

TARC BOARD OF DIRECTORS MEETING



February 24, 2026 Board Meeting Minutes

The Board of Directors of Transit Authority of River City (TARC) met on February 24, 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 3:02 p.m.

Quorum Call

February Board Meeting Minutes approved.

Public Comment

John Hardesty: 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. The Guest has 3 minutes to address the Board.

William Mayes expressed concerns regarding the proposed fare increases. Mr. Mayes presented an alternative to raising TARC's fares, suggesting that the Board consider utilizing state law to pursue a ballot referendum for an increase in the occupational tax.

Bryon Sykes expressed concerns about the proposed fare increases. Mr. Sykes presented to the Board a larger increase of \$4.00 and to cut expenses in all departments.

Larry Sloan presented several strategies that have been successful in other communities in Ohio, noting that both municipal leadership and state legislatures have enacted targeted measures to fund public transit. Mr. Sloan strongly recommended that the Board engage with the state legislature and Mayor Greenberg's office to emphasize the critical role of public transportation in supporting the community's growth. He noted that a consistent funding stream would help ensure TARC's long-term financial stability.

There are three people that would like to have their comments read to the Board.

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Graham Slaby

My name is Graham Slaby, and I have a written statement I would like to be read at the board meeting on February 24:

"The increase in fares won't prevent me from using the TARC. But that is because I am a student at the University of Louisville. I don't have to pay the fares. Despite this, the increase in fares will definitely impact my daily life. For just a brief moment, I would like you to step away from all the work that's been done in evaluating fare increases as a potential solution for TARC's funding struggles.

As an intern at an engineering firm, I completely understand not wanting to rework something you've researched and designed. But, because of my current proximity to transportation data, I ask that you listen to me. When given the opportunity to learn from other engineers, I have heard over and over that in recent years pedestrian deaths have started to occur mostly in the late hours of the night on weeknights. This is initially surprising, but it is because lower income people have been pushed to housing farther from most workplaces.

Without enough money for a car or daily public transit, walking to work is your only option. Even when it's dark or when the road doesn't have sidewalks. While I have heard other engineers discuss this trend, I have also seen it myself when analyzing Kentucky's crash data. Coming back to the TARC, increasing fares will push people who need public transit the most away from it. More people will be forced to walk to and from work. More people will die. Instead of increasing fares, please push metro council for a referendum to increase the occupational tax associated with TARC. Push for a tax that could truly improve our current system. I know I have presented you with a problem that is related to larger systems than the TARC, but please use the power you were given to advocate for a Louisville that puts the safety of its citizens first."

Gretchen Bailey

"I am writing to urge you not to increase TARC fares as has been proposed. The revenue from increased fares would be negligible in terms of the budget problems TARC is facing. Instead of putting the burden on riders, many of whom are low-income, the board should take a more visionary approach—proposing that Louisville Metro Council put a referendum on the ballot to raise the occupational tax. This would allow voters the opportunity to decide to fully fund TARC *and* expand service to bring Louisville the robust public transit system that we deserve.

Literature at the recent public meeting showed that the proposed increased fares would bring TARC prices in line with other cities in the region, such as Nashville. However, shouldn't we be planning to bring TARC's service in line with Nashville's, which was recently expanded by a visionary local government? The TARC board has an opportunity to start this process, and help Mayor Greenberg to fulfill his legislative priority to fully fund TARC, not through increased fares, but through an updated and modernized funding structure via the occupational tax."

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Allison Leake

"I have been pressuring Metro Council for a few years now to fund TARC, whether through adding it to the city budget as a permanent line item or putting a referendum on the ballot to raise the occupational tax. It has recently come to my attention that the law about this occupational tax says that the TARC board is actually responsible for introducing a referendum like this to Metro Council. I found this odd considering that for all these years, TARC has been claiming that they have no political influence and cannot request funding. Turns out, instead of raising fares and cutting service for struggling riders, the TARC board has the power to start the process of putting a referendum on the ballot to raise the occupational tax. Why haven't you? Is there a misunderstanding of the law or is this being willfully ignored? I personally don't think a board that isn't directly democratically elected by the citizens of Louisville and therefore doesn't really represent us should have this kind of power, but if this is indeed the case, I am urging you to a) interpret and understand any laws that dictate TARC funding b) act on them immediately and c) if you can't for whatever political reason, find another way to secure more funding and make it a top priority of this board. TARC riders do not deserve to bear the burden of TARC's financial woes, nor should they put up with inaction from a TARC board that purportedly serves them. The TARC board needs to be bold and challenge the city and state government to fund TARC—somehow, someway, and soon—otherwise it will completely disappear. That would be a tragedy for this region and the working class people who live here and rely on TARC to survive."

Face Book – Peggy Baas

"I have taken TARC to/from work almost daily since 1988. The changes coming late summer are massive and I think TARC leadership and staff (not all, but some) needs to show more empathy about the concerns and worries that many riders have about these upcoming changes, also, when one calls TARC with a concern a person should not have to receive "attitude" from a staff member. one should not be worried or hesitant to ring TARC because they are concerned they will be made to feel that their concerns and questions are not welcomed. next, how does one get in touch with members of the TARC board of directors? thank you for taking the time to read this message - I look forward to a reply regarding my concerns."

Special Reports

Justin Brown 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 Operations Report.

- Recorded the second TARC Talks with Ozzy, interviewing Nathan Love regarding training plan for the drivers and the administration employees.
- Received \$850k in federal funding thanks to Congressman McGarvey, the money will be used to purchase eight new paratransit vehicles.
- Saved a Seat campaign for Black History month and Black owned business showcase.

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- 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 how to handle the snow problem.

Bruce Withers presented the COO update.

New TARC Network Overview.

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

- Only 6 months leading up to the implementation of NTN.
- The NTN Progress to Date charts were presented.
- The focus has now shifted to bus stop work, signage, employee training and customer outreach planning.
- Downtown Transfer Center site visit was completed with TARC and Louisville Metro staff.
- Trailer placement and Security needs for the DTC location are being discussed.
- Playbook is close to being finalized and distribution planned for March.
- Metro is aware of the increase of people in the area of the DTC location.
- March will have quite a few resolutions pertaining to the NTN budget.
- Grants to be used to cover many of those expenditures.

Action Items

Nolan Kelly presented Resolution 2026-04 Revision to Facility-Wide Building Maintenance and Repair with IDIQ 20231798 Amendment.

- 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.

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

Nolan Kelly presented Resolution 2026-10 Amendment #4 Facility-wide Janitorial and Cleaning Services.

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

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- 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 of the contract, is \$717,597.

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

Nolan Kelly presented Resolution 2026-06 Brightside Bus Shelter Cleaning Louisville/Jefferson County Metro Government (20251974).

- 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.
- The annual cost of \$75,000 will be billed in quarterly installments of \$18,750 (January, April, July, and October).

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

Joe Triplett presented Resolution 2026-07 Sole Source 20262024 Hitachi Energy - Ellipse Annual Software Licensing Fees.

- 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 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 amount of \$535,000.
- Following a price analysis and Independent Cost Estimate, the Procurement Department has determined this pricing to be fair and reasonable.

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

Russ Greenleaf presented 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
- 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 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.

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

Chris Ward presented Resolution 2026-08 Electric Bus Purchase.

- 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 electric buses under this contract. Two buses have been delivered, and the next five 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.
- TARC is now positioned to order an additional six extended range electric buses.
- TARC has a continual need to replace aging fixed route 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.
- A combination of competitive grant awards between 2022 and 2024 dedicated to the purchase of extended range electric buses is in place.

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

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Geoffrey Hobin presented Resolution 2026-11 Title VI Fare Equity Analysis.

- 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'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.
- Survey 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 ± 10 percent threshold.
- 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 through 29, 2026.

The motion was duly moved for approval by Christy Ames. The motion was seconded by Justin Brown. The Six Board of Directors adopted the resolution, two Board of Directors voted no to the change in fares.

- Please refer to Resolution 2026 -11 Fare Change Title VI Equity Analysis in the Board Packet for survey results and more information.

Geoffrey Hobin presented Resolution 2026 -05 New TARC Network Title VI Service Change Equity Analysis.

- 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 (FTA) Circular 4702.1B, TARC conducted a Service Equity Analysis 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.
- 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.

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- Both differences are well below TARC's ± 10 percent threshold.
- No Disproportionate Burden on low-income populations was identified.
- No Disparate Impact on minority populations was identified.

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

- Please refer to Resolution 2026-05 New TARC Network Title VI Service Change Equity Analysis in the Board Packet for survey results and more information.

Financial Report

Matt Abner presented the January FY2026 Financial Report.

Abbie Gilbert made a motion to adjourn at 4:11 p.m. This motion was approved by the Board.

Abbie Gilbert

Abbie Gilbert, Board Chair

March 29, 2026

Date