

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, March 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; the livestream will be at the top of the page; No Facebook account is needed.

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

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

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

Guidelines to speak before the TARC Board of Directors:

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

.....continued.....

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

TARC BOARD OF DIRECTORS MEETING

Agenda – March 24, 2026



1.	Quorum Call/Call to Order/Meeting Minutes	Abbie Gilbert	3:00
	A. Approval of February Meeting Minutes	Board of Directors	3:00-3:02
2.	Public Comments	John Hardesty	3:02-3:04
3.	Board Chair’s Report	Abbie Gilbert	3:04-3:06
4.	Finance Committee Report	Justin Brown	3:06-3:08
5.	Operations Committee Report	Alice Houston	3:08-3:10
6.	Executive Directors Report	Ozzy Gibson	3:10-3:20
	A. Employees Above & Beyond		
	B. Operation Report		
	C. COO/Director of Transportation Update	Bruce Withers	
7.	New TARC Network Overview	Scudder Wagg Martin Barna	3:20-3:25
8.	Action Items		3:25-3:40
	A. Resolution 2026-12 for Task 21 Downtown Transfer Center Study	Geoffrey Hobin & Rob Monsma	
	B. Resolution 2026-13 Sourcing and Contract System Modules Euna Solutions	Jennifer Voignier	
	C. Resolution 2026-14 New TARC Network Bus Stop Signage Transition Project.	Nolan Kelly	
	D. Resolution 2026-16 Authorization to lease Real Estate Property from Cecil’s Property, LLC	Ozzy Gibson	
	E. Resolution 2026-15 New TARC Network Project Expenditures Under simplified Acquisition Threshold.	Matt Abner	
	F. Resolution 2026-17 Authorization to Exercise Final 2 Options years with MV.	Ozzy Gibson	
9.	Financial Report		3:40-4:20
	A. February FY 2026	Matt Abner	
	B. FY 27 Budget		
11.	Board Members Open Discussion	Abbie Gilbert	4:20-4:25
12..	Adjournment	Abbie Gilbert	4:30

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.”

Allison Leake

TARC BOARD OF DIRECTORS MEETING



“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, someday, 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.
- 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.

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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.
- 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

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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.

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.

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

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- 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, Board Chair

Date



BOARD OF DIRECTORS
MARCH 24, 2026

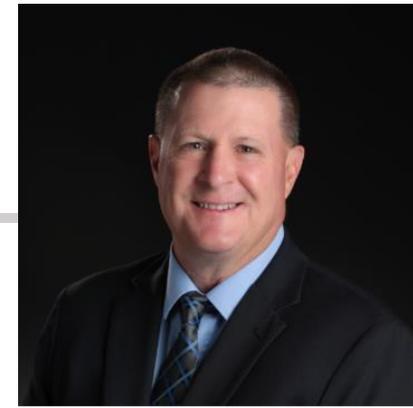
MARCH OPERATIONAL UPDATE



EXECUTIVE DIRECTOR REPORT

SINCE THE LAST BOARD MEETING, TARC ...

- Recorded the third TARC Talks with Ozzy Gibson—a video series on the New TARC Network for staff; this installment features Jamie Monck (Marketing) and Rob Monsma (Planning), and covers the upcoming bus stop changes
- Received \$623,200 from the Kentucky GRANT (Government Resources Accelerating Needed Transformation) Program in matching dollars to support the FTA grant to fund TARC’s 10th Street brake-maintenance addition
- Celebrating Transit Employee Appreciation Day (March 18) with on-site activities, and by giving our riders thank you cards to give their Coach Operators
- Received final student submissions for this year’s Design-a-Bus. The bus, in partnership with the Portland Museum, will be unveiled in May
- Gave travel training—including classroom sessions and a trip on the bus—to over 180 students at Bloom Elementary
- Attended KDF’s Justice Fest, listening to students’ pitch on new TARC shelter concepts



Ozzy Gibson
Executive Director

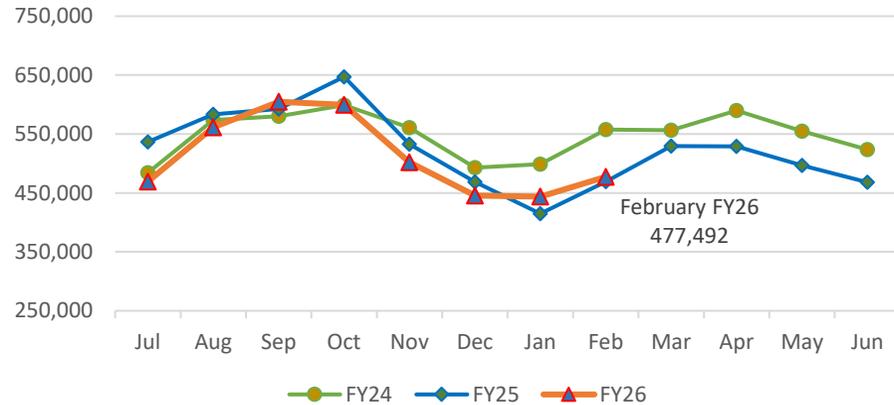


March 18 is Transit Employee Appreciation Day

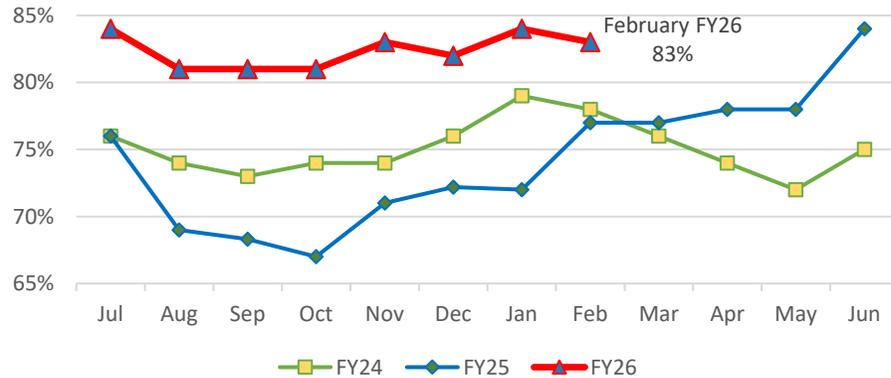


FEBRUARY FIXED ROUTE SERVICE

Fixed-Route Ridership



Fixed-Route On-Time Performance



Performance Indicator	Fixed-Route System		
	FY26 YTD	FY25	FY24
Total Ridership	4,133,864	6,636,904	6,573,722
Avg Monthly Ridership	512,968	553,075	547,810
Total Revenue Miles	3,205,270.33	5,231,772	6,517,670
Total Revenue Hours	248,595.90	409,032	537,581
Trips per Revenue Mile	1.29	1.20	1.01
Trips per Revenue Hour	16.63	15.37	12.20

Monthly Ridership (February) **477,492**
 Comparison VLM +7.61%
 Comparison VLY +1.79%

Total YTD Ridership **4,133,864**

	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	83%	77%	78%
Mar		77%	76%
Apr		78%	74%
May		78%	72%
June		84%	75%
FYTD	82%	74%	75%

Fixed-Route FY26 Goal **80%**

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



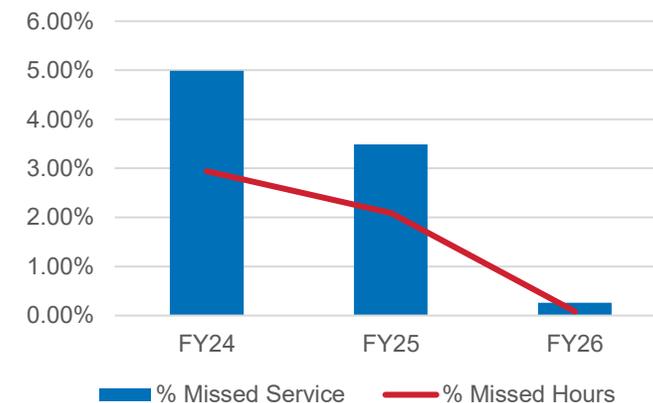
FEBRUARY FIXED-ROUTE MISSED RUNS AND MISSED HOURS

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

FY26	Total Runs	Missed Service	% Missed Service	Missed Hours	% Missed Hours
July	4351	6	0.14%	26.56	0.01%
August	4770	9	0.19%	25.5	0.07%
September	4770	6	0.13%	11.72	0.03%
October	4770	7	0.15%	17.53	0.05%
November	4770	20	0.42%	67.65	0.20%
December	4770	14	0.29%	29.52	0.08%
January*	4542	24	0.53%	76.73	0.15%
February	4148	11	0.26%	25.83	0.08%
March					
April					
May					
June					
Total	36,591	97	0.26%	281.04	0.08%

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

Missed Service and Hours



*January 2025 & 2026 adjustment due to winter weather

DIRECTOR SPOTLIGHT: SHERRI TOOHEY

Director of Human Resources, Sherri Toohey

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

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

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

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

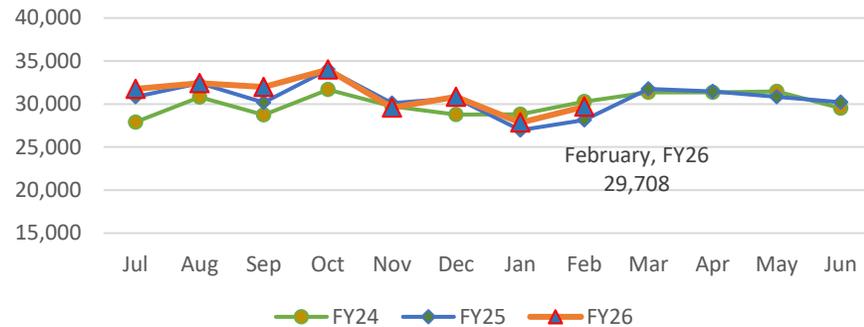


“Working for TARC in Louisville means supporting the people who create opportunity for others every day. Transit is the backbone of access—to jobs, education, and essential services—and being able to strengthen that mission in my hometown is deeply meaningful.”

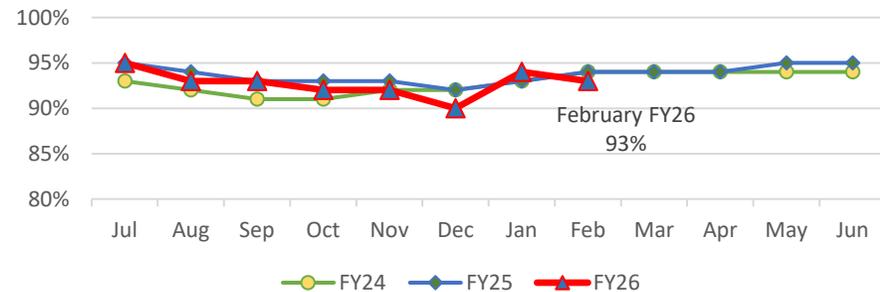


FEBRUARY PARATRANSIT SERVICE (TARC3)

TARC3 Paratransit Ridership



TARC3 Paratransit On-Time Performance



Performance Indicator	Paratransit (TARC3)		
	FY26 YTD	FY25	FY24
System Production			
Total Ridership	248,139	367,610	360,456
Avg. Monthly Ridership	31,017	30,634	30,038
Total Revenue Miles	2,897,634	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	1.35	1.33	1.27

Monthly Ridership **29,708**
 Comparison VLM **+6.72%**
 Comparison VLY **+5.47%**
 Total YTD Ridership **248,139**

	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	93%	94%	94%
Mar		94%	94%
Apr		94%	94%
May		95%	94%
Jun		95%	94%
FYTD	93%	94%	93%

Paratransit FY26 Goal **93%**

*excluding Sept. 11- 14 and Sept. 18-21
(Bourbon and Beyond/Louder Than Life Events) 17

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



COO / DIRECTOR OF TRANSPORTATION REPORT

PARATRANSIT

- Increase in performed Trips (7.05% vs Feb 25)
- Increase in performed Trips (4.64% vs Jan 26)
- High same day cancelations. More specific late cancelations, cancels at the door and no shows.
- Lower OTP from last year but met goal.
- Seen higher productivity and an increase in same day cancelations from the previous month.

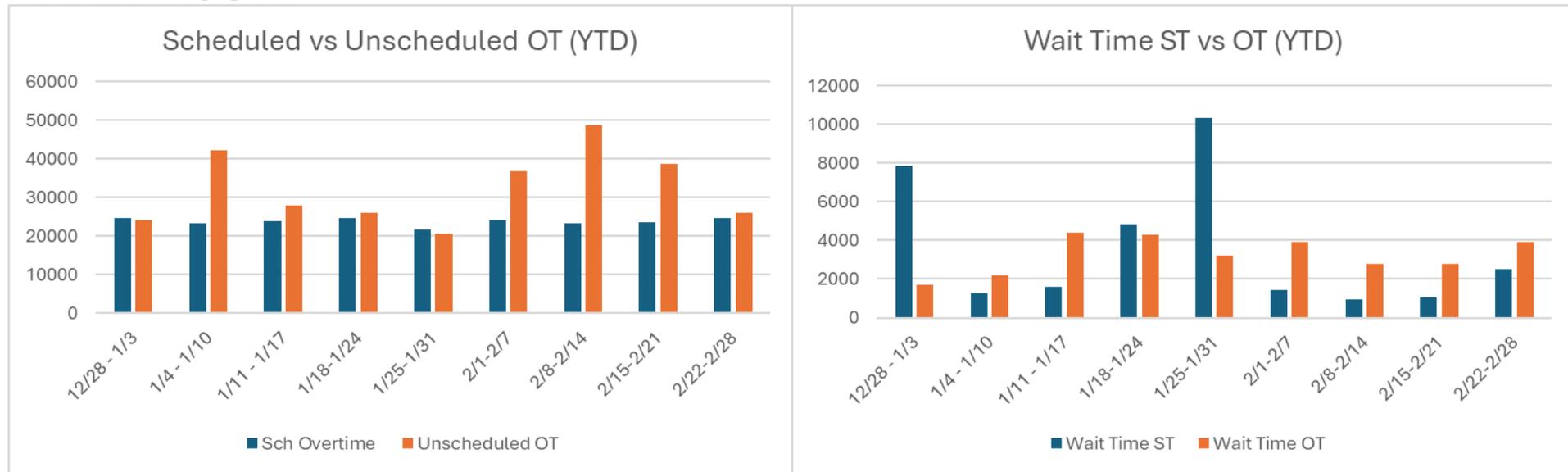
Year	2025	2026
Total Trips	28165	34,228
Avg OTP	94%	93%
Avg Driver #	157	152

February 2026 Scheduled Trips		
Total Trips Performed	34,228	
Same Day Cancel	2,792	8.20%
Late Cancel	1,224	3.60%
Cancel at the Door	449	1.30%
No Show	985	2.90%
Total same-day cancellations	5,450	



COO / DIRECTOR OF TRANSPORTATION REPORT

FIXED ROUTE



Scheduled vs. Unscheduled Overtime

- Unscheduled overtime decreased during February, indicating improved attendance stability and better daily staffing coverage.
- Scheduled overtime remained steady, continuing to support planned service needs and operational coverage.
- Ongoing monitoring of call-outs and staffing levels continues to help reduce reliance on reactive overtime.

Wait-Time Straight Time vs. Overtime (YTD)

- Wait time paid at straight time remained consistent throughout the month, reflecting stable daily staffing levels.
- Wait time paid at overtime remained generally steady, with a slight increase toward the end of the month as service coverage adjustments were needed.
- Dispatch continues to manage wait time within established guidelines, releasing operators when coverage is no longer required.

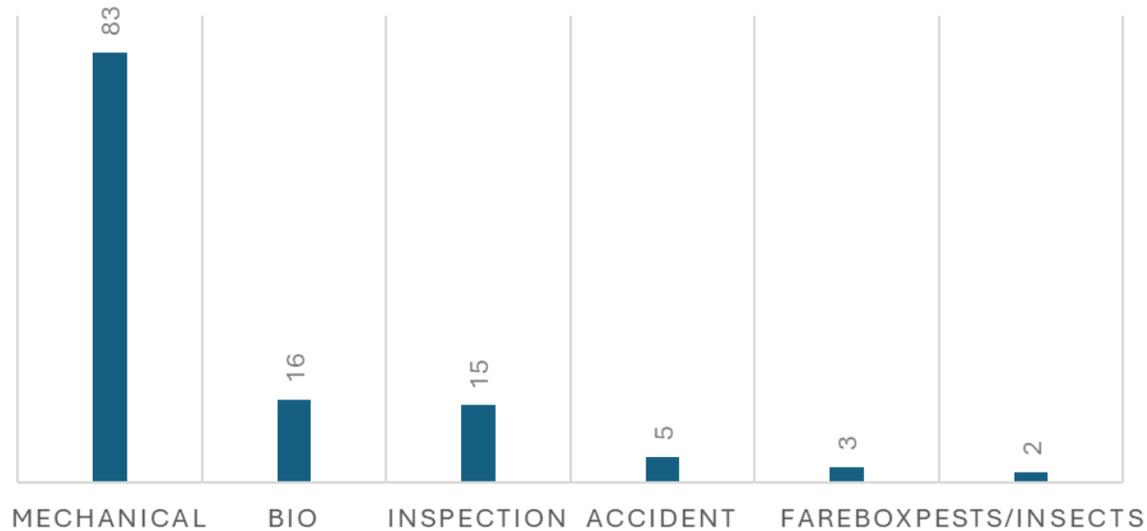


COO / DIRECTOR OF TRANSPORTATION REPORT

MAINTENANCE

- Measuring the number of swapped buses per month 124 Swaps/170 Road Calls in February
- Maintenance Director implementing a 3000-mile PM program
- Working with TARC management on a vehicle replacement plan for Paratransit.
- Implementing a MBRC (Miles Between Road Calls) plan

TYPE OF SWAP





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



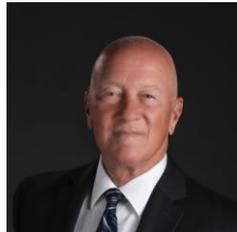
Dan Franklin
Senior Advisor



David Meckle
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



COO / DIRECTOR OF TRANSPORTATION REPORT

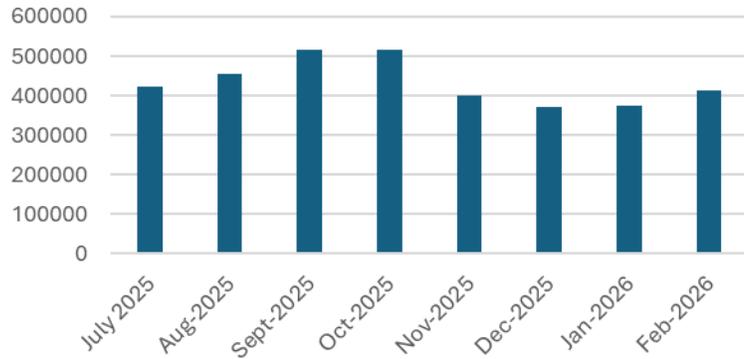
FIXED ROUTE

July 2025	Aug-2025	Sept-2025	Oct-2025	Nov-2025	Dec-2025	Jan-2026	Feb-2026
421690	454833	514801	516587	401049	369862	375136	413297

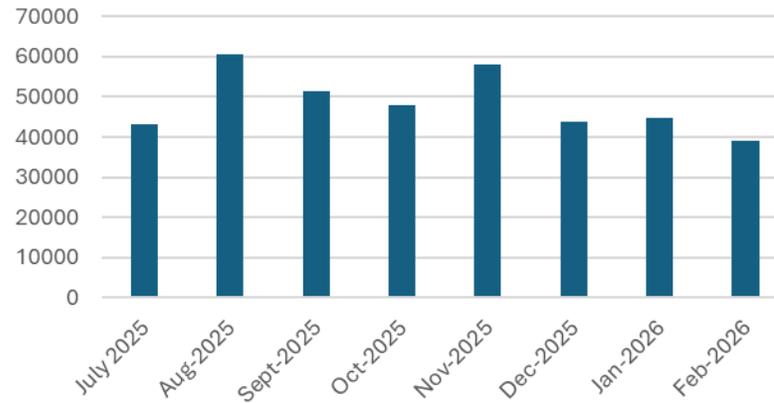
July 2025	Aug-2025	Sept-2025	Oct-2025	Nov-2025	Dec-2025	Jan-2026	Feb-2026
43087	60683	51447	47815	58028	43770	44597	39079

July 2025	Aug-2025	Sept-2025	Oct-2025	Nov-2025	Dec-2025	Jan-2026	Feb-2026
35010	45951	38846	35555	43155	32133	24255	26569

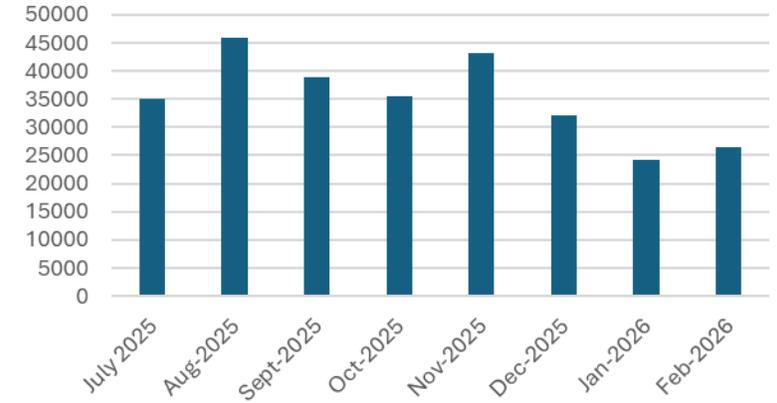
Month Over Month Weekday Boardings



Month Over Month Saturday Boardings



Month Over Month Sunday Boardings



Boardings (Month-Over-Month) Comparison

- Weekday boardings increased in February, reflecting stronger weekday travel demand.
- Saturday ridership saw a slight decline, while Sunday boardings increased compared to the previous month.
- Overall ridership trends remain stable and consistent with expected weekday and weekend travel patterns.



FEBRUARY ON-TIME PERFORMANCE 90% CLUB

Operator	OTP %
Salas, Angel	99%
Powell, Ronald	99%
Wilson, Jimmy	98%
Pitmon, Cheryl	98%
Sandifer, Calvin	98%
Leonard, Tracy	97%
Miller, Erica	97%
Miles, Brittney	97%
Williams, Robin	97%
Harper, Jeffrey	97%
King, Keith	97%
Pruitt, Tammy	97%
Rogers, Dewayne	97%
Edwards, Trina	96%
Powell Jr, Tyrone	96%
Tutt, Frieda	96%
Patterson, Pamela	95%
Malone, Eddie	95%
Robb, Larry	95%
Williams, Shuntelle	95%

Operator	OTP %
Murray, Glenn	95%
Williams, Leslie	95%
Cochran, John	95%
Wells, Sheena	95%
Moore, Timothy	95%
Carpenter, Garry	94%
Johnson, Donald	94%
Johnson, Ulrike	94%
Henderson, Stacey	94%
Alexander, Maurice	94%
Jackson, Kevin	94%
Brown, Curtis	94%
Beckham, Cordelro	94%
Powell, Tyrone	94%
Lindsey, Damian	94%
Bolus, David	93%
Jordan, Kenyatta	93%
Jarrett, Christopher	93%
Cecil, Shawn	93%
Cunningham, Latoi	93%
Bowen, Angela	92%

Operator	OTP %
Cook, Donna	92%
Williams, Rodney	92%
Saulsberry, Steve	92%
Edmonds, John	92%
Watson, Jason	92%
Bachelor, Michael	92%
Mason, Brooklyn	92%
Sloan, Anthony	92%
Yarbrough, Demetra	92%
Coleman, Lelia	91%
Wadlington, Tina	91%
Frazier, Kenneth	91%
Neal, Joel	91%
Watts, Reginald	91%
Hayes, Kamika	91%
Pitts, Kendell	91%
Mitchell, Keith	91%
Bailey, Kendrick	91%
Lansberg, Jon	91%
Roberson, David	91%
Smith, William	90%

Operator	OTP %
Podbicanin, Ervad	90%
Goodwin, Remonda	90%
Fitzgerald, Birdturam	90%
Henderson, Delisa	90%
Malone, Dewan	90%

Total Coach Operators for Service (Feb.): 241
Total Coach Operators for Service (Jan.): 236

Total Coach Operators at 90% or better (Feb.): 68
Total Coach Operators at 90% or better (Jan.): 88



FEBRUARY ON-TIME PERFORMANCE 80% CLUB

Operator	OTP %
Ross, Dawnyell	89%
Stoudemire, Deondria	89%
Muhire, Bernond	89%
Glenn, Rachelle	89%
Kenyon-Scott, Melanie	89%
Heil, Jesse	89%
Reynolds, Dale	89%
Lucas, Courtney	89%
Brown, Orlando	89%
Thomas, Stephanie	89%
Jones, Brittany	89%
Scott, Myra	89%
Keita, Adrahamane	89%
Kennedy, Kyneesha	89%
Payne, Kawana	88%
Nathaniel, leesha	88%
Phillips, Naphatina	88%
Goss, Asher	88%
Maddox, Gwendolyn	88%
Miller, Terrence	88%
Yasharahla, Ahdawan	88%
Wade, Robert	88%

Operator	OTP %
Jackson, Andre	88%
Sandage, Mary	88%
Reed, Bessie	88%
Smyzer, Angela	88%
Tebault, William	88%
Murray, Alise	87%
List Iii, Frank	87%
Broyles, Kameran	87%
Yarbrough, Talitha	87%
Knights, Donald	87%
Wade, Shonda	87%
Zipperlein, Melissa	87%
Mattingly, Stephen	87%
Colbert, Keyshulmaria	87%
Hurrigan, Kimberly	86%
Mccraney, Yazmin	86%
Dailey, Charlotte	86%
Warner, Jeffery	86%
Hawkins, Nisha	86%
Jackson, April	86%
Calloway, Dionde	85%
Taylor, Lionel	85%

Operator	OTP %
Harris, Stephon	85%
Ward, Patrick	85%
Westmoreland, Nathan	85%
Florence, Albert	85%
Durham, John	85%
Carrico, James	85%
Finn, Davisha	84%
Brown, Teresa	84%
Brewer, Kelvin	84%
Miller, Antonio	84%
Knight, Kelley	84%
Lucas, Darryl	84%
Holmes, Charles	84%
Prince, Timothy	84%
Colbert, Elonda	83%
Polen Williams, Startlene	83%
Wayne, Keith	83%
Jackson, Dennis C.	83%
Brents, James	83%
Cockroft, Latisha	82%
Meneese, Anita	82%
Thomas, Yvonne	82%

Operator	OTP %
Gillenwater, David	82%
Adams, Robert	82%
Nelson, Paul	82%
Bracken, Alisha	82%
Spaine, Zazzirah	82%
Luckett, Calvin	82%
Robert, Anna	81%
Jackson, Dennis E.	81%
Parsons, Melanie	81%
Pope, Melissa	81%
Scott, Shalayne	81%
Hill, Roy	81%
Rodriguez Villanueva, Ismael	81%
Stallings, Ronald	81%
Diallo, Salim	81%
Wells, Marie	80%
Wells, Thomas	80%
Franklin, Tekesha	80%
Watkins, Joshua	80%
Walker, Theresa	80%
Duncan, Thomas	80%
Taylor, Josie	80%

Total Coach Operators for Service (Feb.): 241
Total Coach Operators for Service (Jan.): 236

Total Coach Operators at 80% to 89% (Feb): 86
Total Coach Operators at 80% to 89% (Jan): 80



FEBRUARY FEEDBACK (FIXED ROUTE)

FIXED ROUTE FEEDBACK TREND REPORT (Including Commendations)															
FEEDBACK CATEGORY	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR	48	41	48	53	54	55	65	65	46	50	34	52	47	658	51
PASSED UP PASSENGER	32	54	63	65	67	62	73	60	81	42	50	47	60	756	58
NO SHOW	31	22	16	9	8	7	18	17	12	7	13	10	8	178	14
LATE SCHEDULE	32	29	34	34	11	21	28	31	40	31	13	24	14	342	26
RECKLESS DRIVING	10	28	30	21	25	17	29	21	25	19	20	16	26	287	22
EARLY SCHEDULE	14	14	12	16	7	9	12	12	22	13	11	15	15	172	13
PLANNING/SCHEDULE	24	25	25	21	28	23	22	25	32	15	8	23	18	289	22
IT/MOBILE	4	6	2	3	1	2	1	1	0	3	0	0	1	24	2
NEW TARC NETWORK	0	0	0	0	0	0	0	0	1	2	2	6	5	16	1
OTHER - MISC	50	46	46	46	49	53	64	73	70	49	55	67	52	720	55
COMMENDATIONS	9	7	4	5	21	8	10	6	10	5	6	8	8	107	8

FIXED ROUTE (February 2026)					
FEEDBACK CATEGORY	VERIFIED	UNVERIFIED	UNABLE TO INVESTIGATE	UNDER INVESTIGATION	TOTAL
RUDE OPERATOR	7	24	2	14	47
PASSED UP PASSENGER	24	28	0	8	60
NO SHOW	0	5	1	2	8
LATE SCHEDULE	4	4	0	6	14
RECKLESS DRIVING	10	13	3	0	26
EARLY SCHEDULE	5	6	0	4	15
PLANNING/SCHEDULE	18	0	0	0	18
IT/MOBILE	1	0	0	0	1
NEW TARC NETWORK	5	0	0	0	5
OTHER - MISC	14	13	8	17	52

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.



FEBRUARY FEEDBACK (PARATRANSIT)

PARATRANSIT FEEDBACK TREND REPORT (Including Commendations)															
FEEDBACK CATEGORY	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25	Dec-25	Jan-26	Feb-26	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR OR STAFF	10	25	28	29	34	23	33	20	33	16	40	24	34	349	27
NO SHOW	17	21	23	18	18	20	23	18	26	19	28	23	23	277	21
LATE SCHEDULE	13	3	20	15	9	11	19	21	31	14	20	17	26	219	17
RECKLESS DRIVING	13	6	7	8	4	7	11	4	7	0	7	10	8	92	7
EARLY SCHEDULE	2	2	2	2	2	0	1	1	1	0	1	3	1	18	1
TRIP BOOKING OR SCHEDULING	7	15	12	14	13	16	18	17	23	14	10	16	15	190	15
OTHER - MISC	25	35	26	28	27	25	32	32	30	26	30	26	32	374	29
COMMENDATIONS	4	7	5	4	4	5	6	9	0	5	3	6	6	64	5

PARATRANSIT (February 2026)					
FEEDBACK CATEGORY	VERIFIED	UNVERIFIED	UNABLE TO INVESTIGATE	UNDER INVESTIGATION	TOTAL
RUDE OPERATOR OR STAFF	7	13	4	10	34
NO SHOW	4	16	1	2	23
LATE SCHEDULE	11	9	0	6	26
RECKLESS DRIVING	0	4	1	3	8
EARLY SCHEDULE	1	0	0	0	1
TRIP BOOKING OR SCHEDULING	5	7	0	3	15
OTHER - MISC	4	17	4	7	32

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.



SAFETY

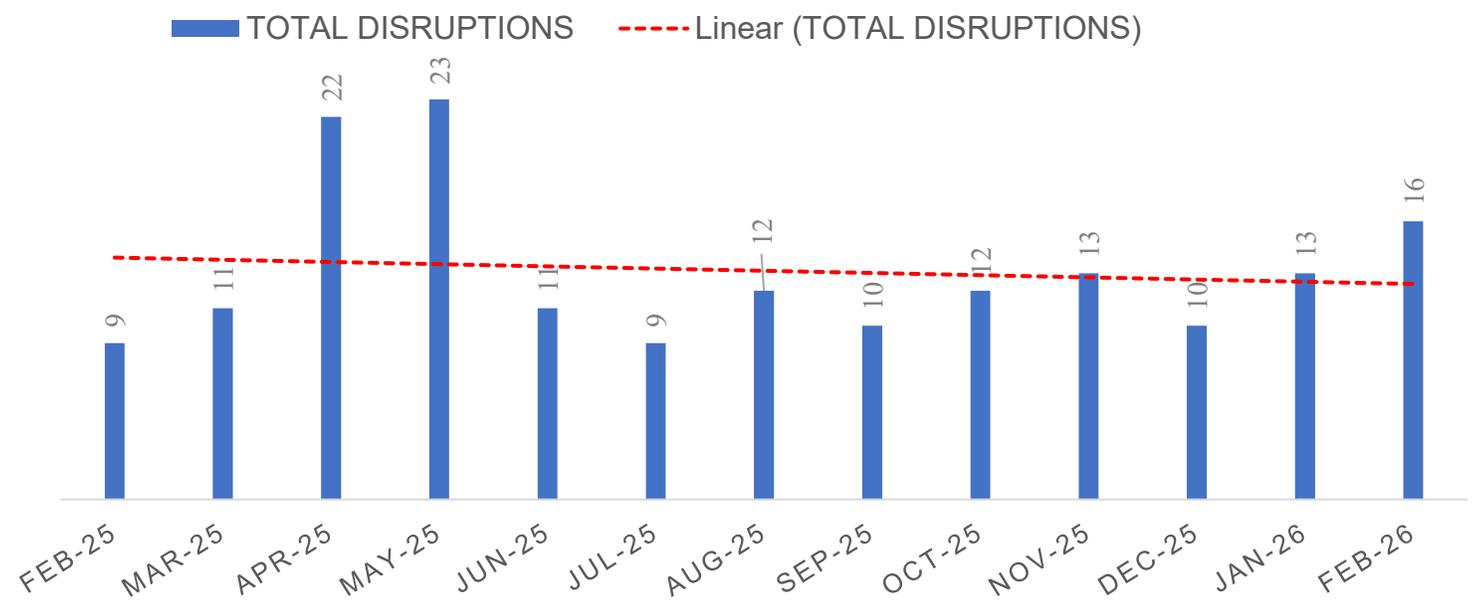
PASSENGER DISRUPTIONS BY ROUTE FEB 26

Route ID	Disruptions
Broadway - #23	5
Fourth St - #4	2
Second St - #2	1
Dixie Rapid - #10	1
Market St - #15	1
Hill St - #27	1
Preston - #28	1
Eastern Pkwy - #29	1
Taylorville Rd - #40	1
Portland Poplar Level - #43	1
Clarksville - #72	1

DISRUPTION CATEGORIES FEB 26

Category	#	Disputes(Others) Breakdown	#
Fare Evaders	0	Medical Emergency	2
Passenger Fights	0	Flat Tire	1
Profane Language	0	Passenger Bloody Knees (BBP)	1
Disputes(Others)	16	Confused Passenger	1
Verbal Assaults	0	Loud Conversation/Music	2
Physical Assaults	0	Shooting Outside Coach	1
		Intoxicated Passenger	1
		Operator Witnessed Accident	1
		Passenger Bloody Hand (BBP)	1
		Safety Removes Passenger	1
		Passenger Vaping	1
		Passenger Phone Stolen	1
		Passenger W/O Shoes	1
		Passenger W/Box Cutter	1

TOTAL PASSENGER DISRUPTIONS (FEB 25 – FEB 26)



PASSENGER DISRUPTIONS*

This Month Total

16

Monthly Avg

13.15

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

ADDITIONAL STATS FOR BOARD MEMBER REVIEW



MARCH DIRECTORS UPDATE

March 24, 2026



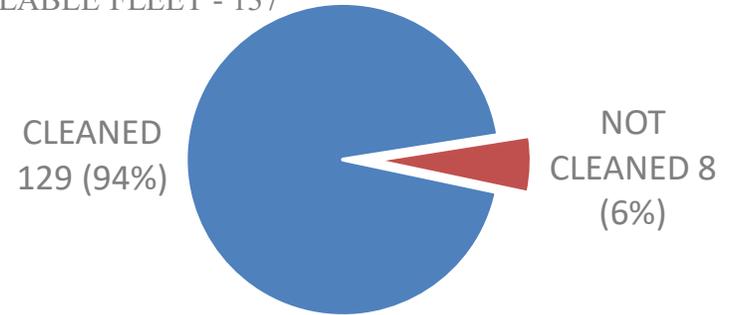
MAINTENANCE

HIGHLIGHTS

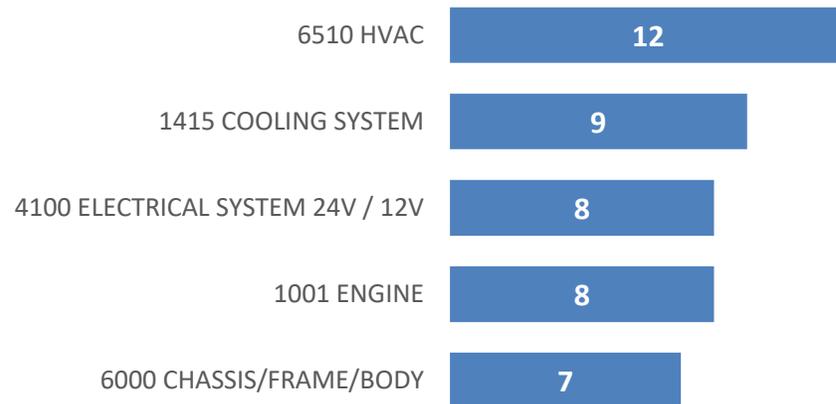
- Took delivery of 2 new trucks for the maintenance department to replace an aging vehicle and add another snow removal vehicle to TARC's fleet.

COACH CLEANING

AVAILABLE FLEET - 137



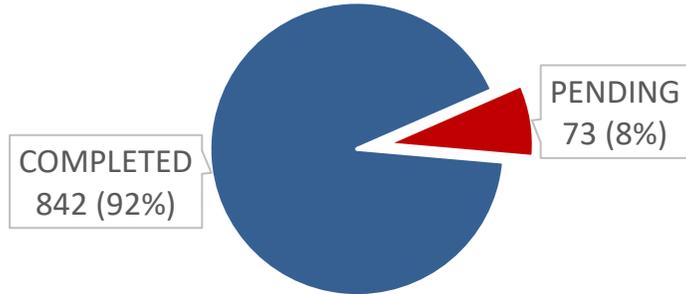
TOP 5 CHARGEABLE ROAD CALL CATEGORIES



MAINTENANCE

WORK ORDERS

WORK ORDER STATUS



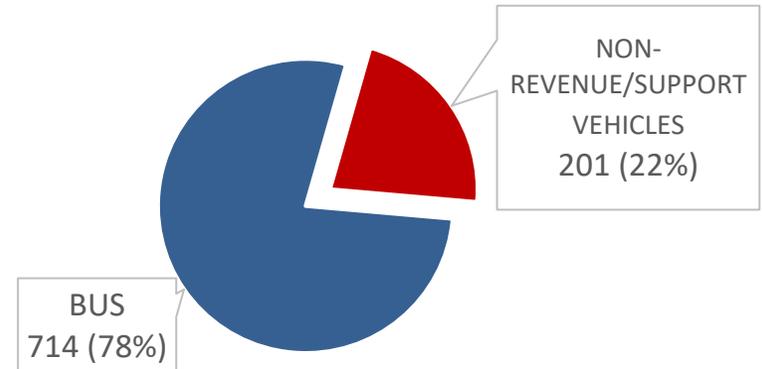
TOTAL BUS WORK ORDER SUBMITTED

714

TOTAL SUPPORT VEHICLE WORK ORDERS SUBMITTED

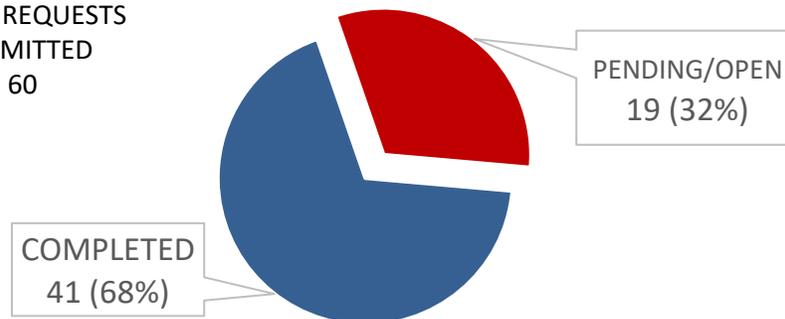
201

WORK ORDER BY TYPE



BUILDING MAINTENANCE WORK ORDERS

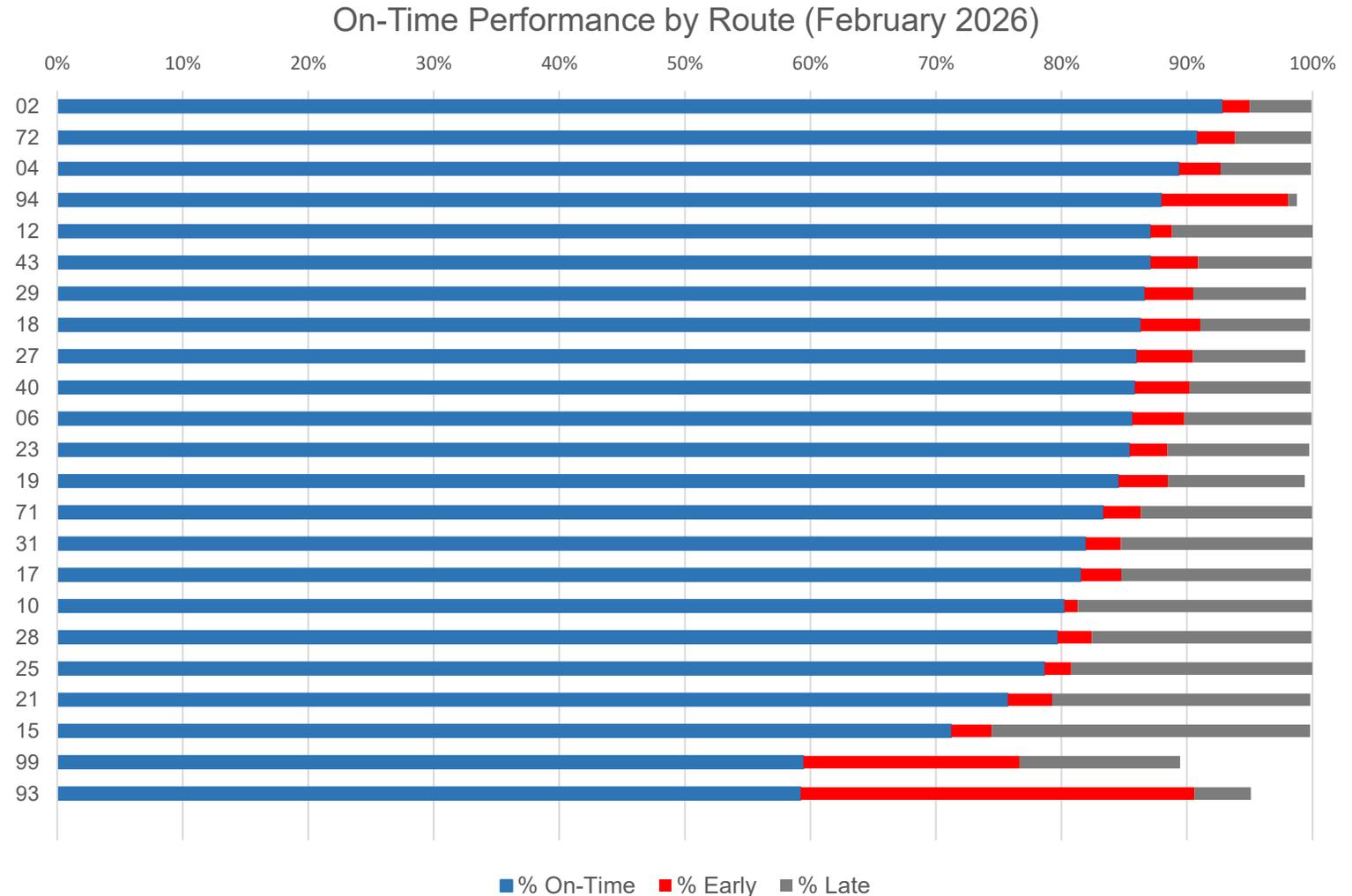
TOTAL REQUESTS SUBMITTED
60





FEBRUARY ON-TIME PERFORMANCE

Route	% On-Time	% Early	% Late
02	92.9%	2.3%	4.7%
72	91.3%	2.8%	5.8%
04	89.2%	3.0%	7.8%
18	87.9%	4.8%	7.3%
27	87.9%	3.5%	8.5%
94	87.0%	11.0%	0.7%
29	86.5%	3.2%	10.1%
23	86.5%	2.7%	10.6%
40	85.8%	4.2%	10.0%
71	85.7%	2.9%	11.4%
12	85.6%	1.0%	13.4%
43	83.3%	2.7%	13.9%
19	81.8%	3.1%	14.6%
06	81.7%	4.9%	13.4%
10	77.7%	1.1%	21.1%
31	77.4%	3.2%	19.4%
17	77.3%	2.4%	20.1%
21	77.1%	2.8%	20.0%
28	76.5%	3.0%	20.4%
25	72.6%	2.3%	24.8%
15	70.2%	2.8%	26.9%
99	58.9%	18.9%	11.1%
93	56.7%	26.4%	12.6%
Overall	83.0%	3.2%	13.6%



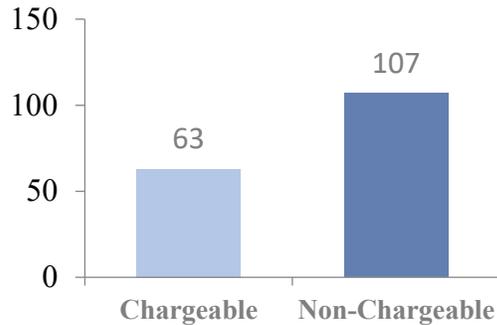


MAINTENANCE

CHARGEABLE VS NON-CHARGEABLE ROAD CALLS (VS SAME MONTH LAST YEAR)

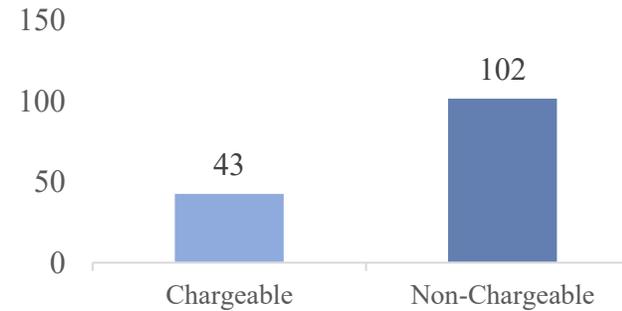
Total Road Calls (FEB 2026)

Total 170

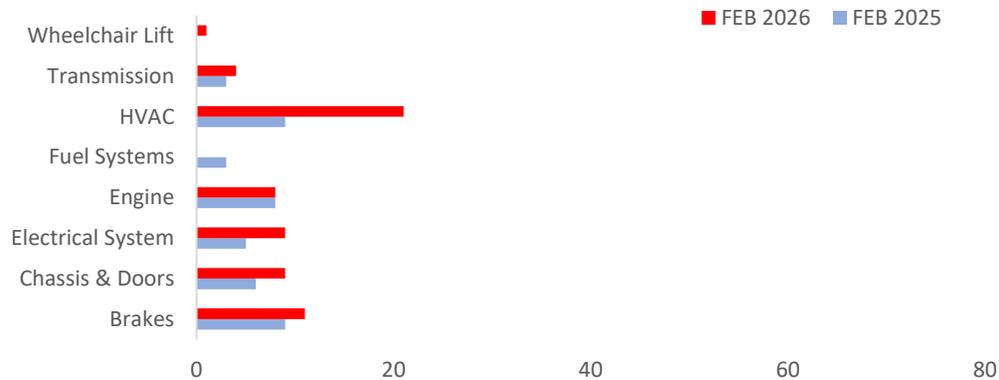


Total Road Calls (FEB 2025)

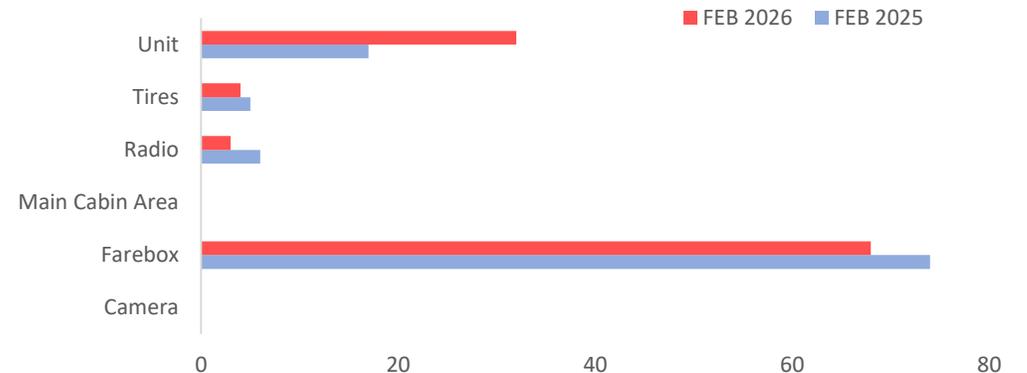
Total 145



Chargeable Roadcalls By Category



Non Chargeable Roadcalls By Category



Chargeable Road Call:

An issue the TARC Maintenance Department may be able to prevent or mitigate

Non-Chargeable Road Call:

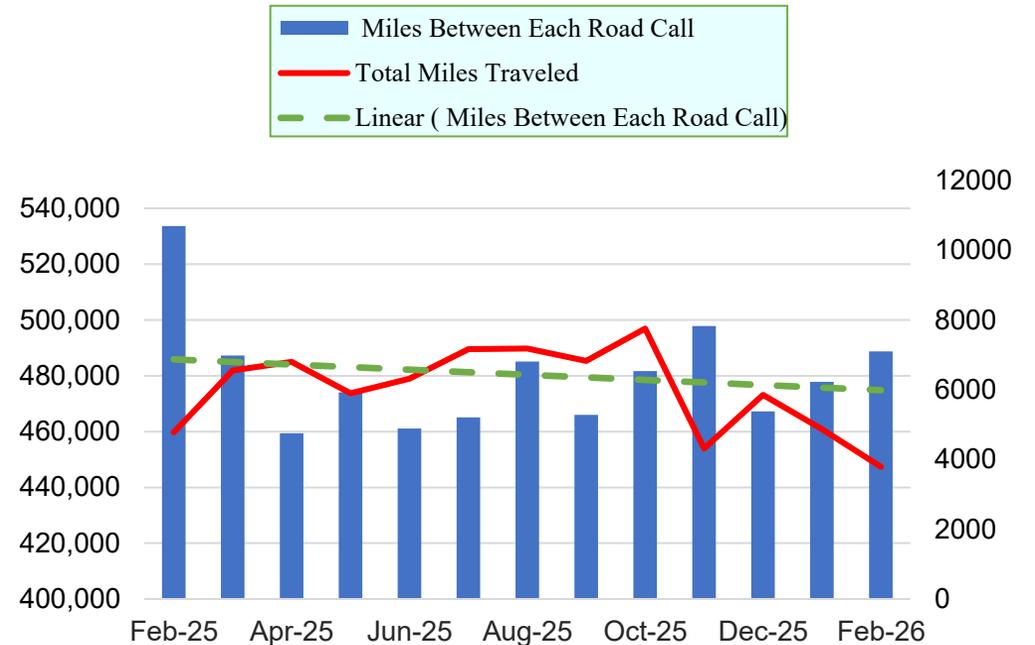
An issue the TARC Maintenance Department has no control or prevention of



MAINTENANCE

MILES BETWEEN CHARGEABLE ROAD CALLS

	Total Miles Traveled (each month)	Chargeable Road Calls	AVG Miles Between Each Road Call
Feb-26	447,352	63	7,101
Jan-26	460,852	74	6,228
Dec-25	473,098	88	5,376
Nov-25	453,965	58	7,827
Oct-25	496,899	76	6,538
Sep-25	485,352	92	5,275
Aug-25	489,767	72	6,802
Jul-25	489,556	94	5,208
Jun-25	478,934	98	9,241
May-25	473,698	80	9,741
Apr-25	485,004	102	4,755
Mar-25	481,890	69	6,984
Feb-25	459,735	43	10,691



Total Miles Between Chargeable Road Calls = 7,101
Target Miles Between Road Calls = 6,000

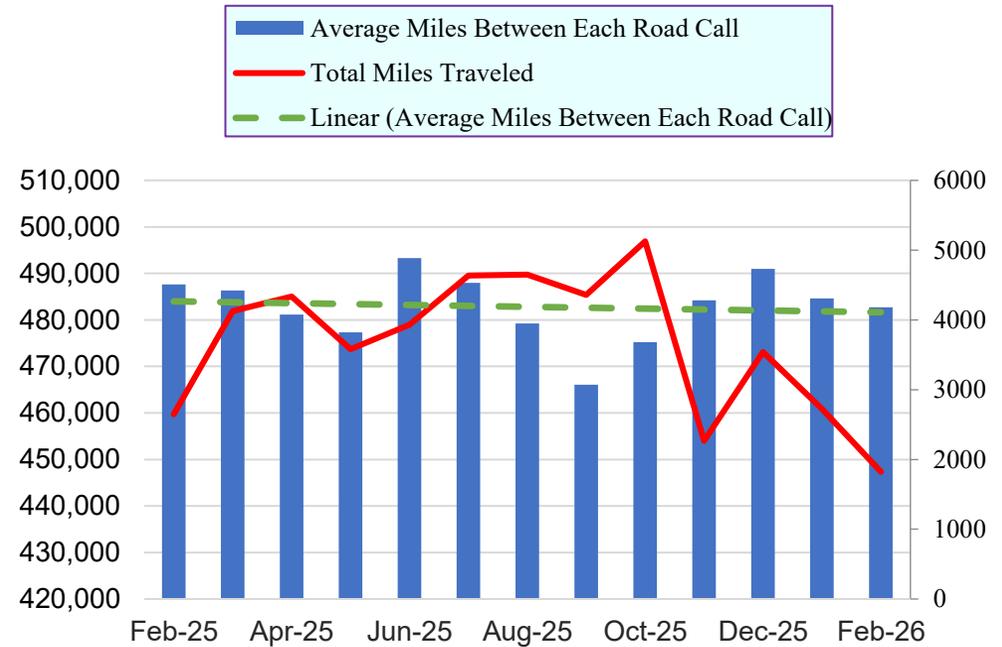
A Mechanical Road Call occurs when mechanical problems prevent the revenue vehicle from completing a scheduled revenue trip, or from starting the next scheduled revenue trip because actual movement is limited, or because of safety concerns.



MAINTENANCE

MILES BETWEEN NON-CHARGEABLE ROAD CALLS

	Total Miles Traveled (each month)	Non-Chargeable Road Calls	AVG Miles Between Each Road Call
Feb-26	447,352	107	4,181
Jan-26	460,852	107	4,307
Dec-25	473,098	100	4,731
Nov-25	453,965	106	4,283
Oct-25	496,899	135	3,681
Sep-25	485,352	158	3,072
Aug-25	489,767	124	3,950
Jul-25	489,556	108	4,533
Jun-25	478,934	98	4,887
May-25	473,698	124	3,820
Apr-25	485,004	119	4,076
Mar-25	481,890	109	4,421
Feb-25	459,735	102	4,507



Total Miles Between Non-Chargeable Road Calls = 4,181
Period Average = 4,188

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

12

TYPE OF ACCIDENT

Fixed object	9	75.0%
Rear ended OV	2	8.4%
Moving vehicle	1	16.6%

YTD FY26

75

9 Fixed Objects

- Going straight at 40th/Vermont, Bardstown/Grinstead, Taylor/Berry, Market/Shelby, Frankfort/Ewing, LaSalle, Frankfort/Keats, 4th/Winkler
- Turning right at 43rd/Market

2 Rear End

- Going straight at 4th/Jefferson, , Herr/Westport Rd

1 Moving Vehicle

- Going straight at Hazelwood/Manslick

PREVENTABLE ACCIDENTS / 100K MILES

Monthly

3.1

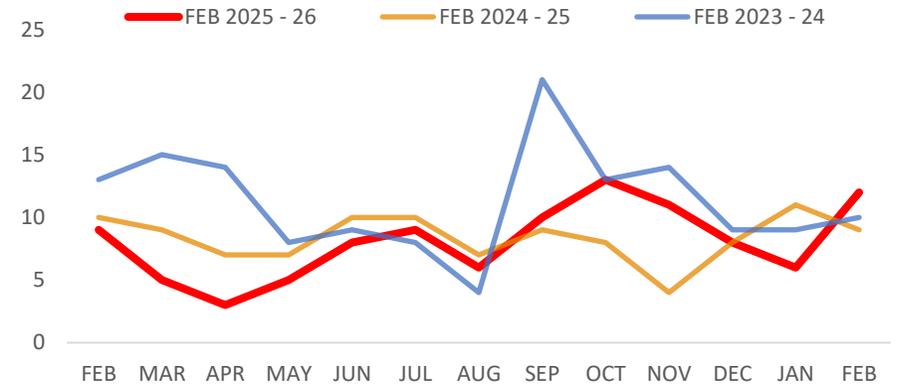
YTD AFR Goal

2.1

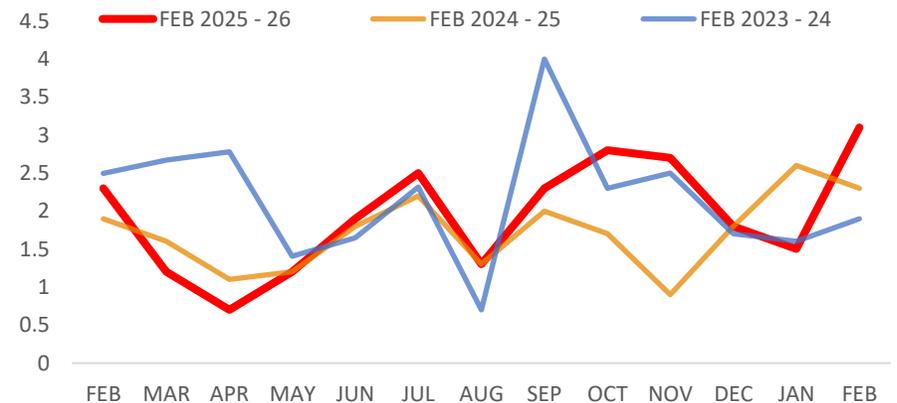
YTD FY26

2.3

PREVENTABLE ACCIDENTS



PREVENTABLE ACCIDENT AFR



New TARC Network Updates for TARC Board of Directors

March 2026

Less than five months remain until the launch of the New TARC Network on August 2, 2026. During the month of March, TARC will continue with bus stop construction and begin employee training. Extension preparations are also underway for upcoming marketing and outreach. Additional updates are provided below:

Service Planning & Scheduling

- **Operator Bid.** Bid materials have been provided to Transportation for posting on Thursday, March 19. Operator bidding will occur in early May so that operators have plenty of time to prepare before the August 2nd effective date.
- **Maps & Schedules.** Route maps quality control review completed by the Planning and Marketing teams. Schedule brochure drafts are now under review.
- **NTN Snow Routes.** Planning and Transportation staff are coordinating on new snow detours and route turnarounds that will be shared with Louisville Metro Public Works to update their list of priority streets for snow treatment/removal.

Passenger Facilities

- **Bus Stop Pad Construction.** Bus stop pad construction starts this week with eleven (11) new concrete bus stop pads under construction on Browns Lane.
- **Bus Stop Signage Testing.** Additional field testing for bus stop signs completed by Planning and Maintenance staff to ensure ADA and PROWAG accessibility compliance.
- **Downtown Street Conversions.** Staff continues to meet with Louisville Metro staff on two-way street conversions for DTC along Muhammad Ali Boulevard, 7th Street and 8th Street, including signage and striping modifications.
- **Downtown Transfer Center.** Planning and Procurement staff continue to work with Louisville Metro and contractors to secure approvals and finalize plans for DTC security booth, restroom, custodial services, fencing, and security. Lease negotiations for TARC use of service station lot are nearing completion, pending letter from LMG Planning.

Transportation & Training

- **NTN Training.** Employee training began on March 16 with 13 employees completing the two-day NTN training program. The program includes the NTN 101 classroom training as well as extensive on-route training. All employees will be required to complete the classroom training while Transportation and Customer Service staff will also complete the on-route portion.
- **NTN Playbook.** The NTN Playbooks have been delivered to TARC and are now being distributed to TARC employees as part of the training process. The NTN playbook includes

nearly 150 pages of NTN project information, FAQ's, maps, route descriptions, route comparison tables, bus stop information, DTC diagrams and operator restroom lists.

- **NTN Route Videos.** The Training team completed over 50 NTN route videos that show complete footage all NTN routes from the driver's perspective. These videos include annotations on street names, turns, and safety hazards. They have been made available to TARC operators as a resource to help learn the new routes.

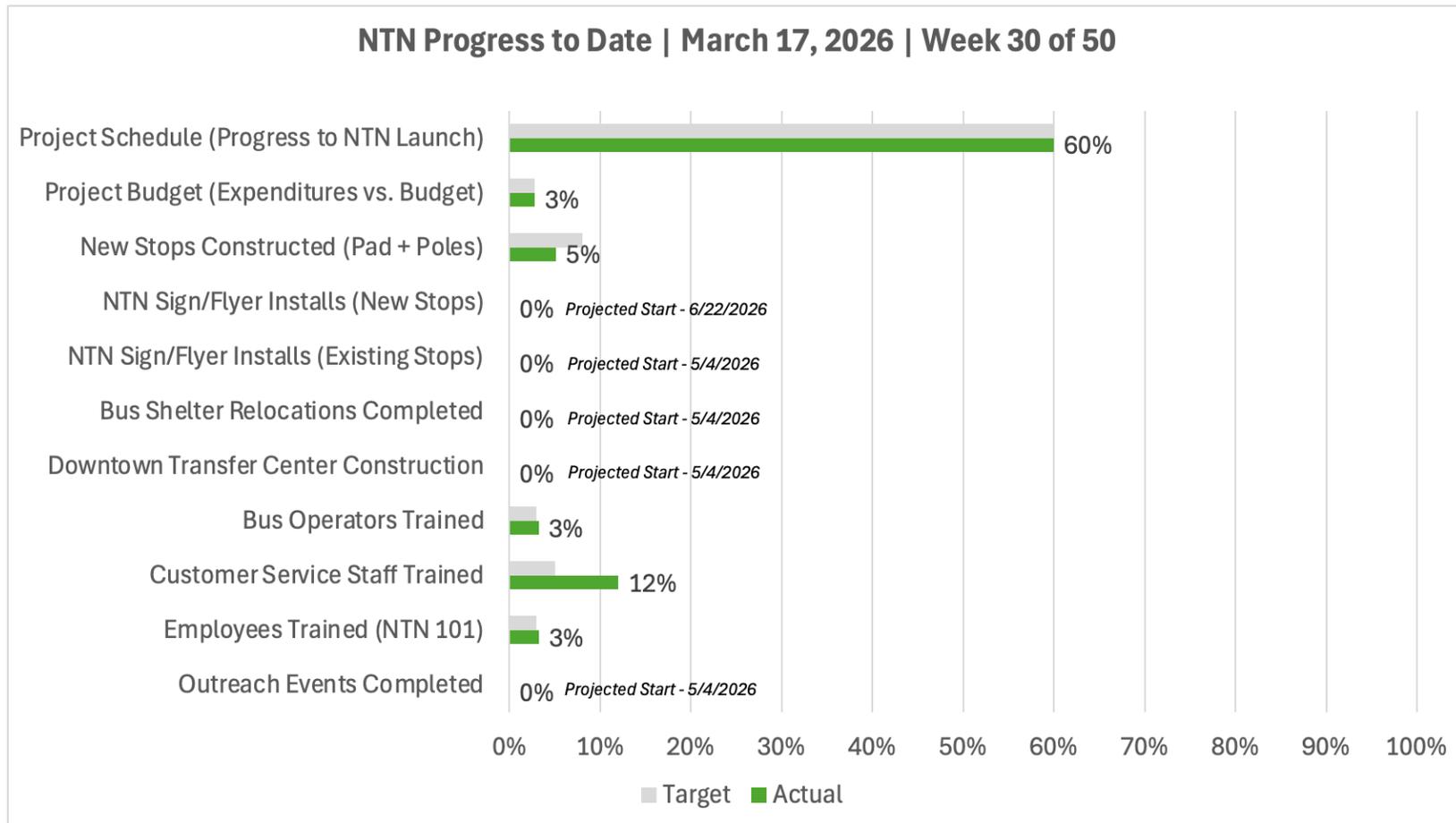
Marketing, Outreach + Engagement (MOE)

- **New Bus Stop Outreach.** Public outreach for new bus stop construction locations has begun with notices posted and letters distributed to adjacent businesses and property owners. Questions from community members will be directed to TARC customer service.
- **Bus Stop Sign Fabrication.** Marketing and Planning staff have completed quality control reviews on the first batch of bus stops. This first batch has been sent to vendor for sign fabrication. The first batch of sign installations is scheduled for early May.
- **Bus Stop Flyers.** Multilingual flyers are being designed for installation at all 3,000+ existing TARC bus stops. Special flyers will be installed at all existing stops where service is being discontinued to ensure riders are aware of changes.
- **Stakeholder Outreach.** Marketing team is providing monthly email updates about NTN progress to Metro Council members and other elected officials around the region. The team is also preparing and outreach plan for 300+ community organizations around the Louisville region to share information about the New TARC Network that they can pass on to their members. Lastly, TARC will be holding one last TARC 2025/New TARC Network Stakeholder Workshop in April to provide updates to key project stakeholders.
- **NTN Employee Event.** TARC is holding a special employee event on Transit Employee Appreciation Day (Wednesday, March 18) to promote awareness of the NTN, to share information about how the changes will affect TARC employees, and to build camaraderie and engagement among staff in support of this historic change. The event will include an NTN jingle contest, NTN jeopardy and other activities. All TARC employees will be invited to attend.

Intelligent Transportation Systems (ITS)

- **GTFS Database.** IT team has received final database and is preparing for deployment.
- **Onboard Announcements.** NTN onboard announcements have been provided to IT and are under review. They will begin playing in both English and Spanish in April.
- **Downtown Transfer Center.** IT team has selected a vendor for real-time information displays at DTC, pending board approval. IT Team is also working with Spectrum to identify options for internet/WIFI at DTC, and will install an access control keypad on the Security Trailer.

New TARC Network – Implementation Progress Dashboard



MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: March 24, 2026

Re: Resolution 2026-12 Downtown Transit Center Study Task #21 (20221780 A&E Schmidt Associates)

This memorandum provides background and justification for authorizing a formal planning, site evaluation, and preliminary design study for a new Downtown Transfer Center. As the core of TARC's network, a dedicated downtown hub is essential to improving system reliability, enhancing the rider experience, and supporting the economic density of Louisville's central business district.

For a transit system to be effective, its most accessible point must align with the region's densest activity centers. Currently, TARC's downtown operations rely on street-level stops that lack centralized amenities. The proposed Downtown Transfer Center will serve four primary functions:

1. **Network Efficiency:** Acting as a "force multiplier," allowing riders to seamlessly transfer between multiple routes to reach any part of Metro Louisville.
2. **Operational Reliability:** Providing a dedicated space for bus "layovers" and essential facilities for bus operators (restrooms and break areas), which are critical for maintaining on-time performance.
3. **The "Front Door" Experience:** Creating a visible, easy-to-navigate entry point for new and visiting riders, complete with real-time arrival info and wayfinding.
4. **Economic Connectivity:** Bringing a high volume of commuters directly to the heart of the city's employment and activity centers.

This multi-phase study will provide the following deliverables:

- **Site Selection:** A robust evaluation to identify and prioritize 2–3 viable downtown locations based on acreage and accessibility.
- **Operational Design:** Developing line-level routing, internal bus circulation, and pedestrian safety plans for the surrounding streets.
- **Fiscal Planning:** Establishing high-level cost assumptions for land acquisition and future construction phases.
- **Community Engagement:** A comprehensive outreach program to ensure stakeholders and the public have a voice in the final site selection.

The Procurement Department conducted an Independent Cost Estimate (ICE) and pricing analysis and deemed the price in the amount of \$540,000 is fair and reasonable. TARC received an award of FHWA STBG (Surface Transportation Block Grant) funds from KIPDA that specifically supports this project. INDOT provided \$100,000 toward the study, KyTC provided \$400,000, and \$125,000 will come from the Mass Transit Trust Fund. The STBG funds have been transferred to the FTA for TARC's use and have been obligated in grant KY-2026-001.

This work will be performed as Task #21 under contract 20221780 Architectural, Engineering, Environmental, and Planning Professional Services. Contract 20221780 was originally approved with Resolution 2023-13 with a not-to-exceed planning component of \$1,230,000 for route redesign. Since that initial authorization, the not-to-exceed for the planning component has been increased twice to accommodate separate tasks including New TARC Network implementation. Those increases combined with task #21 will result in a new not-to-exceed amount of \$2,150,922 for the planning component. When combined with the additional authorized not-to-exceed amount of \$1,750,000 for prioritized rehabilitation or construction projects, the cumulative new not-to-exceed for contract 20221780 will be \$3,900,922.

Staff recommends the approval of this resolution. This planning phase is the first vital step in securing the future of TARC's operations and ensuring our infrastructure meets the needs of a modern, growing city.

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

RESOLUTION 2026-12 DOWNTOWN TRANSIT CENTER STUDY TASK #21

A Resolution authorizing the Executive Director to negotiate and enter into a task order under Architectural and Engineering contract 20221780 with Schmidt Associates to mobilize the Downtown Transit Center Study Task #21 and further authorizing a new not-to-exceed contract total of \$3,900,922.

WHEREAS, the Transit Authority of River City (TARC) recognizes that a central transfer hub is critical to the efficiency of the transit network, multiplying the destinations accessible to riders and serving as a "front door" to the system for both residents and visitors; and

WHEREAS, TARC has identified the need to establish a Downtown Transfer Center to facilitate seamless transfers, enable reliable operations by providing necessary operator amenities and vehicle layover space, and support the densest centers of activity in the region; and

WHEREAS, the proposed project scope includes the establishment of operational specifications, the development of a project management schedule, and a robust site evaluation process to identify qualified locations within the central hub of activity in Downtown Louisville; and

WHEREAS, the scope further encompasses line-level routing design, internal bus circulation layouts, and pedestrian safety planning for site access and surrounding street crossings; and

WHEREAS, the project will provide high-level cost assumptions for land acquisition, design, and construction, alongside a comprehensive stakeholder and community engagement program to ensure public awareness and institutional buy-in; and

WHEREAS, the Procurement Department conducted an Independent Cost Estimate (ICE) and pricing analysis and deemed the price in the amount of \$540,000 is fair and reasonable; and

WHEREAS, TARC staff will collaborate with Louisville Metro Government and key stakeholders to refine potential locations down to the two or three most viable sites, providing the technical analysis and public feedback necessary to support a final decision.

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

The Board of Directors hereby authorizes the Executive Director to initiate the scope of work for the Downtown Transfer Center Study, including site evaluation, operational design, and preliminary design documentation under contract 20221780 Schmidt Associates with a not-to-exceed amount task amount of \$540,000 and a new not-to-exceed contract total of \$3,900,922.

ADOPTED THIS 24th DAY OF MARCH, 2026

Abbie Gilbert, Chair of the TARC Board of Directors

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: March 24, 2026

Re: Resolution 2026-13 Sourcing and Contract System Modules 20263032 Euna Solutions (formerly Bonfire)

Euna Solutions (formerly Bonfire) is a cloud-based Sourcing and Procurement platform that has supported Louisville Metro Government of its solicitation processes for the past decade. TARC Procurement Department formally adopted the Sourcing Pro module on May 30, 2017, followed by a one-year agreement. Since these initial implementations, the system has remained TARC's primary tool for facilitating all competitive solicitations. The current subscription will end on September 30, 2026 and we are seeking to continue with its services for an additional 5-year term.

In addition to the current sourcing and procurement system module, the Procurement Department would like to add the contract management system module. This module is currently being utilized by Louisville Metro Government. The contract management system module is intuitive with readily available reports, and the workflow is simpler to follow and allows for more options than the software currently in use (ContractWorks).

The Procurement Department conducted a pricing analysis for the Sourcing and Contract System modules, concluding that the rates are fair and reasonable. The 5-year term reflects a 3% total increase, resulting in an annual cost of \$34,500 and a not-to-exceed (NTE) total of \$172,500.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to negotiate and enter a contract with Euna Solutions for Sourcing and Contract System modules at a cost not to exceed \$172,500 for the 5-year term. The contract term will extend through September 30, 2031.

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

RESOLUTION 2026-13 SOURCING AND CONTRACT SYSTEM MODULES

A Resolution authorizing the Executive Director to negotiate and enter into a contract with Euna Solutions for Sourcing and Contract System modules at a cost not to exceed \$172, 500 for the 5-year period.

WHEREAS, the Transit Authority of River City (TARC) has utilized Euna Solutions (formerly Bonfire), a cloud-based sourcing platform, to support its solicitation processes since the formal adoption of the Sourcing Pro module on May 30, 2017; and

WHEREAS, the system has served as TARC's primary tool for facilitating all competitive solicitations for nearly a decade, providing critical infrastructure for the Procurement Department's operations; and

WHEREAS, the Procurement Department has identified a need to add the Contract Management System module to improve internal workflows, noting that this module—already utilized by Louisville Metro Government—is more intuitive, offers superior reporting, and provides more comprehensive options than the current software, ContractWorks; and

WHEREAS, the Procurement Department conducted a thorough pricing analysis and concluded that the proposed rates for both modules are fair and reasonable, reflecting a modest 3% total increase over the five-year term; and

WHEREAS, the annual subscription cost is established at \$34,500, with a total contract value not to exceed \$172,500 for the duration of the five-year term.

NOW, THEREFORE, BE 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 Euna Solutions for sourcing and contract system modules at a cost not to exceed \$172,500 for the 5-year term. The contract shall remain in effect through September 30, 2031.

ADOPTED THIS 24th DAY OF MARCH 2026

Abbie Gilbert, Chair of the TARC Board of Directors

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: March 24, 2026

Re: Resolution 2026-14 New TARC Network (NTN) Bus Stop Signage Transition Project (20261994)

The New TARC Network (NTN) will introduce significant changes to existing transit routes and stops. Clear physical communication at the street level is critical for a successful transition. This project involves a full-system signage refresh to help customers navigate the updated network and to decommission outdated infrastructure safely.

In support of the New TARC Network (NTN) launch, TARC is transitioning to a new bus stop sign design. This project entails installing updated signage at over 1,500 active locations while simultaneously decommissioning infrastructure at all legacy stops.

TARC staff has developed a comprehensive inventory categorized into four primary action areas:

- Existing Bus Stops (~1,500): Replacement of current red signage with new blue TARC branding and the installation of QR-coded Post Schedules.
- New Bus Stops (~250): Establishment of new stops with poles, signage, and informational flyers.
- Discontinued Stops (~2,000): A phased decommissioning process. Signs will be removed at launch, but closure flyers will remain for 4–6 weeks to assist displaced riders.
- Infrastructure Removal: Permanent removal of poles at discontinued sites, ensuring they are ground flush with sidewalks to eliminate safety hazards.

TARC staff will provide all materials and oversee the work in geographic batches to ensure efficiency. Contractors are required to adhere to Maintenance of Traffic (MOT) plans and submit daily reports via a digital checklist to ensure all locations meet the required 7-foot vertical clearance and safety standards.

Procurement followed the small procurement process and received two bids, Block By Block (BBB) was identified as providing the best value proposal. An Independent Cost Estimate (ICE) confirmed that BBB's pricing is fair and reasonable, and TARC staff recommends moving forward with their services to facilitate this system-wide transition.

TARC management recommends the Board of Directors approve this Resolution to authorize the commencement of this scope of work.

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

RESOLUTION 2026-14 NEW TARC NETWORK (NTN) BUS STOP SIGNAGE TRANSITION PROJECT

A Resolution authorizing the Executive Director to negotiate and enter a contract for the signage removal, relocation and installation with Block By Block for the NTN Bus Stop Signage Transition Project with a not-to-exceed amount to \$190,550 includes a 3% escalator.

WHEREAS, TARC solicited qualified contractors to provide technical and logistical support for the system-wide signage transition during the New TARC Network (NTN) project; and

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

WHEREAS, the Procurement Department is recommending proceeding with the proposed Not-to-Exceed amount of \$190,550 for the NTN Bus Stop Signage Transition Project.

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 a contract for the signage removal, relocation and installation with Block By Block with a not-to-exceed amount of \$190,550 for the NTN Bus Stop Signage Transition Project.

ADOPTED THIS 24th DAY OF MARCH, 2026

Abbie Gilbert, Chair of the TARC Board of Directors

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: March 24, 2026

Re: Resolution 2026-16 Authorization to Lease Real Property from Cecil's Property, LLC (20262010)

Purpose:

To seek Board approval for the Executive Director to enter into a five-year lease agreement with Cecil's Property, LLC for approximately 6,334 square feet of paved parking and adjacent land located at 447 South 8th Street, Louisville, KY.

Background:

To enhance operational efficiency and passenger amenities, TARC requires additional space for bus shelters, security infrastructure, and transit support facilities. This site is strategically located and provides the necessary footprint for a security kiosk, restroom trailers, and six bus shelters for the implementation of the New TARC Network Downtown Transfer Center.

Key Terms of the Lease:

- Term: Five (5) years commencing April 1, 2026, with three (3) optional one-year renewals at TARC's discretion with five (5%) percent escalator annually starting in year two (2) year.
- Premises: 6,334 sq. ft. paved area plus specific plots for six bus shelters.
- Improvements: TARC is authorized to install security kiosks, restroom trailers, lighting, fencing, and bus shelters. All construction and utility connections will be at TARC's sole expense and subject to Lessor's written approval.
- Special Provision: The Lease includes a provision allowing the Lessor to terminate the agreement with six (6) months' notice upon the death of John D. Cecil.
- Rights of First Refusal: The Lease grants TARC a right of first refusal to purchase the property in the event Cecil's receives an offer from another interested party to purchase the property during the pendency of TARC's lease.

TARC is seeking approval from Louisville Metro Government's Planning and Design for Downtown Development Review Overlay and Community Facility Review applications related to the plans for TARC's use and development of Cecil's property. We anticipate these will be approved in a matter of weeks. However, TARC will only enter into the lease when and if the applications are approved.

A negotiated monthly lease of \$3,000 for a lot in downtown Louisville Metro is deemed fair and reasonable. Staff recommends the Board approve the attached resolution to finalize the lease, ensuring the continued expansion of passenger safety and comfort infrastructure.

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

RESOLUTION 2026-16 AUTHORIZATION TO LEASE REAL PROPERTY FROM CECIL'S PROPERTY, LLC

A Resolution authorizing the Executive Director to enter a lease agreement with Cecil's Property, LLC for property located at 447 South 8th Street in the monthly lease amount of \$3,000 for a term of five (5) years with three one-year optional term including a 5% escalator starting in year two (2) in TARC's sole written discretion.

WHEREAS, the Transit Authority of River City (TARC) requires the use of certain real property for the implementation of the New TARC Network Downtown Transfer Center to serve the public; and

WHEREAS, Cecil's Property, LLC owns suitable land located at 447 South 8th Street, Louisville, KY 40203; and

WHEREAS, TARC is seeking approval from Louisville Metro Government's Planning and Design for Downtown Development Review Overlay and Community Facility Review applications related to the plans for TARC's use and development of Cecil's property. We anticipate these will be approved in a matter of weeks. However, TARC will only enter into the lease when and if the applications are approved.

WHEREAS, TARC staff has negotiated a Lease Agreement for a primary term of five (5) years beginning April 1, 2026, with options to renew; 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 lease agreement with Cecil's Property, LLC for property located at 447 South 8th Street in the monthly lease amount of \$3,000 for a term of five (5) years with three one-year optional term including a 5% escalator starting in year two (2) in TARC's sole written discretion.

ADOPTED THIS 24th DAY OF MARCH, 2026

Abbie Gilbert, Chair of the TARC Board of Directors

MEMORANDUM

To: TARC Board of Directors
From: Ozzy Gibson, Executive Director
Date: March 24, 2026
Re: Resolution 2026-15 New TARC Network Project Expenditures Under Simplified Acquisition Threshold Multi-Vendor

The New TARC Network (NTN) is scheduled for full implementation on August 2, 2026. This memorandum outlines the remaining critical expenditures required to support the successful rollout of the new network and the temporary Downtown Transfer Center (DTC). The attached resolution is provided for your consideration and details specific procurements that fall within the Simplified Acquisition Threshold (SAT) with multi-vendor. These items will be sourced following TARC's streamlined competitive procedures to ensure efficiency and cost-reasonableness.

I. Signage Hardware – Estimated \$40,000

- Bus Stop Sign Hardware - \$40,000

II. Downtown Transfer Center (DTC) Operations - Estimated \$741,000

- DTC Construction & Site Improvements - \$196,000
- Real-Time Information Displays - \$120,000
- DTC Operational Expenses – \$425,000

III. Marketing, Advertising & Launch Support - Estimated \$285,000

- Marketing & Outreach - \$60,000
- Advertising Campaign - \$150,000
- Temporary Launch Staffing - \$75,000

With a 3% contingency amount of \$31,980

Grand total not to exceed total \$1,097,980

The staff is recommending proceeding with a task order for the above items in support of the implementation of the New TARC Network.

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

RESOLUTION 2026-15 NEW TARC NETWORK PROJECT EXPENDITURES

A Resolution authorizing the Executive Director to negotiate and enter into contracts with multi-vendors to support in the contract awards and expenditures for the New TARC Network (NTN) and Downtown Transfer Center (DTC).

WHEREAS, TARC is implementing the "New TARC Network" (NTN) to modernize transit services, requiring significant infrastructure, operational, and outreach investments; and

WHEREAS, the TARC Procurement Department has conducted Independent Cost Estimates (ICE) and evaluated proposals to ensure all selected vendors provide fair and reasonable pricing in accordance with federal and local guidelines; and

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

I. Signage Hardware – Estimated \$40,000

- Bus Stop Sign Hardware - \$40,000

II. Downtown Transfer Center (DTC) Operations - Estimated \$741,000

- DTC Construction & Site Improvements - \$196,000
- Real-Time Information Displays - \$120,000
- DTC Operational Expenses – \$425,000

II. Marketing, Advertising & Launch Support - Estimated \$285,000

- Marketing & Outreach - \$60,000
- Advertising Campaign - \$150,000
- Temporary Launch Staffing - \$75,000

With a 3% contingency amount of \$31,980

Grand total not to exceed total \$1,097,980

The Executive Director is hereby authorized to negotiate and execute contract awards with the identified multi-vendor for an initial term of one (1) year, with an option to renew for one (1) additional year, for a total duration not to exceed two (2) years. The aggregate cost for these contracts shall not exceed the total amount of \$1,097,980 for the combined two-year period.

ADOPTED THIS 24th DAY OF MARCH, 2026

Abbie Gilbert, Chair of the TARC Board of Directors



NTN IMPLEMENTATION COST

	<u>FY26</u>	<u>FY27</u>	<u>Total</u>	<u>Funding</u>	<u>Resolution</u>	<u>Board Resolution</u>
Infrastructure & Signage						
New Bus Stop Pad Construction	\$ 600,000	\$ 170,000	\$ 770,000	Capital	2026-05	Adopted by BOD in January
Bus Stop Amenity Relocations	\$ 100,000	\$ 250,000	\$ 350,000	Operating	2026-04 (Amend. 1)	Adopted by BOD in January
New Bus Stop Signs	\$ 148,000	\$ -	\$ 148,000	Operating	2025-28	Covered by existing contract - no resolution needed
Signage Installation & Removal	\$ 85,000	\$ 100,000	\$ 185,000	Operating	2026-14	Board Resolution (March BOD Meeting)
Bus Stop Sign Hardware	\$ 40,000	\$ -	\$ 40,000	Operating	2026-15	Board Resolution (March BOD Meeting)
Subtotal	\$ 973,000	\$ 520,000	\$ 1,493,000			
Downtown Transfer Center						
Construction & Site Improvements	\$ 196,000	\$ -	\$ 196,000	Capital	2026-15	Board Resolution (March BOD Meeting)
Real-Time Information Displays	\$ 100,000	\$ 20,000	\$ 120,000	Capital	2026-15	Board Resolution (March BOD Meeting)
Operational Expenses (Ongoing)		\$ 425,000	\$ 425,000	Operating	2026-15	Board Resolution (March BOD Meeting)
Subtotal	\$ 296,000	\$ 445,000	\$ 741,000			
Marketing						
Marketing & Outreach (Printing)	\$ 40,000	\$ -	\$ 40,000	Operating	2025-28	Covered by existing contract - no resolution needed
Marketing & Outreach (Events, Promotional Items)	\$ 30,000	\$ 30,000	\$ 60,000	Operating	2026-15	Board Resolution (March BOD Meeting)
Advertising Campaign	\$ 50,000	\$ 100,000	\$ 150,000	Capital	2026-15	Board Resolution (March BOD Meeting)
Temporary NTN Ambassadors	\$ 10,000	\$ 65,000	\$ 75,000	Operating	2026-15	Board Resolution (March BOD Meeting)
Subtotal	\$ 130,000	\$ 195,000	\$ 325,000			
Training						
Training Materials (Printing, etc)	\$ 46,000	\$ -	\$ 46,000	Operating	N/A	N/A
Estimated OT Costs for Training	\$ 500,000	\$ 100,000	\$ 600,000	Operating	N/A	N/A
Subtotal	\$ 546,000	\$ 100,000	\$ 646,000			
Net Projected Costs	\$ 1,945,000	\$ 1,260,000	\$ 3,205,000			
<i>Additional Contingency (3%)</i>	<i>\$ 60,000</i>	<i>\$ 40,000</i>	<i>\$ 100,000</i>			
Total Projected Costs	\$ 2,005,000	\$ 1,300,000	\$ 3,305,000			



MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: March 24, 2026

Re: Resolution 2026-17 Authorization to Exercise Final 2 Option Years with MV Transportation for Paratransit Services Contract (P-2728)

Background

In July 2019, TARC issued RFP P-2728 for contracted ADA paratransit, experimental fixed-route transportation, and Mobility Management services. Following Board authorization on January 10, 2020, a five-year base contract was executed with MV Transportation, which reached its initial expiration on January 9, 2025.

In April 2024, the Board approved an amendment to exercise the Year 6 and Year 7 options. Staff is now requesting authorization to amend the contract to exercise the final two (2) option years (Year 8 and Year 9). While TARC is currently engaged in active negotiations with MV Transportation regarding the final two (2) one-year optional extensions, a final contract will be executed only upon approval by the Board.

Based on Procurement's pricing analysis and expected price increase for years 8 and 9, the expected amended contract amount is \$43,403,000 with a new not-to-exceed amount of \$158,903,000.

The originally approved not-to-exceed amount of \$114,500,000 was budgeted for the five-year base contract. However, due to service shutdowns during the COVID-19 pandemic, contract spending was significantly reduced, allowing the approved funding to last beyond the initial five-year term and cover services through Year 6. Current projections indicate the remaining balance will be depleted around January 2027, leaving insufficient funds to cover Year 7. Procurement estimates that the additional \$43,403,000 will cover the remaining 11 months of Year 7, as well as Years 8 and 9 of the contract.

Recommendation

To ensure uninterrupted service while negotiations continue, staff recommends exercising the final two (2) one-year optional extensions (Years 8 and 9) provided for in the original contract. These extensions will be governed by the hourly rate pricing schedule established in Exhibit D of the existing contract. This extension allows TARC to lock in the established service levels while finalizing a comprehensive new agreement.

There is currently not enough sufficient spending authority remaining within the original contract's "Not to Exceed" (NTE) amount of \$114,500,000 to cover the remaining portion of Year 7 and the option years for Years 8 and 9; therefore, an additional funding authorization is requested at this time in the amount of \$43,403,000 with a new total not-to-exceed amount of \$158,903,000.

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



RESOLUTION 2026-17 AUTHORIZATION TO EXERCISE FINAL 2 OPTION YEARS WITH MV TRANSPORTATION FOR PARATRANSIT SERVICES (P-2728)

A Resolution authorizing the Executive Director to amend Contract P-2728 with MV Transportation to exercise the final two (2) one-year optional extensions and increase the new total not-to-exceed amount to \$158,903,000.

WHEREAS, in July 2019, TARC issued RFP P-2728 for contracted ADA paratransit, experimental fixed-route transportation, and mobility management services; and

WHEREAS, on January 10, 2020, following Board authorization, TARC executed a five-year base contract with MV Transportation, which reached its initial expiration on January 9, 2025; and

WHEREAS, in April 2024, the Board approved an amendment via Resolution 2024-17 to exercise the Year 6 and Year 7 options at the same original price; and

WHEREAS, TARC is currently in active negotiations with MV Transportation for the final two (2) one-year optional extensions, but a final contract has not yet been executed; and

WHEREAS, to ensure uninterrupted service and lock in established service levels while finalizing said agreement, TARC staff recommends exercising the final two (2) one-year optional extensions (Years 8 and 9) provided for in the original contract; and

WHEREAS, based on Procurement's pricing analysis and expenditure tracking, the contract requires an additional funding authorization of \$43,403,000 to cover the remaining portion of Year 7 and the full terms of Year 8 and 9, resulting in a new total not-to-exceed amount of \$158,903,000.

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 amend Contract P-2728 with MV Transportation to exercise the final two (2) one-year optional extensions (Years 8 and 9) and increase the total contract authorization by \$43,403,000, for a new total not-to-exceed amount of \$158,903,000.

ADOPTED THIS 24th DAY OF MARCH, 2026

Abbie Gilbert, Chair of the TARC Board of Directors

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



Current month Operating Revenues are under budget \$358,992 (pg. 2, line 8) due to nearly all revenues being under except Special Fares and Advertising. Current month Operating Expenses are under budget \$401,725 (pg. 2, line 38) due to nearly all expenses being under budget except Materials, Utilities, and Casualty & Liability. Capital Expenses are under \$237,175 (pg. 2, line 45) with both Depreciation and Development Costs being under budget for the month.

Year-to-date Operating Revenues are under budget \$2,565,025 (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 \$7,360,460 (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 \$824,639 (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 \$1,880,552 (pg.5) year-to-date. Bringing the year-to-date net savings for February to a favorable balance of \$6,675,987 before capital and subsidies.

Operating Revenues	(\$2,565,025)
Operating Expenses	<u>\$7,360,460</u>
Subtotal	\$4,795,435
MTTF Overage	<u>\$1,880,552</u>
Total	\$6,675,987

Statement of Revenue - Expenses - with Capital Contributions

February 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
Revenues								
1 Passenger Fares	5,556,096	355,593	438,992	(83,399)	3,498,139	3,698,350	(200,211)	-5.41%
2 Paratransit Fares	1,066,998	83,150	87,678	(4,528)	660,472	696,018	(35,546)	-5.11%
3 Special Fare Revenues (MOA/MOU Agreements)	1,628,438	153,140	122,300	30,840	1,219,921	1,099,265	120,656	10.98%
4 Advertising Revenue	1,000,000	87,500	83,333	4,167	694,600	666,664	27,936	4.19%
5 Other Agency Revenues	5,237,300	276,095	577,167	(301,072)	1,260,110	3,678,632	(2,418,522)	-65.75%
6 Total Recoveries-Insurance	100,000	0	5,000	(5,000)	10,162	69,500	(59,338)	-85.38%
7								
8 Operating Revenues	14,588,832	955,477	1,314,470	(358,992)	7,343,403	9,908,429	(2,565,025)	-25.89%
9								
10 MTF Contributions- Federated, Operating	76,954,811	7,440,483	6,877,911	562,572	46,724,640	47,054,227	(329,587)	-0.70%
11 Local Government Funds - MTF, Operating	1,527,806	9,443	110,008	(100,565)	280,430	983,924	(703,494)	-71.50%
12 COVID Funds - FTA, Operating	17,470,625	274,192	673,919	(399,727)	10,992,388	14,671,086	(3,678,698)	-25.07%
13 State Government Funds, Operating	1,993,946	57,359	162,371	(105,012)	1,233,817	1,317,473	(83,656)	-6.35%
14								
15 Total Non-Operating Revenues	97,947,188	7,781,477	7,824,209	(42,732)	59,231,275	64,026,710	(4,795,435)	-7.49%
16								
17 Total Revenues Before Cap Contributions	112,536,020	8,736,954	9,138,679	(401,724)	66,574,678	73,935,139	(7,360,460)	-9.96%
18								
19 Local Government Funds - MTF, Cap	4,139,528	112,926	241,128	(128,202)	444,835	1,988,520	(1,543,685)	-77.63%
20 Federal Reimbursement Funds - FTA, Cap	31,788,877	1,044,483	1,670,121	(625,638)	5,020,148	15,017,056	(9,996,908)	-66.57%
21 State Government Funds, Cap	3,365,312	145,816	174,452	(28,636)	264,483	1,665,674	(1,401,191)	-84.12%
22								
23 Total Capital Contributions	39,293,717	1,303,225	2,085,701	(782,476)	5,729,466	18,671,250	(12,941,784)	-69.31%
24								
25 Total Revenues	151,829,737	10,040,179	11,224,380	(1,184,200)	72,304,144	92,606,389	(20,302,244)	-21.92%
26								
27								
28 Expenses								
29								
30 Labor	34,440,194	2,564,388	2,798,998	(234,610)	21,119,141	22,818,368	(1,699,227)	-7.45%
31 Fringes & Benefits	33,102,744	1,986,872	2,331,936	(345,064)	18,701,803	22,574,589	(3,872,786)	-17.16%
32 Services	9,141,818	698,047	750,541	(52,494)	5,198,632	6,055,932	(857,300)	-14.16%
33 Materials	8,008,642	716,971	655,571	61,400	5,249,560	5,332,552	(82,992)	-1.56%
34 Utilities	987,650	102,096	89,260	12,836	694,043	670,560	23,483	3.50%
35 Casualty & Liability	2,881,520	1,195,073	240,127	954,946	3,653,161	1,921,016	1,732,145	90.17%
36 Paratransit	23,128,672	1,458,417	2,222,879	(764,462)	11,780,566	14,030,556	(2,249,990)	-16.04%
37 Other Expenses	844,780	15,090	49,367	(34,277)	177,773	531,566	(353,793)	-66.56%
38 Operating Expenses	112,536,020	8,736,955	9,138,679	(401,725)	66,574,678	73,935,139	(7,360,460)	-9.96%
39								
40								
41								
42 Development Cost & Loss on Disposal	3,805,364	127,753	241,815	(114,062)	552,472	1,142,258	(589,786)	-51.63%
43 Depreciation Expenses	15,190,026	1,145,853	1,287,250	(141,397)	9,210,193	9,463,330	(253,137)	-2.67%
44 Loss on Disposal of Assets	0	18,284	0	18,284	18,284	0	18,284	0.00%
45 Total Capital Expenses	18,995,390	1,291,890	1,529,065	(237,175)	9,780,949	10,605,588	(824,639)	-7.78%
46								
47 Total Expenses	131,531,410	10,028,843	10,667,744	(638,900)	76,355,627	84,540,727	(8,185,099)	-9.68%
48								
49								
50 Revenue / Expense Difference Before Capital	0	0	0	0	0	0	0	0.00%
51								
52 Revenue / Expense Difference After Capital	20,298,327	11,335	556,636	(545,300)	(4,051,483)	8,065,662	(12,117,145)	-150.23%

Total Labor

February 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	2,564,388	2,798,998	(234,610)	21,119,141	22,818,368	(1,699,227)	7.45%
2 Sick Leave	2,055,644	85,259	115,771	(30,512)	880,290	1,549,768	(669,478)	43.20%
3 Holiday	1,495,936	3,124	0	3,124	859,798	1,000,775	(140,977)	14.09%
4 Vacation	2,574,817	161,603	191,563	(29,960)	1,619,707	1,780,998	(161,291)	9.06%
5 Other Paid Absences	269,556	19,168	16,278	2,890	155,076	203,236	(48,160)	23.70%
6								
7 Total	40,836,147	2,833,542	3,122,610	(289,068)	24,634,012	27,353,145	(2,719,133)	9.94%
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	211,492	238,881	(27,389)	1,832,075	2,092,517	(260,442)	-12.45%
11 Pension	7,832,328	493,655	581,431	(87,776)	4,289,292	5,321,799	(1,032,507)	-19.40%
12 Hospital Medical & Surgical	10,941,396	760,893	882,371	(121,478)	6,119,025	7,058,968	(939,943)	-13.32%
13 Vision Care Insurance	79,236	5,455	6,603	(1,148)	35,919	52,824	(16,905)	-32.00%
14 Dental Plans	318,840	13,422	26,570	(13,148)	163,200	212,560	(49,360)	-23.22%
15 Life Insurance	43,092	3,045	3,591	(546)	24,268	28,728	(4,460)	-15.52%
16 Disability Insurance	142,020	8,897	11,835	(2,938)	70,780	94,680	(23,900)	-25.24%
17 Kentucky Unemployment	920,000	11,184	0	11,184	27,968	900,000	(872,032)	-96.89%
18 Worker's Compensation	2,920,000	206,355	243,333	(36,978)	2,405,410	1,946,664	458,746	23.57%
19 Uniform & Work Clothing Allowance	383,400	3,169	13,500	(10,331)	217,679	329,400	(111,721)	-33.92%
20 Other Fringes	2,500	150	209	(59)	1,317	1672	(355)	-21.23%
21 Total Fringe & Benefits	26,706,793	1,717,717	2,008,324	(290,607)	15,186,931	18,039,812	(2,852,879)	-15.81%
22								
23								
24 Sick Leave	2,055,644	85,259	115,771	(30,512)	880,290	1,549,768	(669,478)	-43.20%
25 Holiday	1,495,934	3,124	0	3,124	859,798	1,000,775	(140,977)	-14.09%
26 Vacation	2,574,817	161,603	191,563	(29,960)	1,619,707	1,780,998	(161,291)	-9.06%
27 Other Paid Absences	269,556	19,168	16,278	2,890	155,076	203,236	(48,160)	-23.70%
28 Total Compensation Benefits	6,395,951	269,154	323,612	(54,458)	3,514,871	4,534,777	(1,019,906)	-22.49%
29								
30 Total	33,102,744	1,986,872	2,331,936	(345,065)	18,701,803	22,574,589	(3,872,785)	-17.16%
31								
32 Difference compared to Budget			(345,064)			(3,872,784)		

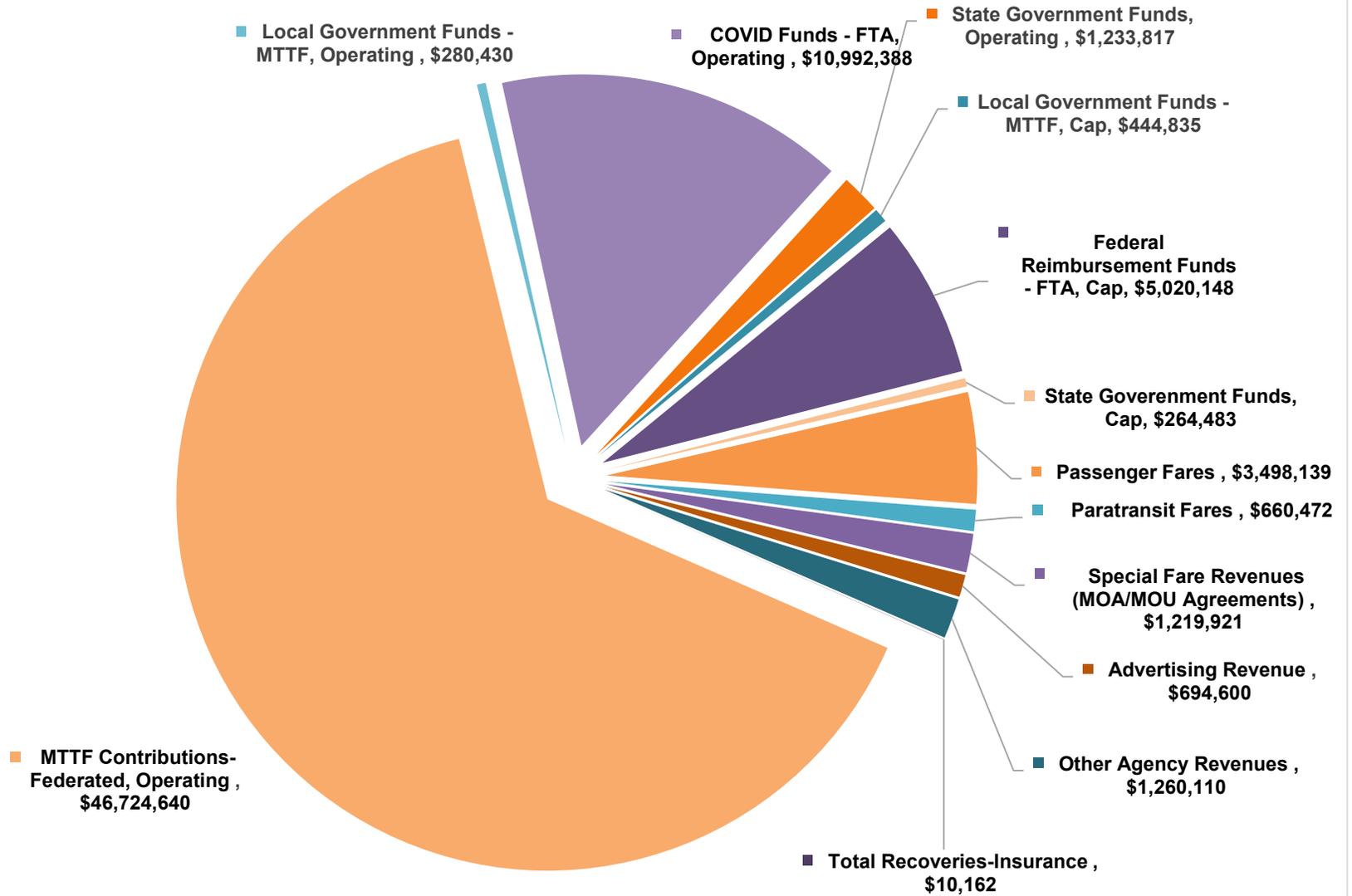
Balance Sheet

February 2026, Fiscal Year 2026

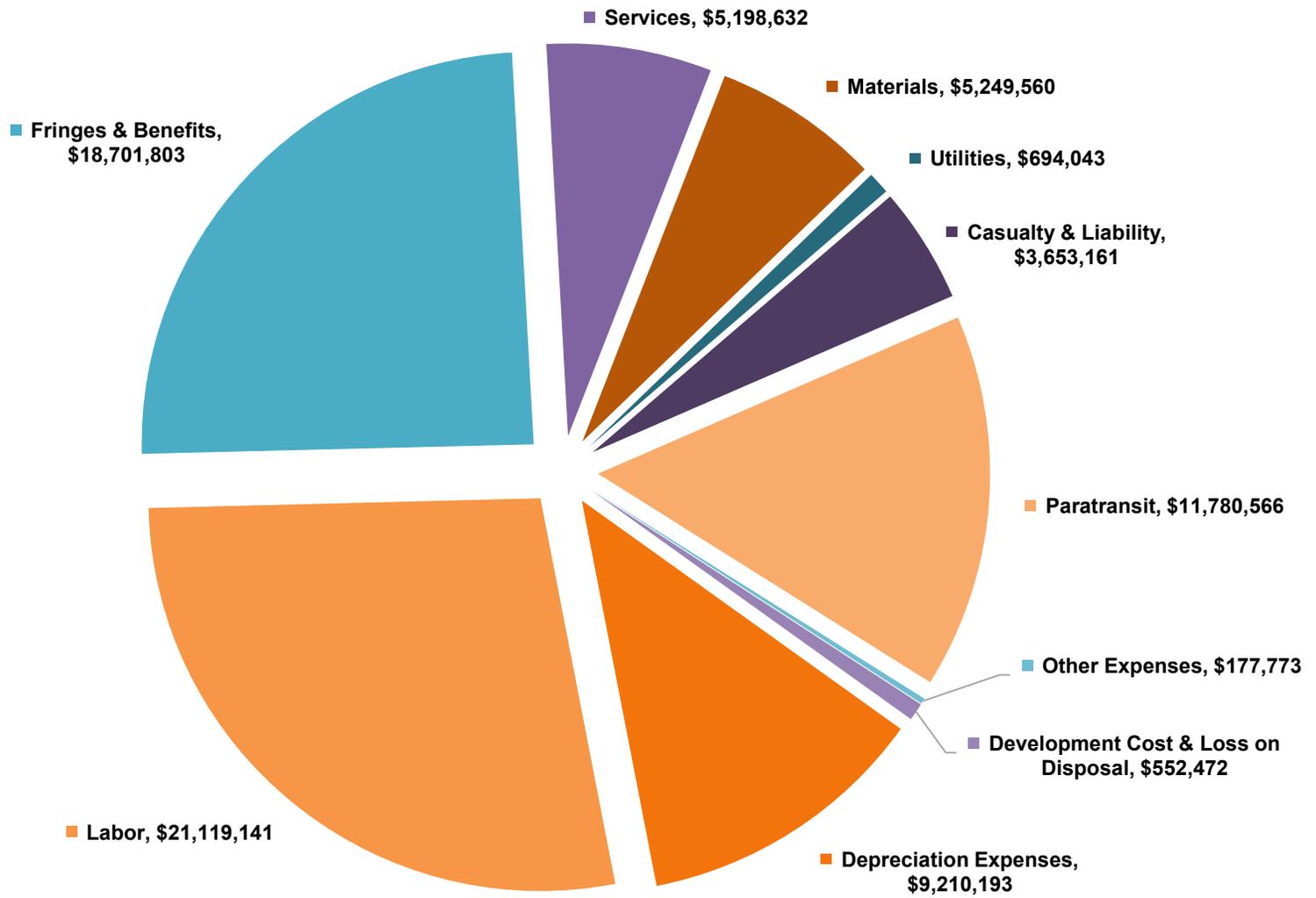


Assets	FY 26	FY 25	Liabilities, Reserves & Capital	FY 26	FY 25
Current Assets			Current Liabilities		
Cash & Cash Items	108,432	691,905	Long Term Debt	0	0
Short Term Investments	5,048,777	5,539,438	Short Term Debt	0	0
Accounts Receivable	85,586,698	80,718,681	Trade Payables	6,071,413	8,889,721
Interest Receivable	0	0	Accrued Payroll Liabilities	5,594,578	4,952,811
Due From Grant	80,000	80,000	Estimated Workmans Compensation	4,063,521	3,794,128
Materials & Supplies	2,501,408	6,753,495	Accrued Tax Liabilities	0	0
	-----	-----	Unredeemed Tickets & Tokens	1,915,053	2,191,007
Total Current Assets	93,325,315	93,783,518	Reserves - Injury & Damages	1,696,779	822,810
			Due To Operations	80,000	80,000
Other Assets			Unearned Capital Contributions	72,846,120	70,883,384
Prepaid Insurance & Dues & WIP	768,881	794,347	Other Current Liabilities (Health Ins.)	3,215,506	3,790,180
	-----	-----		-----	-----
Total Other Assets	768,881	794,347	Total Current Liabilities	95,482,970	95,404,040
				-----	-----
Fixed Assets			Equity		
Land	3,773,249	3,773,249	Retained Earnings	(4,051,483)	5,992,840
Buildings	54,893,918	52,630,705	Prior Year Retained Earning	85,191,874	80,840,115
Coaches	135,940,461	139,484,835		-----	-----
Office Equipment	14,873,026	17,157,216	Total Equity	81,140,391	86,832,955
Other Equipment	23,455,613	25,635,489		-----	-----
Development Costs	1,533,040	1,407,561	Total Liabilities & Equity	176,623,361	182,236,995
Vehicle Exp - Operating	870,065	1,420,405		=====	=====
Other Equipment -Operating	177,643	171,005			
	-----	-----			
Total Fixed Assets	235,517,015	241,680,466			
Less Accumulated Depreciation					
Accumulated Depr Land	939,655	887,114			
Accumulated Depr Buildings	34,365,272	32,690,253			
Accumulated Depr Coaches	90,617,685	89,033,857			
Accumulated Depr Office Equipment	9,755,170	10,923,698			
Accumulated Depr Other Equipment	15,954,743	18,696,954			
Accumulated Depr Development Cost	554,994	503,487			
Accumulated Depr Vehicle Exp - Opr	636,207	1,130,420			
Accumulated Depr Other Equipment Op	164,125	155,553			
	-----	-----			
Total Depreciation	152,987,850	154,021,336			
	-----	-----			
Net Fixed Assets	82,529,165	87,659,130			
	-----	-----			
Total Assets	176,623,361	182,236,995			
	=====	=====			

YTD Revenues - February 2026, FY 2026



YTD Expenses - February 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	\$5,460,498	\$5,700,519	(\$240,021)	\$ 1,880,552	-4.21%	3.94%
March		\$6,214,407				
April		\$12,147,787				
May		\$5,656,493				
June		\$7,220,189				
TOTAL	\$49,666,464	\$79,024,788				

MTTF Revenue Deposits - Actuals

LOUISVILLE METRO REVENUE COMMISSION TARC LICENSE FEE TRANSACTIONS

	February 2026	February 2025	YTD FYE 2026	YTD FYE 2025	Difference Amount	Percent Change
Receipts						
Employee Withholding	\$ 5,094,794	\$ 5,181,506	\$ 42,938,543	\$ 39,515,350	\$ 3,423,193	8.66%
Individual Fees	-	-	(38)	155	(193)	-124.52%
Net Profit Fees	358,835	366,405	6,723,093	7,167,058	(443,965)	-6.19%
Interest & Penalty	49,913	53,783	471,941	725,529	(253,588)	-34.95%
Total Collections	\$ 5,503,542	\$ 5,601,694	\$ 50,133,539	\$ 47,408,092	\$ 2,725,447	5.75%
Investment Income	\$ 31,253	\$ 35,411	\$ 209,728	\$ 242,565	\$ (32,837)	-13.54%
Total Receipts	\$ 5,534,795	\$ 5,637,105	\$ 50,343,267	\$ 47,650,657	\$ 2,692,610	5.65%
Disbursements						
Collection Fee	\$ 74,297	\$ 75,623	\$ 676,803	\$ 640,010	\$ 36,793	5.75%
Total Disbursements	\$ 74,297	\$ 75,623	\$ 676,803	\$ 640,010	\$ 36,793	5.75%
Due Mass Transit	\$ 5,460,498	\$ 5,561,482	\$ 49,666,464	\$ 47,010,647	\$ 2,655,817	5.65%
Less Previous Payments			44,205,966	41,449,165	2,756,801	6.65%
Payable To Trust Fund			\$ 5,460,498	\$ 5,561,482	\$ (100,984)	-1.82%



Year to Date Summary

February 2026, Fiscal Year 2026

Actual Compared to Budget YTD

	Good	In the Red	
Total Operating Revenues are Over/ Under by (pg. 2, line 8)	\$0	\$2,565,025	
Total Expenses are Over/ Under by (pg. 2, line 38)	\$7,360,460	\$0	
MTTF Revenue Deposits are Over /Under by (pg. 7)	\$1,880,552	\$0	
YTD, TARC has a favorable balance before Capital & Subsidies	\$9,241,012	\$2,565,025	\$6,675,987

Actual Revenues over Expenses

Operating Revenues	\$7,343,403
Operating Expenses	\$66,574,678
Net Gain/(Loss) before MTTF	(\$59,231,275)
MTTF Approved Contributions	\$46,724,640
Net Gain/(Loss) before Subsidies	(\$12,506,635)
Subsidies	
ARP	\$8,059,276
5307 Federal Formula dollars to be used as (CEER)*	\$2,933,112
MTTF Local Share	\$280,430
State Contributions	\$1,233,817
Total Subsidies	\$12,506,635
Net Gain/(Loss) after Capital & Subsidies	\$0

*CEER: Capital Eligible Expense Reimbursement



**FY2027 DRAFT BUDGET
BOARD REVIEW**

MARCH 24, 2026





FY 2027 BUDGET TIMELINE

NEXT STEPS

MARCH 24th	TARC BOARD REVIEW OF BUDGET (FIRST LOOK)
APRIL 9th	SPECIAL BOARD MEETING FOR FINAL REVIEW AND APPROVAL
APRIL 30th	FINAL BUDGET BOOK TO BE SENT TO METRO
MAY (TBD)	MAYOR'S RECOMMEND BUDGET TO COUNCIL
MAY (TBD)	TARC BUDGET GOES TO METRO COUNCIL WITH METRO'S BUDGET
MAY (TBD)	BUDGET HEARINGS WITH METRO COUNCIL BEGIN
JUNE (TBD)	TARC TO PRESENT TO METRO COUNCIL DURING SPECIAL BUDGET MEETING
JUNE (TBD)	APPROVAL BY METRO GOVERNMENT END OF JUNE

Note: May and June dates to be confirmed by Metro OMB in April



FY 2027 BUDGET BUILT ON THESE ASSUMPTIONS

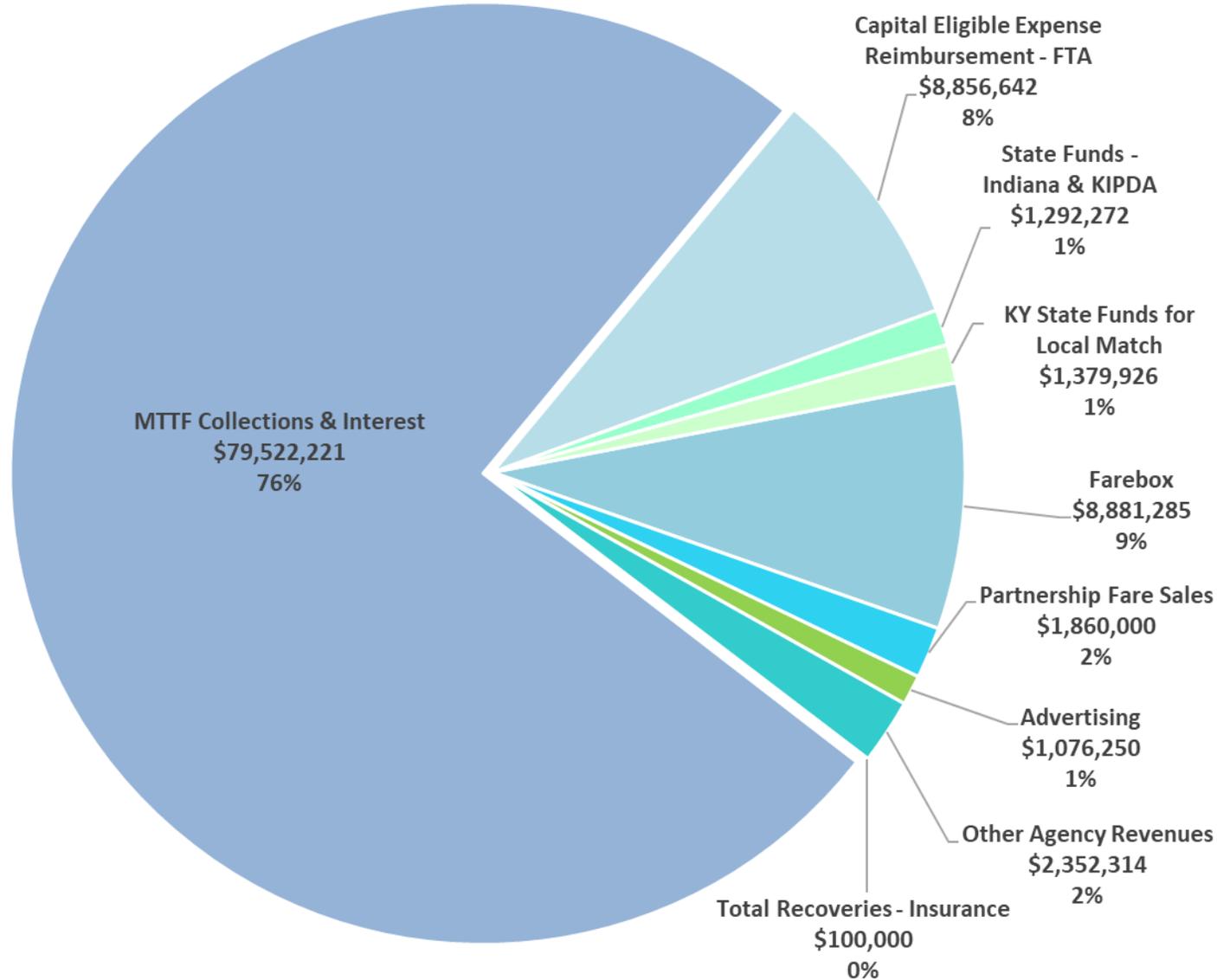
Diesel Fuel	• \$2.25/gallon
Gas	• \$2.42/gallon
Passenger Fares	• +30% from FY26 estimates
MTTF Growth	• +2.5% from FY26 estimates
Medical	• 11% actual and 10% for renewal
NTN Expenses	• \$1.3 million in operating expenses
Purchased Transportation	• 6% increase in paratransit trips
Utilities	• 16% increase for DTC and rate hikes
Subsidies	• *Shifting to 5307 Federal Formula Funds

**5307 Federal Funds (or Capital Eligible Expense Reimbursement) covers 3 categories:*

- *Capital Cost of 3rd party contracting*
- *Capital Maintenance*
- *Non-Fixed Route Paratransit Services*



FY 2027 REVENUE - OPERATING BUDGET



Operating Revenues	\$105,320,910
Capital MTTF Match	\$5,084,320
TARC Requested Budget	\$110,405,230



FY 2027 REVENUE - OPERATING BUDGET

OPERATING REVENUE

MTTF Collections & Interest	\$79,522,221	76%
Farebox	\$8,881,285	8%
Other Agency Revenues	\$2,352,314	2%
Partnership Fare Sales	\$1,860,000	2%
State Funds - Indiana & KIPDA	\$1,292,272	1%
Advertising	\$1,076,250	1%
Total Recoveries - Insurance	<u>\$100,000</u>	0%
Total Operating Revenues	\$95,084,342	90%

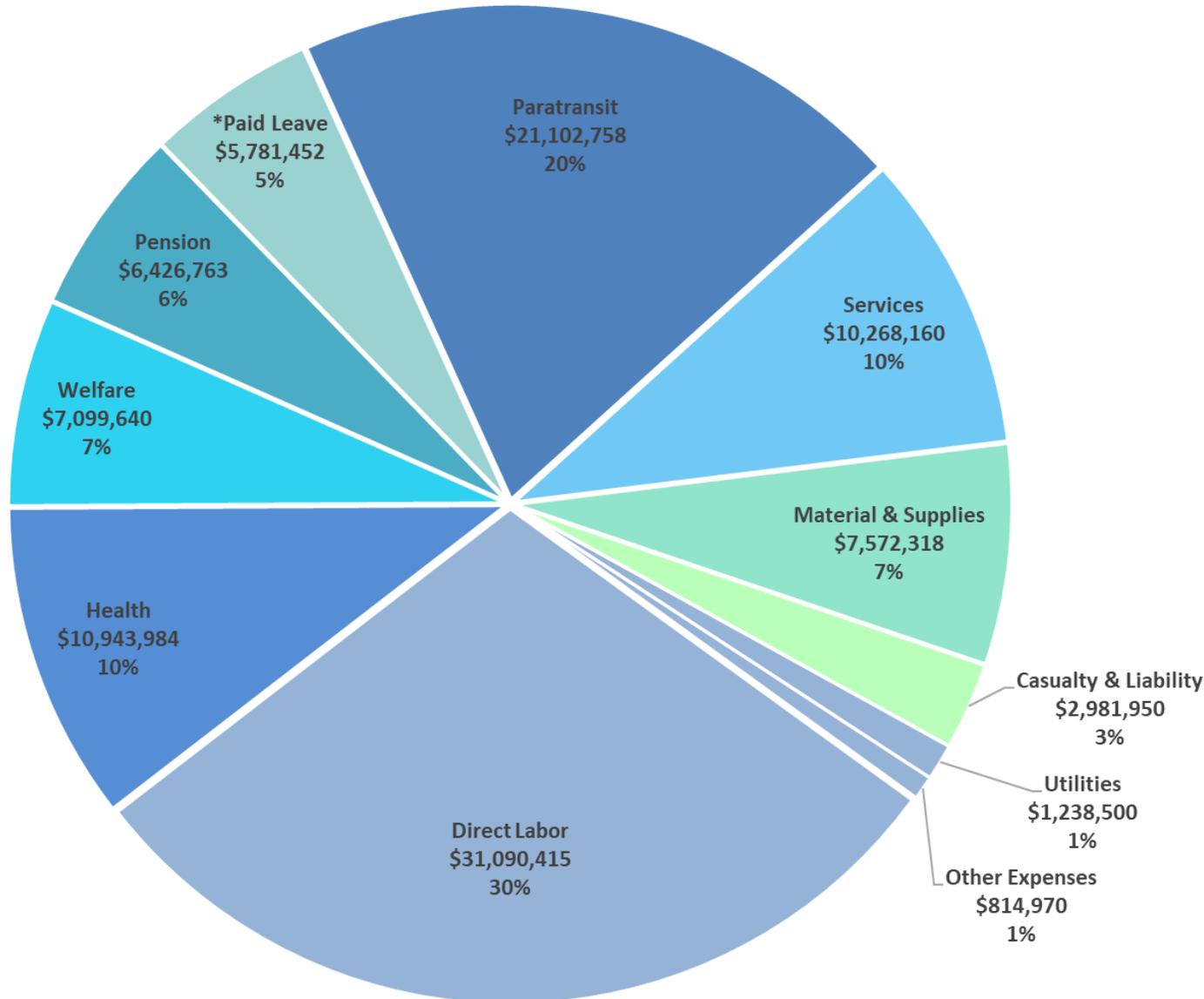
SUBSIDIES

Capital Eligible Expense Reimbursement - FTA	\$8,856,642	8%
KY State Funds for Local Match	<u>\$1,379,926</u>	2%
Total Subsidies	\$10,236,568	10%

TOTAL REVENUES BEFORE CAPITAL	<u>\$105,320,910</u>	100%
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FY 2027 EXPENSES - OPERATING BUDGET



Total Operating Expenses
\$ 105,320,910

Sick Pay	\$1,807,553
Vacation Pay	\$2,387,295
Holiday Pay	\$1,364,715
Other Paid Absences	\$221,889
Total Paid Leave	\$5,781,452



FY 2027 EXPENSES - OPERATING BUDGET

OPERATING EXPENSES

Direct Labor*	\$31,090,415	29.5%
Health/Welfare/Pension*	\$24,470,387	23.2%
Paid Leave*	\$5,781,452	5.5%
Paratransit	\$21,102,758	20.0%
Services**	\$10,268,160	9.7%
Material & Supplies	\$7,572,318	7.2%
Casualty & Liabilities	\$2,981,950	2.8%
Utilities	\$1,238,500	1.2%
Other Expenses	\$814,970	0.8%
TOTAL OPERATING EXPENSE BEFORE CAPITAL	<u>\$105,320,910</u>	100.0%

**These categories represent total personnel costs totaling \$61,342,254 or 58% of the total Operating Budget before capital.*

***Services includes but is not limited to all TARC IT hardware/software licenses, building and bus security, and shelter and facility maintenance agreements.*



FY 2027 CAPITAL PROJECTS & PROGRAM OF FUNDS

<i>Projects That Use Local Funds/Other</i>	TOTAL	FEDERAL	MTTF	STATE	OTHER
Lease Temporary Downtown Transit Center	3,200,000	-	1,600,000	-	1,600,000
Sub-total	3,200,000	-	1,600,000	-	1,600,000
<i>Projects That Use 5307 Formula Funds</i>	TOTAL	FEDERAL	MTTF	STATE	OTHER
Purchase (1) Battery Electric Bus - Partial	93,166	74,533	0	18,633	-
Buy Replacement Bus Parts	46,752	37,402	9,350	-	-
Architectural & Engineering Services	436,724	349,379	1	87,344	-
Infotech Systems*	4,991,734	3,993,387	2	998,345	-
Security Improvements*	1,617,148	1,293,718	114,719	208,711	-
Facility Renovation Projects*	5,237,326	4,189,861	0	1,047,465	-
Sub-total	12,422,851	9,938,280	124,072	2,360,498	-
<i>Projects That Use Other (5339 & Flex) Formula Funds</i>	TOTAL	FEDERAL	MTTF	STATE	OTHER
Purchase (6) ADA Paratransit Vehicles	845,745	676,596	140,001	29,148	-
Purchase Four (4 & 2) Battery Electric Buses - Partial	4,653,654	3,722,923	438,535	492,196	-
Buy Replacement Bus Parts	63,248	50,598	1	12,649	-
Shop Equipment - Bus Lift Replacement*	234,599	187,679	(0)	46,920	-
Infotech Systems*	229,287	183,430	29,660	16,197	-
Security Improvements*	500,000	400,000	100,000	-	-
Support Vehicles (4)*	179,309	143,447	30,001	5,861	-
Office Equipment	77,545	62,036	10,000	5,509	-
Facility Renovation Projects*	2,849,090	2,279,272	125,056	444,762	-
Bus Line Inspection	11,394	9,115	1	2,278	-
Transit Enhancements	1,655,562	1,324,450	184,312	146,800	-
Sub-total	11,299,434	9,039,547	1,057,567	1,202,320	-
<i>Projects That Use Discretionary Funds</i>	TOTAL	FEDERAL	MTTF	STATE	OTHER
Purchase Nine (4 & 3) Battery Electric Buses - Partial	7,672,500	6,138,000	1,534,500	-	-
Purchase Eight (8) ADA Paratransit Vehicles	1,062,500	850,000	212,500	-	-
Architectural & Engineering Services	423,754	339,003	84,751	-	-
Construct Bus Brake Addition	1,490,000	1,192,000	298,000	-	-
Bus Charging Infrastructure	6,484	5,187	1,297	-	-
Workforce Development - Electric Infrastructure	291,056	232,845	58,211	-	-
Preliminary Engineering - 3rd Party (Bdwy ATW & DTC)	2,806,000	2,244,800	81,200	320,021	159,979
Project Management - Electric Bus Performance	161,111	128,889	32,222	-	-
Sub-total	13,913,404	11,130,724	2,302,681	320,021	159,979
SUB-TOTAL - All Capital Projects	40,835,689	30,108,551	5,084,320	3,882,839	1,759,979

KEY CAPITAL PROJECTS

- Fleet Replacement \$14.3M
(14 Paratransit Vehicles, 7 Electric)
- Facility Renovation \$8.1M
(HVAC Replacement, lift replacement, bus wash replacement, 2905 roof)
- Infotech Systems \$5.2M
(EAM replacement, telephone systems upgrade, access controls)
- Security Program \$2.1M
(Facility surveillance & access control upgrades, fencing, bus cameras)



FY 2027 CAPITAL PROJECTS & PROGRAM OF FUNDS

Capital Eligible Expense Reimbursements

<i>Projects That Use Formula Funds</i>	TOTAL	FEDERAL	MTTF	STATE	OTHER
Non-Fixed Route ADA Paratransit	4,177,467	3,341,974	518,532	316,961	-
Capital Cost of Contracting (Fixed Route)	47,853	38,282	1,972	7,599	-
Capital Maintenance*	5,276,828	4,221,462	(0)	1,055,366	-
Sub-total 5307 Formula Contributions	9,502,148	7,601,718	520,504	1,379,926	-
<i>Projects That Use Formula Funds</i>	TOTAL	FEDERAL	MTTF	STATE	OTHER
ADA Paratransit Work Trips	734,420	367,210	367,210	-	-
Sub-total 5310 Formula Contributions	734,420	367,210	367,210	-	-
<i>Projects That Use CARES & CRRSA Act Funds</i>	TOTAL	FEDERAL	MTTF	STATE	OTHER
ARP Act Emergency Operations	-	-	-	-	-
Sub-total CARES Act Contributions	-	-	-	-	-
SUB-TOTAL - All Contributions to Operations	10,236,568	7,968,928	887,714	1,379,926	-
TOTAL	51,072,257	38,077,479	5,972,034	5,262,765	1,759,979

MTTF Capital Projects = \$5.1M
MTTF Capital Eligible Expense Reimbursement = \$0.9M

*Capital funds being used to offset operating budget shortfall



FY 2027 BUDGET BY EXPENSE CATEGORY

	FY25 ACTUAL	FY26 BUDGET	FY26 ESTIMATE	FY27 BUDGET		
BEGINNING MTTF BALANCE	\$70,181,827	\$70,181,827	\$79,758,519	\$88,763,063	11.29%	
OPERATING REVENUE						FY 27 BUD vs FY 26 EST
FAREBOX	\$6,420,372	\$6,623,094	\$6,873,094	\$8,881,285	29.22%	2,008,191
SPECIAL FARES	\$1,691,349	\$1,628,438	\$1,768,438	\$1,860,000	5.18%	91,562
ADVERTISING	\$725,719	\$1,000,000	\$1,025,000	\$1,076,250	5.00%	51,250
OTHER AGENCY REVENUES	\$5,417,137	\$5,237,300	\$1,950,000	\$2,352,314	20.63%	402,314
TOTAL RECOVERIES - INSURANCE	\$116,037	\$100,000	\$150,000	\$100,000	-33.33%	(50,000)
MTTF COLLECTIONS	\$77,509,415	\$79,024,788	\$80,524,788	\$82,537,908	2.50%	2,013,120
MTTF INTEREST	\$2,841,821	\$2,870,342	\$2,927,076	\$2,956,347	1.00%	29,271
STATE GOVERNMENT FUNDS	\$1,949,761	\$1,292,272	\$1,292,272	\$1,292,272	0.00%	0
MTTF PRINCIPAL	(\$9,576,692)	\$0	(\$9,004,544)	\$0	0.00%	9,004,544
TOTAL REVENUES	\$87,094,919	\$97,776,234	\$87,506,124	\$101,056,376	15.48%	13,550,252
OPERATING EXPENSES						
DIRECT LABOR	\$34,701,925	\$34,440,194	\$33,346,032	\$31,090,415	-6.76%	(2,255,617)
FRINGE BENEFITS:						
VAC/HOL/SICK/BDAY	\$5,807,012	\$6,395,951	\$5,861,692	\$5,781,452	-1.37%	(80,240)
HEALTH/WELFARE/PENSION	\$22,914,798	\$26,711,833	\$25,366,900	\$24,470,387	-3.53%	(896,513)
SERVICES	\$7,541,541	\$9,136,778	\$9,177,670	\$10,268,160	11.88%	1,090,490
MATERIAL&SUPPLIES	\$8,127,360	\$8,008,642	\$8,091,360	\$7,572,318	-6.41%	(519,042)
UTILITIES	\$980,999	\$987,650	\$1,063,450	\$1,238,500	16.46%	175,050
CASUALTY&LIABILITY	\$2,979,111	\$2,881,520	\$2,727,770	\$2,981,950	9.32%	254,180
PARATRANSIT	\$17,700,802	\$23,128,672	\$18,511,811	\$21,102,758	14.00%	2,590,947
OTHER EXPENSE	\$467,287	\$844,780	\$664,810	\$814,970	22.59%	150,160
TOTAL OPERATING EXPENSE	\$101,220,835	\$112,536,020	\$104,811,495	\$105,320,910	0.49%	509,415
CAPITAL ELIGIBLE EXPENSE REIMBURSEMENT	(\$3,678,261)	(\$10,524,237)	(\$10,524,237)	(\$10,236,568)	-2.73%	287,669
ARP	(\$11,865,002)	(\$9,175,868)	(\$8,059,276)	\$0	-100.00%	0
SUBTOTAL	(\$15,543,263)	(\$19,700,105)	(\$18,583,513)	(\$10,236,568)	-44.92%	287,669
NET OPERATING EXPENSE	\$85,677,572	\$92,835,915	\$86,227,982	\$95,084,342	10.27%	8,856,360
MTTF CAPITAL SHARE	\$1,417,347	\$4,940,319	\$1,278,142	\$5,972,034	367.24%	4,693,892
TOTAL OPERATING/CAPITAL	\$87,094,919	\$97,776,234	\$87,506,124	\$101,056,376	15.48%	13,550,252
ENDING MTTF BALANCE	\$79,758,519	\$70,181,827	\$88,763,063	\$88,763,063	0.00%	0

FY27 Budget key drivers:

Farebox

- 29% increase due to fare increase

Fringe Benefits

- 11% increase in insurance rates

Casualty & Liability

- Increase liability rates by 18% (industry standard)

Services

- Increased \$1.3 million for NTN related expenses
 - Bus stop relocation
 - Installation of signage
 - DTC lease/construction
 - DTC security

Purchase Transportation

- Increase trips by 6% based on historical trends



FY 2027 BUDGET BY DEPARTMENT

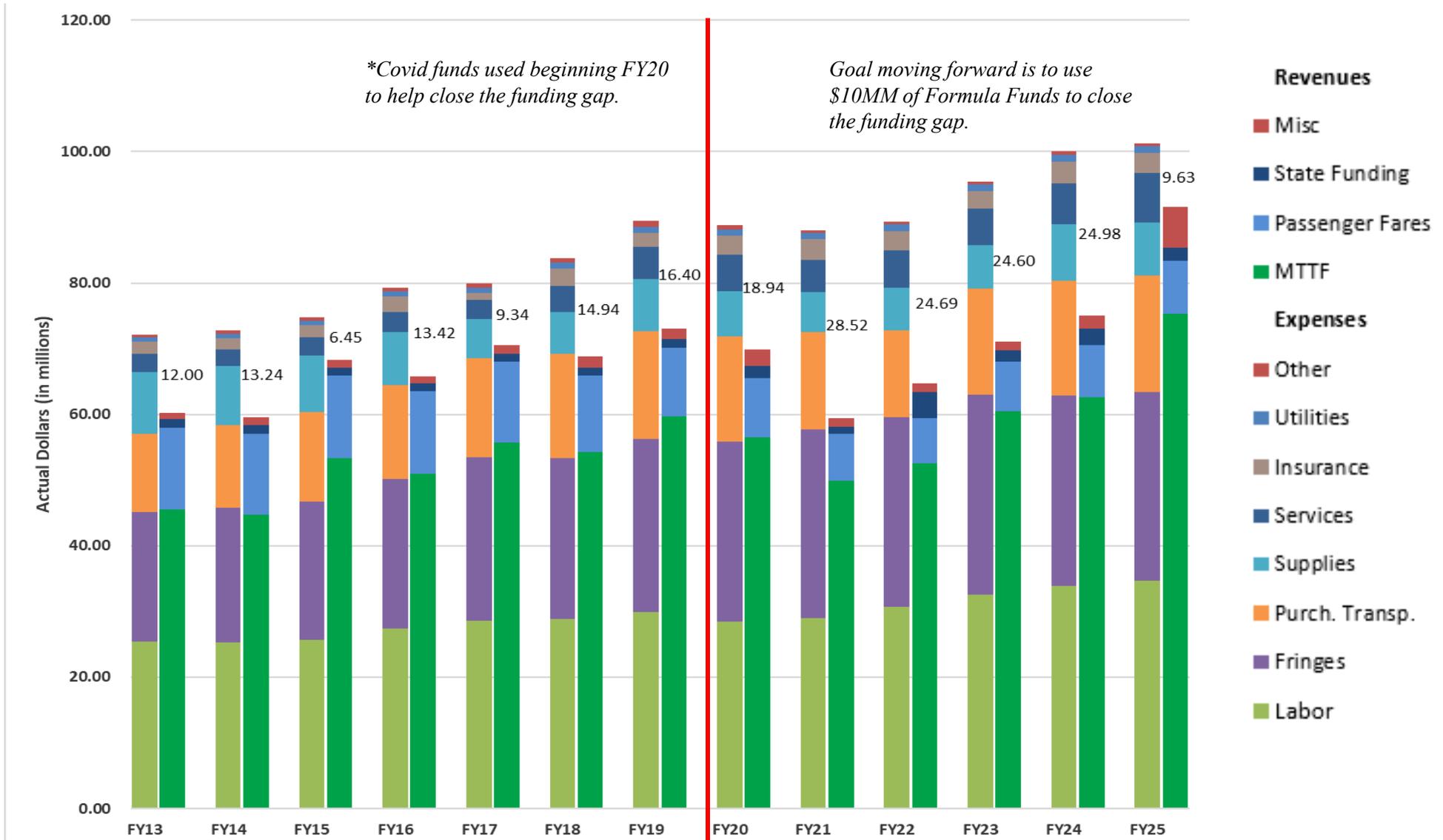
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BEGINNING MTTF BALANCE	\$70,181,827	\$70,181,827	\$79,758,519	\$88,763,063	11.29%	
OPERATING REVENUE						FY 27 BUD vs FY 26 EST
FAREBOX	\$6,420,372	\$6,623,094	\$6,873,094	\$8,881,285	29.22%	2,008,191
SPECIAL	\$1,691,349	\$1,628,438	\$1,768,438	\$1,860,000	5.18%	91,562
ADVERTISING	\$725,719	\$1,000,000	\$1,025,000	\$1,076,250	5.00%	51,250
OTHER AGENCY REVENUES	\$5,417,137	\$5,237,300	\$1,950,000	\$2,352,314	20.63%	402,314
TOTAL RECOVERIES -INSURANCE	\$116,037	\$100,000	\$150,000	\$100,000	-33.33%	(50,000)
MTTF COLLECTIONS	\$77,509,415	\$79,024,788	\$80,524,788	\$82,537,908	2.50%	2,013,120
MTTF INTEREST	\$2,841,821	\$2,870,342	\$2,927,076	\$2,956,347	1.00%	29,271
INDIANA/KIPDA/OTHER	\$1,949,761	\$1,292,272	\$1,292,272	\$1,292,272	0.00%	0
MTTF PRINCIPAL	(\$9,576,692)	\$0	(\$9,004,544)	\$0	0.00%	9,004,544
TOTAL REVENUES	\$87,094,919	\$97,776,234	\$87,506,124	\$101,056,376	15.48%	0
OPERATING EXPENSES						
TRANSPORTATION	\$44,307,349	\$45,318,039	\$43,405,100	\$38,823,098	-10.56%	(4,582,002)
MAINTENANCE	\$19,127,239	\$20,066,042	\$21,003,080	\$21,036,284	0.16%	33,204
PARATRANSIT	\$18,496,474	\$23,894,836	\$19,171,039	\$22,303,077	16.34%	3,132,038
MARKETING	\$1,201,332	\$1,468,644	\$1,648,830	\$1,681,723	1.99%	32,893
CUSTOMER EXPERIENCE	\$1,125,511	\$1,419,388	\$1,459,432	\$1,465,088	0.00%	
PLANNING	\$820,289	\$1,092,417	\$1,159,200	\$941,431	-18.79%	(217,769)
EXECUTIVE OFFICE	\$2,494,202	\$2,177,610	\$1,971,760	\$1,856,992	-5.82%	(114,768)
GRANTS	\$466,407	\$677,543	\$530,191	\$656,395	23.80%	126,204
SAFETY	\$4,722,609	\$5,443,824	\$5,264,724	\$5,848,801	11.09%	584,077
PROCUREMENT	\$1,107,669	\$1,233,674	\$1,267,792	\$1,184,060	-6.60%	(83,732)
IT	\$3,508,497	\$4,584,511	\$3,314,987	\$3,898,163	17.59%	583,176
FINANCE	\$2,013,683	\$2,283,570	\$2,358,450	\$2,486,453	5.43%	128,003
HUMAN RESOURCES	\$975,325	\$2,002,728	\$1,366,810	\$2,105,814	54.07%	739,004
TRAINING	\$854,249	\$873,194	\$890,100	\$1,033,531	0.00%	143,431
TOTAL OPERATING EXPENSE	\$101,220,835	\$112,536,020	\$104,811,495	\$105,320,910	0.49%	509,415
CAPITAL ELIGIBLE EXPENSE REIMBURSEMENT	(\$3,678,261)	(\$10,524,237)	(\$10,524,237)	(\$10,236,568)	-2.73%	287,669
ARP	(\$11,865,002)	(\$9,175,868)	(\$8,059,276)	\$0	0.00%	8,059,276
SUBTOTAL	(\$15,543,263)	(\$19,700,105)	(\$18,583,513)	(\$10,236,568)		8,346,945
NET OPERATING EXPENSE	\$85,677,572	\$92,835,915	\$86,227,982	\$95,084,342	10.27%	8,856,360
MTTF CAPITAL SHARE	\$1,417,347	\$4,940,319	\$1,278,142	\$5,972,034	367.24%	4,693,892
TOTAL OPERATING/CAPITAL	\$87,094,919	\$97,776,234	\$87,506,124	\$101,056,376	15.48%	13,550,252
ENDING MTTF BALANCE	\$79,758,519	\$70,181,827	\$88,763,063	\$88,763,063	0.00%	0

MTTF Principal shows how much is added or withdrawn from the MTTF Balance based on revenue over expenses for the fiscal year.

TARC policy is to keep at least 2 months of reserve for Operating Expenses. (Roughly \$17MM based on current expenses)



TARC HISTORY - REVENUE OVER EXPENSES





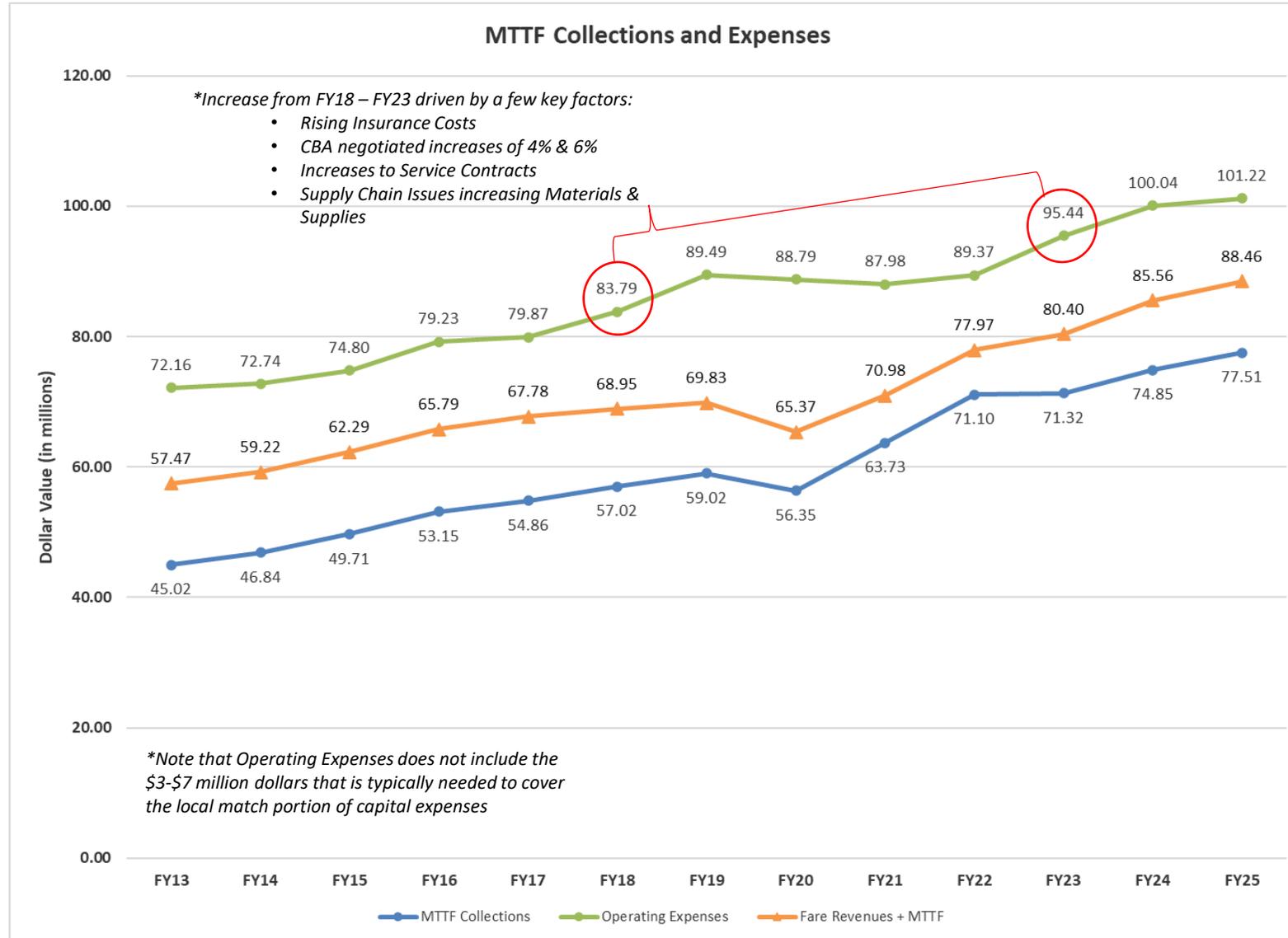
REVENUE OVER EXPENSES SHORTFALL

	Shortfall	MTTF Ending Balance	Covid funding applied	Remaining Shortfall
FY31				
FY30				
FY29	<i>Projections to be provided in future months</i>			
FY28				
FY27				
FY26				
FY25	\$15.5M	\$79.7M	\$11.9M	\$3.6M
FY24	\$24.9M	\$70.3M	\$19.8M	\$5.1M
FY23	\$24.6M	\$56.5M	\$21.6M	\$3.0M
FY22	\$24.7M	\$46.4M	\$20.4M	\$4.3M
FY21	\$28.5M	\$27.8M	\$26.8M	\$1.7M
FY20	\$18.9M	\$14.0M	\$4.3M	\$14.6M
FY19	\$16.4M	\$14.2M		
FY18	\$14.9M	\$14.8M		
FY17	\$ 9.4M	\$12.0M		
FY16	\$13.4M	\$12.9M		
FY15	\$ 6.5M	\$10.6M		
FY14	\$13.2M	\$14.3M		
FY13	\$12.0M	\$12.1M		

For many years, TARC has also used capital formula funds to keep service on the street. TARC has shifted funds needed to buy and maintain buses, care for facilities, purchase needed IT programs, etc. to cover its eligible operational expenses.



TARC HISTORY - REVENUE OVER EXPENSES





FY27 BUDGET VS FY26 ESTIMATE

ADDITIONAL REVENUES AND EXPENSE INCREASE/REDUCTIONS

Additional Revenues

Passenger Fares	\$	(2,008,191)
Total Additional Revenues	\$	(2,008,191)

Additional Increases in Expenses

Paratransit Services	\$	2,590,947
NTN Expenses	\$	1,333,720
Paratransit Functional Assessments	\$	400,000
Casualty & Liability Insurance	\$	254,180
Utilities	\$	242,050
Health Insurance	\$	187,144
Total Additional Increases	\$	5,008,041

Additional Expense Reductions

Pension Expense	\$	(746,897)
Renegotiated IT Contracts	\$	(717,520)
Diesel Fuel	\$	(698,613)
Total Additional Reductions	\$	(2,163,030)

Note: 61 positions were eliminated thru attrition in the FY27 budget resulting in \$2.3MM of labor savings.



ADDITIONAL CAPITAL NEEDS IF FUNDING BECOMES AVAILABLE

Project Description	Total Estimated Cost	Federal Funding	Local Match
In-ground lift replacement (all maint. Locations)	\$ 16,585,000	\$ 13,268,000	\$ 3,317,000
Roof & gutter repair (multiple locations)*	\$ 5,175,000	\$ 4,140,000	\$ 1,035,000
Replace bus wash	\$ 3,125,000	\$ 2,500,000	\$ 625,000
Replace Diesel Fuel Tanks	\$ 2,500,000	\$ 2,000,000	\$ 500,000
Union Station atrium restoration	\$ 2,000,000	\$ 1,600,000	\$ 400,000
Sidewalk and slab repair	\$ 860,000	\$ 688,000	\$ 172,000
Resurface 10th St. rear lot	\$ 750,000	\$ 600,000	\$ 150,000
HVAC replacement (multiple locations)	\$ 680,000	\$ 544,000	\$ 136,000
Union Station elevator modernization	\$ 420,000	\$ 336,000	\$ 84,000
Electrical panel replacement*	\$ 350,000	\$ 280,000	\$ 70,000
Restroom repair - 2905 Broadway	\$ 350,000	\$ 280,000	\$ 70,000
Fire Sprinkler repair/updates*	\$ 300,000	\$ 240,000	\$ 60,000
Clock tower repair	\$ 70,000	\$ 56,000	\$ 14,000
Bay door repairs*	\$ 60,000	\$ 48,000	\$ 12,000
Union Station basement interior tuck pointing	\$ 40,000	\$ 32,000	\$ 8,000
Total estimated cost of additional capital projects	\$ 33,265,000	\$ 26,612,000	\$ 6,653,000

**indicates estimated costs based on previous history and estimates*



DRAFT FISCAL YEAR 2026 BUDGET

April 15, 2025