

## BOARD OF DIRECTORS MEETING AGENDA

MONDAY, APRIL 21, 2025, 3:00 P.M.

801 GROVE STREET  
Fort Worth, Texas 76102

### CALL TO ORDER

### PLEDGE OF ALLEGIANCE

### CITIZEN COMMENTS

### MEETING MINUTES

1. Approval of March 17, 2025 Board Meeting Minutes

### INFORMATION ITEM & REPORTS

1. Commuter Rail
  - a. TEXRail & TRE Ridership & On-Time Performance Update – March 2025 Reed Lanham
  - b. Quarterly Long-Term Parking Update
2. Operation
  - a. Operations Key Performance Indicators – March 2025 Alicia Walker
  - b. On-Demand Performance Review
3. Planning
  - a. General Planning Consultant Update Chad Edwards
4. Legislative Update Anette Landeros
5. Community Engagement Update
  - a. Vanpool Program Provider & New Rates Update Detra Whitmore
6. Finance
  - a. February 2025 Financial Update Greg Jordan

### ACTION ITEMS

1. BA2025-28 Blue Line Chad Edwards
2. BA2025-29 Compressed Natural Gas Buses Alicia Walker
3. BA2025-30 Web Development Services Anette Landeros
4. BA2025-31 Drug and Alcohol Testing & Physical Exams Kelli Shields
5. BA2025-32 Vanpool Program Provider & New Rates Detra Whitmore

### PRESIDENT'S REPORT

### CHAIR'S REPORT

### OTHER BUSINESS

1. No May Board Meeting

### EXECUTIVE SESSION

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

### ADJOURN



## BOARD OF DIRECTORS MEETING MINUTES

### MONDAY, MARCH 17, 2025

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#### ATTENDEES:

**Board Members Present:** Teresa Ayala, Jeff Davis – Chair, Isaac Manning, Jack McCarty, Rachel Navejar Phillips, Chris Nettles, and Ben Robertson

**Board Members Absent:** Paul Alvarado, Will Churchill, Michael Crain, and Sharla Horton – Secretary

**Senior Leadership Team Present:** Richard Andreski, Christine Black, Chad Edwards, Wayne Gensler, Greg Jordan, Anette Landeros, Reed Lanham, Kelli Shields, and Detra Whitmore

**Senior Leadership Team Absent:** None

**Board Attorney:** Brett Epstein

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#### CALL TO ORDER

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

#### PLEDGE OF ALLEGIANCE

#### CITIZEN COMMENT

One citizen addressed the board: Ashton Smith.

#### BOARD RECOGNITION RESOLUTIONS

Chairman Davis recognized Tito Rodriguez and Paul Slechta and thanked them both for their years of service, devotion, and dedication to Trinity Metro's board, continued advancement of public transportation and unyielding community service to Fort Worth, North Richland Hills and Grapevine. They were honored with a framed Resolution and photo.

#### PRESENTATION

1. North Central Texas Regional Transit 2.0 – Michael Morris, Director of Transportation with NCTCOG presented the North Central Texas Regional Transit 2.0, focusing on the region's transit expansion and modernization plans. The presentation highlighted key strategies for improving regional connectivity and transportation infrastructure to support future growth.

#### ELECTION OF BOARD OFFICERS

This item was pushed to a future Board of Directors meeting.

#### MEETING MINUTES

Motion: Isaac Manning motioned to approve the February 18, 2025 Board of Director Meeting Minutes as submitted. Ben Robertson seconded. The motion passed unanimously.

#### INFORMATION ITEMS & REPORTS

1. Commuter Rail – Reed Lanham provided an update on rail operations for February, highlighting a record-breaking month for TEXRail with 54,657 rides, a 5% increase from the previous year, and an on-time performance rate of 98.6% while also emphasizing 2,578 days injury-free for the team. TRE had a strong

OTP of 99% with Transportation, Signal, and Maintenance of Way employees approaching two years injury-free, too.

2. Planning – Chad Edwards reiterated that the General Planning Consultant continues to support various tasks, including completing the streetcar feasibility study with the city and the mayor's urban rail committee. Ongoing efforts include Task 14, which is focused on community outreach and building support for Trinity Metro, and Task 20, which ensures the commissioning of rail vehicles and equipment as per contract specifications and schedules.
3. Legislative – Anette Landeros discussed the recent passage of a continuing resolution by Congress, which funds government programs, including public transit, at the same levels as fiscal year 2024. It also highlighted Trinity Metro's active involvement in Texas' 89th legislative session, with participation in Tarrant County Days and Texas Transit Day at the Capitol, where they showcased the Orange Line bus to demonstrate the value of transit and advocate for state appropriations to close the \$25 million funding gap for the TEXRail extension.
4. Community Engagement Update – Detra Whitmore reported on the Customer Support and Solutions (CSS) team's successful management of high call volumes during the ON DEMAND service launch and improvements in customer service scores using a scorecard system. The report also highlighted community outreach efforts, including participation in the MLK Day Parade, the professional clothing drive, the United Way campaign with a \$40,000 fundraising goal, and quality review campaigns to address issues like distracted driving, alongside a planned celebration for transit employees.
5. Finance – Greg Jordan provided a revenue update, noting that total revenue is projected to be \$221 million, slightly below the budgeted \$225.5 million, with sales tax from the Fort Worth area falling short by \$3.7 million. However, revenue from Grapevine is slightly above budget, and the organization has successfully secured \$38 million of the \$40 million in grants it was awaiting. On the expense side, operating expenses are projected to come in \$7.7 million below budget, with significant savings anticipated in areas like fixed routes, ON DEMAND transit, and paratransit services. Overall, the organization is on track to achieve \$65 million in net operating income, exceeding budget expectations, with adequate cash flow to meet short-term needs.

## **ACTION ITEMS**

1. BA2025-25 Fiscal 2025 Authorization to Submit Grant Applications

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

2. BA2025-26 Mechanical, Electrical, and Plumbing (MEP) Contractors

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

3. BA2025-27 Microsoft Office 365

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

## **RESOLUTION**

1. R2025-04 BuyBoard Cooperative Purchase Program

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

## **PRESIDENT'S REPORT**

President Andreski mentioned a recent trip to Salt Lake City for the annual meeting of the Commuter Rail Coalition, where key discussions included regulatory updates, maintenance cycles for Stadler trains, railroad protective liability coverage, and federal transportation reauthorization. The focus was also on balancing short-term challenges, such as funding shortfalls, with long-term planning for growth, particularly with the region's rapid population increase, and ensuring Trinity Metro's continued efficiency and effectiveness while laying the groundwork for future expansion.

## **CHAIR'S REPORT**

Chairman Davis emphasized the importance of public transit for economic development, particularly in the eastern side of the Metroplex, where a lack of robust transit could hurt the region's ability to attract businesses and high-wage jobs. He highlighted the risks of cutting transit funding, pointing out that a strong public transit system is crucial for large events, corporate growth, and improving the city's reputation, stressing that solutions should focus on long-term investments in transit rather than expanding road infrastructure.

## **EXECUTIVE SESSION**

1. Discussion of Potential Settlement – Claim No. 24-0503a
2. Rail Contracts Discussion

At 4:32 pm the Board, Richard Andreski, Christine Black, Wayne Gensler, Greg Jordan, Jeff Brown, and attorney Brett Epstein exited for an Executive Session to discuss the first item. At 4:42 pm Rachel Navejar Phillips recused herself from the Executive Session for the second item discussion. At the same time, Jeff Brown exited the session and Chad Edwards, Reed Lanham, and Richey Thomas entered. The Board, staff, and attorney all exited the Executive Session at 5:05 pm and returned to regular session.

## **EXECUTIVE SESSION ACTION ITEMS**

1. Discussion of Potential Settlement – Claim No. 24-0503a

Motion: Ben Robertson motioned to approve Claim No. 24-0503a. Isaac Manning seconded. Motion passed unanimously.

## **OTHER BUSINESS**

No other business was discussed.

## **ADJOURN**

Meeting adjourned at 5:07 pm.



# BOARD OF DIRECTORS

## INFORMATION ITEM

### ITEM TITLE

TEXRail and TRE Ridership & On-Time Performance Update

### MEETING DATE

April 21, 2025

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### BACKGROUND

Reed Lanham, VP of Rail, will provide an update on March 2025 Ridership & On-Time Performance for TEXRail and Trinity Railway Express (TRE).

### RECOMMENDATION

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

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### STAFF DISPOSITION

#### EXECUTIVE LEAD\*

Reed Lanham

#### DATE

04/10/25

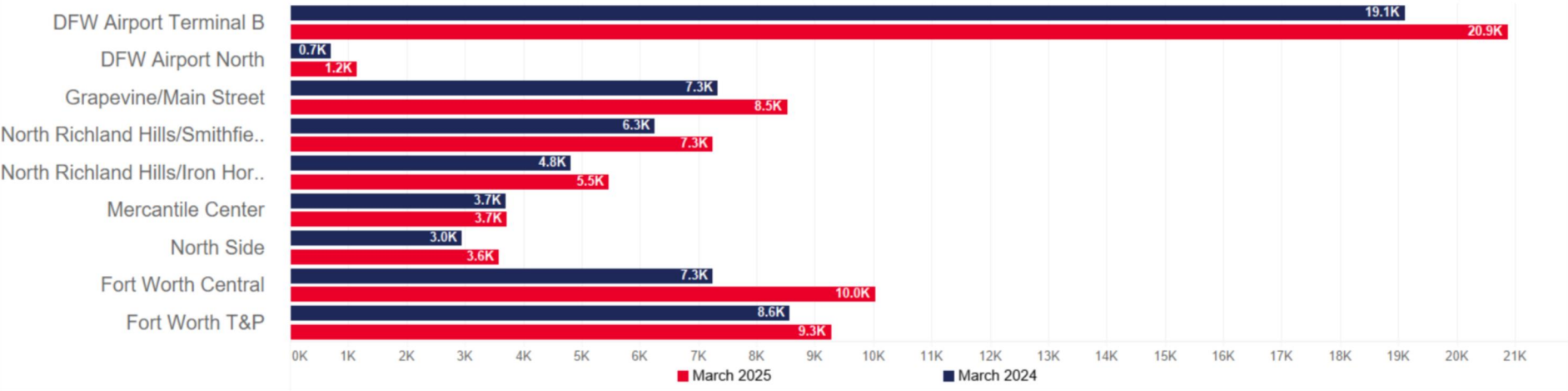
# **TEXRail and TRE Ridership & On-Time Performance Update**

Reed Lanham – VP of Rail  
April 21, 2025

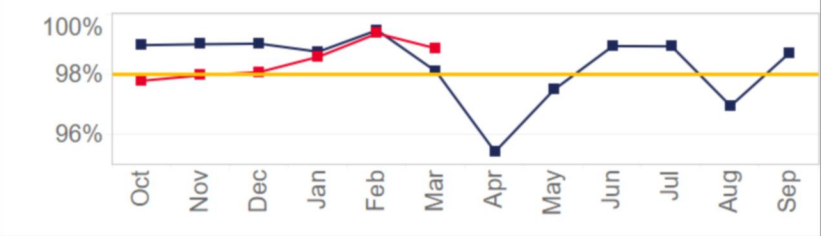


TEXRail Total Ridership by Station (in 1000s)

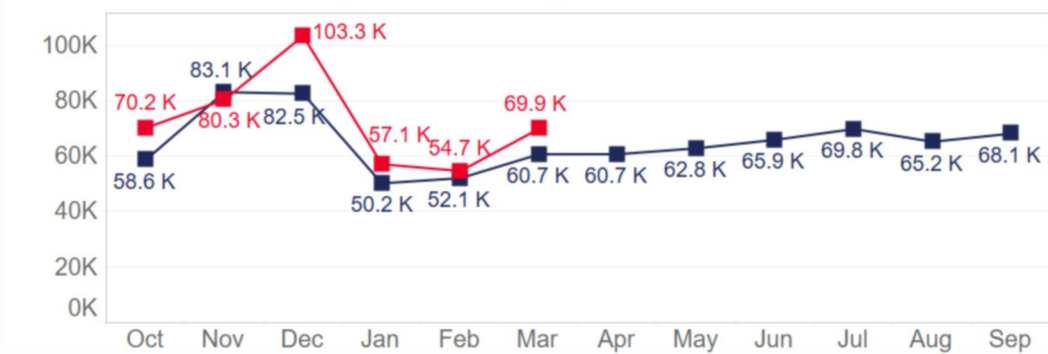
March 2025



TEXRAIL On-Time Performance



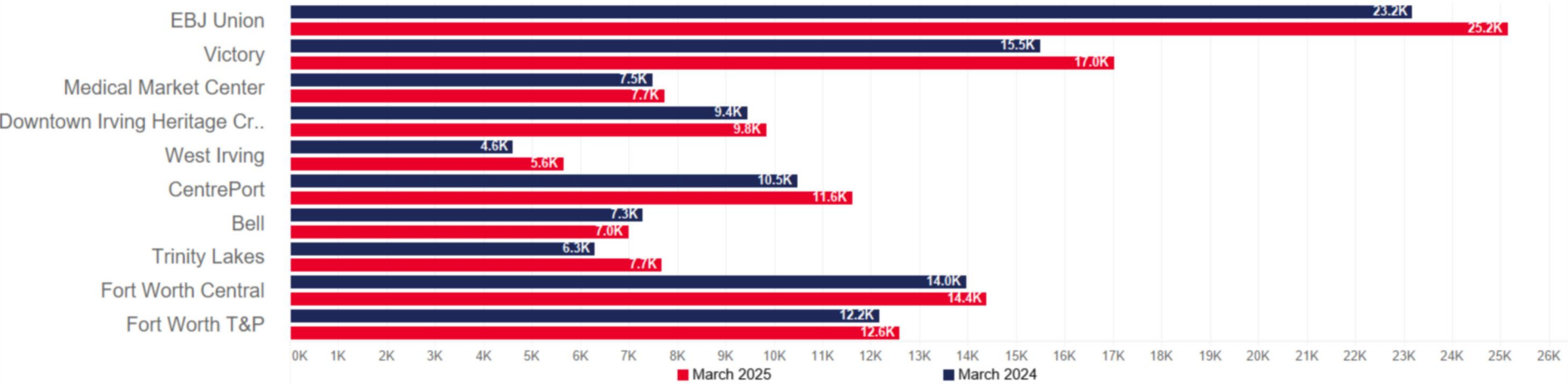
TEXRail Monthly Ridership (in 1000s)



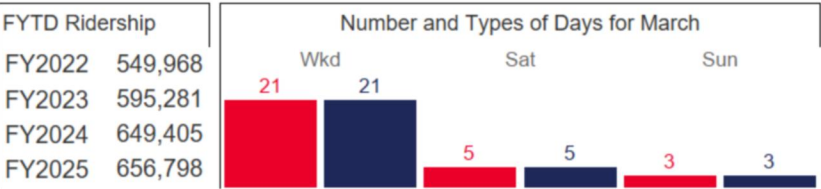
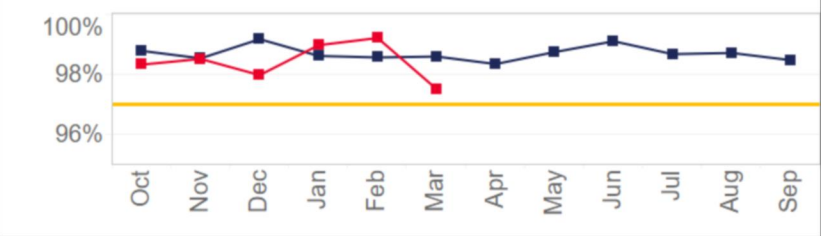
FYTD Ridership		Number and Types of Days for March		
FY2022	238,772	Wkd	Sat	Sun
FY2023	315,132	21	21	
FY2024	387,202		5	5
FY2025	435,408		5	5

TRE Total Ridership by Station (in 1000s)

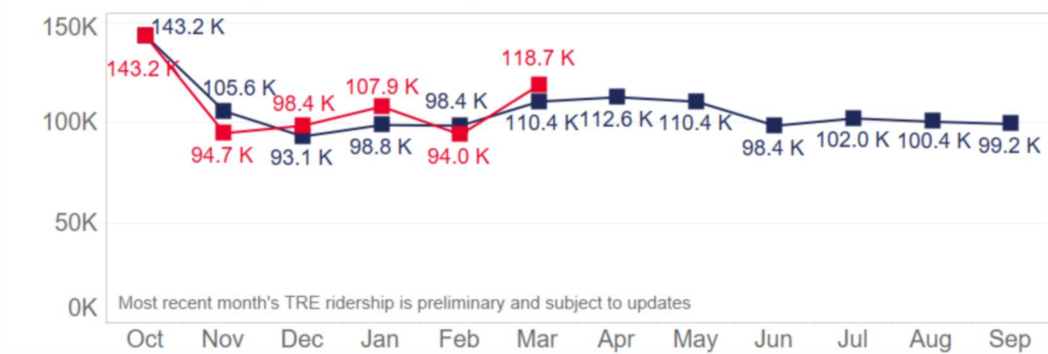
March 2025



TRE On-Time Performance



TRE Monthly Ridership (in 1000s)



FY2024

FY2025

**BOARD OF DIRECTORS**  
**INFORMATION ITEM**

**ITEM TITLE**  
Quarterly Long-Term Parking Update

**MEETING DATE**  
April 21, 2025

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**BACKGROUND**  
Reed Lanham, VP of Rail, will provide an update on Long-Term Parking.

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

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**STAFF DISPOSITION**

**EXECUTIVE LEAD\***  
Reed Lanham

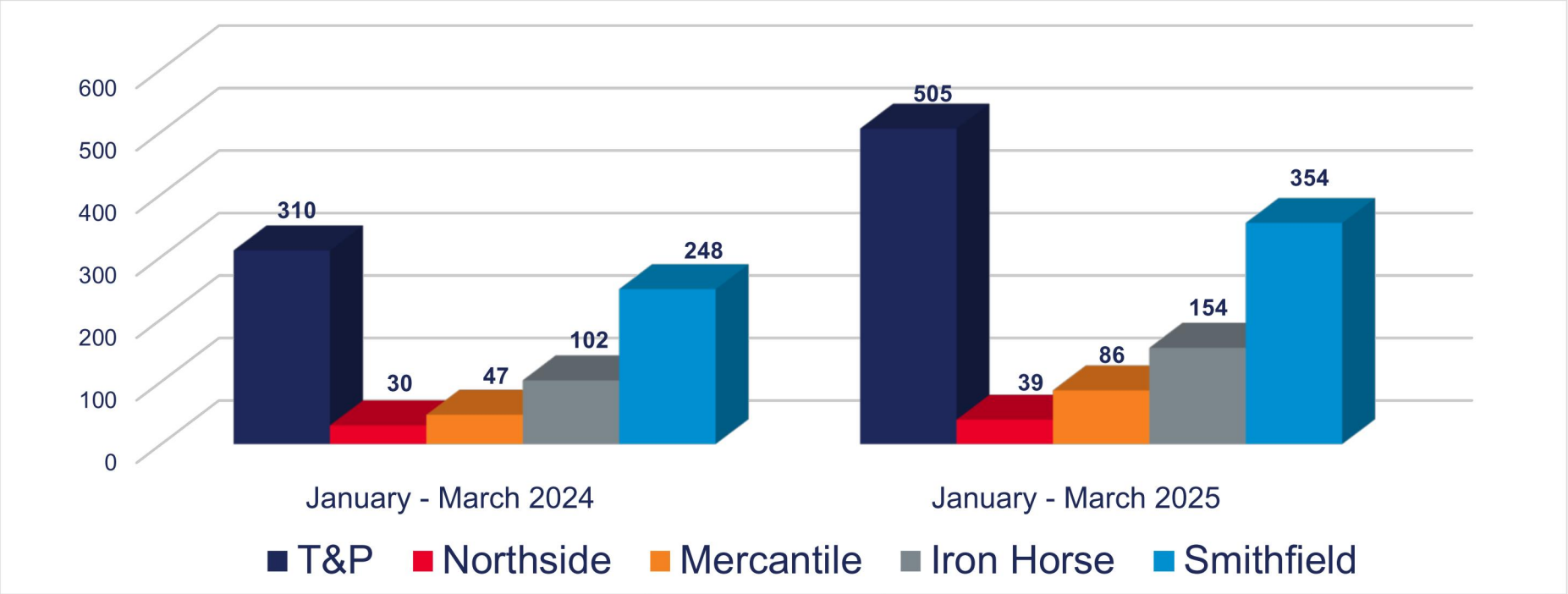
**DATE**  
04/10/25

# Quarterly Long-Term Parking Update

Reed Lanham – VP of Rail  
April 21, 2025

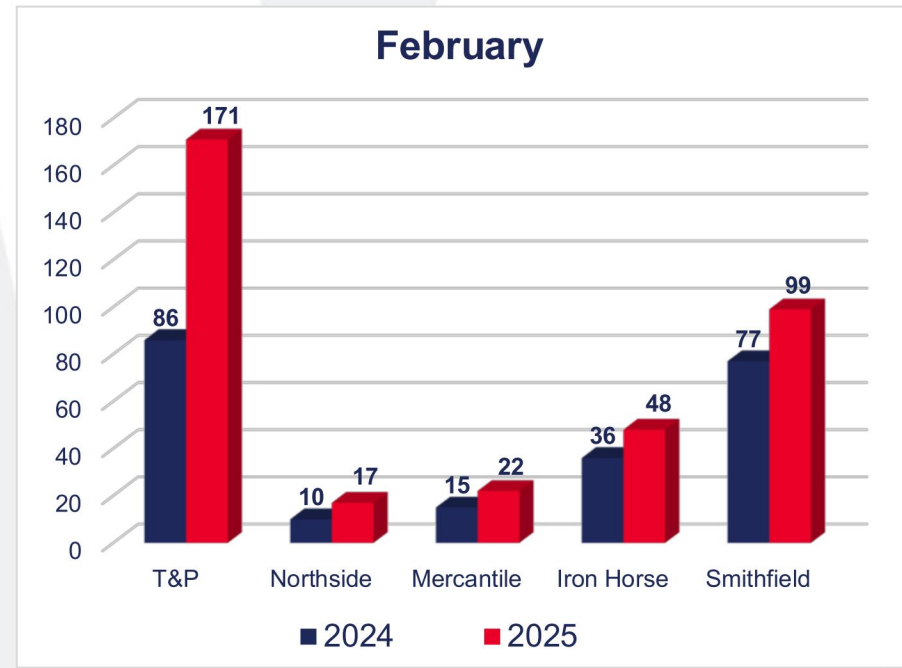
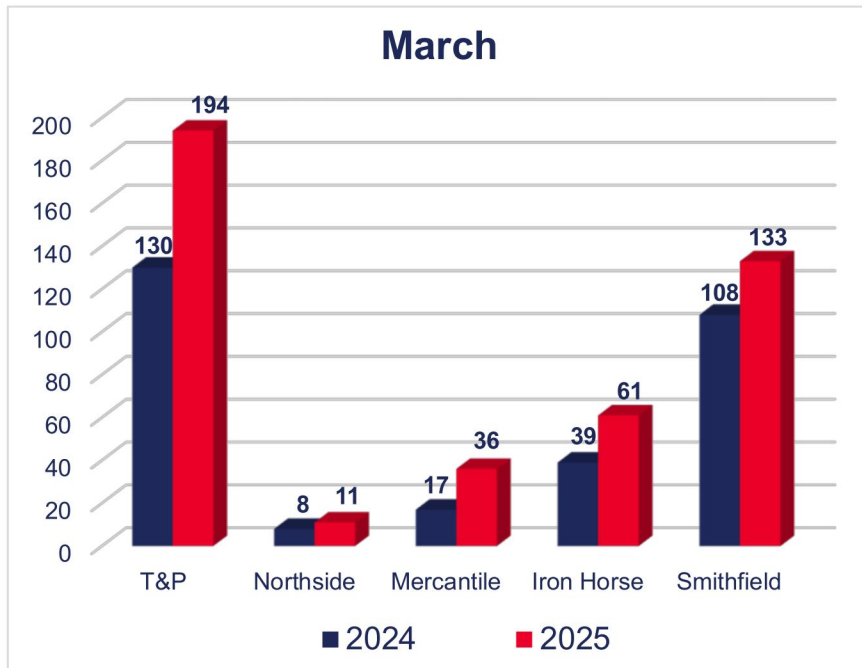


# Quarterly Comparison: Year over Year





# Side-by-Side Monthly Comparison: Year over Year



BOARD OF DIRECTORS  
INFORMATION ITEM

ITEM TITLE

Operations Key Performance Indicators - March 2025

MEETING DATE

April 21, 2025

BACKGROUND

Alicia Walker, Acting Chief Operations Officer, will update the FY2025 Key Performance Indicators for Trinity Metro Bus and Trinity Metro On-Demand (paratransit & microtransit) services.

RECOMMENDATION

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

STAFF DISPOSITION

EXECUTIVE LEAD\*

Wayne Gensler

DATE

04/09/25

# **Operations Key Performance Indicators March 2025**

Alicia Walker – Acting Chief Operations Officer  
April 21, 2025



# Trinity Metro PARA ON-DEMAND InHouse Statistics March 2025

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



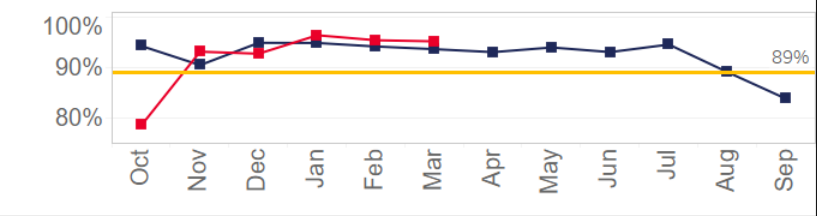
## Preventable Collisions per 100K Miles - (goal below 1.250)



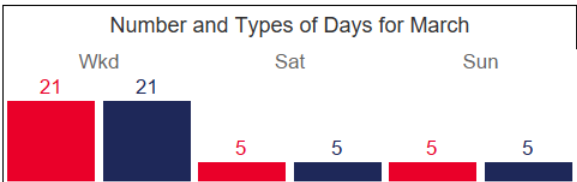
## Safety Events per 100K Miles - (goal below 0.4500)



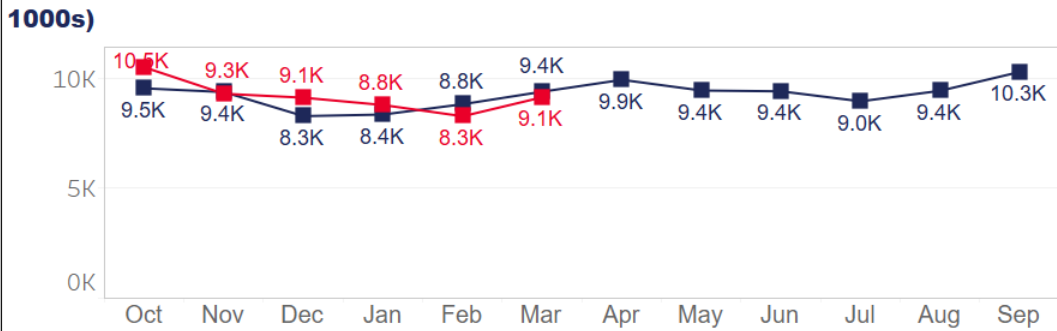
## ON-DEMAND PARA InHouse OTP



FYTD Ridership	
FY2022	46,046
FY2023	50,148
FY2024	53,749
FY2025	55,099



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



FY2024	FY2025
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# Trinity Metro PARA ON-DEMAND Contract Statistics March 2025

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

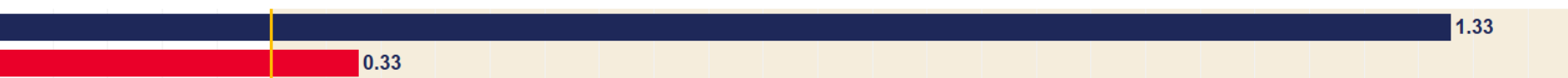


## Preventable Collisions per 100K Miles - (goal below 0.5000)

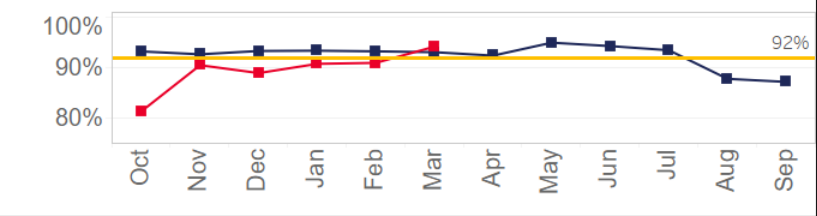


Collision Data cannot be separated between PARA and MICRO for shared Contracted fleets, so combined ON-DEMAND Contract is reported

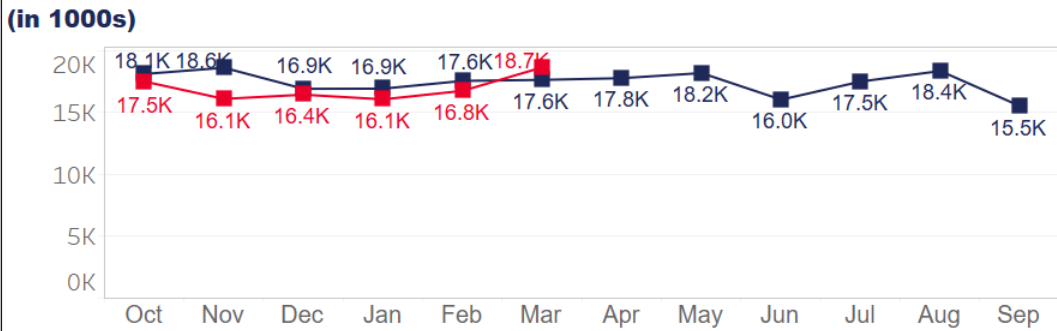
## Safety Events per 100K Miles - (goal below 0.2500)



## ON-DEMAND PARA Contract OTP

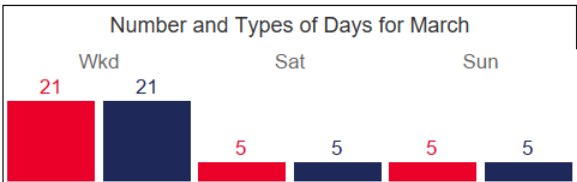


## PARA ON-DEMAND Contract Monthly Ridership



FYTD Ridership

FY2022	73,580
FY2023	87,416
FY2024	105,782
FY2025	101,534



FY2024	FY2025
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# BOARD OF DIRECTORS

## INFORMATION ITEM

### ITEM TITLE

Trinity Metro On-Demand Performance Review

### MEETING DATE

April 21, 2025

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### BACKGROUND

On October 1, 2024, Trinity Metro and VIA implemented an innovative solution to combine technology and service providers for the on-demand paratransit service. Since the launch of the new service, Trinity Metro has experienced improved operational efficiencies and provided a better customer experience. By partnering with VIA, Trinity Metro has significantly reduced operational complexity, reduced call volumes and complaints, and improved customer control over their trip reservations. Trinity Metro On-Demand paratransit riders are now benefiting from well-trained drivers, newer vehicles, and the latest technology including a new paratransit rider app deployed in February 2025.

To enhance operational efficiency and reduce costs, Trinity Metro is piloting a “commingled” service between on-demand microtransit and on-demand paratransit vehicles. This pilot program allows customers to use on-demand microtransit without the typical 24-hour reservation which is required for paratransit service. Phase 1 of the pilot began on April 3, 2025 and we anticipate a full roll out in 2026.

### RECOMMENDATION

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

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### STAFF DISPOSITION

#### EXECUTIVE LEAD \*

Wayne Gensler

#### DATE

04/03/25

# Trinity Metro On-Demand Performance Review

Alicia Walker - General Manager

April 21, 2025





# Trinity Metro On-Demand Paratransit

- On October 1, 2024, Trinity Metro and VIA implemented an innovative solution to combine technology and service provider for the On-Demand Paratransit Service
- Since the launch of the new service, Trinity Metro has seen improved operational efficiencies and rider experience across the board
- By partnering with VIA, Trinity Metro has significantly reduced operational complexity, cut rider call volumes and complaints, and ensured higher quality of service
- Trinity Metro On-Demand Paratransit riders are now benefiting with well-trained drivers, newer vehicles, and the latest technology including a new paratransit rider app deployed in February 2025.
- To greater enhance operational efficiency and reduce costs, Trinity Metro is piloting “commingled” service between microtransit and paratransit rides

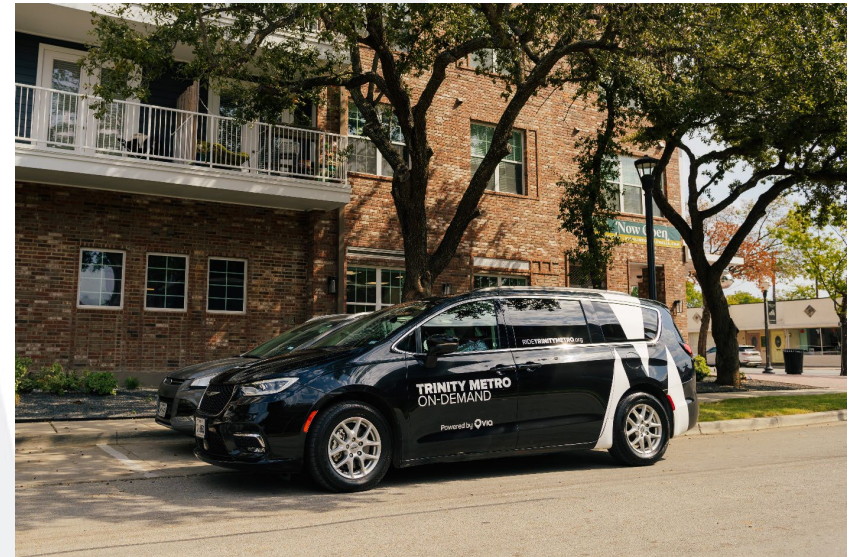


# Trinity Metro On-Demand Vehicles



**Trinity Metro Vehicles - Dodge RAM Promaster used for Paratransit Service**

**Seating – 8 pax and 2 Wheelchairs**

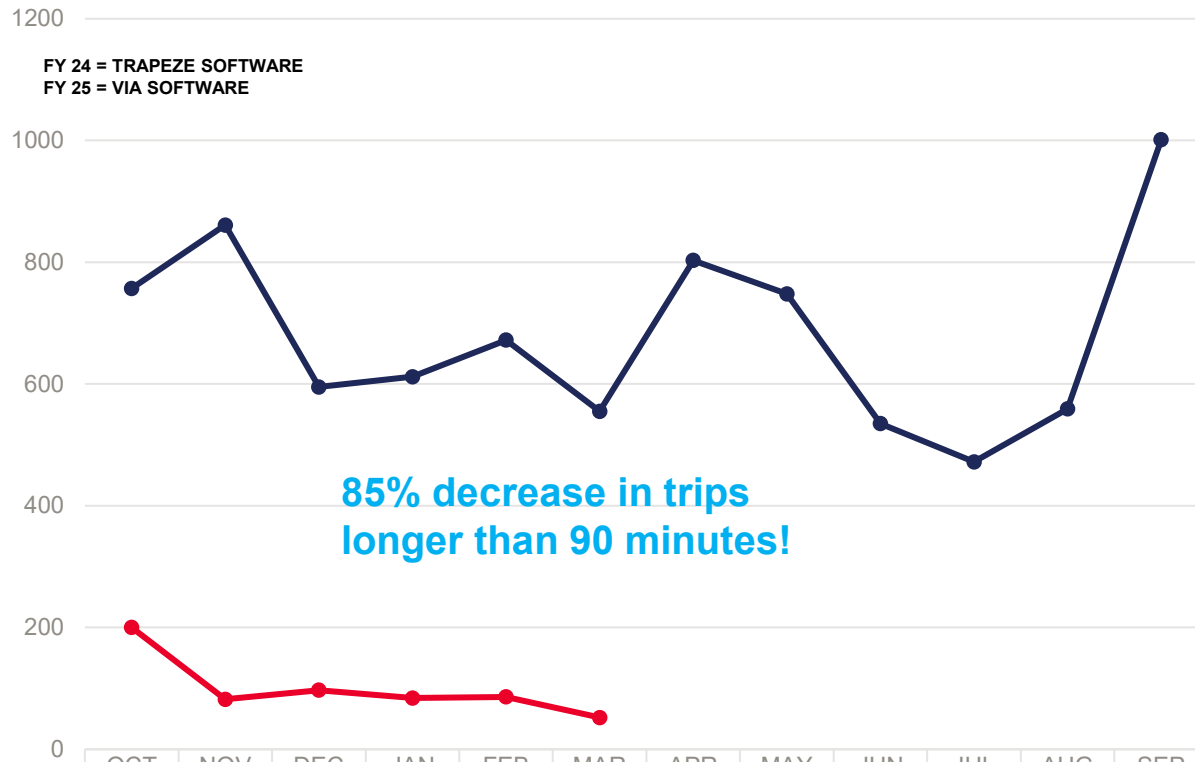


**VIA Vehicles – Chrysler Pacifica used for either Microtransit or Paratransit Services**

**Seating – 5 pax or 3 pax 1 Wheelchair**

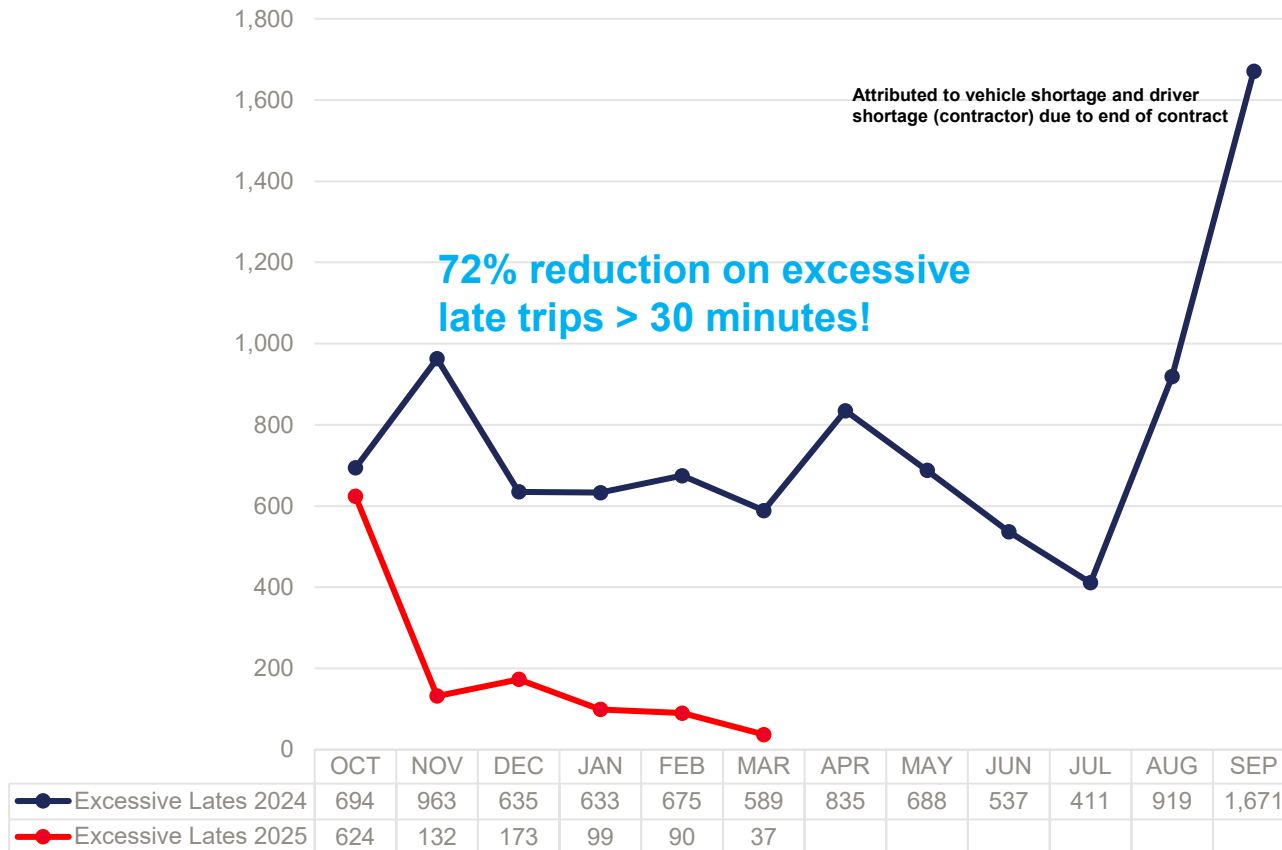


## ON-DEMAND PARATRANSIT TRIP LENGTH OVER 90 MINUTES

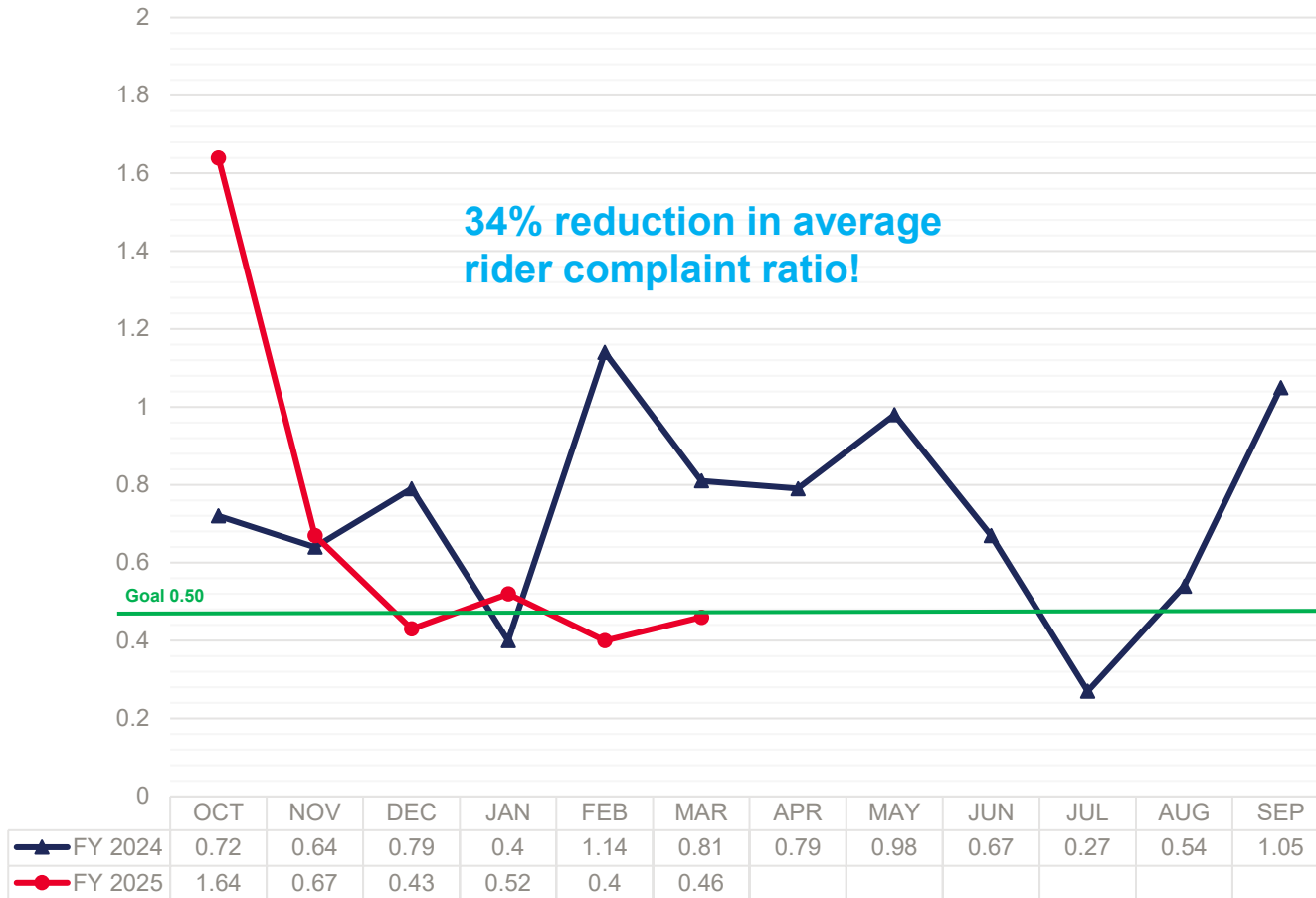


	OCT	NOV	DEC	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP
FY 2024	757	861	595	612	672	555	803	748	535	472	559	1001
FY 2025	200	82	97	84	86	52						

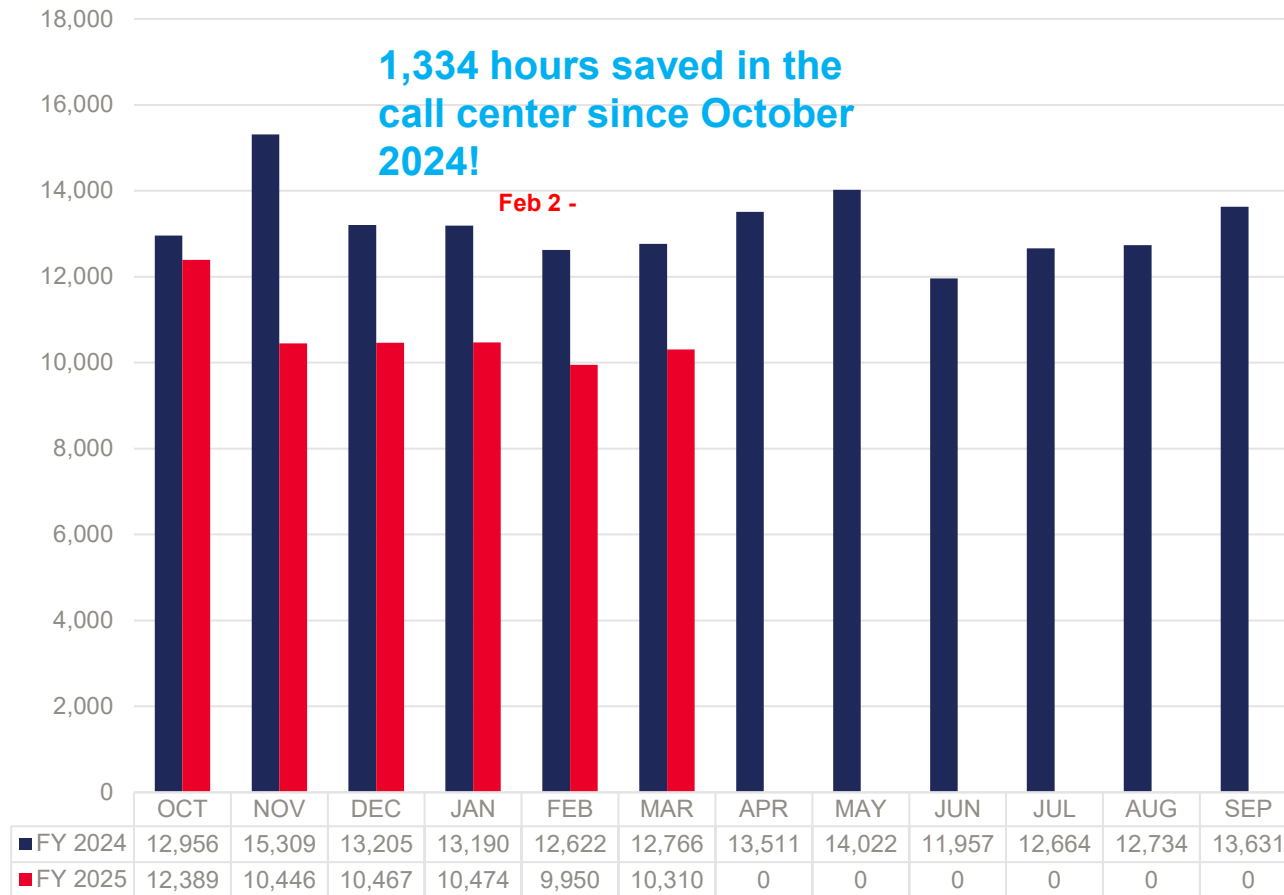
## ON-DEMAND PARATRANSIT EXCESSIVE LATENESS > 30 MINUTES



## Paratransit Complaints per 1K Boardings



## ON-DEMAND PARATRANSIT NUMBER OF CALLS



Assuming 5 min per call



# Next Step...On-Demand “Commingling”

- What is commingling? Sharing resources across demand-response service (e.g., paratransit, on-demand microtransit) to reduce operating costs, improve quality of service and reduce emissions
- How does it work? Paratransit eligible riders pre-book their trips and the software creates an optimized schedule based on those bookings. All other riders book On-Demand trips based on availability and the software dynamically routes vehicles for pick-ups and drop-offs
- This allows for three levels of commingling: tech, fleets, trips. Technology uses the same solution across services. Fleets utilize a common pools of drivers and vehicles. Riders across services share vehicles during their trips
- Trinity Metro is currently piloting Phase 1 of “Commingling”. Phase 2 will occur in Fall 2025. Phase 3 of a full roll out is expected in 2026





# BOARD OF DIRECTORS

## INFORMATION ITEM

**ITEM TITLE**

General Planning Consultant (GPC) Update

**MEETING DATE**

April 21, 2025

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**BACKGROUND**

On November 28, 2022, the Trinity Metro Board of Directors approved the General Planning Consultant (GPC) Contract (BA2023-11) that permitted staff to complete negotiations and enter into a contract for a variety of planning activities that address ongoing and emerging issues related to planning, designing, constructing, financing, maintaining, and improving the Trinity Metro transportation system.

The following is an overview of last month’s progress.

See Attached Table

**RECOMMENDATION**

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

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**STAFF DISPOSITION**

**EXECUTIVE LEAD\***

Chad Edwards

**DATE**

04/06/25

Task Order		Description	Status
1	Program Management	This task covers meetings, invoices, and scope development.	<ul style="list-style-type: none"> <li>Continued oversight</li> <li>Task development coordination</li> </ul>
3	Transit Value Proposition	This task outlines the value of transit in Fort Worth and will provide materials that can be shared with others during meetings.	<ul style="list-style-type: none"> <li>No current activities</li> </ul>
6	Streetcar Feasibility Study	Review, update, and identify corridor for potential Streetcar	<ul style="list-style-type: none"> <li>No current activities</li> </ul>
7	Graphics Support	Support to staff for graphics, maps, and presentations	<ul style="list-style-type: none"> <li>No current activities</li> </ul>
8	Grant Writing Support	Support of grant writing and applications	<ul style="list-style-type: none"> <li>No current activities</li> </ul>
14	Assessing Community Interest in Transit	Engaging the public through surveys/polling to better determine the level of knowledge the community has of Trinity Metro and public transit	<ul style="list-style-type: none"> <li>Ongoing support for new Perception Campaign and social media outreach</li> </ul>
15	FTA TEXRail TOD Planning Grant	This TOD planning grant focuses on TEXRail and the assessment of station amenities along the corridor that allow for a car-free lifestyle	<ul style="list-style-type: none"> <li>Revised scope of work under review</li> </ul>
18	Strategic Action Plan	Development of agency strategic plan	<ul style="list-style-type: none"> <li>Work sessions scheduled</li> <li>Strategy plan for the Trinity Metro Promise</li> </ul>
20	TEXRail DMU Vehicle Commissioning Support	Procurement support, design reviews, and on-site inspections for the 4 new Stadler DMU Vehicles procured for the TEXRail Project	<ul style="list-style-type: none"> <li>No current activities</li> </ul>
21	Comprehensive Evaluation of On-Demand Services	Review current On-Demand Services by analyzing current service area sizes, performance, and connections to fixed route services.	<ul style="list-style-type: none"> <li>Scope prepared</li> <li>Reviewing cost estimate</li> </ul>

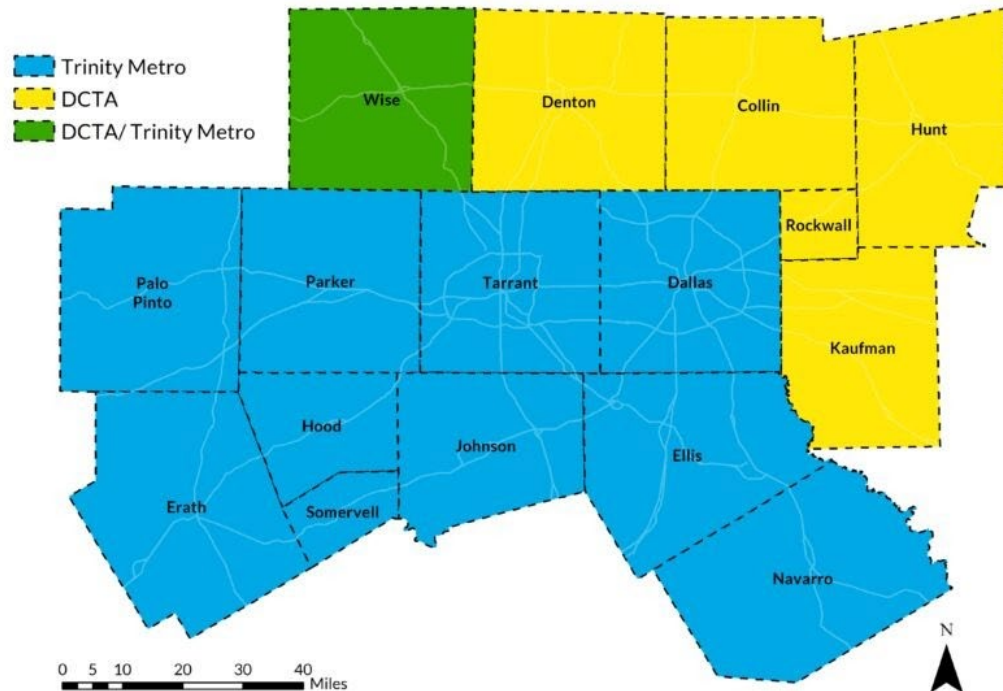
# **TRINITY METRO** VANPOOL

Detra Whitmore, PMP  
Vice President of Community Engagement &  
Customer Service

# BACKGROUND

- Providing vanpool service since the early 1980s.
- Counties Served: Tarrant, Johnson, Parker, Wise, Hood, Erath, Somervell, Dallas, Ellis, Navarro, and Palo Pinto Counties
- TM currently serves 11 counties

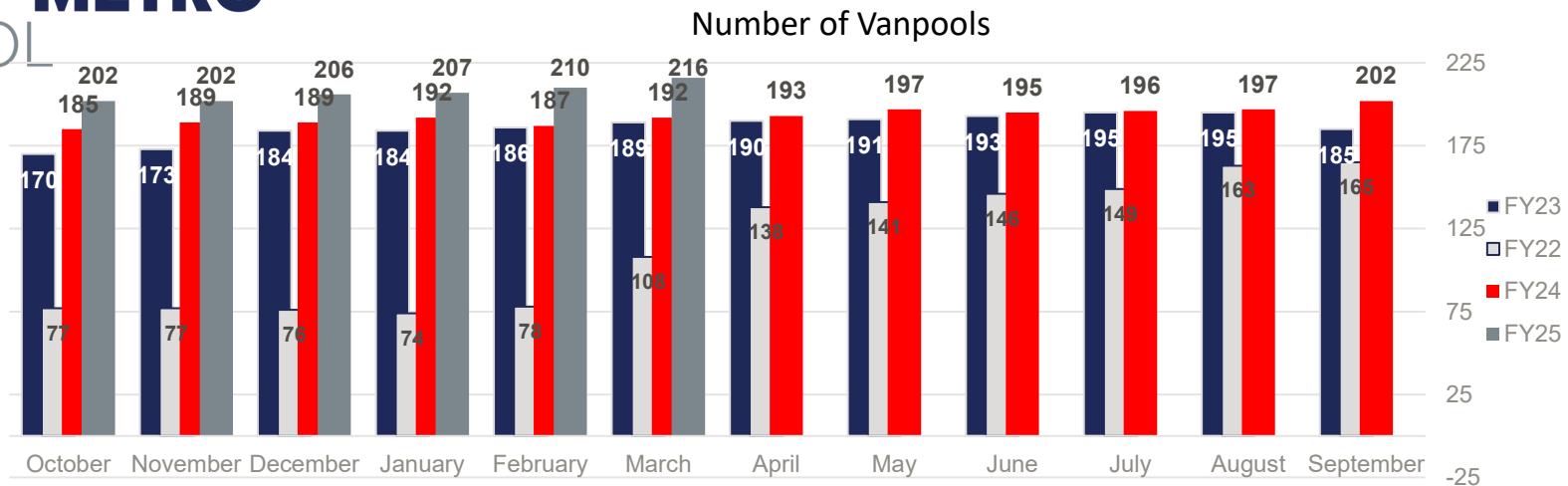
Vanpool Origination Service Areas



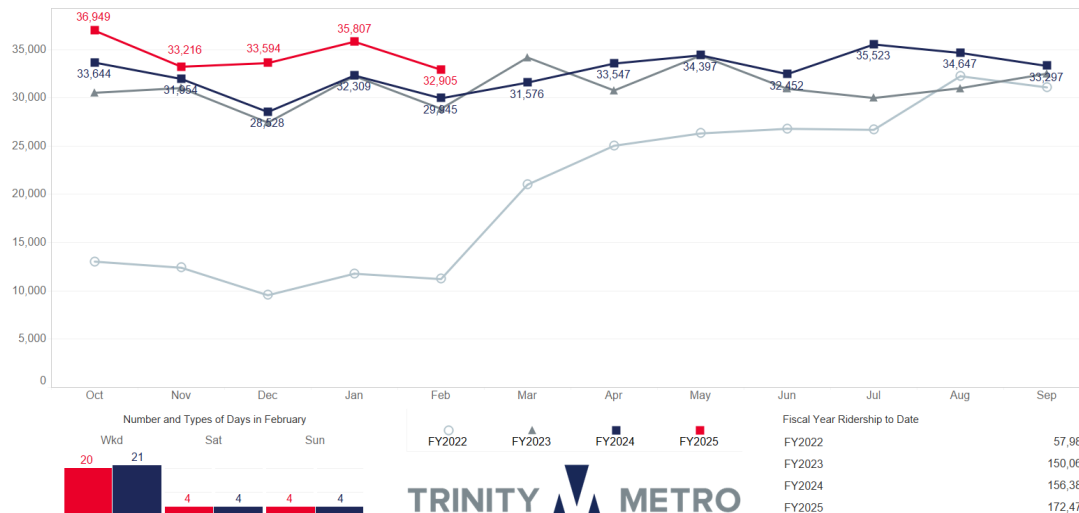
**TRINITY METRO**  
VANPOOL

Updated: January 2022

# TRINITY METRO VANPOOL



## Monthly Ridership VANPOOL



- Growth - 184% increase from FY2019-FY2025
- Capacity 75%
- 1,344 passengers per day



# Why Choose Vanpool

Less Wear on  
personal auto



Reduced Stress



Lower transit cost



VectorStock

VectorStock.com/13936880



**TRINITY METRO**  
VANPOOL

# The **Benefits**

- User pays 70%, Trinity Metro pays 30%
- Insurance Coverage
- Maintenance of Vehicle
  - Firestone and Goodyear Maintenance
- 15% reduction on personal auto insurance
- Emergency Ride Home Program
- Vehicle update at 75K miles
- Roadside Assistance
- Meeting new people



**TRINITY METRO**  
VANPOOL



# Vanpool Managed Lanes Discount

- Fifty Percent reimbursement on toll charges
- Peak traffic periods
  - Monday – Friday
  - 6:30 a.m. – 9:00 a.m.
  - 3:00 p.m. – 6:30 p.m.
- Vanpool must be an RTC –subsidized public vanpool
- Vanpool requestor is required to use GoCarma app
- Obtain TollTag, TxTag, or E Tag on vehicle windshield

<http://www.gocarma.com/dfw>



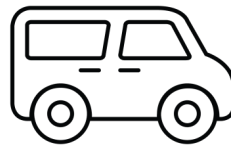
**TRINITY METRO**  
VANPOOL

**COMMUTER MILES  
REDUCED**



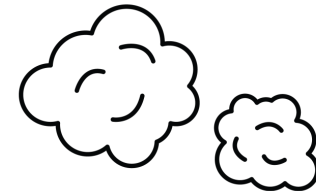
**9,534,690**

**TOTAL TRIPS ELIMINATED**



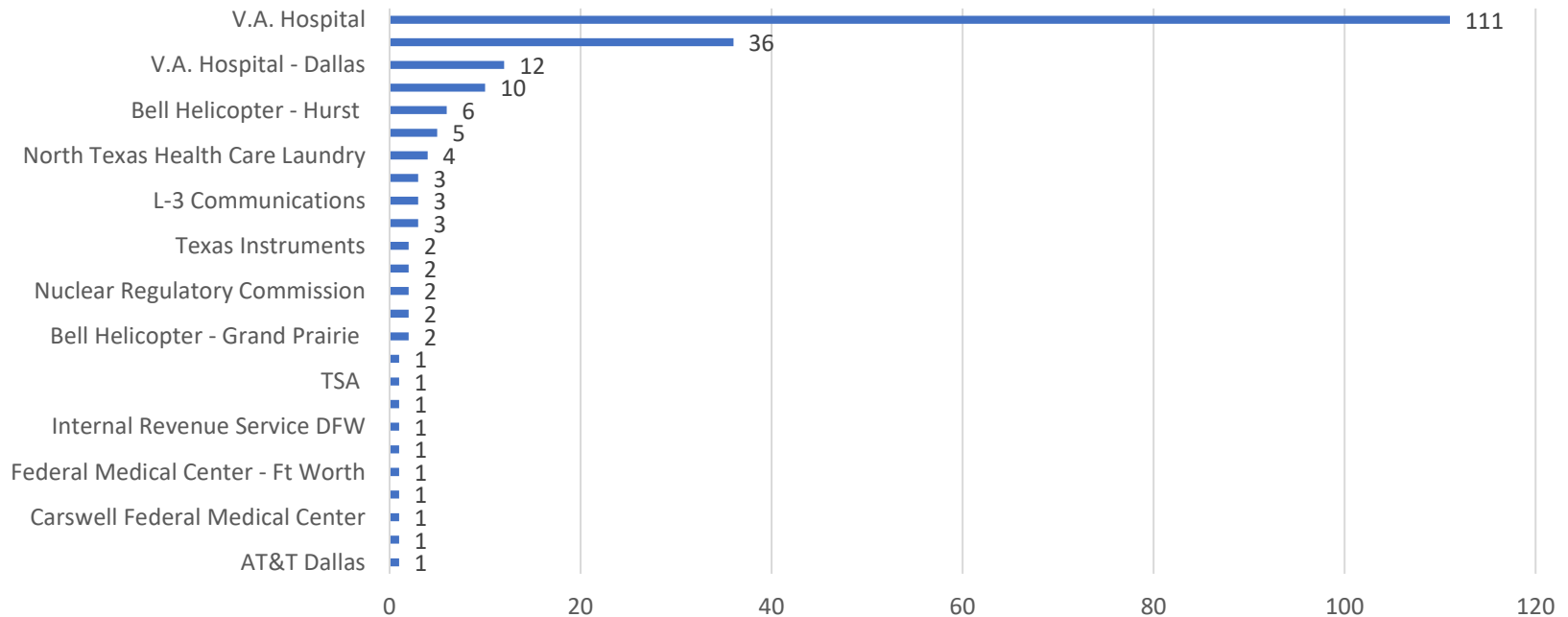
**296,373**

**CO2 EMISSIONS  
REDUCED (LBS)**

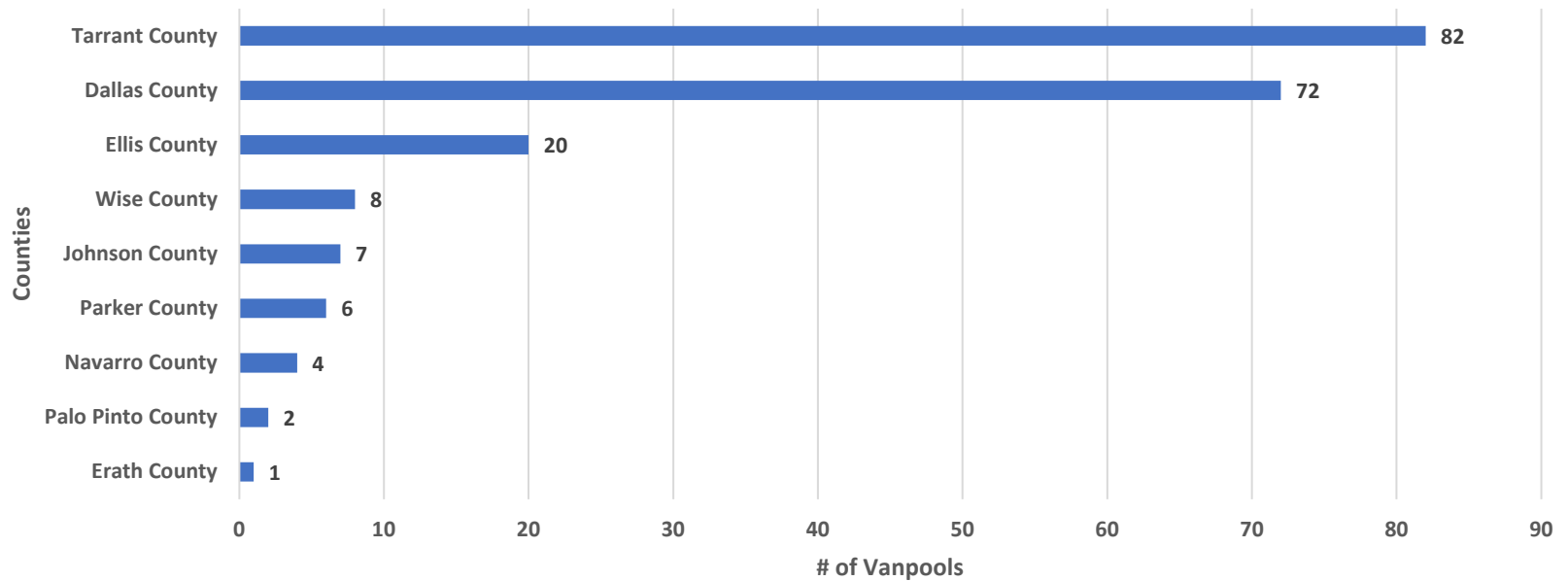


**7,181,439**

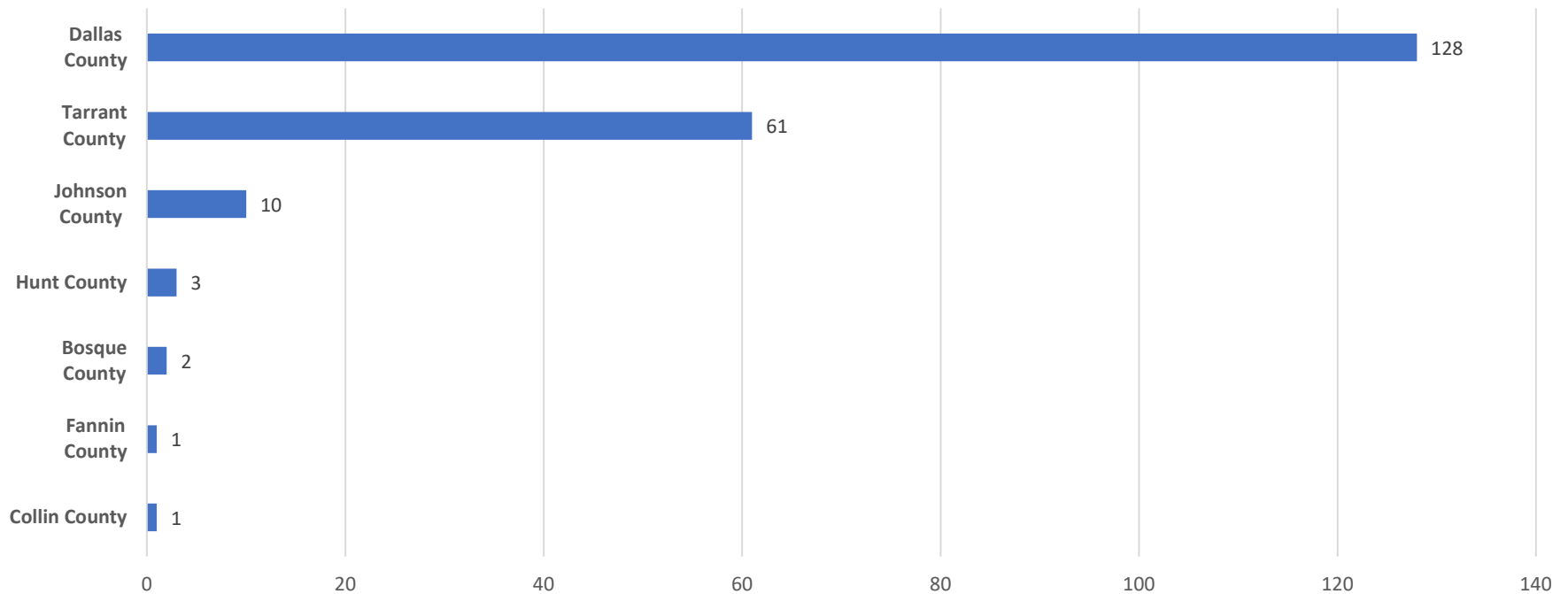
# Vans per Worksite



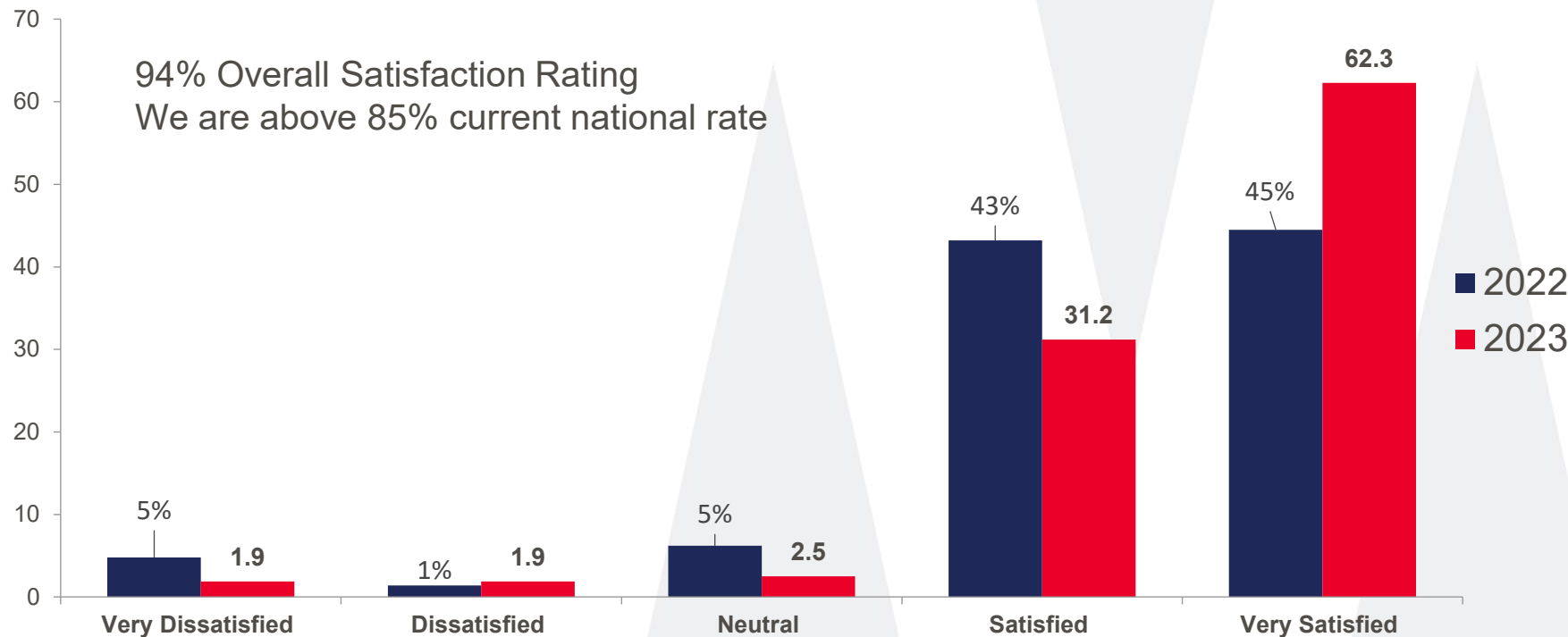
# Vans per Origin County



# Vans per End County (Destination)



# Customer Satisfaction Rating



**TRINITY METRO**  
VANPOOL



# Positive Impact for funding fuel expense

- Improved participation rates, making the vanpool program more accessible and affordable.
- Participants often share how the fuel funding has eased their financial stress, allowing them to allocate resources toward other essential expenses.
- Companies have expressed the Blessing of their employees getting to work with reliable transportation. Retention rates are high and this is a great recruitment tool.
- Support sustainable transportation by encouraging shared commuting, which reduces individual car usage, traffic congestion, and carbon emissions.
- Strengthens community well-being by fostering connections among participants and improving their quality of life through financial and logistical support.

# Alternatives & Risks

- Discourage participation
- Reduce the efficiency of program
- Retention and Recruitment for employers
- Trinity Metro not be viewed as the choice provider





**BA2025-32**

# Vanpool Program and New Rates

# Procurement

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

**Enterprise Holdings, LLC**  
Only firm submitted proposal

# What's Changing?

## Rates

Vehicles	Currently Monthly Lease Rate After Subsidy	<b>Proposed</b> Monthly Lease Rate After Subsidy
Standard SUV	\$720	\$980
Minivan	\$720	\$980
8 Passenger Van	\$735	\$1155
12 Passenger Van	\$770	\$1190
15 Passenger Van	\$805	\$1225
8 Passenger Large SUV	\$895	\$1260

## Fuel

**Fuel will be paid for by the participants.**

# Details

- An email was sent to all vanpool customers.
- Trinity Metro held 4 virtual public meetings to gather input from the affected customers.
- 198 customers attended the meeting
- Customer comments were provided in Board packet.

# Financing

The Vanpool program is funded through a combination of federal grants, rider contributions, and Trinity Metro local match.

Funds are available in Trinity Metro's FY2025 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 EAN Holdings, LLC (Enterprise Holdings) through Commute with Enterprise in the amount of \$2,114,000 (which includes fuel) for a one-year contract with four (4) one-year options to renew, with a total five (5) year amount not to exceed \$10,570,000 and to implement the new rates of the vanpool program effective May 1, 2025.

**BOARD OF DIRECTORS**  
**INFORMATION ITEM**

**ITEM TITLE**  
February 2025 Financials

**MEETING DATE**  
April 21, 2025

---

**BACKGROUND**  
The February 2025 financial report is attached for review.

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**STAFF DISPOSITION**

**EXECUTIVE LEAD** \*  
Greg Jordan

**DATE**  
04/09/25

**Fort Worth Transportation Authority**  
**Statement of Revenues and Expenses**  
**Fiscal Year to Date February 28, 2025**  
**(Unaudited)**

	Fiscal Year 2024		Fiscal Year 2025			
	FY24 YTD	FY24	YTD	Budget	Projection	Variance
<b>Operating Revenue</b>						
<b>Fares</b>						
Multi Modal Fares	2,044,358	5,346,550	2,279,470	5,684,770	5,870,728	185,958
Paratransit Fares	434,687	1,106,858	297,445	1,199,778	713,868	(485,910)
Easy Ride & Corporate	233,419	621,969	259,212	552,000	672,109	120,109
<b>Total Fare Revenue</b>	<b>2,712,464</b>	<b>7,075,377</b>	<b>2,836,127</b>	<b>7,436,548</b>	<b>7,256,705</b>	<b>(179,843)</b>
<b>Other Revenue</b>						
Sales Tax	47,678,379	115,049,958	50,879,849	119,000,000	115,511,638	(3,488,362)
Grapevine/NRH Contribution	5,764,199	13,919,699	6,367,377	13,700,000	15,281,705	1,581,705
Contributions from Partners	721,418	2,353,791	651,627	2,250,154	1,838,536	(411,618)
Fort Worth Bike Share	138,350	398,256	231,706	374,168	556,094	181,926
Advertising	189,583	596,479	229,167	582,996	585,001	2,005
Rental Income	198,184	634,003	200,903	628,084	639,003	10,919
Investment Income	1,273,016	2,607,910	458,984	3,000,875	2,707,910	(292,965)
Other	347,044	985,354	601,593	1,069,944	1,293,823	223,879
<b>Total Other Revenue:</b>	<b>56,310,173</b>	<b>136,545,450</b>	<b>59,621,206</b>	<b>140,606,221</b>	<b>138,413,709</b>	<b>(2,192,512)</b>
<b>Federal/State/Local Income:</b>						
Operating Assistance Grants	3,890,621	5,627,286	40,296,590	45,000,000	45,000,000	-
Preventative Maintenance Reimb.	-	2,525	-	32,449,598	32,449,598	-
Paratransit Assistance	-	622,647	-	-	-	-
<b>Total Operating Grants</b>	<b>3,890,621</b>	<b>6,252,458</b>	<b>40,296,590</b>	<b>77,449,598</b>	<b>77,449,598</b>	<b>-</b>
<b>Total Revenue</b>	<b>62,913,258</b>	<b>149,873,285</b>	<b>102,753,923</b>	<b>225,492,367</b>	<b>223,120,012</b>	<b>(2,372,355)</b>

	Fiscal Year 2024		Fiscal Year 2025			
	FY24 YTD	FY24	YTD	Budget	Projection	Variance
<b>Operating Expenses</b>						
<b>Fixed Route Operations</b>						
Salaries & Fringe Benefits	11,399,288	27,072,092	11,234,734	27,636,616	26,978,918	657,698
Services	88,535	270,564	426,184	374,640	696,595	(321,955)
Purchased Transportation	414,544	942,902	377,895	1,000,566	906,948	93,618
Fuels & Lubricants	10,745	24,870	12,205	27,000	26,130	870
Utilities	50,563	135,958	9,208	7,532	18,564	(11,032)
Other	15,903	81,518	53,300	121,826	125,050	(3,224)
<b>Total Fixed Route Operations</b>	<b>11,979,578</b>	<b>28,527,904</b>	<b>12,113,526</b>	<b>29,168,180</b>	<b>28,752,206</b>	<b>415,974</b>
<b>ON-DEMAND Operations - Microtransit</b>						
Salaries & Fringe Benefits	198,950	490,448	191,196	470,673	446,053	24,620
Services	192	442	-	2,500	-	2,500
Purchased Transportation	3,452,134	8,506,594	3,716,665	10,224,683	9,019,996	1,204,687
Fuels & Lubricants	130	216	-	-	-	-
Tires & Tubes, Materials	-	-	-	-	-	-
Utilities	-	-	-	-	-	-
Other	210	1,504	-	2,750	-	2,750
<b>Total Microtransit</b>	<b>3,651,616</b>	<b>8,999,204</b>	<b>3,907,861</b>	<b>10,700,606</b>	<b>9,466,049</b>	<b>1,234,557</b>
<b>ON-DEMAND Operations - Paratransit</b>						
Salaries & Fringe Benefits	1,944,962	4,564,901	1,876,710	5,155,126	4,705,664	449,462
Services	251	724	154	3,500	370	3,130
Purchased Transportation	1,697,407	5,626,887	4,203,422	7,739,669	8,588,213	(848,544)
Fuels & Lubricants	21,870	85,299	81	-	194	(194)
Utilities	15,720	41,506	5,547	34,794	13,313	21,481
Other	1,270	4,622	(64)	9,600	5,446	4,154
<b>Total Paratransit</b>	<b>3,681,480</b>	<b>10,323,939</b>	<b>6,085,850</b>	<b>12,942,689</b>	<b>13,313,200</b>	<b>(370,511)</b>



Operating Expenses Continued	Fiscal Year 2024		Fiscal Year 2025			
	FY24 YTD	FY24	YTD	Budget	Projection	Variance
<b>TRE Operations</b>						
Salaries & Fringe Benefits	63,331	43,324	15,997	159,400	40,727	118,673
Services	131,609	327,855	(5,482)	48,000	48,000	-
Purchased Transportation	7,090,171	16,655,126	7,426,007	18,997,731	18,997,731	-
Other	9,470	11,579	847	-	2,033	(2,033)
<b>Total TRE Operations</b>	<b>7,294,581</b>	<b>17,037,884</b>	<b>7,437,369</b>	<b>19,205,131</b>	<b>19,088,491</b>	<b>116,640</b>
<b>TEXRail Operations</b>						
Salaries & Fringe Benefits	172,910	507,625	219,232	474,574	552,458	(77,884)
Services	(306,142)	1,949,325	1,784,735	2,494,728	2,583,364	(88,636)
Purchased Transportation	9,869,412	22,386,590	6,109,309	24,840,533	24,840,533	-
Fuels & Lubricants	145	141	2,437	-	5,849	(5,849)
Tires & Tubes, Materials	-	48,692	49,624	327,600	119,098	208,502
Utilities	568	1,275	780	4,921	1,872	3,049
Insurance	1,782,455	4,624,178	1,920,583	5,516,177	4,609,399	906,778
Security Services	-	930	800	-	1,920	(1,920)
Other	94,784	233,883	40,857	42,557	103,057	(60,500)
<b>Total TEXRail Operations</b>	<b>11,614,132</b>	<b>29,752,639</b>	<b>10,128,357</b>	<b>33,701,090</b>	<b>32,817,549</b>	<b>883,541</b>
<b>Bike Share Operations</b>						
Salaries & Fringe Benefits	204,996	498,800	183,257	610,684	546,258	64,426
Services	48,505	136,219	41,210	130,800	98,904	31,896
Fuels & Lubricants	3,720	9,693	4,385	15,600	10,524	5,076
Tires & Tubes, Materials	17,330	29,429	11,541	42,000	27,698	14,302
Utilities	1,282	4,910	1,679	6,000	4,030	1,970
Leases	19,511	51,062	19,817	52,300	47,561	4,739
Other	53,065	26,356	1,265	131,700	12,036	79,664
<b>Total Bike Share Operations</b>	<b>348,409</b>	<b>756,469</b>	<b>263,154</b>	<b>989,084</b>	<b>747,011</b>	<b>202,073</b>
<b>General &amp; Administrative</b>						
Salaries, Wages & Fringe Benefits	11,279,996	27,268,992	11,100,301	27,798,028	27,069,926	728,102
Professional Services	2,479,066	7,042,413	2,567,678	7,555,184	7,206,990	348,194
Vehicle & Facilities Maintenance	3,553,024	10,837,372	3,182,349	10,975,152	9,885,887	1,089,265
Software/Systems Maintenance	1,230,913	3,466,700	1,221,393	3,498,408	2,931,343	567,065
Legal Services	232,967	678,806	325,108	449,000	669,073	(220,073)
Office Supplies & Equipment	517,596	737,491	115,876	473,408	306,393	167,015
Utilities	192,155	690,376	315,885	511,895	761,659	(249,764)
Training/Dues/Memberships	275,086	232,126	135,381	718,010	333,758	384,252
Security Services	947,922	2,587,409	1,348,382	3,066,000	3,086,117	(20,117)
Purchased Transportation	610,076	1,534,835	644,651	1,566,709	1,695,162	(128,453)
Insurance	108,749	252,125	149,370	447,195	358,488	88,707
Other	47,722	357,089	42,484	6,103	115,123	(109,020)
<b>Total General &amp; Administrative</b>	<b>21,475,272</b>	<b>55,685,734</b>	<b>21,148,858</b>	<b>57,065,092</b>	<b>54,419,920</b>	<b>2,645,172</b>
<b>Total Operating Expenses:</b>	<b>60,045,068</b>	<b>151,083,773</b>	<b>61,084,975</b>	<b>163,771,872</b>	<b>158,604,425</b>	<b>5,127,447</b>
<b>Operating Income / (Deficit)</b>	<b>2,868,190</b>	<b>(1,210,488)</b>	<b>41,668,948</b>	<b>61,720,495</b>	<b>64,515,587</b>	<b>2,795,092</b>

# BOARD ACTION ITEM

ITEM NUMBER  
BA2025-28

MEETING DATE  
April 21, 2025

ITEM TITLE  
Blue Line

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## BACKGROUND

In 2024, Trinity Metro launched a strategic rebranding of bus routes serving busy districts in the City of Fort Worth. Orange Line was first, connecting Downtown Fort Worth with the Fort Worth Stockyards. Key goals of the color-coded lines are ease of use through recognizable color-coded and branded vehicles, iconic images, and a welcoming in-vehicle experience. This application helps passengers easily recognize which bus serves their destination.

The next route to receive this treatment is the downtown circulator route known as Molly The Trolley. This route will be rebranded as the Blue Line in June 2025. This new and improved service will operate with former Dash all-electric buses, repainted in a light blue paint scheme featuring images of Downtown Fort Worth. Service hours will be shifted to operate from 7 am to 7 pm and frequencies on the bus route will double from every 15 minutes to every 7 minutes. The route will continue to serve local hotels, convention center and popular visitor destinations.

This service change requires an additional vehicle to provide more frequent service and revenue hours will increase by more than 25 percent. These changes qualify as a major service change under Trinity Metro's 2023 – 2026 Title VI Program & Report and therefore must be evaluated for impacts to minority and low-income residents. The service area for Blue Line has a slightly lower than average minority and low-income population, but it is within the 20 percent margin established by Trinity Metro's Board of Directors as part of the Service Standards. It is determined that this change has no disparate impacts nor disproportionate burdens on these populations.

Staff held a public meeting on Monday, February 3rd at 6:00 pm at Fort Worth Central Station. Twelve people attended this meeting and others had an opportunity to submit comments by telephone, web, and email. No comments were received in opposition to the proposed change.

## FINANCING

Funds are available in Trinity Metro's FY2025 Operating Budget. Funds for future years will be considered in the respective proposed budgets. The operational cost for this proposed service change is an increase of \$386,000 annually.

## RECOMMENDATION

The Trinity Metro Board of Directors authorizes the President & Chief Executive Officer to rebrand Molly the Trolley as Blue Line, change service hours to 7:00 am – 7:00 pm, and increase service frequency to 7 minutes.

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## STAFF DISPOSITION

EXECUTIVE LEAD\*  
Chad Edwards

DATE  
03/17/25

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## DISPOSITION OF BOARD OF DIRECTORS

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## SECRETARY APPROVAL

# BOARD ACTION ITEM

ITEM NUMBER  
BA2025-29

MEETING DATE  
April 21, 2025

ITEM TITLE  
Compressed Natural Gas Buses

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## BACKGROUND

Trinity Metro issued 23-008 for the initial purchase of fifteen (15) Compressed Natural Gas buses, including options for additional bus purchase up to sixty-five (65) 35' CNG buses. the solicitation resulted in two (2) firms responding: Newflyer Inc and Gillig LLC. Each proposal documents received were evaluated against a matrix requirement by an evaluation committee. The evaluations were based on Technical Specification Compliance, Experience and Competency of the Contractor, Contractor Resource and Supply, Support, Delivery Schedule and Cost. Gillig LLC was rated the highest based on the evaluation criteria. The Federal Transit Administration has provided 85 percent of the funding for this purchase.

## PROCUREMENT

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

## DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

No Disadvantaged Business Enterprise (DBE) was established due to the nature of this solicitation.

## FINANCING

Funds are available in Trinity Metro's FY2025 Capital Budget. Funds for future contract years will be considered in the respective proposed budgets.

## RECOMMENDATION

The Trinity Metro Board of Directors authorizes the President & Chief Executive Officer to execute a contract for fifteen (15) 35' Compressed Natural Gas (CNG) buses with Gillig LLC in the amount of \$12,310,260 with a 15% contingency of \$1,846,539 for a total amount not to exceed \$14,156,799.

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## STAFF DISPOSITION

EXECUTIVE LEAD \*  
Wayne Gensler

DATE  
03/25/25

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## DISPOSITION OF BOARD OF DIRECTORS

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## SECRETARY APPROVAL

# BOARD ACTION ITEM

ITEM NUMBER  
BA2025-30

MEETING DATE  
April 21, 2025

ITEM TITLE  
Web Development Services

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## BACKGROUND

Trinity Metro uses RideTrinityMetro.org and TrinityRailwayExpress.org to promote our services, help customers plan trips, share vital communications with the community, post public notices, generate ticket sales through ecommerce sites, and assist customers with an online chatbot. The Trinity Metro site averages more than 58,000 visitors each month, and the Trinity Railway Express site sees a monthly average of 25,000 visitors. With 83,000 people viewing the sites each month, there is a compelling ongoing need to maintain the functionality of these sites and keep online material relevant and updated. A dedicated web development service contractor ensures both sites provide the best user experience while maintaining brand standards. Beyond development and maintenance, this contractor will be responsible for search engine optimization strategy, monitoring website ADA compliance, and making recommendations about current trends.

## PROCUREMENT

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

## FINANCING

Funds are included in Trinity Metro’s FY2025 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 Planeteria Media for web development services for five years. The annual cost is not to exceed \$150,000 for a total not to exceed amount of \$750,000.

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## STAFF DISPOSITION

EXECUTIVE LEAD \*  
Anette Landeros

DATE  
04/04/25

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## DISPOSITION OF BOARD OF DIRECTORS

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## SECRETARY APPROVAL

# BOARD ACTION ITEM

ITEM NUMBER  
BA2025-31

MEETING DATE  
April 21, 2025

ITEM TITLE  
Drug and Alcohol Testing & Physical Exams

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## BACKGROUND

Trinity Metro along with the U.S. Department of Transportation (DOT) requires physical examinations and drug/alcohol testing for all new employees, employees returning to work after an illness or injury, DOT medical recertifications, random drug/alcohol testing, post-accidents, and reasonable suspicions.

On January 8, 2025, Trinity Metro released an RFP and received eight responses. Concentra's proposal was found to be the most responsive and responsible for Trinity Metro.

## PROCUREMENT

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

## FINANCING

Funds are available in Trinity Metro's FY2025 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 five (5) year contract with Concentra for Physical Examinations and Drug/Alcohol testing for an estimated amount of \$832,040.

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## STAFF DISPOSITION

EXECUTIVE LEAD \*  
Kelli Shields

DATE  
04/03/25

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## DISPOSITION OF BOARD OF DIRECTORS

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## SECRETARY APPROVAL



# BOARD ACTION ITEM

## ITEM NUMBER

BA2025-32

## MEETING DATE

April 21, 2025

## ITEM TITLE

Vanpool Program Provider and New Rates

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### BACKGROUND

Trinity Metro has provided vanpool services since the early 1980s to connect people to employment. Trinity Metro currently provides vanpool services in Tarrant, Johnson, Parker, Hood, Montague, Erath, Wise, Palo Pinto, Somervell, Dallas, Ellis, and Navarro counties.

Trinity Metro Vanpool is a service for groups of five or more commuters, usually who live and work near each other, who prefer to share the cost of getting to and from work.

Participating in vanpool can provide great benefits such as reduced transportation costs, less wear and tear on personal vehicles, and reduced stress during commutes.

### DETAILS

Trinity Metro's policy on fare structure states "changes in fares will be considered by the Board of Directors on or after thorough input from the affected users and citizens." A letter with proposed rate changes for the program was emailed to all vanpool participants and virtual meetings were held. Participants were asked to submit their comments via email to [detra.whitmore@ridetm.org](mailto:detra.whitmore@ridetm.org).

### PROCUREMENT

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

Only one firm submitted a proposal that was responsive, responsible and in compliance with the proposal requirements. The submitting firm was Enterprise Holdings, LLC through the Commute with Enterprise program.

An evaluation committee of Trinity Metro staff reviewed and evaluated the proposal and determined that Enterprise Holdings, LLC met all qualifications and was responsive.

### DISADVANTAGED BUSINESS ENTERPRISE UTILIZATION

The DBE goal will be zero, due to lack of availability of DBEs to perform the required services.

### FINANCING

The Vanpool program is funded through a combination of federal grants, rider contributions, and Trinity Metro local match. Each Vanpool rider pays a monthly fare that offsets a portion of the total cost of operating the Vanpool. After the rider portion is collected, the remaining net cost is eligible for reimbursement. Three federal grants provide funding for the program: Federal Highway Administration Surface Transportation Block Grant, which requires a 20% local match; Federal Transit Administration Section 5307 grant, which requires a 20% local match; and Job Access Reverse Commute grant, which requires a 50% local match. Trinity Metro's estimated annual cost is \$240,000, and it is anticipated that the number of vanpools will increase by three percent (3%) annually.

Funds are available in Trinity Metro's FY2025 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 EAN Holdings, LLC (Enterprise Holdings) through Commute with Enterprise in the amount of \$1,614,000 for a one-year contract with four one-year options to renew, with a not-to-exceed amount of \$8,070,000 and to implement the new rates of the vanpool program effective May 1, 2025.

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### STAFF DISPOSITION

#### EXECUTIVE LEAD\*

Detra Whitmore

#### DATE

03/17/25

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### DISPOSITION OF BOARD OF DIRECTORS

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### SECRETARY APPROVAL

## Vanpool Vehicles and Service Rates



Vehicles	Current Monthly Lease Rate After Subsidy	Lease Rate After Subsidy Beginning May 1, 2025
Standard SUV	\$720.00	\$980.00
Minivan	\$720.00	\$980.00
8 Passenger Van	\$735.00	\$1155.00
12 Passenger Van	\$770.00	\$1190.00
15 Passenger Van	\$805.00	\$1225.00
8 Passenger Large SUV	\$895.00	\$1260.00

The figures below represent the amount Trinity Metro will contribute, equivalent to 30% of the total rate.

For instance, Trinity Metro's current subsidy for a 7-passenger SUV or minivan is \$305. With the updated rate, this will increase to \$420.

	Old Rate	Trinity Metro Subsidy	New Rate	Trinity Metro Subsidy
<b>7 Passenger SUV</b>	\$1,025	\$305	<b>\$1,400</b>	<b>\$420</b>
<b>MINIVAN</b>	\$1,025	\$305	<b>\$1,400</b>	<b>\$420</b>
<b>8 Passenger Large SUV</b>	\$1,275	\$380	<b>\$1,800</b>	<b>\$540</b>
<b>8 Passenger Van</b>	\$1,050	\$315	<b>\$1,650</b>	<b>\$495</b>
<b>12 Passenger Van</b>	\$1,125	\$335	<b>\$1,700</b>	<b>\$510</b>
<b>15 Passenger Van</b>	\$1,150	\$345	<b>\$1,750</b>	<b>\$525</b>

**Trinity Metro  
Vanpool Public Meeting  
Comments/Questions**

**Vanpool public meetings were held on the following dates and times:**

Tuesday, April 8, 2025 – 6:00 pm

Thursday, April 10, 2025 – 1:30 pm and 4:00 pm

Friday, April 11, 2025 – 12:00 pm

**Total Attendees:** 198

**Nature of Concerns:**

Fuel concern: 27

Vanpool rate increase: 5

General: 7

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**Fuel Comments/Questions**

- So, does this mean 100% fuel cost to drivers?
- Is there no longer going to be a fuel card?? that will be a deal breaker. Van went up 54.5% for us...then if we add having to pay fuel as well....
- So based on the increased rate, you are not going to pay for our fuel?
- I sincerely hope that you would get the board to pay for fuel. Your vanpool program will go away
- The fuel cost will vary monthly. That will be a management problem for the primary van organizer to deal with every month. If fuel costs will be passed to van riders, please make it easy for the van organizer. We don't want to make their role more burdensome
- I've been driving a van for 23 years. I'm not sure if I will for much longer. It will be too expensive because I will lose riders if fuel costs are not covered.
- So that includes the riders and the drivers? Or just the drivers?
- So, when we are making the payment, how do we do that? Does it come from our paycheck?
- I think the prices of the vanpool group going up is reasonable if the fuel will still be covered by Trinity Metro.
- When does this go into effect for fuel cost to vanpool members?
- Why is Trinity Metro not wanting to pay for fuel?
- Does the propose monthly rate include the fuel cost?
- For our van, a rate increase of \$260 + adding new gas costs ~\$340 every month will equate to a total increase of around \$100 to \$120 per rider our vanpool so I believe this may cause a lot of riders to re-consider and possibly cancel.
- Have you considered fully electric fleet? To offset fuel costs?
- How will we be notified of the outcome of the April 21st meeting especially if the end user will have to pay for gas?
- I am currently forming a pool at my company, and currently have 9 people interested, but many people are on the fence because of cost. I believe this will negate my efforts of forming more vanpools and I believe many current vanpoolers may now be asking themselves what the "threshold of pain" is for riding the vanpool. The cost is just too



much unless you have a large vanpool of people coming from the same location at the same time.

- I personally think that you will lose a lot of vans when you charge for fuel.
- So, what you are saying base on what you present to the board there's a good possibility that now we'll have to pay for fuel?
- To confirm, fuel is no longer included?
- I have been a rider for several years from Burleson to Bell Trinity. We actually provide a benefit to the community by ride sharing that the Government uses to subsidize with incentives. I would like to know where these subsidies are being diverted to now?
- We can agree that some rate increases are necessary in certain terms but this is the largest increase by far and I don't understand where you came up with an almost 40% increase from. We had to fight for the fuel to be included a few years back and this is unacceptable. Please reconsider your position and stop the increase.
- The vanpool program is a Blessing. If the participants are forced to pay for fuel, we are going to lose employees.

### **Comments/Questions regarding increased rates**

- Trinity Metro is a dictatorship, not asking the people who are using the vans for any input on changes, but telling us what changes they are going to make.
- Can rates be increased in quarterly increments?
- Thank you for your time.
- If a majority of the van pools are not ok with these forced costs increases, and turn all the vans into your agency. Will y'all just have vans sitting in parking lots not being used?
- How related to Trinity Metro policy and DCTA's policy?
- What are some examples of perks?
- What are the differences with Trinity Metro and DCTA and why are they not affected?
- At a time when government is being subjected to extensive budget cuts these price increases are concerning to me as a rider.
- Can you please help us understand why the subsidy is going up and cover less?
- I would very much like someone to come out to talk about the vanpool opportunities.
- My biggest worry is that my agency may drop the program due budget cuts
- My name is Emmy and I'm from Mansfield, we have 6 pass. Van, when we started riding last year, we were 4 of us and one dropped out couple months ago, and we have been paying \$840 monthly, so how much are we going to be paying. Meanwhile we are looking for more people who can ride with us.
- The only perks that most folks are interested in is saving money. It seems that perk is going away.
- We are 8 people in the group. Can we request a 7-seat van?
- Will the monthly subsidy increase? And what is the max?

### **Comments received via email/website:**

- Why do I have pay for fuel for the whole trip. if I don't ride van to the last stop just to my stop

- I have been a rider for several years from Burleson to Bell Trinity. We actually provide a benefit to the community by ride sharing that the Government uses to subsidize with incentives. I would like to know where these subsidies are being diverted to now?
- We can agree that some rate increases are necessary in certain terms but this is the largest increase by far and I don't understand where you came up with an almost 40% increase from. We had to fight for the fuel to be included a few years back and this is unacceptable. Please reconsider your position and stop the increase.
- I ride a vanpool that runs from Burleson to Hurst going to Bell Helicopter. I listened to Monday's presentation on the proposal for the new vanpool contract. I know it is a huge increase and we are trying to make it work for us. I hope there's a way to keep the fuel the way it is because that may make it out of the range for most vanpools. The cost will outweigh the convenience. And it is difficult to find riders that will pay that much to ride. Please consider this issue when voting
- I was wanting to know if the fuel subsidy will still be in effect with the proposed change to the Van pool. If we have to have the huge increase and no other subsidy, we will be forced to give up ours.