TRINITY METRO

BOARD OF DIRECTORS MEETING AGENDA

MONDAY, NOVEMBER 16, 2026, 3:00 PM

801 GROVE STREET
Fort Worth, Texas 76102

CALL TO ORDER

PLEDGE OF ALLEGIANCE

PUBLIC HEARING

1. On-Demand Policy Framework for Microtransit — Tara Crawford

PUBLIC HEARING CITIZEN COMMENTS

PUBLIC HEARING ACTION ITEMS

1. BA2027-10 On-Demand Policy Framework for Microtransit — Tara Crawford

CLOSE PUBLIC HEARING

CITIZEN COMMENTS

MEETING MINUTES

1. Approval of October 19, 2026 Board Meeting Minutes

INFORMATION ITEM & REPORTS

1. Administration
   a. Trinity Metro Year in Review FY2026 Results – FY2027 Goals (Presentation will be provided at the meeting.) — Richard Andreski
   b. FY2027 Board of Directors Meeting Calendar — Christine Black
2. Operations
   a. TEXRail & TRE Ridership & On-Time Performance Update — Brad Beason
   b. Bus & On-Demand Ridership & On-Time Performance Update — Ron Newman
3. Marketing
   a. Let's Ride to Vote! Campaign Results — Ted Zimmerman
4. Finance
   a. Transit-Oriented Development Discussion — Mike Brennan

ACTION

1.	BA2027-8	Transit-Oriented Development Policy and Implementation Framework	Greg Jordan
2.	BA2027-14	Purchase of Real Property for the TEXRail Extension (X0400) – Possession and Use Agreement	Richey Thompson
3.	BA2027-15	Purchase of Real Property for the TEXRail Extension (X0407)	Richey Thompson

CONSENT ITEMS

1.	BA2027-9	FY2027 Fuel Delivery Services	Reed Lanham
2.	BA2027-6	Health & Wellness Benefits	Kelli Shields
3.	BA2027-7	Premise Health	Kelli Shields
4.	BA2027-11	ADP Contract Extension	Greg Jordan
5.	BA2027-12	Approval of Investment Policy, Bank Delegates and Investment Officer Authorizations	Greg Jordan
6.	BA2027-13	Annual Property Insurance Renewal	Greg Jordan

PRESIDENT'S REPORT

BOARD MEMBERS REPORT

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.*

1. Real Property Deliberation – *Section 551.072* — Greg Jordan/Mike Brennan
2. BA2027-16 FY2026 Performance & FY2027 Goals for Executive Incentive Program – *Section 551.074* — Richard Andreski
3. Legal issues concerning any item listed on today's agenda – *Section 551.071* — Richard Andreski

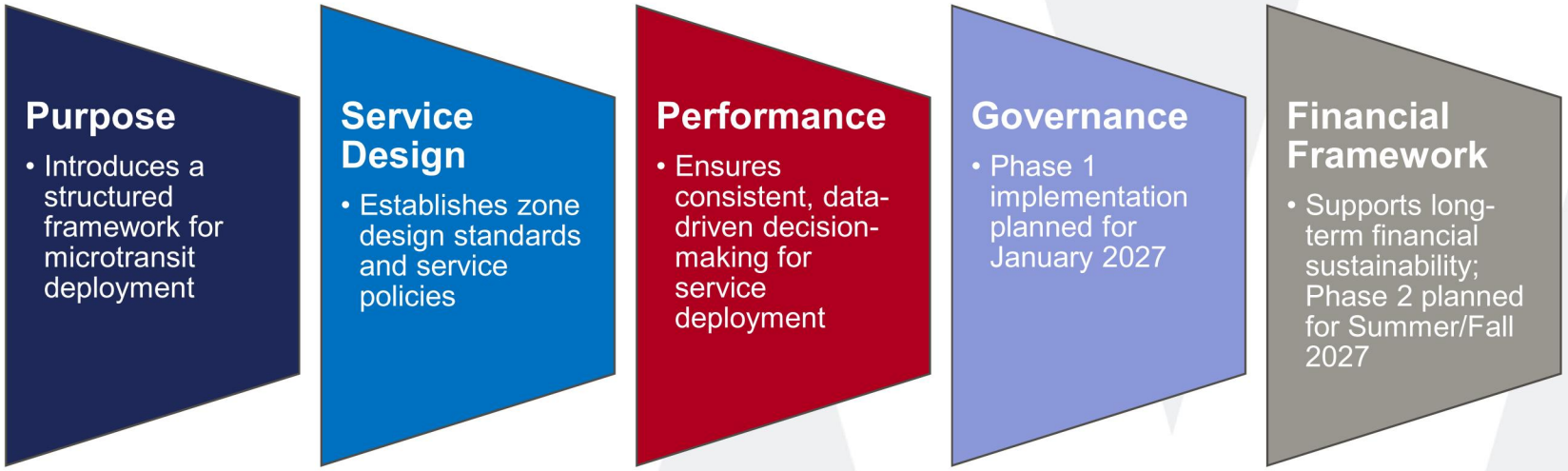
ADJOURN

On-Demand Proposed Changes: Microtransit

Planning Department

Proposed Microtransit Policy Framework Overview

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



- 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

- 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

- 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

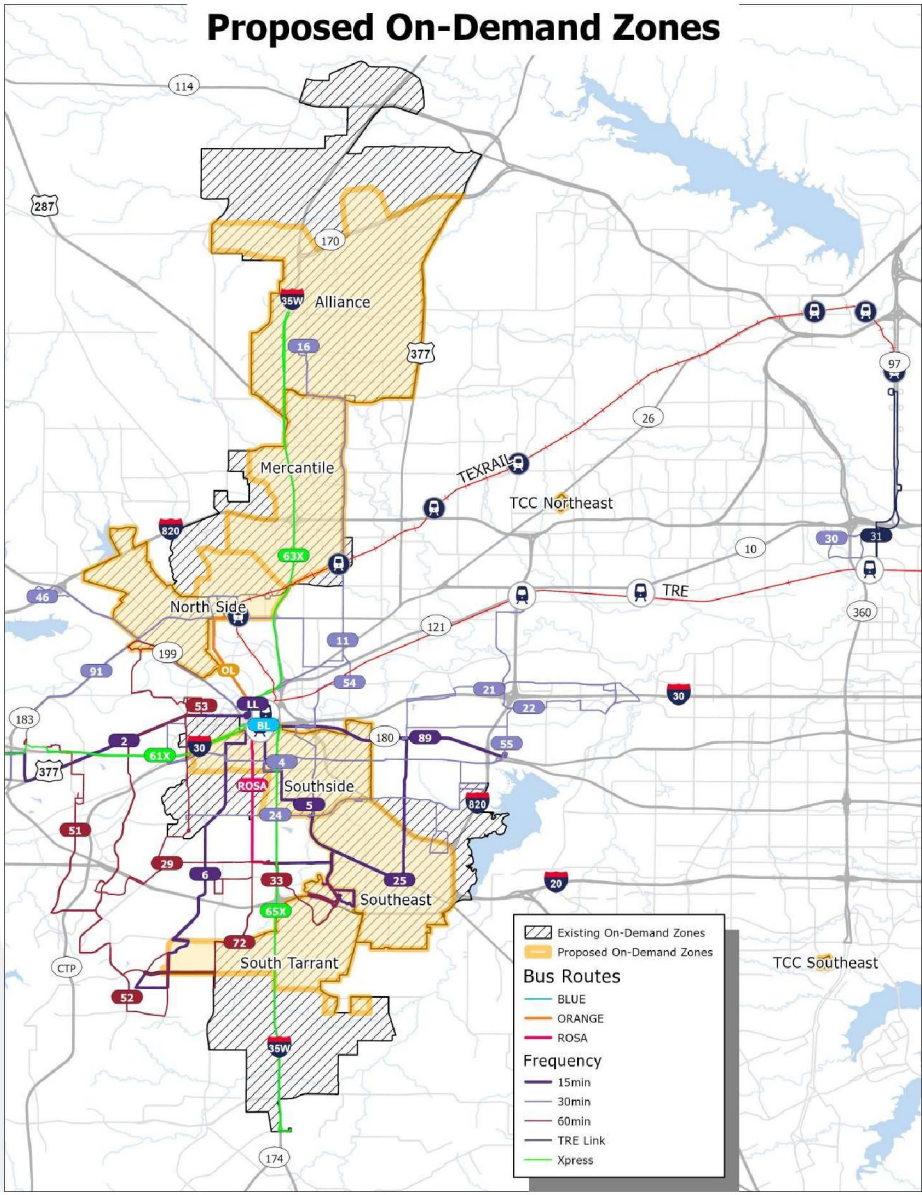
- Operations oversees service delivery and vendor performance
- Planning monitors KPIs and evaluates zone performance to inform service decisions
- Maintains flexibility for future contracted or in-house service delivery

- 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

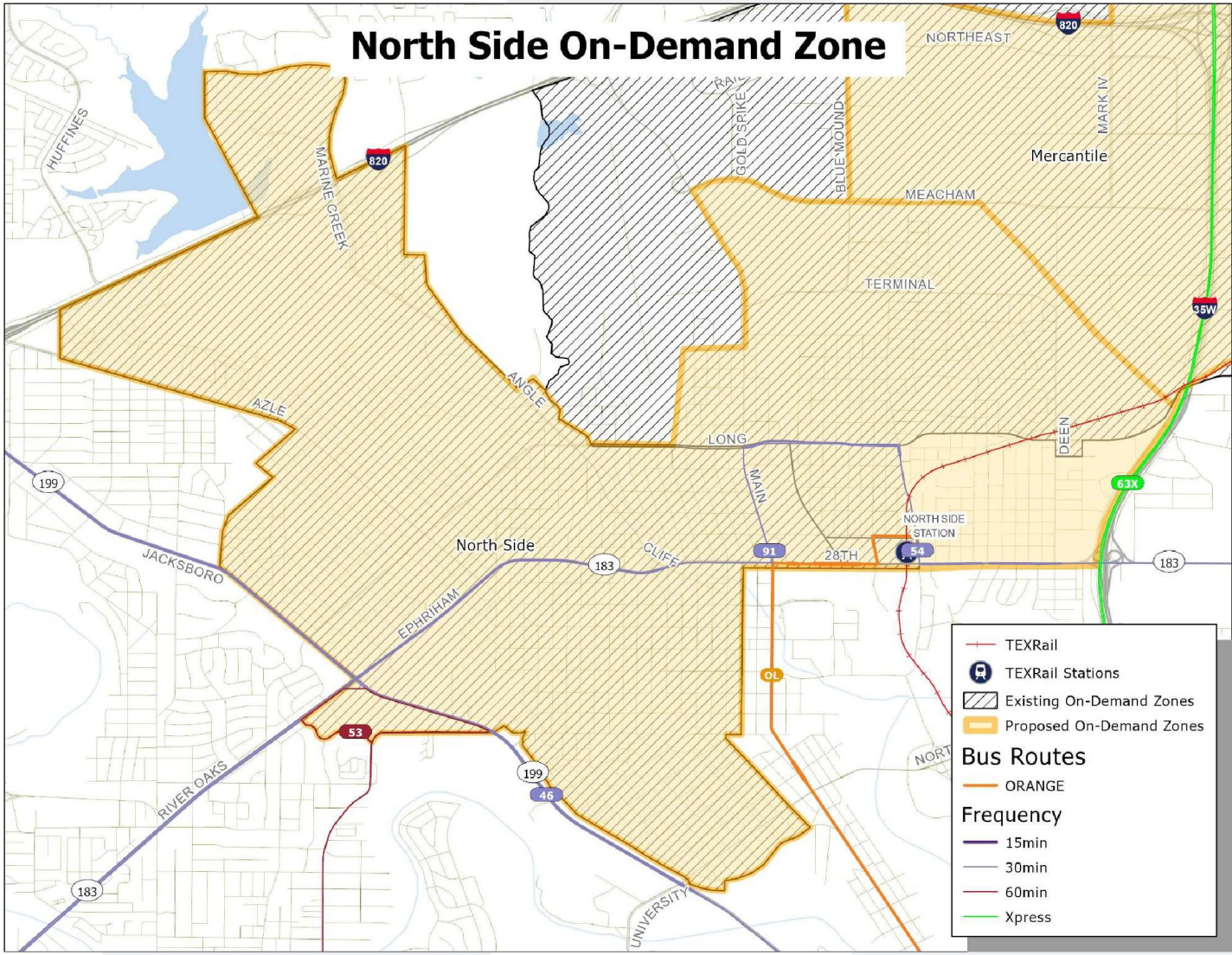
Zone Redesign

- 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

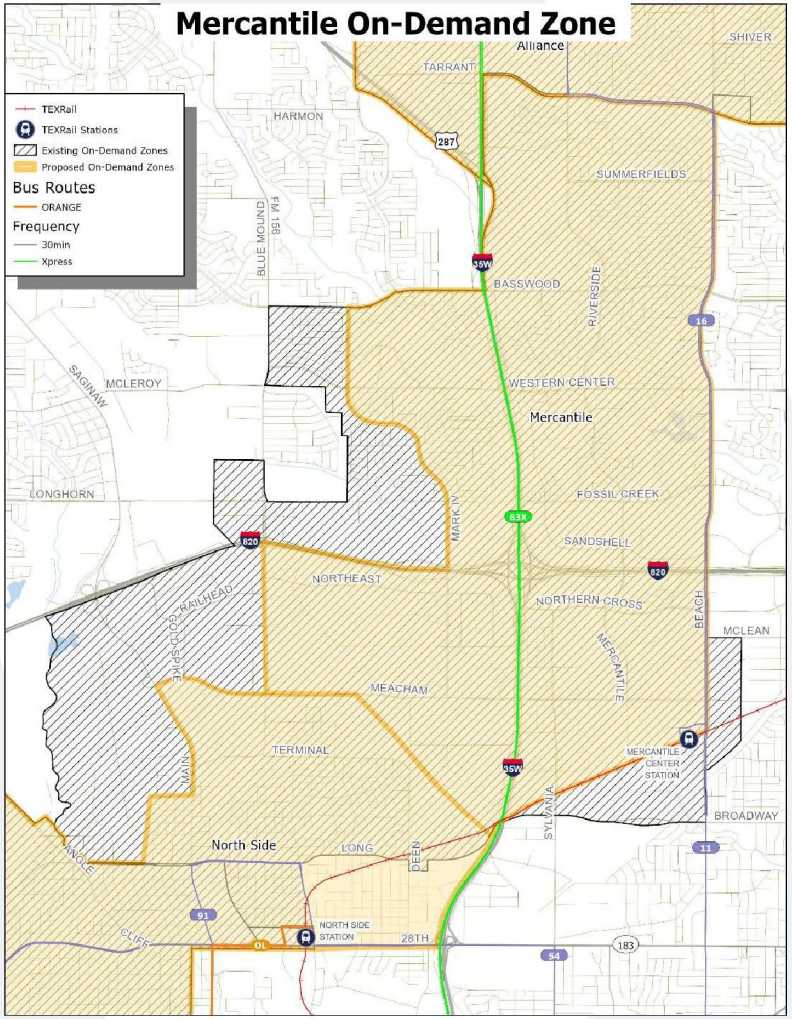
Title VI - Proposed zone modifications meet the agency's Major Service Change threshold and will undergo the required Title VI service equity analysis and public engagement process.



Northside

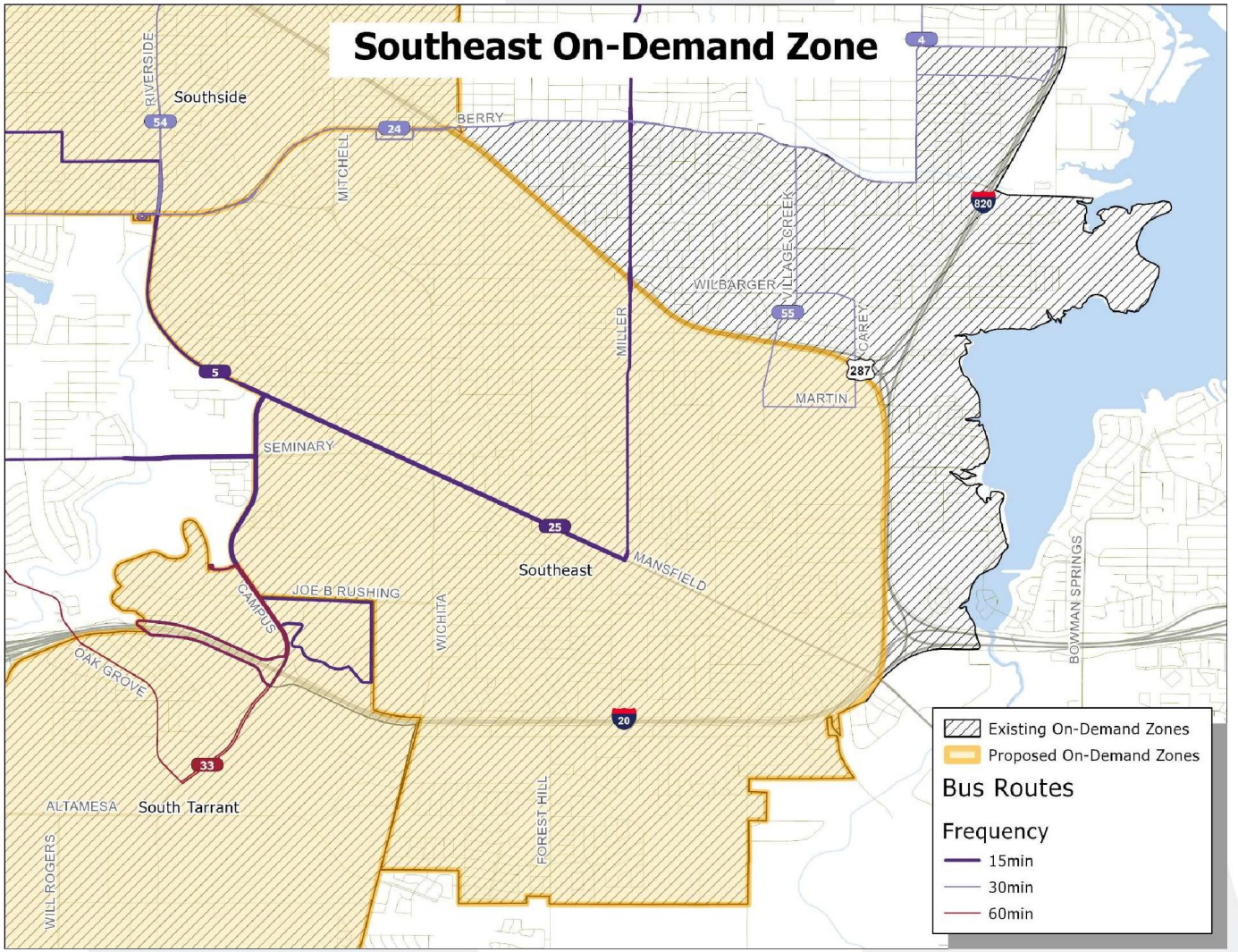

North Side On-Demand Zone
NORTHEAST
820
HUFFINES
MARINE CREEK
GOLD SPIKE
BLUE MOUND
MARK IV
Mercantile
MEACHAM
TERMINAL
35W
AZLE
ANGLE
LONG
MAIN
DEEN
63X
199
JACKSBORO
North Side
NORTH SIDE STATION
CLIFF
183
91
28TH
54
EPHRIHAM
OL
53
199
46
RIVER OAKS
183
UNIVERSITY
TEXRail
TEXRail Stations
Existing On-Demand Zones
Proposed On-Demand Zones
Bus Routes
ORANGE
Frequency
15min
30min
60min
Xpress

Mercantile

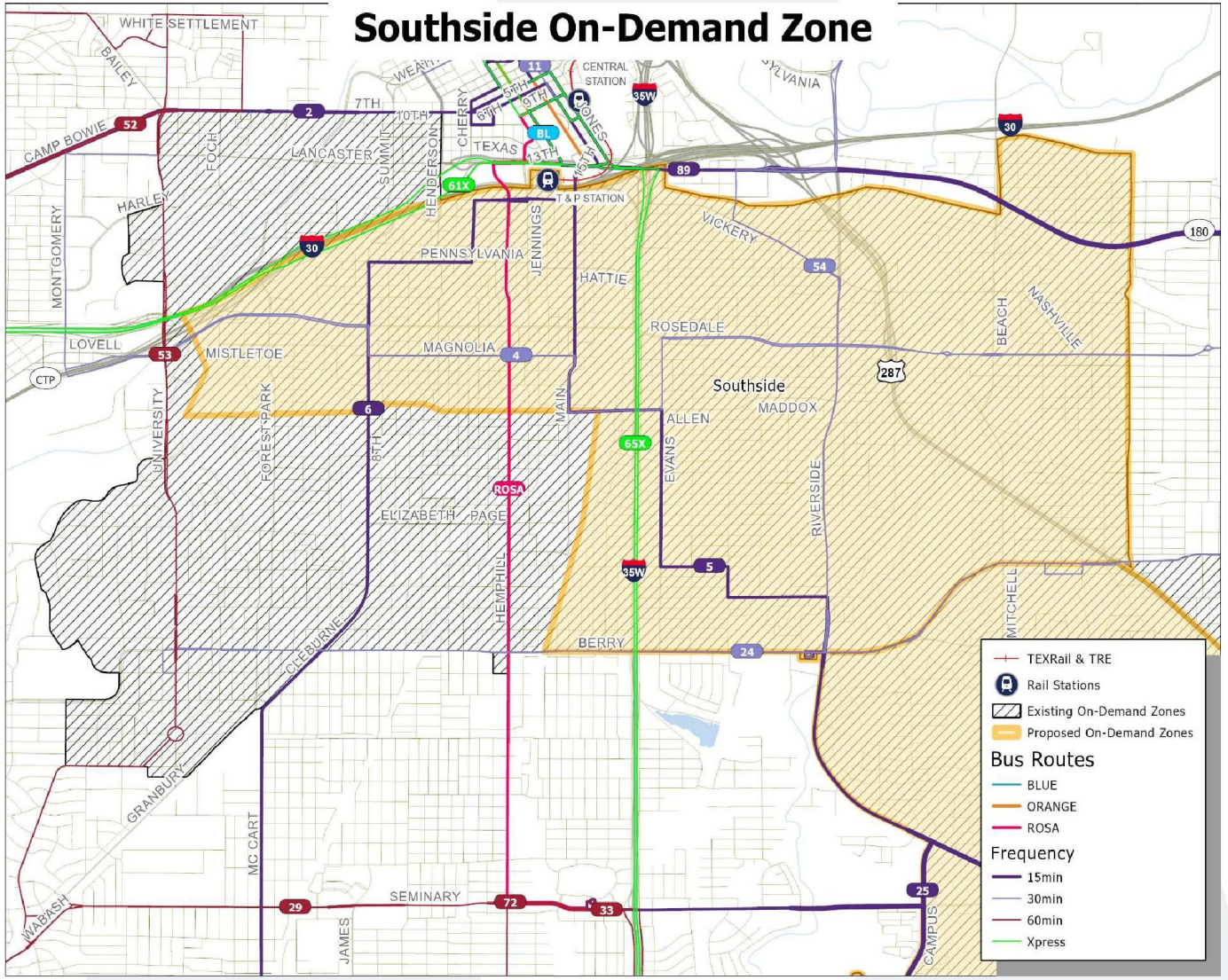


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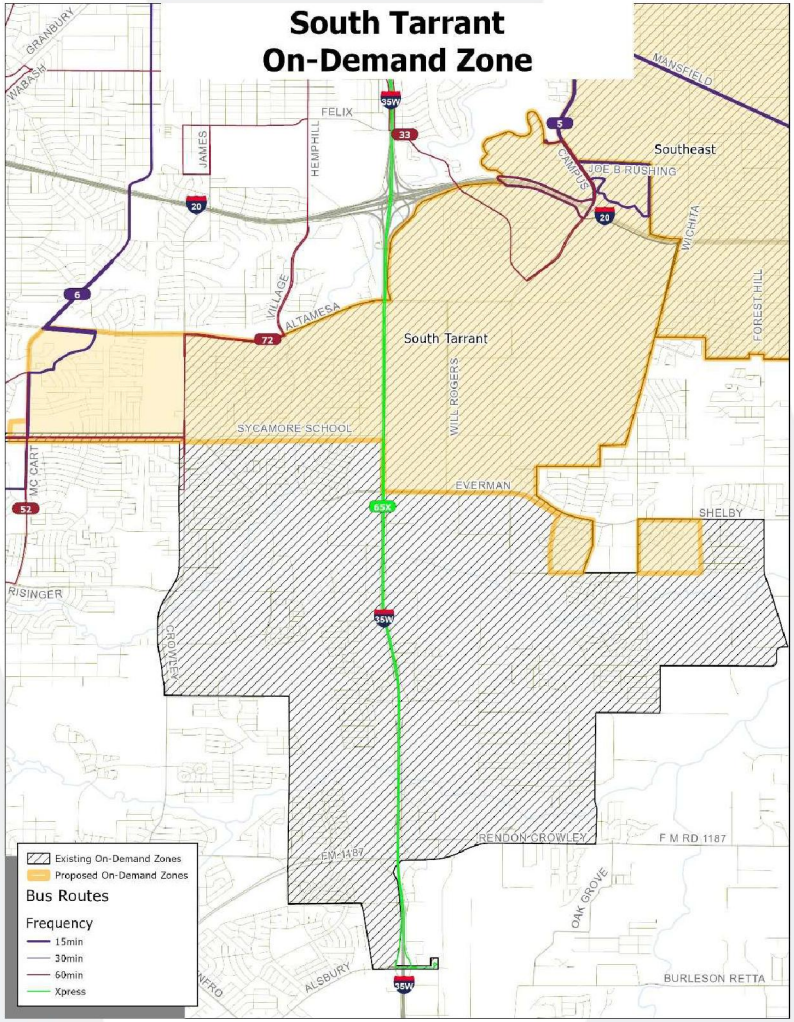
Southeast


Southeast On-Demand Zone
Southside
RIVERSIDE
BERRY
MITCHELL
MILLER
WILBARGER
VILLAGE CREEK
CAREY
MARTIN
SEMINARY
Southeast
MANSFIELD
JOE B RUSHING
CAMPUS
WICHITA
OAK GROVE
ALTAMESA
South Tarrant
WILL ROGERS
FOREST HILL
BOWMAN SPRINGS
4
54
24
820
55
287
5
25
20
33
Existing On-Demand Zones
Proposed On-Demand Zones
Bus Routes
Frequency
15min
30min
60min

Southside

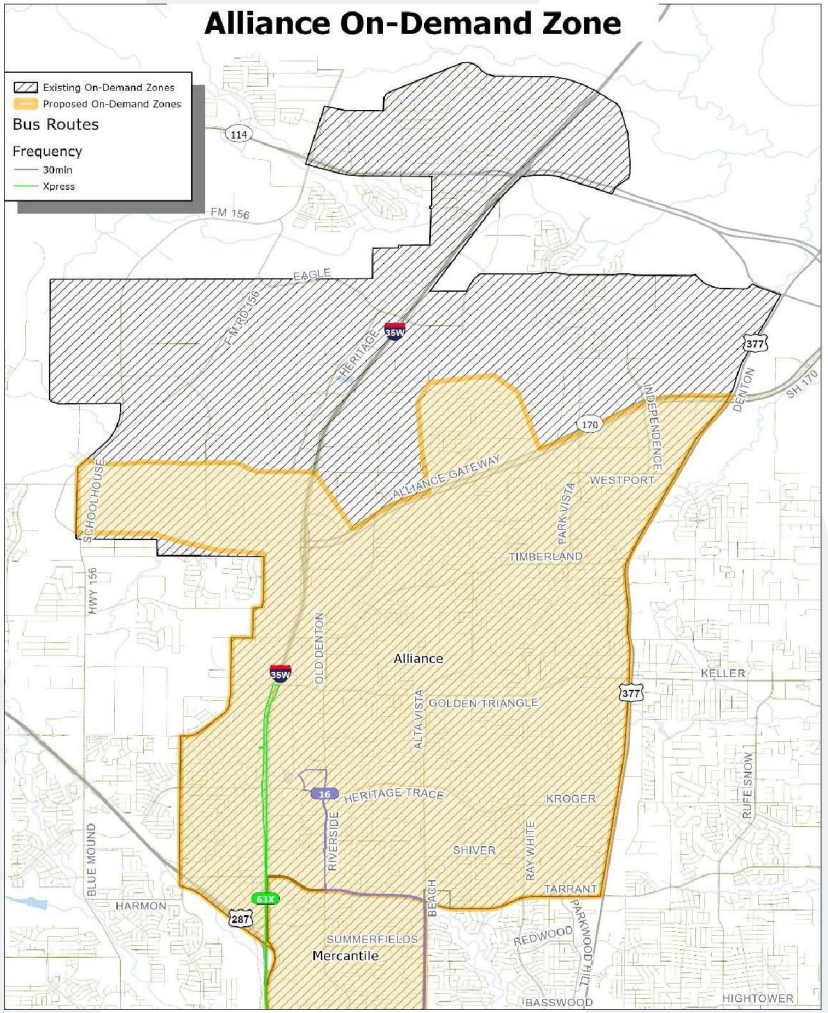

Southside On-Demand Zone
WHITE SETTLEMENT
BAILEY
CAMP BOWIE
52
2
7TH
10TH
FOCH
LANCASTER
SUMMIT
HENDERSON
CHERRY
CENTRAL STATION
11
5TH
6TH
9TH
JONES
35W
TEXAS
BL
13TH
MAIN
61X
T & P STATION
89
30
HARLEY
MONTGOMERY
PENNSYLVANIA
JENNINGS
HATTIE
VICKERY
54
180
LOVELL
53
MISTLETOE
MAGNOLIA
4
ROSEDALE
BEACH
NASHVILLE
CTP
287
Southside
MADDOX
ALLEN
6
UNIVERSITY
FOREST PARK
6TH
65X
EVANS
RIVERSIDE
ROSA
ELIZABETH
PAGE
HEMPHILL
5
CLEBURNE
BERRY
24
MITCHELL
GRANBURY
MC CART
SEMINARY
29
72
33
25
WABASH
JAMES
CAMPUS
TEXRail & TRE
Rail Stations
Existing On-Demand Zones
Proposed On-Demand Zones
Bus Routes
BLUE
ORANGE
ROSA
Frequency
15min
30min
60min
Xpress

South Tarrant



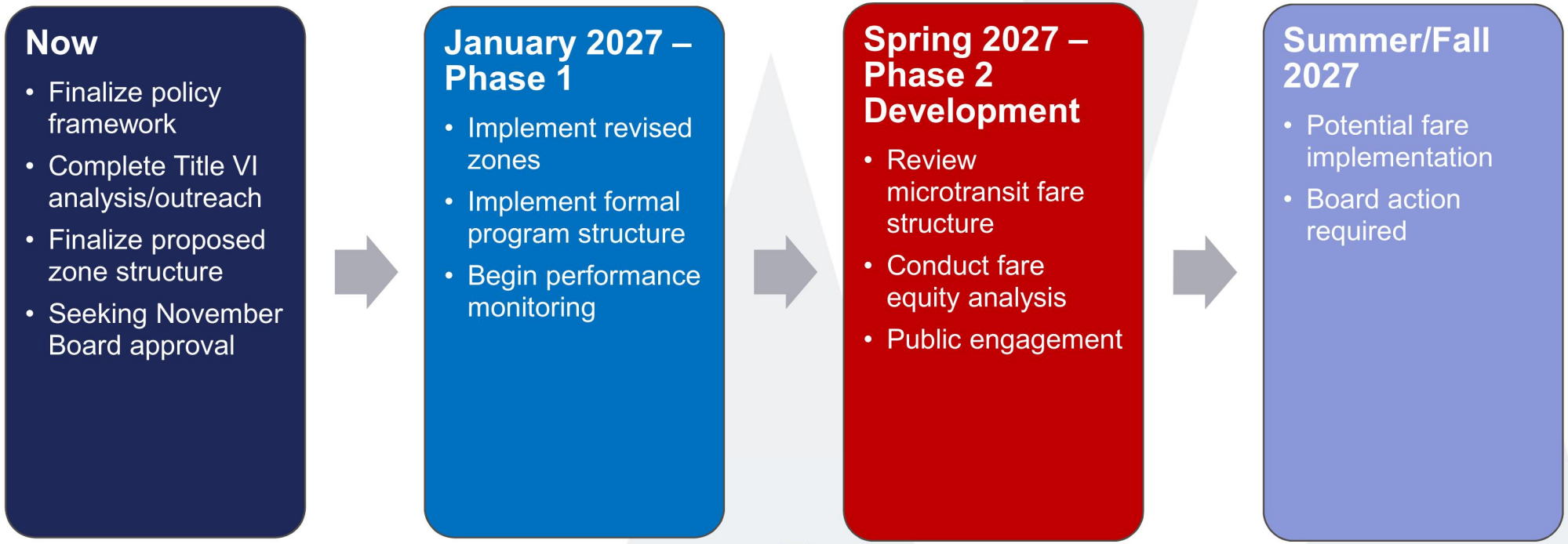
TRINITY METRO®

Alliance



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Two-Phase Implementation



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Public Comment

Please Respond by
Friday, November 6, 2026

To submit a comment:

- Send an email to
- Write to Trinity Metro
  801 Grove St,
  Fort Worth, Texas, 76102,
  Attn: Planning & Development
- Call Trinity Metro's Comment Line, 817-215-8793

- Attend Official Public Hearing:
  Board of Directors Meeting
  November 16, 2026, 3:00 pm
  801 Grove Street
  Fort Worth, Texas 76102

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THANK YOU!



TRINITY METRO®

ITEM NUMBER
BA2027-10

MEETING DATE
November 16, 2026

ITEM TITLE
On-Demand Policy Framework for Microtransit

BACKGROUND

The proposed On-Demand Policy Framework for Microtransit establishes a structured approach for integrating microtransit as a defined component of Trinity Metro's overall mobility network. The framework clarifies the role of microtransit in providing on-demand and first/last-mile connections, establishes service design standards based on demand and community needs, and introduces consistent performance measures to guide service adjustments and resource allocation.

The framework also establishes responsibilities for monitoring service performance, evaluating zone effectiveness, and maintaining flexibility in future service delivery models. Phase 1 implementation is planned for January 2027, with Phase 2 financial and fare policy recommendations anticipated later in 2027.

As part of Phase 1, staff recommend the following modifications to the following On-Demand service zones:
• Alliance: Modify zone boundaries to better align service with existing demand.
• Mercantile: Reduce and realign zone boundaries to improve service productivity.
• Northside: Modify zone boundaries to reduce service overlap and improve efficiency.
• Southside: Realign zone boundaries to better complement existing fixed-route service and maintain access to essential destinations.
• Southeast: Modify zone boundaries based on travel demand and service performance.
• South Tarrant: Modify zone boundaries and service delivery to better align with demand.

These modifications are intended to improve vehicle productivity, reduce duplication with existing fixed-route services, and support the long-term sustainability of the On-Demand program.

See the attached map and summary of proposed zone modifications.

In accordance with Trinity Metro's adopted Title VI Program, staff conducted an analysis of the proposed service changes using Remix software and determined that the modifications would result in no disparate impacts on minority populations or disproportionate burdens on low-income populations.

Staff also conducted public meetings at the Diamond Hill Community Center, McDonald YMCA, Sycamore Community Center, Highland Hills Community Center, and the Northpark YMCA in October and November 2026, as well as posting the public meeting presentation online for anyone who was unable to attend in person. Comments received via email, mail, or through Trinity Metro's comment line were tracked through Friday, November 6, 2026 and will be attached separately.

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 implement the proposed On-Demand service zone modifications as part of Phase 1 of the On-Demand Policy Framework for Microtransit, effective January 2027.

STAFF DISPOSITION

EXECUTIVE LEAD*
Tara Crawford

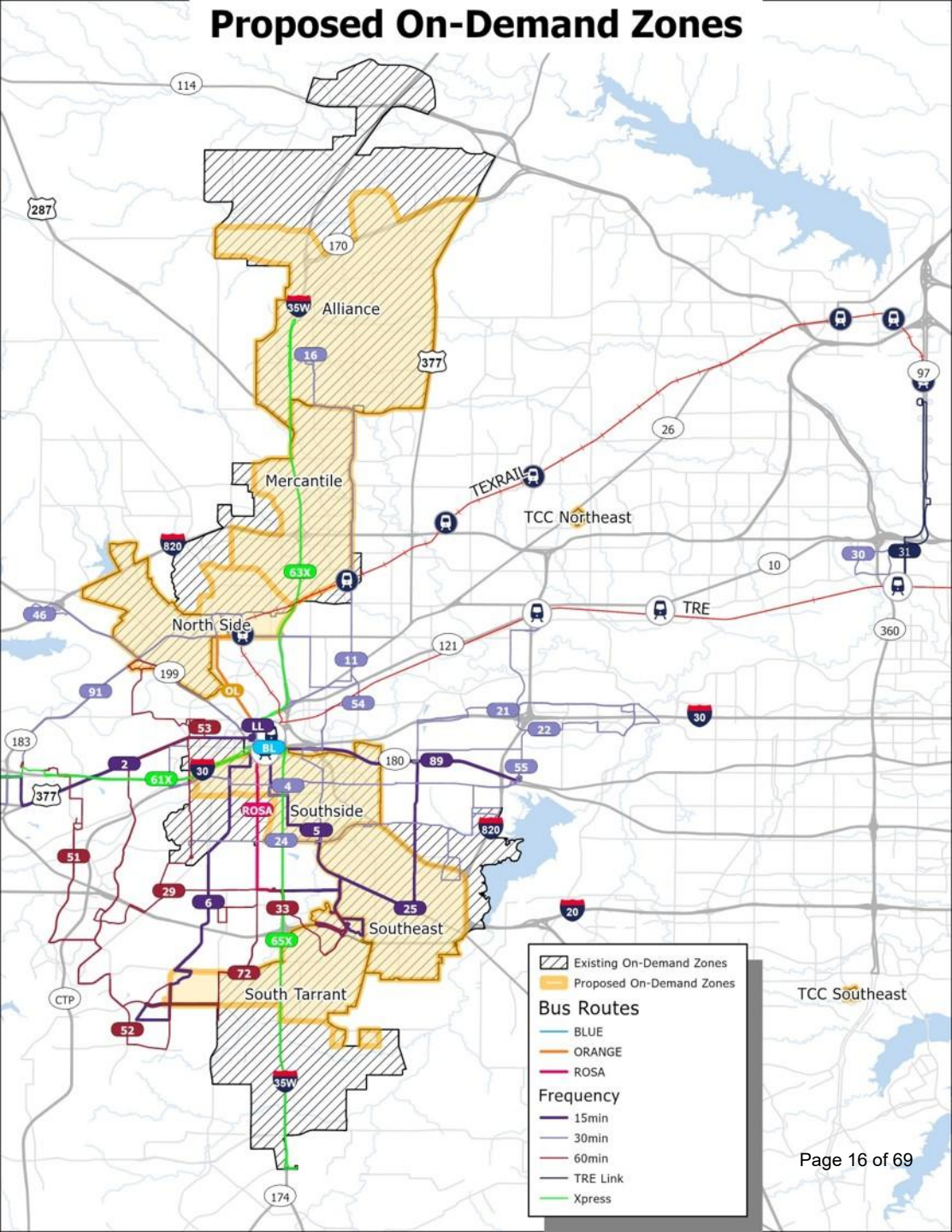
DATE
11/02/26

DISPOSITION OF BOARD OF DIRECTORS

_____

SECRETARY APPROVAL

Proposed On-Demand Zones



TRINITY METRO

BOARD OF DIRECTORS MEETING MINUTES

MONDAY, OCTOBER 19, 2026

ATTENDEES:

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

Board Members Absent: Sharla Horton, Chris Nettles, Mike Oakley

Senior Leadership Team Present: Richard Andreski, Christine Black, Mike Brennan, Tara Crawford, Greg Jordan, Anette Landeros, Reed Lanham, Detra Whitmore, and Ted Zimmerman.

Senior Leadership Team Absent: Kelli Shields

Board Attorney: Joel Heydenburk

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

PLEDGE OF ALLEGIANCE

CITIZEN COMMENTS
One citizen addressed the board: Dominique Colbert.

MEETING MINUTES
Motion: Michael Crain motioned to approve the September 21, 2026, Board of Directors Meeting Minutes as submitted. Rachel Navejar Phillips seconded. The motion passed unanimously.

INFORMATION ITEMS & REPORTS

1. Operations – Brad Beason, Manager of Rail Operations, provided an update on rail operations for September. TEXRail ridership reached 83,518 rides, a 14.5% increase compared to September of the prior year, with an on-time performance (OTP) of 99.41%. FY2026 ridership reached a new annual record of 1,006,835 rides, with an annual OTP of 98.84%. Beason expressed gratitude to all Trinity Metro and Herzog team members who make this level of service possible. TRE ridership surpassed 113,000 riders in September, a 6.5% increase compared to the same month of the prior year, with a high OTP of 99.6%. For the fiscal year, TRE ridership increased 4%, totaling 1,365,863 rides, with an annual OTP of 98.72%. Beason thanked Herzog for reaching 3,204 days injury free.

   Ron Newman, Director of Operations, provided an update on Bus and On-Demand operations for September. Newman applauded the team for zero major safety events despite an increase in ridership. Bus ridership surpassed 420,000 rides, an increase of 22,000 rides compared to the same month of the prior year. He reported that miles between road calls for bus operations reached 9,600 miles, remaining above goal, and that OTP decreased slightly due to heavy ridership. In-house Paratransit remained well above goal for miles between road calls at 32,900 miles. Ridership increased slightly to 13,500 rides, causing another slight decrease in OTP. Contracted Paratransit services saw a slight increase in ridership,

reaching 23,500 rides. OTP remained low due to staffing shortages, and 30 drivers were hired this month to fill staffing needs.

2. Financial Update – Eva Williams presented the August financial update including the 2026 budget summary, revenue projections, sales tax and fare revenue summaries, and departmental expense summary reports. Williams also reviewed the status of funding for the TEXRail extension project.

ACTION ITEMS

1. BA2027-1 TEXRail Extension – Owner Controlled Insurance Program (OCIP)

Motion: Will Churchill motioned to approve the board action item without the contingency. Isaac Manning seconded. Motion passed unanimously.

2. BA2027-2 TEXRail Extension – Oncor Transmission Relocation

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

3. BA2027-3 TEXRail Extension – Oncor Distribution Relocation Agreement

Motion: Ben Robertson motioned to approve the board action item as submitted. Rachel Navejar Phillips seconded. Motion passed unanimously.

4. BA2027-4 Purchase of Real Property for the TEXRail Extension (X0410)

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

CONSENT ACTION ITEM

1. BA2027-5 Fuel Delivery Service

Motion: Ben Robertson motioned to approve the board consent action item as submitted. Michael Crain seconded. Motion passed unanimously.

PRESIDENT'S REPORT

Richard Andreski provided an update on the Let's Ride to Vote! campaign, which offers one complimentary day pass with the code "VOTE26" through October 30, and free rides with no code required on Election Day, November 3. Andreski thanked the board for encouraging action to further support access to voting and indicated very positive feedback since the program was announced. Andreski also recognized Theresa Davis as the newest member of the Trinity Metro team as the new Director of Communications.

Andreski shared highlights from the leadership team's attendance at APTA's TRANSform Conference and EXPO in Chicago, noting that peers expressed strong interest in Trinity Metro's experience with the World Cup, color-coded bus routes, and TEXRail. The conference brought together thousands of transit leaders and hundreds of companies showcasing new buses, rail vehicles, and customer technology, giving the team valuable access to emerging technology and industry partners. The team also attended industry committee meetings where association priorities were set for the coming year.

Andreski congratulated this year's Bus Roadeo winners: Evelia Zalazar in Customer Service; Carlos Ayala, Reid Steele, and Miguel Rosas in Maintenance; Sammy Romero in On-Demand Operations; and Albino Sanchez in Bus Operations. He thanked them for setting the standard for everyone at Trinity Metro. Andreski also congratulated Mike Brennan on receiving the Texas Society of Architects Award for Excellence in the Promotion of Architecture Through the Media.

OTHER BUSINESS

1. The Katy Paradox: Why Multimodal is the Answer – Richard Andreski presented on the limits of road expansion as a response to congestion and the opportunity for Trinity Metro to lead with high-capacity, frequent rail service. He described Houston's Katy Freeway expansion, a $2.8 billion project that widened the freeway to 26 lanes and was intended to end congestion in west Houston. Unfortunately, within about six years, commute times had returned to pre-investment highs.

   Andreski contrasted this with Caltrain in the San Francisco Bay Area, which invested approximately $2.4 billion to electrify its existing rail line. With the same number of weekday trains, Caltrain doubled weekend service, shortened express travel times, and introduced frequent off-peak service at all stations, resulting in a 57% increase in ridership. Caltrain now reports 95% on-time performance and 82% favorable public opinion.

   Andreski shared a vision for the Trinity Railway Express (TRE) to follow a similar path, noting this is a regional opportunity to be pursued in partnership with DART. The vision includes more frequent all-day service seven days a week, modern trains that are faster, quieter, and cleaner, seamless connections to TEXRail, DFW Airport, and Dallas, and transit-oriented development along the route. Andreski elaborated on how this could fit into a broader 25 year vision for investment in multimodal transit for Tarrant County.

BOARD MEMBERS REPORT

Isaac Manning thanked Andreski and echoed his concern about the impacts of overreliance on highway expansion rather than diverse investment in multiple transportation modes. Manning encouraged drafting a formal letter and connecting with new DART leadership to explore possible improvements and paths forward for TRE. Teresa Ayala echoed Manning's request for a letter and asked that key partners be included as signatories.

Jeff Davis emphasized the environmental impact of highway expansion and its potential effect on local economic opportunities. He noted that with the region consistently ranking poorly in air quality, additional cars on the road create more pollution, which could have regional consequences for area producers. Davis also thanked Richey Thompson, Trinity Metro's Chief Engineer, for his work on the initial TEXRail project, emphasizing the importance of Thompson's contributions to completing the original line on time and under budget. He also recognized Thompson's work on the TEXRail extension, which breaks ground in late October, and the contributions of the entire leadership team.

ADJOURN

Chairman Davis adjourned the meeting at 4:12 pm.

BOARD OF DIRECTORS
INFORMATION ITEM

ITEM TITLE
FY2027 Board of Directors Meeting Calendar

MEETING DATE
November 16, 2026

BACKGROUND
The FY2027 Trinity Metro Board of Directors Meeting Schedule is prepared annually and in advance for calendaring purposes.

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

STAFF DISPOSITION

EXECUTIVE LEAD*
Christine Black

DATE
11/03/26

TRINITY METRO

FY2027 Board of Directors Meeting Schedule

(Subject to change)

Board Meeting Dates **3rd Monday each month at 3:00pm** **(Unless otherwise noted with asterisk(s))**
January 19*
February 16*
March 22**
April 26**
May 17
June 21
July – No Meeting
August 16
September 20
October 18
November 15
December – No Meeting

Holiday Schedule – meeting is on a Tuesday

****Moved to 4th Monday due to conflict with March ISD Spring Break and April APTA Bus Roadeo Conference***

BOARD OF DIRECTORS
INFORMATION ITEM

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

MEETING DATE
November 16, 2026

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

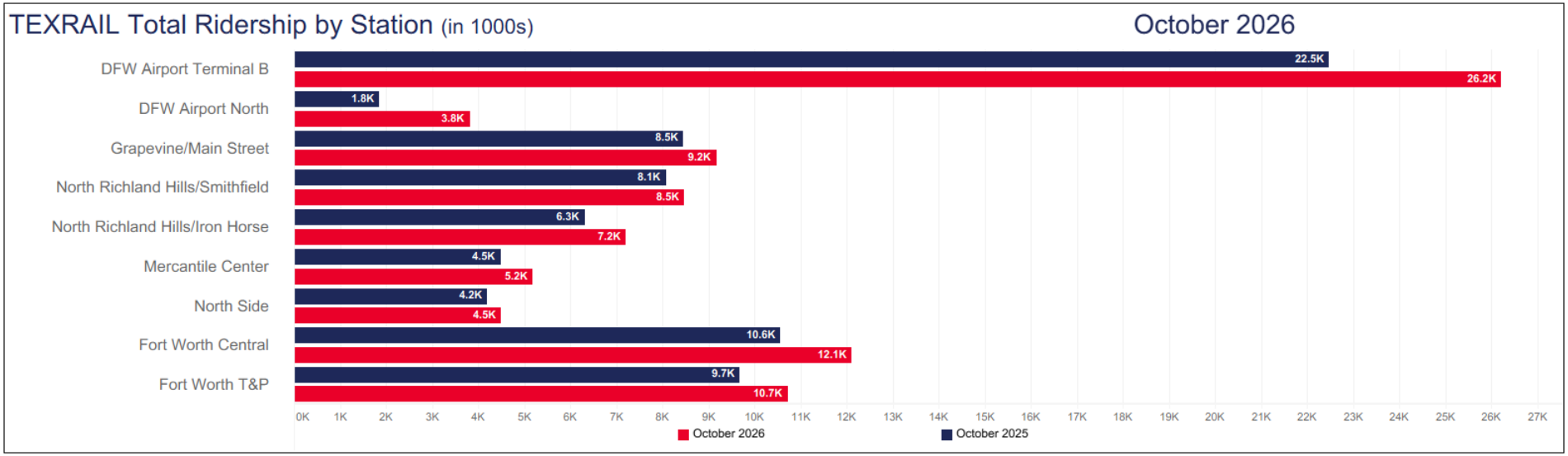
EXECUTIVE LEAD*
Reed Lanham

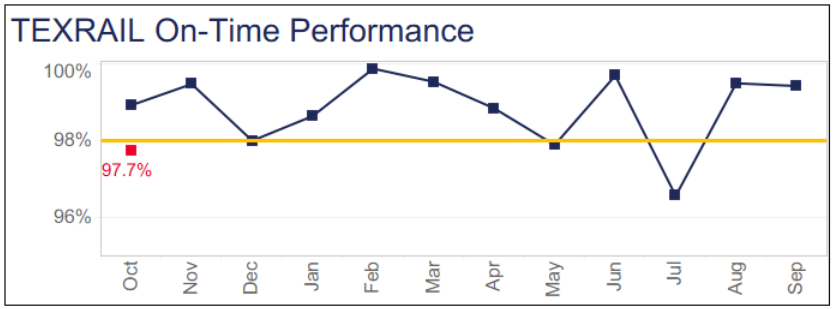
DATE
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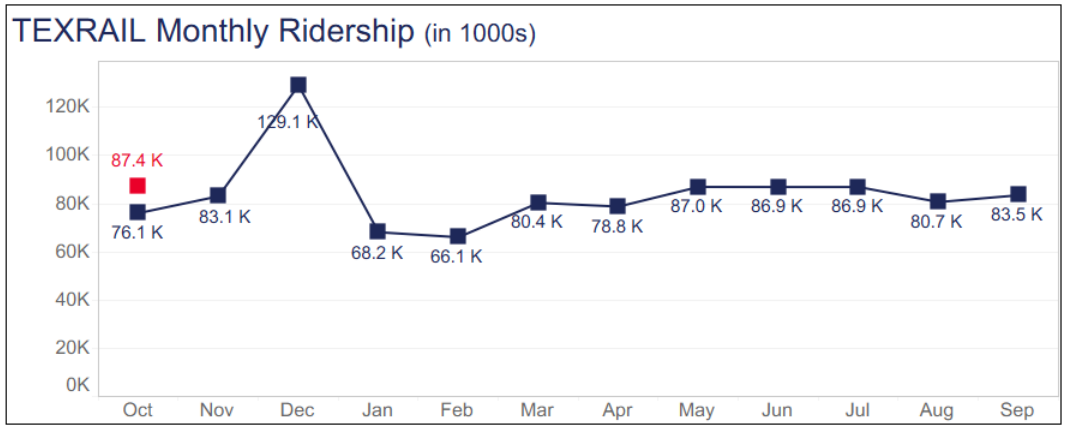
TEXRail and TRE Ridership & On-Time Performance Update

Brad Beason – Manager of Rail Operations
November 16, 2026

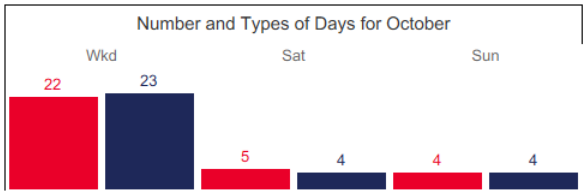
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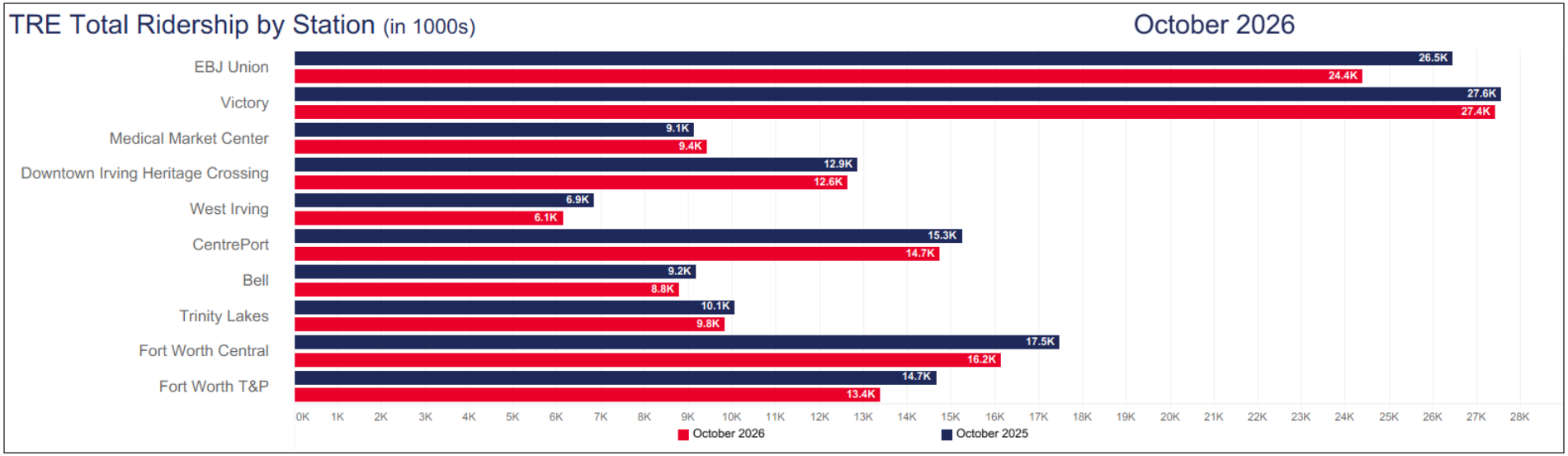


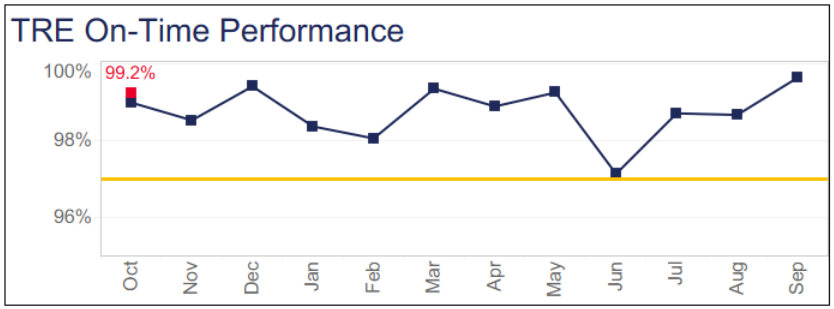
FYTD Ridership	
FY2024	58,643
FY2025	70,164
FY2026	76,096
FY2027	87,414

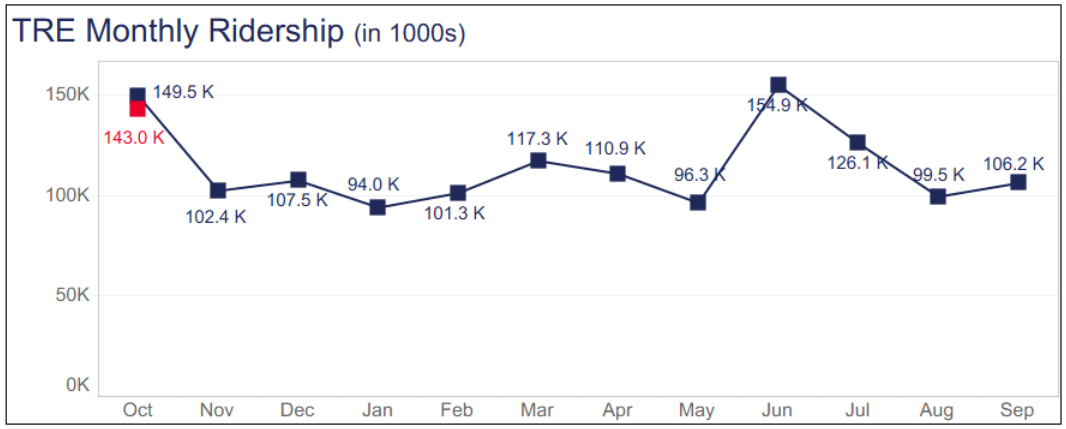


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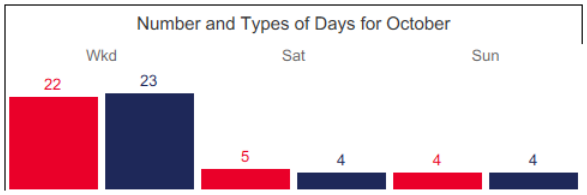
FY2026 FY2027







FYTD Ridership	
FY2024	143,210
FY2025	143,177
FY2026	149,524
FY2027	142,973



TRINITY METRO

FY2026 FY2027

BOARD OF DIRECTORS
INFORMATION ITEM

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

MEETING DATE
November 16, 2026

BACKGROUND
Ron Newman, Director of Operations, will provide an update on Trinity Metro Bus & On-Demand ridership and on-time performance update for October 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
11/05/26

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

Ron Newman – Director of Operations
November 16, 2026

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Trinity Metro BUS Statistics

October 2026

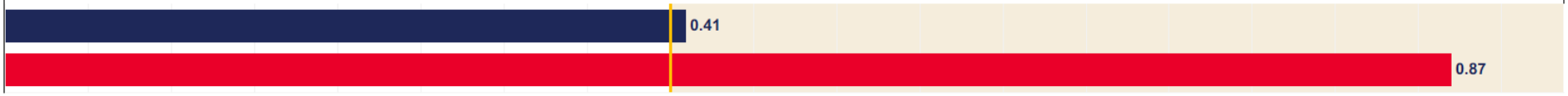
Miles Between Road Calls - (goal above 9,000)



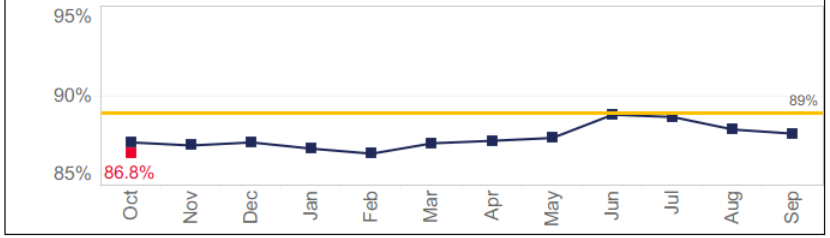
Preventable Collisions per 100K Miles - (goal below 1.250)



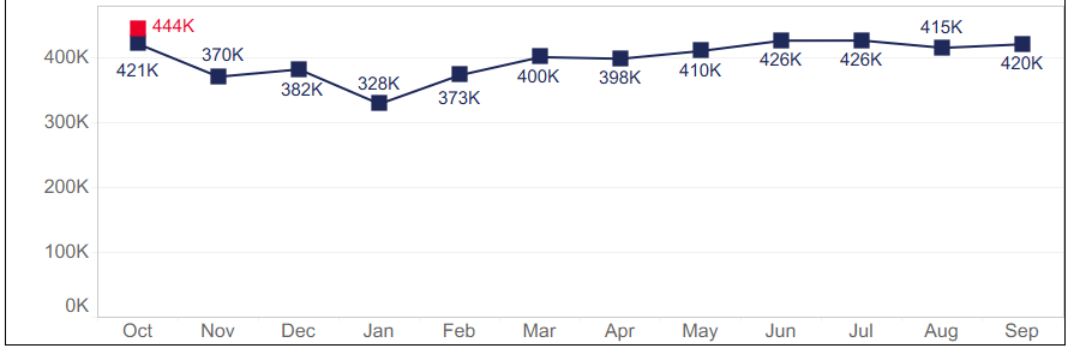
Safety Events per 100K Miles - (goal below 0.4000)



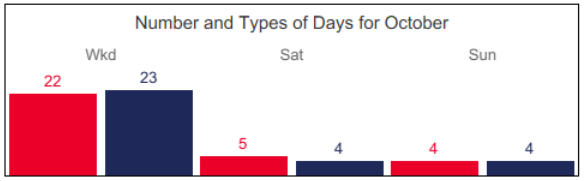
BUS On-Time Performance



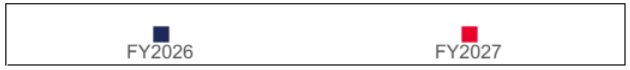
BUS Monthly Ridership (in 1000s)



FYTD Ridership	
FY2024	381,109
FY2025	446,143
FY2026	420,895
FY2027	443,664



TRINITY METRO



Trinity Metro PARA ON-DEMAND InHouse Statistics

October 2026

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



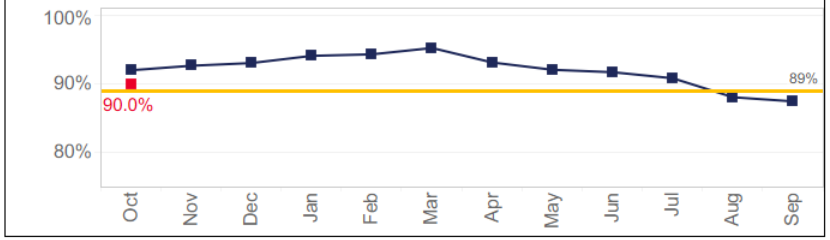
Preventable Collisions per 100K Miles - (goal below 1.250)



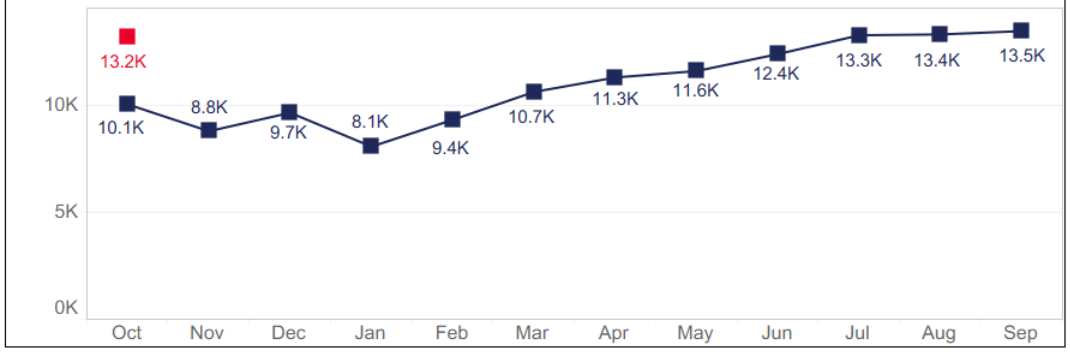
Safety Events per 100K Miles - (goal below 0.4500)



ON-DEMAND PARA InHouse OTP

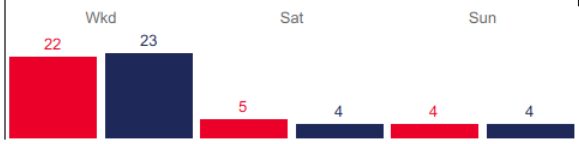


PARA ON-DEMAND InHouse Monthly Ridership (in 1000s)

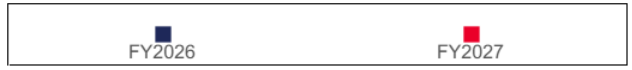


FYTD Ridership	
FY2024	9,541
FY2025	10,497
FY2026	10,074
FY2027	13,213

Number and Types of Days for October



TRINITY METRO



Trinity Metro PARA ON-DEMAND Contract Statistics

October 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)

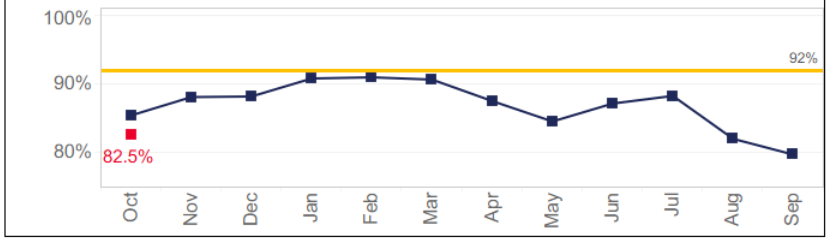
Collision Data cannot be separated between PARA and MICRO for shared Contracted fleets, so combined ON-DEMAND Contract is reported



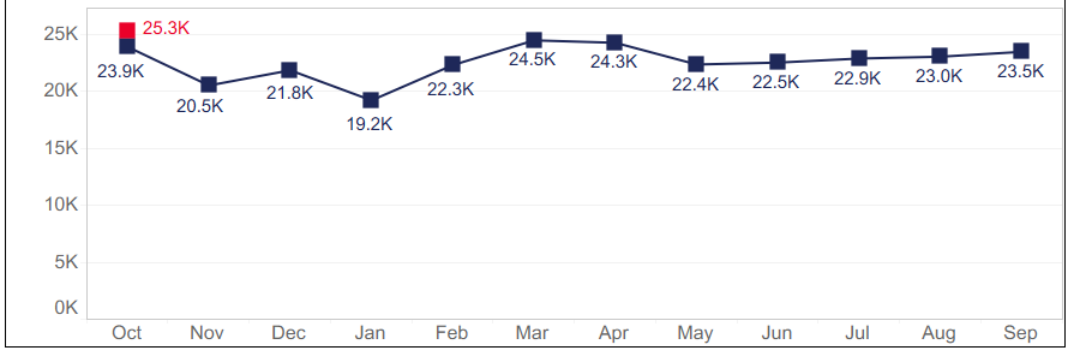
Safety Events per 100K Miles - (goal below None)



ON-DEMAND PARA Contract OTP

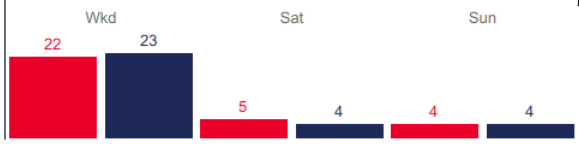


PARA ON-DEMAND Contract Monthly Ridership (in 1000s)



FYTD Ridership	
FY2024	18,116
FY2025	17,508
FY2026	23,900
FY2027	25,282

Number and Types of Days for October



TRINITY METRO



Trinity Metro MICRO ON-DEMAND MICRO Contract Statistics

October 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)

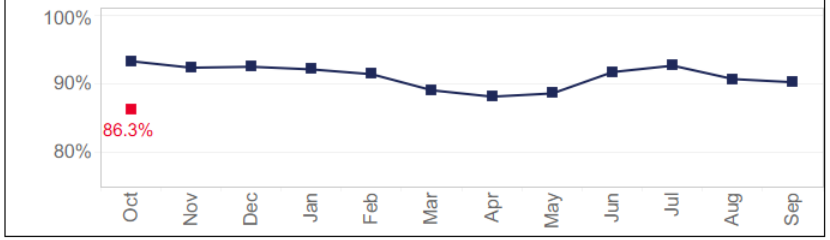
Collision Data cannot be separated between PARA and MICRO for shared Contracted fleets, so combined ON-DEMAND Contract is reported



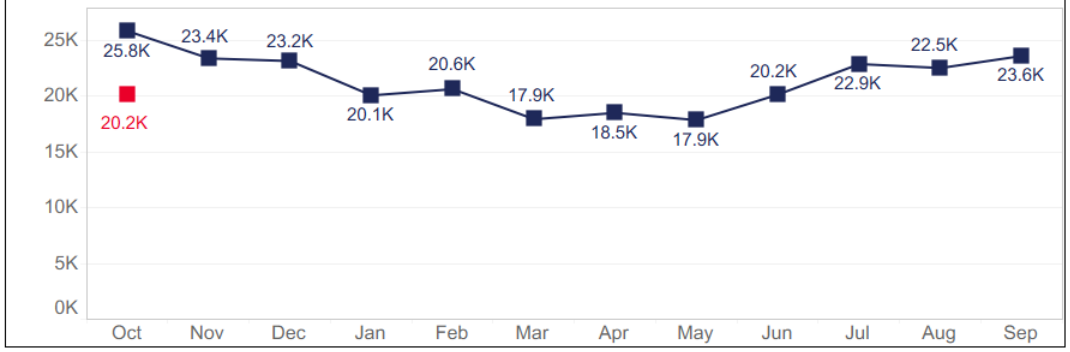
Safety Events per 100K Miles - (goal below None)



ON-DEMAND MICRO Contract OTP

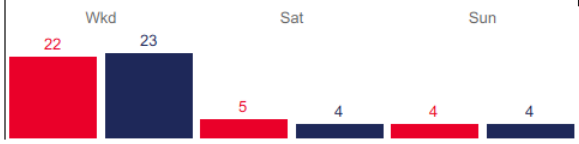


MICRO ON-DEMAND Contract Monthly Ridership (in 1000s)



FYTD Ridership	
FY2024	22,471
FY2025	24,961
FY2026	25,843
FY2027	20,157

Number and Types of Days for October



TRINITY METRO

FY2026 FY2027

BOARD OF DIRECTORS
INFORMATION ITEM

ITEM TITLE
Let's Ride to Vote! Campaign Results

MEETING DATE
November 16, 2026

BACKGROUND

At our October Board meeting, we shared Trinity Metro's plans to support voter participation by providing complimentary transportation during the early voting period and on Election Day. As part of this initiative, riders could receive one complimentary day pass by using the promotional code "VOTE26" through October 30. On Election Day, November 3, Trinity Metro offered free rides systemwide, with no promotional code required, making it easier for residents to access their polling locations.

Today, Ted Zimmerman, Vice President of Marketing and Communications, will provide an overview of the campaign, including its reach, ridership results, and overall impact.

RECOMMENDATION

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

STAFF DISPOSITION

EXECUTIVE LEAD*
Ted Zimmerman

DATE
11/06/26

TRINITY METRO

Let's Ride to Vote

2026 Campaign Results

Campaign overview

TRINITY METRO



Let's Ride to Vote

CAMPAIGN RESULTS AT A GLANCE

A multi-channel campaign that informed and engaged our community about Trinity Metro's free transportation options for early voting and Election Day.

984 VOTE26 promo codes were used

EMAIL MARKETING

TWO EMAILS: OCT. 8 AND NOV. 2

18,937	37,099	8,467	205
Unduplicated Subscribers Reached	Total Email Deliveries	Unique Opens (22.8% Open Rate)	Unique Clicks

57 Total Clicks to *ridetrinitymetro.org/vote26/*

SOCIAL MEDIA

FACEBOOK + INSTAGRAM

14,825	23,876	730	217
Combined Reach	Combined Impressions / Views	Total Engagements	Shares / Reposts

MEDIA RELATIONS

TV, RADIO, PRINT + ONLINE

42	55.5M	$909K
Media Mentions	Estimated Audience	Estimated Publicity Value

KEY TAKEAWAYS

Expanded Reach
Reached nearly **19,000** email subscribers, more than **14,800** people on social media, and an estimated **55.5 million** through media coverage.

Strong Engagement
Generated a **22.8%** email open rate, **730** social media engagements and **217** shares/reposts, reflecting high interest and community participation.

Broad Visibility
Secured **42** media mentions with an estimated publicity value of **$909,000**, including prominent local and national outlets.

Reinforced Our Impact
Strengthened Trinity Metro's visibility as a community-focused mobility provider that connects residents to civic opportunities.

A MULTI-CHANNEL EFFORT THAT DELIVERED AWARENESS, ENGAGEMENT AND COMMUNITY IMPACT.

TRANSIT-ORIENTED DEVELOPMENT POLICY & IMPLEMENTATION FRAMEWORK

November 16, 2026

Let's Ride!

TRINITY METRO®

One policy document. Three levels of direction.

Start with the outcomes Trinity Metro wants to achieve, then narrow toward the decisions and actions needed to deliver them.

1

GOALS

How we define success

4 priority outcomes

2

PRINCIPLES

How we guide decisions

6 decision-making principles

3

STRATEGIES + ACTIONS

How we implement

12 action areas. Lead + Partner roles

CONTEXT-SENSITIVE

TRANSIT-SUPPORTIVE

TRINITY METRO®

GOALS: Four outcomes define what successful TOD should deliver

Every principle and action should trace back to one or more of these goals

1 Create High-Appeal, Mixed-Use, Walkable/Bikeable Communities

Deliver context-sensitive, mixed-use, transit-supportive places with strong character.

PLACE

2 Strengthen Asset Value and Enhance Trinity Metro's Financial Sustainability

Leverage transit investments and agency assets to create sustained economic value.

FINANCING

3 Strengthen Transit Service, Ridership, and System Performance

Improve access, connectivity, passenger safety/security and system efficiency.

TRANSIT

4 Deliver Community Benefits

Support economic opportunity, housing choice, placemaking, air quality, and private investment.

COMMUNITY

Principles guide every TOD decision

The principles steer TOD decisions from visioning and planning through design and implementation.

Agency Assets & Joint Development

Manage assets to support value capture, growth, development and agency interests

Lead

Partnerships & Collaboration

Build and sustain partnerships for collaborative development

Lead + Partner

Complete Communities & Placemaking

Strengthen TOD area while promoting resilience and safety

Lead + Partner

Economic Development & Opportunity

Leverage investment to support development

Lead + Partner

Ridership, Connectivity & Regional Mobility

Increase ridership and access to stations integrated within community

Lead

Parking, Access, Transportation Demand Management

Support multimodal connectivity and reduce dependence on vehicles

Lead + Partner

TOD Implementation Framework

Strategies & Actions: Lead where we control, partner where we influence

Menu of tools applied based on station context, ownership, market conditions and partner roles.

9 primarily led by Trinity Metro

1. Early-Stage Planning & Vision Collaboration
2. Property Acquisition & Agency Assets
3. Design & Development Partnerships
4. Revenue & Value Capture Analysis
5. Deal Structure for TOD Projects
6. Design Phase & Pre-Development Work
7. Transit Operations & Multimodal Connectivity
8. Curb Management & Smart Parking
9. Performance, Implementation & Adaptability

3 primarily advanced with partners

1. Development Finance & Public/Private Partnerships
2. Development Regulations & Local Coordination
3. Capital Improvements & Public Realm

STRATEGIES

TRINITY METRO TOD POLICY & IMPLEMENTATION FRAMEWORK SUMMARY

1 GOALS

What are we trying to achieve?

- Financial sustainability & asset value
- Transit ridership & system performance
- Walkable, mixed-use communities
- Community benefits

2 PRINCIPLES

How will we make decisions?

- 6 guiding principles
- A consistent decision-making lens
- Applied from visioning through implementation

3 STRATEGIES & ACTIONS

What will we do and what is our role?

- 12 strategy areas
- 9 primarily Trinity Metro-led
- 3 primarily partner-led

4 IMPLEMENT & ASSESS

How do we deliver, learn and improve?

- Implement projects
- Measure performance & outcomes
- Apply lessons learned
- Periodically reassess the TOD policy

GOALS → PRINCIPLES → STRATEGIES + ACTIONS → IMPLEMENT + ASSESS ↺

TRINITY METRO®

What this looks like in practice

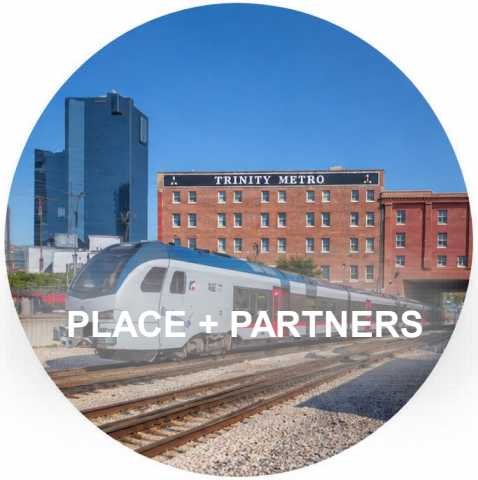
The policy gives Trinity Metro a repeatable toolkit without prescribing the same solution at every station.



Acquire strategically
Define core requirements
Structure leases/sales
Reinvest value



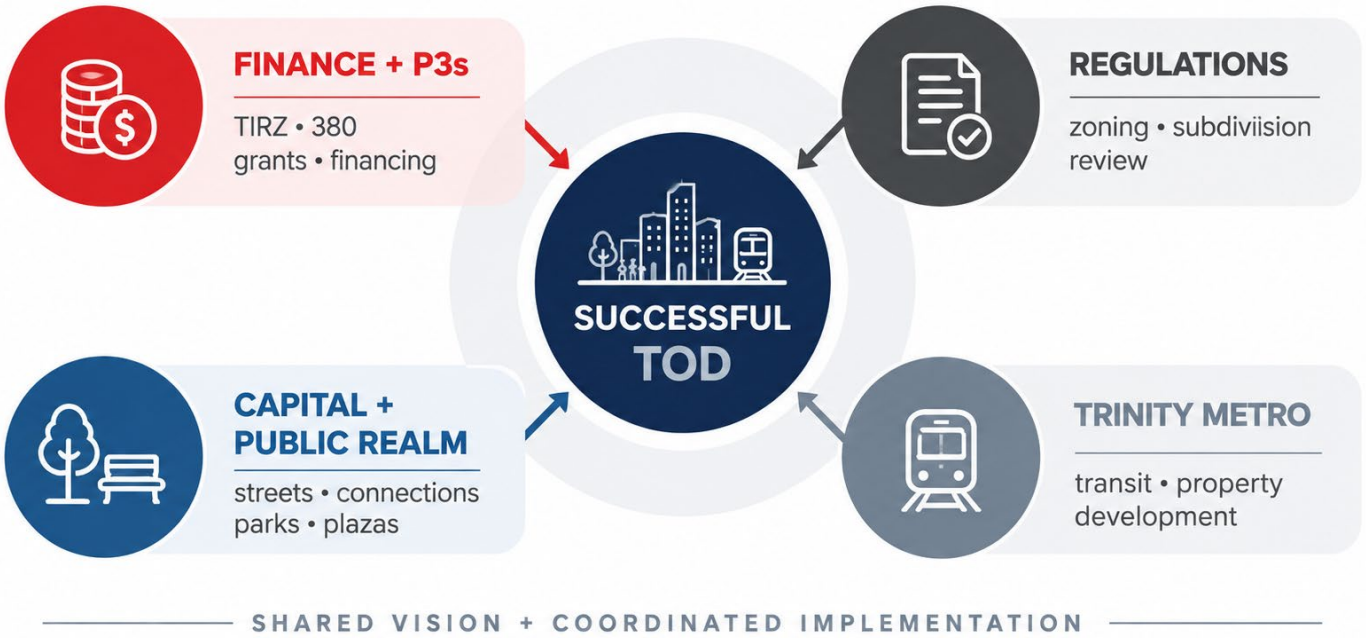
Integrate modes
Improve station visibility
Manage curb space
Right-size parking



Prioritize public realm
Update zoning
Upgrade infrastructure
Activate streetscapes
Create public space
Secure financial support

TRINITY METRO®

Partner actions create the conditions that make TOD work



TRINITY METRO®

BOARD ACTION ITEM

ITEM NUMBER
BA2027-8

MEETING DATE
November 16, 2026

ITEM TITLE
Transit-Oriented Development Policy and Implementation Framework

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BACKGROUND

Trinity Metro recognizes Transit-Oriented Development (TOD) as an opportunity to maximize the value and positive impact of developable properties located near rail stations and other transit hubs. Through the planning, design, and implementation of high-quality TOD projects, Trinity Metro and its development partners will strive to deliver increased economic return on public and private investments, stronger transit performance through increased ridership and system improvements, and extensive public benefits through the creation of high-appeal, mixed-use, walkable/bikeable communities. An effective and impactful TOD program promises to play a major role in fulfilling Trinity Metro's mission of Connecting People to Life.

Through the TOD planning initiative currently underway, Trinity Metro has developed a TOD Policy & Implementation Framework to establish a consistent, agency-wide approach to advancing TOD opportunities across its transit system. This policy document is a required deliverable in satisfying FTA's grant criteria for the TOD study.

While the planning effort will also deliver focused analysis and station area plans for select station sites, the TOD Policy & Implementation Framework will provide guidance to all future TOD initiatives, regardless of location.

The TOD Policy & Implementation Framework establishes goals, principles, strategies and actions to steer Trinity Metro's TOD program. The document will guide planning and investment decisions, and will support Trinity Metro's coordination with local jurisdictions, other public agencies, and private development partners.

The Implementation Framework will serve as a targeted action guide, outlining specific strategies and steps for Trinity Metro to pursue, either as the lead agency for properties in Trinity Metro's control, or as an essential partner to assist coordinated efforts led by other parties.

The TOD Policy & Implementation Framework will remain a living document, evolving over time to respond to any shifts in agency or partner priorities, community needs, market conditions, and development opportunities. Adoption of the TOD Policy & Implementation Framework will provide a foundation for consistent decision-making and continued collaboration to support transit-supportive development throughout Trinity Metro's service area.

RECOMMENDATION

It is recommended that the Trinity Metro Board of Directors adopt the Transit-Oriented Development (TOD) Policy & Implementation Framework to steer development initiatives around all Trinity Metro stations and facilities.

STAFF DISPOSITION

EXECUTIVE LEAD*
Mike Brennan

DATE
11/02/26

DISPOSITION OF BOARD OF DIRECTORS

_____

SECRETARY APPROVAL

BOARD ACTION ITEM

ITEM NUMBER
BA2027-14

MEETING DATE
November 16, 2026

ITEM TITLE
Purchase of Real Property for the TEXRail Extension (X0400) - Possession and Use Agreement

---

BACKGROUND

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

This property is located at 1916 Mistletoe Boulevard, Fort Worth, Tarrant County, Texas 76104. The whole property is legally described as Lot 2, Block A, Mistletoe Station Addition, an addition to the City of Fort Worth, Tarrant County, Texas, according to the plat recorded in County Clerk's File No. D218211501, of the Official Public Records of Tarrant County, Texas. The southern property line abuts Mistletoe Boulevard, and the property abuts the north and south sides of Beckham Place which bisects the interior of the lot.

Based on an appraisal by O'Brien Right of Way Valuation, just compensation was set at $76,589, and an initial offer was made for that amount. The property owner's attorney, Andrew York, CRE at Barron, Adler, Clough & Oddo PLLC, emailed affirmation of the Possession and Use Agreement amount on October 22, 2026.

The property owner's requested amount of compensation to grant early possession and use is $57,442. The amount of compensation equals 75% of the appraised value to allow early access to the property and mitigate delays to the project construction schedule. $57,442 will be deducted from the amount of final compensation as may be mutually agreed or determined in eminent domain proceedings.

The Fort Worth Transportation Authority (FWTA) has the power of eminent domain, granted by Transportation code, 452.058(c); however, this transaction would be a negotiated purchase in lieu of condemnation, reducing the time and expense that would be required through eminent domain proceedings.

There is a significant benefit to securing possession of the property early to avoid delays to the project construction schedule.

Another Board Action will be presented at a later date requesting approval for the final purchase of this property.

FINANCING

Funds are 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, finalize and execute a Possession and Use agreement with Mistletoe Station, LLC, a Texas limited liability company in the amount of $57,442 to obtain early access to this parcel consisting of 782 square feet (more or less) as a permanent wall easement, 3,255 square feet (more or less) as a temporary grading easement acquisition, and 13,345 square feet (more or less) as a temporary construction easement necessary for the TEXRail Extension in accordance with the terms described above.

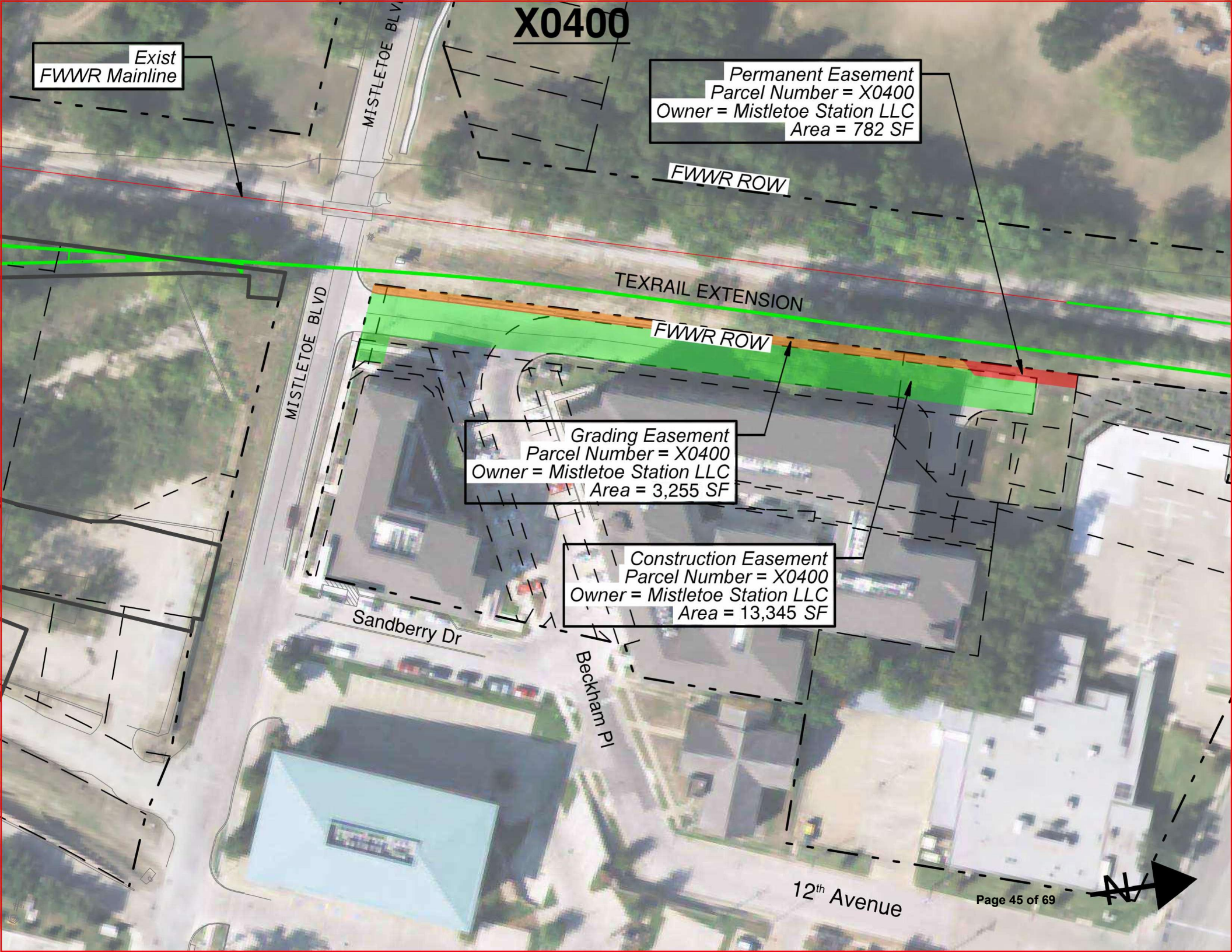
STAFF DISPOSITION

EXECUTIVE LEAD*
Richard Andreski

DATE
11/04/26

DISPOSITION OF BOARD OF DIRECTORS

SECRETARY APPROVAL


X0400
Exist
FWWR Mainline
Permanent Easement
Parcel Number = X0400
Owner = Mistletoe Station LLC
Area = 782 SF
FWWR ROW
TEXRAIL EXTENSION
FWWR ROW
MISTLETOE BLVD
Grading Easement
Parcel Number = X0400
Owner = Mistletoe Station LLC
Area = 3,255 SF
Construction Easement
Parcel Number = X0400
Owner = Mistletoe Station LLC
Area = 13,345 SF
Sandberry Dr
Beckham Pl
12th Avenue
N

BOARD ACTION ITEM

ITEM NUMBER
BA2027-15

MEETING DATE
November 16, 2026

ITEM TITLE
Purchase of Real Property for the TEXRail Extension (X0407)

BACKGROUND

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

This property is located at 850 12th Avenue, Fort Worth, Tarrant County, Texas 76104. The whole property is legally described as Lot 2-R-1A, Block 2, Medical Centre, an addition to the City of Fort Worth, Tarrant County, Texas, according to the plat recorded in County Clerk's File No. 212077132, of the Official Public Records of Tarrant County, Texas. The property abuts 12th Avenue on its Eastern boundary, and Fort Worth & Western Railroad on its Western boundary. Based on an appraisal by O'Brien Right of Way Valuation, just compensation was set at $698,972, and an initial offer was made for that amount. The property owner's attorney, Brock Bailey at Bracewell LLP, emailed affirmation of the administrative settlement amount on October 30, 2026.

The property owner's requested amount of compensation to settle the acquisition is $773,972. The increase in compensation is to allow early access to the property and mitigate delays to the project construction schedule.

The Fort Worth Transportation Authority (FWTA) has the power of eminent domain, granted by Transportation code, 452.058(c); however, this transaction would be a negotiated purchase in lieu of condemnation, reducing the time and expense that would be required through eminent domain proceedings.

Approval of this administrative settlement does not require FTA concurrence.

There is a significant benefit to securing possession of the property early to avoid delays to the project construction schedule.

FINANCING

Funds are 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 enter into a purchase contract with 850 12th Avenue, LLC, a Delaware limited liability company in the amount of $773,972 for the acquisition of this parcel consisting 10,899 square feet (more or less) in fee acquisition, 6,225 square feet (more or less) as a permanent subsurface easement, and 5,094 square feet (more or less) as a temporary grading easement acquisition necessary for the TEXRail Extension in accordance with the terms described above.

STAFF DISPOSITION

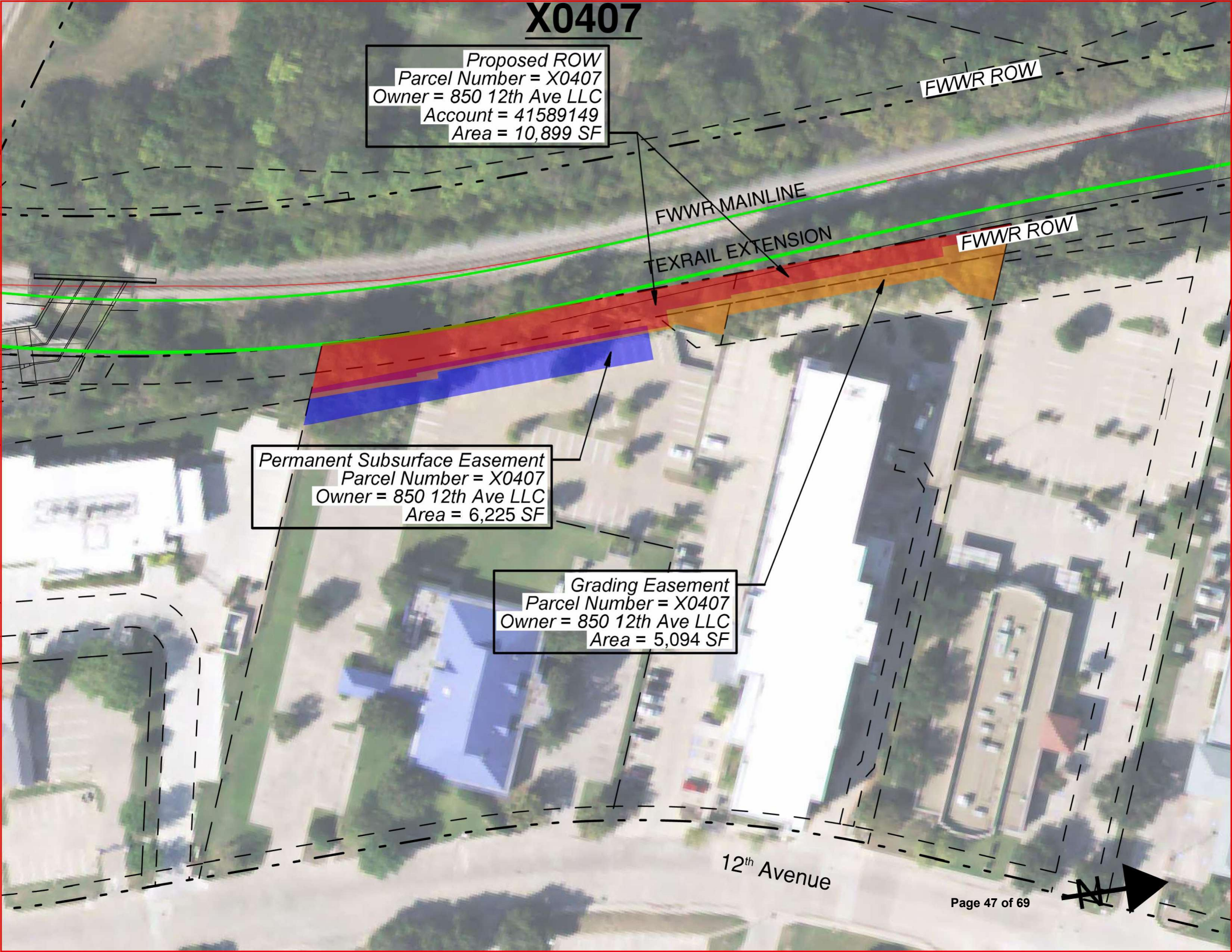
EXECUTIVE LEAD*
Richard Andreski

DATE
11/04/26

DISPOSITION OF BOARD OF DIRECTORS

_____

SECRETARY APPROVAL


X0407
Proposed ROW
Parcel Number = X0407
Owner = 850 12th Ave LLC
Account = 41589149
Area = 10,899 SF
FWWR ROW
FWWR MAINLINE
TEXRAIL EXTENSION
FWWR ROW
Permanent Subsurface Easement
Parcel Number = X0407
Owner = 850 12th Ave LLC
Area = 6,225 SF
Grading Easement
Parcel Number = X0407
Owner = 850 12th Ave LLC
Area = 5,094 SF
12th Avenue
N

BOARD ACTION ITEM

ITEM NUMBER
BA2027-9

MEETING DATE
November 16, 2026

ITEM TITLE
FY2027 Fuel Delivery Services

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

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

FINANCING
Funds are available in Trinity Metro's 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 contract with Gresham Petroleum, Pinnicle Petroleum, and Senergy Petroleum for fuel delivery for a one-year contract. The proposed agreement cost is $1,210,000 with a 10% contingency of $121,000 for a total not to exceed the amount of $1,331,000.

STAFF DISPOSITION

EXECUTIVE LEAD*
Reed Lanham

DATE
11/02/26

DISPOSITION OF BOARD OF DIRECTORS

_____

SECRETARY APPROVAL

BOARD ACTION ITEM

ITEM NUMBER
BA2027-6

MEETING DATE
November 16, 2026

ITEM TITLE
Health & Wellness Benefits

BACKGROUND

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

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

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

See Attached Table

PROCUREMENT

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 one-year contract with the carriers listed on the attached table for health and wellness benefits based on employee headcount for a total estimated amount of $11,865,904.

STAFF DISPOSITION

EXECUTIVE LEAD*
Kelli Shields

DATE
11/02/26

DISPOSITION OF BOARD OF DIRECTORS

_____

SECRETARY APPROVAL

2027 BENEFITS ESTIMATES			
BENEFIT	**CARRIER**	**EMPLOYER COST**	**EMPLOYEE COST**
Medical	BCBS	$ 10,036,620.10	$1,824,000
Stop Loss	HM Insurance	$ 1,306,243.30	$0
Dental	Cigna	$0	$ 277,720.34
Vision	EyeMed	$0	$ 41,227.38
Basic Life/AD&D	Minnesota/Securian	$ 37,126.90	$0
Voluntary Life/AD&D	Minnesota/Securian	$0	$ 139,637.90
Short-Term Disability Admin	New York Life	$ 11,510.52	$0
Voluntary Short-Term Disability	New York Life	$0	$ 21,939.80
Long-Term Disability	New York Life	$ 317,895.20	$0
Employee Assistance Program	Cigna	$ 12,968.28	$0
FMLA Administration	New York Life	$ 19,403.50	$0
FSA and COBRA Admin	Navia Benefits	$ 29,523.27	$0
Long Term Care	Unum	$ 52,684.83	$0
Medicare Program	Transitions	$ 2,304.00	$0
Wellness Program	HealthCheck 360	$ 36,623.92	$0
Financial Peace of Mind	Experian	$ 3,000.00	$0
Legal	Legalease	$0	$ 23,046.20
Accident	Chubb	$0	$ 43,204.16
Critical Illness	Chubb	$0	$ 126,650.85
TOTAL ANNUAL COST		**$11,865,904**	**$2,497,427**

BOARD ACTION ITEM

ITEM NUMBER
BA2027-7

MEETING DATE
November 16, 2026

ITEM TITLE
Premise Health

BACKGROUND

Trinity Metro provides an on-site clinic to its 670 employees and their families for convenient access to a medical health professional. Having this access allows for a minimal time away from work and the ability for staff to manage chronic health conditions that may otherwise have gone untreated such as high blood pressure, diabetes, and high cholesterol.

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

PROCUREMENT

Trinity Metro's Procurement Department has followed 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 exercise a three (3) year agreement with Premise Health to continue operating Trinity Metro's Medical Clinic in the amount of $611,470 annually for a total amount not to exceed $1,834,410.

STAFF DISPOSITION

EXECUTIVE LEAD*
Kelli Shields

DATE
10/07/26

DISPOSITION OF BOARD OF DIRECTORS

_____

SECRETARY APPROVAL

BOARD ACTION ITEM

ITEM NUMBER
BA2027-11

MEETING DATE
November 16, 2026

ITEM TITLE
ADP Contract Extension

BACKGROUND

On October 21, 2024, the Trinity Metro Board of Directors approved a contract with ADP to provide timekeeping, payroll, and human resources services previously performed by in-house staff. The transition was intended to improve administrative efficiency, reduce manual processing, and allow staff to devote more time to other agency priorities.

Since implementation, ADP has automated many of the labor-intensive tasks associated with payroll and timekeeping, helping reduce errors that can occur through manual calculations and data entry. This automation has streamlined routine processing and reduced the time staff spend administering these functions and correcting payroll discrepancies.

The use of ADP supports Trinity Metro's ongoing efforts to improve internal operations and make effective use of staff resources. By reducing the administrative demands of payroll and timekeeping, staff have greater capacity to focus on other initiatives while continuing to oversee these essential functions.

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 two-year contract with ADP through a cooperative purchasing agreement at a cost of $404,513.22 annually, or $809,026.44 for the two-year term, plus a 10% contingency of $80,902.64, for a total amount not to exceed $889,929.08 over the two-year term.

STAFF DISPOSITION

EXECUTIVE LEAD*
Greg Jordan

DATE
11/02/26

DISPOSITION OF BOARD OF DIRECTORS

_____

SECRETARY APPROVAL

COMPREHENSIVE SERVICES - Current Pricing

Client Name: Fort Worth Transportation

Product	Item No.	Feature	Code	Unit	Min	Base	Rate	Feature Cost	Billing Cycle	Annual Cost
Comp Services Products (8I)	F00030	Monthly Fee	030FTI	1	$0.00	$286.00	$0.00	$286.00	12	$3,432.00
	F0043E	Comp Payroll & Enhanced HR & Bene - 1-100	030FTI	100	$2,912.00	$0.00	$54.73	$5,473.00	12	$65,676.00
		Comp Payroll & Enhanced HR & Bene - 101-250	030FTI	150	$2,912.00	$0.00	$46.68	$7,002.00	12	$84,024.00
		Comp Payroll & Enhanced HR & Bene - 251-500	030FTI	250	$2,912.00	$0.00	$37.88	$9,470.00	12	$113,640.00
		Comp Payroll & Enhanced HR & Bene - 501-1000	030FTI	198	$2,912.00	$0.00	$32.78	$6,490.44	12	$77,885.28
		Comp Payroll & Enhanced HR & Bene - 1001-3500	030FTI	0	$2,912.00	$0.00	$31.63	$0.00	12	$0.00
		Comp Payroll & Enhanced HR & Bene - 3501+	030FTI	0	$2,912.00	$0.00	$29.58	$0.00	12	$0.00
	F0070P	Talent Bundle	030FTI	698	$0.00	$0.00	$4.51	$3,147.98	12	$37,775.76
	F00380	360 Degree Integration Service	030FTI	698	$0.00	$182.00	$0.52	$544.96	12	$6,539.52
	F00393	Invoice Discrepancy Reporting	030FTI	698	$0.00	$0.00	$0.86	$600.28	12	$7,203.36
	Total							**$33,014.66**		**$396,175.92**
Time and Attendance (8Y)	F00639	TLM Migration	FTI	354	$0.00	$0.00	$1.10	$389.40	12	$4,672.80
	Total							**$389.40**		**$4,672.80**
W-2's	F00053	Y/E Info, Tax Reporting, W-2'S	FTI	698	$0.00	$0.00	$5.25	$3,664.50	1	$3,664.50
	Total							**$3,664.50**		**$3,664.50**
Grand Total								**$37,068.56**		**$404,513.22**

ADP Associate Signature: _____ **Date:** _____

Client Signature: _____ **Date:** _____

This pricing is valid for 90 days from 09/15/2026.
The pricing is valid for current company structure, pay frequencies, and offerings.
This analysis represents approximate annual costs; pricing on this analysis is not effective until Sales Order has been executed by both parties.
Technology-Only pricing does not include returns, supplemental payrolls, or supplies.

Docusign Envelope ID: 5F9D8306-9E3E-4229-B816-923DEB206EC6

REGION 4
EDUCATION SERVICE CENTER

October 30, 2025

April Hamlen
Director, Strategic Alliances
ADP, Inc.
5800 Windward Parkway
Alpharetta, GA 30005
April.hamlen@adp.com

Re: Award of Contract # R250901

Dear April Hamlen:

Per official action taken by the Board of Directors of Region 4 Education Service Center on October 28, 2025, we are pleased to announce that ADP, Inc. has been awarded a (3) three-year contract, contingent upon successful contract negotiations, for the following, based on the online proposal 25-09 Human Capital Management Systems and Business Management Solutions opened on June 19, 2025:

Commodity/Service	**Supplier**
Human Capital Management Systems and Business Management Solutions	ADP, Inc.

This contract is effective January 1, 2026, and will expire on December 31, 2028. As indicated above, your contract number is R250901. This contract may be renewed annually for an additional two (2) years if mutually agreed upon by Region 4 ESC and ADP, Inc.

Your participation in the proposal process is appreciated and we look forward to a successful partnership. Please feel free to provide copies of this letter to your sales representative(s) to assist in their daily course of business.

If you have any questions, please contact our Procurement Department at 713-462-7708 or questions@esc4.net.

Sincerely,

Signed by:
Adam Tabor
A5A9F62707BB46B...
Adam Tabor
Procurement Director



To: Rodney Watson, Ph.D.
Executive Director

From: Jorgannie Carter
Chief Financial Officer, Finance and Business Services

Date: October 29, 2025]

Re: RFP # 25-09 Human Capital Management Systems and Business Management Solutions

The Evaluation Committee has reviewed the responses and recommend that the following companies be awarded:

- ADP, Inc.
- Advantage xPO/Staffmark Group
- TimeClock Plus,LLC

The recommended vendors submitted offers that were determined to be most advantageous to OMNIA Partners, Public Sector members, based upon the bid tabulation. All the recommended respondents were determined to be competitively priced and strong for the specified services outlined in the RFP.

We believe all recommended vendors demonstrate the ability to provide and perform the services requested in the proposal. We will monitor their performance and determine at the end of each year if they are eligible for renewal with each new term.

This multiple award is recommended as most advantageous as it limits contract awards to the least number of suppliers necessary to meet the requirements of OMNIA Partners, Public Sector members. In order to serve the entire nation, a multiple award is recommended to provide any governmental agency with complete coverage of commodities, services and any other offering within the scope of proposal.

Please let me know if you have any questions.

BOARD ACTION ITEM

ITEM NUMBER
BA2027-12

MEETING DATE
November 16, 2026

ITEM TITLE
Approval of Investment Policy, Bank Delegates, and Investment Officer Authorizations

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BACKGROUND

The Texas Public Funds Investment Act requires the governing body of a public agency to review its investment policy and investment strategies not less than annually, and adopt a written instrument by rule, order, ordinance, or resolution stating that it has reviewed the investment policy and strategies. Accordingly, staff presents the Trinity Metro Investment Policy and Resolution each fiscal year. No policy changes are recommended for FY27.

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

Name & Title:
Richard Andreski, President and Chief Executive Officer
Greg Jordan, Chief Financial Officer
Open Position, Controller
Eva Williams, Director of Budget and Grants
Renata Snipes, Treasury Manager

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

RECOMMENDATION

It is recommended that the Board of Directors adopt the Investment Policy, Bank Delegates, and Investment Officer Authorization.

STAFF DISPOSITION

EXECUTIVE LEAD*
Greg Jordan

DATE
11/02/26

DISPOSITION OF BOARD OF DIRECTORS

_____

SECRETARY APPROVAL

FORT WORTH TRANSPORTATION AUTHORITY
(DBA "Trinity Metro")

INVESTMENT POLICY

Section 1. GENERAL STATEMENT OF PURPOSE.

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

Section 2. CASH MANAGEMENT PROGRAM.

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

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

Section 3. SCOPE OF POLICY.

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

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

Section 4. POLICY OBJECTIVES AND INVESTMENT STRATEGY.

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

A. **Understanding** of the suitability of the investment to the financial requirements of Trinity Metro. Any investment authorized by this Policy is suitable for all funds,

B. **Safety**. Preservation and safety of the invested principal shall be achieved by limiting issuer credit risk and maturity-related market risk. Each investment transaction will seek to ensure first that capital losses are avoided, whether they are from security defaults or erosion of market value.

C. **Liquidity**. Trinity Metro's investment portfolio will remain sufficiently liquid to meet all operating requirements and pay obligations of Trinity Metro on or before the due date by maintaining minimum cash equivalent balances and matching investment maturities to projected cash flows.

D. **Marketability** of the investment will be considered in the risk/return analysis; in case the need arises to liquidate the investment before maturity.

E. **Diversification** of the investment portfolio, as to issuer credit and investment maturity, shall be implemented as appropriate; and

F. **Yield**. Trinity Metro's investment portfolio shall be designed with the objective of attaining a rate of return throughout budgetary and economic cycles, commensurate with Trinity Metro's investment risk constraints and the cash flow characteristics of the portfolio. Weighted average yield to maturity shall be the performance measurement standard.

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

1. Trinity Metro will invest only in those securities listed as **AUTHORIZED INVESTMENTS** in Section 7 of this Policy. Any securities not listed will not be eligible investments.

2. At all times, Trinity Metro will maintain a cash position sufficient to meet daily liquidity requirements. This will be accomplished by maintaining at least 10 percent of the total portfolio in cash equivalent options, including but not limited to: financial institution deposits, local government investment pools, money market funds, and/or overnight repurchase agreements.

Section 5. RESPONSIBILITIES.

A. Board of Directors.

The Board of Directors is responsible for:

1. Adopting a Policy, which will be followed by the Investment Officers;

2. Reviewing the Policy and investment strategies not less than annually, and adopting a written instrument by rule, order, ordinance, or resolution stating that it has reviewed the Policy and incorporated investment strategies and that the written instrument so adopted shall record any changes made to either the Policy or investment strategies;

3. Designating one or more banks to serve as the primary depository for the funds of Trinity Metro;

4. Approving the selection of banks and/or firms for the purpose of providing investment management services to Trinity Metro;

5. Reviewing investment performance on at least a quarterly basis;

6. Approving independent sources for providing investment training to Trinity Metro's Investment Officers, as required by the Public Funds Investment Act; and

7. Reviewing and adopting at least annually a list of qualified brokers/dealers that are authorized to engage in investment transactions with Trinity Metro or on behalf of Trinity Metro.

B. Investment Officers.

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

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

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

The internal controls shall address the following points:

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

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

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

C. Ethics and Conflicts of Interest

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

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

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

Section 6. DUTIES OF THE INVESTMENT OFFICERS.

Duties of the Investment Officers shall include the following:

1. Maintain current information as to available cash balances in Trinity Metro bank accounts, and as to the amount of idle cash available for investment;

2. Develop and maintain cash flow projections to allow for the prudent investment of idle funds;

3. Make investments in accordance with this Policy, including investing and reinvesting funds of Trinity Metro and providing for money to be withdrawn from appropriate accounts for the purpose of making investments;

4. Maintain current information as to investment transactions;

5. Ensure that all investments are adequately secured, that safekeeping receipts are held by Trinity Metro in accordance with this Policy, and ensure that other requirements placed on financial institutions and broker/dealers by this Policy are observed;

6. Not less than quarterly, prepare and submit to the Board of Directors and the President / Chief Executive Officer a written report of investment transactions for all funds covered by this Policy for the preceding reporting period;

7. Not less than annually, submit the Investment Policy to the Board of Directors for review, along with recommended amendments to ensure that all legal requirements are satisfied and that the Policy reflects current investment practices;

8. Not less than annually, submit to the Board of Directors for review and

approval a list of qualified brokers/ dealers authorized to engage in investment transactions with Trinity Metro; and

9. Supervise and approve the substitution of securities pledged to secure Trinity Metro's deposits.

Section 7. AUTHORIZED INVESTMENTS.

The following investments are authorized under this section:

A. Obligations of, or guaranteed by governmental entities.

1. Obligations of the United States or its agencies and instrumentalities, including the Federal Home Loan Banks;

2. Obligations of the State of Texas or its agencies and instrumentalities;

3. Collateralized mortgage obligations directly issued by a federal agency or instrumentality of the United States, the underlying security for which is guaranteed by an agency or instrumentality of the United States;

4. Other obligations, the principal and interest of which are unconditionally guaranteed or insured by, or backed by the full faith and credit of, the State of Texas or the United States or their respective agencies and instrumentalities, including obligations that are fully guaranteed or insured by the Federal Deposit Insurance Corporation or by the explicit full faith and credit of the United States; and

5. Obligations of states, agencies, counties, cities, and other political subdivisions of any state rated as to investment quality by a nationally recognized investment rating firm not less than A or its equivalent.

6. Commercial paper rated Al/Pl or equivalent by two nationally recognized rating agencies, with a maximum stated maturity of three-hundred sixty five (365) days or fewer from the date of its issuance; one nationally recognized credit rating agency and is fully secured by an irrevocable letter of credit issued by a bank organized and existing under the laws of the United States or any state.

B. Certificates of deposit, and other forms of deposit, placed in compliance with the Act

C. Fully collateralized repurchase agreements if the repurchase agreement:

1. has a defined termination date;

2. is secured by cash and/or obligations described in Section 7(A) above;

3. requires the securities being purchased to be pledged to Trinity Metro, held in Trinity Metro's account, and deposited at the time the investment is made with Trinity Metro or with a third party selected and approved by Trinity Metro;

4. is placed through a primary government securities dealer, as defined by the Federal Reserve, or a financial institution doing business in the State of Texas, and

5. complies with other provisions of this Investment Policy regarding repurchase agreements (see Section 9-C).

D. Mutual funds.

1. A no-load money market mutual fund is an authorized investment if the mutual fund:

(A) is registered with and regulated by the Securities and Exchange Commission;

(B) provides a prospectus and other information required by the Securities Exchange Act of 1934;

(C) has a dollar-weighted average stated maturity in compliance with Securities and Exchange Commission regulation;

(D) includes in its investment objectives the maintenance of a stable net asset value of $1.00 for each share; and

(E) is rated no lower than AAA or AAA-m or an equivalent rating by at least one nationally recognized rating service.

E. Local government investment pools, which 1) meet the requirements of Chapter 2256.016 of the Public Funds Investment Act, 2) are rated no lower than AAA or an equivalent rating by at least one nationally recognized rating service, and 3) seek to maintain a $1.00 net asset value.

Section 8. QUALIFYING INSTITUTIONS.

Investments may be made with or through the following institutions:

A. Federally insured depository institutions that have a main office or a branch office in Texas;

B. Brokers or security dealers reporting to the Market Reports Division of the Federal Reserve Bank of New York, also known as the "primary government securities dealers;" or

C. Firms approved by the Board of Directors.

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

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

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

(1) received and reviewed the Investment Policy; and

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

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

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

Section 9. COLLATERALIZATION AND SAFEKEEPING.

A. Certificates of Deposit and Other Evidence of Deposit.

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

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

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

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

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

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

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

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

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

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

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

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

B. Securities.

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

C. Repurchase Agreements.

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

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

2. The market value of the securities shall equal or exceed the amount of money committed by Trinity Metro, and shall be "marked to market" at least weekly by the broker/dealer or financial institution with whom the repurchase agreement is executed;

3. Trinity Metro shall take delivery of the securities underlying the agreement before the release of Trinity Metro funds shall be authorized;

4. Trinity Metro shall execute a repurchase agreement, similar to the prototype agreement developed by the Public Securities Association and with supplemental provisions as recommended by the Government Finance Officers Association; and

5. Repurchase agreements shall be executed only with financial institutions doing business in Texas, any national banking association, or any government bond dealer reporting to and recognized as a primary dealer by the Federal Reserve Bank of New York.

Section 10. DIVERSIFICATION AND MATURITY.

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

Section 11. STANDARD OF CARE.

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

Section 12. GENERAL INVESTMENT PRACTICES.

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

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

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

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

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

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

BOARD ACTION ITEM

ITEM NUMBER
BA2027-13

MEETING DATE
November 16, 2026

ITEM TITLE
Annual Property Insurance Renewal

BACKGROUND

Trinity Metro's property insurance policy is scheduled for renewal. This 12-month renewal will provide insurance coverage for bus, bike, real property, and rail equipment, with a new expiration date of October 1, 2027. This coverage protects the agency's investment in the facilities and equipment needed to provide transit service and helps limit the financial impact of covered property losses.

Trinity Metro worked with Higginbotham to review available property insurance options and secure competitive pricing for the agency's coverage needs. Staff evaluated the proposed premium alongside coverage limits, deductibles, exclusions, and the agency's potential out-of-pocket exposure to ensure that cost savings would not compromise necessary protection. Based on this review, staff recommends the proposed renewal as the best overall value among the available options evaluated.

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 contract with Higginbotham for property insurance for a 12-month term in the amount of $1,478,043, with a 7% contingency of $103,463 for a total amount not to exceed $1,581,506.

STAFF DISPOSITION

EXECUTIVE LEAD*
Greg Jordan

DATE
11/02/26

DISPOSITION OF BOARD OF DIRECTORS

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SECRETARY APPROVAL