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, December 16, 2025 at 3:00 p.m.

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

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

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

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

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

Guidelines to speak before the TARC Board of Directors:

a) Only ten (10) residents of TARC's service area per Board meeting will be allowed to speak; if less than ten (10), then the TARC Board Chair may allow a non-resident of Metro Louisville to fill a vacant slot;

b) Speakers shall be restricted to a maximum of three (3) minutes each and may not share these minutes with any other speaker; however, persons with medically recognized disabilities who are entitled to a reasonable accommodation under the Americans with Disabilities Act (ADA) shall be given an additional minute to speak;

…..continued……

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 – December 16, 2025

1.	Quorum Call/Call to Order/Meeting Minutes	Abbie Gilbert	3:00
	A. Approval of November Meeting Minutes	Board of Directors	3:00-3:05
2.	Public Comments	John Hardesty	3:05-3:10
3.	Board Chair's Report	Abbie Gilbert & Steve Miller	3:10-3:15
4.	Finance Committee Report	Steve Miller	3:15-3:20
5.	Operations Committee Report	Alice Houston	3:20-3:25
6.	Executive Directors Report A. Employees Above & Beyond B. IndyGo Video C. Operation Report	Ozzy Gibson	3:25-3:40
7.	New TARC Network Overview	Scudder Wagg Martin Barna	3:40-3:45
8.	Action Items		3:45-4:00
	A. Resolution 2025-53 Commercial Card Services	Matt Abner	
	B. Resolution 2025-56 Armored Car Services	Matt Abner	
	C. Resolution 2025-54 Grant Application for KY Grant	Chris Ward	
	D. Resolution 2025-55 Bus Windshields Windows	Nolan Kelly	
	E. Resolution 2025-57 Bulk Oil	Nolan Kelly	
	F. Resolution 2025-58 Ellipse Hosting Support	Joe Triplett	
	G. Resolution 2025-59 TARC's Title VI Plan 2025	Aida Copic	
9.	Staff Reports and Presentation		4:00-4:15
	A. November FY 2026 Financials	Matt Abner	
	B. Recommended Fare Schedule Change	Tonya Day & Ozzy Gibson	
10.	Closed Session A. Potential Real Estate Transaction.		4:15-4:30
11.	Board Members Open Discussion	Abbie Gilbert	4:30-4:35
12.	Adjournment	Abbie Gilbert	4:40

TARC BOARD OF DIRECTORS MEETING

November 18, 2025 Board Meeting Minutes

The Board of Directors of Transit Authority of River City (TARC) met on November 18, 2025 at 3:00 p.m. in person at TARC, 1000 W. Broadway in the Board Room and virtually via teleconference as permitted by KRS 61.826.

Board Members Present

In Person	Virtual	Declined
Ted Smith	Christy Ames	Myra Rock
Justin Brown	DuWayne Gant	Abbie Gilbert
Michael Schnuerle		
Steve Miller		
Alice Houston		

Meeting Called to Order
Steve Miller called meeting to order at 3:04 p.m.

Quorum Call
October Board Meeting Minutes approved.

Public Comment

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

Wanda Stiger

Wanda Stiger addressed the board to reiterate concerns about hiring a COO for a considerable amount of money when there are still many issues that have not been solved at TARC. The Board should freeze salaries so that those dollars can go to solving more important issues.

Special Reports

Steve Miller presented the Finance Committee Report.

- Excellent attendance by Board Members.
- The Resolution presented has been moved to today's Board Meeting for consideration.

Alice Houston presented the Operations Report.

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

Ozzy Gibson presented the Executive Director and Operations Report.

- Peer City Agency Comparison was presented.
- Halloween Costume Contest for TARC staff.
- On November 6th the TARC Staff celebrated, Safety, on Time Performance, Perfect Attendance and Above and Beyond awards. A total of 86 awards were presented: Safety Awards 14, On Time Performance 49, Perfect Attendance 16, and Above and Beyond 7.
- St. Matthews Elementary students and staff enjoyed a presentation of Jobs on Wheels.
- Presentation at Friendship House regarding the New TARC Network.
- TARC Staff visited IndyGo transfer hub to help plan for our downtown transfer Center.
- NIA Center paperwork due regarding purchase agreement.

New TARC Network Overview

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

- New bus stop signs will be shared at the next Board Meeting.
- Title VI analysis for New TARC Network will be presented to the Board for approval in January or February.
- The team is on track to finalize routes and service levels by the end of November.

Action Items

Ross Harms presented Resolution 2025-52 Transit Fixed Route Software Application 20251938.

- On June 27, 2025, the Procurement Department released a Request for Proposals (RFP) 20251938 seeking a transit fixed route software application to manage the daily operations of the transportation and planning departments, including but not limited to, fixed route planning and scheduling, blocking, run-cutting, costing, rostering, timekeeping, and online bidding to support the company goals for cost effective and efficient fixed route service.
- Five (5) proposals were received on August 21, 2025. An evaluation committee comprised of stakeholders and subject matter experts thoroughly reviewed, evaluated, and scored each submission. All five (5) proposals were deemed responsive based on the criteria prescribed in the solicitation.
- Each of the four (4) shortlisted proposers—Clever Devices, Courval Scheduling (CSched), Optibus, Inc., and Via Transportation, independently presented their proposed system solutions.
- Concurrently, the committee, coordinated by the Procurement Department, conducted site visits to peer transit agencies to observe the systems in live operation.
- The evaluation committee concluded its Step-2 evaluation and scoring, determining that Optibus, Inc. submitted the best value offer.
- The contract will include strategic planning, operational planning, rostering, operations driver online bidding, predictive run times, performance suite, time table optimization, EV scheduling, billboards and integrations and implementation, including training. Also included in year-one (1) of the contract will be a free six-month software license and support maintenance of its application for a total not-to-exceed amount $1,970,000.

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

Staff Reports and Presentations

TARC BOARD OF DIRECTORS MEETING

Matt Abner presented the Financial Statements for October FY 2026.

Closed Board Session

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

Ted Smith made a motion for a closed Board session. Justin Brown seconded the motion.

I hereby move that the Board enter into Closed Session pursuant to KRS 61.810 to discuss real estate matter.

Steve Miller asked for a motion to open the Board Meeting.

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

Steve Miller reported that no action was taken during the closed Board Session.

Steve Miller made several appreciative remarks regarding the page in the Operation Packet with staff members listed. He suggested that in the coming weeks, we have staff members introduce themselves and share their professional background with the Board.

Steve Miller made a motion to adjourn at 4:00 p.m. This motion was approved by the Board.

______________________________ _____________

Abbie Gilbert, Board Chair Date

BOARD OF DIRECTORS
DECEMBER 16, 2025

DECEMBER OPERATIONAL UPDATE

EXECUTIVE DIRECTOR REPORT

SINCE THE LAST BOARD MEETING, TARC …

- Recorded the first TARC Talks with Ozzy Gibson and Lillian Brents—a video update on the New TARC Network for staff
- Received $2.6 Million FTA Grant for 10th Street brake-maintenance addition
- Held first of quarterly TARC Open-House events for Coach Operator and Maintenance recruitment
- Surveyed our Coach Operators and Riders Club members to get their input on New TARC Network bus-stop designs
- Announced our 26th annual Design-a-Bus student art contest—this year in partnership with the Portland Museum's Adventure House of You
- Kicked off the holiday season by attending the Light Up Louisville parade

ALICE K. HOUSTON: ENTREPRENEUR HALL OF FAME

On November 12, Alice K. Houston was honored as a pillar of our Commonwealth's entrepreneur community at the Central Bank Center in Lexington.

Alice K. Houston was educated in the Louisville, Kentucky public schools and received her high school diploma in 1964. She graduated cum laude from Baldwin Wallace College in Berea, Ohio, in 1968 and received a Danforth Foundation Fellowship in Latin American History to attend graduate school at Vanderbilt University. She attended Vanderbilt from 1968 to 1969.

Alice left Vanderbilt in 1969 to marry Wade Houston, who was pursuing a career in professional sports. The two traveled and lived in Strasbourg, France, where Wade played and coached basketball. Upon returning to the United States, Alice began a long and successful association with the University of Louisville.

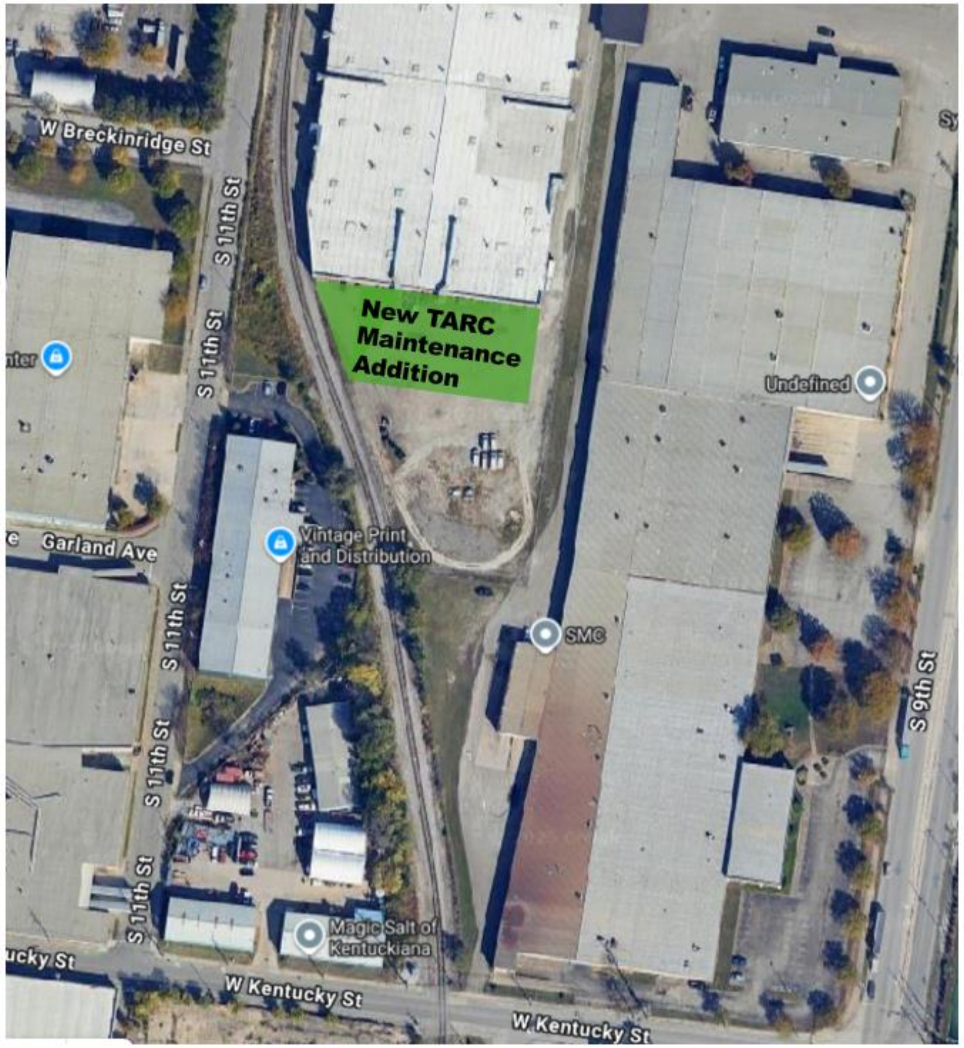
In August 2020, Alice resigned as CEO after successfully completing a six-year succession plan to transition ownership to the second generation.

TARC RECEIVES $2.6 MILLION FTA GRANT

TARC has received a Buses and Bus Facilities Program 5339 Competitive Grant Award of $2,624,000 from the FTA to be used specifically for the expansion of its existing bus maintenance facility at 10th Street.

The new addition to the bus-brake maintenance shop will consolidate maintenance operations, allowing TARC to improve bus performance on the street, and create a better, more efficient work environment for its maintenance crew.

“TARC is committed to providing great service to the city of Louisville; this award places us in a better position to do just that as we move toward implementing the New TARC Network next August,” said Ozzy Gibson, TARC Executive Director. “With the expansion of the 10th street facility, service reliability and performance across the fleet will improve for the Greater Louisville area; TARC is incredibly grateful to Secretary Duffy, Senator McConnell, Senator Paul, Congressman McGarvey, and Mayor Greenberg for their support of this grant.”



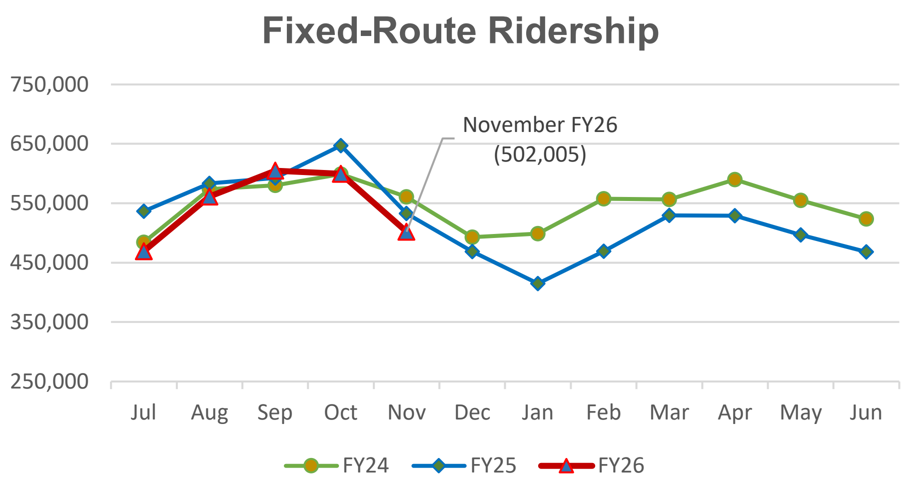
PEER CITY AGENCY COMPARISONS

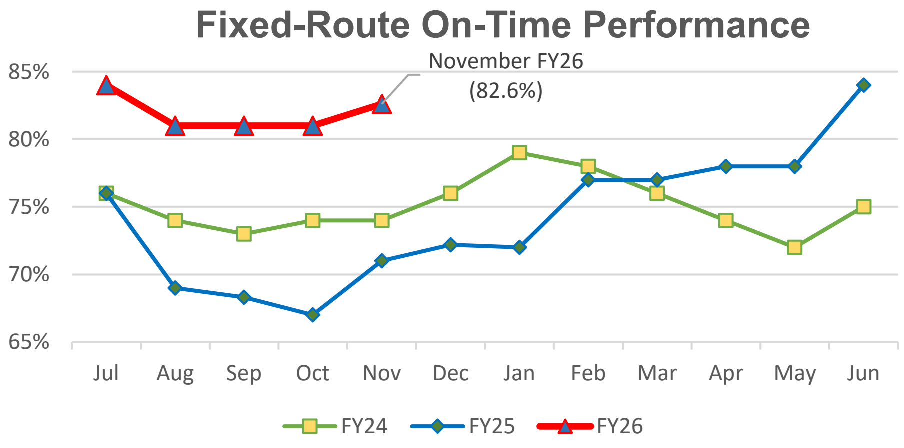
FIXED ROUTE

City Agency	Total Budget	Fixed-Route Revenue Hours	Average Fixed-Route Boardings	On-Time Performance	% of Missed Service
Louisville (TARC)	**$115,948,533**	**409,032**	**547,402****	**82.60%**	**0.42%**
Columbus	$238,000,000	985,346	927,408	80.77%	
Cincinnati	$160,168,013	774,497	1,204,438	78.90%	1.20%
Charlotte	$202,908,235	627,431	833,587	80.77%	1.02%
Indianapolis	$146,800,000	590,518	582,502	83.00%	0.20%
Nashville	$127,997,000	561,316	759,597	81.90%	0.30%
Richmond	$134,066,791	542,260	993,264	80.00%	0.50%
New TARC Network	**$108,000,000**	**354,000**			
Dayton	$140,500,000	337,981	500,904	80.90%	1.00%
Omaha	$101,660,302	289,237	285,685	81.00%	2.70%
Lexington	$37,968,279	195,288	306,666	88.30%	

*Table Sorted by Fixed-Route Revenue Hours
**See Fixed Route Service slide (Average Monthly)

NOVEMBER FIXED ROUTE SERVICE





Performance Indicator	Fixed-Route System		
System Production	FY26 YTD	FY25	FY24
Total Ridership	2,767,128	6,636,904	6,573,722
Avg Monthly Ridership	547,402	553,075	547,810
Total Revenue Miles	1,996,773.73	5,231,772	6,517,670
Total Revenue Hours	155,091	409,032	537,581
Trips per Revenue Mile	1.39	1.20	1.01
Trips per Revenue Hour	17.84	15.37	12.20

Monthly Ridership (November)	502,005
Comparison VLM	-16.28%
Comparison VLY	-5.78%
Total YTD Ridership	2,767,128

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	82.6 %	71%	74%
Dec		72%	76%
Jan		**	79%
Feb		77%	78%
Mar		77%	76%
Apr		78%	74%
May		78%	72%
June		84%	75%
FYTD	**82%**	**74%**	**75%**

Fixed-Route FY26 Goal **80%**

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

NOVEMBER FIXED-ROUTE MISSED RUNS AND MISSED HOURS

2022	Total Runs	Missed Service	% Missed Service	Missed Hours	% Missed Hours
January	8082	468	5.79%	2128.73	4.16%
February	7336	353	4.81%	1657.45	3.38%
March	8089	235	2.91%	795.42	1.56%
April	7785	439	5.64%	2211.53	4.50%
May	7773	269	3.46%	974.62	2.22%
June	7725	262	3.39%	892.18	1.93%
July	7360	195	2.65%	621.50	1.37%
August	8675	576	6.64%	2046.67	4.13%
September	8341	487	5.84%	1999.98	4.36%
October	8477	680	8.02%	3133.12	7.41%
November	8341	440	5.28%	1619.67	3.57%
December	8477	384	4.53%	1304.62	2.75%
TOTAL	96,461.00	4,788.00	4.91%	19,385.49	3.45%

2023	Total Runs	Missed Service	% Missed Service	Missed Hours	% Missed Hours
January	8419	221	2.63%	725.05	1.41%
February	8036	248	3.09%	809.07	1.78%
March	9083	339	3.73%	1,079.17	1.92%
April	8300	273	3.29%	1,031.53	2.24%
May	8860	470	5.30%	1,824.82	3.87%
June	7998	489	6.11%	2,428.38	4.99%
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%
TOTAL	97,765.00	4,545.00	4.65%	17,392.85	2.92%

2024	Total Runs	Missed Service	% Missed Service	Missed Hours	% Missed Hours
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%
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%
TOTAL	78,820.00	3,633.00	4.61%	14,572.95	2.80%

2025	Total Runs	Missed Service	% Missed Service	Missed Hours	% Missed Hours
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%
July	4351	6	0.14%	26.56	0.01%
August	4770	9	0.19%	25.50	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					
TOTAL	52,441.00	756.00	1.44%	2,965.32	0.75%

**January 2025 adjustment due to winter weather

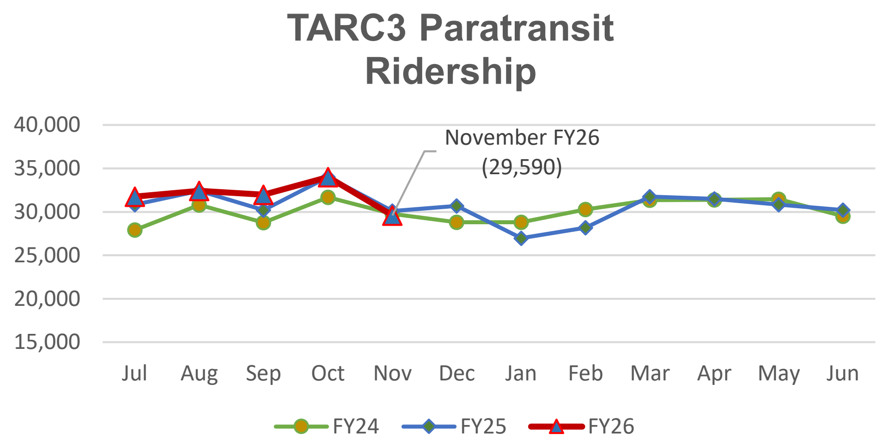
PEER CITY AGENCY COMPARISONS

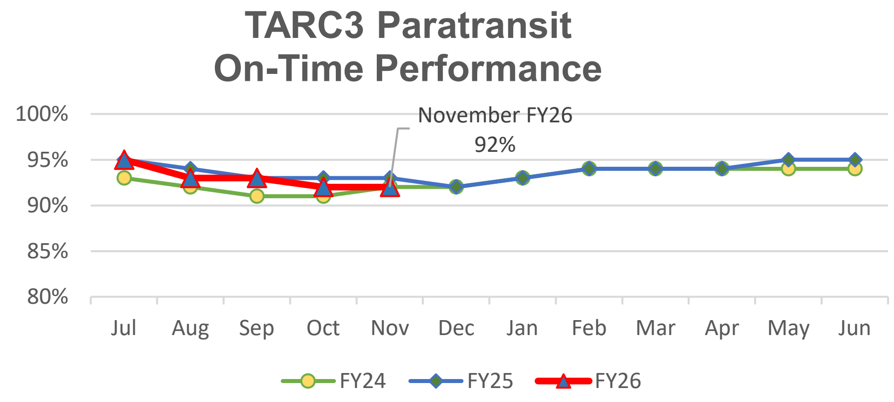
PARATRANSIT

City Agency	Paratransit Revenue Hours	Average Paratransit Trips	On-Time Performance
Louisville (TARC)	**277,039**	**31,953**	**92.00%**
Nashville	137,790	36,033	93.50%
Columbus	203,919	27,247	[redacted]
Richmond	125,466	24,711	89.00%
Dayton	145,063	17,281	83.70%
Cincinnati	84,893	15,693	92.80%
Lexington	90,540	15,691	84.80%
Charlotte	102,596	15,541	82.70%
Indianapolis	94,671	13,245	95.40%
Omaha	50,337	7,167	[redacted]

*Table Sorted by Average Paratransit Trips
**See Paratransit Service slide (Average Monthly)

NOVEMBER PARATRANSIT SERVICE (TARC3)





Performance Indicator	Paratransit (TARC3)		
System Production	**FY26 YTD**	**FY25**	**FY24**
Total Ridership	159,766	367,610	360,456
Avg. Monthly Ridership	31,953	30,634	30,038
Total Revenue Miles	1,871,893	4,374,215	4,364,217
Total Revenue Hours	116,272	277,039	284,896
Trips per Revenue Mile	0.09	0.08	0.08
Trips per Revenue Hour	1.37	1.33	1.27

Monthly Ridership (November) 29,590
Comparison VLM -12.98%
Comparison VLY -1.67%

Total YTD Ridership 159,766

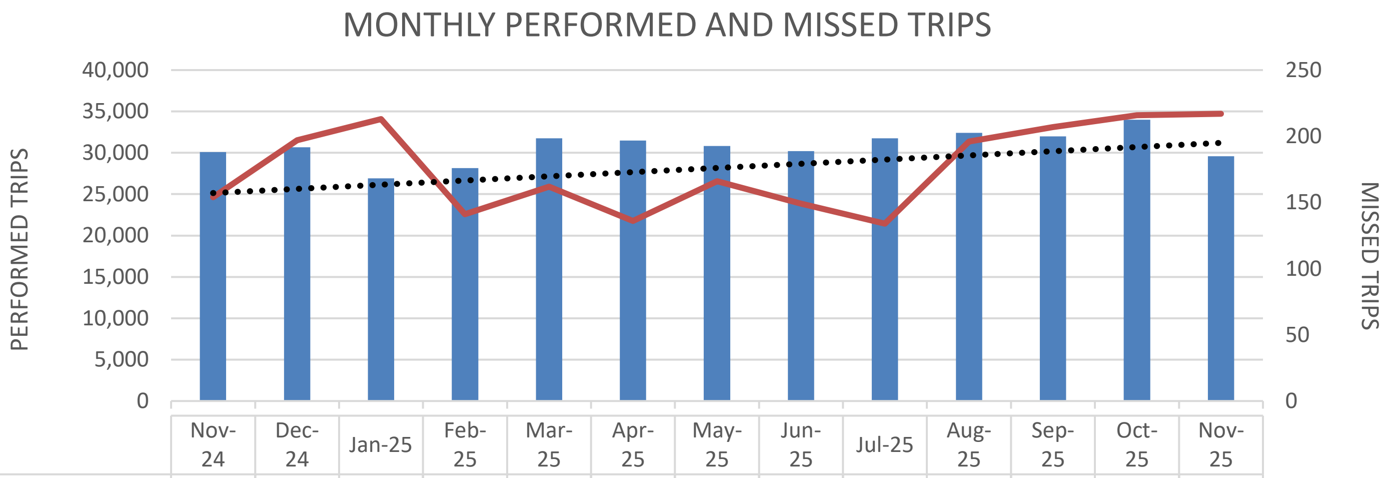
On-Time Performance Paratransit (TARC3)			
	FY26	**FY25**	**FY24**
Jul	95%	95%	93%
Aug	93%	94%	92%
Sep	93%*	93%	91%
Oct	92%	93%	91%
Nov	92%	93%	92%
Dec		92%	92%
Jan		93%	93%
Feb		94%	94%
Mar		94%	94%
Apr		94%	94%
May		95%	94%
Jun		95%	94%
FYTD	**93%**	**94%**	**93%**

Paratransit FY26 Goal **93%**

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

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

MV WEEKLY PERFORMANCE – NOVEMBER



	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	Sep-25	Oct-25	Nov-25
Performed Trips	30,093	30,678	26,927	28,166	31,749	31,487	30,830	30,219	31,762	32,422	31,988	34,005	29,590
Missed Trips	154	197	213	141	162	136	166	149	134	196	207	216	217

Percentage of Missed Trips

Missed Trips (November 2025): 0.73%
Performed Trips (November 2025): 29,590

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

October Missed Trip Reason (Top 5)	Count	% of total	Definition
Inefficient routing	58	25%	Trips placed in a manner that caused operator to backtrack or go out of the way for pickup
Tight routing	49	25%	Trips placed on route too close together causing the driver to run behind
Driver running behind	20	18%	Driver running behind schedule for various reasons (traffic, slow loading passenger, etc)
Late after lunch	19	9%	Driver came off lunch break late causing the route to run behind
Driver didn't wait 5 mins	19	6%	Driver left before waiting the full 5 minutes after attempting to make contact with customer

NOVEMBER ON-TIME PERFORMANCE

On-time Performance 90% Club

Operator	OTP
Carpenter, Garry	100%
Murray, Glenn	99%
Patterson, Pamela	99%
Johnson, Donald	99%
King, Keith	98%
Pruitt, Tammy	97%
Robb, Larry	97%
Malone, Eddie	97%
Powell Jr, Tyrone	97%
Jarrett, Christopher	97%
Powell, Ronald	96%
Wilson, Jimmy	96%
Salas, Angel	96%
Harper, Jeffrey	96%
Brewer, Kelvin	96%
Sloan, Anthony	96%
Ross, Tamika	95%

Operator	OTP
Jackson, Kevin	95%
Martin, Sharlene	95%
Lindsey, Damian	95%
Pitmon, Cheryl	95%
Tutt, Frieda	95%
Nathaniel, Ieesha	95%
Tebault, William	94%
Offutt, Joseph	94%
Alexander, Maurice	94%
Glenn, Rachelle	94%
Wilde, Samuel	94%
Frazier, Kenneth	94%
Williams, Robin	94%
Smith, Anthony J.	94%
Smith, William	94%
Wells, Sheena	94%
Leonard, Tracy	94%
Bolus, David	94%

Operator	OTP
Mitchell, Keith	94%
Zipperlein, Melissa	94%
Sandage, Mary	93%
Williams, Shuntelle	93%
Taylor, Lionel	93%
Heil, Jesse	93%
Cochran, John	93%
Knight, Kelley	93%
Hurrigan, Kimberly	93%
Williams, Leslie	93%
List Iii, Frank	93%
Moore, Timothy	93%
Love, Autour	93%
Sandifer, Calvin	93%
Powell, Tyrone	93%
Harris, Stephon	93%
Mason, Brooklyn	93%
Bachelor, Michael	93%

Operator	OTP
Thomas, Stephanie	92%
Rogers, Dewayne	92%
Miles, Brittney	92%
Lauderdale, Lisa	92%
Brown, Curtis	92%
Maddox, Gwendolyn	92%
Martin, Leonard	92%
Kennedy, Kyneesha	92%
Harris, Pamela	92%
Williams, Brittany	91%
Trowell, Laquita	91%
Edwards, Trina	91%
Yarbrough, Demetra	91%
Hayes, Kamika	90%
Reed, Bessie	90%
Wadlington, Tina	90%
Roberson, David	90%
Childress, Jazette	90%

Total Coach Operators for Service (Nov.): 233
Total Coach Operators for Service (Oct.): 236

Total Coach Operators at 90% or better (Nov.): 71
Total Coach Operators at 90% or better (Oct.): 72

NOVEMBER ON-TIME PERFORMANCE

On-time Performance 80% Club

Operator	OTP
Williams, Rodney	89%
Scott, Shalayne	89%
Henderson, Stacey	89%
Neal, Joel	89%
Westmoreland, Nathan	89%
Yasharahla, Ahdawan	89%
Payne, Kawana	89%
Bailey, Kendrick	89%
Ross, Dawnyell	89%
Cecil, Shawn	89%
Kenyon-Scott, Melanie	89%
Smith, Stacey	89%
Wade, Robert	89%
Durham, Dawn	88%
Phillips, Naphatina	88%
Muhire, Bernond	88%
Bethel, Guy	88%
Finisson, Ruby	88%

Operator	OTP
Duncan, Thomas	88%
Henderson, Delisa	88%
Stoudemire, Deondria	88%
Coleman, Lelia	88%
Watts, Reginald	88%
Brents, James	88%
Goodwin, Remonda	87%
Nelson, Paul	87%
Edmonds, John	87%
Saulsberry, Steve	87%
Cook, Donna	87%
Bowen, Angela	87%
Durham, John	86%
Malone, Dewan	86%
Lucas, Courtney	86%
Smyzer, Angela	86%
Wade, Shonda	86%
Bracken, Alisha	86%

Operator	OTP
Murray, Alise	86%
Keita, Adrahamane	86%
Miller, Erica	85%
Wells, Marie	85%
Mccraney, Yazmin	85%
Hawkins, Nisha	85%
Miller, Antonio	84%
Carter, Jamar	84%
Fitzgerald, Birdturam	84%
Rodriguez Villanueva, Ismael	84%
Pope, Melissa	84%
Webb, Sarah	84%
Colbert, Elonda	84%
Jackson, Dennis C.	83%
Carrico, James	83%
Glenn, Redmond	83%
Thompson, Melton	82%
Byiringiro, Ndutiye	82%

Operator	OTP
Jackson, April	82%
Robert, Anna	82%
Brown, Orlando	82%
Adams, Robert	82%
Jackson, Andre	82%
Lansberg, Jon	82%
Miller, Terrence	81%
Stokes, Tracy	81%
Taylor, Josie	81%
Mattingly, Stephen	81%
Dryden, Robert	81%
Lescalleet, Jessica	81%
Goss, Asher	81%
Warner, Jeffery	81%
Evans, Shontey	80%
Holmes, Charles	80%
Brown, Garry	80%
Roberson, Facrecia	80%

Operator	OTP
Yarbrough, Talitha	80%
Taylor, Danielle	80%
Dailey, Charlotte	80%
Thomas, Yvonne	80%
Williams, Djuan	80%
Myles, Antonio	80%
Foster-Mcfadden, Tarina	80%
Akimana, Amani	80%

Total Coach Operators for Service (Nov.): 233
Total Coach Operators for Service (Oct.): 236

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

TARC LEADERSHIP

Tonya Day
Chief Financial Administrative Officer

Bruce Withers
COO / Transportation

Jennifer Miles
Mobility Services

Sherri Toohey
Human Resources

Rick Dooley
Maintenance

Aida Copic
Planning

Maria Harris
Procurement

Dan Franklin
Senior Advisor

Jeremy Priddy
Marketing & Communications

Anna Cooper
Customer Experience

Keith Shartzer
Safety & Security

Nathan Love
Training

Chris Ward
Capital & Facilities

Joe Triplett
Information Technology

Annalisa Roberson
Civil Rights & Compliance

Matt Abner
Finance

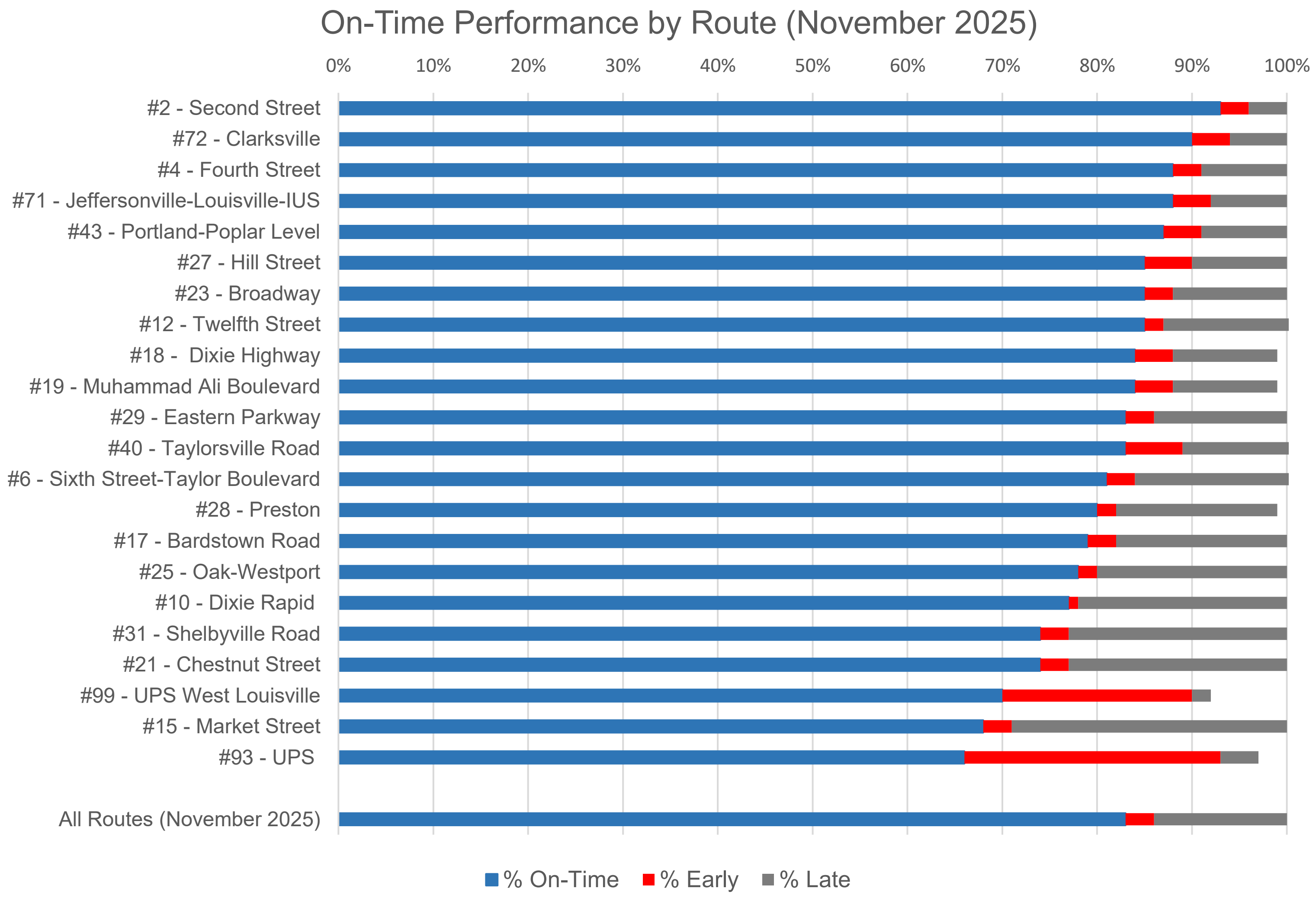
ADDITIONAL STATS
FOR BOARD MEMBER REVIEW

DECEMBER DIRECTORS UPDATE

December 16, 2025

NOVEMBER ON-TIME PERFORMANCE

Route	% On-Time	% Early	% Late
#2 - Second Street	93%	3%	4%
#72 - Clarksville	90%	4%	6%
#4 - Fourth Street	88%	3%	9%
#71 - Jeffersonville-Louisville-IUS	88%	4%	8%
#43 - Portland-Poplar Level	87%	4%	9%
#27 - Hill Street	85%	5%	10%
#23 - Broadway	85%	3%	12%
#12 - Twelfth Street	85%	2%	14%
#18 - Dixie Highway	84%	4%	11%
#19 - Muhammad Ali Boulevard	84%	4%	11%
#29 - Eastern Parkway	83%	3%	14%
#40 - Taylorsville Road	83%	6%	12%
#6 - Sixth Street-Taylor Boulevard	81%	3%	17%
#28 - Preston	80%	2%	17%
#17 - Bardstown Road	79%	3%	18%
#25 - Oak-Westport	78%	2%	20%
#10 - Dixie Rapid	77%	1%	22%
#31 - Shelbyville Road	74%	3%	23%
#21 - Chestnut Street	74%	3%	23%
#99 - UPS West Louisville	70%	20%	2%
#15 - Market Street	68%	3%	29%
#93 - UPS	66%	27%	4%
All Routes (November 2025)	82.6%	3%	14%



EMERGING ISSUES

OVERVIEW

Transportation:

- Continuing with weekly meetings on preparation/training for the NTN. January 2026 pick underway with the operators. Training**:**

TRENDS

OVERVIEW

Transportation:

- Set a new on time performance record of 82.6% for the month of November

Grants & Capital Programs:

- Actively closing aging grants
- Sub-fleet of 7 Gillig electric buses by April 2026.

CELEBRATE SUCCESSES

OVERVIEW

Transportation:

- Transportation team members trip to IndyGo to learn how they manage their “pulse” system and operations. Created video to share with the agency.

NOVEMBER FEEDBACK (FIXED ROUTE)

FIXED ROUTE FEEDBACK TREND REPORT (Including Commendations)															
FEEDBACK CATEGORY	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR	45	49	46	48	41	48	53	54	55	65	65	46	50	665	51
PASSED UP PASSENGER	44	36	46	32	54	63	65	67	62	73	60	81	42	725	56
NO SHOW	33	35	29	31	22	16	9	8	7	18	17	12	7	244	19
LATE SCHEDULE	64	41	39	32	29	34	34	11	21	28	31	40	31	435	33
RECKLESS DRIVING	16	11	20	10	28	30	21	25	17	29	21	25	19	272	21
EARLY SCHEDULE	11	24	24	14	14	12	16	7	9	12	12	22	13	190	15
PLANNING/SCHEDULE	22	23	24	24	25	25	21	28	23	22	25	32	15	309	24
IT/MOBILE	2	1	1	4	6	2	3	1	2	1	1	0	3	27	2
NEW TARC NETWORK	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0
OTHER - MISC	86	54	57	50	46	46	46	49	53	64	73	70	49	743	57
COMMENDATIONS	14	4	8	9	7	4	5	21	8	10	6	10	5	111	9

FIXED ROUTE (November 2025)					
FEEDBACK CATEGORY	VERIFIED	UNVERIFIED	UNABLE TO INVESTIGATE	UNDER INVESTIGATION	TOTAL
RUDE OPERATOR	1	29	7	13	50
PASSED UP PASSENGER	5	25	4	8	42
NO SHOW	1	5	0	1	7
LATE SCHEDULE	5	21	2	3	31
RECKLESS DRIVING	5	11	3	0	19
EARLY SCHEDULE	3	8	1	1	13
PLANNING/SCHEDULE	11	3	0	1	15
IT/MOBILE	2	0	0	1	3
NEW TARC NETWORK	2	0	0	0	2
OTHER - MISC	14	19	2	14	49

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.

NOVEMBER FEEDBACK (PARATRANSIT)

PARATRANSIT FEEDBACK TREND REPORT (Including Commendations)

FEEDBACK CATEGORY	Nov-25	Dec-25	Jan-26	Feb-26	Mar-26	Apr-26	May-26	Jun-26	Jul-26	Aug-26	Sep-26	Oct-26	Nov-26	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR OR STAFF	22	34	35	10	25	28	29	34	23	33	20	33	16	342	26
NO SHOW	24	12	24	17	21	23	18	18	20	23	18	26	19	263	20
LATE SCHEDULE	15	13	11	13	3	20	15	9	11	19	21	31	14	195	15
RECKLESS DRIVING	10	4	8	13	6	7	8	4	7	11	4	7	0	89	7
EARLY SCHEDULE	3	0	1	2	2	2	2	2	0	1	1	1	0	17	1
TRIP BOOKING OR SCHEDULING	8	12	19	7	15	12	14	13	16	18	17	23	14	188	14
OTHER - MISC	26	27	30	25	35	26	28	27	25	32	32	30	26	369	28
COMMENDATIONS	6	6	5	4	7	5	4	4	5	6	9	0	5	66	5

PARATRANSIT (November 2025)

FEEDBACK CATEGORY	VERIFIED	UNVERIFIED	UNABLE TO INVESTIGATE	UNDER INVESTIGATION	TOTAL
RUDE OPERATOR OR STAFF	1	11	1	3	16
NO SHOW	1	16	1	1	19
LATE SCHEDULE	7	6	0	1	14
RECKLESS DRIVING	0	0	0	0	0
EARLY SCHEDULE	0	0	0	0	0
TRIP BOOKING OR SCHEDULING	5	8	1	0	14
OTHER - MISC	6	14	4	2	26

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

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

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

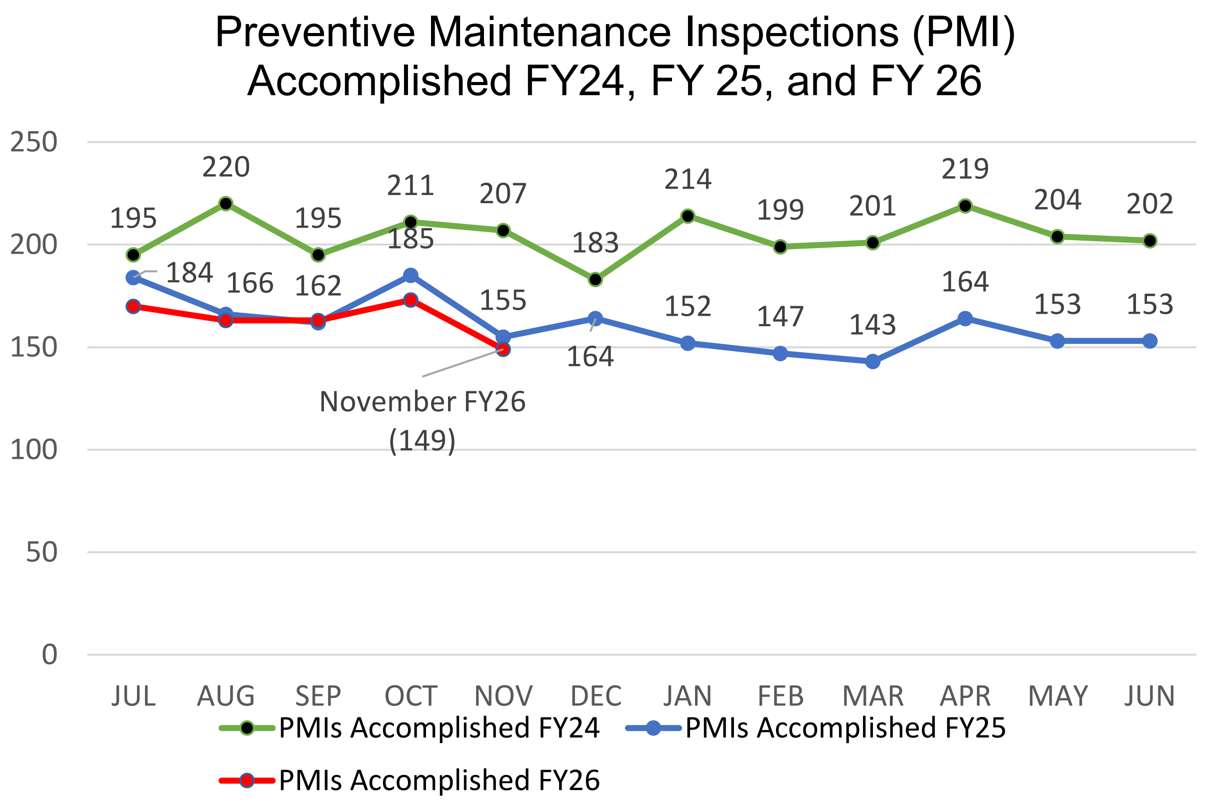
Reckless Driving - The operator was driving recklessly or made a dangerous maneuver.

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

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

MAINTENANCE

Target PMI: 150
Total Monthly PMIs (November): 149



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

Coach Maintenance Plan Includes:

3,000 mile inspection:
- Road Test
- Check engine compartment
- Check under coach to include brake systems
- Check Interior-Exterior
- Lube under carriage

6,000 mile inspection:
- Change engine oil, engine fuel filter, and oil filters
- Perform 3,000 mile inspection

12,000 mile inspection
- Perform brake Tapley
- Perform 6,000 mile inspection

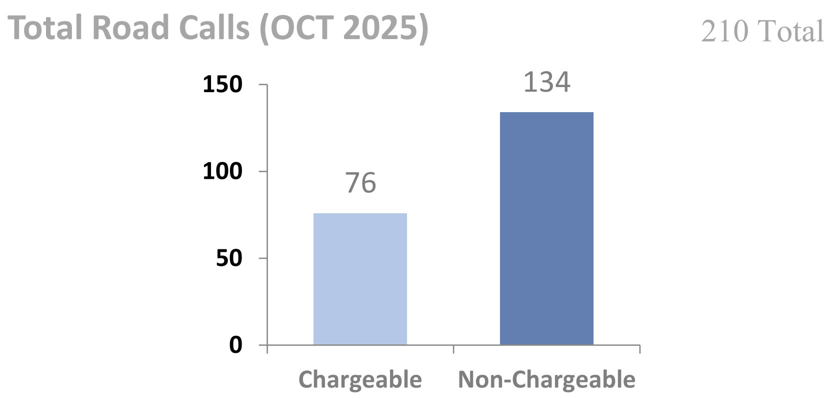
24,000 mile inspection
- Change engine air filter and change hydraulic oil filter
- Perform 12,000 mile inspection

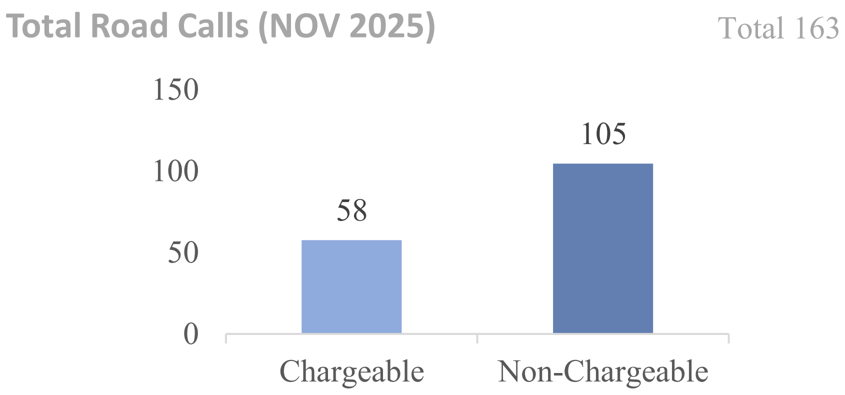
48,000 mile inspection
- Fluid change
- Inspect transmission
- Sample transmission fluid

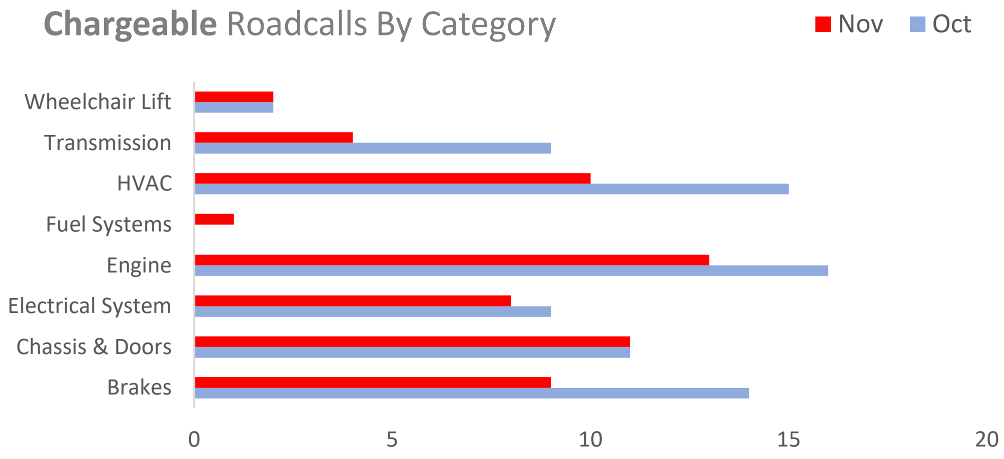
96,000 mile inspection
- Transmission fluid and filter change
- Inspect transmission
- Sample transmission fluid

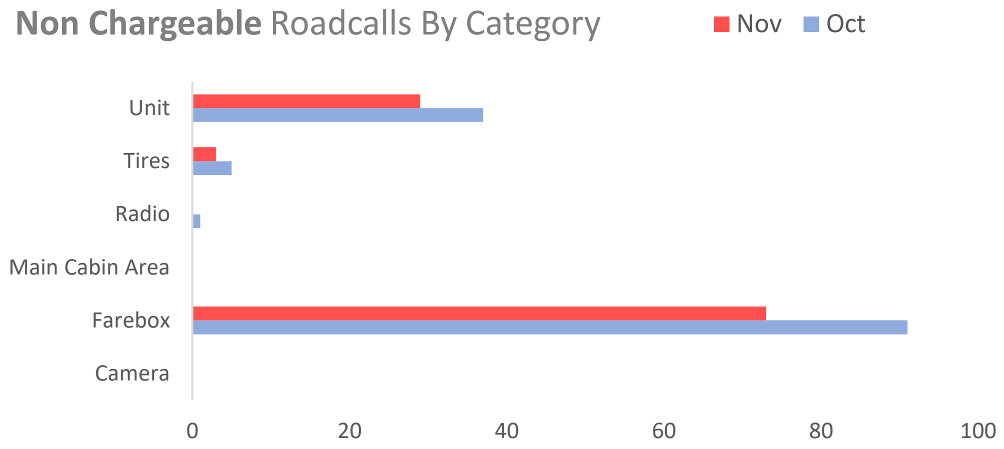
MAINTENANCE

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









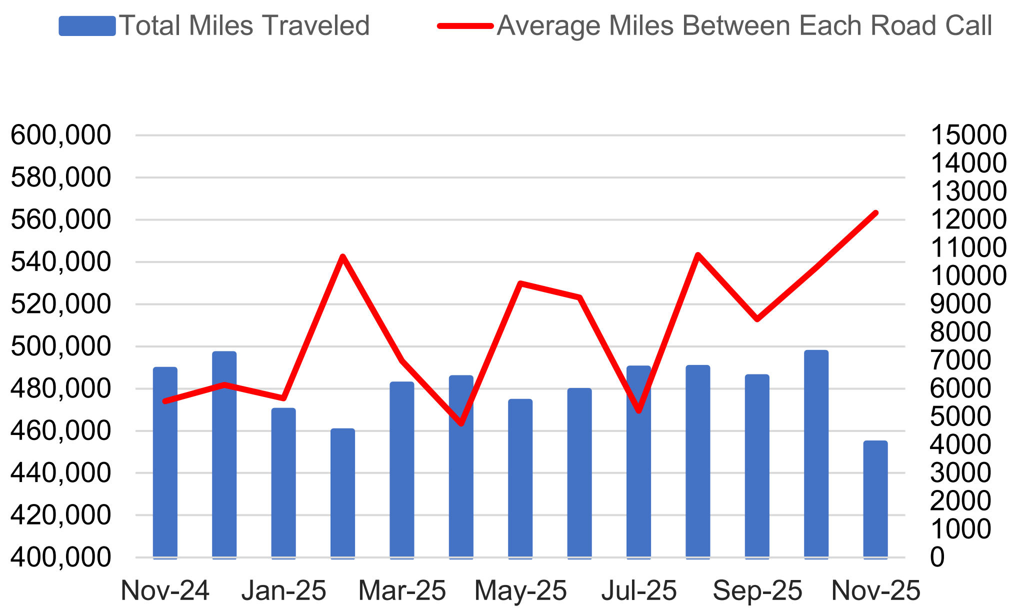
Chargeable Road Call: An issue the TARC Maintenance Department IS responsible for fixing

Non-Chargeable Road Call: An issue the TARC Maintenance Department IS NOT responsible for fixing

MAINTENANCE

MILES BETWEEN CHARGEABLE ROAD CALLS

	Total Miles Traveled (each month)	Chargeable Road Calls	AVG Miles Between Each Road Call
Nov-24	488,840	88	5,555
Dec-24	496,333	81	6,127
Jan-25	469,485	83	5,656
Feb-25	459,735	43	10,691
Mar-25	481,890	69	6,984
Apr-25	485,004	102	4,755
May-25	473,698	80	9,741
Jun-25	478,934	98	9,241
Jul-25	489,556	94	5,208
Aug-25	489,767	72	10,752
Sep-25	485,352	92	8,465
Oct-25	496,899	76	10,305
Nov-25	453,965	58	12,246



Total Miles Between Road Calls = 12,246
Target Miles Between Road Calls = 7,500

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

11

TYPE OF ACCIDENT

Fixed object	7	63.7%
Backing	2	18.1%
Rear end	1	9.1%
Moving object	1	9.1%

YTD

49

7 Fixed Objects

- Going straight at TARC garage (2), Shelbyville Rd/Breckenridge, VA Hospital, 12th/Broadway
- Turning left at Preston/Jackson, TARC garage (pulling into track)

2 Backing

- TARC barn (2 – Maintenance)

1 Read End

- Rear end at 7th/Market

1 Moving Object

- Rear end at 28th/Greenwood

PREVENTABLE ACCIDENTS / 100K MILES

Monthly

2.7

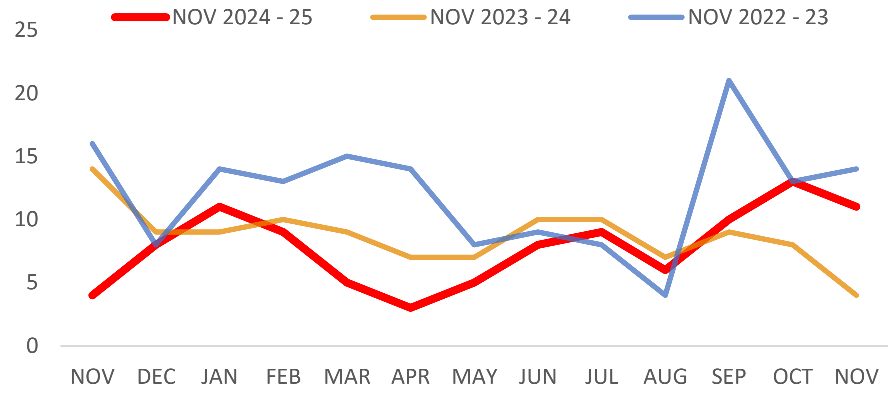
YTD AFR Goal

2.1

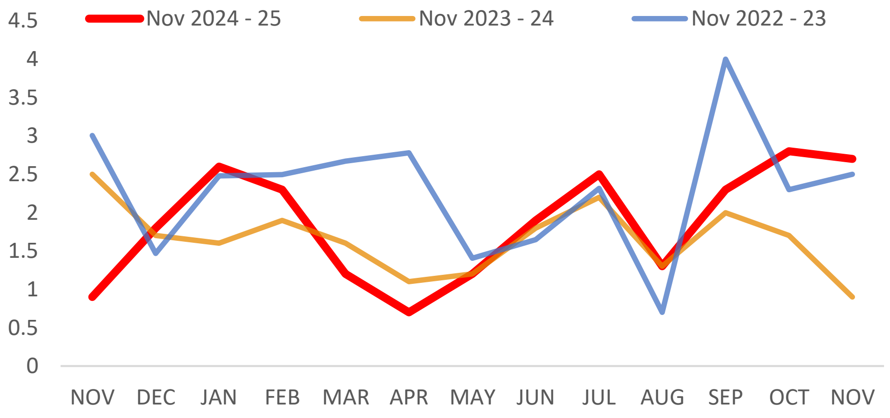
YTD

2.3

PREVENTABLE ACCIDENTS



PREVENTABLE ACCIDENT AFR



SAFETY

PASSENGER DISRUPTIONS BY ROUTE NOV 25

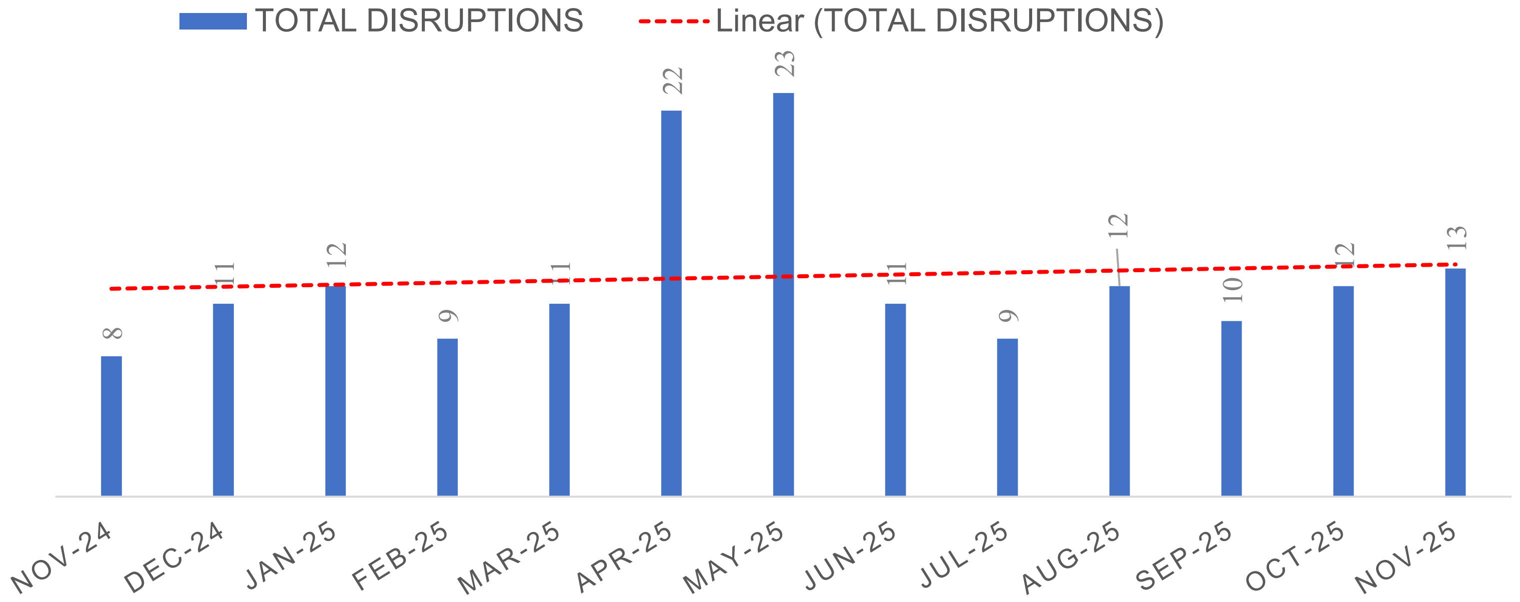
Route ID	Disruptions
Fourth St - #4	2
Dixie Rapid - #10	2
Broadway - #23	2
Portland Poplar Level - #43	2
Dixie Hwy - #18	1
Oak-Westport - #25	1
Preston - #28	1
Shelbyville Rd - #31	1
J'ville-Lou-New Albany - #71	1

DISRUPTION CATEGORIES NOV 25

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

Disputes(Others) Breakdown	#
Fare evasion	1
Profane language	2
Walker issue	1
Medical emergency	3
Passenger fall	1
Domestic issue	1
Unresponsive passenger	1
Intoxicated passenger	1
Passenger assistance	1
Stolen bike	1

TOTAL PASSENGER DISRUPTIONS (NOV 24 – NOV 25)



PASSENGER DISRUPTIONS*

This Month Total	Monthly Avg
13	12.54

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

NTN Task Group Progress Updates (12/5/2025):

Service Planning & Scheduling (SPS)

- New NTN downtown map created to show final downtown routings.
- Established key deadlines for Schedule + GTFS development for next two months;
- NTN route alignments (1B to GE, 93/99) finalized pending GE/UPS confirmation;
- Review of Operator facilities at route terminals will begin in coming weeks; and
- Draft NTN marquee signs have been completed and are under review.

Passenger Facilities (PFTG)

- Downtown Transfer Center bay locations finalized; staff circulating detailed layouts for bays, amenities, operator restroom, security provisions, etc. for internal review.
- Meetings conducted with local/state staff and potential contractors to review bus stop improvement scope and processes.
- Scoping documents for bus stop field work sent to contractors for cost estimates;
- PFTG team members met with staff from WMATA in Washington, DC to learn about bus stop signage in their recent Better Bus Network implementation.
- Process for fabrication/installation of new bus stop signs under development with input from Maintenance, Marketing & Planning;
- TARC staff continues to prepare detailed site designs for new bus stop boarding pad locations throughout the system.

Transportation & Training (TNT)

- NTN information prepared to share with Operators during bid pick starting Jan. 8th.
- Final NTN Training Plan completed, including classroom trainings, ADP videos, NTN playbooks/cheat sheets and NTN website resources;
- Training department has created a sample route video to be used for operator training; additional route videos will be created for each route and made available to staff; and
- Ongoing consideration of SOP changes to coincide with NTN launch.

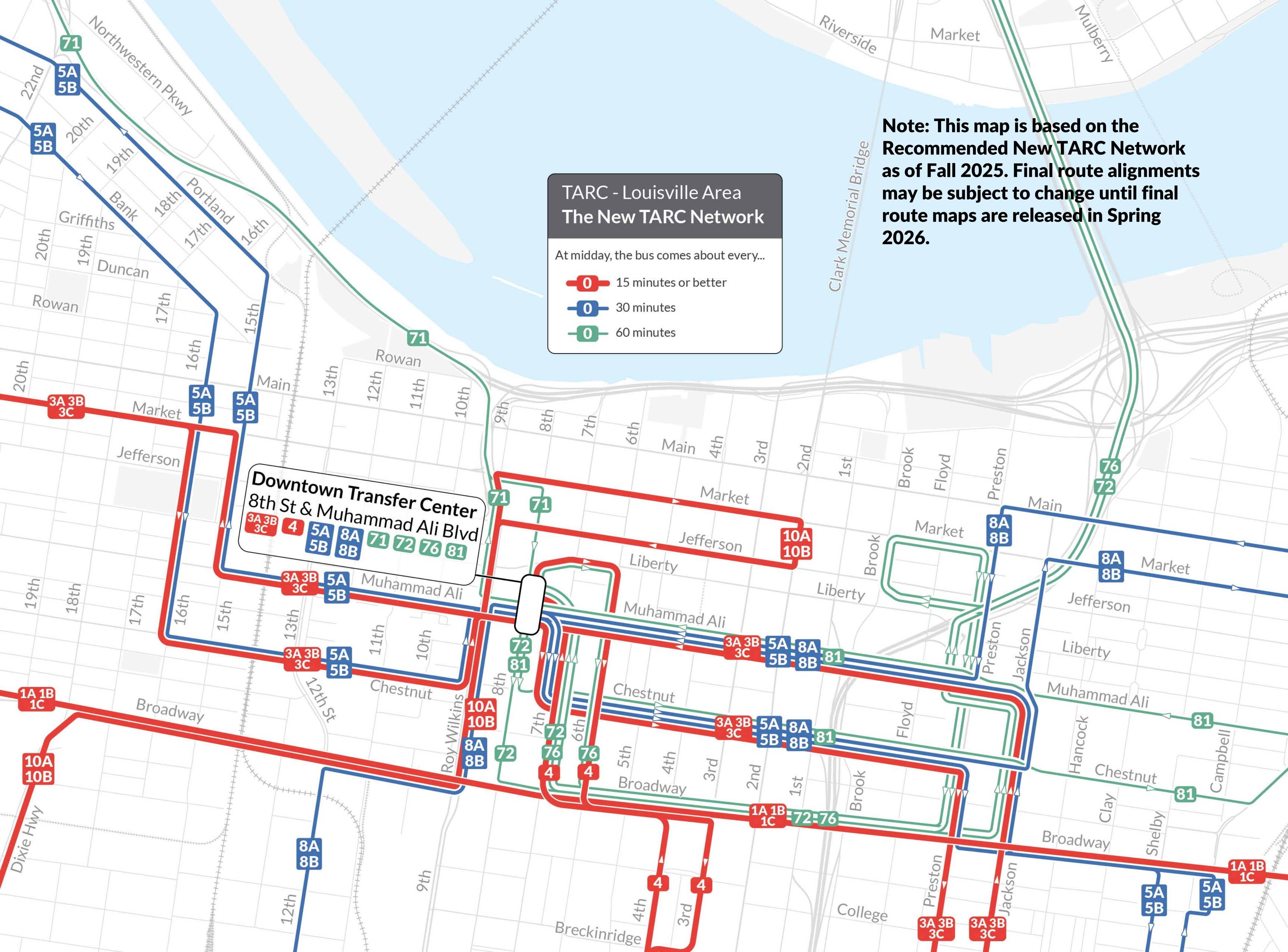
Marketing, Outreach + Engagement (MOE)

- Final bus stop sign design survey distributed to staff;
- First Internal engagement video produced and will be released via ADP by next week;

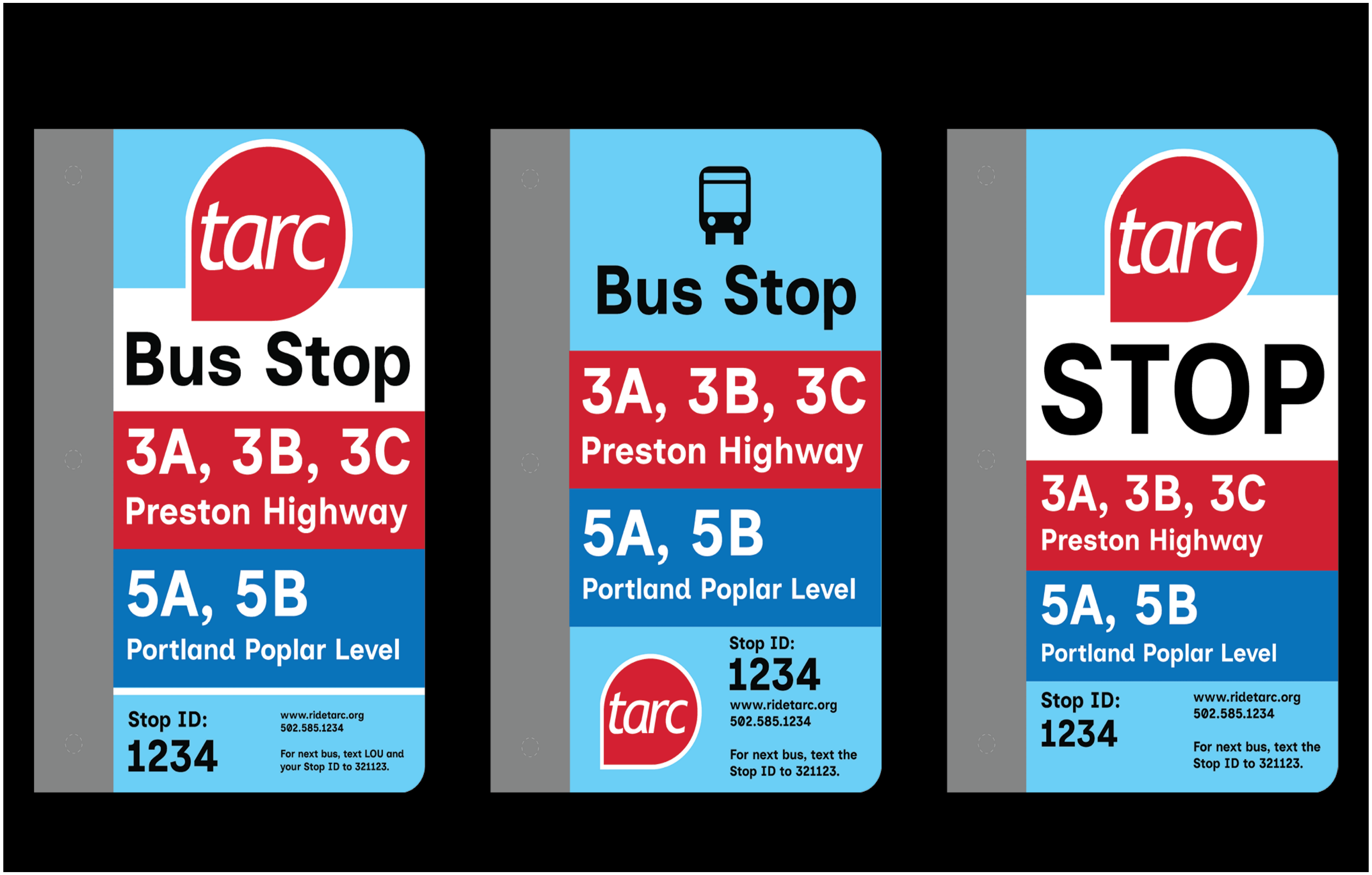
- Onboard audio announcements and special bus marquee signs for NTN finalized and provided to IT team for display beginning in April 2026;
- Customer touchpoint inventory created in preparation for NTN information updates.\
- Draft NTN Marketing & Outreach Plan under development.

Intelligent Transportation Systems (ITS)

- Third ITS task group meeting conducted this past week;
- GTFS database process timeline is being finalized with input from Planning team;
- Initial planning for ITS transitions needed for NTN launch; and
- IT Team reviewing possible real-time information display options for Downtown Transfer Center.



TARC - Louisville Area
The New TARC Network
At midday, the bus comes about every...
0 15 minutes or better
0 30 minutes
0 60 minutes
Note: This map is based on the Recommended New TARC Network as of Fall 2025. Final route alignments may be subject to change until final route maps are released in Spring 2026.
Downtown Transfer Center
8th St & Muhammad Ali Blvd
3A 3B 3C
4
5A 5B
8A 8B
71
72
76
81
1A 1B 1C
10A 10B
Northwestern Pkwy
Portland
Riverside
Market
Mulberry
Clark Memorial Bridge
Griffiths
Duncan
Rowan
Bank
Main
Jefferson
Liberty
Muhammad Ali
Chestnut
Broadway
Breckinridge
College
Dixie Hwy
12th St
Roy Wilkins
22nd
20th
19th
18th
17th
16th
15th
13th
12th
11th
10th
9th
8th
7th
6th
5th
4th
3rd
2nd
1st
Brook
Floyd
Preston
Jackson
Hancock
Clay
Shelby
Campbell


tarc
Bus Stop
3A, 3B, 3C
Preston Highway
5A, 5B
Portland Poplar Level
Stop ID:
1234
www.ridetarc.org
502.585.1234
For next bus, text LOU and your Stop ID to 321123.
Bus Stop
3A, 3B, 3C
Preston Highway
5A, 5B
Portland Poplar Level
tarc
Stop ID:
1234
www.ridetarc.org
502.585.1234
For next bus, text the Stop ID to 321123.
tarc
STOP
3A, 3B, 3C
Preston Highway
5A, 5B
Portland Poplar Level
Stop ID:
1234
www.ridetarc.org
502.585.1234
For next bus, text the Stop ID to 321123.

Transit Authority of River City

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: December 16, 2025

Re: Resolution 2025 - 53Amendment No. 2 Commercial Card Service to Contract 2020658 Banking and Financial Services

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On December 15, 2020, Request for Proposal (RFP) 2020658 Banking and Financial Services was released and posted on Transit Talent and TARC's Bonfire page. Additionally, the solicitation document was sent to a number of local banking firms in the Metro area. The solicitation resulted in a contract with Fifth Third Bank, which offered the best value to TARC.

The original Fifth Third proposal included program service options, one being the Commercial Card Service which allows for a more streamlined and convenient payment option for fuel, micro-purchases, and travel than our current processes allow. While this option was already available under the existing contract, the procurement department canvassed other providers and determined Fifth Third Bank offered the best value. This new process will increase efficiency for micro-purchases, reduce the number of purchase orders, and reduce potential fraud and waste that comes with petty cash. TARC is now ready and prepared to exercise this option.

The implementation of this Commercial Card Service is estimated to cost $50,000 over the remaining total life of the contract (6 years, assuming all option years are exercised). This includes the establishment of several file transfer feeds for reconciliation and auditing purposes as well as an annual program fee based on the average daily balance of the account. It is also important to note that this program does offer an annual rebate that can be used to offset these costs.

TARC is requesting Board approval of this amendment to the Banking and Financial Services Contract with Fifth Third Bank for a not to exceed amount of $50,000 for the remaining total life of the contract.

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

RESOLUTION 2025-53
AMENDMENT NO. 2 COMMERCIAL CARD SERVICE TO CONTRACT 2020658 BANKING AND FINANCIAL SERVICES

This resolution requests the Board to authorize the Executive Director to proceed with the Commercial Card Service amendment to the Banking and Financial Services Contract #2020658 with Fifth Third Bank.

WHEREAS, TARC seeks an amendment to the Banking and Financial Service Contract to exercise the option service for the Commercial Card Service;

WHEREAS, the procurement department canvassed other providers and determined Fifth Third Bank offered the best value; and

WHEREAS, a pricing analysis was performed for the program implementation and was deemed fair and reasonable; and,

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

The TARC Executive Director is hereby authorized to move forward with the amendment to the Banking and Financial Services Contract #2020658 with Fifth Third Bank for the implementation of Commercial Card Service based upon the proposed costs for a not to exceed amount of $50,000.

ADOPTED THIS 16th DAY OF DECEMBER 2025

____

Abbie Gilbert, Chair of the TARC Board of Directors

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: December 16, 2025

Re: Resolution 2025 -56 Armored Car Services Sole Sources 20251979

GardaWorld has been a long-standing partner of TARC since 2000. Due to TARC's specific fare system and equipment, GardaWorld is currently the only provider who has the capability and resources to effectively deliver our needs based on our infrastructure limitations. The current contract with GardaWorld is set to expire on December 31, 2025.

On October 16, 2025, a Request for Proposal (RFP) 20251908, was released and advertised to seek armored car services. No bids were received. On November 5, 2025, the procurement department proceeded to engage in a Sole Source award with GardaWorld. After completing a price analysis, the procurement department revealed an increase of only 2% from the previous contract. The new monthly pricing will be $2,453.88 for transportation, $15,790.02 for currency processing and $2,312.12 for the coin processing for a total of $20,556.02. The Jan–Dec 2026 contract cycle crosses fiscal boundaries, resulting in a split impact where each fiscal year will absorb about half of the total contract cost.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to negotiate and enter into a one (1) year contract with GardaWorld at a cost not to exceed $246,673 for armored car services.

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

Transit Authority of River City

RESOLUTION 2025-56

Resolution 2025 -56 Armored Car Services Sole Sources 20251979

A Resolution authorizing the Executive Director to negotiate and enter into a contract term of one (1) year with GardaWorld for armored car services at a cost not to exceed $246,672.

WHEREAS, TARC seeks an armored car service provider to furnish and assist TARC with its transportation, counting and depositing of customer fares; and

WHEREAS, a Request for Proposal (RFP) was released and advertised on October 16, 2025 and there were no bid responses received; and

WHEREAS, the Procurement Department sought pricing from GardaWorld as a Sole Source contract; and

WHEREAS, the Procurement Department conducted pricing analysis; and

WHEREAS, the Procurement Department recommends an award to GardaWorld as the best value solution for TARC; and

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

The Executive Director is hereby authorized to negotiate and enter into a one (1) year contract with GardaWorld for an armored car transportation of received customer fares, the counting of the customer fares and the depositing of the customer fares at a cost not to exceed $246,672.

ADOPTED THIS 16th DAY OF DECEMBER, 2025,

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Abbie Gilbert, Chair of the TARC Board of Directors

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: December 16, 2025

Re: Resolution 2025-54– Grant application for Commonwealth of KY GRANT Program

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On November 20th, TARC was notified that its 2025 application to the Federal Transit Administration's (FTA) Section 5339 Bus and Bus Facilities Competitive program received an award to fund construction of a new brake repair shop at the south end of the 10th Street bus storage facility.

The brake shop addition will make use of vacant space that TARC owns to address an operating need. The recent transition from drum brakes to disc brakes on 40' fixed-route buses has resulted in more frequent scheduled brake maintenance. Moving brake repair to the Union Station campus will avoid the cost and delays of moving buses back and forth to our current brake shop located in our maintenance facility at 2905 West Broadway. The full amount of the grant is $3,280,000, of which $2,624,000 are federal funds.

In addition to the competitive federal grant program, the Commonwealth of Kentucky's Cabinet for Economic Development (CED) offers a program entitled Government Resources Accelerating Needed Transformation (GRANT) that encourages competitive applications by providing local matching funds for awarded federal grants. Under this program, TARC is eligible to apply for 95% of the required $656,000 match requirement for the recent Section 5339 award. If the GRANT application is successful, the portion of the total project grant that TARC would contribute from the Mass Transit Trust Fund will be only $32,800.

As required by the CED GRANT application process, this Resolution seeks authority from the Board of Directors for TARC to submit an application and enter into legal agreements associated with the GRANT program.

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

RESOLUTION 2025-54
GRANT APPLICATION FOR COMMONWEALTH OF KY GRANT PROGRAM

A Resolution authorizing the Transit Authority of River City (TARC) to complete and file a Government Resources Accelerating Needed Transformation (GRANT) Program project application for up to $623,200 in GRANT Program funds with the Cabinet for Economic Development (CED); authorizing and directing the Director of Grants and Capital Programs (Authorized Representative) of TARC , or the TARC Executive Director or other appropriate personnel, to execute any documents which are deemed necessary by CED to carry out this project; authorizing the Authorized Representative to act as the authorized correspondent for this project; and permitting review and execution of all agreements and request of all disbursements related to the GRANT Program.

WHEREAS, TARC desires to promote and carry out community development efforts on behalf of residents by supporting the GRANT Program project; and

WHEREAS, TARC submitted an application for the following federal grant program: FFY 2025 Section 5339 Buses and Bus Facilities Program with the intent to access federal grant resources that are in the public interest and for a public purpose may seek funding assistance in preparing and/or completing applications for federal resources; and

WHEREAS, TARC recognizes that the GRANT Program monies available to TARC for the purposes stated herein, pursuant to KRS 147A.150 to 147A.166, impose certain obligations and responsibilities upon TARC and will require among other things:

(1) Approval of a satisfactory application submitted to CED for approval;

(2) Proper registration to do business within the Commonwealth; and

(3) Other obligations of the Entity in connection with receiving the GRANT Program monies for the purposes stated herein.

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

A GRANT Program Application on behalf of TARC for GRANT Program monies up to $623,200 for the TARC FFY 2025 Buses and Bus Facilities Project shall be submitted to CED. TARC shall provide such additional information and furnish such documentation as may be required, and the Authorized Representative shall act as the authorized correspondent for this project.

ADOPTED THIS 16th DAY OF DECEMBER 2025

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Abbie Gilbert, Chair of the TARC Board of Directors

Transit Authority of River City

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: December 16, 2025

Re: Resolution 2025-55 BUS WINDSHIELDS, WINDOWS, AND GLASS (ITB) 20251951

On September 24, 2025, the Procurement Department issued Invitation to Bid (ITB) 20251951 for Bus Windshields, Windows, and Glass, which included ninety-nine (99) inventory parts. On November 14, 2025, TARC received a single bid from the qualified vendor, Gillig, LLC.

The bid was reviewed in compliance with Federal Transit Administration (FTA) regulations and TARC Procurement Policy, and was deemed responsive and responsible.

As part of our due diligence, TARC conducted an Independent Cost Estimate (ICE) for the proposed project. Upon initial review, the estimate appeared to be higher than expected, prompting a closer examination of the underlying factors. A request for a reduction in pricing was made to the vendor in an effort to secure more favorable terms. After negotiation, the vendor agreed to a 3% reduction in the original proposal. The Procurement Department then determined that the revised pricing, which reflects this reduction, is fair and reasonable.

Based on the evaluation, the Procurement Department recommends an award to Gillig, LLC. The recommended contract term is two (2) years. Funding for the first year has been budgeted in FY 2026, and the second year will be incorporated into the FY 2027 budget. The anticipated annual expenditures are $96,915 in year one and $106,605 in year two, which includes a 10% annual escalator, for a cumulative not-to-exceed amount of $203,520.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to negotiate and enter into a two (2) year contract with Gillig, LLC at a cost not to exceed $203,520.

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

RESOLUTION 2025-55
BUS WINDSHIELDS, WINDOWS, AND GLASS

A Resolution authorizing the Executive Director to negotiate and enter into a contract with Gillig, LLC. for a two (2) year term at a cost not-to-exceed $203,520.

WHEREAS, the Procurement Department issued Invitation to Bid (ITB) 20251951 for Bus Windshields, Windows, and Glass, which included ninety-nine (99) inventory parts; and

WHEREAS, TARC received a single bid from Gillig, LLC, on November 14, 2025, which was deemed responsive and responsible in compliance with Federal Transit Administration (FTA) regulations and TARC Procurement Policy; and

WHEREAS, the inclusion of 24 new parts/windows and a 3% negotiated reduction in the vendor's pricing resulted in a fair and reasonable final cost estimate; and

WHEREAS, funding for the first year has been budgeted in FY 2026, and the second year will be incorporated into the FY 2027 budget; and

WHEREAS, the Procurement Department recommends awarding the contract to Gillig, LLC, with an anticipated contract term of two (2) years and total expenditures not to exceed $203,520;

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

The Executive Director is hereby authorized to negotiate and enter into a contract with Gillig, LLC for Bus Windshields, Windows, and Glass for a term of two (2) years at a total not-to-exceed amount of $203,520.

ADOPTED THIS 16th DAY OF DECEMBER 2025

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Abbie Gilbert, Chair of the TARC Board of Directors

Transit Authority of River City

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: December 16, 2025

Re: Resolution 2025-57 Bulk Oils Liquids Fluids and Lubricants 20211667

On January 25, 2022, referencing resolution 2022-02, the Board of Directors authorized and approved the Executive Director to negotiate and enter into an agreement with multiple vendors for bulk oils, liquids, fluids and lubricants to support the maintenance and repair of the fleet for a not to exceed amount of $588,687. On May 22, 2024, a second resolution 2024-19 amending the original contract increased the not to exceed to $731,015. The contract was fully executed on January 28, 2022 and is expected to expire in January of 2026. The current vendors are Apollo Oil, LLC, Landrum Chemical Industries, Rely Supply, LLC, and Valor Oil.

The Maintenance Department is requesting to exercise the second and final one-year optional term of the contract.

- An additional $889,536 is required to accommodate increased usage and estimated future needs.
- This increase will bring the new total not-to-exceed (NTE) amount to $1,620,551
- The department also plans to sole source item #55194 (currently on the bulk list) as part of a revised Preventative Maintenance plan to transition to 10K oil changes.

The Procurement Department conducted a pricing analysis for the previous two years and deemed the second option pricing is fair and reasonable.

The Procurement Department is recommending to exercise the second option of a one-year term in an additional amount not-to-exceed $889,536.

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

RESOLUTION 2025-57 BULK OILS LIQUIDS FLUIDS AND LUBRICANTS -20211967

A Resolution authorizing the Executive Director to negotiate and enter into a second optional one-year term with Apollo Oil, LLC, Landrum Chemical Industries, Rely Supply, LLC, and Valor Oil to supply bulk oils, liquids, fluids, and lubricants to support the needs of the Maintenance Department in the amount of $889,536 with a new not-to-exceed amount of $1,620,551.

WHEREAS, TARC intends to exercise a second one-year optional term with multi-vendors to provide bulk oils, liquids, fluids and lubricants; and

WHEREAS, Procurement Department conducted a pricing analysis for the previous two years and deemed the second optional pricing is fair and reasonable; and

WHEREAS, the Procurement Department recommends an award to Apollo Oil, LLC, Landrum Chemical Industries, Rely Supply, LLC, and Valor Oil as the best value solution for TARC; and

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

The Executive Director is hereby authorized to negotiate and enter into a contract with Apollo Oil, LLC, Landrum Chemical Industries, Rely Supply, LLC, and Valor Oil. to supply bulk oils, liquids, fluids, and lubricants to support the needs of the Maintenance Department. The second one-year optional term should not-to-exceed amount of $889,536 with a new not-to-exceed amount of $1,620,551.

ADOPTED THIS 16th DAY OF DECEMBER, 2025,

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Abbie Gilbert, Chair of the TARC Board of Directors

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: December 16, 2025

Re: Resolution 2025-58 – Ellipse Hosting, Support and Retainer Agreement – Sole Source Award (20251984)

Ellipse software (by Hitachi) is TARC's Enterprise Resource Planning (ERP), and Enterprise Asset Management (EAM) System and has been TARC's procure to pay system since early 2000. In July 2021, Hitachi announced end of life for the legacy Ellipse platform and the discontinuation of its active support to their clients by end of calendar year 2028. TARC staff has already begun the process to develop a replacement and procurement strategy. Hitachi is the parent company that owns the Ellipse software, COSOL is the preferred support agent for Ellipse and TARC has for a number of years operated under an agreement with COSOL to host, maintain, and provide support for Ellipse. Previous Resolutions include the following for reference:

- On February 23, 2021, the Board approved Resolution 2021-03 for Ellipse Hosting and Support Agreement to exercise year one (1) of the two one-year available optional terms, which expired on December 31, 2021, with a not to exceed amount of $256,862.

- On July 27, 2021, the Board approved Resolution 2021-25 for COSOL (formerly AddOns) Additional Services for Ellipse Training, which was a one-time project task with a not to exceed amount of $24,500.

- On April 26, 2022, the Board approved Resolution 2022-09 for annual Ellipse Hosting and Support Services Agreement to exercise year two (2) of the two one-year available optional terms, which expired on December 31, 2022, with a not to exceed amount of $268,267.

- On November 15, 2022, the Board approved Resolution 2022-27 for a sole source procurement of annual Ellipse Hosting and Support Services Agreement, which will expire on December 31, 2023, with a not to exceed amount of $405,738, which includes analytics, hosting and ADP and AP Fifth-Third interfaces to other third-party software.

- On November 14, 2023, the Board approved Resolution 2023-37 for a sole source procurement to extend the contract for 2 more years with a not to exceed amount of $691,587.

As a preferred partner, it is critical to continue to subscribe to the Ellipse hosting and support services provided by COSOL.

The staff is recommending a sole source award for an additional three (3) years with COSOL.

This Resolution will allow TARC staff to continue developing scope and requirements for an ERP/EAM system for the purpose of procuring a new replacement of the system through full and open competition.

This resolution is seeking approval for the Board of Directors to authorize the Executive Director to negotiate and enter into a three-year agreement for hosting, support, upgrades/patches, and retainer services with COSOL. The three (3) year term shall be procured as a sole source award (20251984) with a total not-to-exceed amount of $983,600 for the three-year term.

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

RESOLUTION 2025-58 Ellipse Hosting, Support & Retainer Agreement – Sole Source Award

A Resolution authorizing the Executive Director to enter into a contract with COSOL for a total of three years for a not-to-exceed amount of $983,600 for Ellipse hosting, support, upgrades/patches and retainer agreement:

WHEREAS, TARC seeks COSOL to continue to provide Ellipse hosting, support and retainer agreement; and

WHEREAS, a sole source award 20251984 was issued on December 01, 2025 for such services; and

WHEREAS, TARC negotiated and conducted a pricing analysis; and

WHEREAS, TARC deemed the negotiated price is fair and reasonable; and

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

The Executive Director is hereby authorized to enter into a two-year contract effective January 1, 2026 and shall expire December 31, 2028 with COSOL for a not to exceed amount of $983,600 for Ellipse hosting, support and retainer agreement.

ADOPTED THIS 16th DAY OF DECEMBER 2025

Abbie Gilbert, Chair of the TARC Board of Directors

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: December 16, 2025

Re: Resolution 2025-59 TARC Title VI Plan Update

Per the Federal Transit Administration (FTA) regulations, guidelines, and Circular FTA C 4702.1B, TARC has prepared an updated 2025 Title VI Plan that provides programmatic, process and policy information on major services, fare changes, and service polices that relate to minority and low-income populations. TARC has a longstanding commitment to meet both the spirit and letter of Title VI of the Civil Rights Act of 1964 that prohibits discrimination based on race, color or national origin in programs or activities that receive federal financial assistance, and is committed to full compliance under the FTA regulations.

TARC's goal is to avoid, eliminate, or minimize any adverse impacts of service or fare changes that would be borne disproportionately by minority or low-income populations. Any potential adverse or disproportionate effects of service or fare changes on minority or low-income passengers will be mitigated with proposed alternative measures. Under FTA requirements and as part of the Title VI Plan update process, TARC presents the 2025 Title VI Plan update to the Board of Directors for its consideration and final approval. Upon approval, the plan will be included on TARC's website and available for review by members of the public.

There were no policy changes made during the time detailed in the Title VI Plan update (2022-2025). The changes reflected in the document were updates to data and demographics.

Please note, TARC is in the process of developing 2025 Draft Plans for network restructuring and efficiency improvements to be implemented in the summer of 2026 as part of the New TARC Network. This will constitute a major change in TARC's service and will require TARC to make significant policy amendments, which will include public meetings and the opportunity for public comment. Once these changes are implemented, TARC undertake a new, thorough Title VI analysis for network restructuring and service changes implemented as part of the new TARC network.

The attached resolution seeks approval of TARC's 2025 Title VI Plan Update.

If you have any questions, please call me at 502-561-5100.

RESOLUTION 2025-59
TARC's Title VI Plan Update

A Resolution requesting the approval of the 2025 Title VI Plan update per the FTA Title VI regulations and requirements.

WHEREAS, Pursuant to Federal Transit Administration requirements and guidelines for Federal Transit Administration recipients, Circular FTA C 4702.IB, TARC has updated its 2025 Title VI Program and related major service and fare change policies that address potential impacts of service and fare changes on minority and low-income populations; and

WHEREAS, TARC is committed to adhering to Title VI regulations, which are part of the Civil Rights Act of 1964 and prohibit discrimination based on race, color or national origin in programs or activities that receive federal financial assistance; and

WHEREAS, TARC is committed to full compliance with all FTA regulations; and

WHEREAS, TARC's goal is to prohibit, eliminate or minimize any adverse impacts of service changes or fare increases that would be borne disproportionately by minority or low income populations; and

WHEREAS, potential adverse or disproportionate effects of service or fare changes on minority or low income passengers will be mitigated with proposed alternative measures; and

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

The TARC 2025 Title VI Plan has been updated and approved pursuant to the Federal Transit Administration requirement and guidelines, Circular FTA C 4702.1B.

Adopted this 16th day of December 2025

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Abbie Gilbert, Chair of the TARC Board of Directors

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

Current month Operating Revenues are under budget $402,967 (pg. 2, line 8) due to nearly all revenues being under except Special Fares and Advertising. Current month Operating Expenses are under budget $730,985 (pg. 2, line 38) due to nearly all expenses being under budget expect Casualty & Liabilities. Capital Expenses are under $149,016 (pg. 2, line 45) with both Depreciation and Development Costs being under budget for the month.

Year-to-date Operating Revenues are under budget $1,446,642 (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 $4,405,169 (pg. 2, line 38) due to nearly all expenses being under budget. Materials, Utilities, and Casualty & Liability expenses are the exception. Year-to-date Capital Expenses are under budget $164,749 (pg. 2, line 45) for the current year.

Overall, for November, TARC is under budget projections for both revenues and expenses year-to-date. MTTF receipts are over budget $1,051,888 (pg.5) year-to-date. Bringing the year-to-date net savings for November to a favorable balance of $4,010,415 before capital and subsidies.

Operating Revenues	($1,446,642)
Operating Expenses	$4,405,169
Subtotal	$2,958,527
MTTF Overage	$1,051,888
Total	$4,010,415

Statement of Revenue - Expenses - with Capital Contributions

November 2025, Fiscal Year 2026

	Description	FY26 Total Budget	Current Month Actual	Current Month Budget	Current Month Over budget (Under budget)	Fiscal Year-to-date Actual	Fiscal Year-to-date Budget	Fiscal Year-to-date Over budget (Under budget)	Percentage Remaining
	Revenues								
1	Passenger Fares	5,556,096	391,054	444,628	(53,574)	2,287,855	2,367,145	(79,290)	3.35%
2	Paratransit Fares	1,066,998	75,340	85,845	(10,505)	421,050	443,325	(22,275)	5.02%
3	Special Fare Revenues (MOA/MOU Agreements)	1,628,438	156,138	133,101	23,037	760,496	674,185	86,311	-12.80%
4	Advertising Revenue	1,000,000	87,500	83,333	4,167	432,100	416,665	15,435	-3.70%
5	Other Agency Revenues	5,237,300	142,209	498,463	(356,254)	757,646	2,167,131	(1,409,485)	65.04%
6	Total Recoveries-Insurance	100,000	10,162	20,000	(9,838)	10,162	47,500	(37,338)	78.61%
7									
8	**Operating Revenues**	**14,588,832**	**862,403**	**1,265,370**	**(402,967)**	**4,669,309**	**6,115,951**	**(1,446,642)**	**23.65%**
9									
10	MTTF Contributions- Federated, Operating	76,954,811	4,575,520	4,575,520	0	25,946,049	25,946,049	0	0.00%
11	Local Government Funds - MTTF, Operating	1,527,806	38,250	110,008	(71,758)	200,902	601,970	(401,068)	66.63%
12	COVID Funds - FTA, Operating	17,470,625	2,205,399	2,509,092	(303,693)	10,119,369	12,597,398	(2,478,029)	19.67%
13	State Government Funds, Operating	1,993,946	209,804	162,370	47,434	750,932	830,362	(79,430)	9.57%
14									
15	**Total Non-Operating Revenues**	**97,947,188**	**7,028,973**	**7,356,990**	**(328,017)**	**37,017,251**	**39,975,779**	**(2,958,527)**	**7.40%**
16									
17	**Total Revenues Before Cap Contributions**	**112,536,020**	**7,891,376**	**8,622,360**	**(730,984)**	**41,686,560**	**46,091,730**	**(4,405,169)**	**9.56%**
18									
19	Local Government Funds - MTTF, Cap	4,139,528	8,270	350,002	(341,732)	331,290	1,275,945	(944,655)	74.04%
20	Federal Reimbursement Funds - FTA, Cap	31,788,877	437,321	3,024,835	(2,587,514)	3,833,602	10,446,992	(6,613,390)	63.30%
21	State Goverenment Funds, Cap	3,365,312	66,278	406,509	(340,231)	106,796	1,240,579	(1,133,783)	91.39%
22									
23	**Total Capital Contributions**	**39,293,717**	**511,869**	**3,781,346**	**(3,269,477)**	**4,271,688**	**12,963,516**	**(8,691,828)**	**67.05%**
24									
25	**Total Revenues**	**151,829,737**	**8,403,245**	**12,403,706**	**(4,000,461)**	**45,958,248**	**59,055,246**	**(13,096,997)**	**22.18%**
26									
27									
28	**Expenses**								
29									
30	Labor	34,440,194	2,600,993	2,612,337	(11,344)	13,226,735	14,350,775	(1,124,040)	7.83%
31	Fringes & Benefits	33,102,744	2,392,215	2,637,728	(245,513)	11,827,172	14,460,806	(2,633,634)	18.21%
32	Services	9,141,818	555,234	750,091	(194,857)	3,351,792	3,769,959	(418,167)	11.09%
33	Materials	8,008,642	516,628	657,716	(141,088)	3,421,204	3,327,315	93,889	-2.82%
34	Utilities	987,650	79,154	79,810	(656)	417,342	380,180	37,162	-9.77%
35	Casualty & Liability	2,881,520	317,972	240,127	77,845	1,906,770	1,200,635	706,135	-58.81%
36	Paratransit	23,128,672	1,403,743	1,592,584	(188,841)	7,425,727	8,270,295	(844,568)	10.21%
37	Other Expenses	844,780	25,436	51,967	(26,531)	109,819	331,765	(221,946)	66.90%
38	**Operating Expenses**	**112,536,020**	**7,891,376**	**8,622,360**	**(730,985)**	**41,686,560**	**46,091,730**	**(4,405,169)**	**9.56%**
39									
40									
41									
42	Development Cost & Loss on Disposal	3,805,364	93,159	159,550	(66,391)	238,069	506,031	(267,962)	52.95%
43	Depreciation Expenses	15,190,026	1,130,229	1,212,854	(82,625)	5,794,369	5,691,156	103,213	-1.81%
44	Loss on Disposal of Assets	0	0	0	0	0	0	0	0.00%
45	**Total Capital Expenses**	**18,995,390**	**1,223,388**	**1,372,404**	**(149,016)**	**6,032,438**	**6,197,187**	**(164,749)**	**2.66%**
46									
47	**Total Expenses**	**131,531,410**	**9,114,764**	**9,994,764**	**(880,001)**	**47,718,998**	**52,288,917**	**(4,569,918)**	**8.74%**
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**	**(711,519)**	**2,408,942**	**(3,120,460)**	**(1,760,751)**	**6,766,329**	**(8,527,079)**	**126.02%**

Total Labor

November 2025, Fiscal Year 2026

			Current Month			Fiscal Year-to-date			
	Description	FY26 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
1	Direct Labor	34,440,194	2,600,993	2,612,337	(11,344)	13,226,735	14,350,775	(1,124,040)	7.83%
2	Sick Leave	2,055,644	128,808	132,684	(3,876)	576,503	1,176,874	(600,371)	51.01%
3	Holiday	1,495,936	142,383	143,106	(723)	387,607	426,123	(38,516)	9.04%
4	Vacation	2,574,817	202,257	193,074	9,183	991,958	1,190,870	(198,912)	16.70%
5	Other Paid Absences	269,556	23,815	16,173	7,642	98,339	80,111	18,228	-22.75%
6									
7	**Total**	**40,836,147**	**3,098,256**	**3,097,374**	**882**	**15,281,142**	**17,224,753**	**(1,943,611)**	**11.28%**
8									

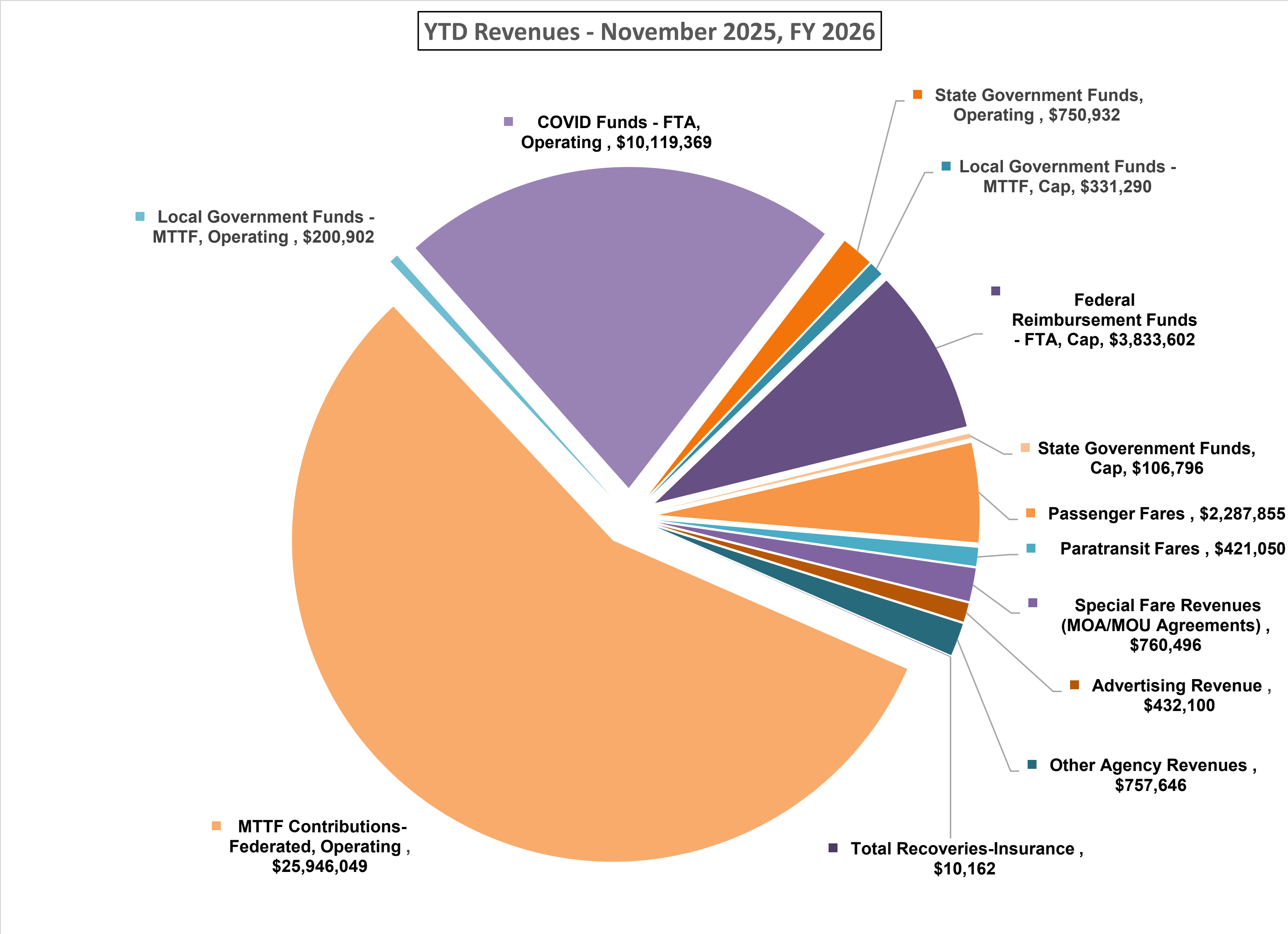
			Current Month			Year to Date			
	Description	FY26 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
10	FICA	3,123,981	231,014	236,947	(5,933)	1,136,668	1,317,689	(181,021)	13.74%
11	Pension	7,832,328	541,098	576,732	(35,634)	2,663,678	3,359,679	(696,001)	20.72%
12	Hospital Medical & Surgical	10,941,396	759,339	882,371	(123,032)	3,833,478	4,411,855	(578,377)	13.11%
13	Vision Care Insurance	79,236	6,065	6,603	(538)	25,324	33,015	(7,691)	23.30%
14	Dental Plans	318,840	37,390	26,570	10,820	115,703	132,850	(17,147)	12.91%
15	Life Insurance	43,092	2,999	3,591	(592)	15,227	17,955	(2,728)	15.19%
16	Disability Insurance	142,020	8,745	11,835	(3,090)	44,401	59,175	(14,774)	24.97%
17	Kentucky Unemployment	920,000	0	150,000	(150,000)	16,784	750,000	(733,216)	97.76%
18	Worker's Compensation	2,920,000	304,433	243,333	61,100	1,715,244	1,216,665	498,579	-40.98%
19	Uniform & Work Clothing Allowance	383,400	3,647	14,500	(10,853)	205,200	286,900	(81,700)	28.48%
20	Other Fringes	2,500	223	209	14	1,057	1045	12	-1.15%
21	Total Fringe & Benefits	**26,706,793**	**1,894,952**	**2,152,691**	**(257,738)**	**9,772,765**	**11,586,828**	**(1,814,064)**	**15.66%**
22									
23									
24	Sick Leave	2,055,644	128,808	132,684	(3,876)	576,503	1,176,874	(600,371)	51.01%
25	Holiday	1,495,934	142,383	143,106	(723)	387,607	426,123	(38,516)	9.04%
26	Vacation	2,574,817	202,257	193,074	9,183	991,958	1,190,870	(198,912)	16.70%
27	Other Paid Absences	269,556	23,815	16,173	7,642	98,339	80,111	18,228	-22.75%
28	Total Compensation Benefits	**6,395,951**	**497,263**	**485,037**	**12,226**	**2,054,407**	**2,873,978**	**(819,571)**	**28.52%**
29									
30	**Total**	**33,102,744**	**2,392,215**	**2,637,728**	**(245,512)**	**11,827,172**	**14,460,806**	**(2,633,635)**	**18.21%**
31									
32	**Difference compared to Budget**			(245,514)			(2,633,635)		

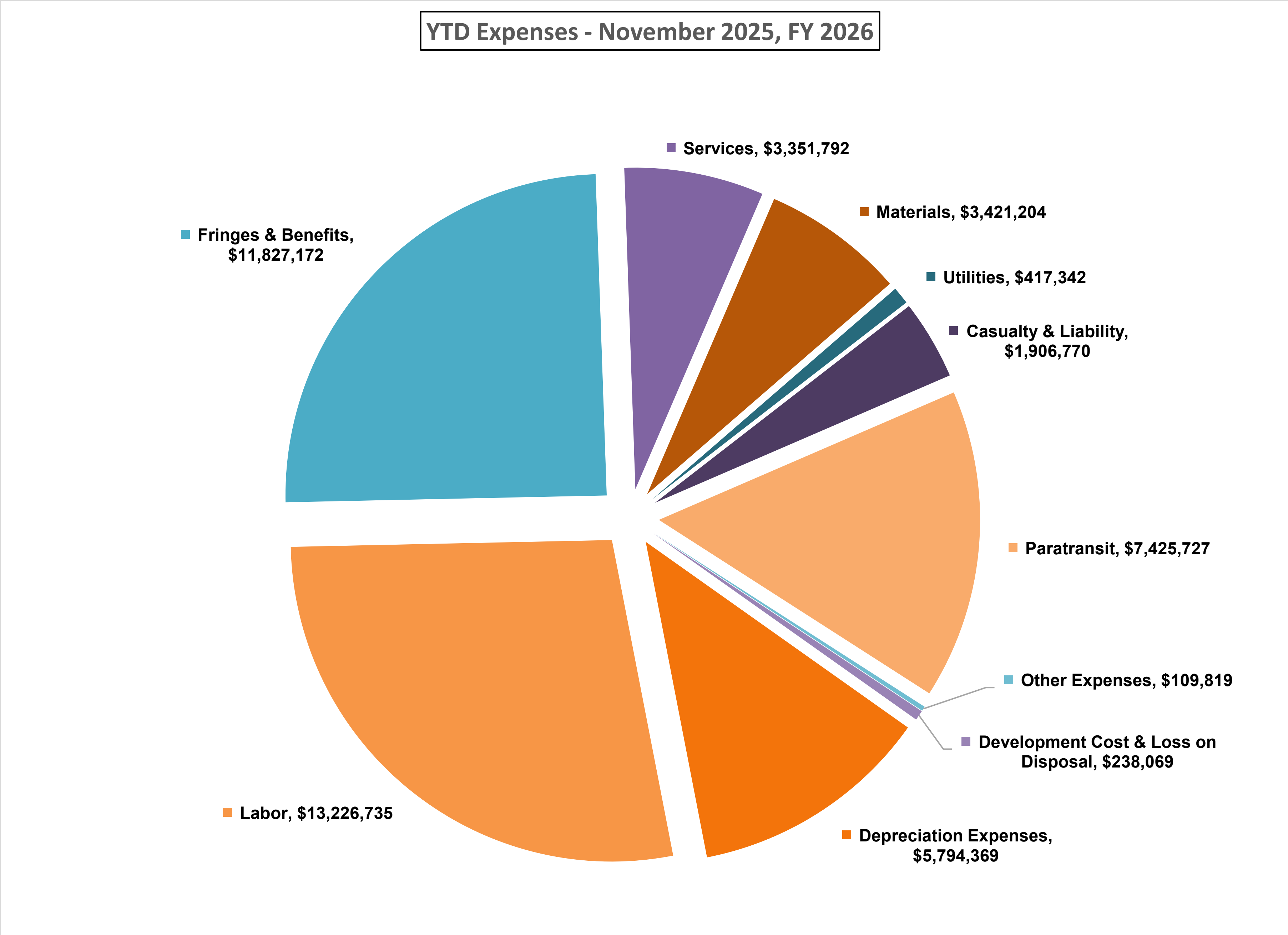
Balance Sheet

November 2025, Fiscal Year 2026

Assets	**FY 26**	**FY 25**
Current Assets		
Cash & Cash Items	469,257	1,786,037
Short Term Investments	8,724,135	8,082,376
Accounts Recievable	83,154,912	92,958,568
Interest Recievable	0	0
Due From Grant	80,000	80,000
Materials & Supplies	2,562,762	2,672,473
Total Current Assets	**94,991,066**	**105,579,454**
Other Assets		
Prepaid Insurance & Dues & WIP	1,057,044	1,155,889
Total Other Assets	**1,057,044**	**1,155,889**
Fixed Assets		
Land	3,773,249	3,773,249
Buildings	54,480,211	52,529,657
Coaches	137,031,363	133,668,600
Office Equipment	14,690,438	16,448,922
Other Equipment	23,442,416	23,116,074
Development Costs	1,127,973	958,168
Vehicle Exp - Operating	909,375	1,420,405
Other Equipment -Operating	177,643	171,005
Total Fixed Assets	**235,632,669**	**232,086,079**
Less Accumulated Depreciation		
Accumulated Depr Land	926,577	871,574
Accumulated Depr Buildings	33,936,766	32,288,005
Accumulated Depr Coaches	89,937,513	88,655,007
Accumulated Depr Office Equipment	9,368,480	10,511,829
Accumulated Depr Other Equipment	15,579,503	18,308,494
Accumulated Depr Development Cost	240,591	186,313
Accumulated Depr Vehicle Exp - Opr	661,485	1,116,389
Accumulated Depr Other Equipment Op	161,855	153,616
Total Depreciation	**150,812,770**	**152,091,227**
Net Fixed Assets	**84,819,898**	**79,994,852**
Total Assets	**180,868,008**	**186,730,194**

Liabilities, Reserves & Capital	**FY 26**	**FY 25**
Current Liabilites		
Long Term Debt	0	0
Short Term Debt	0	0
Trade Payables	4,462,779	5,164,587
Accrued Payroll Liabilities	5,857,325	5,118,379
Estimated Workmans Compensation	3,956,380	3,726,598
Accrued Tax Liabilities	169,646	0
Unreedemed Tickets & Tokens	1,846,802	2,201,975
Reserves - Injury & Damages	1,370,434	1,263,405
Due To Operations	80,000	80,000
Unearned Capital Contributions	76,004,357	86,566,824
Other Current Liabilities (Health Ins.)	3,689,161	3,439,748
Total Current Liabilities	**97,436,884**	**107,561,517**
Equity		
Retained Earnings	(1,760,750)	(1,671,438)
Prior Year Retained Earning	85,191,874	80,840,115
Total Equity	**83,431,124**	**79,168,677**
Total Liabilities & Equity	**180,868,008**	**186,730,194**


YTD Revenues - November 2025, FY 2026
COVID Funds - FTA, Operating , $10,119,369
State Government Funds, Operating , $750,932
Local Government Funds - MTTF, Cap, $331,290
Local Government Funds - MTTF, Operating , $200,902
Federal Reimbursement Funds - FTA, Cap, $3,833,602
State Goverenment Funds, Cap, $106,796
Passenger Fares , $2,287,855
Paratransit Fares , $421,050
Special Fare Revenues (MOA/MOU Agreements) , $760,496
Advertising Revenue , $432,100
Other Agency Revenues , $757,646
MTTF Contributions-Federated, Operating , $25,946,049
Total Recoveries-Insurance , $10,162


YTD Expenses - November 2025, FY 2026
Services, $3,351,792
Materials, $3,421,204
Fringes & Benefits, $11,827,172
Utilities, $417,342
Casualty & Liability, $1,906,770
Paratransit, $7,425,727
Other Expenses, $109,819
Development Cost & Loss on Disposal, $238,069
Labor, $13,226,735
Depreciation Expenses, $5,794,369

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		$7,728,669				
January		$5,709,491				
February		$5,700,519				
March		$6,214,407				
April		$12,147,787				
May		$5,656,493				
June		$7,220,189				
TOTAL	$29,699,121	$79,024,788				

MTTF Revenue Deposits - Actuals

LOUISVILLE METRO REVENUE COMMISSION
TARC LICENSE FEE TRANSACTIONS

	November 2025	November 2024	YTD FYE 2026	YTD FYE 2025	Difference Amount	Percent Change
Receipts						
Employee Withholding	$ 5,508,952	$ 4,770,768	$ 26,605,691	$ 24,311,511	$ 2,294,180	9.44%
Individual Fees	-	(2)	(38)	155	(193)	-124.52%
Net Profit Fees	454,149	994,621	3,071,604	3,724,331	(652,727)	-17.53%
Interest & Penalty	64,493	117,267	299,583	543,050	(243,467)	-44.83%
Total Collections	**$ 6,027,594**	**$ 5,882,654**	**$ 29,976,840**	**$ 28,579,047**	**$ 1,397,793**	**4.89%**
Investment Income	$ 30,375	$ 28,455	$ 126,969	$ 145,536	$ (18,567)	-12.76%
Total Receipts	**$ 6,057,969**	**$ 5,911,109**	**$ 30,103,809**	**$ 28,724,583**	**$ 1,379,226**	**4.80%**
Disbursements						
Collection Fee	$ 81,373	$ 79,416	$ 404,688	$ 385,818	$ 18,870	4.89%
Total Disbursements	**$ 81,373**	**$ 79,416**	**$ 404,688**	**$ 385,818**	**$ 18,870**	**4.89%**
Due Mass Transit	**$ 5,976,596**	**$ 5,831,693**	**$ 29,699,121**	**$ 28,338,765**	**$ 1,360,356**	**4.80%**
Less Previous Payments			23,722,525	22,507,072	1,215,453	5.40%
Payable To Trust Fund			**$ 5,976,596**	**$ 5,831,693**	**$ 144,903**	**2.48%**

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12/15/2025

Year to Date Summary

November 2025, Fiscal Year 2026

Actual Compared to Budget YTD

	Good	In the Red	
Total Operating Revenues are Over/**Under** by (pg. 2, line 8)	$0	$1,446,642	
Total Expenses are Over/**Under** by (pg. 2, line 38)	$4,405,169	$0	
MTTF Revenue Deposits are Over/**Under** by (pg. 7)	$1,051,888	$0	
YTD, TARC has a favorable balance before Capital & Subsidies	$5,457,057	$1,446,642	$4,010,415

Actual Revenues over Expenses

Operating Revenues	$4,669,309
Operating Expenses	$41,686,560
Net Gain/(Loss) before MTTF	**($37,017,251)**
MTTF Approved Contributions	$25,946,049
Net Gain/(Loss) before Subsidies	**($11,071,202)**
Subsidies	
ARP	$8,059,276
5307 Federal Formula dollars to be used as (CEER)*	$2,060,092
MTTF Local Share	$200,902
State Contributions	$750,932
Total Subsidies	**$11,071,202**
Net Gain/(Loss) after Capital & Subsidies	**$0**

*CEER: Capital Eligible Expense Reimbursement

12/15/2025
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Reimbursement Funds Only and a One Time Funding Source

	TARC Share	Actual YTD FY 2023	Actual YTD FY 2024	Actual YTD FY 2025	Actual YTD FY 2026	Remaining Balance	Budget YTD FY 2026	Actual FY 2026 vs Budget FY 2026
ARP* **	$48,293,376	$9,596,003	$19,767,283	$10,870,814	$8,059,276	$0	$8,059,276	$0

*** KY-2022-003 was approved/Executed 5/24/2022 end of FY 2022

Transit Authority
of River City

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: December 16, 2025

Re: Recommended Fare Schedule Changes

The Transit Authority of River City (TARC) continues work on sustainable solutions. Through the TARC 2025 redesign process, TARC is looking to right size operations in an effort to control costs and offer the most sustainable and reliable service possible to our customers. Controlling costs is only part of the solution. All areas must be evaluated to try and generate revenues from either new or existing sources.

One source for additional revenues is passenger fares. TARC has not increased passenger fares since 2012. Many transit organizations across the country have raised fares several times. TARC leadership is recommending a revised fare schedule as listed in Appendix A.

This revised fare schedule increases fares for both fixed route and paratransit services and aligns TARC's fares with neighboring transit agencies (see appendix B). This recommendation will also streamline fare product offerings to make buying passes easier by eliminating products used by less than 1% of current ridership. It is estimated that these changes would generate an additional $2 million in passenger fare revenue for TARC. TARC is seeking to implement this revised fare schedule on March 2, 2026.

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

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

Appendix A: **Recommended Fare Schedule Changes***

Fare Type	Current Rate	Recommended Rate
Adult Fare	$ 1.75	$ 2.25
Students	$ 0.80	$ 1.25
Senior Citizens	$ 0.80	$ 1.25
24-Hour Pass	$ 3.50	$ 5.00
7-Day Pass	$ 15.00	$ 25.00
30-Day Pass	$ 50.00	$ 75.00
Summer Youth Pass	$ 30.00	$ 45.00
TARC3 Paratransit	$ 3.00	$ 4.50

Products for Non-Profit Use Only		
4-Hour Pass LUCC	$ 1.50	$ 2.25
4-Hour Reduced Pass LUCC	$ 0.80	$ 1.25
30-Day Pass LUCC	$ 50.00	$ 75.00

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

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

Appendix B: Neighboring Agency Fare Rates

Transit Agency	Single Ride	Day Pass	Monthly Pass	Paratransit
Indianapolis*	2.75	6.00	99.00	5.50
Cleveland	2.50	5.00	95.00	2.75
Dayton*	2.40	5.50	70.00	4.50
Louisville (Proposed)	**2.25**	**5.00**	**75.00**	**4.50**
Cincinnati*	2.20	4.40	88.00	4.40
Columbus	2.00	4.50	62.00	3.50
Nashville	2.00	4.00	65.00	3.70
Louisville (Current)	**1.75**	**3.50**	**50.00**	**3.00**
Lexington	1.00	3.00	30.00	1.60

*Reflects rate increases set to become effective on Jan. 1, 2026