

# 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, February 24, 2026 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](http://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](http://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](mailto: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](mailto: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.....*

# TARC BOARD OF DIRECTORS MEETING



- 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 – February 24, 2026

1.	Quorum Call/Call to Order/Meeting Minutes	Abbie Gilbert	3:00
	A. Approval of January 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	3:10-3:15
4.	Finance Committee Report	Justin Brown	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		3:45-4:10
	A. Resolution 2026-04 Amendment 1City Side	Nolan Kelly	
	B. Resolution 2026-10 JJC Maintenance	Nolan Kelly	
	C. Resolution 2026-06 Brightside Bus Shelter Cleaning	Nolan Kelly	
	D. Resolution 2026-07 Ellipse License & Subscription	Joe Triplett	
	E. Resolution 2026-09 LaGrange Oversight Transfer	Russ Greenleaf	
	F. Resolution 2026-08 Electric Buses	Chris Ward	
	G. Resolution 2026-11 Title VI Fare Equity Analysis	Geoffrey Hobin	
	H. Resolution 2026 -05 NTN Title VI Service Equity	Geoffrey Hobin	
9.	Financial Report		4:10-4:20
	A. January FY 2026	Matt Abner	
10.	Closed Session	Abbie Gilbert	4:20-4:40
	A. Real Estate Update		
11.	Board Members Open Discussion	Abbie Gilbert	4:40-4:45
12..	Adjournment	Abbie Gilbert	4:45

# TARC BOARD OF DIRECTORS MEETING



## January 27, 2026 Board Meeting Minutes

The Board of Directors of Transit Authority of River City (TARC) met on January 27, 2026 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**

Abbie Gilbert  
Steve Miller  
Ted Smith  
Justin Brown

#### **Virtual**

Alice Houston  
Christy Ames  
DuWayne Gant  
Myra Rock

#### **Declined**

### Meeting Called to Order

Abbie Gilbert called meeting to order at 3:03 p.m.

### Quorum Call

January Board Meeting Minutes approved.

### No Public Comment

### Special Reports

Ted Smith presented the Finance Committee Report.

- 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.
- All items were fully discussed during the Operations Committee Meeting.

Ozzy Gibson presented the Executive Director and Operations Report.

- Above and Beyond employees of the month Nelson Clavel & Delisa Henderson.
- Delisa and Nelson both helped to de-escalate a situation involving a student and a potential stalker.
- Snowstorms on January 25-26 did have effect on us but the TARC Team did an outstanding job..
- The video was shared of TARC Staff working through the snowstorm over a couple of days.
- TARC did stop service for part of the time due to unsafe driving conditions.
- Several TARC employees stayed in downtown hotels to help guarantee a quick response if one was needed for warming stations or other issues at TARC.
- TARC was back up and running at full-service levels on Tuesday, January 27<sup>th</sup>.
- Larry Sloane was recognized for graduating from UofL.
- Aida Copic was recognized for all of her years of service at TARC and was wished a happy retirement.
- Geoffrey Hobin was introduced as the Interim Planning Director.

# TARC BOARD OF DIRECTORS MEETING



Bruce Withers presented the COO and Director of Transportation Report.

## **New TARC Network Overview**

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

- The project has transitioned from planning to implementation phase.
- A large group of Metro Government staff, TARC Staff and other interested parties met to review the plans for the Downtown Transfer Site.
- A new chart plotting the progress of the implementation phase was presented.

## **Action Items**

Rick Dooley presented 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, and Rooflynx.
- This Resolution seeks 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 for the entire contract.

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

Matt Abner presented 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 seeks to renew the contract with Fifth Third Bank to provide a line of credit up to \$4,000,000 for a one-year term.

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.

Brian Cassady presented Resolution 2026-03 Unified Communications Systems.

## TARC BOARD OF DIRECTORS MEETING



- 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 20251919. 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.
- Presidio's proposal presented the best value solution for TARC. Presidio pricing includes the following: 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.
- 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.
- Total life of the contract of up to ten (10) years and total of the contract not-to-exceed amount of \$882,200.

The motion was duly moved for approval by Christy Ames. The motion was seconded by Alice Houston. The Board of Directors unanimously adopted the resolution.

Nolan Kelly presented Resolution 2026-04 Amendment 2 Facility Wide General contractor.

- 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 awarded a contract 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 motion was duly moved for approval by Christy Ames. The motion was seconded by Ted Smith. The Board of Directors unanimously adopted the resolution.

Nolan Kelly presented Resolution 2026-05 TARC 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.
- 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.

# TARC BOARD OF DIRECTORS MEETING



- 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.
- 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 amount of \$770,000.

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

## Financial Report

Matt Abner presented the January FY2026 Financial Report.

## Board Closed Session – Real Estate Opportunity

Abbie Gilbert asked for a motion to have the Board move into a closed session.

The motion was duly moved for approval by Alice Houston. The motion was seconded by Ted Smith. The Board of Directors moved into a closed session pursuant to KRS 61.810 to discuss a potential real estate opportunity.

Abbie Gilbert asked for a motion to have the Board move to an open session.

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

## Public Comment from Facebook

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.

- Herman Wells posted: “once the changes that are coming for TARC and the riders, with the increase in price, would anyone that has a TARC card, would they be required to get a new card or continue with our old card?”
- Juan Vidal posted: “when increasing the price?”
- Doug Smith posted:

- Doug Smith posted:
  - “do we need to buy new TARC cards or will our current card work when you increase the price?”

## TARC BOARD OF DIRECTORS MEETING



- “does the State Of Indiana give TARC any money to help with the running of buses?”
- “would like to know why TARC Bus 72 is always late in the mornings?”

### NIA Center

Abbie Gilbert made a motion to authorize Ozzy Gibson, Executive Director of TARC to sell the NIA Center to the West Louisville Dream Team, Inc.

The motion was duly moved for approval by Steve Miller. The motion was seconded by Alice Houston. The Board of Directors unanimously adopted the motion.

Abbie Gilbert made a motion to adjourn at 4:30 p.m. This motion was approved by the Board.

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Abbie Gilbert, Board Chair

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Date



## EMPLOYEE OF THE MONTH: ANDRE JACKSON

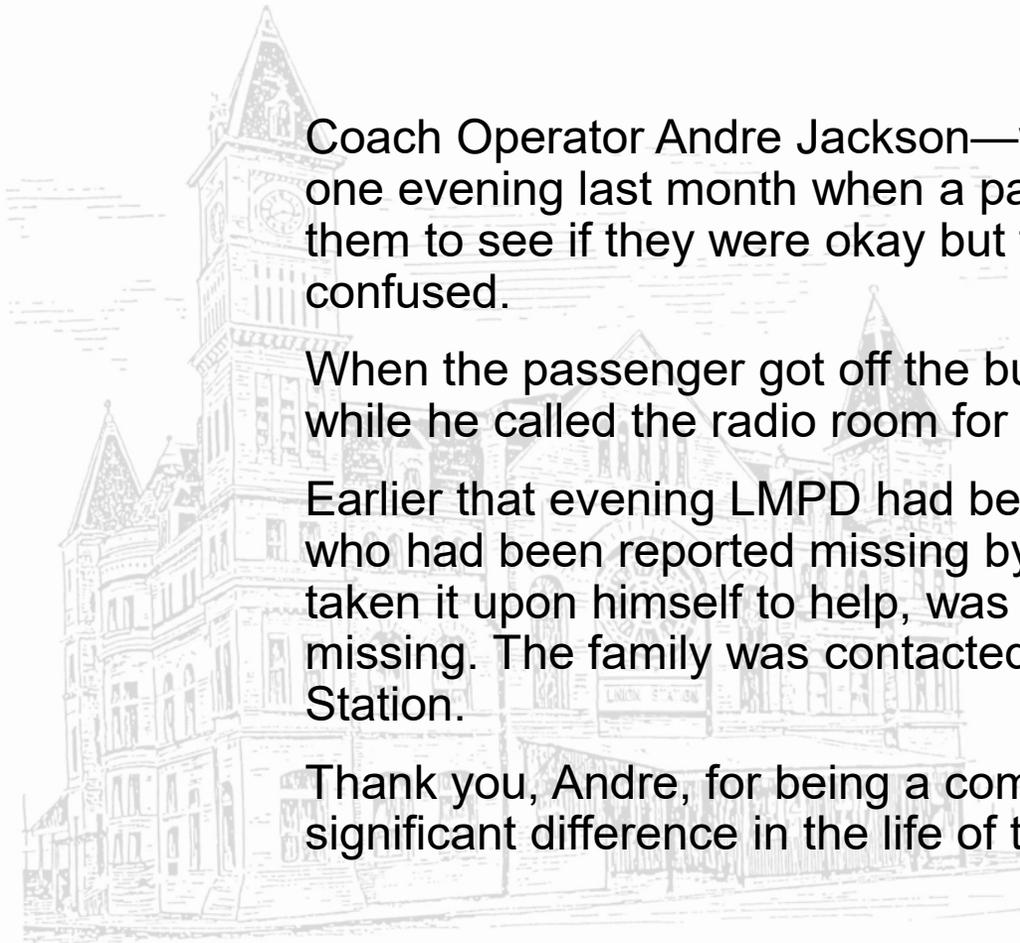
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Coach Operator Andre Jackson—with an on-time performance of 86%!—was driving one evening last month when a passenger boarded the bus disoriented. He engaged them to see if they were okay but their response was unclear and they seemed confused.

When the passenger got off the bus at Shawnee Park, Andre convinced them to return while he called the radio room for the closest Road Supervisor to do a wellness check.

Earlier that evening LMPD had been notified to be on the lookout for an older individual who had been reported missing by their family. It turned out the individual Andre had taken it upon himself to help, was the person from the Iroquois Park area that had gone missing. The family was contacted and reunited with their loved one here at Union Station.

Thank you, Andre, for being a compassionate Coach Operator. You truly made a significant difference in the life of this passenger and their family.





**BOARD OF DIRECTORS**  
**FEBRUARY 24, 2026**

FEBRUARY OPERATIONAL UPDATE

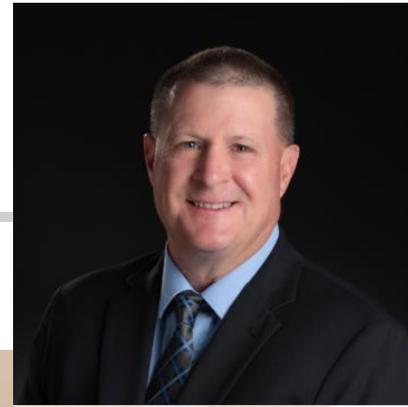




# EXECUTIVE DIRECTOR REPORT

## SINCE THE LAST BOARD MEETING, TARC ...

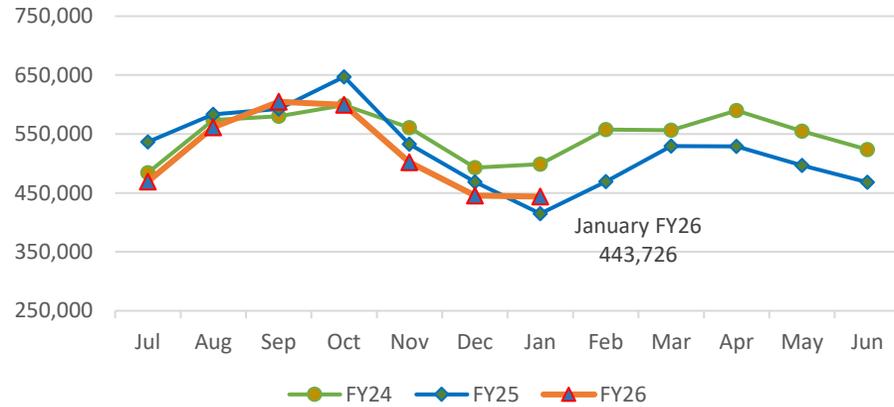
- Recorded the second TARC Talks with Ozzy Gibson — a video update on the New TARC Network for staff. This installment features Director of Training Nathan Love, and covers upcoming training opportunities for staff
- Received \$850K in federal funding through a Community Project Funding (CPF) award thanks to Congressman Morgan McGarvey — to be used for the purchase of eight new paratransit vehicles
- Saved a Seat for Black History Month; on-site events included a Black History Month talk, and Black-owned business showcase
- Held community meetings to inform the public on proposed fare changes, and New TARC Network Title VI policy
- Scheduled a meeting with Public Works to strategize about snow problem



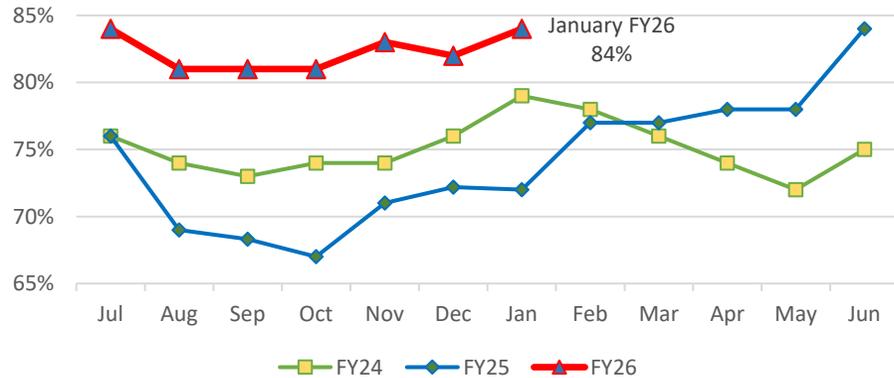


# JANUARY FIXED ROUTE SERVICE

### Fixed-Route Ridership



### Fixed-Route On-Time Performance



Performance Indicator	Fixed-Route System		
	FY26 YTD	FY25	FY24
Total Ridership	3,656,372	6,636,904	6,573,722
Avg Monthly Ridership	518,036	553,075	547,810
Total Revenue Miles	2,815,965.94	5,231,772	6,517,670
Total Revenue Hours	218,298.1	409,032	537,581
Trips per Revenue Mile	1.3	1.20	1.01
Trips per Revenue Hour	16.75	15.37	12.20

	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	84%	**	79%
Feb		77%	78%
Mar		77%	76%
Apr		78%	74%
May		78%	72%
June		84%	75%
FYTD	82%	74%	75%

Monthly Ridership (January)  
 Comparison VLM -0.4%  
 Comparison VLY +7%

Total YTD Ridership **3,656,372**

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



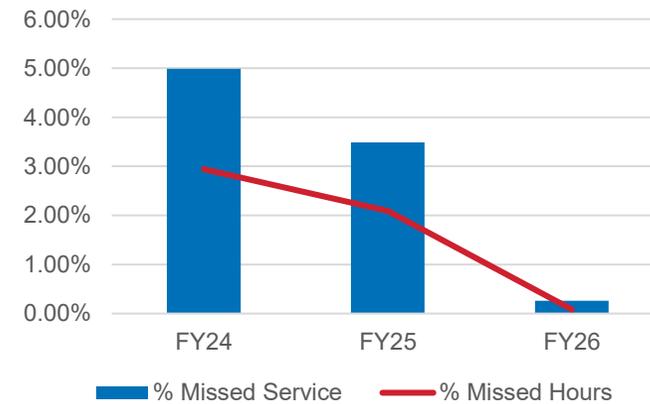
# JANUARY FIXED-ROUTE MISSED RUNS AND MISSED HOURS

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%
<b>Total</b>	<b>93,746</b>	<b>4,665</b>	<b>4.99%</b>	<b>17,683.12</b>	<b>2.94%</b>

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*	4542	24	0.53%	76.73	0.15%
February					
March					
April					
May					
June					
<b>Total</b>	<b>28,201</b>	<b>62</b>	<b>0.22%</b>	<b>178.48</b>	<b>0.07%</b>

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%
<b>Total</b>	<b>61,153</b>	<b>2,181</b>	<b>3.49%</b>	<b>9,201.01</b>	<b>2.09%</b>

Missed Service and Hours



\*January 2025 & 2026 adjustment due to winter weather



# JANUARY ON-TIME PERFORMANCE 90% CLUB

Operator	OTP %
Wilde, Samuel	100%
Bolus, David	100%
Miller, Erica	98%
King, Keith	98%
Pitmon, Cheryl	98%
Powell, Ronald	98%
Wilson, Jimmy	98%
Robb, Larry	97%
Jackson, Kevin	97%
Patterson, Pamela	97%
Edwards, Trina	97%
Sandage, Mary	97%
Johnson, Donald	96%
Sandifer, Calvin	96%
Totten, Larry	96%
Leonard, Tracy	96%
Malone, Eddie	96%
Williams, Robin	96%
Pruitt, Tammy	96%
Murray, Glenn	96%
Powell Jr, Tyrone	96%

Operator	OTP %
Williams, Leslie	96%
Podbicanin, Ervad	96%
Lindsey, Damian	96%
Wells, Sheena	96%
Tebault, William	96%
Bailey, Kendrick	96%
Miles, Brittney	95%
Cecil, Shawn	95%
Sloan, Anthony	95%
Hurrigan, Kimberly	95%
Carpenter, Garry	95%
Smith, William	95%
Moore, Timothy	95%
Williams, Rodney	95%
Cochran, John	94%
Alexander, Maurice	94%
Bowen, Angela	94%
Coleman, Lelia	94%
Rogers, Dewayne	94%
Trowell, Laquita	94%
Mitchell, Keith	94%

Operator	OTP %
Heil, Jesse	94%
Fitzgerald, Birdturam	94%
Bachelor, Michael	93%
Cook, Donna	93%
Kenyon-Scott, Melanie	93%
Glenn, Rachelle	93%
Henderson, Stacey	93%
Tutt, Frieda	93%
Neal, Joel	93%
Saulsberry, Steve	93%
Maddox, Gwendolyn	93%
Kennedy, Kyneesha	93%
Keita, Adrahamane	92%
Murray, Alise	92%
Watson, Jason	92%
Yarbrough, Demetra	92%
Williams, Shuntelle	92%
Pitts, Kendell	92%
Stoudemire, Deondria	92%
Salas, Angel	92%
Harris, Stephon	92%

Operator	OTP %
Roberson, David	92%
List Iii, Frank	91%
Watts, Reginald	91%
Mattingly, Stephen	91%
Miller, Antonio	91%
Mason, Brooklyn	91%
Spaine, Zazzirah	91%
Reed, Bessie	91%
Thomas, Stephanie	91%
Hayes, Kamika	91%
Payne, Kawana	91%
Ross, Tamika	91%
Frazier, Kenneth	91%
Brown, Curtis	91%
Wadlington, Tina	91%
Malone, Dewan	91%
Scott, Myra	90%
Beckham, Cordelro	90%
Williams, Brittany	90%
Wade, Robert	90%
Jarrett, Christopher	90%
Harper, Jeffrey	90%
Muhire, Bernond	90%
Gillenwater, David	90%
Zipperlein, Melissa	90%

**Total Coach Operators for Service (Jan.): 236**  
**Total Coach Operators for Service (Dec.): 244**

**Total Coach Operators at 90% or better (Jan.): 88**  
**Total Coach Operators at 90% or better (Dec.): 86**



# JANUARY ON-TIME PERFORMANCE 80% CLUB

Operator	OTP %
Taylor, Lionel	89%
Lucas, Courtney	89%
Westmoreland, Nathan	89%
Brewer, Kelvin	89%
Edmonds, John	89%
Offutt, Joseph	89%
Huskey, Vontee	89%
Jones, Brittany	89%
Reynolds, Dale	89%
Nathaniel, Ieasha	89%
Ross, Dawnyell	89%
Powell, Tyrone	89%
Goodwin, Remonda	88%
Stallings, Ronald	88%
Colbert, Keyshulmaria	88%
Brown, Garry	88%
Nelson, Paul	88%
Lucas, Darryl	88%
Hill, Roy	88%
Carrico, James	88%
Dailey, Charlotte	87%
Mccraney, Yazmin	87%

Operator	OTP %
Brents, James	87%
Pope, Melissa	87%
Lansberg, Jon	87%
Wells, Thomas	87%
Finisson, Ruby	87%
Durham, John	87%
Henderson, Delisa	87%
Smyzer, Angela	87%
Warner, Jeffery	86%
Diallo, Salim	86%
Wade, Shonda	86%
Harris, Pamela	86%
Wayne, Keith	86%
Johnson, Ulrike	86%
Ward, Patrick	86%
Smith, Stacey	86%
Carter, Jamar	86%
Jackson, Andre	86%
Yasharahla, Ahdawan	86%
Brown, Teresa	85%
Hawkins, Nisha	85%
Adams, Robert	85%

Operator	OTP %
Yarbrough, Talitha	85%
Jordan, Kenyatta	85%
Scott, Shalayne	85%
Goss, Asher	85%
Bracken, Alisha	85%
Cunningham, Latoi	85%
Durham, Dawn	84%
Evans, Shontey	84%
Taylor, Josie	84%
Johnson, Melissa	84%
Brown, Orlando	84%
Phillips, Naphatina	84%
Love, Autour	84%
Jackson, April	83%
Rodriguez Villanueva, Ismael	83%
Knights, Donald	83%
Owens, Kim	83%
Duncan, Thomas	83%
Cockroft, Latisha	83%
Knight, Kelley	83%
Jackson, Dennis E.	82%

Operator	OTP %
Akimana, Amani	82%
Johnson, Lisa	82%
Orndorff, Catrice	82%
Foster-Mcfadden, Tarina	81%
Bethel, Guy	81%
Jackson, Dennis C.	81%
Florence, Albert	81%
Colbert, Elonda	81%
Parsons, Melanie	81%
Watkins, Joshua	81%
Finn, Davisha	81%
Meneese, Anita	81%
Bell, Marcella	80%
Robert, Anna	80%
Cleveland, Sammy	80%
Thomas, Yvonne	80%

**Total Coach Operators for Service (Jan.): 236**  
**Total Coach Operators for Service (Dec.): 244**

**Total Coach Operators at 80% to 89% (Jan): 80**  
**Total Coach Operators at 80% to 89% (Dec): 66**

## DIRECTOR SPOTLIGHT: RICK DOOLEY

### Director of Maintenance, Rick Dooley

Rick Dooley is a dedicated public transit professional with over 40 years of experience. His expertise ranges from his first job as a Vehicle Maintenance Technician, to Mechanical Chief Officer, to his current position as Director of Maintenance at TARC.

He has experience in maintenance management for both bus and rail operations, is a member of the American Public Transportation Association (APTA) Brake and Chassis Working Group, and is on several APTA committees including the International Bus Roadeo, Bus Technical Maintenance, and Zero-Emission Fleet groups.

Rick is also passionate about community service, and volunteers with the St. Vincent DePaul Society, the Knights of Columbus, and is a blood drive coordinator for the Red Cross.



"TARC is uniquely positioned to improve the Customer Experience, and I am honored to be chosen to be part of that effort."

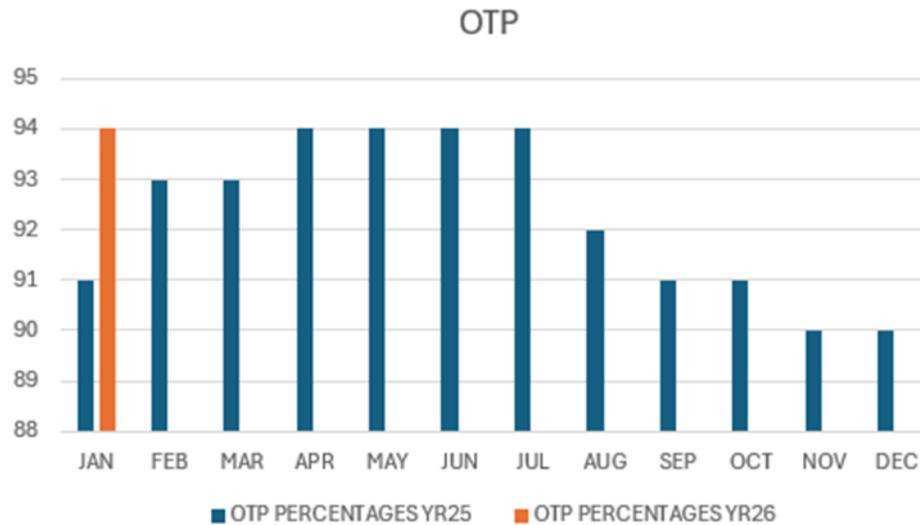


# COO / DIRECTOR OF TRANSPORTATION REPORT

## PARATRANSIT

- Began the year with strong performance, achieving 94% on-time performance (OTP), an improvement of 1% year over year.
- Missed trips decreased by 0.25% compared to the previous month and remain well below the 2% performance target.
- Cancellation and no-show trends remain an area of focus to improve efficiency and trip completion rates.
- Overall service reliability remains stable despite ongoing operational challenges.

OTP PERCENTAGES		
MONTH	YR25	YR26
JAN	91	94
FEB	93	
MAR	93	
APR	94	
MAY	94	
JUN	94	
JUL	94	
AUG	92	
SEP	91	
OCT	91	
NOV	90	
DEC	90	



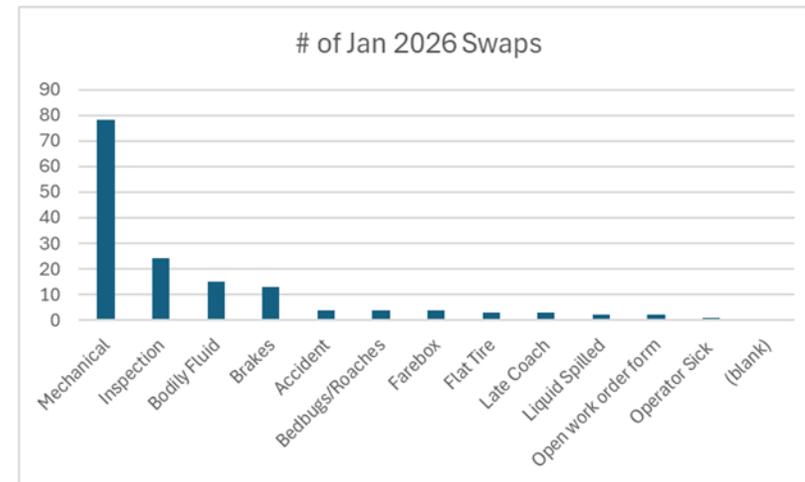
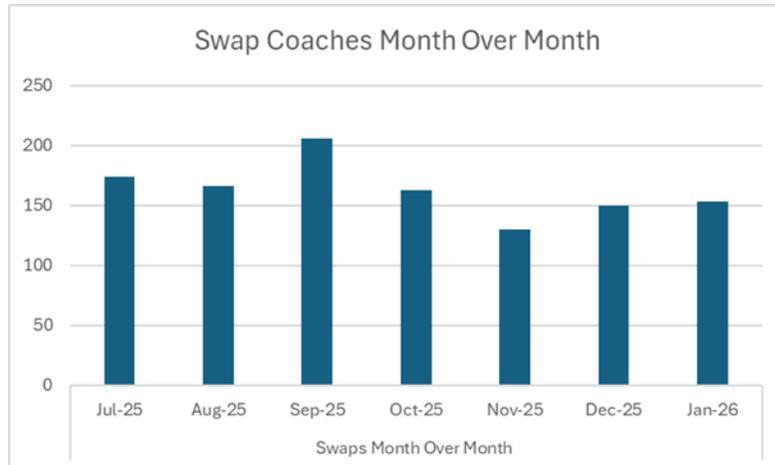
January 2026 Scheduled Trips		
Total Trips Performed	33,739	
Same Day Cancel	3,231	9.60%
Late Cancel	1,298	3.80%
Cancel at the Door	457	1.40%
No Show	1,108	3.30%
<b>Total same-day cancellations</b>	<b>6,094</b>	



# COO / DIRECTOR OF TRANSPORTATION REPORT

## MAINTENANCE

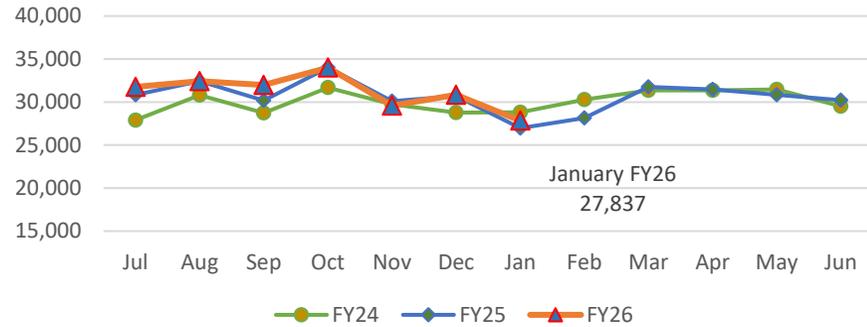
- 153 bus swaps occurred in response to 181 road calls in January.
- Introduced a 6,000-mile PM cycle to identify and correct issues earlier.
- Implemented a Miles Between Road Calls (MBRC) plan to reduce in-service failures and stabilize operations.
- Expected outcomes are a reduction in road calls and bus swaps, improved service reliability, and more efficient use of fleet and maintenance resources.



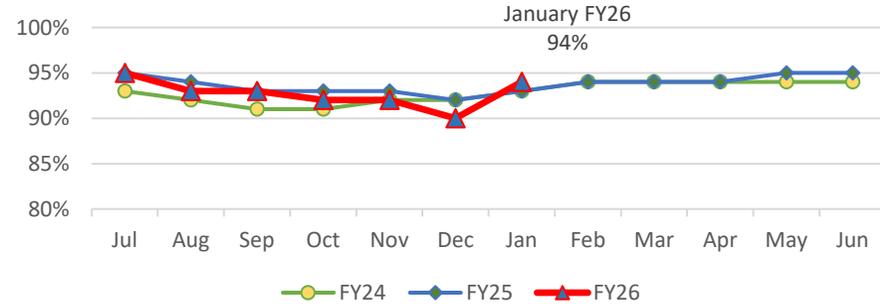


# JANUARY PARATRANSIT SERVICE (TARC3)

### TARC3 Paratransit Ridership



### TARC3 Paratransit On-Time Performance



Performance Indicator	Paratransit (TARC3)		
	FY26 YTD	FY25	FY24
<b>System Production</b>			
Total Ridership	218,431	367,610	360,456
Avg. Monthly Ridership	31,204	30,634	30,038
Total Revenue Miles	2,550,589.61	4,374,215	4,364,217
Total Revenue Hours	161,029.8	277,039	284,896
Trips per Revenue Mile	0.09	0.08	0.08
Trips per Revenue Hour	1.36	1.33	1.27

	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	94%	93%	93%
Feb		94%	94%
Mar		94%	94%
Apr		94%	94%
May		95%	94%
Jun		95%	94%
<b>FYTD</b>	<b>93%</b>	<b>94%</b>	<b>93%</b>

Monthly Ridership **27,837**  
 Comparison VLM **-9.70%**  
 Comparison VLY **+3.38%**

Total YTD Ridership **218,431**

Paratransit FY26 Goal **93%**

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

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



# JANUARY FEEDBACK (FIXED ROUTE)

FIXED ROUTE FEEDBACK TREND REPORT (Including Commendations)															
FEEDBACK CATEGORY	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR	46	48	41	48	53	54	55	65	65	46	50	34	52	657	51
PASSED UP PASSENGER	46	32	54	63	65	67	62	73	60	81	42	50	47	742	57
NO SHOW	29	31	22	16	9	8	7	18	17	12	7	13	10	199	15
LATE SCHEDULE	39	32	29	34	34	11	21	28	31	40	31	13	24	367	28
RECKLESS DRIVING	20	10	28	30	21	25	17	29	21	25	19	20	16	281	22
EARLY SCHEDULE	24	14	14	12	16	7	9	12	12	22	13	11	15	181	14
PLANNING/SCHEDULE	24	24	25	25	21	28	23	22	25	32	15	8	23	295	23
IT/MOBILE	1	4	6	2	3	1	2	1	1	0	3	0	0	24	2
NEW TARC NETWORK	0	0	0	0	0	0	0	0	0	1	2	2	6	11	1
OTHER - MISC	57	50	46	46	46	49	53	64	73	70	49	55	67	725	56
COMMENDATIONS	8	9	7	4	5	21	8	10	6	10	5	6	8	107	8

FIXED ROUTE (January 2026)					
FEEDBACK CATEGORY	VERIFIED	UNVERIFIED	UNABLE TO INVESTIGATE	UNDER INVESTIGATION	TOTAL
RUDE OPERATOR	4	33	9	6	52
PASSED UP PASSENGER	5	28	2	12	47
NO SHOW	1	9	0	0	10
LATE SCHEDULE	4	18	2	0	24
RECKLESS DRIVING	6	10	0	0	16
EARLY SCHEDULE	2	12	0	1	15
PLANNING/SCHEDULE	20	3	0	0	23
IT/MOBILE	0	0	0	0	0
NEW TARC NETWORK	5	0	0	1	6
OTHER - MISC	14	22	4	27	67

**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.



# JANUARY FEEDBACK (PARATRANSIT)

PARATRANSIT FEEDBACK TREND REPORT (Including Commendations)															
FEEDBACK CATEGORY	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR OR STAFF	35	10	25	28	29	34	23	33	20	33	16	40	24	350	27
NO SHOW	24	17	21	23	18	18	20	23	18	26	19	28	23	278	21
LATE SCHEDULE	11	13	3	20	15	9	11	19	21	31	14	20	17	204	16
RECKLESS DRIVING	8	13	6	7	8	4	7	11	4	7	0	7	10	92	7
EARLY SCHEDULE	1	2	2	2	2	2	0	1	1	1	0	1	3	18	1
TRIP BOOKING OR SCHEDULING	19	7	15	12	14	13	16	18	17	23	14	10	16	194	15
OTHER - MISC	30	25	35	26	28	27	25	32	32	30	26	30	26	372	29
COMMENDATIONS	5	4	7	5	4	4	5	6	9	0	5	3	6	63	5

PARATRANSIT (January 2026)					
FEEDBACK CATEGORY	VERIFIED	UNVERIFIED	UNABLE TO INVESTIGATE	UNDER INVESTIGATION	TOTAL
RUDE OPERATOR OR STAFF	4	16	0	4	24
NO SHOW	1	19	0	3	23
LATE SCHEDULE	11	6	0	0	17
RECKLESS DRIVING	1	5	2	2	10
EARLY SCHEDULE	1	1	0	1	3
TRIP BOOKING OR SCHEDULING	0	15	0	1	16
OTHER - MISC	4	13	3	6	26

**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.



# TARC LEADERSHIP



**Tonya Day**  
Chief Financial  
Administrative Officer



**Bruce Withers**  
COO / Transportation



**John Hardesty**  
General Counsel



**Jennifer Miles**  
Mobility Services



**Sherri Toohey**  
Human Resources



**Rick Dooley**  
Maintenance



**Geoffrey Hobin**  
Planning



**Maria Harris**  
Procurement



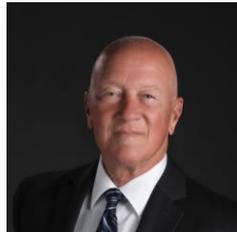
**Dan Franklin**  
Senior Advisor



**Jeremy Priddy**  
Marketing &  
Communications



**Anna Cooper**  
Customer Experience



**Keith Shartzner**  
Safety & Security



**Nathan Love**  
Training



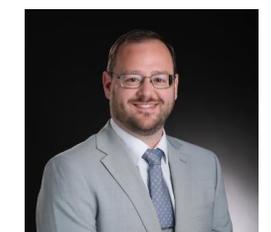
**Chris Ward**  
Capital & Facilities



**Joe Triplett**  
Information  
Technology



**Annalisa Roberson**  
Civil Rights &  
Compliance



**Matt Abner**  
Finance

# ADDITIONAL STATS FOR BOARD MEMBER REVIEW



## FEBRUARY DIRECTORS UPDATE

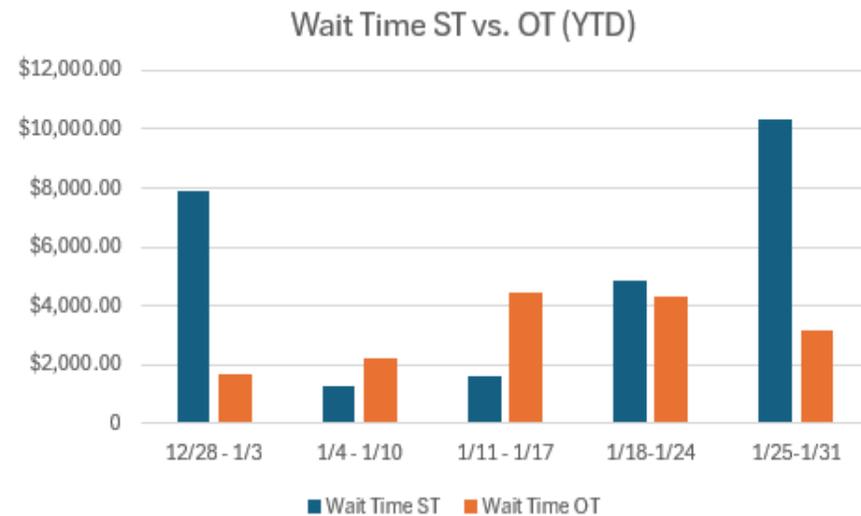
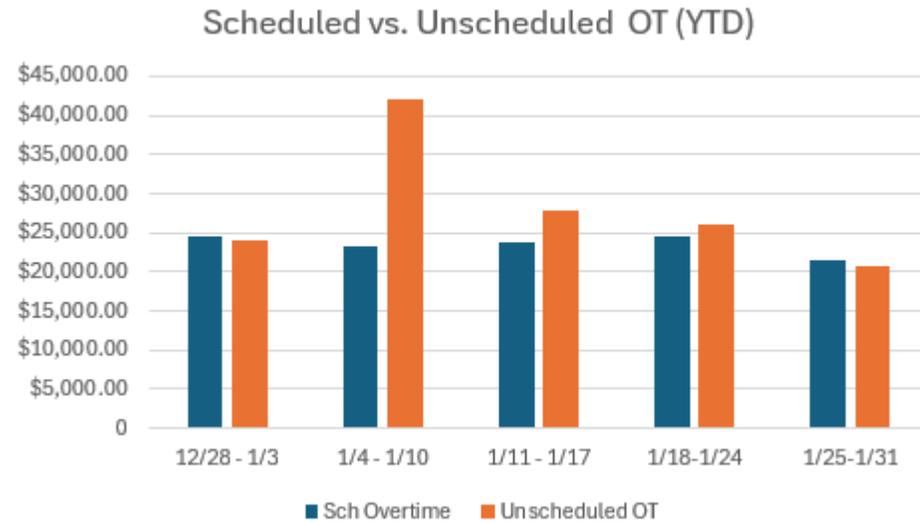
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February 24, 2026



# COO / DIRECTOR OF TRANSPORTATION REPORT

## FIXED ROUTE



### Scheduled vs. Unscheduled Overtime (YTD)

- Unscheduled overtime has steadily decreased since the first full week of the year, indicating improved workforce stability and coverage.
- Ongoing call-out analysis is being used to better align scheduled staffing with actual operational needs.
- Focus remains on controlling overtime costs while maintaining service reliability.

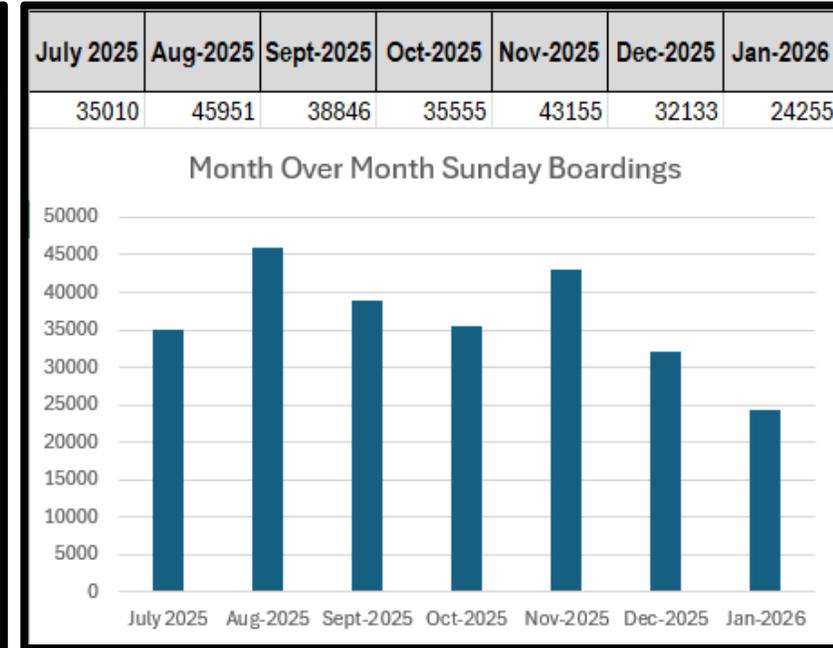
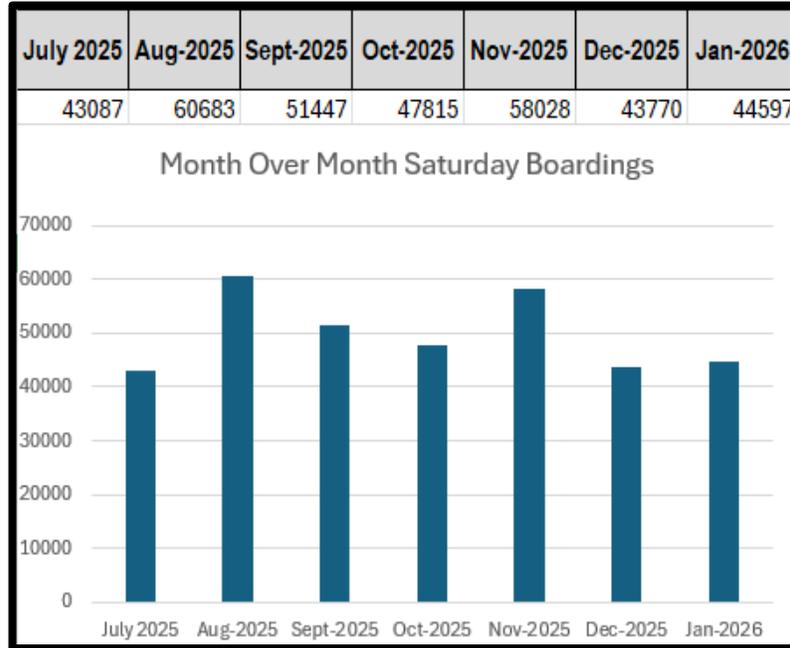
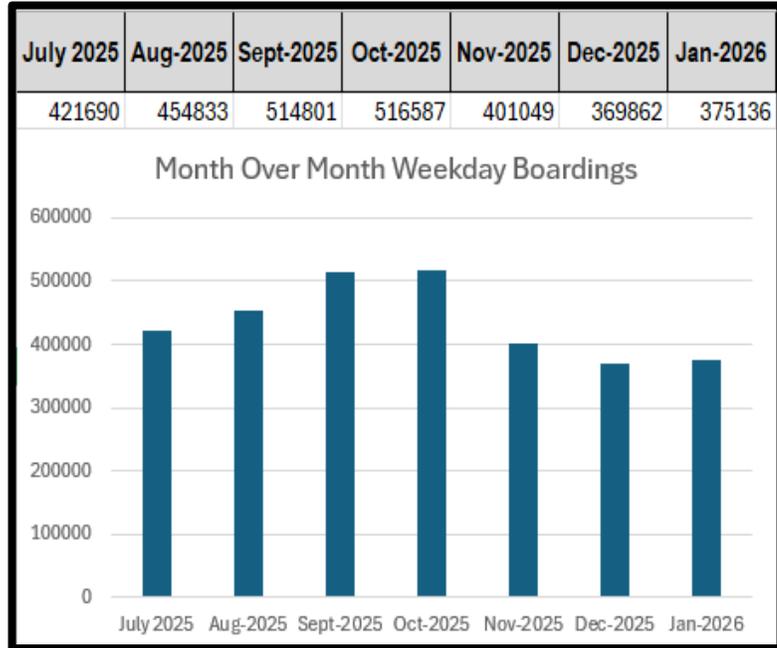
### Wait-Time Straight Time vs. Overtime (YTD)

- Wait time continues to be managed within established guidelines, with operators released within the two-hour threshold when coverage is no longer needed.
- Increased compliance with the updated attendance policy has resulted in improved show-up rates and reduced overtime exposure.
- Ongoing monitoring and improved communication ensures wait time is used efficiently and when only operationally necessary.



# COO / DIRECTOR OF TRANSPORTATION REPORT

## FIXED ROUTE



### Boardings- Month Over Month Comparison

- Overall ridership declined during the winter months, consistent with historical seasonal trends.
- Weekday boardings peaked in early fall and began tapering in November, with stabilization in January.
- Weekend ridership (Saturday and Sunday) showed greater variability, reflecting discretionary travel patterns and weather sensitivity.
- January ridership was further impacted by inclement weather events toward the end of the month.
- Despite seasonal declines, ridership levels remain aligned with projected winter expectations.



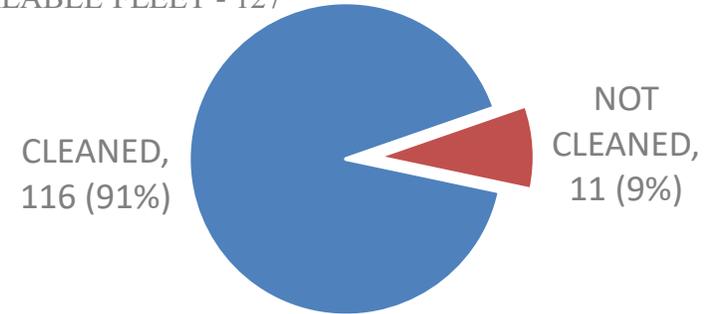
# MAINTENANCE

## INSPECTIONS

- ALL 160 INSPECTIONS WERE ON TIME PER THE FTA GUIDELINES (no more than ± 10% the variance in miles between inspections)

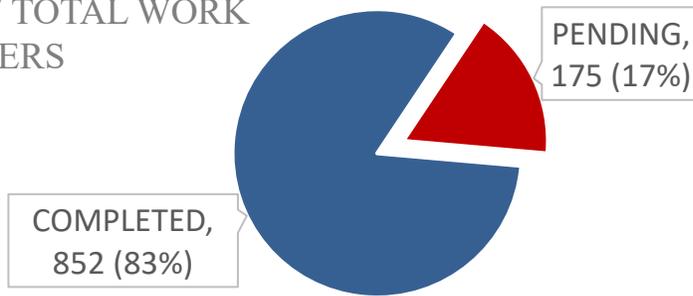
## COACH CLEANING

AVAILABLE FLEET - 127



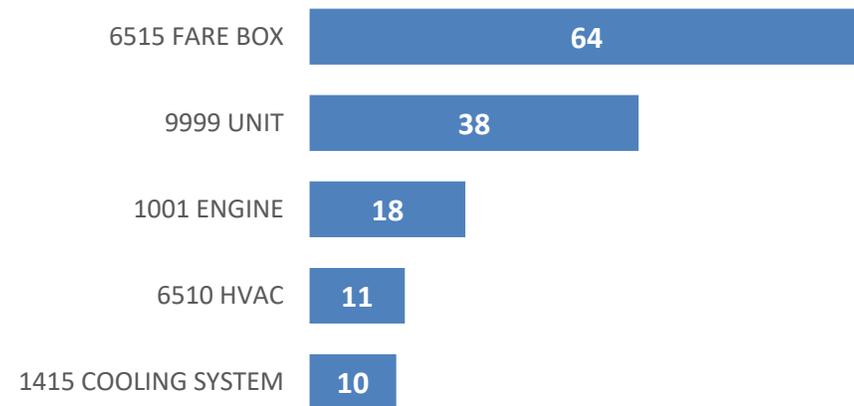
## WORK ORDERS

1,027 TOTAL WORK ORDERS



129 OF THE 175 STILL OPEN WORK ORDERS ARE CAMPAIGN WORK ORDERS---1 FOR EACH BUS IN THE FLEET

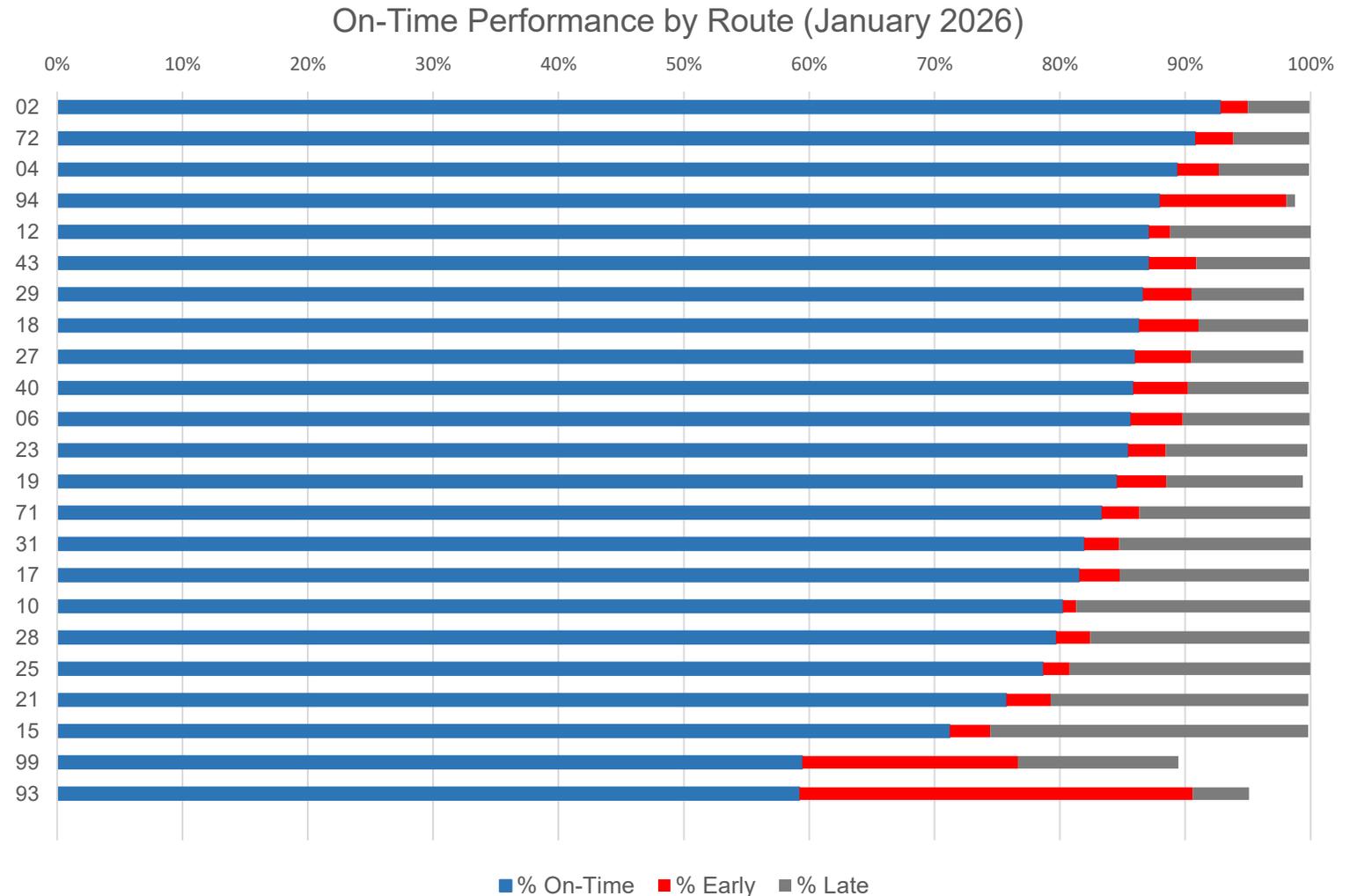
## TOP 5 ROAD CALL CATEGORIES





# JANUARY ON-TIME PERFORMANCE

Route	% On-Time	% Early	% Late
02	92.8%	2.2%	4.9%
72	90.8%	3.1%	6.0%
04	89.4%	3.3%	7.2%
94	87.9%	10.1%	0.7%
12	87.1%	1.7%	11.2%
43	87.1%	3.8%	9.1%
29	86.6%	3.9%	9.0%
18	86.3%	4.8%	8.8%
27	86.0%	4.5%	9.0%
40	85.8%	4.4%	9.6%
06	85.6%	4.2%	10.1%
23	85.4%	3.0%	11.3%
19	84.5%	4.0%	10.9%
71	83.3%	3.0%	13.6%
31	81.9%	2.8%	15.3%
17	81.5%	3.3%	15.1%
10	80.2%	1.1%	18.6%
28	79.7%	2.7%	17.5%
25	78.7%	2.1%	19.2%
21	75.7%	3.5%	20.6%
15	71.2%	3.3%	25.4%
99	59.4%	17.2%	12.8%
93	59.2%	31.4%	4.5%
<b>Overall</b>	<b>84.0%</b>	<b>3.3%</b>	<b>12.4%</b>

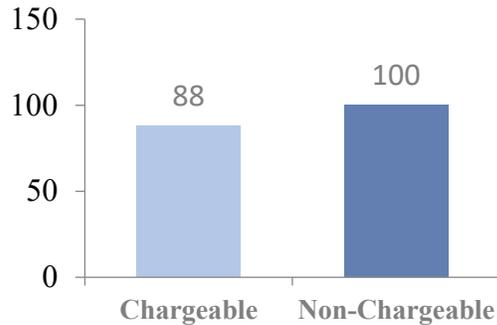




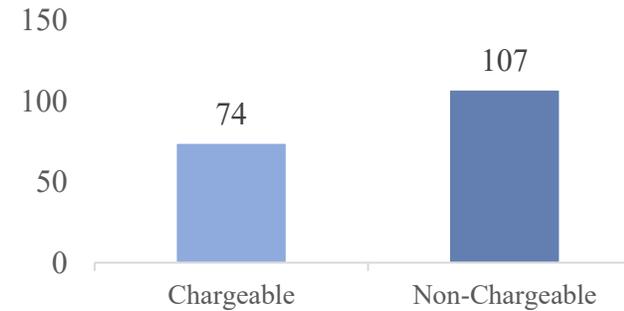
# MAINTENANCE

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

Total Road Calls (DEC 2025) 188 Total

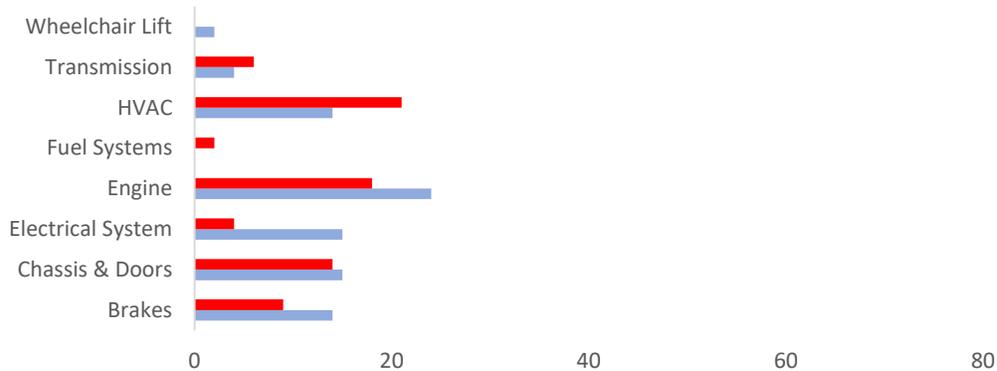


Total Road Calls (JAN 2026) Total 181



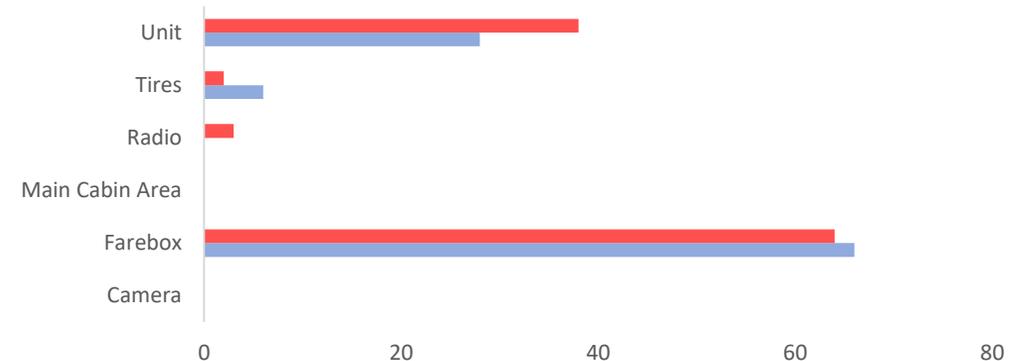
Chargeable Roadcalls By Category

JAN DEC



Non Chargeable Roadcalls By Category

JAN DEC



Chargeable Road Call:

An issue the TARC Maintenance Department IS responsible for fixing

Non-Chargeable Road Call:

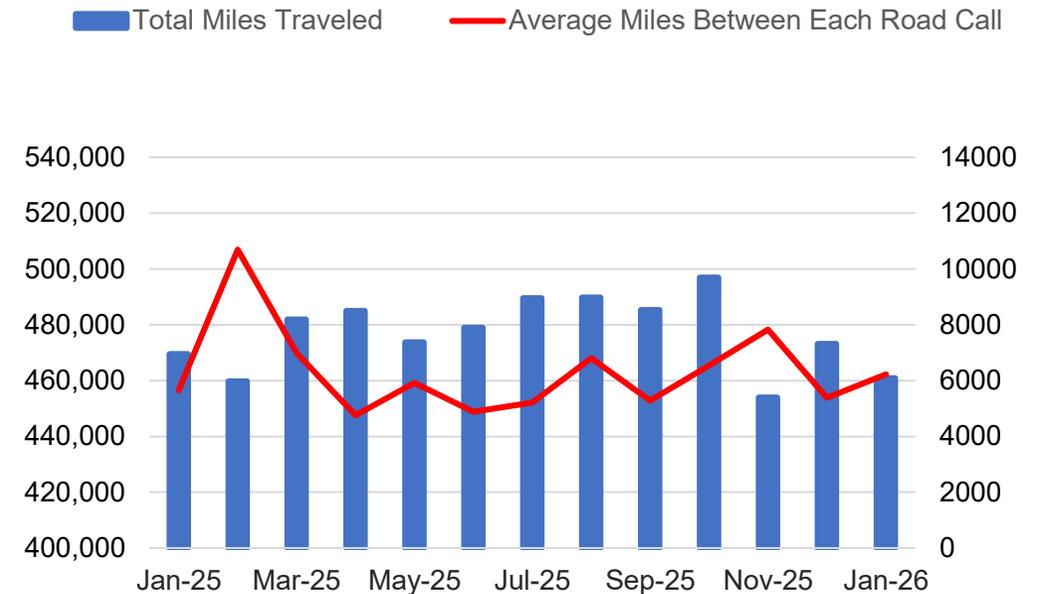
An issue the TARC Maintenance Department IS NOT responsible for fixing



# MAINTENANCE

## MILES BETWEEN CHARGEABLE ROAD CALLS

	Total Miles Traveled (each month)	Chargeable Road Calls	AVG Miles Between Each Road Call
Jan-25	469,485	83	5,656
Feb-25	459,735	43	10,692
Mar-25	481,890	69	6,984
Apr-25	485,004	102	4,755
May-25	473,698	80	5,921
Jun-25	478,934	98	4,887
Jul-25	489,556	94	5,208
Aug-25	489,767	72	6,802
Sep-25	485,352	92	5,276
Oct-25	496,899	76	6,538
Nov-25	453,965	58	7,827
Dec-25	473,098	88	5,376
Jan-26	460,852	74	6,228



**Total Miles Between Chargeable Road Calls = 6,228**  
**Target Miles Between Road Calls = 5,000**

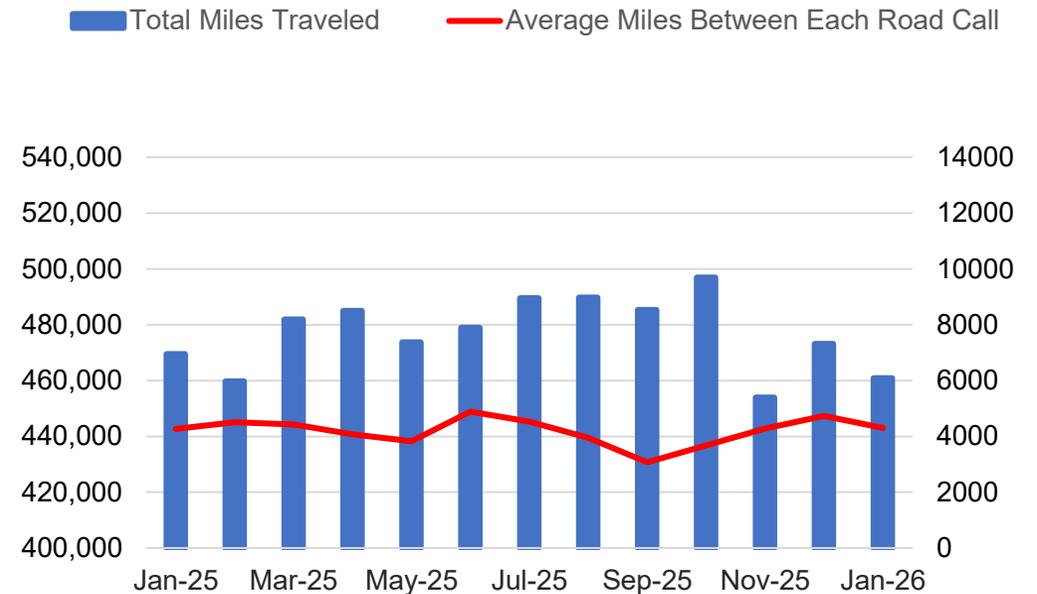
A Mechanical Road Call occurs when mechanical problems prevent the revenue vehicle from completing a scheduled revenue trip, or from starting the next scheduled revenue trip because actual movement is limited, or because of safety concerns.



# MAINTENANCE

## MILES BETWEEN NON-CHARGEABLE ROAD CALLS

	Total Miles Traveled (each month)	Non-Chargeable Road Calls	AVG Miles Between Each Road Call
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
Jan-26	460,852	107	4,307



**Total Miles Between Non-Chargeable Road Calls = 4,307**  
**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

6

TYPE OF ACCIDENT

Fixed object	5	83.3%
Backing	1	16.7%

YTD FY26

63

### 5 Fixed Objects

- Going straight at 3<sup>rd</sup>/Southern Pkwy, Crums/Dixie, Shelbyville Rd/Breckenridge Lane, Bardstown Rd
- Lane change at Baxter/Highland

### 1 Backing

- Going straight at Southwestern Pkwy

## PREVENTABLE ACCIDENTS / 100K MILES

Monthly

1.5

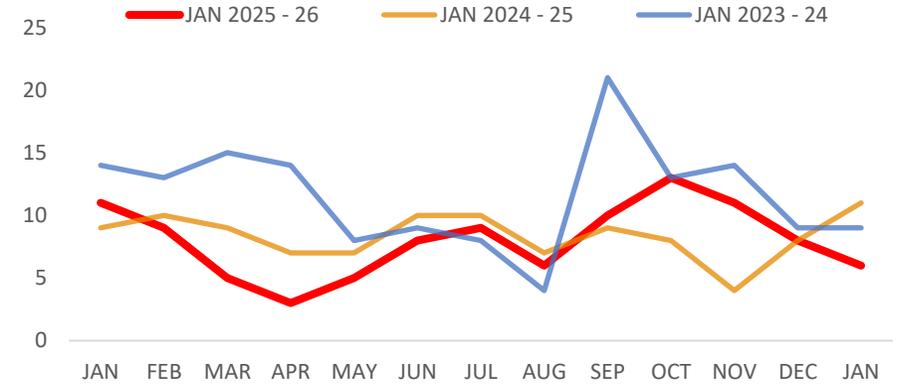
YTD AFR Goal

2.1

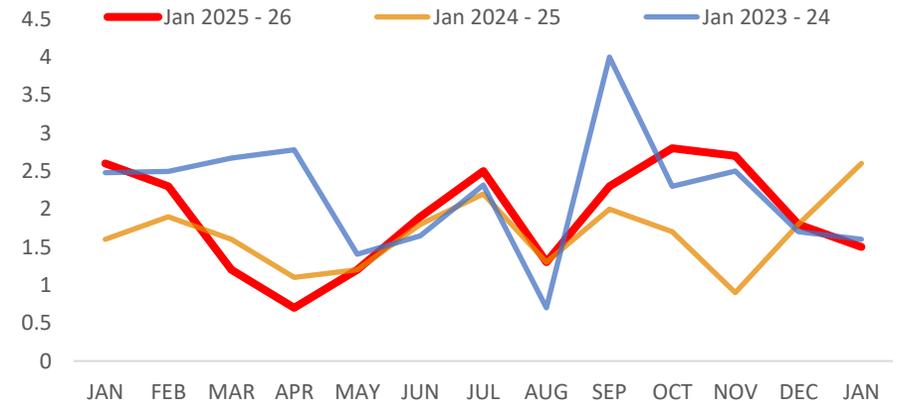
YTD FY26

2.1

## PREVENTABLE ACCIDENTS



## PREVENTABLE ACCIDENT AFR





# SAFETY

## PASSENGER DISRUPTIONS BY ROUTE JAN 26

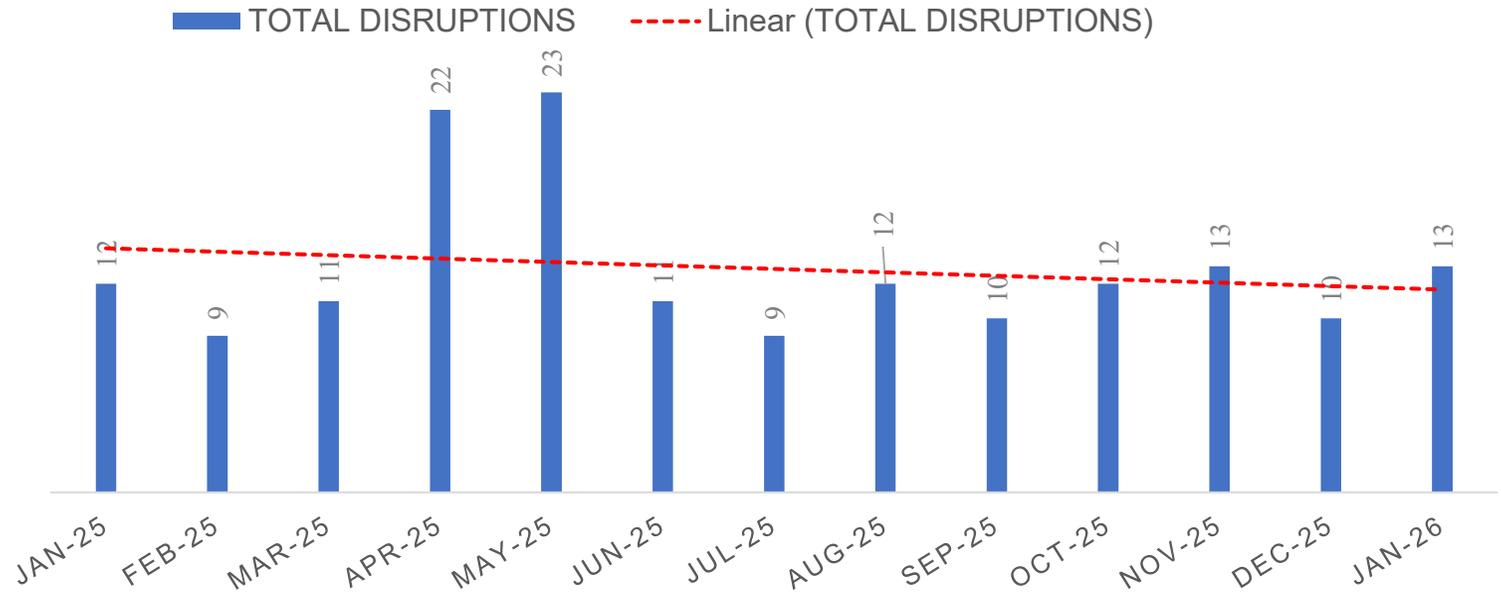
Route ID	Disruptions
Fourth St - #4	2
Dixie Rapid - #10	2
Broadway - #23	2
Portland Poplar Level - #43	2
Dixie Hwy - #18	1
Oak-Westport - #25	1
Preston - #28	1
Shelbyville Rd - #31	1
J'ville-Lou-New Albany - #71	1

## DISRUPTION CATEGORIES JAN 26

Category	#
Fare Evaders	0
Passenger Fights	1
Profane Language	2
Disputes(Others)	10
Verbal Assaults	0
Physical Assaults	0

Disputes(Others) Breakdown	#
Road rage	1
Medical emergency	4
Passenger fall	1
No courtesy stop	1
End of line issue	1
Late relief	1
Passenger spit on coach	1

## TOTAL PASSENGER DISRUPTIONS (JAN 25 – JAN 26)



## PASSENGER DISRUPTIONS\*

This Month Total

**13**

Monthly Avg

**12.9**

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

## New TARC Network Updates for TARC Board of Directors

February 2026

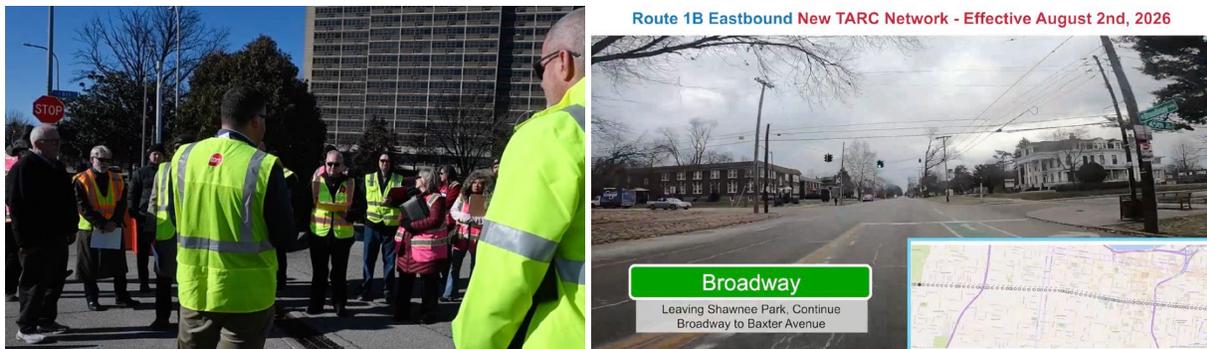
TARC has entered the final six months leading up to the implementation of the New TARC Network on August 2, 2026. The focus has now shifted to bus stop work, signage, employee training, and customer outreach planning.

### Service Planning & Scheduling

- Final GTFS database approved by IT; final bid materials under development.
- Draft route maps and new brochure templates reviewed by Planning team.
- Draft operator restroom location guide under review by Planning team.
- Final Route Description QC nearing completion for Training Playbook.
- Final marquee signs updated for consistency with bus stop signs and schedules.

### Passenger Facilities

- Bus stop contractor to begin concrete pad installs for new stops by February 27.
- DTC Site Visit completed with TARC and Louisville Metro staff on January 23.
- Staff continuing coordination with Louisville Metro staff on two-way street conversions for DTC as well as parking removals and any tree work needed.
- Lease negotiations for TARC use of DTC service station lot nearing completion.
- DTC survey for site easements needed for bus shelter pads scheduled for February 18-20 as part of Task 0 of permanent DTC Site Feasibility Study.
- Procurement team moving forward with DTC vendor outreach and negotiations for security booth, restroom, custodial services, fencing, and security/cameras.
- Process for ordering, fabrication and installation of new bus stop signs under development with input from Maintenance, Marketing & Planning.



### Transportation & Training

- Transportation & Training teams finalizing preparations for NTN 101 classroom sessions and on-route trainings, which will begin March 16.
- Route videos on schedule to be completed and posted by early March.
- Draft NTN Playbook prepared and under review by Training/Transportation.
- Outreach to MV initiated to ensure readiness to operate Route 57.

## **Marketing, Outreach + Engagement (MOE)**

- NTN Marketing & Outreach Plan finalized with detailed schedule of activities.
- Public outreach for new bus stop construction locations initiated; public notice flyers and letter to be distributed starting the week of February 23.
- Title VI Outreach completed with feedback compiled for TARC Board review.
- NTN maps and information posted for employees at Customer Service Center.
- Custom DTC/NTN logo and fare card designed and shared with PMT for input.
- Final NTN Marketing & Outreach Plan & Timeline completed, pending review.
- Wayfinding signage and customer information for DTC under development.
- Internal engagement events scheduled for mid-March with more details to follow.
- TARC Talks Video #2 featuring Nathan Love (Training) released to employees.

## **Intelligent Transportation Systems (ITS)**

- Final GTFS database received from Planning and prepared for deployment.
- IT Team preparing recommendation for real-time information displays at DTC.
- IT Team working with Spectrum to identify work needed for internet/WIFI at DTC.

## **Downtown Transfer Center (DTC) Overview**

February 2026

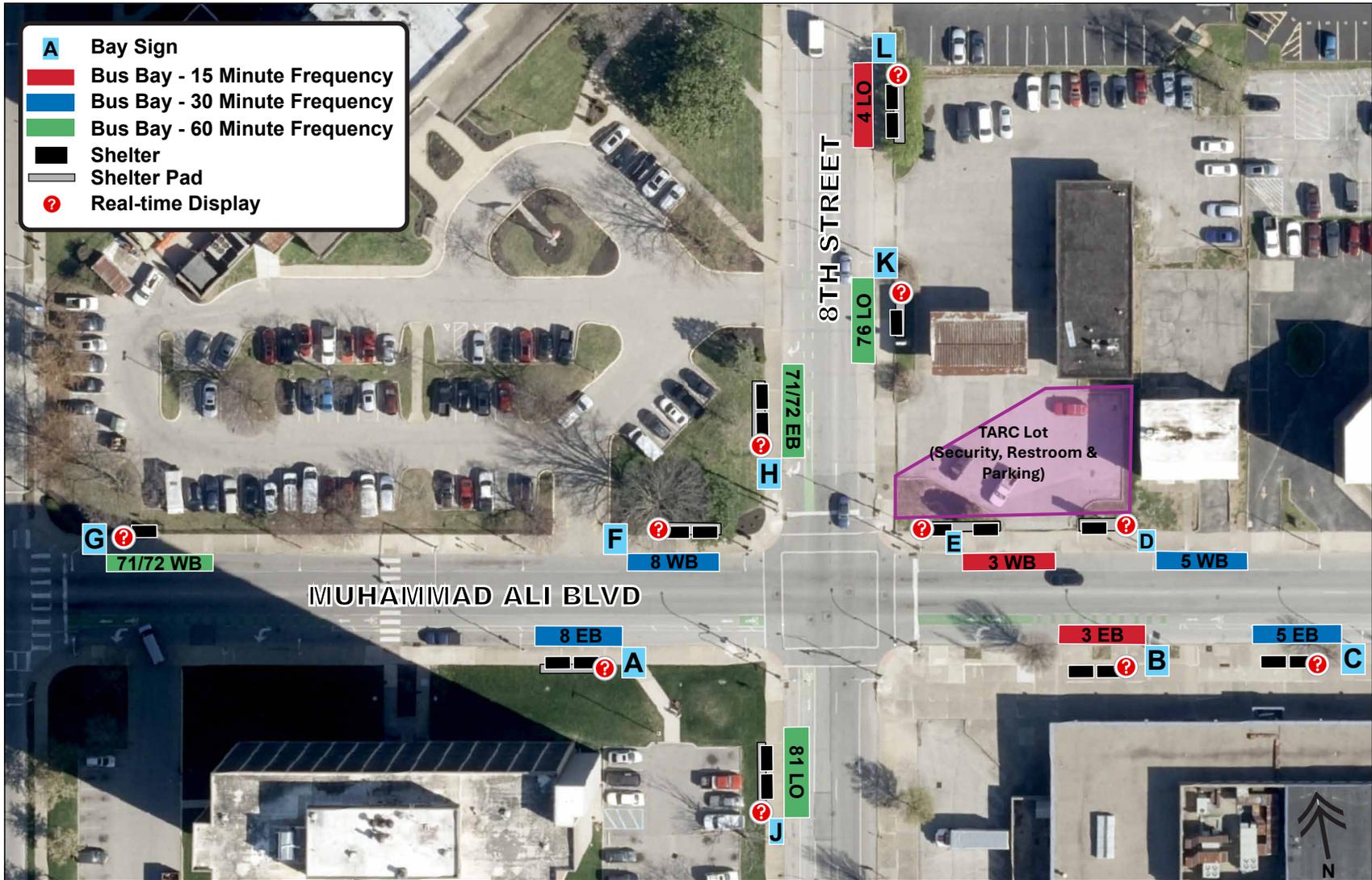
One of the most important features of the New TARC Network will be the new, temporary Downtown Transfer Center (DTC), which will be established at the intersection of Muhammad Ali Boulevard and 8<sup>th</sup> Street, just southwest of Downtown Louisville. A diagram of the location and layout of the facility is included below.

The DTC will provide a central location at which TARC passengers can make convenient, timed transfers between routes. It will include eleven (11) on-street bus bays, shelters, real-time information displays, wayfinding signage, trash receptacles, and customer information. In addition to the bus bays, TARC is also planning to lease a section of the surface parking lot in front of Cecil's Service Center (shown in purple below). This section of the parking lot will be used to support TARC operations with a manned security booth, operator restrooms, and parking spaces for TARC vehicles. The temporary DTC will open with the launch of the New TARC Network in August 2026 and will be utilized until a permanent Downtown Transit Center is constructed.

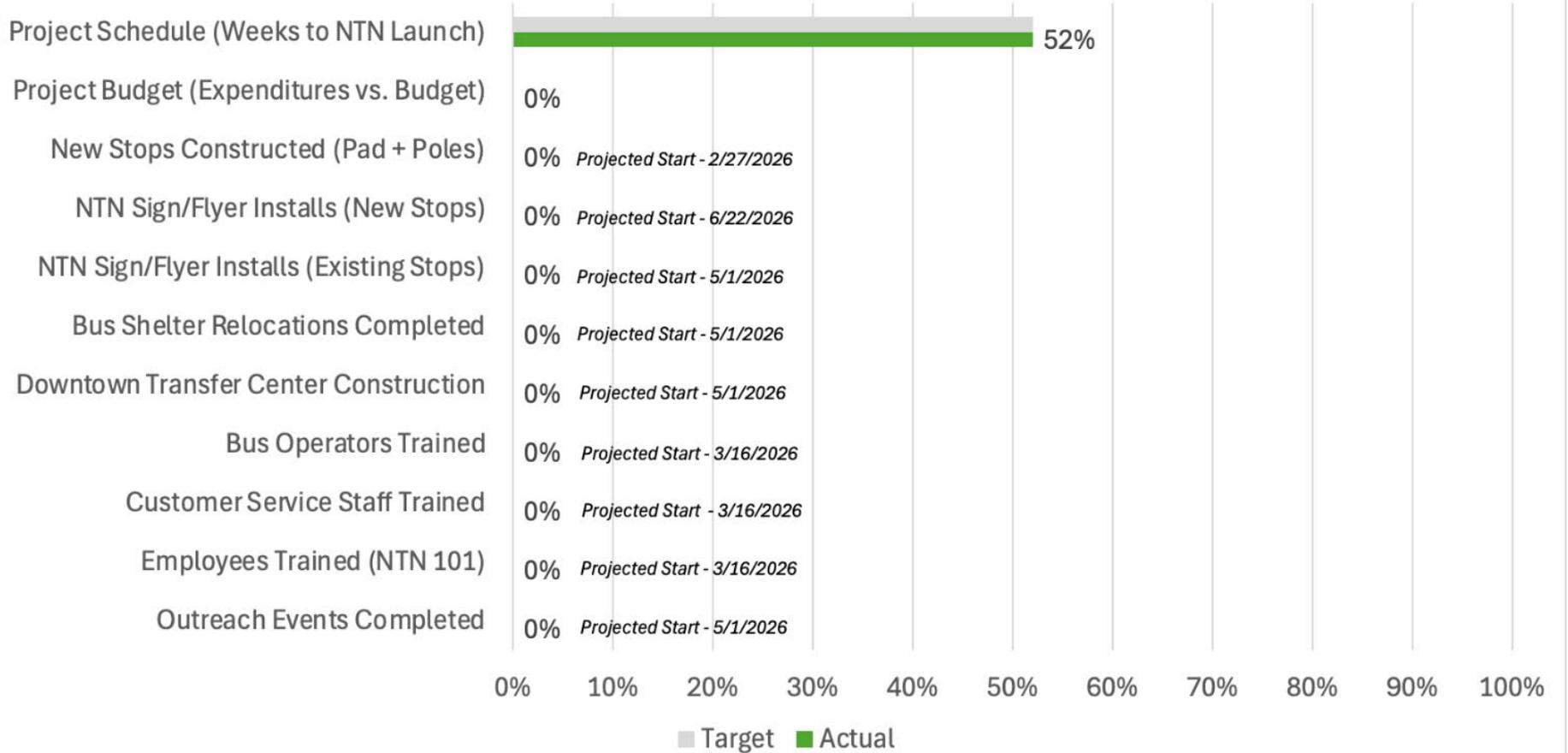
The Downtown Transfer Center will be a focal point of the New TARC Network and will be critical to overall network function. Since many TARC routes will only be operating every 30 or 60 minutes, the TARC Planning team has created schedules that will allow multiple routes to arrive at the DTC at the same time and sit for 5-10 minutes to allow passengers to make transfers between routes. These coordinated "pulses" or "timed transfers" will make it easy for passengers to connect between different routes to reach destinations across the Louisville region. Without these timed transfers, passengers would be forced to wait 30-45 minutes to make connections between routes.

TARC has been working closely with Louisville Metro staff and adjacent property owners to prepare for the construction of the temporary Downtown Transfer Center. In order for TARC to be able to use this location, several of the one-way streets in the immediate vicinity of the site must be converted to two-way operations. The Louisville Metro Public Works team will be leading these striping and signage changes, which are expected to be implemented by early summer.

# Downtown Transfer Center (DTC)



## NTN Progress to Date | February 17, 2025 | Week 26 of 50





# MEMORANDUM

**To:** TARC Board of Directors

**From:** Ozzy Gibson, Executive Director

**Date:** February 24, 2026

**Re:** Resolution 2026 - 04 Revision to Facility-Wide Building Maintenance and Repair with IDIQ 20231798 Amendment 1

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While Resolution 2026-04 authorized a contract increase for Gardner Enterprises, Inc. (dba CityWide Facility Solutions) up to \$850,000, the original language did not explicitly state the exercise of the optional years. An amendment is required to officially record the Board's intent to extend the contract term along with the funding increase.

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



**RESOLUTION 2026-04**  
**Revision to Facility-Wide Building Maintenance**  
**and Repair with IDIQ**  
**AMENDMENT 1**

A Resolution authorizing the Executive Director to further amend the Facility-Wide Building Maintenance and Repair with IDIQ contract 20231798 under Gardner Enterprises, Inc. dba CityWide Facility Solutions to exercise the optional years, and the term shall expire on January 2029 with a total not-to-exceed amount of \$850,000 to support the New TARC Network.

**WHEREAS**, the term is further amended to exercise the remaining optional years, and contract term shall expire January 2029; and

**WHEREAS**, the not-to-exceed amount \$850,000 remains the same as previously authorized by the Board in January; 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 further amend the contract to exercise the optional years, and the term shall expire on January 2029 of the Facility-Wide Building Maintenance and Repair with IDIQ contract 20231798 under Gardner Enterprises, Inc. dba CityWide Facility Solutions.

**ADOPTED THIS 24th DAY OF FEBRUARY 2026**

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**Abbie Gilbert, Chair of the TARC Board of Directors**



# MEMORANDUM

**To:** TARC Board of Directors  
**From:** Ozzy Gibson, Executive Director  
**Date:** February 24, 2026  
**Re:** Resolution 2026-10 – Amendment #4 Facility-wide Janitorial and Cleaning Services

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In accordance with Resolution 2022-10, the Board originally authorized a five-year contract (20211706) for Janitorial and Cleaning Services in the amount not to exceed \$491,477.

Following the execution of Amendments 1 and 2 to exercise the first two option years through May 2026, and the authorization of Amendment 3 on October 28, 2025, to add day porter services for \$131,620, we are now requesting Amendment 4.

This amendment exercises the final option to extend the contract through May 2027. The 15-month extension adds daily janitorial services for the facility campuses, the day porter in the Union Station, DTC and ad-hoc floor waxing and buffing for the Maintenance and Transportation Operations areas. All associated materials and supplies are included in this scope and will be funded through the Maintenance department budget.

- Current Contract value: \$623,097
- Amendment #4 requested increased value: \$94,500
- The new total not-to-exceed amount is \$717,597

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



**RESOLUTION 2026-10  
AMENDMENT #4 FACILITY-WIDE JANITORIAL AND CLEANING  
SERVICES**

A Resolution authorizing the Executive Director to enter a renewal of one final year option term with JJC Maintenance at a cost not to exceed \$717,597 for janitorial and cleaning services of TARC properties including the Downtown Transfer Center (DTC) and other option services with a new not-to-exceed amount of \$717,597.

**WHEREAS**, TARC seeks janitorial and cleaning services on all TARC property locations; and

**WHEREAS**, TARC is adding a new location DTC to be cleaned and other option services under this contract; and

**WHEREAS**, TARC seeks increase of contract value up to \$717,597; and

**WHEREAS**, the Procurement Department performed a pricing analysis, and the annual price increase was deemed fair and reasonable; 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 enter a renewal of one final option year term with JJC Maintenance for janitorial and cleaning services of TARC properties including the Downtown Transfer Center (DTC) and other option services with a new not-to-exceed amount of \$717,597.

**ADOPTED THIS 24th DAY OF FEBRUARY 2026**

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**Abbie Gilbert, Chair of the TARC Board of Directors**



# MEMORANDUM

**To:** TARC Board of Directors

**From:** Ozzy Gibson, Executive Director

**Date:** February 24, 2026

**Re:** Resolution 2026-06 Brightside Bus Shelter Cleaning Louisville/Jefferson County Metro Government (20251974)

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On September 30, 2025, TARC Procurement staff met with representatives from the Brightside Foundation and Louisville Metro Brightside, Inc. to discuss the continuation of specialized cleaning services for downtown bus shelters. Brightside has provided these services, including trash and graffiti removal, bench cleaning, and damage reporting, under a partnership with TARC for the past seven years.

Given this established history and their unique integration with Louisville Metro, TARC has determined that continuing this partnership is the most effective way to maintain downtown service standards. It was noted during negotiations that the scope of work and associated costs may be adjusted following the implementation of the New TARC Network should the number of shelters in the downtown corridor decrease.

The total cost for this sole-source solicitation is a not-to-exceed amount of \$300,000 over a four-year term. Following an Independent Cost Estimate and pricing analysis, Procurement has verified the contract value as fair and reasonable. Funding will be allocated from the Maintenance Department's budget for outside services. The annual cost of \$75,000 will be billed in quarterly installments of \$18,750 (January, April, July, and October).

This resolution seeks Board authorization for the Executive Director to negotiate and enter into a contract with the Brightside Foundation and Louisville Metro Brightside, Inc. for a four-year term at an annual cost \$75,000, and a total contract value not-to-exceed \$300,000.

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



**RESOLUTION 2025-06  
BRIGHTSIDE BUS SHELTER CLEANING LOUISVILLE/JEFFERSON COUNTY  
METRO GOVERNMENT (20251974)**

A Resolution authorizing the Executive Director to negotiate and enter into a contract with Brightside Foundation and Louisville Metro Brightside, Inc. for bus shelter cleaning including trash removal within the downtown corridor at a cost not-to-exceed \$75,000 annually.

**WHEREAS**, TARC seeks the continuation of specialized cleaning services for downtown bus shelters; and

**WHEREAS**, sole-source solicitation is a not-to-exceed amount of \$300,000 over a four-year term; and

**WHEREAS**, the annual cost of \$75,000 will be billed in quarterly installments of \$18,750 (January, April, July, and October); and

**WHEREAS**, the procurement department conducted an Independent Cost Estimate; and

**WHEREAS**, Procurement has verified the contract value as fair and reasonable; 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 Brightside Foundation and Louisville Metro Brightside, Inc. for bus shelter cleaning within the downtown district for a term of four years at a cost not-to-exceed amount \$300,000.

**ADOPTED THIS 24th DAY OF FEBRUARY 2026**

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**Abby Gilbert, Chair of the TARC Board of Directors**



# MEMORANDUM

**To:** TARC Board of Directors

**From:** Ozzy Gibson, Executive Director

**Date:** February 24, 2026

**Re:** Resolution 2026-07 Sole Source 20262024 Hitachi Energy - Ellipse Annual Software Licensing Fees

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TARC's enterprise-wide resource planning system (Ellipse Software) was originally awarded through a competitive bidding process in early 2000. Following its 2002 implementation and a 2018 upgrade, the system has been in service for over two decades. Since June 2021, software licenses and support subscriptions have been maintained through a sole-source procurement with the current contract 20251874 set to expire on June 30, 2026.

To maintain compliance with asset management and State of Good Repair (SGR) requirements, TARC intends to continue utilizing the Ellipse ERP system. While TARC requires annual provisioning for all software licensing, we requested a sole-source 20262024 quote from Hitachi Energy in January 2026 to ensure continuity. Hitachi provided a three-year pricing structure, renewable annually through June 2029, with a total not-to-exceed (NTE) amount of \$535,000. Following a price analysis and Independent Cost Estimate (ICE), the Procurement Department has determined this pricing to be fair and reasonable.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to negotiate and enter into a contract with Hitachi Energy for Ellipse ERP Software for a not-to-exceed amount of \$535,000.

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



**RESOLUTION 2026-07  
SOLE SOURCE 20262024 HITACHI ENERGY - ELLIPSE ANNUAL  
SOFTWARE LICENSING FEES**

A Resolution authorizing the Executive Director to negotiate and enter into a contract with Hitachi Energy for Ellipse ERP Software for a term of three (3) years with a total not-to-exceed amount of \$535,000.

**WHEREAS**, TARC seeks to maintain compliance with asset management and State of Good Repair (SGR) requirements; and

**WHEREAS**, TARC requires annual provisioning for all software licensing; and

**WHEREAS**, TARC conducted a sole-source procurement and received a three-year pricing proposal from Hitachi and were deemed responsive; and

**WHEREAS**, Procurement Department performed a pricing analysis and deemed the offered pricing is fair and reasonable; and

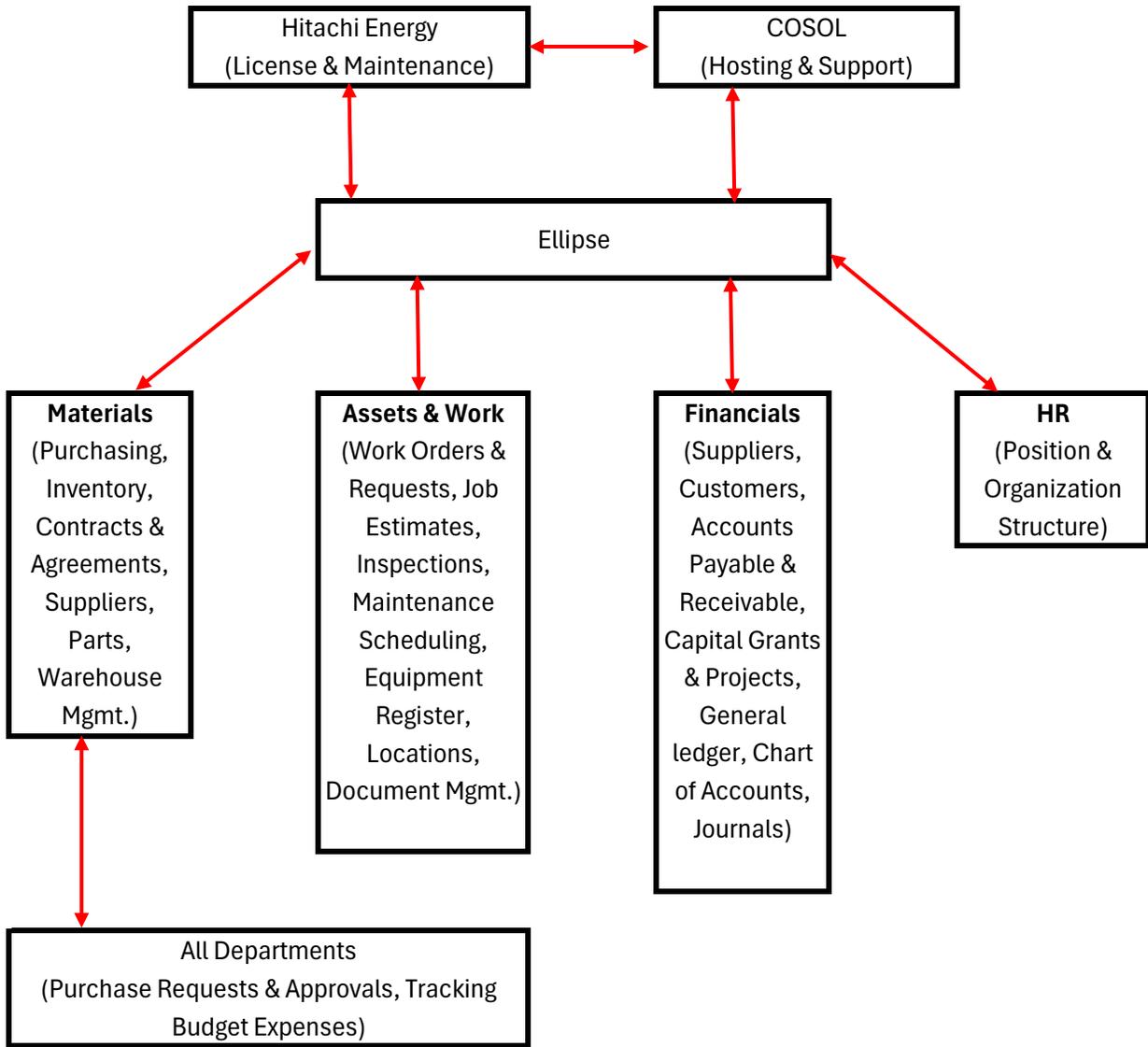
**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Transit Authority of River City that:

The Executive Director is hereby authorized to negotiate and enter into a contract with Hitachi Energy for Ellipse ERP Software for a term of three (3) years with a total not-to-exceed amount of \$535,000.

**ADOPTED THIS 24th DAY OF FEBRUARY 2026**

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**Abbie Gilbert, Chair of the TARC Board of Directors**





# MEMORANDUM

**To:** TARC Board of Directors

**From:** Ozzy Gibson, Executive Director

**Date:** February 24, 2026

**Re:** Resolution 2026-09 Transferring Subrecipient Oversight of the City of La Grange to the Kentucky Transportation Cabinet

As a result of the 2020 census, the City of La Grange was removed from the Louisville Urbanized Area (UZA). Therefore, beginning in Federal Fiscal year 2024, City of La Grange stopped receiving new Federal Section 5307 grant funds as a subrecipient of TARC and began receiving Federal Section 5311 funds as a subrecipient of the Kentucky Transportation Cabinet Office of Transportation Delivery (KYTC-OTD). KYTC-OTD has informed TARC that the Federal Transit Administration (FTA) has requested that TARC transfer its subrecipient oversight responsibilities for the City of La Grange to KYTC-OTD.

Those subrecipient oversight responsibilities pertain to the transit projects and federal assets of the City of La Grange’s public bus service, which is called “Oldham’s Public Bus.” Transferring those responsibilities requires TARC to transfer to KYTC-OTD the title liens of the three federally funded buses that are owned by the City of La Grange.

This resolution is to authorize that transfer by changing the name of the First Lienholder from TARC to KYTC-OTD. The three buses affected by this change are:

VIN	DESCRIPTION	FEDERAL INTEREST REMAINING IN THE BUS
1FD4E4FN3SDD02010	2025 Ford E-450 Starcraft Allstar 12/2 Cutaway Bus	\$ 68,766
1FD4E3FS4HDC52996	2017 Ford E-350 StarTrans Senator 12/2 Cutaway Bus	\$ 0
1FD4E3FS2HDC52995	2017 Ford E-350 StarTrans Senator 12/2 Cutaway Bus	\$ 0

The calculations of the federal interest remaining in each bus are shown in the Appendix.

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

**RESOLUTION 2026-09  
TRANSFERRING SUBRECIPIENT OVERSIGHT OF THE CITY OF LA GRANGE TO  
THE KENTUCKY TRANSPORTATION CABINET**

A Resolution authorizing the Executive Director to transfer the title liens of three federally funded buses owned by the City of La Grange from TARC to the Kentucky Transportation Cabinet Office of Transportation Delivery.

**WHEREAS**, the 2020 census removed the City of La Grange from the Louisville Urbanized Area (UZA); and

**WHEREAS**, the City of La Grange is no longer receiving new Federal Section 5307 grant funds as a subrecipient of TARC; and

**WHEREAS**, the City of La Grange is now receiving Federal Section 5311 funds as a subrecipient of the Kentucky Transportation Cabinet Office of Transportation Delivery (KYTC-OTD); and

**WHEREAS**, the Federal Transit Administration (FTA) has requested that TARC transfer its subrecipient oversight responsibilities for the City of La Grange to KYTC-OTD; and

**WHEREAS**, those subrecipient oversight responsibilities pertain to the transit projects and federal assets of the City of La Grange’s public bus service, which is called “Oldham’s Public Bus”; and

**WHEREAS**, the transfer of those subrecipient oversight responsibilities requires TARC to transfer the title liens of the three federally funded buses owned by the City of La Grange to KYTC-OTD;

**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 cause TARC’s name and address to be removed as First Lienholder from the titles of three federally funded buses that are owned by the City of La Grange and to cause the name and address:

Kentucky Transportation Cabinet  
Office of Transportation Delivery  
200 Mero Street  
Frankfort, KY 40622

to be added to those vehicle titles as the First Lienholder.

**ADOPTED THIS 24th DAY OF FEBRUARY 2026**

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**Abbie Gilbert, Chair of the TARC Board of Directors**

## APPENDIX

February 3, 2026

### Rolling Stock Status Report City of La Grange, Kentucky

Vehi- cle #	Vehicle Year	Make/ Model	VIN	FEDERAL AWARD ID	Date In Service	Date Out of Service	FED Use Life (yr)	Actual Service (yr)	Remain- ing Yrs	Remaining % based on Years	Actual Mileage	Minimum Useful Life Mileage	Remaining % Based on Miles	Total Federal Share	Federal Share Via Straight Line Depreciation	Remaining Federal Share based on Years	Remaining Federal Share based on Miles	<i>Date of these calcula- tions</i>
10	2025	Ford E-450 Starcraft Allstar 12/2 bus	1FDFE 4FN3S DD02 010	KY-2021- 038-02	9/3/2024	In Service	5.0	1.42	3.58	71.62%	12,593	150,000	91.60%	\$ 96,020.00	<b>\$68,766.10</b>	\$68,766.10	\$87,958.80	2/3/2026
95	2017	Ford E-350 StarTrans Senator 12/2 bus	1FDEE 3FS2H DC52 995	KY-2016- 015-00	6/8/2017	In Service	5.0	8.66	-3.66	-73.26%	85,338	150,000	43.11%	\$ 9,942.80	<b>\$0.00</b>	(\$7,284.12)	\$4,286.14	2/3/2026
96	2017	Ford E-350 StarTrans Senator 12/2 bus	1FDEE 3FS4H DC52 996	KY-2016- 015-00	6/8/2017	In Service	5.0	8.66	-3.66	-73.26%	95,294	150,000	36.47%	\$ 9,942.80	<b>\$0.00</b>	(\$7,284.12)	\$3,626.21	2/3/2026

**Formulas used for the calculations:**

Federal share by miles = ( 150,000 – [miles in service] ) / (150,000) \* [ Original purchase price ] \* [ Percent of original federal share ]

Federal share by years = ( 5 – [years in service] ) / (5) \* [ Original purchase price ] \* [ Percent of original federal share ]

**Calculations:**

Bus #10: Federal share by miles = ( 150,000 – [ 12,593 ] ) / (150,000) \* [ 120,025 ] \* (80%) = 87,958.80

Bus #10: Federal share by years = ( 5 – [ 1.42 ] ) / (5) \* [ 120,025 ] \* (80%) = 68,766.10

Bus #95: Federal share by miles = ( 150,000 – [ 85,338 ] ) / (150,000) \* [ 49,714 ] \* (20%) = 4,286.14

Bus #95: Federal share by years = ( 5 – [ 8.66 ] ) / (5) \* [ 49,714 ] \* (20%) = – 7,284.12

Bus #96: Federal share by miles = ( 150,000 – [ 95,294 ] ) / (150,000) \* [ 49,714 ] \* (20%) = 3,626.21

Bus #96: Federal share by years = ( 5 – [ 8.66 ] ) / (5) \* [ 49,714 ] \* (20%) = – 7,284.12



# MEMORANDUM

**To:** TARC Board of Directors  
**From:** Ozzy Gibson, Executive Director  
**Date:** February 24, 2026  
**Re:** Resolution 2026-08- Electric Bus Purchase

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In 2021, TARC participated in a joint procurement (P2721) led by Lextran for the manufacture and supply of extended range electric buses, and Gillig was awarded a five-year contract on April 21, 2021. To date, TARC has placed two orders for a total of seven (7) electric buses under this contract. Two (2) buses have been delivered, and the next five (5) are due to TARC in March 2026.

Concurrent with the bus orders, TARC initiated a bus charging infrastructure project (20231791) in late 2024 that is scheduled for completion in early 2026. The new infrastructure will have capacity to comfortably charge twenty 40' extended range electric buses overnight.

With this new charging capacity and funds from several competitive grant awards, TARC is now positioned to order an additional six (6) extended range electric buses. Gillig recently provided a base unit estimate of \$1,248,191. This pricing is consistent with the terms of P2721 and has been determined reasonable by TARC's Procurement Department based on the Producer Price Index. The estimated total base price for six buses is \$7,489,146.

As is standard, several months prior to the expected 2027 delivery, adjustments may be made to the bus component content that would impact the price. Accordingly, this resolution seeks authority for a not-to-exceed total cost of \$8,100,000.

This order will be funded by a combination of five grants, including FFY 2022 Section 5339 formula and competitive, FFY 2023 Section 5307 formula, FFY 2023 Congestion Mitigation and Air Quality Improvement, and FFY 2024 Section 5339 formula. The local match requirement to be funded through the Mass Transit Trust Fund will not exceed \$1,620,000.

This Resolution seeks authority from the Board of Directors for the Executive Director to place an order for up to six (6) extended range electric 40' Gillig buses for a not-to-exceed total price of \$8,100,000.

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

## **RESOLUTION 2026-08 ELECTRIC BUS PURCHASE**

A Resolution authorizing the Executive Director to place an order for up to six (6) extended range electric 40' buses with Gillig for an amount not to exceed \$8,100,000.

**WHEREAS**, TARC has a continual need to replace aging fixed route buses; and

**WHEREAS**, TARC established a five-year contract (P2721) with Gillig in 2021 for the manufacture and supply of extended range electric buses; and

**WHEREAS**, TARC received a combination of competitive grant awards between 2022 and 2024 dedicated to the purchase of extended range electric buses; and

**WHEREAS**, TARC has formula grant funds budgeted toward fixed route bus replacement to augment the competitive awards; and

**WHEREAS**, TARC's bus charging infrastructure project is nearing completion and will have capacity to charge these buses upon arrival;

**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 place an order for up to six (6) extended range electric 40' buses with Gillig for an amount not to exceed \$8,100,000.

**ADOPTED THIS 24th DAY OF FEBRUARY 2026**

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**Abbie Gilbert, Chair of the TARC Board of Directors**

# MEMORANDUM

**To:** TARC Board of Directors  
**From:** Ozzy Gibson, Executive Director  
**Date:** February 24, 2026  
**Re:** Resolution 2026 -11 Fare Change Title VI Equity Analysis

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Transit Authority of River City (TARC) is proposing its first systemwide fare increase since 2012. Under the Federal Transit Administration (FTA) requirements and guidelines, FTA Circular C 4702.1B, TARC has analyzed and evaluated the proposed fare increase to determine whether it would result in a Disparate Impact on minority riders or a Disproportionate Burden on low-income riders. The analysis evaluates changes in average fare per trip before and after the proposed fare adjustment.

The purpose of the Title VI fare equity analysis and evaluation process is to address any potential impacts of the proposed fare increase on TARC's passengers, specifically 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, which prohibits discrimination based on race, color, or national origin in programs or activities that receive federal financial assistance.

TARC's goal is to avoid, eliminate, or minimize any adverse impacts of fare changes that would be borne disproportionately by minority or low-income populations.

The fare equity analysis calculated average fare per trip for all rider types before and after the proposed increase.

Demographic characteristics of current riders were derived from the most recent onboard survey conducted in April 2024 by WBA Research. A total of 1,206 valid surveys were used for weighting and equity evaluation. Survey results indicate that approximately 85 percent of riders identify as minority and 15 percent as non-minority. In addition, approximately 48 percent of riders are low-income, and 52 percent are non-low income.

Because fare payment systems and survey data did not provide sufficient sample sizes to directly estimate fare-type usage by race/ethnicity or income, systemwide demographic percentages from the April 2024 onboard survey were applied uniformly to units sold by fare category as an approximate indicator methodology, consistent with FTA Circular 4702.1B.

Disparate Impact Analysis: Results show no significant statistical difference in impact of the proposed fare changes between minority and non-minority riders. This does not exceed TARC's  $\pm 10$  percent threshold.

Disproportionate Burden Analysis: Results show a -5.8 percent difference between the impact of the fare changes on low-income and non-low-income riders. This indicates that low-income riders will experience a smaller average fare increase than the average rider. This does not exceed TARC's  $\pm 10$  percent threshold.

Under Federal Transit Administration requirements, and as part of the Title VI Program, TARC is presenting the proposed fare changes equity analysis to the Board for review, input and approval.

In accordance with TARC's Public Participation Policy, TARC solicited public comments on the proposed fare changes at public meetings held at various locations on January 16<sup>th</sup> through 29<sup>th</sup> 2026. All public comments have been reviewed and public input considered before presenting them to the Board for final consideration and approval.

The public was also asked to comment through a news release widely distributed to the media, local elected officials, neighborhoods and community organizations and social media. TARC comments through the [ridetarc.org](http://ridetarc.org) web site, as well as social media outlets X and Facebook. The public provided comments at any time via phone, email, letters and social media.

Attached to this Memo is a Summary of the Title VI Fare Equity Analysis for all proposed changes. The Summary explains data used, approach and outcomes of the analysis. Also attached is the summary of the public comments.

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

**RESOLUTION 2026-11**  
**FARE CHANGE TITLE VI EQUITY ANALYSIS**

**WHEREAS**, Transit Authority of River City (TARC) is proposing its first systemwide fare increase since 2012; and

**WHEREAS**, under Federal Transit Administration requirements and guidelines, FTA Circular C 4702.1B, TARC has analyzed and evaluated the proposed fare increase; and

**WHEREAS**, the purpose of the Title VI Fare Equity Analysis is to address any potential impacts of the proposed fare increase on TARC's passengers, specifically minority and low-income populations; and

**WHEREAS**, TARC utilized CY 2025 units sold by fare category, proposed fare changes, and April 2024 onboard survey data to evaluate changes in average fare per trip; and

**WHEREAS**, TARC has a longstanding commitment to comply with Title VI of the Civil Rights Act of 1964; and

**WHEREAS**, the Title VI Fare Equity Analysis did not indicate significant Disparate Impact or Disproportionate Burden on TARC customers.

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

The TARC Fare Increase Title VI Equity Analysis is hereby reviewed and approved in accordance with Federal Transit Administration requirements and guidelines, FTA Circular C 4702.1B.

**ADOPTED THIS 24th DAY OF FEBRUARY 2026**

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**Abbie Gilbert, Chair of the TARC Board of Directors**

# Summary of Title VI Fare Equity Analysis

## Purpose

The fare equity analysis was conducted in accordance with **Title VI of the Civil Rights Act of 1964** and FTA Circular 4702.1B to assess whether the proposed fare increase would result in a Disparate Impact on minority riders or a Disproportionate Burden on low-income riders. The analysis compares average fare per trip before and after the proposed fare changes.

## Key Findings

- The analysis evaluated potential Disparate Impact (race/ethnicity) and Disproportionate Burden (income) using CY 2025 fare data and an April 2024 onboard rider survey (1,206 valid responses).
- Minority riders represent approximately 85% of system ridership; non-minority riders represent 15%.
- Low-income riders represent approximately 48% of system ridership; non-low-income riders represent 52%.
- An FTA-approved alternative methodology was used due to the absence of fare-type demographic data.

## Equity Analysis Results

- Disparate Impact (Race/Ethnicity): The difference in average fare increase between minority and non-minority riders is 0.00%, which does not exceed the TARC  $\pm 10\%$  threshold. No Significance Statistical Disparate Impact was identified.
- Disproportionate Burden (Income): The difference in average fare increase between low-income and non-low-income riders is -5.81%, indicating a lower impact on low-income riders. This result does not exceed the TARC  $\pm 10\%$  threshold.

## Conclusion

- The proposed fare increase complies with Title VI and FTA requirements.
- Fare impacts are proportionally distributed across racial groups.
- The fare increase has a smaller proportional impact on low-income riders because they predominantly use reduced-fare products that experienced smaller increases.
- As a result, the average fare increase for low-income riders is lower than for non-low-income riders, who are more likely to pay full fare.

## **Public Comments Summary – Fare Increase Proposal**

Total Comments Received: Approximately 142 public comments across in-person meetings, Zoom meetings, and social media.

Meeting Attendance: 112 attendees (in-person and Zoom)

### **Comments in Favor of the Fare Increase**

Total Supportive Comments: Approximately - 15

Key Themes:

- Many attendees expressed understanding that TARC needs to raise prices.
- Some acknowledged that service reliability and quality has improved.

Representative Comments:

“An increase in fares is much warranted for TARC sustainability.”

“It needs to happen... just do it. Period. Don’t mind increase of fare as long as there is improvement in service.”

### **Comments Against the Fare Increase**

Total Opposing Comments: Approximately - 127

Key Themes:

- Fare increase viewed as financially burdensome, particularly for low-income riders, riders with disabilities, and TARC3 users
- Many asked that TARC increase fares incrementally, every year or two, rather than this large increase all at once.
- Some expressed frustration that the fare increase is occurring alongside service reductions.

Representative Comment:

“You are charging me more for less service.”

“Eliminating routes and raising fares... how can we depend on TARC? I think raising the fare is a ridiculous idea... There is no very good reason for TARC not to raise the fare if minimum wage is not going up.”

**Appendix A:**

**Recommended Fare Schedule Changes\***

Fare Type	Current Rate	Recommended Rate
Adult Fare	\$ 1.75	\$ 2.25
Students	\$ 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

<b>Products for Non-Profit Use Only</b>		
4-Hour Pass LUCC	\$ 1.50	\$ 2.25
4-Hour Reduced Pass LUCC	\$ 0.80	\$ 1.00
30-Day Pass LUCC	\$ 50.00	\$ 75.00

<b>Products Recommended for Elimination</b>		
Regular 10-Ride Pass	\$ 15.00	n/a
Reduced 10-Ride Pass	\$ 8.00	n/a

\*TARC reserves the right to create additional fare products as they see fit to meet operational needs

# MEMORANDUM

**To:** TARC Board of Directors

**From:** Ozzy Gibson, Executive Director

**Date:** February 24, 2026

**Re:** Resolution 2026 -05 New TARC Network Title VI Service Change Equity Analysis

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Since 2024, the Transit Authority of River City (TARC) has undertaken a comprehensive planning process to redesign the Louisville Metro area transit network in response to fiscal constraints and changing demographics and travel patterns. The redesigned network was approved by the TARC Board of Directors in March 2025 and is scheduled for implementation on August 2, 2026.

Because TARC receives federal financial assistance, it is required to comply with Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, or national origin. In accordance with Federal Transit Administration (FTA) Circular 4702.1B, TARC conducted a Service Equity Analysis (SEA) in December 2025 to evaluate whether the proposed network changes would result in a Disparate Impact on minority populations or a Disproportionate Burden on low-income populations.

The purpose of this Service Equity Analysis is to assess potential impacts of the proposed systemwide service changes on protected populations and to ensure compliance with all applicable federal civil rights requirements.

## Background

FTA Circular 4702.1B requires transit agencies to establish Board-adopted thresholds that define when an equity analysis is required and how impacts are evaluated between protected and non-protected populations. TARC's most recent thresholds, adopted by the Board of Directors in May 2025, are as follows:

- A change in service of 25 percent or greater triggers a Service Equity Analysis.
- A difference in impact of 10 percent or greater between protected and non-protected populations constitutes a Disparate Impact or Disproportionate Burden.

For this analysis, "service" is defined as annual revenue hours or annual revenue miles. Service changes may be evaluated by individual routes or cumulatively. Given the scale of the proposed changes affecting the entire TARC network, a cumulative systemwide analysis was conducted.

## Methodology

The Service Equity Analysis evaluated changes in annual revenue hours. Under the proposed network:

- Existing service of 402,023 annual revenue hours would be reduced to approximately 357,000 annual revenue hours.
- This represents an overall service reduction of 11.1 percent. While this reduction does not exceed TARC's 25 percent threshold that formally defines a "major service change," TARC recognized the magnitude of the restructuring and conducted a Service Equity Analysis to ensure transparency and equity.

TARC utilized Remix transit planning software to compare existing and proposed networks. Demographic data were sourced from the U.S. Census Bureau American Community Survey (ACS) 5-Year Estimates (2019–2023) at the block group level.

### The analysis methodology included:

- Importing routes, patterns, stops and schedules for the existing TARC network and the planned New TARC Network into the Remix software.
- Creating quarter-mile catchment areas around all bus stops to identify the total residents who would be able to use the bus routes in each network.
- Overlaying these catchments with ACS block group data to estimate minority and low-income populations served by the routes
- Applying proportional overlap of block groups to estimate the populations that would be affected by the service changes.
- Calculating "people-trips" by multiplying population within each catchment by the number of annual trips serving each stop. This method ensures that the service quantity (i.e. number of trips or service frequency) is included as part of the equity analysis. "People-Trips" are calculated for total population as well as for minority and low-income populations.

Changes in people-trips for total, minority, and low-income populations were then compared between the existing and proposed networks. Impacts on minority and low-income populations were measured against systemwide averages minority to determine whether differences exceeded TARC's  $\pm 10$  percent thresholds for Disparate Impact or Disproportionate Burden. For example, if the number of total people trips decreased by 2 percent, but the number of low-income people trips decreased by 14 percent, that would exceed the 10 percent threshold and could indicate that the changes represent a disproportionate burden on low income residents.

## Findings

The cumulative systemwide analysis produced the following results:

- Low-income populations experienced a 14.0 percent share of the change, compared to a 15.1 percent systemwide average, a difference of -1.1 percent.
- Minority populations experienced a 36.9 percent share of the change, compared to a 36.3 percent systemwide average, a difference of 0.6 percent.

Both differences are well below TARC's  $\pm 10$  percent threshold.

Accordingly:

- No Disproportionate Burden on low-income populations was identified.
- No Disparate Impact on minority populations was identified.

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

## RESOLUTION 2026-05

### NEW TARC NETWORK TITLE VI SERVICE CHANGE EQUITY ANALYSIS

**WHEREAS**, since 2024, the Transit Authority of River City (TARC) has conducted a planning process to redesign the Louisville Metro transit network in response to fiscal constraints and changing demographics and travel patterns; and

**WHEREAS**, the redesigned TARC network was approved by the Board of Directors in March 2025 and is scheduled to be implemented on August 2, 2026; and

**WHEREAS**, TARC receives federal financial assistance and is therefore required to comply with Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, or national origin; and

**WHEREAS**, under Federal Transit Administration requirements and guidelines, FTA Circular 4702.1B, TARC conducted a Service Equity Analysis in December 2025 to evaluate the proposed systemwide service changes; and

**WHEREAS**, the purpose of the Service Equity Analysis is to assess whether the proposed network changes would result in a Disparate Impact on minority populations or a Disproportionate Burden on low-income populations; and

**WHEREAS**, TARC utilized annual revenue hours, Remix transit planning software, and U.S. Census Bureau American Community Survey (2019–2023) data to evaluate changes in service and impacts to minority and low-income populations within a quarter-mile of bus stops; and

**WHEREAS**, the analysis evaluated cumulative systemwide impacts using “people-trips” to measure changes in service experienced by total, minority, and low-income populations; and

**WHEREAS**, TARC’s Board-adopted policies define Disparate Impact and Disproportionate Burden as a  $\pm 10$  percent difference between protected and non-protected populations; and

**WHEREAS**, the Service Equity Analysis found that low-income populations experienced a -1.1 percent difference from the systemwide average and minority populations experienced a 0.6 percent difference from the systemwide average, both of which are below TARC’s  $\pm 10$  percent thresholds; and

**WHEREAS**, the Service Equity Analysis did not identify a Disparate Impact on minority populations or a Disproportionate Burden on low-income populations; and



**WHEREAS**, TARC will continue to monitor service performance and equity outcomes following implementation of the new network;

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

The New TARC Network Service Equity Analysis is hereby reviewed and approved in accordance with Federal Transit Administration requirements and guidelines, FTA Circular 4702.1B.

**ADOPTED THIS 24th DAY OF FEBRUARY 2026**

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**Abbie Gilbert, Chair of the TARC Board of Directors**

## Summary of TARC Service Equity Analysis

Since 2024, the Transit Authority of River City (TARC) has been planning changes to the Louisville Metro bus network to respond to budget challenges and changes in population and travel patterns. The redesigned transit network was approved by the TARC Board in March 2025 and is scheduled to take effect on **August 2, 2026**.

Because TARC receives federal funding, it must comply with **Title VI of the Civil Rights Act of 1964**, which prohibits discrimination based on race, color, or national origin. This requires TARC to evaluate whether major service changes unfairly affect minority or low-income communities. To meet this requirement, TARC completed a **Service Equity Analysis** in December 2025.

### Overview

The analysis examined changes in the total amount of bus service provided, measured in **annual revenue hours**. Under the proposed plan:

- Current service of **402,023 annual hours** would be reduced to **357,000 hours**
- This represents an **11.1% reduction** in service

Although federal guidelines require an equity analysis only when service changes exceed 25%, TARC chose to conduct this analysis because the overall reduction is substantial and affects the entire network.

### Methodology

TARC used transit planning software and U.S. Census data to estimate how many people live within a quarter-mile walk of bus stops. The analysis calculated “**people-trips**,” which combine population data with how often bus service operates near those populations.

The impacts on **low-income residents** and **minority residents** were compared to the average impact across the entire service area. Federal standards allow up to a **10% difference** before a change is considered unfair.

### Key Findings

- Low-income communities experienced a **14.0% share of the change**, compared to a **15.1% area average**, a difference of **-1.1%**
- Minority communities experienced a **36.9% share of the change**, compared to a **36.3% area average**, a difference of **0.6%**

Both differences are well below federal thresholds.

### Conclusion

The Service Equity Analysis found that the proposed TARC network changes:

- **Do not disproportionately burden low-income communities**
- **Do not create a disparate impact on minority populations**
- **Comply with all federal civil rights requirements.**

## **Public Comments Summary – New TARC Network**

Total Comments Received on the Network change: 15 comments across in-person meetings, Zoom meetings, and social media.

Meeting Attendance: 112 attendees (in-person and Zoom)

### **Comments regarding the New TARC Network (NTN)**

Key Themes:

- Almost all comments about the NTN were in the context of the fare increase.
- Two people expressed dismay that service to Amazon was being discontinued.
- Several were concerned they would no longer have service.

Representative Comments:

“Now the new map shows that some stops will be taken away, meaning people have to walk further AND pay more!”

“But now I can’t even take the bus to get to work at Amazon. So, with all of the new bus routes being cut, why would we be in favor of the fares (sic) going up???”

“I am more concerned about the 43 route. It is my way to work.”

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



Current month Operating Revenues are under budget \$412,282 (pg. 2, line 8) due to nearly all revenues being under except Special Fares and Advertising. Current month Operating Expenses are under budget \$1,025,337 (pg. 2, line 38) due to nearly all expenses being under budget except Labor. Capital Expenses are under \$242,862 (pg. 2, line 45) with both Depreciation and Development Costs being under budget for the month.

Year-to-date Operating Revenues are under budget \$2,206,033 (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 \$6,958,735 (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 \$587,464 (pg. 2, line 45) for the current year.

Overall, for January, TARC is under budget projections for both revenues and expenses year-to-date. MTTF receipts are over budget \$2,120,573 (pg.5) year-to-date. Bringing the year-to-date net savings for January to a favorable balance of \$6,873,275 before capital and subsidies.

Operating Revenues	(\$2,206,033)
Operating Expenses	<u>\$6,958,735</u>
Subtotal	\$4,752,702
MTTF Overage	<u>\$2,120,573</u>
Total	\$6,873,275

Statement of Revenue - Expenses - with Capital Contributions

January 2026, 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
<b>Revenues</b>								
1 Passenger Fares	5,556,096	397,374	435,023	(37,649)	3,142,546	3,259,358	(116,812)	-3.58%
2 Paratransit Fares	1,066,998	79,596	78,635	961	577,322	608,340	(31,018)	-5.10%
3 Special Fare Revenues (MOA/MOU Agreements)	1,628,438	153,151	137,212	15,939	1,066,781	976,965	89,816	9.19%
4 Advertising Revenue	1,000,000	87,500	83,333	4,167	607,100	583,331	23,769	4.07%
5 Other Agency Revenues	5,237,300	86,467	467,167	(380,700)	984,015	3,101,465	(2,117,450)	-68.27%
6 Total Recoveries-Insurance	100,000	0	15,000	(15,000)	10,162	64,500	(54,338)	-84.24%
7								
8 Operating Revenues	<b>14,588,832</b>	<b>804,089</b>	<b>1,216,370</b>	<b>(412,282)</b>	<b>6,387,927</b>	<b>8,593,959</b>	<b>(2,206,033)</b>	<b>-25.67%</b>
9								
10 MTF Contributions- Federated, Operating	76,954,811	7,034,912	7,075,062	(40,150)	39,284,157	40,176,316	(892,159)	-2.22%
11 Local Government Funds - MTF, Operating	1,527,806	26,812	110,008	(83,196)	270,987	873,916	(602,929)	-68.99%
12 COVID Funds - FTA, Operating	17,470,625	290,103	673,919	(383,816)	10,718,196	13,997,167	(3,278,971)	-23.43%
13 State Government Funds, Operating	1,993,946	56,478	162,370	(105,892)	1,176,458	1,155,102	21,356	1.85%
14								
15 Total Non-Operating Revenues	<b>97,947,188</b>	<b>7,408,305</b>	<b>8,021,359</b>	<b>(613,054)</b>	<b>51,449,798</b>	<b>56,202,501</b>	<b>(4,752,703)</b>	<b>-8.46%</b>
16								
17 Total Revenues Before Cap Contributions	<b>112,536,020</b>	<b>8,212,394</b>	<b>9,237,729</b>	<b>(1,025,336)</b>	<b>57,837,725</b>	<b>64,796,460</b>	<b>(6,958,736)</b>	<b>-10.74%</b>
18								
19 Local Government Funds - MTF, Cap	4,139,528	473	308,835	(308,362)	331,909	1,747,392	(1,415,483)	-81.01%
20 Federal Reimbursement Funds - FTA, Cap	31,788,877	44,295	2,227,864	(2,183,569)	3,975,665	13,346,935	(9,371,270)	-70.21%
21 State Government Funds, Cap	3,365,312	8,870	250,643	(241,773)	118,667	1,491,222	(1,372,555)	-92.04%
22								
23 Total Capital Contributions	<b>39,293,717</b>	<b>53,638</b>	<b>2,787,342</b>	<b>(2,733,704)</b>	<b>4,426,241</b>	<b>16,585,549</b>	<b>(12,159,308)</b>	<b>-73.31%</b>
24								
25 Total Revenues	<b>151,829,737</b>	<b>8,266,031</b>	<b>12,025,071</b>	<b>(3,759,040)</b>	<b>62,263,965</b>	<b>81,382,009</b>	<b>(19,118,044)</b>	<b>-23.49%</b>
26								
27								
<b>Expenses</b>								
28								
29								
30 Labor	34,440,194	2,789,778	2,774,599	15,179	18,554,753	20,019,370	(1,464,617)	-7.32%
31 Fringes & Benefits	33,102,744	2,458,245	2,707,015	(248,770)	16,714,931	20,242,653	(3,527,722)	-17.43%
32 Services	9,141,818	581,054	770,791	(189,737)	4,500,585	5,305,391	(804,806)	-15.17%
33 Materials	8,008,642	641,828	680,189	(38,361)	4,532,589	4,676,981	(144,392)	-3.09%
34 Utilities	987,650	88,489	106,210	(17,721)	591,947	581,300	10,647	1.83%
35 Casualty & Liability	2,881,520	189,393	240,127	(50,734)	2,458,088	1,680,889	777,199	46.24%
36 Paratransit	23,128,672	1,450,221	1,908,381	(458,160)	10,322,149	11,807,677	(1,485,528)	-12.58%
37 Other Expenses	844,780	13,384	50,417	(37,033)	162,683	482,199	(319,516)	-66.26%
38 Operating Expenses	<b>112,536,020</b>	<b>8,212,393</b>	<b>9,237,729</b>	<b>(1,025,337)</b>	<b>57,837,724</b>	<b>64,796,460</b>	<b>(6,958,736)</b>	<b>-10.74%</b>
39								
40								
41								
42 Development Cost & Loss on Disposal	3,805,364	93,668	208,345	(114,677)	424,718	900,443	(475,725)	-52.83%
43 Depreciation Expenses	15,190,026	1,135,277	1,263,462	(128,185)	8,064,341	8,176,080	(111,739)	-1.37%
44 Loss on Disposal of Assets	0	0	0	0	0	0	0	0.00%
45 Total Capital Expenses	<b>18,995,390</b>	<b>1,228,945</b>	<b>1,471,807</b>	<b>(242,862)</b>	<b>8,489,059</b>	<b>9,076,523</b>	<b>(587,464)</b>	<b>-6.47%</b>
46								
47 Total Expenses	<b>131,531,410</b>	<b>9,441,338</b>	<b>10,709,536</b>	<b>(1,268,199)</b>	<b>66,326,783</b>	<b>73,872,983</b>	<b>(7,546,199)</b>	<b>-10.22%</b>
48								
49								
50 Revenue / Expense Difference Before Capital	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00%</b>
51								
52 Revenue / Expense Difference After Capital	<b>20,298,327</b>	<b>(1,175,307)</b>	<b>1,315,535</b>	<b>(2,490,841)</b>	<b>(4,062,819)</b>	<b>7,509,026</b>	<b>(11,571,845)</b>	<b>-154.11%</b>

Total Labor

January 2026, 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	2,789,778	2,774,599	15,179	18,554,753	20,019,370	(1,464,617)	7.32%
2 Sick Leave	2,055,644	106,577	123,054	(16,477)	795,032	1,433,997	(638,965)	44.56%
3 Holiday	1,495,936	182,947	288,436	(105,489)	856,674	1,000,775	(144,101)	14.40%
4 Vacation	2,574,817	185,002	197,173	(12,171)	1,458,104	1,589,435	(131,331)	8.26%
5 Other Paid Absences	269,556	20,002	16,278	3,724	135,908	186,958	(51,050)	27.31%
6								
7 Total	<b>40,836,147</b>	<b>3,284,306</b>	<b>3,399,540</b>	<b>(115,234)</b>	<b>21,800,471</b>	<b>24,230,535</b>	<b>(2,430,064)</b>	<b>10.03%</b>
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	244,121	260,067	(15,946)	1,620,583	1,853,636	(233,053)	-12.57%
11 Pension	7,832,328	571,718	632,995	(61,277)	3,795,636	4,740,368	(944,732)	-19.93%
12 Hospital Medical & Surgical	10,941,396	757,296	882,371	(125,075)	5,358,132	6,176,597	(818,465)	-13.25%
13 Vision Care Insurance	79,236	121	6,603	(6,482)	30,464	46,221	(15,757)	-34.09%
14 Dental Plans	318,840	20,418	26,570	(6,152)	149,779	185,990	(36,211)	-19.47%
15 Life Insurance	43,092	2,997	3,591	(594)	21,223	25,137	(3,914)	-15.57%
16 Disability Insurance	142,020	8,738	11,835	(3,097)	61,883	82,845	(20,962)	-25.30%
17 Kentucky Unemployment	920,000	0	0	0	16,784	900,000	(883,216)	-98.14%
18 Worker's Compensation	2,920,000	352,724	243,333	109,391	2,199,054	1,703,331	495,723	29.10%
19 Uniform & Work Clothing Allowance	383,400	5,474	14,500	(9,026)	214,510	315,900	(101,390)	-32.10%
20 Other Fringes	2,500	110	209	(99)	1,167	1463	(296)	-20.23%
21 Total Fringe & Benefits	<b>26,706,793</b>	<b>1,963,717</b>	<b>2,082,074</b>	<b>(118,357)</b>	<b>13,469,213</b>	<b>16,031,488</b>	<b>(2,562,273)</b>	<b>-15.98%</b>
22								
23								
24 Sick Leave	2,055,644	106,577	123,054	(16,477)	795,032	1,433,997	(638,965)	-44.56%
25 Holiday	1,495,934	182,947	288,436	(105,489)	856,674	1,000,775	(144,101)	-14.40%
26 Vacation	2,574,817	185,002	197,173	(12,171)	1,458,104	1,589,435	(131,331)	-8.26%
27 Other Paid Absences	269,556	20,002	16,278	3,724	135,908	186,958	(51,050)	-27.31%
28 Total Compensation Benefits	<b>6,395,951</b>	<b>494,528</b>	<b>624,941</b>	<b>(130,413)</b>	<b>3,245,718</b>	<b>4,211,165</b>	<b>(965,447)</b>	<b>-22.93%</b>
29								
30 Total	<b>33,102,744</b>	<b>2,458,245</b>	<b>2,707,015</b>	<b>(248,770)</b>	<b>16,714,931</b>	<b>20,242,653</b>	<b>(3,527,720)</b>	<b>-17.43%</b>
31								
32 Difference compared to Budget			(248,770)			(3,527,720)		

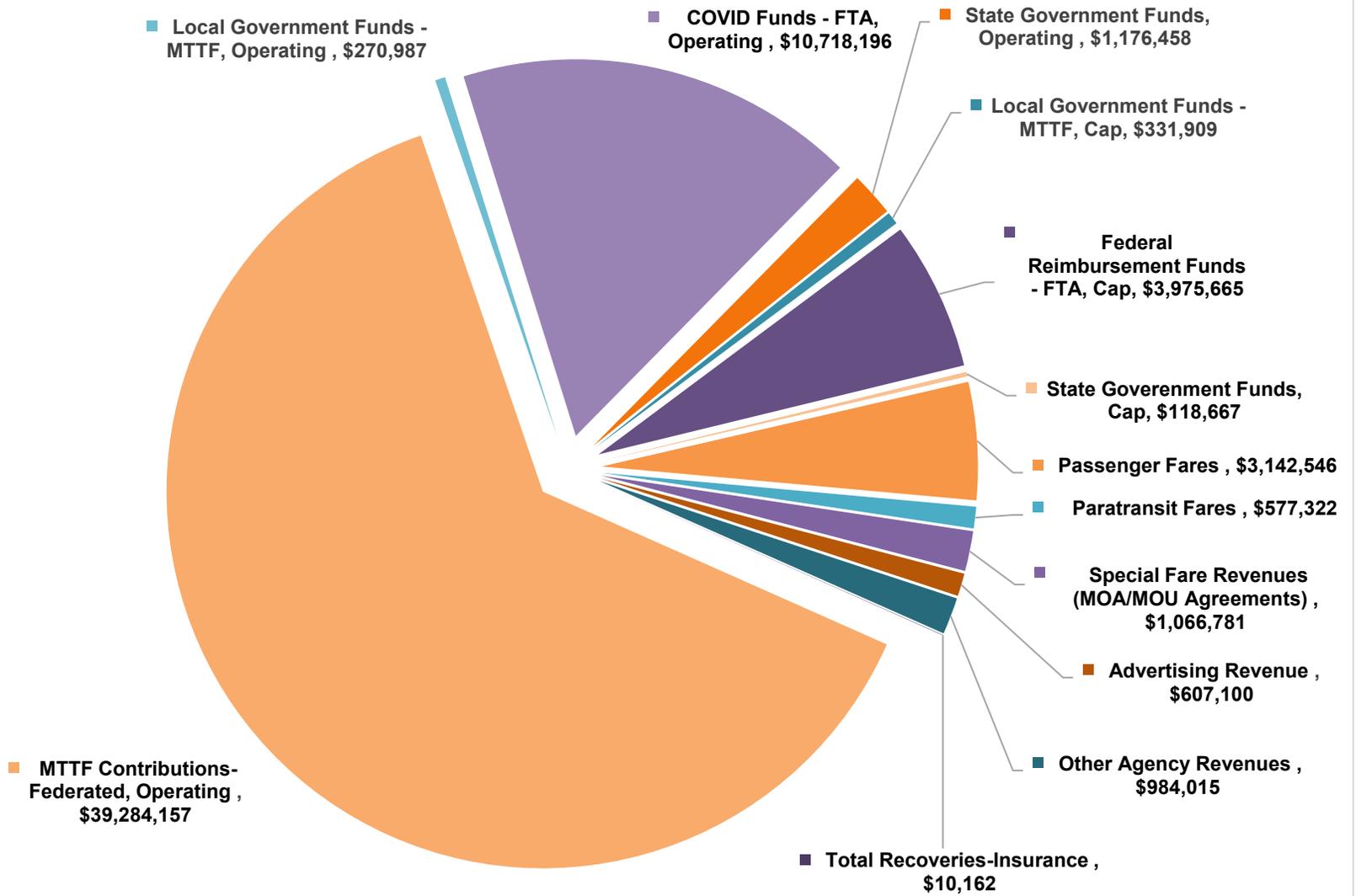
## Balance Sheet

January 2026, Fiscal Year 2026

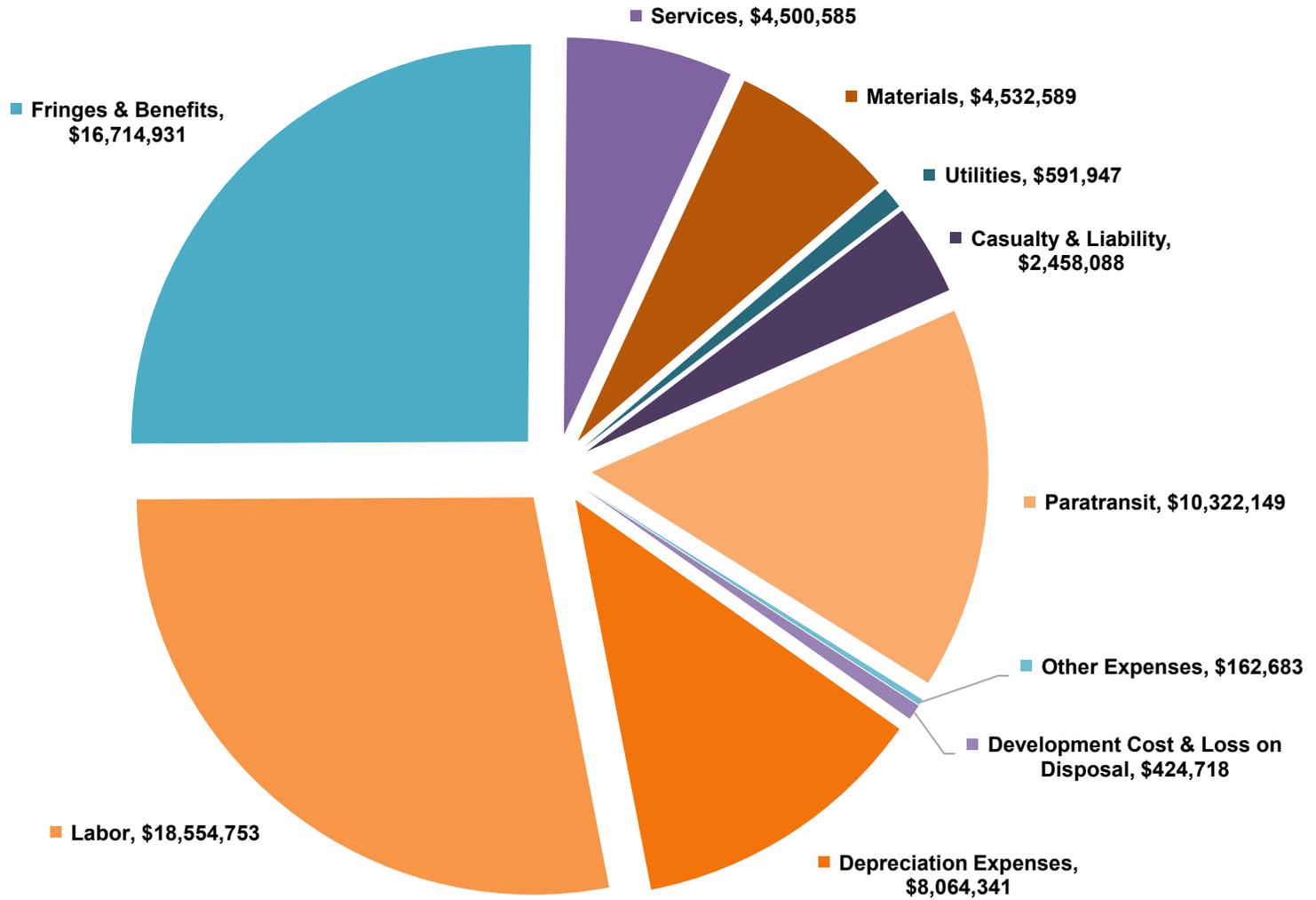


Assets	FY 26	FY 25	Liabilities, Reserves & Capital	FY 26	FY 25
<b>Current Assets</b>			<b>Current Liabilities</b>		
Cash & Cash Items	1,597,841	(31,131)	Long Term Debt	0	0
Short Term Investments	11,025,297	6,577,940	Short Term Debt	0	0
Accounts Receivable	78,045,938	94,011,741	Trade Payables	6,348,630	9,194,976
Interest Receivable	0	0	Accrued Payroll Liabilities	5,591,957	4,942,480
Due From Grant	80,000	80,000	Estimated Workmans Compensation	4,018,287	3,778,305
Materials & Supplies	2,592,432	2,871,307	Accrued Tax Liabilities	0	0
<b>Total Current Assets</b>	<b>93,341,508</b>	<b>103,509,857</b>	Unredeemed Tickets & Tokens	1,861,683	2,239,498
<b>Other Assets</b>			Reserves - Injury & Damages	1,607,660	803,003
Prepaid Insurance & Dues & WIP	868,589	958,301	Due To Operations	80,000	80,000
<b>Total Other Assets</b>	<b>868,589</b>	<b>958,301</b>	Unearned Capital Contributions	73,016,386	80,300,451
<b>Fixed Assets</b>			Other Current Liabilities (Health Ins.)	3,074,266	3,955,620
Land	3,773,249	3,773,249	<b>Total Current Liabilities</b>	<b>95,598,870</b>	<b>105,294,333</b>
Buildings	54,480,211	52,584,630	<b>Equity</b>		
Coaches	136,216,265	139,472,376	Retained Earnings	(4,062,818)	3,942,350
Office Equipment	14,721,430	17,154,355	Prior Year Retained Earning	85,191,874	80,840,115
Other Equipment	23,451,179	23,290,849	<b>Total Equity</b>	<b>81,129,056</b>	<b>84,782,465</b>
Development Costs	1,124,010	1,406,471	<b>Total Liabilities &amp; Equity</b>	<b>176,727,927</b>	<b>190,076,797</b>
Vehicle Exp - Operating	870,065	1,420,405			
Other Equipment -Operating	177,643	171,005			
<b>Total Fixed Assets</b>	<b>234,814,053</b>	<b>239,273,340</b>			
<b>Less Accumulated Depreciation</b>					
Accumulated Depr Land	935,295	881,940			
Accumulated Depr Buildings	34,220,158	32,558,581			
Accumulated Depr Coaches	90,417,875	89,206,478			
Accumulated Depr Office Equipment	9,624,946	10,785,333			
Accumulated Depr Other Equipment	15,875,810	18,561,454			
Accumulated Depr Development Cost	427,241	390,264			
Accumulated Depr Vehicle Exp - Opr	631,530	1,125,743			
Accumulated Depr Other Equipment Op	163,368	154,907			
<b>Total Depreciation</b>	<b>152,296,223</b>	<b>153,664,701</b>			
<b>Net Fixed Assets</b>	<b>82,517,830</b>	<b>85,608,639</b>			
<b>Total Assets</b>	<b>176,727,927</b>	<b>190,076,797</b>			

**YTD Revenues - January 2026, FY 2026**



**YTD Expenses - January 2026, 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	\$7,197,256	\$5,709,491	\$1,487,765	\$ 2,120,573	26.06%	5.04%
February		\$5,700,519				
March		\$6,214,407				
April		\$12,147,787				
May		\$5,656,493				
June		\$7,220,189				
<b>TOTAL</b>	<b>\$44,205,966</b>	<b>\$79,024,788</b>				

### MTTF Revenue Deposits - Actuals

#### LOUISVILLE METRO REVENUE COMMISSION TARC LICENSE FEE TRANSACTIONS

	January 2026	January 2025	YTD FYE 2026	YTD FYE 2025	Difference Amount	Percent Change
<b>Receipts</b>						
Employee Withholding	\$ 6,368,762	\$ 4,769,439	\$ 37,843,749	\$ 34,333,844	\$ 3,509,905	10.22%
Individual Fees	-	-	(38)	155	(193)	-124.52%
Net Profit Fees	854,060	797,559	6,364,258	6,800,653	(436,395)	-6.42%
Interest & Penalty	47,376	47,678	422,028	671,746	(249,718)	-37.17%
<b>Total Collections</b>	<b>\$ 7,270,198</b>	<b>\$ 5,614,676</b>	<b>\$ 44,629,997</b>	<b>\$ 41,806,398</b>	<b>\$ 2,823,599</b>	<b>6.75%</b>
Investment Income	\$ 25,206	\$ 31,357	\$ 178,475	\$ 207,154	\$ (28,679)	-13.84%
<b>Total Receipts</b>	<b>\$ 7,295,404</b>	<b>\$ 5,646,033</b>	<b>\$ 44,808,472</b>	<b>\$ 42,013,552</b>	<b>\$ 2,794,920</b>	<b>6.65%</b>
<b>Disbursements</b>						
Collection Fee	\$ 98,148	\$ 75,798	\$ 602,506	\$ 564,387	\$ 38,119	6.75%
<b>Total Disbursements</b>	<b>\$ 98,148</b>	<b>\$ 75,798</b>	<b>\$ 602,506</b>	<b>\$ 564,387</b>	<b>\$ 38,119</b>	<b>6.75%</b>
<b>Due Mass Transit</b>	<b>\$ 7,197,256</b>	<b>\$ 5,570,235</b>	<b>\$ 44,205,966</b>	<b>\$ 41,449,165</b>	<b>\$ 2,756,801</b>	<b>6.65%</b>
Less Previous Payments			37,008,710	35,878,930	1,129,780	3.15%
<b>Payable To Trust Fund</b>			<b>\$ 7,197,256</b>	<b>\$ 5,570,235</b>	<b>\$ 1,627,021</b>	<b>29.21%</b>



**Year to Date Summary**

**January 2026, Fiscal Year 2026**

**Actual Compared to Budget YTD**

	Good	In the Red	
Total Operating Revenues are Over/ <b>Under</b> by (pg. 2, line 8)	\$0	\$2,206,033	
Total Expenses are Over/ <b>Under</b> by (pg. 2, line 38)	\$6,958,735	\$0	
MTTF Revenue Deposits are <b>Over</b> /Under by (pg. 7)	\$2,120,573	\$0	
YTD, TARC has a favorable balance before Capital & Subsidies	\$9,079,308	\$2,206,033	\$6,873,275

**Actual Revenues over Expenses**

Operating Revenues	\$6,387,927
Operating Expenses	\$57,837,724
<b>Net Gain/(Loss) before MTTF</b>	<b>(\$51,449,797)</b>
MTTF Approved Contributions	\$39,284,157
<b>Net Gain/(Loss) before Subsidies</b>	<b>(\$12,165,640)</b>
<b>Subsidies</b>	
ARP	\$8,059,276
5307 Federal Formula dollars to be used as (CEER)*	\$2,658,919
MTTF Local Share	\$270,987
State Contributions	\$1,176,458
<b>Total Subsidies</b>	<b>\$12,165,640</b>
<b>Net Gain/(Loss) after Capital &amp; Subsidies</b>	<b>\$0</b>

\*CEER: Capital Eligible Expense Reimbursement