

TARC BOARD OF DIRECTORS MEETING



Meeting Notice:

Pursuant to KRS 96.A, the TARC Board of Directors is to meet monthly. The next meeting will be held at:

**TARC's Headquarters, Board Room
1000 W. Broadway, Louisville, KY 40203**

Tuesday, January 27, 2025 at 3:00 p.m.

This meeting is also being held via teleconference as permitted by KRS 61.826. Pursuant to KRS 61.810, the Board of Directors may enter into Closed Session, but shall not take any action in a Closed Session.

Members of the public and/or TARC staff may watch a livestream of the meeting by going to www.facebook.com/ridetarc; the livestream will be at the top of the page; No Facebook account is needed.

Pursuant to the Americans with Disabilities Act, persons with a disability may request a reasonable accommodation for assistance with the meeting or meeting materials. Please contact Stephanie Isaacs at 502.561.5103. Requests made as early as possible will allow time to arrange accommodation.

Any person may provide a public comment in the chat feature at www.facebook.com/ridetarc at any time during a Board meeting which will be read into the record of the Board minutes. Please include your name in the chat. In addition, Ms. Isaacs will accept public comments that are provided to her by 12:00 PM the day before the next regularly scheduled meeting of the Board via email at sisaacs@ridetarc.org.

If you would like speak at the Meeting, please contact Stephanie Isaacs at (502) 561-5103 to sign up or send an email to sisaacs@ridetarc.org.

Guidelines to speak before the TARC Board of Directors:

- a) Only ten (10) residents of TARC's service area per Board meeting will be allowed to speak; if less than ten (10), then the TARC Board Chair may allow a non-resident of Metro Louisville to fill a vacant slot;
- b) Speakers shall be restricted to a maximum of three (3) minutes each and may not share these minutes with any other speaker; however, persons with medically recognized disabilities who are entitled to a reasonable accommodation under the Americans with Disabilities Act (ADA) shall be given an additional minute to speak;

.....continued.....

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- c) In order to speak in person at a regularly scheduled TARC Board meeting:
 - i. a speaker must register with Stephanie Isaacs as indicated above.
 - ii. the period to register begins at the conclusion of the prior regularly scheduled Board meeting and ends at 12:00 PM the day before the next regularly scheduled meeting in which the person intends to speak.
 - iii. persons registering may leave their name/alias and address, and shall notify Ms. Isaacs of the topic in which they will speak.
 - iv. no more than three (3) persons may speak with the same position on any one topic before the Board at any meeting (i.e., six (6) persons can speak on one topic before the Board at a particular meeting, three (3) in support and three (3) against);
- d) Any materials presented to the Board may be forwarded prior to or following all Board gatherings to Ms. Isaacs for dissemination purposes;
- e) Speakers before the entire Board are not allowed to use props, displays, or any other objects during their presentations. However, informational handouts may be given to Ms. Isaacs and distributed in accordance with (d) above;
- f) Persons within the audience are allowed to have signs in the Board room that are no larger than 8 ½ x 11 inches. However, such signs may not be attached to any sort of stick and must be displayed in a manner that does not inhibit others from viewing the Board meeting; and
- g) Speakers may not engage in electioneering nor the endorsement or promotion of any commercial product or service.

TARC BOARD OF DIRECTORS MEETING



Agenda – January 27, 2026

1.	Quorum Call/Call to Order/Meeting Minutes	Abbie Gilbert	3:00
	A. Approval of December Meeting Minutes	Board of Directors	3:00-3:05
2.	Public Comments	John Hardesty	3:05-3:10
3.	Board Chair’s Report	Abbie Gilbert & Steve Miller	3:10-3:15
4.	Finance Committee Report	Ted Smith	3:15-3:20
5.	Operations Committee Report	Alice Houston	3:20-3:25
6.	Executive Directors Report	Ozzy Gibson	3:25-3:35
	A. Employees Above & Beyond		
	B. Operation Report		
	C. COO/Director of Transportation Update	Bruce Withers	
7.	New TARC Network Overview	Scudder Wagg Martin Barna	3:35-3:45
8.	Action Items		3:45-4:00
	A. Resolution 2026-01 Roof & Gutter Services	Rick Dooley	
	B. Resolution 2026-02 Line of Credit	Matt Abner	
	C. Resolution 2026-03 Unified Communications System	Brian Cassidy	
	D. Resolution 2026-04 Citywide Contract Increase	Nolan Kelly	
	E. Memo for Bus Pad Installation	Nolan Kelly	
9.	Financial Report		4:00-4:10
	A. December FY 2026	Matt Abner	
10.	Closed Session		
	A. Potential Real Estate Transaction.	Abbie Gilbert	4:10-4:30
11.	Board Members Open Discussion	Abbie Gilbert	4:30-4:35
12.	Adjournment	Abbie Gilbert	4:40

TARC BOARD OF DIRECTORS MEETING



December 16, 2025 Board Meeting Minutes

The Board of Directors of Transit Authority of River City (TARC) met on December 16, 2025 at 3:00 p.m. in person at TARC, 1000 W. Broadway in the Board Room and virtually via teleconference as permitted by KRS 61.826.

Board Members Present

In Person

Ted Smith
Justin Brown
Steve Miller
Abbie Gilbert (joined late)

Virtual

Abbie Gilbert
DuWayne Gant

Declined

Myra Rock
Alice Houston
Christy Ames

Meeting Called to Order

Steve Miller called meeting to order at 3:03 p.m.

Quorum Call

November Board Meeting Minutes approved.

Public Comment

John Hardesty read the Public Comment Preamble: The TARC Board values hearing from its customers, TARC employees and public at large. This Board will not respond in this meeting to any comments made at this time. However, TARC will post a response on TARC's website regarding the comments made by the following meeting. In addition, the TARC Board may assign the feedback or comments to be further examined by its subcommittees and, if warranted, further addressed by TARC. You have three minutes to address the Board.

Nick Passafiume -TARC Rider.

Nick Passafiume addressed the Board regarding a very positive experience with TARC. He used TARC to pick up his car after repairs were completed and was pleasantly surprised! He visited www.ridetarc.org to plan the trip and upload dollars for the trip. He was pleasantly surprised how easy it all was to plan and download. He thought the trip would take an hour or more. The bus was 1 minute early and the stop he needed was directly in front of his destination. A simple twenty minute trip. Nick is all for an increase in the fares, he thinks compare to other cities of similar size we should have a much higher fare.

Ms. Shaun Spencer commented on Facebook.

The transition from NIA customer support HUB to using Kroger customer support counter (location between 28th and 26th) is not working. TARC initially failed to train their staff and now the machine doesn't work. Not everyone can get to Union station before 4 pm or to the Kroger in Portland.

Destiny Renae Daniels submitted a public comment on Facebook.

I am the president of Hazelwood Neighborhood Association Inc. We would like to have a member of TARC to attend out meetings to discuss how to improve service in our area.

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Shaun Spencer submitted an additional comment on Facebook after the Board Meeting had closed.

Bus Stop at 26th and Broadway needs to be moved up 1/3 a block to in front of Kroger at 27th and Broadway. Safer (a police don't even want to make runs at 26th due to poor lightening) and people with grocery bags (especially disabled and elderly) shouldn't have to walk so far and into a dangers area!

Special Reports

Steve Miller presented the Finance Committee Report.

- Excellent attendance by Board Members.
- All items were fully discussed during the Finance Committee Meeting.
- The Resolution presented has been moved to today's Board Meeting for consideration.

Alice Houston presented the Operations Report.

- During the meeting the New TARC Network was presented.
- She appreciates the public comments that are shared.

Ozzy Gibson presented the Executive Director and Operations Report.

Above and Beyond employee of the month, Melissa Johnson.

- Melissa found a customer unresponsive on the back seat after all of the other passengers had left the coach.
- The next several minutes saved his life.
- Melissa called the control room and pressed the record button on the bus.
- Melissa quickly shared the information regarding the unresponsive person and requested an EMS unit.
- When Melissa rushed back to the customer she noticed signs of distress on the customer. She realized that EMS may not be there in time.
- Melissa called 911 and the dispatcher walked her through how do perform CPR until the EMS could arrive.
- EMS administered Narcan plus worked with the customer until he was conscious.
- Melissa level of calmness demonstrated a high level of professionalism.

The IndyGo Video – Pulse Bus Transfer Center.

- TARC Staff visited IndyGo transfer hub to help plan for our downtown transfer Center.
- Future site visits to neighboring transit agencies are in the planning stages.

The Executive and Operations report.

- Peer City Agency Comparison was presented.
- Recorded the first "TARC Talks" with Ozzy Gibson and Lillian Brents and made it available for staff.
- Received a \$2.6 Million FTA Grant for 10th Street Brake-Maintenance addition.
- Held our first of Quarterly TARC open house for Coach Operators recruitment.
- Surveyed our Coach Operators and Riders Club members to get their input on the New TARC Network bus stop designs.
- Announced our 26th annual Design-a-bus student art contest and the partnership with Portland Museum's Adventure House of you.

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- Celebrated Alice K Houston induction into the Entrepreneur Hall of Fame.
- Liz Fust will be joining us in January to present her peer review on paratransit service

New TARC Network Overview

Martin Barna with JWA presented the New TARC Network Implementation Plan Update.

- New bus stop signs were shared with the Board.
- New NTN Downtown map has been created to show final downtown routings.
- The team is on track.

Action Items

Matt Abner presented Resolution 2025-53 Amendment No. 2 Commercial Card Service to Contract 2020658 Banking and Financial Services.

- TARC seeks an amendment to the Banking and Financial Service Contract to exercise the option service for the Commercial Card Service.
- The procurement department canvassed other providers and determined Fifth Third Bank offered the best value.
- The implementation of this Commercial Card Service is estimated to cost \$50,000 over the remaining total life of the contract (6 years, assuming all option years are exercised).
- This includes the establishment of several file transfer feeds for reconciliation and auditing purposes as well as an annual program fee based on the average daily balance of the account.
- It is also important to note that this program does offer an annual rebate that can be used to offset these costs.

The motion was duly moved for approval by Steve Miller. The motion was seconded by Ted Smith. The Board of Directors unanimously adopted the resolution.

Matt Abner presented Resolution 2025-56 Armored Car Services Sole Source 20251979.

- GardaWorld has been a long-standing partner of TARC since 2000.
- Due to TARC's specific fare system and equipment, GardaWorld is currently the only provider who has the capability and resources to effectively deliver our needs based on our infrastructure limitations.
- The current contract with GardaWorld is set to expire on December 31, 2025.
- On October 16, 2025, a Request for Proposal (RFP) 20251908, was released and advertised to seek armored car services. No bids were received.
- On November 5, 2025, the procurement department proceeded to engage in a Sole Source award with GardaWorld.
- After completing a price analysis, the procurement department revealed an increase of only 2% from the previous contract.

Resolution 2025-56 continued.

- TARC seeks to enter into a one (1) year contract with GardaWorld for an armored car transportation of received customer fares, the counting of the customer fares and the depositing of the customer fares at a cost not to exceed \$246,672.

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The motion was duly moved for approval by Justin Brown. The motion was seconded by Steve Miller. The Board of Directors unanimously adopted the resolution.

Chris Ward presented Resolution 2025-54 Grant Application for Commonwealth of KY Grant.

- On November 20th, TARC was notified that its 2025 application to the Federal Transit Administration's Section 5339 Bus and Bus Facilities Competitive program received an award to fund construction of a new brake repair shop at the south end of the 10th Street bus storage facility.
- Moving brake repair to the Union Station campus will avoid the cost and delays of moving buses back and forth to our current brake shop located in our maintenance facility at 2905 West Broadway.
- The full amount of the grant is \$3,280,000, of which \$2,624,000 are federal funds.
- In addition to the competitive federal grant program, the Commonwealth of Kentucky's Cabinet for Economic Development (CED) offers a program entitled Government Resources Accelerating Needed Transformation (GRANT) that encourages competitive applications by providing local matching funds for awarded federal grants.
- Under this program, TARC is eligible to apply for 95% of the required \$656,000 match requirement for the recent Section 5339 award. If the GRANT application is successful, the portion of the total project grant that TARC would contribute from the Mass Transit Trust Fund will be only \$32,800.
- TARC seeks authority to submit an application and enter into legal agreements associated with the GRANT program.

The motion was duly moved for approval by Justin Brown. The motion was seconded by Ted Smith. The Board of Directors unanimously adopted the resolution.

Nolan Kelly presented Resolution 2025-55 Bus Windshields, Windows, and Glass.

- The Procurement Department issued invitation to bid for Bus Windshields, Windows, and Glass, which included ninety-nine (99) inventory parts.
- TARC received a single bid from Gillig, LLC, on November 14, 2025, which was deemed responsive and responsible in compliance with Federal Transit Administration regulations and TARC Procurement Policy.
- The inclusion of 24 new parts/windows and a 3% negotiated reduction in the vendor's pricing resulted in a fair and reasonable final cost estimate.
- Funding for the first year has been budgeted in FY 2026, and the second year will be incorporated into the FY 2027 budget.
- TARC seeks to enter into a contract with Gillig, LLC for Bus Windshields, Windows, and Glass for a term of two (2) years at a total not-to-exceed amount of \$203,520.

The motion was duly moved for approval by Steve Miller. The motion was seconded by Justin Brown. The Board of Directors unanimously adopted the resolution.

Nolan Kelly presented 2025-57 Bulk Oils Liquids Fluids and Lubricants 20211667.

- The Maintenance Department is requesting to exercise the second and final one-year optional term of the contract with our current vendors which are Apollo Oil, LLC, Landrum Chemical Industries, Rely Supply, LLC, and Valor Oil.
- An additional \$889,536 is required to accommodate increased usage and estimated future needs.
- This increase will bring the new total not-to-exceed amount to \$1,620,551.

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- The department also plans to sole source item #55194 (currently on the bulk list) as part of a revised Preventative Maintenance plan to transition to 10K oil changes.
- The Procurement Department conducted a pricing analysis for the previous two years and deemed the second option pricing is fair and reasonable.
- The Procurement Department is recommending to exercise the second option of a one-year term in an additional amount not-to-exceed \$889,536.

The motion was duly moved for approval by Steve Miller. The motion was seconded by Justin Brown. The Board of Directors unanimously adopted the resolution.

Joe Triplett presented 2025-58 Ellipse Hosting, Support and Retainer Agreement – Sole Source Award.

- In July 2021, Hitachi announced end of life for the legacy Ellipse platform and the discontinuation of its active support to their clients by end of calendar year 2028.
- TARC staff has already begun the process to develop a replacement and procurement strategy.
- Hitachi is the parent company that owns the Ellipse software. COSOL is the preferred support agent for Ellipse and TARC has for a number of years operated under an agreement with COSOL to host, maintain, and provide support for Ellipse.
- As a preferred partner, it is critical to continue to subscribe to the Ellipse hosting and support services provided by COSOL.
- The staff is recommending a sole source award for an additional three (3) years with COSOL.
- The three (3) year term shall be procured as a sole source award with a total not-to-exceed amount of \$983,600 for the three-year term.

The motion was duly moved for approval by Ted Smith. The motion was seconded by Justin Brown. The Board of Directors unanimously adopted the resolution.

Aida Copic presented Resolution 2025-59 TARC's Title VI plan 2025.

- Per the Federal Transit Administration (FTA) regulations, guidelines, and Circular FTA C 4702.1B, TARC has prepared an updated 2025 Title VI Plan that provides programmatic, process and policy information on major services, fare changes, and service policies that relate to minority and low-income populations.
- TARC has a longstanding commitment to meet both the spirit and letter of Title VI of the Civil Rights Act of 1964 that prohibits discrimination based on race, color or national origin in programs or activities that receive federal financial assistance, and is committed to full compliance under the FTA regulations.
- There were no policy changes made during the time detailed in the Title VI Plan update (2022-2025). The changes reflected in the document were updates to data and demographics.
- TARC is in the process of developing 2025 Draft Plans for network restructuring and efficiency improvements to be implemented in the summer of 2026 as part of the New TARC Network.

Resolution 2026-59 continued.

- This will constitute a major change in TARC's service and will require TARC to make significant policy amendments, which will include public meetings and the opportunity for public comment.
- Once these changes are implemented, TARC will undertake a new, thorough Title VI analysis for network restructuring and service changes implemented as part of the new TARC network.

The motion was duly moved for approval by Justin Brown. The motion was seconded by Steve Miller. The Board of Directors unanimously adopted the resolution.

TARC BOARD OF DIRECTORS MEETING



Board Closed Session – Real Estate Opportunity

Steve Miller asked for a motion to have the Board move to a closed session.

The motion was duly moved for approval by Justin Brown. The motion was seconded by Steve Miller. The Board of Directors moved into a closed session pursuant to KRS 61.810 to discuss a potential real estate opportunity.

Steve Miller asked for a motion to have the Board move to an open session.

The motion was duly moved for approval by Ted Smith. The motion was seconded by Steve Miller. The Board of Directors moved into open session. No action was taken during the closed session.

Staff Reports and Presentation

Matt Abner presented the November Financials

- It was noted that all of the ARP – Covid money has been spent.

Ozzy Gibson presented the recommended fare schedule changes.

- The Transit Authority of River City (TARC) continues work on sustainable solutions. Through the TARC 2025 redesign process, TARC is looking to right size operations in an effort to control costs and offer the most sustainable and reliable service possible to our customers.
- Controlling costs is only part of the solution. All areas must be evaluated to try and generate revenues from either new or existing sources.
- One source for additional revenues is passenger fares.
- TARC has not increased passenger fares since 2012. Many transit organizations across the country have raised fares several times.
- This revised fare schedule increases fares for both fixed route and paratransit services and aligns TARC's fares with neighboring transit agencies.

- While this is TARC's recommendation, we must comply with federal regulations to determine if there are any disparate impacts to communities as part of Title VI.
- This includes holding public meetings and gathering comments from various outlets (social media, email, phone, etc.) to be reviewed and considered for possible adjustments to this recommendation.
- This memo is to notify the Board of TARC leadership's intent to begin this fare increase evaluation and public involvement process.

Board Members discussed several key points regarding the fare increase.

The Fare Schedule Change Memo will move on for public meetings.

TARC BOARD OF DIRECTORS MEETING

Steve Miller made a motion to adjourn at 4:57 p.m. This motion was approved by the Board.



Steve Miller, Acting Board Chair and past Financial Chair

Date

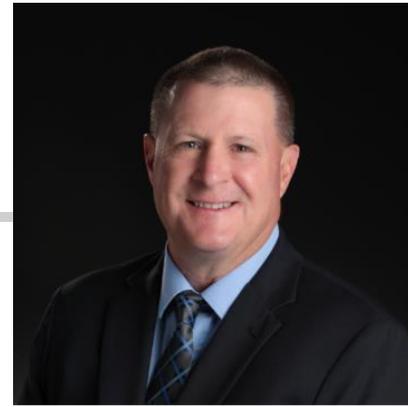


BOARD OF DIRECTORS
JANUARY 27, 2026

JANUARY OPERATIONAL UPDATE



EXECUTIVE DIRECTOR REPORT



SINCE THE LAST BOARD MEETING, TARC ...

- Announced a public review and evaluation process, began public outreach for recommended updates to our passenger fare schedule—the first proposed fare adjustment since 2012
- Celebrated our top 12 riders of 2025—giving each a celebratory gift bag with items from Riders Club partner organizations, and welcomed a select group to special Christmas dinner and Union Station tour
- Welcomed new team members to the TARC family—many to drive for the New TARC Network!
- Route #28 Preston received Transit App’s 2025 Riders Choice Award for most improved route—an annual award honoring the best public-transit routes across the U.S. and Canada!
- TARC transported residents from LMHA’s St. Catherine Court property to temporary housing after an electrical fire, then back when property was safe again
- TARC ATU 1447 received \$340,000 grant for Employer Incentive Plan to support mentor / apprenticeship program



Proposed Fare Structure Changes

Fare Type	Current Rate	Recommended Rate
Adult Fare	\$1.75	\$2.25
Student Fare	\$0.80	\$1.00
Senior Citizens	\$0.80	\$1.00
24-Hour Pass	\$3.50	\$5.00
7-Day Pass	\$15.00	\$25.00
30-Day Pass	\$50.00	\$75.00
Summer Youth Pass	\$30.00	\$45.00
TARC3 Paratransit	\$3.00	\$4.50

No final decisions have been made. As required by federal regulations, TARC will conduct a Title VI equity analysis and gather public input through meetings and multiple feedback channels before any fare changes are considered for approval by the TARC Board of Directors.

CONGRATULATIONS LARRY SLOAN

Congratulations Larry Sloan Chair of the TAAC (TARC Accessibility Advisory Council) for earning your UofL degree!

From UofL News:

83-year-old UofL student earns degree after life's detours

For avid traveler Larry Sloan, his education journey is like rafting trips he has taken. Sloan's journey began at Princeton University in the 1960s. After two years, he had to withdraw to help out his family business. Like the river he describes, life continued to ebb and flow. He took courses at Butler University, changed jobs, took courses at Indiana University, changed jobs again – but never finished his degree.

The world has changed drastically since Sloan began college. He remembers the first personal computers that ran on punch cards. Now, he's finishing his degree entirely online. But for Sloan, earning his degree isn't just about checking a box. He spent most of his life as a crafts salesman, traveling and selling fabric, yarn and other art supplies. His education was an education built by doing. Those experiences, he said, enriched his academic work.

He often thinks of a quote from actress Olivia de Havilland, who lived to be 104. When asked the secret to a long life, she replied: "love, laughter, learning... and stairs."

Sloan has watched more than a dozen graduations of his children and grandchildren over the years. On Dec. 12, many of them will come to watch him take his turn. And when the moment comes to cross the stage and receive his diploma, he said one emotion comes to mind: happiness.

"I'll be very happy," he said. "And I think I might even continue taking courses here after."



TAAC Mission: to review and advise TARC on all issues, plans and programs for public transportation services in regards to the accessibility needs of our community and in compliance with the Americans with Disabilities Act of 1990.

THANK YOU, AIDA COPIC

Director of Planning Aida Copic will be retiring on January 30.

After more than 15 years with TARC, Aida Copic will be retiring at the end of January. She has worked on countless projects and made an important difference in the daily lives of thousands of people, secured millions of dollars in federal and state grant funding, and launched the careers of more than a dozen nationally recognized transit-planning professionals.

Since joining TARC she has been a member of multiple national and state planning organizations, served as Chair and Vicechair of the regional KIPDA Transportation Technical Coordination Committee, was a member of the Brightside Board of Directors for more than five years, and participated in several Transportation Research Board projects, and APTA studies.

Some of the projects she is most proud of are:

- TARC 2025-Moving Forward Together (Network Restructuring Plan)
- New TARC Network Downtown-Transit-Center (Site Assessment Study)
- Broadway All The Way
- Dixie BRT (First bus rapid transit project in Louisville)
- LouLift Downtown Circulators (First Electric Buses Project)



“While I am a technical professional and very practical in my approach to projects, problems and solutions, I am always focused on people first. It’s all about people!”

WELCOME BACK GEOFFREY HOBIN

Geoffrey Hobin, Interim-Director of Planning

Geoff Hobin will be shifting over to head the Planning Department after Aida Copic's retirement.

He began his tenure at TARC in 1996 and spent his first seven years managing a variety of projects, from 'Showcase Corridors' (a project that provided suburban connections to 'trunk' routes), to bike racks on buses, to the procurement and implementation of TARC's first Enterprise Resource Planning system.

For twenty years (until he retired in September 2023) Geoff was responsible for administering TARC's Federal and State grants, and for managing TARC's Capital Improvement Program; returning once to help with the Grants Department after his retirement. While serving in that capacity he looked for opportunities to make TARC and the community it serves more economically and environmentally sustainable.

Some projects he managed:

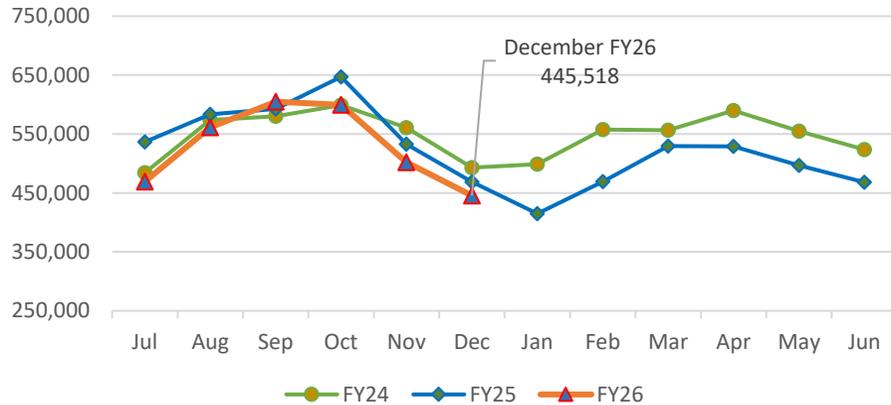
- the construction of a LEED Gold certified maintenance facility
- the acquisition of fast-charge battery-electric buses
- a program of six energy efficiency projects that together significantly reduced energy consumption in the 129 year-old train station that serves as TARC's headquarters.



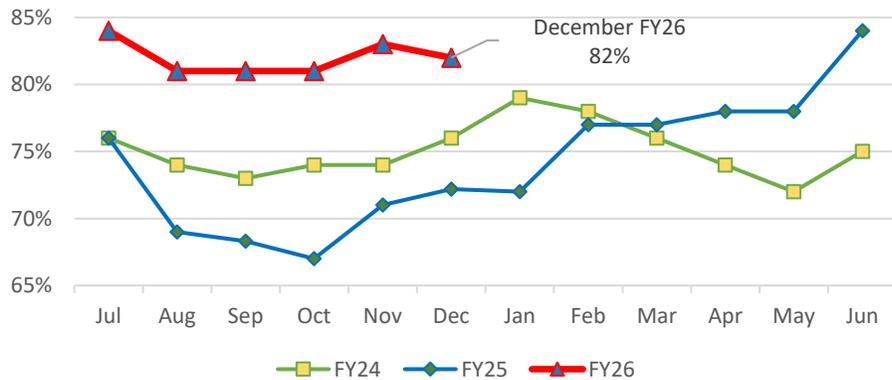


DECEMBER FIXED ROUTE SERVICE

Fixed-Route Ridership



Fixed-Route On-Time Performance



Performance Indicator	Fixed-Route System		
	FY26 YTD	FY25	FY24
Total Ridership	3,212,646	6,636,904	6,573,722
Avg Monthly Ridership	502,005	553,075	547,810
Total Revenue Miles	2,040,104	5,231,772	6,517,670
Total Revenue Hours	158,454	409,032	537,581
Trips per Revenue Mile	1.57	1.20	1.01
Trips per Revenue Hour	20.27	15.37	12.20

Monthly Ridership (December) **445,518**
 Comparison VLM -11.25%
 Comparison VLY -4.97%

Total YTD Ridership **3,212,646**

	On-Time Performance		
	Fixed-Route		
	FY26	FY25	FY24
Jul	84%	72%	76%
Aug	81%	69%	74%
Sept	81%	69%	73%
Oct	81%	67%	74%
Nov	83%	71%	74%
Dec	82%	72%	76%
Jan		**	79%
Feb		77%	78%
Mar		77%	76%
Apr		78%	74%
May		78%	72%
June		84%	75%
FYTD	82%	74%	75%

Fixed-Route FY26 Goal **80%**

VLM: A comparison of data between the current month, and the immediately preceding calendar month
 VLY: A comparison of data between the current month, and the same month from the preceding year



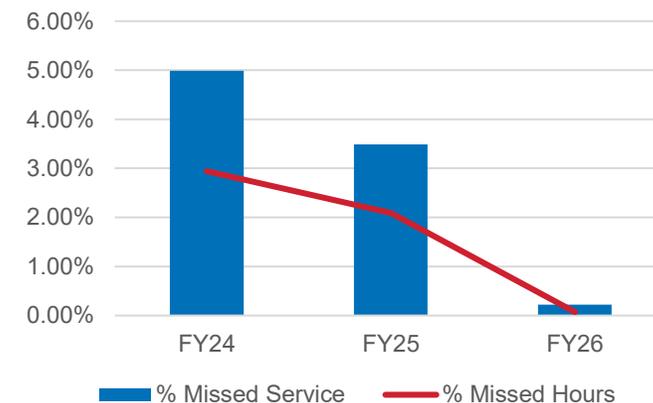
DECEMBER FIXED-ROUTE MISSED RUNS AND MISSED HOURS

FY24	Total Runs	Missed Service	% Missed Service	Missed Hours	% Missed Hours
July	7412	502	6.77%	1,879.65	3.87%
August	8177	362	4.43%	1,261.10	2.60%
September	7655	579	7.56%	2,443.57	5.12%
October	8172	489	5.98%	1,924.43	3.58%
November	7854	306	3.90%	1,077.48	2.06%
December	7799	267	3.42%	908.60	1.63%
January	8158	272	3.33%	900.18	1.63%
February	7478	340	4.55%	1,244.60	2.54%
March	7741	320	4.13%	1,212.88	2.24%
April	7478	329	4.41%	1,301.53	2.78%
May	7908	529	6.69%	2,117.90	4.16%
June	7914	370	4.68%	1,411.20	3.09%
Total	93,746	4,665	4.99%	17,683.12	2.94%

FY26	Total Runs	Missed Service	% Missed Service	Missed Hours	% Missed Hours
July	4351	6	0.14%	26.56	0.01%
August	4770	9	0.19%	25.5	0.07%
September	4770	6	0.13%	11.72	0.03%
October	4770	7	0.15%	17.53	0.05%
November	4770	20	0.42%	67.65	0.20%
December	4770	14	0.29%	29.52	0.08%
January					
February					
March					
April					
May					
June					
Total	28,201	62	0.22%	178.48	0.07%

FY25	Total Runs	Missed Service	% Missed Service	Missed Hours	% Missed Hours
July	5441	254	4.67%	1,182.70	3.23%
August	5452	171	3.14%	632.58	1.76%
September	5174	180	3.48%	715.30	1.87%
October	5513	284	5.15%	1,239.55	3.19%
November	5185	264	5.09%	1,125.32	3.12%
December	5378	320	5.95%	1,489.20	4.01%
January**	5293	254	4.80%	1,092.23	3.03%
February	4476	145	3.24%	603.12	1.70%
March	4903	137	2.79%	522.73	1.43%
April	4822	69	1.43%	253.75	0.71%
May	4903	83	1.69%	263.58	0.77%
June	4613	20	0.43%	80.95	0.27%
Total	61,153	2,181	3.49%	9,201.01	2.09%

Missed Service and Hours



**January 2025 adjustment due to winter weather



COO / DIRECTOR OF TRANSPORTATION REPORT

FIXED ROUTE

- Increased communication by sending a text update once every four hours
- Conducted a call out study from November 3rd – December 14th
- Staged Road Supervisors at the “Barn” during pull out
- Compared Year over Year KPI hours used for revenue (with special events built in)

December 2025	
Open Runs	2
Call Outs	1
#Ex / Shines	0
Off-Day Shines	5
Current OPS	89.33%
Projected OPS	85.35%

There has been a reduction in hours used for straight time due to service change.

- Scheduled Over Time is relatively flat year-over-year
- Huge improvements in Unscheduled Over Time from 2023 – 2025
- By increasing operator counts, there has been an increase in subbing hours for 2025
- With the New TARC Network, we can expect to see higher subbing hours as we train operators



COO / DIRECTOR OF TRANSPORTATION REPORT

PARATRANSIT

- Saw lower KPIs in the month of December with record ridership.
- An increase in ridership of 8.61% in December.
- MV Transportation increased by 12 operators in December.
- Looked for ways to improve customer experience:
 - Better software – to reduce slack time and increase productivity
 - Improved KPIs
- Measured Same-Day Cancellations and how it effects productivity

December 2025 Scheduled Trips		
Total Trips Performed	37,199	
Same Day Cancel	3,617	9.70%
Late Cancel	1,660	4.50%
Cancel at the Door	697	1.90%
No Show	1,108	3.00%
Total same-day cancellations	7,082	

COO / DIRECTOR OF TRANSPORTATION REPORT

PRODUCTIVITY – MEASURE OF THE NUMBER OF PEOPLE TRANSPORTED IN AN HOUR

- What effects productivity?
 - Driver availability
 - Traffic or road construction
 - Vehicle availability and space type (Cut Away vs Mini Van vs Ambulatory vehicle)
 - Passenger pick up or drop off locations, and the distance of that trip
 - Late cancels, Cancel at the door, and Passengers that are no shows
 - Scheduling software

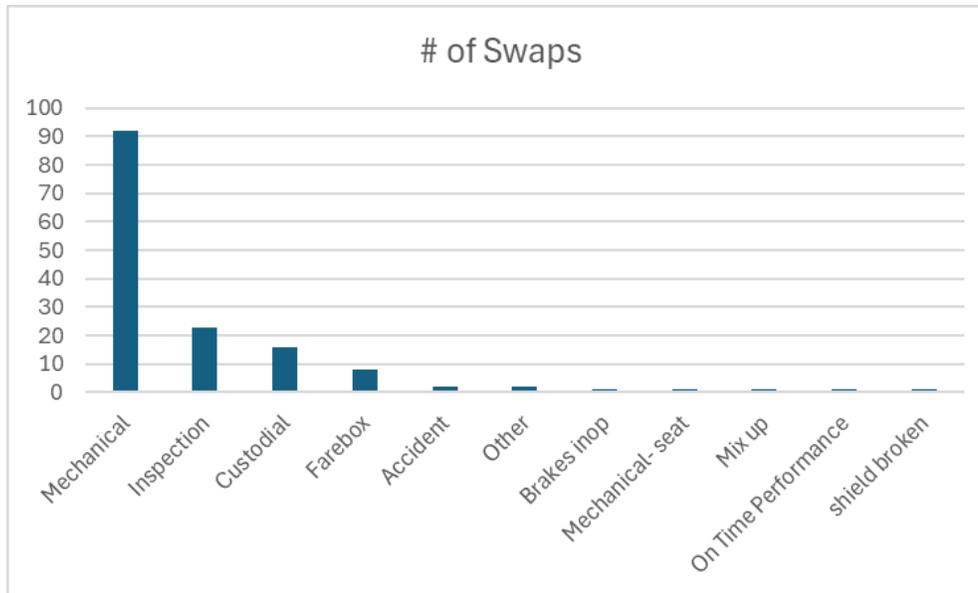
TARC's paratransit is based off service area, rather than the ¾ mile around a fixed route.

- 72% – 80% of all passengers are ambulatory
- As shown in a previous slide, December saw more than 7000 same day cancellations
- Near half of the same day cancellations were late cancels, cancel at the door or no shows
- Wheelchair accessible vehicles can transport most passengers
- Ambulatory vehicles can't transport most mobility devices
 - This causes inefficient routing and or lower productivity
- Envision an upside-down horseshoe, good routing will follow the path of the horseshoe
- When a late cancel, cancel at the door, or a no show occurs, it disrupts the driver's route resulting in the driver travelling out of the way to pick up one passenger rather than multiple passengers, and increasing deadhead

COO / DIRECTOR OF TRANSPORTATION REPORT

MAINTENANCE

- Measuring the number of swapped buses per month: 149 swaps in December
- Working with TARC management on a vehicle replacement plan for Paratransit



SAFETY

- Starting monthly Safety Blitz
- Improving security through a temporary badge system for visitors



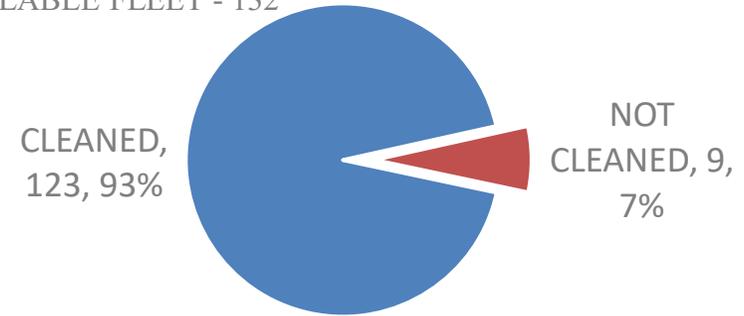
MAINTENANCE

INSPECTIONS

- ALL 159 INSPECTIONS WERE ON TIME PER THE FTA GUIDELINES (no more than ± 10% the variance in miles between inspections)

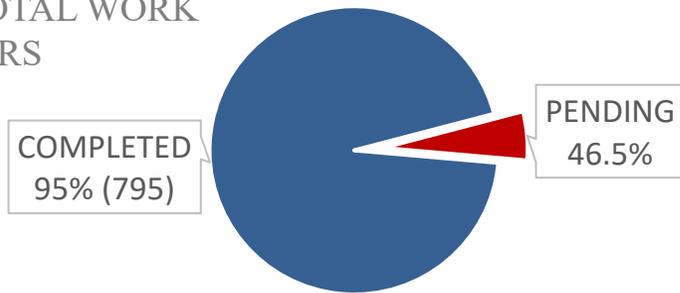
COACH CLEANING

AVAILABLE FLEET - 132

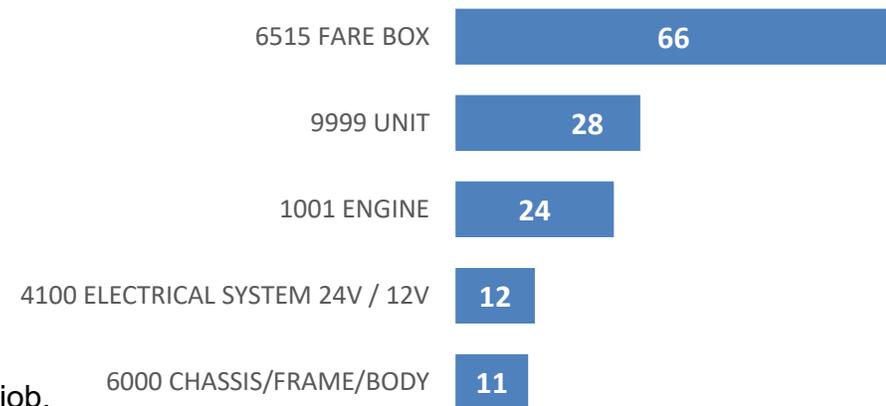


WORK ORDERS

841 TOTAL WORK ORDERS



TOP 5 ROAD CALL CATEGORIES

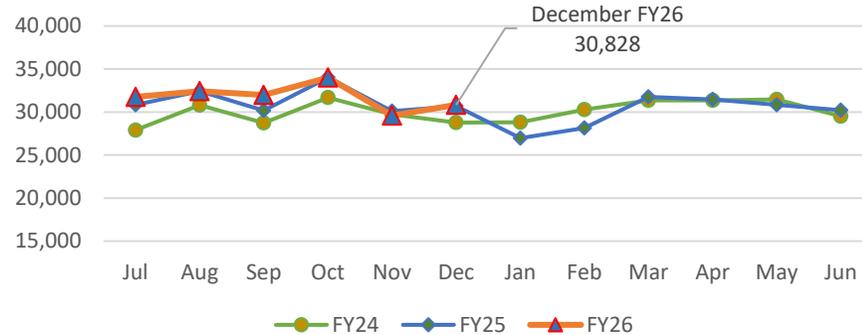


Work Order: a formal request or authorization to perform a specific Maintenance task or job, entered and tracked in EAM (Enterprise Asset Management)

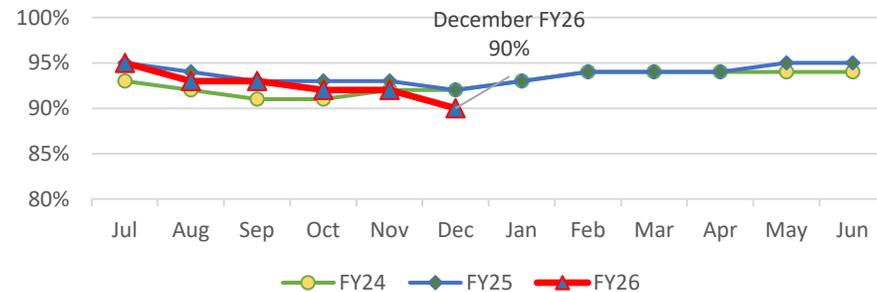


DECEMBER PARATRANSIT SERVICE (TARC3)

TARC3 Paratransit Ridership



TARC3 Paratransit On-Time Performance



Performance Indicator	Paratransit (TARC3)		
	FY26 YTD	FY25	FY24
System Production			
Total Ridership	190,594	367,610	360,456
Avg. Monthly Ridership	31,766	30,634	30,038
Total Revenue Miles	2,224,097.6	4,374,215	4,364,217
Total Revenue Hours	139,224.8	277,039	284,896
Trips per Revenue Mile	0.09	0.08	0.08
Trips per Revenue Hour	1.37	1.33	1.27

Monthly Ridership (December) **30,828**
 Comparison VLM +4.2%
 Comparison VLY +0.49%
 Total YTD Ridership **190,594**

	On-Time Performance		
	Paratransit (TARC3)		
	FY26	FY25	FY24
Jul	95%	95%	93%
Aug	93%	94%	92%
Sep	93%*	93%	91%
Oct	92%	93%	91%
Nov	92%	93%	92%
Dec	90%	92%	92%
Jan		93%	93%
Feb		94%	94%
Mar		94%	94%
Apr		94%	94%
May		95%	94%
Jun		95%	94%
FYTD	93%	94%	93%

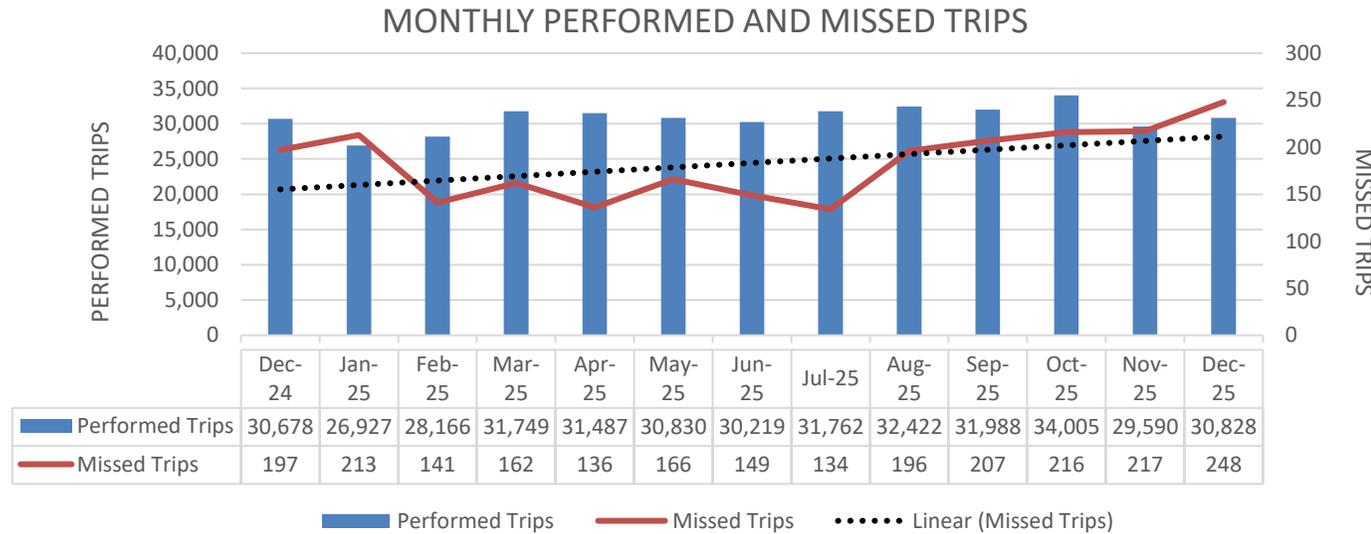
Paratransit FY26 Goal **93%**

*excluding Sept. 11- 14 and Sept. 18-21
 (Bourbon and Beyond/Louder Than Life Events) 23

VLM: A comparison of data between the current month, and the immediately preceding calendar month
 VLY: A comparison of data between the current month, and the same month from the preceding year



MV WEEKLY PERFORMANCE – DECEMBER



Percentage of Missed Trips

Missed Trips (December 2025): 0.80%
 Performed Trips (December 2025): 30,828

December Missed Trip Reason (Top 5)	Count	% of total	Definition
Tight routing	82	30%	Trips placed on route too close together causing the driver to run behind
Inefficient routing	82	30%	Trips placed in a manner that caused operator to backtrack or go out of the way for pickup
Driver running behind	29	10%	Driver running behind schedule for various reasons (traffic, slow loading passenger, etc)
Driver arrived before window opened	19	7%	Driver arrived before beginning of 30 minute pickup window
Late after lunch	17	6%	Driver returned from lunch late

November Missed Trip Reason (Top 5)	Count	% of total	Definition
Inefficient routing	78	36%	Trips placed in a manner that caused operator to backtrack or go out of the way for pickup
Tight routing	50	23%	Trips placed on route too close together causing the driver to run behind
Driver running behind	25	12%	Driver running behind schedule for various reasons (traffic, slow loading passenger, etc)
Driver didn't wait 5 mins	21	10%	Driver left before waiting the full 5 minutes after attempting to make contact with customer
Driver arrived before window opened	13	6%	Driver arrived before beginning of 30 minute pickup window



DECEMBER ON-TIME PERFORMANCE 90% CLUB

Operator	OTP %
Bolus, David	100%
Podbicanin, Ervad	98%
Pitmon, Cheryl	98%
Powell Jr, Tyrone	98%
Patterson, Pamela	98%
Wadlington, Tina	98%
Powell, Ronald	98%
Johnson, Donald	98%
Hurrigan, Kimberly	98%
Robb, Larry	98%
Wilson, Jimmy	97%
Edwards, Trina	97%
Murray, Glenn	97%
Sandage, Mary	97%
Bachelor, Michael	97%
Wells, Sheena	97%
Heil, Jesse	97%
Pruitt, Tammy	97%
Tebault, William	97%
Leonard, Tracy	97%
Miller, Erica	97%

Operator	OTP %
Cecil, Shawn	96%
King, Keith	96%
Hayes, Kamika	96%
Lindsey, Damian	96%
Sandifer, Calvin	96%
Jackson, Kevin	96%
Cochran, John	96%
Mitchell, Keith	95%
Rogers, Dewayne	95%
Alexander, Maurice	95%
Williams, Robin	95%
Kenyon-Scott, Melanie	95%
Williams, Leslie	95%
Zipperlein, Melissa	95%
Lucas, Darryl	95%
Malone, Eddie	95%
Carpenter, Garry	95%
Miles, Brittany	95%
Saulsberry, Steve	95%
Maddox, Gwendolyn	95%
Smyzer, Angela	94%

Operator	OTP %
Glenn, Rachelle	94%
Harper, Jeffrey	94%
Bowen, Angela	94%
Scott, Myra	94%
Moore, Timothy	94%
Sloan, Anthony	94%
Jones, Brittany	94%
Cook, Donna	94%
Payne, Kawana	94%
Coleman, Lelia	93%
Mattingly, Stephen	93%
Yarbrough, Demetra	93%
Roberson, David	93%
Bailey, Kendrick	93%
Murray, Alise	93%
Williams, Shuntelle	93%
Harris, Stephon	92%
Stallings, Ronald	92%
Watson, Jason	92%
Gillenwater, David	92%
Williams, Brittany	92%

Operator	OTP %
Keita, Adrahamane	92%
Knights, Donald	92%
Miller, Antonio	92%
Henderson, Stacey	92%
Reed, Bessie	92%
Williams, Rodney	91%
Kennedy, Kyneesha	91%
Offutt, Joseph	91%
Taylor, Lionel	91%
Stoudemire, Deondria	91%
List Iii, Frank	91%
Fitzgerald, Birdturam	91%
Brewer, Kelvin	91%
Evans, Shontey	91%
Spaine, Zazzirah	90%
Frazier, Kenneth	90%
Ross, Dawnyell	90%
Neal, Joel	90%
Thomas, Stephanie	90%
Johnson, Ulrike	90%
Edmonds, John	90%
Reynolds, Dale	90%
Wade, Robert	90%
Huskey, Vontee	90%

Total Coach Operators for Service (Dec.): 244
Total Coach Operators for Service (Nov.): 233

Total Coach Operators at 90% or better (Dec.): 86
Total Coach Operators at 90% or better (Nov.): 71



DECEMBER ON-TIME PERFORMANCE 80% CLUB

Operator	OTP %
Powell, Tyrone	89%
Wells, Thomas	89%
Lansberg, Jon	89%
Mccraney, Yazmin	89%
Wayne, Keith	89%
Scott, Shalayne	89%
Bracken, Alisha	88%
Hill, Roy	88%
Brown, Curtis	88%
Jarrett, Christopher	88%
Mason, Brooklyn	88%
Warner, Jeffery	88%
Pitts, Kendell	88%
Tutt, Frieda	88%
Watts, Reginald	88%
Malone, Dewan	87%
Muhire, Bernond	87%
Dailey, Charlotte	87%
Akimana, Amani	86%
Lucas, Courtney	86%
Durham, John	86%
Foster-Mcfadden, Tarina	86%

Operator	OTP %
Goodwin, Remonda	85%
Ward, Patrick	85%
Johnson, Melissa	85%
Pope, Melissa	85%
Salas, Angel	85%
Westmoreland, Nathan	85%
Diallo, Salim	84%
Meneese, Anita	84%
Bonner, Gwendlyn	84%
Watkins, Joshua	84%
Adams, Robert	84%
Jackson, Andre	84%
Nelson, Paul	83%
Durham, Dawn	83%
Bell, Marcella	83%
Yasharahla, Ahdawan	83%
Knight, Kelley	83%
Bethel, Guy	83%
Colbert, Elonda	83%
Carrico, James	83%
Brown, Teresa	83%
Brown, Garry	83%

Operator	OTP %
Goss, Asher	83%
Love, Autour	83%
Beckham, Cordelro	83%
Brown, Orlando	82%
Henderson, Delisa	82%
Sweat, Renesha	82%
Brents, James	82%
Finn, Davisha	82%
Nathaniel, leesha	82%
Yarbrough, Talitha	81%
Carter, Jamar	81%
Taylor, Danielle	81%
Thompson, Cedric	81%
Taylor, Josie	81%
Lescalleet, Jessica	80%
Orndorff, Catrice	80%
Shaw, Algernon	80%
Cockroft, Latisha	80%
Owens, Kim	80%
Cleveland, Sammy	80%
Phillips, Naphatina	80%
Jackson, Dennis E.	80%

Total Coach Operators for Service (Dec.):
Total Coach Operators for Service (Nov.):

244
233

Total Coach Operators at 80% to 89% (Dec.):
Total Coach Operators at 80% to 89% (Nov.):

66
80



TARC LEADERSHIP



Tonya Day
Chief Financial
Administrative Officer



Bruce Withers
COO / Transportation



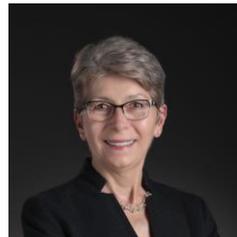
Jennifer Miles
Mobility Services



Sherri Toohey
Human Resources



Rick Dooley
Maintenance



Aida Copic
Planning



Maria Harris
Procurement



Dan Franklin
Senior Advisor



Jeremy Priddy
Marketing &
Communications



Anna Cooper
Customer Experience



Keith Shartzner
Safety & Security



Nathan Love
Training



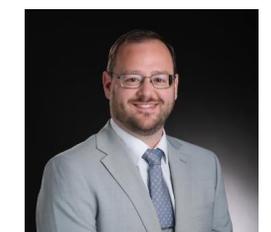
Chris Ward
Capital & Facilities



Joe Triplett
Information
Technology



Annalisa Roberson
Civil Rights &
Compliance



Matt Abner
Finance

DIRECTOR SPOTLIGHT: SHERRI TOOHEY

Director of Human Resources, Sherri Toohey

Sherri Toohey is a seasoned human resources executive with more than three decades of progressive leadership experience across the public, private, and nonprofit sectors.

She holds a Bachelor of Science in Business Administration with a concentration in Finance from the University of Louisville and a Master of Business Administration from Indiana University. She holds multiple advanced professional credentials, including the Senior Professional in Human Resources (SPHR), earned in 2008; the SHRM Senior Certified Professional (SHRM-SCP), earned in 2015; the SHRM Leading Workplace Investigations Certificate, earned in 2021; and a Six Sigma Green Belt. She is also a Certified Mediator through the Kentucky Administrative Office of the Courts, underscoring her commitment to ethical leadership, governance, and effective conflict resolution.

In addition to her professional roles, Sherri is currently serving her second three-year term as an Executive Board Member of the Center for Women and Families, where she leads the Human Resources Committee and serves on the Risk and Finance Committees. Prior to becoming a board member, Sherri served as a volunteer Rape Advocate and Legal Advocate at the Center.

Known for her collaborative leadership style and strong business acumen, Sherri Toohey brings deep expertise in labor and employee relations and a proven ability to align people strategy with organizational goals, while leveraging a strong HR tech stack and driving process improvement initiatives.



“Working for TARC in Louisville means supporting the people who create opportunity for others every day. Transit is the backbone of access—to jobs, education, and essential services—and being able to strengthen that mission in my hometown is deeply meaningful.”

ADDITIONAL STATS FOR BOARD MEMBER REVIEW



JANUARY DIRECTORS UPDATE

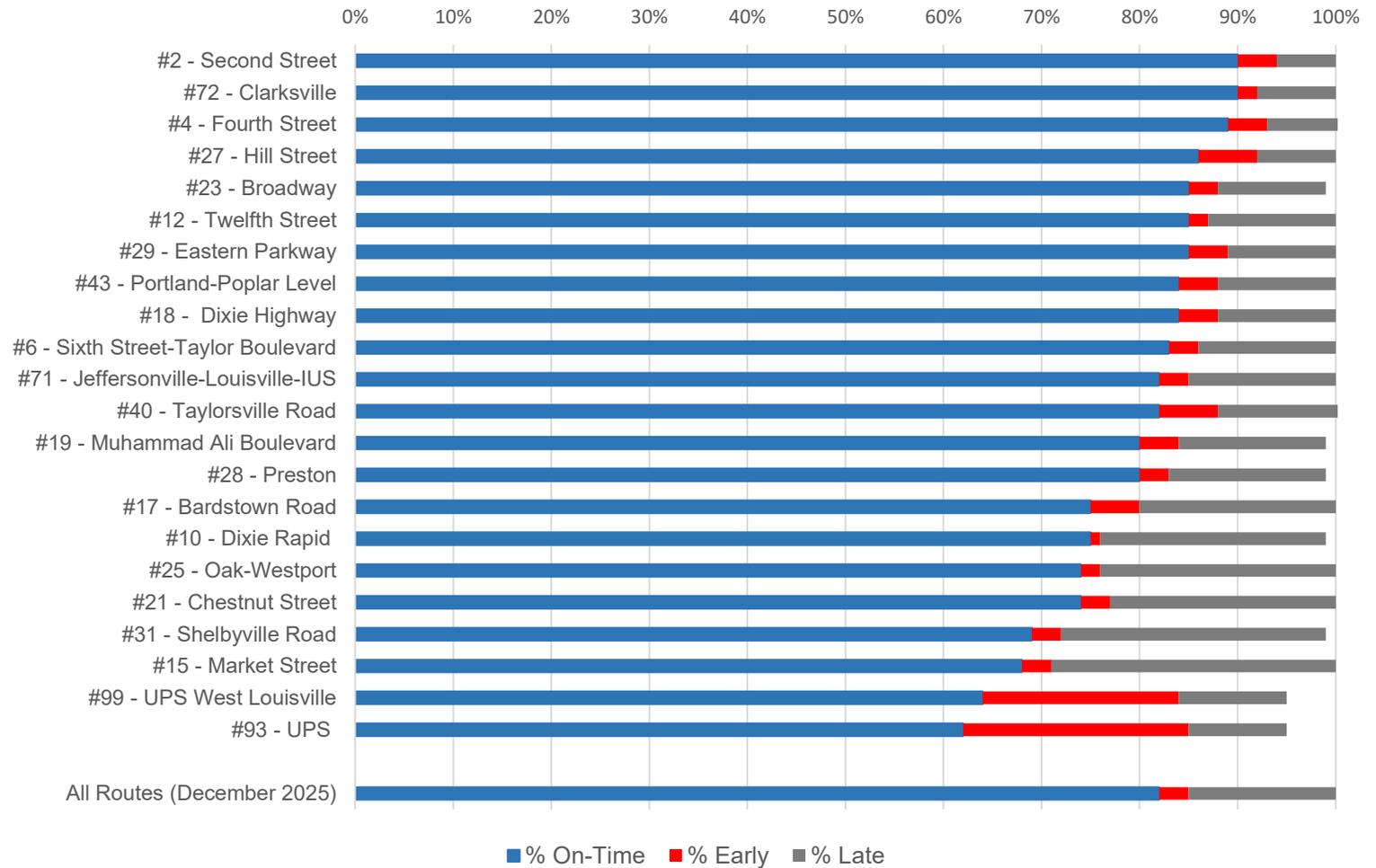
January 27, 2026



DECEMBER ON-TIME PERFORMANCE

Route	% On-Time	% Early	% Late
#2 – Second Street	90%	4%	6%
#72 - Clarksville	90%	2%	8%
#4 – Fourth Street	89%	4%	8%
#27 – Hill Street	86%	6%	8%
#23 - Broadway	85%	3%	11%
#12 – Twelfth Street	85%	2%	13%
#29 – Eastern Parkway	85%	4%	11%
#43 - Portland – Poplar Level	84%	4%	12%
#18 - Dixie Highway	84%	4%	12%
#6 - Sixth Street – Taylor Blvd	83%	3%	14%
#40 – Taylorsville Road	82%	4%	14%
#71 Jeffersonville	82%	3%	15%
#19 – Muhammad Ali Blvd	80%	4%	15%
#28 – Preston	80%	3%	16%
#17 – Bardstown Road	75%	1%	23%
#10 - Dixie Rapid	75%	5%	20%
#25 – Oak - Westport	74%	2%	24%
#21 – Chestnut Street	74%	3%	23%
#31 – Shelbyville Rd	69%	3%	27%
#15 – Market Street	68%	3%	29%
#99 – UPS West Louisville	64%	20%	11%
#93 UPS	62%	23%	10%
Overall	82%	3%	15%

On-Time Performance by Route (December 2025)





DECEMBER FEEDBACK (FIXED ROUTE)

FIXED ROUTE FEEDBACK TREND REPORT (Including Commendations)															
FEEDBACK CATEGORY	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR	49	46	48	41	48	53	54	55	65	65	46	50	34	654	50
PASSED UP PASSENGER	36	46	32	54	63	65	67	62	73	60	81	42	50	731	56
NO SHOW	35	29	31	22	16	9	8	7	18	17	12	7	13	224	17
LATE SCHEDULE	41	39	32	29	34	34	11	21	28	31	40	31	13	384	30
RECKLESS DRIVING	11	20	10	28	30	21	25	17	29	21	25	19	20	276	21
EARLY SCHEDULE	24	24	14	14	12	16	7	9	12	12	22	13	11	190	15
PLANNING/SCHEDULE	23	24	24	25	25	21	28	23	22	25	32	15	8	295	23
IT/MOBILE	1	1	4	6	2	3	1	2	1	1	0	3	0	25	2
NEW TARC NETWORK	0	0	0	0	0	0	0	0	0	0	1	2	2	5	0
OTHER - MISC	54	57	50	46	46	46	49	53	64	73	70	49	55	712	55
COMMENDATIONS	4	8	9	7	4	5	21	8	10	6	10	5	6	103	8

FIXED ROUTE (December 2025)					
FEEDBACK CATEGORY	VERIFIED	UNVERIFIED	UNABLE TO INVESTIGATE	UNDER INVESTIGATION	TOTAL
RUDE OPERATOR	4	24	6	1	35
PASSED UP PASSENGER	13	34	2	1	50
NO SHOW	2	9	2	0	13
LATE SCHEDULE	4	9	1	0	14
RECKLESS DRIVING	7	11	2	0	20
EARLY SCHEDULE	0	11	0	0	11
PLANNING/SCHEDULE	7	1	0	0	8
IT/MOBILE	0	0	0	0	0
NEW TARC NETWORK	2	0	0	0	2
OTHER - MISC	15	19	9	12	55

Rude Operator – The customer felt that the operator was unfriendly, unprofessional, confrontational, or perhaps didn't speak or smile.

Passed Up Passenger – The operator did not stop or wait for a passenger at a coach stop.

No Show – The bus did not show up.

Late Schedule – The bus was late and arrived after the scheduled time.

Reckless Driving - The operator was driving recklessly or made a dangerous maneuver.

Early Schedule – The bus arrived at the stop early or before the scheduled time.

Planning / Schedule – The customer would like to see a different schedule or stops at different locations that don't exist right now.

IT/Mobile – Problems with any of our technology on board a bus, on the website, or with our mobile device features like mobile payments.



DECEMBER FEEDBACK (PARATRANSIT)

PARATRANSIT FEEDBACK TREND REPORT (Including Commendations)															
FEEDBACK CATEGORY	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR OR STAFF	34	35	10	25	28	29	34	23	33	20	33	16	40	360	28
NO SHOW	12	24	17	21	23	18	18	20	23	18	26	19	28	267	21
LATE SCHEDULE	13	11	13	3	20	15	9	11	19	21	31	14	20	200	15
RECKLESS DRIVING	4	8	13	6	7	8	4	7	11	4	7	0	7	86	7
EARLY SCHEDULE	0	1	2	2	2	2	2	0	1	1	1	0	1	15	1
TRIP BOOKING OR SCHEDULING	12	19	7	15	12	14	13	16	18	17	23	14	10	190	15
OTHER - MISC	27	30	25	35	26	28	27	25	32	32	30	26	30	373	29
COMMENDATIONS	6	5	4	7	5	4	4	5	6	9	0	5	3	63	5

PARATRANSIT (December 2025)					
FEEDBACK CATEGORY	VERIFIED	UNVERIFIED	UNABLE TO INVESTIGATE	UNDER INVESTIGATION	TOTAL
RUDE OPERATOR OR STAFF	5	28	2	6	41
NO SHOW	1	26	0	0	27
LATE SCHEDULE	14	5	0	0	19
RECKLESS DRIVING	0	6	0	1	7
EARLY SCHEDULE	0	1	0	0	1
TRIP BOOKING OR SCHEDULING	3	8	0	0	11
OTHER - MISC	7	17	1	6	31

Rude Operator – The customer felt that the operator was unfriendly, unprofessional, confrontational, or perhaps didn't speak or smile.

No Show – The customer was marked a no show, and they would like to dispute the no show. Example: they state that they didn't see the vehicle, or maybe it went to the wrong door or location.

Late Schedule – The vehicle arrived after the scheduled window time.

Reckless Driving - The operator was driving recklessly or made a dangerous maneuver.

Early Schedule – The vehicle arrived before the scheduled window time.

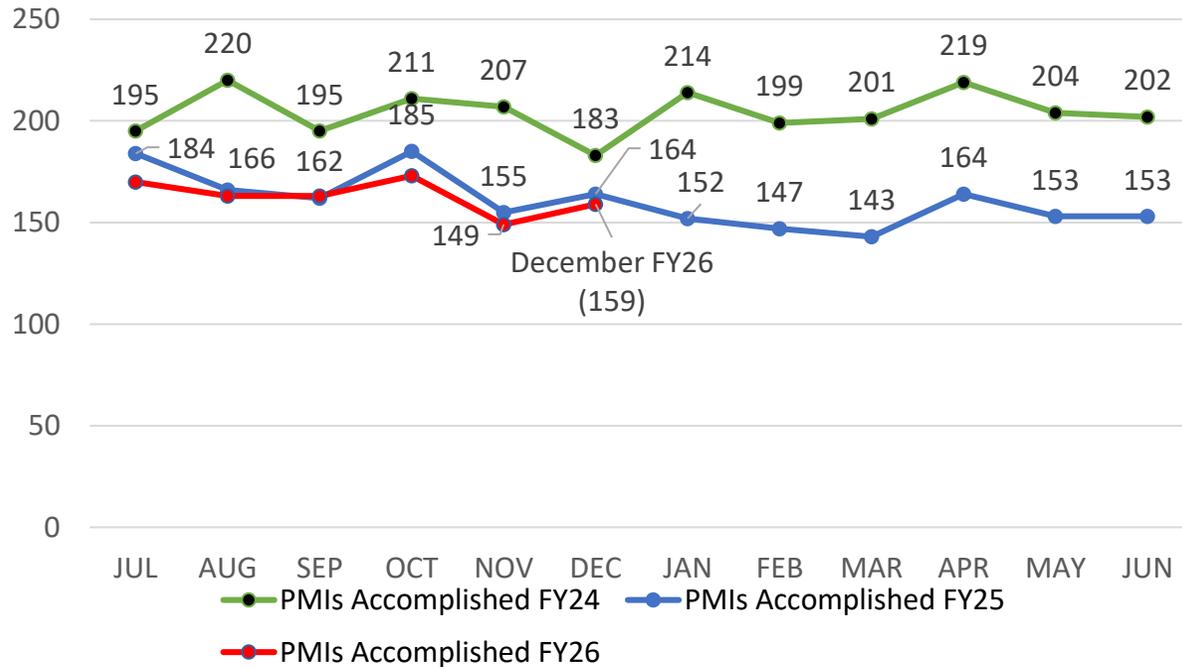
Trip Booking or Schedule – Customer complains of a problem with how their trip was booked. Could be times, origin or destination, or date of trip.



MAINTENANCE

Target PMI: 150
Total Monthly PMIs (December): 159

Preventive Maintenance Inspections (PMI) Accomplished FY24, FY 25, and FY 26



*FTA allows a 10 percent deviation from the scheduled interval as being considered on time and 80 percent of the total inspections for any mode or operation is considered on time.

Coach Maintenance Plan Includes:

3,000 mile inspection:

- Road Test
- Check engine compartment
- Check under coach to include brake systems
- Check Interior-Exterior
- Lube under carriage

6,000 mile inspection:

- Change engine oil, engine fuel filter, and oil filters
- Perform 3,000 mile inspection

12,000 mile inspection

- Perform brake Tapley
- Perform 6,000 mile inspection

24,000 mile inspection

- Change engine air filter and change hydraulic oil filter
- Perform 12,000 mile inspection

48,000 mile inspection

- Fluid change
- Inspect transmission
- Sample transmission fluid

96,000 mile inspection

- Transmission fluid and filter change
- Inspect transmission
- Sample transmission fluid

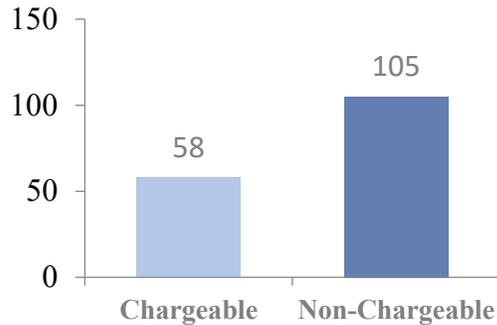


MAINTENANCE

CHARGEABLE VS NON-CHARGEABLE ROAD CALLS (PREVIOUS MONTH COMPARISON)

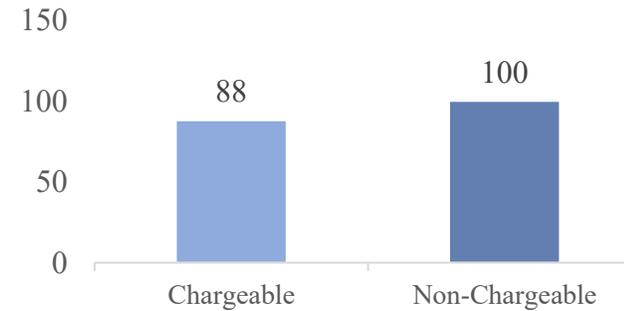
Total Road Calls (NOV 2025)

163 Total



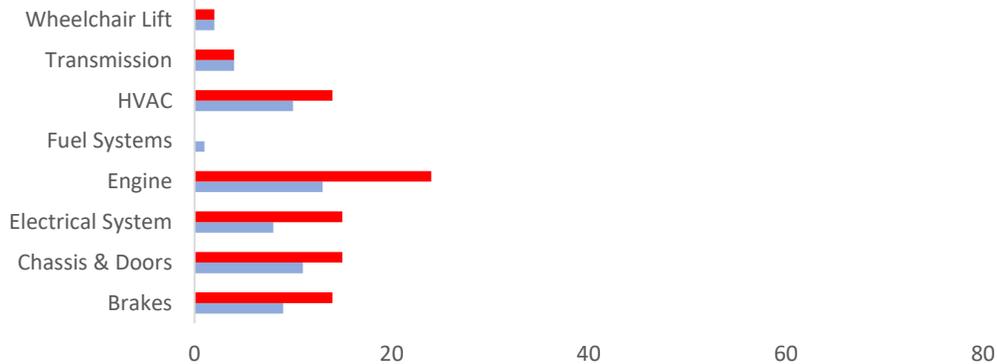
Total Road Calls (DEC 2025)

Total 188



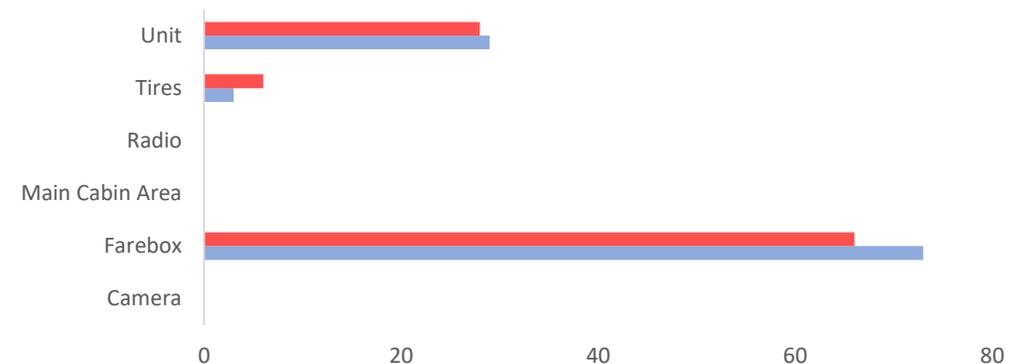
Chargeable Roadcalls By Category

■ DEC ■ NOV



Non Chargeable Roadcalls By Category

■ DEC ■ NOV



Chargeable Road Call:

An issue the TARC Maintenance Department IS responsible for fixing

Non-Chargeable Road Call:

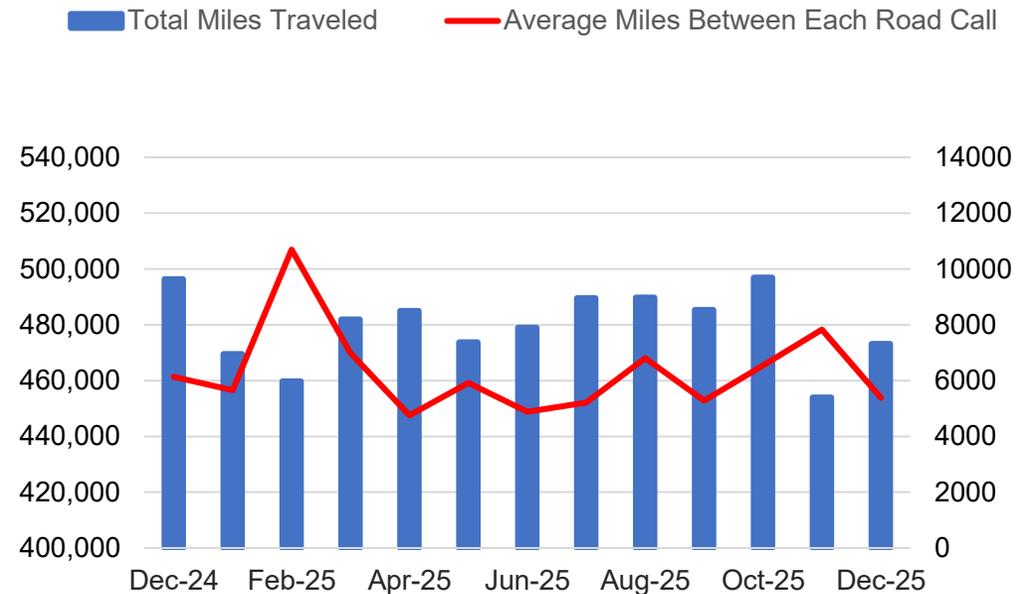
An issue the TARC Maintenance Department IS NOT responsible for fixing



MAINTENANCE

MILES BETWEEN CHARGEABLE ROAD CALLS

	Total Miles Traveled (each month)	Chargeable Road Calls	AVG Miles Between Each Road Call
Dec-24	496,333	81	6,127
Jan-25	469,485	83	5,656
Feb-25	459,735	43	10,691
Mar-25	481,890	69	6,984
Apr-25	485,004	102	4,755
May-25	473,698	80	9,741
Jun-25	478,934	98	9,241
Jul-25	489,556	94	5,208
Aug-25	489,767	72	6,802
Sep-25	485,352	92	5,275
Oct-25	496,899	76	6,538
Nov-25	453,965	58	7,827
Dec-25	473,098	88	5,376



Total Miles Between Chargeable Road Calls = 5,376
Target Miles Between Road Calls = 5,000

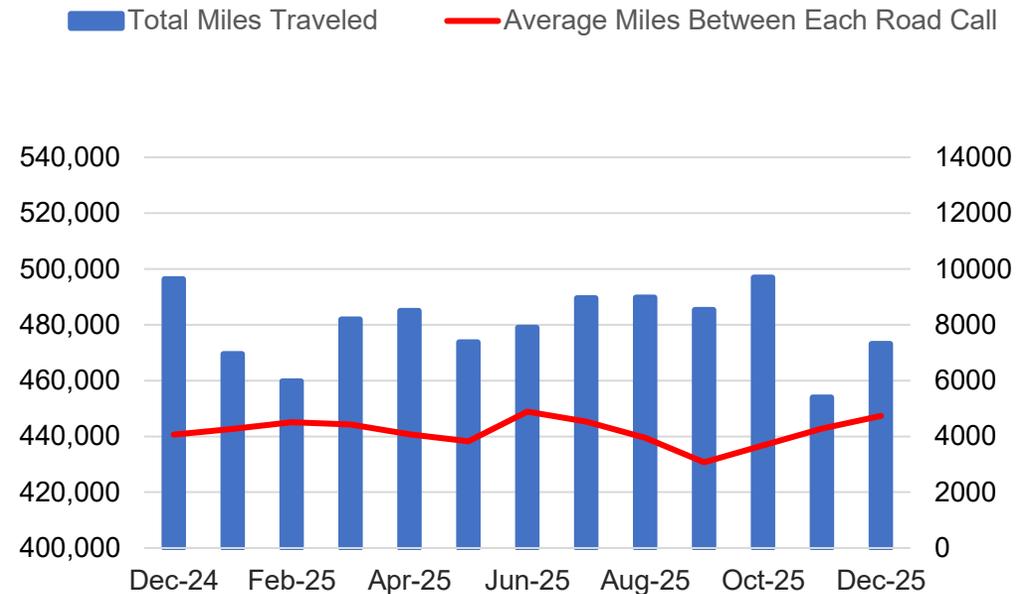
A Mechanical Road Call occurs when mechanical problems prevent the revenue vehicle from completing a scheduled revenue trip, or from starting the next scheduled revenue trip because actual movement is limited, or because of safety concerns.



MAINTENANCE

MILES BETWEEN NON-CHARGEABLE ROAD CALLS

	Total Miles Traveled (each month)	Non-Chargeable Road Calls	AVG Miles Between Each Road Call
Dec-24	496,333	122	4,068
Jan-25	469,485	110	4,268
Feb-25	459,735	102	4,507
Mar-25	481,890	109	4,421
Apr-25	485,004	119	4,076
May-25	473,698	124	3,820
Jun-25	478,934	98	4,887
Jul-25	489,556	108	4,533
Aug-25	489,767	124	3,950
Sep-25	485,352	158	3,072
Oct-25	496,899	135	3,681
Nov-25	453,965	106	4,283
Dec-25	473,098	100	4,731



Total Miles Between Non-Chargeable Road Calls = 4,731
Target Miles Between Road Calls = 5,000

A Mechanical Road Call occurs when mechanical problems prevent the revenue vehicle from completing a scheduled revenue trip, or from starting the next scheduled revenue trip because actual movement is limited, or because of safety concerns.



SAFETY

SAFETY PREVENTABLE ACCIDENTS

Monthly

8

TYPE OF ACCIDENT

Fixed object	4	50.0%
Moving object	2	25.0%
Backing	2	25.0%

YTD FY26

57

4 Fixed Objects

- Going straight at Preston/Outer Loop, 4th/Muhammad Ali, 12th/Broadway
- Turning left at Preston/Eastern Parkway

2 Backing

- Rear end at Shelby/Meriwether, Hilton Court

2 Moving Objects

- Going straight at Preston/Eastern Parkway, Spring/Court

PREVENTABLE ACCIDENTS / 100K MILES

Monthly

1.8

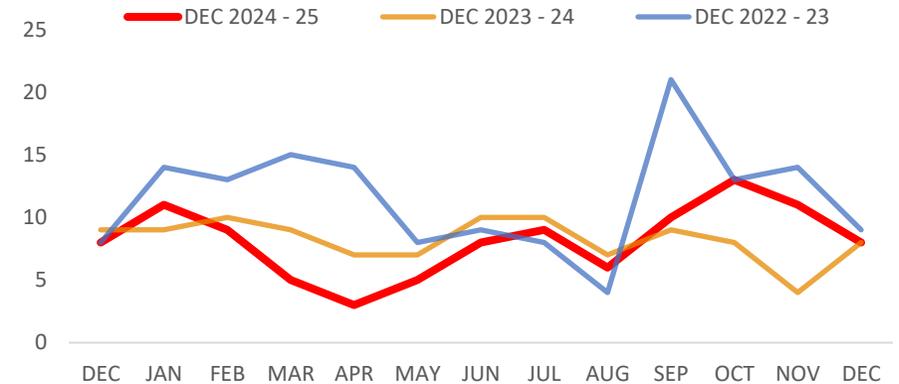
YTD AFR Goal

2.1

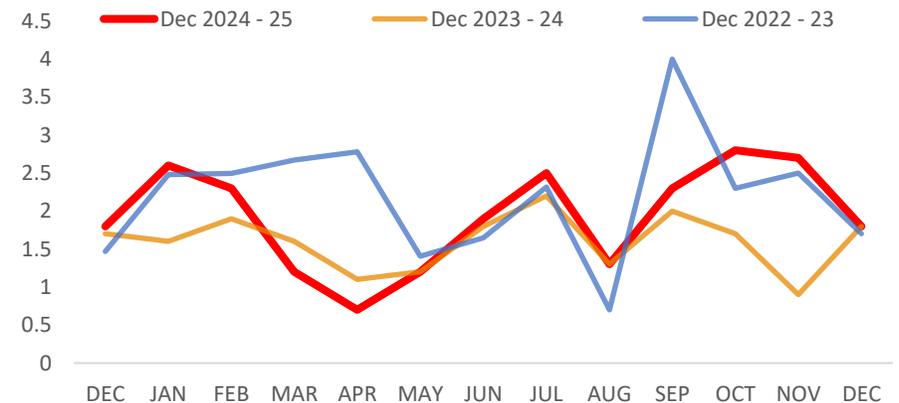
YTD FY26

2.2

PREVENTABLE ACCIDENTS



PREVENTABLE ACCIDENT AFR





SAFETY

PASSENGER DISRUPTIONS BY ROUTE DEC 25

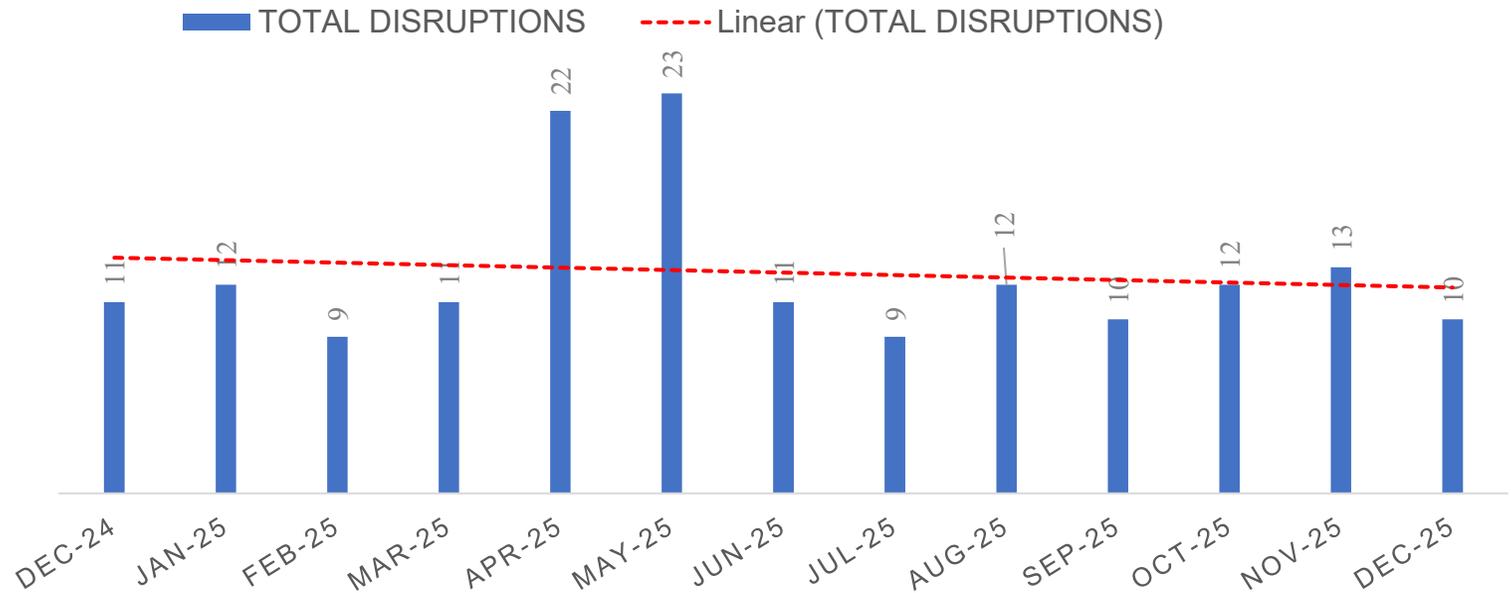
Route ID	Disruptions
Broadway - #23	3
Dixie Rapid - #10	2
J'ville-Lou-New Albany - #71	1
Oak-Westport - #25	1
Portland Poplar Level - #43	1
Preston - #28	1
Sixth St - #6	1

DISRUPTION CATEGORIES DEC 25

Category	#
Fare Evaders	0
Passenger Fights	0
Profane Language	0
Disputes(Others)	10
Verbal Assaults	0
Physical Assaults	0

Disputes(Others) Breakdown	#
Road rage	1
Medical emergency	3
Passenger fall	1
Domestic issue	1
Unresponsive passenger	1
Intoxicated passenger	1
Child left	1
Securement issue	1

TOTAL PASSENGER DISRUPTIONS (DEC 24 – DEC 25)



PASSENGER DISRUPTIONS*

This Month Total

10

Monthly Avg

12.69

*Disruption: an incident on the coach that delays service more than 5 minutes

PEER CITY AGENCY COMPARISONS

FIXED ROUTE

City Agency	Total Budget	Fixed-Route Revenue Hours	Average Fixed-Route Boardings	On-Time Performance	% of Missed Service
Louisville (TARC)	\$115,948,533	409,032	502,005**	82.00%	0.29%
Columbus	\$238,000,000	985,346	927,408	80.77%	
Cincinnati	\$160,168,013	774,497	1,204,438	78.90%	1.20%
Charlotte	\$202,908,235	627,431	833,587	80.77%	1.02%
Indianapolis	\$146,800,000	590,518	582,502	83.00%	0.20%
Nashville	\$127,997,000	561,316	759,597	81.90%	0.30%
Richmond	\$134,066,791	542,260	993,264	80.00%	0.50%
New TARC Network	\$108,000,000	354,000			
Dayton	\$140,500,000	337,981	500,904	80.90%	1.00%
Omaha	\$101,660,302	289,237	285,685	81.00%	2.70%
Lexington	\$37,968,279	195,288	306,666	88.30%	

*Table Sorted by Fixed-Route Revenue Hours

**See Fixed Route Service slide (Average Monthly)

New TARC Network – Board Updates

January 15, 2026

The New TARC Network launch date (August 2) is less than 30 weeks away and the project team has hit the ground running in 2026. Planning and scheduling work has been completed, and the team is now shifting its primary focus to bus stop construction, employee training and customer outreach planning. A full list of updates for each NTN task group is provided below:

Service Planning & Scheduling (SPS)

- Title VI equity analysis for service and fare changes completed with no finding of disproportionate impact or disparate burden on low income or minority riders.
- Met with UPS to review Route 93/99 and discuss NTN outreach to UPS employees.
- Revised GTFS schedule export passed initial review and testing from IT team.
- Reformatted route descriptions provided to Transportation/Training for review.
- Draft NTN marquee signs are being updated to ensure consistency bus stop signs.

Passenger Facilities (PFTG)

- Board Resolutions for Bus Stop contractors provided to TARC Board;
- Recurring meetings with LMG Public Works to start up bus stop construction;
- Downtown Transfer Center (DTC) general layout nearing finalization; staff identifying vendors and contractors for DTC improvements; site visit planned for January 22.
- Process for fabrication/installation of new bus stop signs under development with input from Maintenance, Marketing & Planning.

Transportation & Training (TNT)

- Final NTN Training Plan completed, including classroom trainings, ADP videos, NTN playbooks/cheat sheets and NTN website resources;
- Footage recorded for all 28 route videos; 11 videos completed and under review.
- NTN Training Playbook materials being compiled for printing/binding in mid-February.
- Outreach to MV initiated to ensure readiness to operate Route 57.

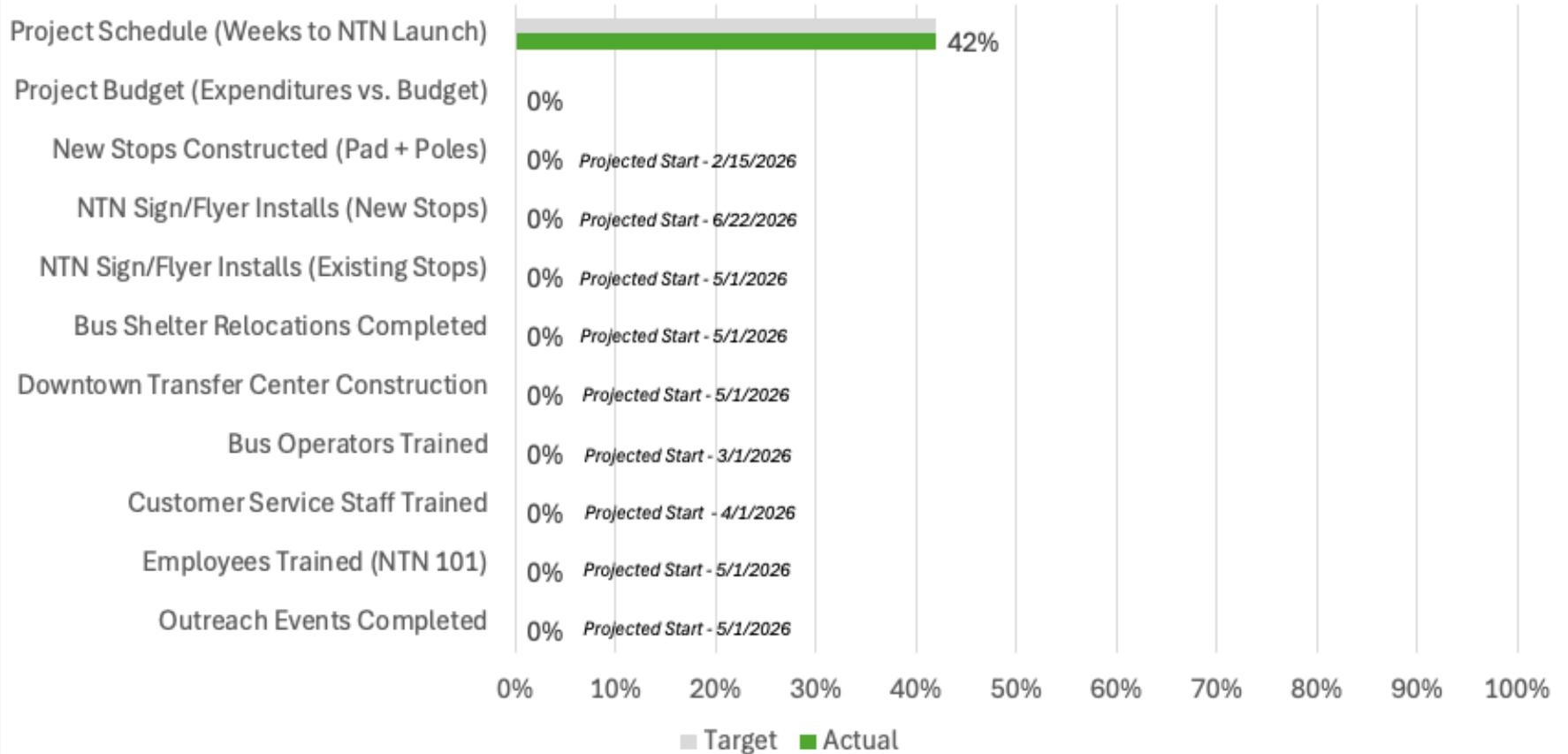
Marketing, Outreach + Engagement (MOE)

- Outreach messaging sent in preparation for Title VI meetings beginning next week.
- Schedule brochure and route maps shared with MOE task group for review and feedback.
- Custom NTN fare card designed and shared with MOE task group for review and feedback.
- Customer touchpoint inventory created in preparation for NTN information updates;
- Draft NTN Marketing & Outreach Plan completed and under review.

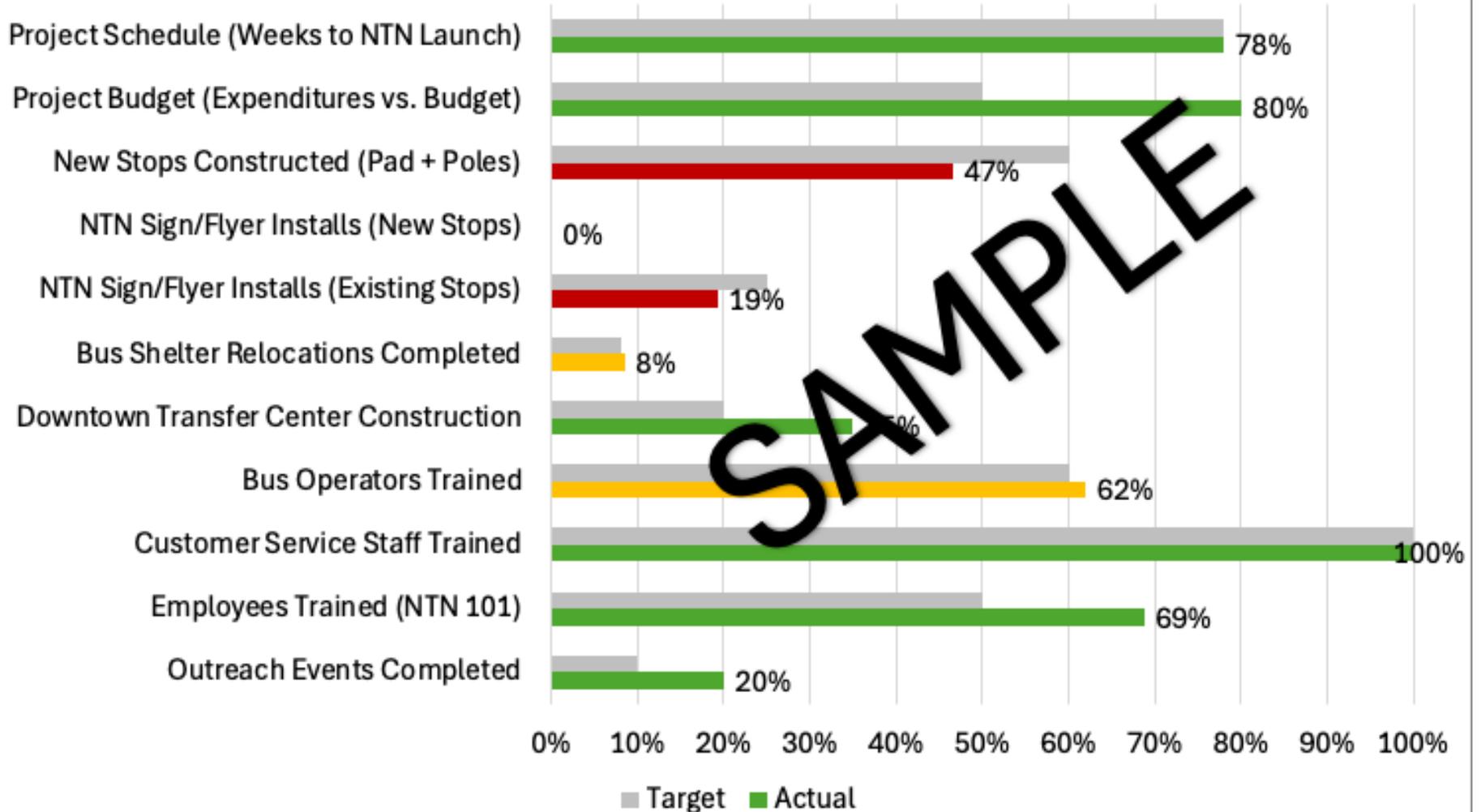
Intelligent Transportation Systems (ITS)

- Initial testing on a draft GTFS database successfully completed;
- Initial planning for ITS transitions needed for NTN launch; and
- IT Team assessing options for real-time information displays at Downtown Transfer Center.

NTN Progress to Date | January 15, 2025 | Week 21 of 50



NTN Progress to Date | May 20, 2025 | Week 39 of 50



MEMORANDUM

To: TARC Board of Directors
From: Ozzy Gibson, Executive Director
Date: January 27, 2026
Re: Resolution 2026 – 01 Roofing and Gutter Services – IDIQ (20251916)

On October 20, 2025, TARC issued RFP 20251916 for comprehensive roofing and gutter services. This solicitation sought a qualified contractor to provide turnkey labor, equipment, and materials for the inspection, repair, and full replacement of aging systems across all TARC building facilities.

On November 19th, TARC received proposals from three (3) responsive and responsible vendors. A committee of TARC staff from multiple departments evaluated and independently scored the proposals. The three vendors were:

- Highland Roofing Company, Inc.
- Merrick Construction Companies, Inc.
- Rooflynx

Factors considered during the evaluation process included technical qualifications and experience, project approach and work plan, pricing, capacity and resources, and administrative responsiveness. The Procurement department conducted an Independent Cost Estimate (ICE) based on hourly rates of job classifications that may be performed and found the proposed rates from Highland Roofing Company to be fair and reasonable.

After scoring and careful consideration, the evaluation committee unanimously recommends award to Highland Roofing Company, Inc. This award will be for a task order-based Indefinite Delivery Indefinite Quantity (IDIQ) contract. The contract will be used for repairs and projects funded with both operating and capital funds. For capital projects, federal formula funds will be applied using 20% from the Mass Transit Trust Fund (MTTF) unless a new competitive grant is awarded during the life of the contract.

This Resolution seeks authorization from the Board of Directors for the Executive Director to negotiate and enter into a contract with Highland Roofing Company, Inc. The contract will include an initial term of three (3) years, with a value not to exceed \$450,000, with an option to exercise one (1) additional two (2) year term, with a value not to exceed \$300,000 for a total term of five (5) years, with a total value not to exceed \$750,000.

Please call me at (502) 561-5100 if you have any questions. Thank you.

RESOLUTION 2026-01 ROOFING AND GUTTER SERVICES

This Resolution seeks authorization from the Board of Directors for the Executive Director to negotiate and enter into a contract with Highland Roofing Company, Inc. for roofing and gutter services that are task order-based with IDIQ. The contract will include an initial term of three (3) years, with a value not to exceed \$450,000, with an option to exercise one (1) additional two (2) year term, with a value not to exceed \$300,000 for a total term of five (5) years, with a total value not to exceed \$750,000.

WHEREAS, TARC seeks roofing and gutter services under a task order-based contract with Indefinite Delivery and Indefinite Quantity (IDIQ); and

WHEREAS, TARC received three (3) responsive and responsible proposals from providers of roofing and gutter services; and

WHEREAS, an evaluation committee comprised of knowledgeable TARC staff from relevant departments reviewed and scored each of the proposals; and

WHEREAS, the Procurement department conducted an Independent Cost Estimate (ICE) based on hourly rates of job classifications that may be performed and determined that the proposed rates from Highland Roofing Company were deemed fair and reasonable; and

WHEREAS, the evaluation committee recommends award to Highland Roofing Company, Inc. as the best value proposal for TARC;

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that:

The Executive Director is hereby authorized to negotiate and enter into a contract with Highland Roofing Company, Inc. for Roofing and Gutter Services with IDIQ for an initial term of three (3) years, with a value not to exceed \$450,000, with an option to exercise one (1) additional two (2) year term, with a value not to exceed \$300,000 for a total term of five (5) years, with a total value not to exceed \$750,000.

ADOPTED THIS 27th DAY OF JANUARY 2026

Abbie Gilbert, Chair of the TARC Board of Directors

MEMORANDUM

To: TARC Board of Directors
From: Ozzy Gibson, Executive Director
Date: January 27, 2026
Re: Resolution 2026-02 2026 Line of Credit Renewal

TARC relies on formula funding from the federal government to reimburse eligible operating expenses each year. For the last several years, federal funding has been unpredictable and TARC is sometimes faced with uncertainty on when we can receive or accrue for these funds. Delayed funding puts a strain on cash flow and while TARC continues to work very hard to manage cash flow efficiently and effectively, TARC needs to be prepared for any unforeseen disruptions to our business processes.

To reduce the likelihood of unforeseen disruptions, TARC has sought to maintain a line of credit with their provider of Banking Services, Fifth Third Bank. This line of credit was originally made available to TARC in 2009 and has continued to be renewed, with the current line of credit of \$4,000,000 set to expire at the end of January 2026. TARC strives to only use this funding in the event of emergencies once all other funding options have been exhausted and has only drawn on the line of credit once since 2009. That occurred prior to TARC receiving CARES funding and all funds were paid back in FY20.

Fifth Third has advised that they can accommodate up to a \$4,000,000 line of credit at a floating rate of 1-month SOFR + 1.50%. That rate today is 5.17%. Fifth Third will not charge TARC a fee on the unused portion of the line of credit. Fifth Third would set the line of credit for a one-year term. In keeping with historical precedence, TARC would use this line of credit as a last resort and only until TARC is able to draw down federal funding. The line of credit is unsecured. If TARC were to draw down \$1,000,000 at a 5.17% rate, it would cost roughly \$143.61 per day ($\$1,000,000 \times 0.0517 / 360 \text{ days} = \143.61).

This resolution requests authorization for the Executive Director to have authority to authorize and execute any documents, advances, and pay downs on the \$4,000,000 revolving line of credit with Fifth Third Bank.

Please call me at 561-5100 if you have any questions. Thank you.

RESOLUTION 2026-02 2026 LINE OF CREDIT RENEWAL

This resolution requests authorization for the Executive Director, Ozzy Gibson, to have authority to authorize and execute any documents, advances, and pay downs on the \$4,000,000 revolving line of credit with Fifth Third Bank.

WHEREAS, TARC entered into this agreement in 2009 and has only used funds in FY20 to assist with cash flow during the pandemic; and

WHEREAS, TARC may require a line of credit to finance operating activities to assist with cash flow; and

WHEREAS, TARC will renew the contract with Fifth Third Bank to provide a line of credit up to \$4,000,000 for a one-year term; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that:

The Executive Director has authority to authorize and execute any documents, advances, and pay downs on the \$4,000,000 revolving line of credit with Fifth Third Bank.

ADOPTED THIS 27th DAY OF JANUARY 2026

Abbie Gilbert, Chair of the TARC Board of Directors

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: January 27, 2026

Re: Resolution 2026 – 03 UNIFIED COMMUNICATIONS SYSTEM (RFP 20251919)

For over a decade, TARC has utilized Cisco Unified Communications System (UCS) for its IP telephony and customer contact center. The system was originally installed in 2014 and upgraded in 2017. The current system lacks many of the modern features that have become standard among cloud hosted hybrid systems. The cost to upgrade the current system was determined to be similar to replacement.

This past July, the Procurement Department issued a Request for Proposals (RFP) 20251919 for the replacement of TARC's UCS as advertised in TARC's Bonfire. The department conducted an independent cost estimate to forecast the cost of the hardware and software for the new UCS. TARC received proposals from nine (9) responsive and responsible vendors. The evaluation committee evaluated (9) proposals and six (6) proposals were short-listed: AT&T, ConnX, Presidio, Ring Central, Trace3, and Ventis Consulting Group.

A request for demonstration of technical features and functionalities was requested from the short-listed proposers as well as a Best and Final Offer (BAFO). The evaluation committee recommends an award to Presidio for an initial term of four (4) years with three (3) optional two (2) year renewals for a total term life of ten (10) years.

Presidio's proposal presented the best value solution for TARC. Presidio pricing includes the following:

1. Initial four (4) year term to include system design, integration with existing systems, implementation, training, licenses, hosting, support, and maintenance for all related hardware, software, and services including 8% contingency at a cost of \$475,200.
2. Three (3) optional two (2) year renewals to include all licenses, hosting, support, and maintenance for all related hardware, software, and services at a cost of \$407,000.
3. Total life of the contract of up to ten (10) years and total of the contract not-to-exceed \$882,200.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to negotiate and enter into a contract for an initial term of four (4) years in the amount of \$475,200 with three (3) optional two (2) year renewals in the amount of \$407,000. The total life of the contract would be up to ten (10) years and the total value of the contract not-to-exceed \$882,200.

Please call me at 561-5100 if you have any questions. Thank you.

RESOLUTION 2026-03 UNIFIED COMMUNICATIONS SYSTEM

A Resolution authorizing the Executive Director to negotiate and enter into a contract with Presidio for an initial term of four (4) years in the amount of \$475,200 and three (3) optional two (2) year renewals in the amount of \$407,000 with a total life of the contract not-to-exceed amount of \$882,200.

WHEREAS, TARC seeks a qualified provider to furnish a new Unified Communications System (UCS); and

WHEREAS, procurement department conducted an Independent Cost Estimate (ICE); and

WHEREAS, nine (9) responsive proposals were received and evaluated; and

WHEREAS, six (6) proposals were shortlisted and progressed to Step-2; and

WHEREAS, following the Step-2 demonstrations and interviews, the evaluation committee evaluated and scored the six (6) proposals, which were determined to fall within a competitive range, and thus were deemed fair and reasonable; and

WHEREAS, Best and Final Offers were requested from each of the shortlisted proposers; and

WHEREAS, pricing analysis was conducted deemed the offer price was fair and reasonable; and

WHEREAS, the evaluation committee recommends an award to Presidio as the best value solution for TARC; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that:

The Executive Director is hereby authorized to negotiate and enter into a contract with Presidio for an initial term of four (4) years in the amount of \$475,200 and an option of three (3) optional two (2) year renewals in the amount of \$407,000 with a total life of the contract not-to-exceed \$882,200.

ADOPTED THIS 27TH DAY OF JANUARY 2026

Abbie Gilbert, Chair of the TARC Board of Directors



MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: January 27, 2026

Re: Resolution 2026-04 Amendment 2 - Facility-Wide General Contractor IDIQ 20231798

As part of the launch of the New TARC Network, TARC will need to relocate a large number of existing bus shelters and benches from TARC stops that are no longer being used to new or existing bus stops that will be served by the new network. To address this need, TARC developed a scope for the removal, transportation and reinstallation of up to 150 bus shelters and up to 200 bus stop benches.

On January 24, 2024, TARC adopted Resolution 2024-03, awarding an Indefinite Delivery/Indefinite Quantity (IDIQ) contract 20231798 to Gardner Enterprises, Inc. dba CityWide Facility Solutions for facility-wide maintenance and general construction. Since then, CityWide has consistently demonstrated high capability across various task orders, including the installation, repair, and maintenance of on-street amenities as directed by TARC's Maintenance and Planning departments

Based on ongoing utilization of CityWide for various maintenance and repair projects across TARC properties, and the amount of work needed for the New TARC Network, the initial not-to-exceed amount of \$500,000 will need to be increased up to \$850,000 to support the ongoing need of TARC's maintenance department and the New TARC Network.

The Procurement Department conducted an Independent Cost Estimate and deemed the additional contract pricing is fair and reasonable.

The Procurement Department is recommending proceeding with an increase of \$350,000 bringing the new not-to-exceed amount of up to \$850,000.

Please call me at (502) 561-5100 if you have any questions. Thank you.



**RESOLUTION 2026-4
Facility-Wide Building Maintenance
and Repair with IDIQ
AMENDMENT 2 - 20231798**

A Resolution authorizing the Executive Director to amend the Facility-Wide Building Maintenance and Repair with IDIQ contract 20231798 under Gardner Enterprises, Inc. dba CityWide Facility Solutions with an additional \$350,000 to support the New TARC Network bringing the new not-to-exceed amount up to \$850,000.

WHEREAS, TARC intends to increase the not-to-exceed amount up to \$850,000.00

WHEREAS, the Procurement Department conducted a pricing analysis and deemed the pricing to be fair and reasonable

WHEREAS, the Procurement Department is recommending proceeding with the proposed Not-to-exceed amount of up to \$850,000 for Facility-Wide Building Maintenance and Repair with IDIQ

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that:

The Executive Director is hereby authorized to increase the not-to-exceed amount of the Facility-Wide Building Maintenance and Repair with IDIQ contract 20231798 under Gardner Enterprises, Inc. dba CityWide Facility Solutions not-to-exceed amount of up to \$850,000.

ADOPTED THIS 27th DAY OF JANUARY, 2026

Abbie Gilbert, Chair of the TARC Board of Directors



MEMORANDUM

To: TARC Board of Directors
From: Ozzy Gibson, Executive Director
Date: January 27, 2026
Re: Memo: Bus Stop Pad Installations Lawrence & Assoc.

As part of the launch of the New TARC Network, TARC will be making adjustments to bus stop locations throughout the region and will need to establish more than 200 new bus stops that do not exist in the current TARC network. Federal Transit Administration (FTA) requirements based on the Americans with Disabilities Act (ADA) of 1990 dictate that all new bus stops must meet minimum ADA compliance standards, including the provision of concrete boarding pads and sidewalk connections.

While Louisville Metro Government (LMG) Public Works handles bus stop and sidewalk improvements within Louisville city limits, local jurisdictions in New Albany and Jeffersonville maintain responsibility for infrastructure in Indiana. To streamline the rollout of the New TARC Network—scheduled for implementation on August 2, 2026—TARC will utilize an existing LMG contract with Lawrence & Associates (#SC00000382) to perform pad and pole installations at new stop locations.

The 'TARC Bus Stop & Sidewalk Improvements' contract (#SC00000382), executed on September 23, 2021, was awarded to Lawrence & Associates through a competitive RFP process that met all federal requirements at the time. However, to maintain compliance with the updated FTA Circular C4220.1G, the Procurement Department has requested Lawrence & Associates complete additional required documentation. Furthermore, the department has performed an Independent Cost Estimate for this project and confirmed that the budget remains fair and reasonable.

A subsequent addendum to this contract, dated December 1, 2025, was provided by Lawrence & Associates with updated pricing information for the tasks identified by TARC as part of the New TARC Network implementation project. Based on the detailed scope of work and updated vendor pricing, the total cost of the New TARC Network bus stop pad and pole installations is estimated up to a not-to-exceed \$770,000.

The staff is recommending proceeding with a task order for the proposed scope of work and contract based on a one-year term in the amount up to a not-to-exceed \$770,000.

Please call me at (502) 561-5100 if you have any questions. Thank you.

**TARC Board of Directors
Financial Summary - Recap
December 2025, Fiscal Year 2026**



Current month Operating Revenues are under budget \$347,110 (pg. 2, line 8) due to nearly all revenues being under except Passenger Fares and Advertising. Current month Operating Expenses are under budget \$1,528,230 (pg. 2, line 38) due to nearly all expenses being under budget except Casualty & Liabilities. Capital Expenses are under \$179,853 (pg. 2, line 45) with both Depreciation and Development Costs being under budget for the month.

Year-to-date Operating Revenues are under budget \$1,793,751 (pg. 2, Line 8) mainly due to Other Agency Revenues being under. This is a result of the JCPS agreement. Year-to-date Operating Expenses are under budget \$5,933,400 (pg. 2, line 38) due to nearly all expenses being under budget. Utilities, and Casualty & Liability expenses are the exception. Year-to-date Capital Expenses are under budget \$344,602 (pg. 2, line 45) for the current year.

Overall, for December, TARC is under budget projections for both revenues and expenses year-to-date. MTTTF receipts are over budget \$632,808 (pg.5) year-to-date. Bringing the year-to-date net savings for December to a favorable balance of \$4,772,457 before capital and subsidies.

Operating Revenues	(\$1,793,751)
Operating Expenses	<u>\$5,933,400</u>
Subtotal	\$4,139,649
MTTF Overage	<u>\$ 632,808</u>
Total	<u>\$4,772,457</u>

Statement of Revenue - Expenses - with Capital Contributions

December 2025, Fiscal Year 2026



Description	Current Month				Fiscal Year-to-date			
	FY26 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Budget Variance
Revenues								
1 Passenger Fares	5,556,096	457,317	457,190	127	2,745,172	2,824,335	(79,163)	-2.80%
2 Paratransit Fares	1,066,998	76,676	86,380	(9,704)	497,726	529,705	(31,979)	-6.04%
3 Special Fare Revenues (MOA/MOU Agreements)	1,628,438	153,134	165,568	(12,434)	913,630	839,753	73,877	8.80%
4 Advertising Revenue	1,000,000	87,500	83,333	4,167	519,600	499,998	19,602	3.92%
5 Other Agency Revenues	5,237,300	139,901	467,167	(327,266)	897,548	2,634,298	(1,736,750)	-65.93%
6 Total Recoveries-Insurance	100,000	0	2,000	(2,000)	10,162	49,500	(39,338)	-79.47%
7								
8 Operating Revenues	14,588,832	914,529	1,261,638	(347,110)	5,583,838	7,377,589	(1,793,751)	-24.31%
9								
10 MTF Contributions- Federated, Operating	76,954,811	6,303,196	7,155,205	(852,009)	32,249,245	33,101,254	(852,009)	-2.57%
11 Local Government Funds - MTF, Operating	1,527,806	43,274	161,938	(118,664)	244,175	763,908	(519,733)	-68.04%
12 COVID Funds - FTA, Operating	17,470,625	308,724	725,850	(417,126)	10,428,093	13,323,248	(2,895,155)	-21.73%
13 State Government Funds, Operating	1,993,946	369,048	162,370	206,678	1,119,980	992,732	127,248	12.82%
14								
15 Total Non-Operating Revenues	97,947,188	7,024,242	8,205,363	(1,181,121)	44,041,493	48,181,142	(4,139,649)	-8.59%
16								
17 Total Revenues Before Cap Contributions	112,536,020	7,938,771	9,467,001	(1,528,231)	49,625,331	55,558,731	(5,933,400)	-10.68%
18								
19 Local Government Funds - MTF, Cap	4,139,528	147	162,612	(162,465)	331,437	1,438,557	(1,107,120)	-76.96%
20 Federal Reimbursement Funds - FTA, Cap	31,788,877	97,768	672,079	(574,311)	3,931,370	11,119,071	(7,187,701)	-64.64%
21 State Government Funds, Cap	3,365,312	3,001	0	3,001	109,797	1,240,579	(1,130,782)	-91.15%
22								
23 Total Capital Contributions	39,293,717	100,916	834,691	(733,775)	4,372,604	13,798,207	(9,425,603)	-68.31%
24								
25 Total Revenues	151,829,737	8,039,686	10,301,692	(2,262,006)	53,997,934	69,356,938	(15,359,003)	-22.14%
26								
27								
Expenses								
28								
29								
30 Labor	34,440,194	2,538,240	2,893,996	(355,756)	15,764,975	17,244,771	(1,479,796)	-8.58%
31 Fringes & Benefits	33,102,744	2,429,514	3,074,832	(645,318)	14,256,686	17,535,638	(3,278,952)	-18.70%
32 Services	9,141,818	567,739	764,641	(196,902)	3,919,531	4,534,600	(615,069)	-13.56%
33 Materials	8,008,642	469,557	669,477	(199,920)	3,890,761	3,996,792	(106,031)	-2.65%
34 Utilities	987,650	86,115	94,910	(8,795)	503,457	475,090	28,367	5.97%
35 Casualty & Liability	2,881,520	361,924	240,127	121,797	2,268,694	1,440,762	827,932	57.46%
36 Paratransit	23,128,672	1,446,202	1,629,001	(182,799)	8,871,928	9,899,296	(1,027,368)	-10.38%
37 Other Expenses	844,780	39,480	100,017	(60,537)	149,299	431,782	(282,483)	-65.42%
38 Operating Expenses	112,536,020	7,938,771	9,467,001	(1,528,230)	49,625,331	55,558,731	(5,933,400)	-10.68%
39								
40								
41								
42 Development Cost & Loss on Disposal	3,805,364	92,982	186,067	(93,085)	331,051	692,098	(361,047)	-52.17%
43 Depreciation Expenses	15,190,026	1,134,694	1,221,462	(86,768)	6,929,063	6,912,618	16,445	0.24%
44 Loss on Disposal of Assets	0	0	0	0	0	0	0	0.00%
45 Total Capital Expenses	18,995,390	1,227,676	1,407,529	(179,853)	7,260,114	7,604,716	(344,602)	-4.53%
46								
47 Total Expenses	131,531,410	9,166,447	10,874,530	(1,708,083)	56,885,445	63,163,447	(6,278,002)	-9.94%
48								
49								
50 Revenue / Expense Difference Before Capital	0	0	0	0	0	0	0	0.00%
51								
52 Revenue / Expense Difference After Capital	20,298,327	(1,126,761)	(572,838)	(553,923)	(2,887,512)	6,193,491	(9,081,001)	-146.62%

Total Labor

December 2025, Fiscal Year 2026



Description	FY26 Total Budget	Current Month			Fiscal Year-to-date			
		Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
1 Direct Labor	34,440,194	2,538,240	2,893,996	(355,756)	15,764,975	17,244,771	(1,479,796)	8.58%
2 Sick Leave	2,055,644	111,952	134,069	(22,117)	688,455	1,310,943	(622,488)	47.48%
3 Holiday	1,495,936	286,120	286,216	(96)	673,727	712,339	(38,612)	5.42%
4 Vacation	2,574,817	281,143	201,392	79,751	1,273,102	1,392,262	(119,160)	8.56%
5 Other Paid Absences	269,556	17,567	90,569	(73,002)	115,905	170,680	(54,775)	32.09%
6								
7 Total	40,836,147	3,235,022	3,606,242	(371,220)	18,516,164	20,830,995	(2,314,831)	11.11%
8								

Description	FY26 Total Budget	Current Month			Year to Date			
		Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
10 FICA	3,123,981	239,794	275,880	(36,086)	1,376,462	1,593,569	(217,107)	-13.62%
11 Pension	7,832,328	560,241	747,694	(187,453)	3,223,919	4,107,373	(883,454)	-21.51%
12 Hospital Medical & Surgical	10,941,396	767,357	882,371	(115,014)	4,600,835	5,294,226	(693,391)	-13.10%
13 Vision Care Insurance	79,236	5,019	6,603	(1,584)	30,343	39,618	(9,275)	-23.41%
14 Dental Plans	318,840	13,657	26,570	(12,913)	129,361	159,420	(30,059)	-18.86%
15 Life Insurance	43,092	2,999	3,591	(592)	18,226	21,546	(3,320)	-15.41%
16 Disability Insurance	142,020	8,744	11,835	(3,091)	53,145	71,010	(17,865)	-25.16%
17 Kentucky Unemployment	920,000	0	150,000	(150,000)	16,784	900,000	(883,216)	-98.14%
18 Worker's Compensation	2,920,000	131,086	243,333	(112,247)	1,846,330	1,459,998	386,332	26.46%
19 Uniform & Work Clothing Allowance	383,400	3,835	14,500	(10,665)	209,035	301,400	(92,365)	-30.65%
20 Other Fringes	2,500	0	209	(209)	1,057	1254	(197)	-15.71%
21 Total Fringe & Benefits	26,706,793	1,732,732	2,362,586	(629,854)	11,505,497	13,949,414	(2,443,917)	-17.52%
22								
23								
24 Sick Leave	2,055,644	111,952	134,069	(22,117)	688,455	1,310,943	(622,488)	-47.48%
25 Holiday	1,495,934	286,120	286,216	(96)	673,727	712,339	(38,612)	-5.42%
26 Vacation	2,574,817	281,143	201,392	79,751	1,273,102	1,392,262	(119,160)	-8.56%
27 Other Paid Absences	269,556	17,567	90,569	(73,002)	115,905	170,680	(54,775)	-32.09%
28 Total Compensation Benefits	6,395,951	696,782	712,246	(15,464)	2,751,189	3,586,224	(835,035)	-23.28%
29								
30 Total	33,102,744	2,429,514	3,074,832	(645,318)	14,256,686	17,535,638	(3,278,952)	-18.70%
31								
32 Difference compared to Budget			(645,319)			(3,278,953)		

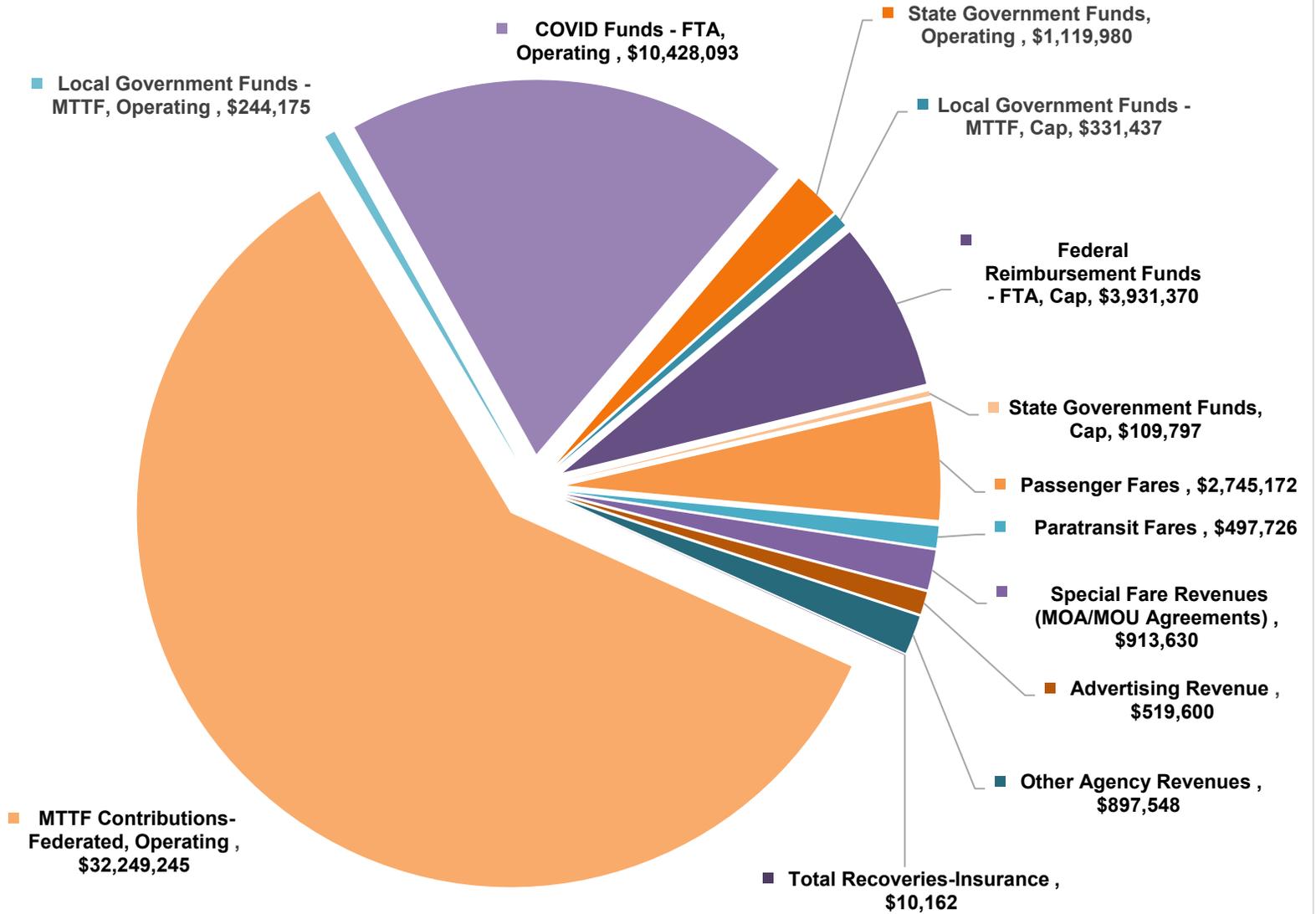
Balance Sheet

December 2025, Fiscal Year 2026

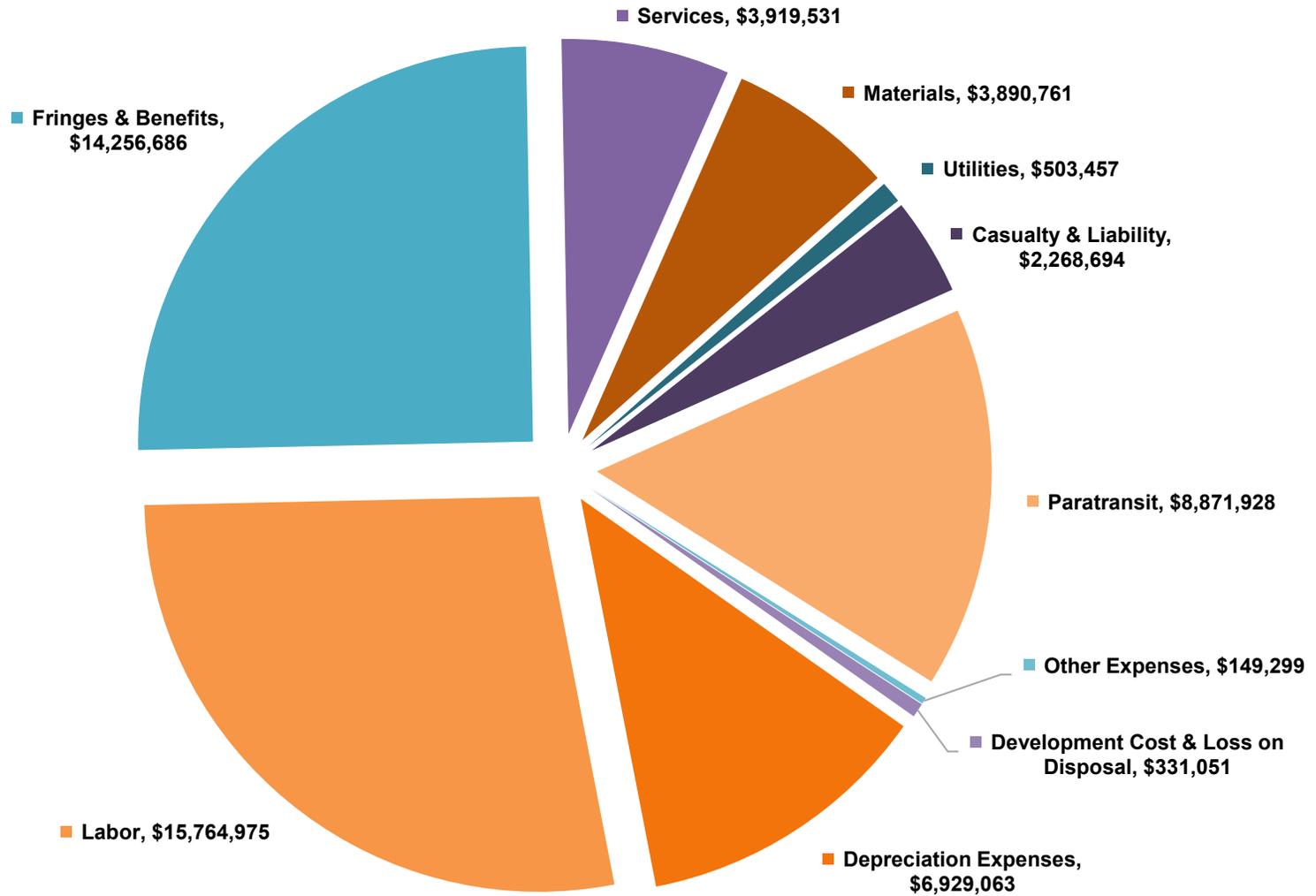


Assets	FY 26	FY 25	Liabilities, Reserves & Capital	FY 26	FY 25
Current Assets			Current Liabilities		
Cash & Cash Items	3,115,470	3,634,080	Long Term Debt	0	0
Short Term Investments	8,909,662	6,153,050	Short Term Debt	0	0
Accounts Receivable	78,636,731	96,380,127	Trade Payables	6,096,997	7,895,965
Interest Receivable	0	0	Accrued Payroll Liabilities	5,287,843	5,468,724
Due From Grant	80,000	80,000	Estimated Workmans Compensation	3,875,889	3,783,890
Materials & Supplies	2,669,777	2,716,759	Accrued Tax Liabilities	0	0
Total Current Assets	93,411,640	108,964,016	Unredeemed Tickets & Tokens	1,893,040	2,260,993
Other Assets			Reserves - Injury & Damages	1,565,992	1,263,405
Prepaid Insurance & Dues & WIP	999,975	1,008,065	Due To Operations	80,000	80,000
Total Other Assets	999,975	1,008,065	Unearned Capital Contributions	73,466,434	86,427,964
Fixed Assets			Other Current Liabilities (Health Ins.)	3,534,193	3,617,313
Land	3,773,249	3,773,249	Total Current Liabilities	95,800,389	110,798,256
Buildings	54,480,211	52,550,905	Equity		
Coaches	136,536,645	133,312,745	Retained Earnings	(2,887,511)	(1,807,566)
Office Equipment	14,698,758	17,076,187	Prior Year Retained Earning	85,191,874	80,840,115
Other Equipment	23,501,945	23,310,958	Total Equity	82,304,363	79,032,549
Development Costs	1,117,086	1,242,369	Total Liabilities & Equity	178,104,752	189,830,805
Vehicle Exp - Operating	870,065	1,420,405			
Other Equipment -Operating	177,643	171,005			
Total Fixed Assets	235,155,602	232,857,823			
Less Accumulated Depreciation					
Accumulated Depr Land	930,936	876,757			
Accumulated Depr Buildings	34,078,491	32,423,104			
Accumulated Depr Coaches	90,101,190	89,035,467			
Accumulated Depr Office Equipment	9,496,531	10,654,065			
Accumulated Depr Other Equipment	15,732,280	18,444,535			
Accumulated Depr Development Cost	333,573	289,844			
Accumulated Depr Vehicle Exp - Opr	626,852	1,121,066			
Accumulated Depr Other Equipment Op	162,612	154,262			
Total Depreciation	151,462,464	152,999,099			
Net Fixed Assets	83,693,138	79,858,724			
Total Assets	178,104,752	189,830,805			

YTD Revenues - December 2025, FY 2026



YTD Expenses - December 2025, FY 2026





MassTransit Trust Fund (MTTF) Revenue Deposits

Deposit to Budget Difference FY 2026

Month	FY 26 Actual Deposits	FY 26 Budget Deposits	Difference	YTD Total	Current Month	YTD
July	\$5,479,160	\$5,622,235	(\$143,075)	\$ (143,075)	-2.54%	
August	\$4,932,187	\$4,982,116	(\$49,929)	\$ (193,004)	-1.00%	-1.82%
September	\$7,911,479	\$7,263,091	\$648,388	\$ 455,384	8.93%	2.55%
October	\$5,399,699	\$4,802,306	\$597,393	\$ 1,052,777	12.44%	4.64%
November	\$5,976,596	\$5,977,485	(\$889)	\$ 1,051,888	-0.01%	3.67%
December	\$7,309,589	\$7,728,669	(\$419,080)	\$ 632,808	-5.42%	1.74%
January		\$5,709,491				
February		\$5,700,519				
March		\$6,214,407				
April		\$12,147,787				
May		\$5,656,493				
June		\$7,220,189				
TOTAL	\$37,008,710	\$79,024,788				

MTTF Revenue Deposits - Actuals

LOUISVILLE METRO REVENUE COMMISSION TARC LICENSE FEE TRANSACTIONS

	December 2025	December 2024	YTD FYE 2026	YTD FYE 2025	Difference Amount	Percent Change
Receipts						
Employee Withholding	\$ 4,869,296	\$ 5,252,894	\$ 31,474,987	\$ 29,564,405	\$ 1,910,582	6.46%
Individual Fees	-	-	(38)	155	(193)	-124.52%
Net Profit Fees	2,438,594	2,278,763	5,510,198	6,003,094	(492,896)	-8.21%
Interest & Penalty	75,069	81,018	374,652	624,068	(249,416)	-39.97%
Total Collections	\$ 7,382,959	\$ 7,612,675	\$ 37,359,799	\$ 36,191,722	\$ 1,168,077	3.23%
Investment Income	\$ 26,300	\$ 30,261	\$ 153,269	\$ 175,797	\$ (22,528)	-12.81%
Total Receipts	\$ 7,409,259	\$ 7,642,936	\$ 37,513,068	\$ 36,367,519	\$ 1,145,549	3.15%
Disbursements						
Collection Fee	\$ 99,670	\$ 102,771	\$ 504,358	\$ 488,589	\$ 15,769	3.23%
Total Disbursements	\$ 99,670	\$ 102,771	\$ 504,358	\$ 488,589	\$ 15,769	3.23%
Due Mass Transit	\$ 7,309,589	\$ 7,540,165	\$ 37,008,710	\$ 35,878,930	\$ 1,129,780	3.15%
Less Previous Payments			29,699,121	28,338,765	1,360,356	4.80%
Payable To Trust Fund			\$ 7,309,589	\$ 7,540,165	\$ (230,576)	-3.06%



Year to Date Summary

December 2025, Fiscal Year 2026

Actual Compared to Budget YTD

	Good	In the Red	
Total Operating Revenues are Over/ Under by (pg. 2, line 8)	\$0	\$1,793,751	
Total Expenses are Over/ Under by (pg. 2, line 38)	\$5,933,400	\$0	
MTTF Revenue Deposits are Over/ Under by (pg. 7)	\$632,808	\$0	
YTD, TARC has a favorable balance before Capital & Subsidies	\$6,566,208	\$1,793,751	\$4,772,457

Actual Revenues over Expenses

Operating Revenues	\$5,583,838
Operating Expenses	\$49,625,331
Net Gain/(Loss) before MTTF	(\$44,041,493)
MTTF Approved Contributions	\$32,249,245
Net Gain/(Loss) before Subsidies	(\$11,792,248)
Subsidies	
ARP	\$8,059,276
5307 Federal Formula dollars to be used as (CEER)*	\$2,368,816
MTTF Local Share	\$244,175
State Contributions	\$1,119,980
Total Subsidies	\$11,792,247

Net Gain/(Loss) after Capital & Subsidies (\$1)

*CEER: Capital Eligible Expense Reimbursement