associated with the station and surrounding Baylor Scott & White campus in the Fort Worth Medical District.

DETAILS

1. Donation Agreement. The Donation Agreement provides for Baylor Health Care System to donate approximately 1.76 acres to Trinity Metro for construction and operation of the new TEXRail station. The agreement establishes the terms and conditions for conveyance of the property to Trinity Metro, including required property documentation, representations and warranties, title requirements, and transfer of the property through a special warranty deed. The donated property will provide the permanent site for the new station and allow Trinity Metro to advance construction and future operation of the TEXRail Extension into the Near Southside/Medical District.
2. Ground Lease Agreement. The Ground Lease Agreement grants Trinity Metro a leasehold interest as a ground lessee, which is the possessory property right necessary to construct and operate supporting station infrastructure on Baylor Health Care System property in the Fort Worth Medical District, including the station parking area, bus turnaround, station access road, and related improvements. The Ground Lease establishes a 35-year initial lease term, with two additional seven-year extension options, and an initial annual base rent of $60,000, subject to a 10 percent increase every five years. It also establishes the parties' respective responsibilities for construction, operation, maintenance, access, and future modifications to the leased premises. Importantly, the Ground Lease provides for potential future development of the Baylor Scott & White campus by providing a mechanism for relocating the station parking area, provided comparable replacement parking and access are maintained for Trinity Metro and its customers. If the station parking area is relocated as an incident to future development of the Baylor Scott & White campus, Trinity Metro's long-term rights to replacement passenger parking for the station will be pursuant to a Parking Facilities Agreement, the form of which is attached as an exhibit to the Ground Lease. Under the agreement, Baylor All Saints Medical Center (an affiliate of Baylor Health Care System) would provide Trinity Metro with non-exclusive access to an agreed level of parking capacity, together with vehicular and pedestrian access between the replacement parking facilities and the rail station. Baylor All Saints Medical Center retains flexibility to relocate or reconfigure the parking facilities within the defined parking boundary, provided the required parking capacity and appropriate access are maintained. Baylor All Saints Medical Center is responsible for maintaining the parking facilities, while the agreement also establishes Trinity Metro's responsibilities for its proportionate share of applicable maintenance and operating costs.

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 FY2027 Capital Budget. Funds for future years will be considered in the respective proposed budgets.

RECOMMENDATION

The Trinity Metro Board of Directors authorizes the President & Chief Executive Officer to further negotiate, finalize and execute both the Donation Agreement and the Ground Lease Agreement (with the form of Parking Facilities Agreement as an exhibit to such ground lease) with Baylor Health Care System regarding the TEXRail Extension Project, within the contractual and economic parameters described in this Board Action Item, subject to final review and approval by legal counsel.

STAFF DISPOSITION

EXECUTIVE LEAD*
Anette Landeros

DATE
09/10/26

DISPOSITION OF BOARD OF DIRECTORS

SECRETARY APPROVAL

BOARD ACTION ITEM

ITEM NUMBER
BA2026-50

MEETING DATE
September 21, 2026

ITEM TITLE
Trinity Metro and Fort Worth Western Railroad Company Agreement for TEXRail Extension Project

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BACKGROUND

Trinity Metro is expanding TEXRail from its current terminus at the Fort Worth Texas & Pacific (T&P) Station to the Near Southside/Medical District. The 2.1-mile extension includes new passenger trackwork and rail systems, bridges, retaining walls, and a new station with parking at Mistletoe Blvd. adjacent to Baylor Scott & White All Saints Medical Center.

Agreement by and between Fort Worth & Western Railroad Company and Trinity Metro for the TEXRail Extension Project. A portion of the extension will be constructed and operated on right-of-way owned by the Fort Worth & Western Railroad Company (FWWR) (the “FWWR Segment”). Passenger service cannot be built or operated on that segment without FWWR’s consent and a grant of possessory property rights. Staff and FWWR have negotiated an agreement that provides FWWR’s comprehensive consent to the design, construction, operation, and maintenance of the TEXRail Extension in the FWWR Segment and establishes the terms under which passenger and freight operations will coexist. Key terms include:

• Property rights: FWWR grants Trinity Metro perpetual operating easements over the FWWR Segment that run with the land and are subject to the terms of the Agreement by and between FWWR and Trinity Metro for the TEXRail Extension Project (the “Agreement”).

• Construction: Trinity Metro will build a separate passenger-only track (no at-grade crossings of FWWR’s main freight tracks), upgrade a portion of FWWR’s existing track, and install Quiet Zone warning devices where required by the project’s environmental commitments. Work near active track will occur in scheduled weekend construction windows with flagging protection and FWWR plan review.

• Compensation: Trinity Metro will pay FWWR a one-time Compensation Package of $6,100,000 upon execution of the Agreement as full consideration for the property rights, construction access, and operational impacts. Trinity Metro will also reimburse FWWR’s actual third-party costs for flagging and construction oversight.

• Risk allocation: Trinity Metro will provide liability coverage during construction and, once passenger service begins, will fund a $200 million railroad liability policy covering the FWWR Segment, naming FWWR as an additional insured, consistent with industry practice for passenger operations on freight-owned corridors.

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 further negotiate, finalize and execute the Agreement by and between Fort Worth & Western Railroad Company and Trinity Metro for the TEXRail Extension Project, at a one-time compensation package of $6,100,000, and within the contractual and economic parameters described in this Board Action Item, subject to final review and approval by legal counsel.

STAFF DISPOSITION

EXECUTIVE LEAD*
Richard Andreski

DATE
09/11/26

DISPOSITION OF BOARD OF DIRECTORS

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SECRETARY APPROVAL

BOARD ACTION ITEM

ITEM NUMBER
BA2026-51

MEETING DATE
September 21, 2026

ITEM TITLE
Trinity Metro and Fort Worth & Western Railroad Company Reimbursement Agreement Modification for Preliminary Engineering and Legal Services for TEXRail Extension Project

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BACKGROUND

Trinity Metro is currently reimbursing FWWR for engineering review and legal services incidental to the above-referenced Agreement and the TEXRail Extension Project pursuant to that certain Reimbursement Agreement - Preliminary Engineering and Legal Services with FWWR dated July 1, 2020 (the "Reimbursement Agreement"), which agreement was authorized by BA2020-62. The Reimbursement Agreement provides for engineering reviews and legal services for design approvals and preparation of the definitive documents for the TEXRail Extension; such agreement has a total not to exceed amount of $362,825 pursuant to BA2020-62. Trinity Metro needs to amend the Reimbursement Agreement (the "Reimbursement Agreement Modification") to provide for additional funds for required engineering reviews and legal services for design approvals from FWWR. In connection with the Reimbursement Agreement Modification, FWWR has provided an estimated price for the additional engineering reviews and legal services of $214,000; Trinity Metro will reimburse FWWR and/or its third-party consultant all additional costs and expenses related to such services.

Approval of the Reimbursement Agreement Modification and the Agreement secures the possessory property rights and FWWR consent needed to advance the TEXRail Extension to construction, which is currently targeted to begin in November 2026.

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 FY2027 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 negotiate and execute a Reimbursement Agreement Modification with Fort Worth & Western Railroad Company for additional engineering and legal services related to the TEXRail Extension Project in the amount of $214,000 plus a 10% contingency, for a not-to-exceed amount of $235,400, bringing the total Reimbursement Agreement authorization (including the initial agreement approved under BA2020-62) to a new not-to-exceed amount of $598,225.

STAFF DISPOSITION

EXECUTIVE LEAD*
Richard Andreski

DATE
09/14/26

DISPOSITION OF BOARD OF DIRECTORS

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SECRETARY APPROVAL

BOARD OF DIRECTORS
ACTION ITEM

Item Number: BA2020-62 **Meeting Date:** June 22, 2020
Item Title: Reimbursement Agreement with Fort Worth and Western Railroad (FWWR) for Engineering Reviews and Legal Services related to the TEXRail Extension

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BACKGROUND

Trinity Metro is seeking to expand TEXRail from the Fort Worth Texas & Pacific (T&P) Station to the Near Southside Station (also referred to as Medical District Station). A segment of the proposed TEXRail extension alignment requires the commuter rail line be constructed on or near Fort Worth and Western Railroad (FWWR) property between Union Pacific Railroad Dallas Subdivision and the Near Southside Station proposed location.

FWWR and Trinity Metro have prepared a reimbursement agreement between FWWR and Trinity Metro to provide for engineering reviews and legal services for design approvals and preparation of the definitive documents for the TEXRail extension. FWWR has provided an estimated price for these services of $315,500.00; Trinity Metro will reimburse FWWR and/or its third-party consultant all actual costs and expenses related to these services.

FINANCE

Funds are available from the TEXRail project. North Central Texas Council of Governments (NCTCOG) has approved the use of the CMAQ allocation from the TEX-Rail project to fund all phases including the environmental assessment and conceptual engineering.

RECOMMENDATION

The Commuter Rail Committee recommends that Trinity Metro Board of Directors authorize the President/Chief Executive Officer to execute the FWWR Reimbursement Agreement for reimbursement of the engineering and legal services related to the TEXRail extension project in the amount of $315,500.00 plus 15% contingency for a total not to exceed amount of $362,825.00.

Disposition by Board of Directors

DocuSigned by:
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Secretary Approval: Jun-23-2020 **DATE**

TRINITY METRO℠

BOARD ACTION ITEM

ITEM NUMBER
BA2026-45

MEETING DATE
September 21, 2026

ITEM TITLE
Microsoft Office O365 - Renewal

BACKGROUND

Trinity Metro utilizes the Microsoft Office 365 subscription services that provides access to critical communication applications to the organization such as Outlook Exchange, Teams, SharePoint and OneDrive. In addition to the applications listed above, this subscription also provides Trinity Metro employees access to the standard library of Microsoft Office products such as Word, Excel, PowerPoint and other user based MS Office applications. Application access to the O365 cloud infrastructure is tied to our on premise Active Directory security systems that help secure our network from outside attacks through the conditional access capabilities of the O365 as well as a significant number of customized security policies.

PROCUREMENT

The quote for services from Software One, Inc, was obtained using an established contract with The Interlocal Purchasing System. (TIPS Contract #260105). This Contract complies with state purchasing requirements for fair and open competition.

FINANCING

Funds are available in Trinity Metro's FY2027 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 Software Agreement with Software One, Inc., a reseller through The Interlocal Purchasing System (TIPS), for the purchase and continued subscription and support of Microsoft 365 (O365) software in the amount of $333,230.50 with a 5% contingency of $16,661.50 for a total amount not to exceed $349,892.

STAFF DISPOSITION

EXECUTIVE LEAD*
Greg Jordan

DATE
08/05/26

DISPOSITION OF BOARD OF DIRECTORS

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SECRETARY APPROVAL

BOARD ACTION ITEM

ITEM NUMBER
BA2026-46

MEETING DATE
September 21, 2026

ITEM TITLE
Copier Lease and Maintenance Services

BACKGROUND

Trinity Metro's current copier lease agreement is nearing expiration. The copiers are located at the Hershel R. Payne Building (HRP), Fleet and Facilities Maintenance Administration Office, Fort Worth Central Station, and Grove Street.

It is proposed that Trinity Metro enter into a new 48-month lease agreement for 18 copiers with enhanced capabilities, including document scanning, secure data storage, copying, document processing, and badge-enabled secure printing.

The agreement will include equipment setup and installation, toner, staples, parts, labor, and comprehensive maintenance and support to ensure reliable and secure document management and printing operations across the agency.

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 FY2027 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 lease agreement with Konica Minolta for Copier Lease and Maintenance Services for a 48-month agreement. The proposed agreement cost is $299,385 with a 2% contingency of $5,987.70 for a total not to exceed the amount of $305,373.

STAFF DISPOSITION

EXECUTIVE LEAD*
Greg Jordan

DATE
09/03/26

DISPOSITION OF BOARD OF DIRECTORS

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SECRETARY APPROVAL

BOARD ACTION ITEM

ITEM NUMBER
BA2026-48

MEETING DATE
September 21, 2026

ITEM TITLE
Trapeze Software Support Renewal

BACKGROUND

Trinity Metro uses Trapeze as its core operations platform. Trapeze has fourteen (14) software modules supporting fixed-route, paratransit, and maintenance operations with functionality spanning asset management, workforce management, CAD/AVL dispatch, scheduling and reporting across both fixed-route and paratransit.

Trinity Metro proposes licensing all fourteen (14) modules to manage the full scope of operations. The proposed agreement includes annual support and maintenance, which provides Trinity Metro with software upgrades, product enhancements, and both online and telephone support.

PROCUREMENT

Trinity Metro's 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 FY2027 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 one-year contract with Trapeze Software Group for support and maintenance services in the amount of $583,240.

STAFF DISPOSITION

EXECUTIVE LEAD*
Greg Jordan

DATE
07/29/26

DISPOSITION OF BOARD OF DIRECTORS

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SECRETARY APPROVAL