

Building TARTA to Make Connections



TARTA

2026-2030

Capital Investment Program

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The Toledo Area Regional Transit Authority (TARTA) provides a vital link in the Toledo metro area to jobs, education, health care and other destinations. It enables everyone in our community to have access to transportation regardless of their age, race, physical ability or economic background.

TARTA serves communities throughout northwest Ohio, including: Maumee, Ottawa Hills, Oregon, Rossford, Sylvania, Sylvania Township, Toledo, Monclova Township, Whitehouse and Waterville.

CAPITAL INVESTMENT PROGRAM

WHY IT MATTERS

A Capital Investment Program (CIP) defines financing, priorities, and timing for capital investment projects over several years. Public agencies like the Toledo Area Regional Transit Authority (TARTA) use a CIP to guide planning, budgeting, prioritizing and advancing capital investment projects that benefit customer service and the communities they serve. CIPs typically include a capital budget and capital program.

Following the passage of TARTA's sales tax initiative in 2021, the agency is now better positioned to appropriately invest in capital improvements for the system. The five year CIP establishes TARTA's blueprint for investment in its capital infrastructure. This document is used as a tool to help ensure TARTA's long and short-term capital investments are made in the context of careful consideration of TARTA's needs as well as the financial resources required to fund all projects.

CIPs help agencies anticipate future capital needs, take better advantage of state and federal grants, and provide transparency to customers, elected officials and the community.



INTRODUCTION

TARTA's 5-year CIP designed to bring greater clarity and transparency around the advancement of future capital projects. During the development of this plan, a team consisting of TARTA employees across all levels of the organization helped shape and develop the resulting CIP which is designed to provide TARTA with:

- A roadmap for the advancement of future capital projects
- A living document that will be updated annually
- A prioritized list of capital projects that will be advanced in 2026 and beyond
- A fair, open process to ensure all voices are heard equally
- Clarity for both internal staff and the Board of Trustees
- Supporting documentation that will support future grant applications
- A budgeting approach that is seamlessly incorporated into existing planning and budgeting processes



MISSION

Empowering people to make connections.

VISION

The leader in quality and innovative mobility options that better our community.

Success Outcomes

Transforming TARTA focused on four Success Outcomes, all of which can be directly connected to future capital investments through this CIP process.

Employee Ownership

Every TARTA employee is an owner of our shared success. The commitment of Team TARTA members to our organizational values is essential to continued progress. The skill Team TARTA brings to the job every day and the professionalism we display in public is our calling card.

Customer Experience

It's all about the customer. TARTA depends on its team members to do what they can to make riding TARTA the easiest part of their day. We follow multiple data points to inform this work, and it is crucial to our success.

Financial Health

TARTA is an agency funded by taxpayers, which makes it pivotal that every team member demonstrates sound financial judgment. Our commitment to staying on budget is critical to staying on mission for our community.

Community Betterment

TARTA connects the communities we serve. People in Lucas County and Rossford have more access to jobs, healthcare, education, shopping, family, and friends. Our TARTA Zero emission initiative is improving the environment around us. TARTA is also a major player in our local economy with every \$1 invested in transit producing \$4 of economic return.





Connecting capital investments to previous strategy or planning efforts is critical to ensuring a cohesive capital plan that aligns with community expectations and helps TARTA achieve its Mission and Vision.

TARTA Next

TARTA Next is the Authority's comprehensive operations analysis (COA) that recommends strategies for the next 10 years for the existing fixed route network and services, including TARTA Move (paratransit) and TARTA Flex (microtransit).

Operational needs continue to shape our capital investment priorities, particularly in the Maintenance Division, where a full reconfiguration is planned to improve workflow and safety. This includes creating a dedicated area for bus engine repairs, upgrading battery and tire storage, and repositioning equipment like lathe machines to enhance circulation and reduce inefficiencies. These changes will support better work-adjacency, streamline operations, and improve overall maintenance productivity. TARTA is also focused on cash-free fare collection migration, modernization of our fleet, bus stop improvements, developing connection points throughout the service area, and bus rapid transit service.

Tax Levy

In November 2021, voters approved Issue 12 that repealed a long-standing property tax and replaced it with a 0.5% sales tax for 10 years. The vote also added the entirety of Lucas County to TARTA's service coverage and funding area. The vote required a simple majority and passed 55% to 45%.

As a result of this change, revenue to TARTA increased starting in 2022, as reflected in the revenue projections provided for this report.



Financial Guidelines

The Capital Investment Plan (CIP) represents a long-term financial plan, including resources that will be needed to complete proposed projects. It establishes priorities and serves as a planning document for TARTA's investment in capital infrastructure. However, the approval of the annual CIP does not appropriate money. The specific Board Resolution authorizing appropriations during the upcoming calendar year provides the actual funding authority for the capital projects.

This plan is intended to ensure TARTA's future capital investments are not constrained, and backed with funding from federal, state, and local dollars.

The financial guidelines used in the preparation of the CIP will provide a road map as to how TARTA can meet, in a full and timely manner, both previous match obligations and all other future obligations when competing for local, state, and federal grants.

It is our objective to complete as many needed capital investment projects as financially possible while maintaining flexibility, planning for the future financial sustainability of operations, and the ability to adapt to changes as they occur.

- This CIP is intended to be a living document that will be updated annually consistent with TARTA's board adopted milestones.
- TARTA will set aside as much as 10% of our sales tax revenues annually dedicated to both local matches for grants and potential capital projects that may not be funded by grants.
- TARTA's philosophy for projecting sales tax revenue is to be conservative, given that it represents over 85% of the agency's operating revenue.
- Currently TARTA does not fund capital projects with debt, but does understand that, if needed, funding capital projects with debt obligation has an impact on the agency's ability to meet its future obligation and will be considered a method of last resort. Therefore, any proposals involving debt obligations to fund capital projects will be accompanied by the potential impact of such indebtedness to the agency and the opportunity costs for such action. Allocating tax revenue funds to both TARTA local match for grants and other long-term capital obligation will be the agency's preferred approach for funding this CIP.
- All set-asides for matching grants and investments in smaller capital infrastructure projects must be recognized as part of operating revenue for the year in which it is obligated.
- As a matter of policy, TARTA will pursue available federal, state and local grants, including seeking "soft matches" whenever feasible for such grant applications.
- Additionally, TARTA will commit to leveraging staff time and commitment to our capital infrastructure projects as part of our local match to limit the use of local sales tax revenue whenever necessary.



CAPITAL PLANNING PROCESS

In early 2024, TARTA initiated a process to improve its capital projects delivery process and approach with the understanding that the agency would have a greater future need to advance capital projects designed to improve the customer experience – as well as making facility upgrades to allow TARTA’s workforce to more efficiently deliver innovative mobility solutions. TARTA developed the following capital planning process to ensure all voices are heard equally with a goal of bringing greater transparency and trust to collective decision making.

Two key components of the capital planning process improvement is the institution of a “call for projects” and evaluation criteria tied to TARTA’s guiding planning documents and the Authority’s Performance Management Program. These components are intended to formalize the annual capital budgeting process and provide TARTA with a process to ensure focus of investments remain on the customer, workforce, financial sustainability and the community.

Adjacent are the steps and proposed deadlines for the FY2026 capital budgeting process. Capital projects approved through this proposed flow diagram began in January 2025. A truncated version of this process was completed in late 2024 for the FY2025 capital budget. During this initial process, TARTA hired a new Director of Capital Projects, who will also oversee project management of many of the agency’s planned investments and will guide this process moving forward.

1	Review of Outstanding 2024/2025 Projects	February
2	Announce 2026 Call for Projects	March
3	Project Submission Portal Open	March
4	Project Review by Internal Committee	April-June
5	Executive Leadership Review	July - August
6	Presentation to Board Committees	September
7	Board Meeting Approval	September
8	Preparation of TIP/STIP Application	August - September
9	Submission of TIP/STIP Application	October
10	TIP/STIP Approval	by December 31st
11	TRAM Application Submissions	by January 31st
12	TRAM Application Approval	February
13	Projects Can Commence	March



CIP Submissions & Evaluations

Proposed Capital Project Submissions

Once the call for projects is issued, projects are submitted for that year's capital budget. Project submissions are requested to include a project description, category, cost estimate, and any grant funding that may be allocated.

Capital Project Evaluation Criteria

The following capital project evaluation criteria are aligned with TARTA's strategic priorities, and weighted to reflect a primary focus on service delivery. The criteria were tested against an initial set of project submissions and then verified by the CIP project team before formal scoring began.



CRITERIA	DESCRIPTION	POINTS
Legal Mandate	If the project is required by state, federal, or local law? Yes or No	50
Asset Condition	The asset is critical to the functioning of a system and has failed or is at imminent risk of failure, requiring immediate replacement or rehabilitation.	25
Alignment With Health and Safety	Addresses an urgent and critical health and safety threat and will significantly improve the safety and well-being of staff and the community.	25
Return on Investment/cost-Benefit	The project demonstrates a high return on investment, with significant cost savings, substantial revenue generation, or effective leveraging of additional funds. The financial benefits are clear, quantifiable, and exceed the initial investment.	10
Environmental Impact	Significant environmental impact	10
Efficiency & Effectiveness	High efficiency and effectiveness	10
TARTA Success Outcomes	<ul style="list-style-type: none"> • Alignment with TARTA Next Vision – Mid Term Goals (5) • Alignment with Customer Experience & Employee Ownership (5) • Alignment with Financial Health (5) • Alignment with Community Betterment (5) 	20



PROCESS

The CIP process uses a two-step approval process for selecting projects for inclusion into a future year budget.

Review & Approach

STEP 1

The first step is a review by a diverse team of TARTA subject matter experts (SMEs) who were responsible for reviewing completed capital project submissions that came in during the open call for projects period.

This technical CIP project reviewed all applications and scored them against the evaluation criteria on the prior page.

Members of TARTA's technical CIP project team include:

- Director of Capital Projects, Kattie Bond
- Grants Manager, Sean Smith
- Director of Information Technology, Lucas Boehm
- Director of Maintenance, Antonio Schiavone III
- Procurement Manager, Zach Morrison
- Sr. Manager of Safety, Security & Training, Steve Wise
- Senior Accounting Manager, Netra Hilliard
- Manager of Planning & Service Development, Gary Doran

STEP 2

Following the completion of a composite scoring list made by the technical CIP project team, the recommendations were then forwarded to TARTA's executive leadership team (ELT). The ELT reviewed scoring and prioritized projects for inclusion in the FY2025 budget. Final approval was provided by the CEO, CFO and Director of Capital Projects.

Subsequent budget years will follow the process flow outlined above, with the evaluation committee members subject to change as directed by the CEO and the Director of Capital Projects.





GRANT STRATEGY

A significant portion of the 2026-2030 CIP is funded with anticipated federal and state grant revenue; grants that have already been received but not utilized; and by pursuing discretionary grant opportunities during the five-year period.



TARTA’s CIP grant strategy is primarily focused on utilizing federal and state funding. The Authority receives annual formula funding for capital improvements and asset management from the Federal Transit Administration (FTA) and the Ohio Department of Transportation (ODOT).

Federal Formula Funding

The most reliable source of federal grant funding is through FTA’s Urbanized Area Formula Funding program (49 U.S.C. 5307) (“5307 funding”), which makes federal resources available to urbanized areas for transit capital and operating assistance in urbanized areas and for transportation-related planning. TARTA is anticipated to receive the following amounts of 5307 funding in FY2026 and FY2027: \$7,500,000.

for replacement, rehabilitation and purchase of buses and related equipment as well as the construction of bus-related facilities including technological changes or innovations to modify low- or no emission vehicles or facilities. TARTA is anticipated to receive the following amounts of 5339 funding in FY2026 and FY2027: \$670,000.

TARTA expects \$7,500,000 of 5307 funding for FY2026 and FY2027.



From this annual allocation, TARTA will utilize \$2 million for preventive maintenance operating expenses to properly service its vehicle fleet (this includes both mechanic staff hours and purchasing vehicle parts).

Each federal fiscal year, TARTA also receives a designated amount of Federal resources under the Bus and Bus Facilities program (49 U.S.C. 5339) (“5339 funding”). These funds can be used

TARTA expects \$670,000 of 5339 funding for FY2026 and FY2027.



To access these federal formula funds, TARTA must provide a 20 percent match of local funds, which the Authority utilizes its sales tax revenue to meet this requirement.

State Formula Funding

ODOT distributes several kinds of funding to transit authorities like TARTA:

State Formula and "Flex" Funds

Ohio leverages flexible federal highway funds—referred to as “flex funds”—to support public transit capital needs. TARTA has used this funding for a variety of capital and operational projects including vehicle replacement, matching funds for the bus wash system, security cameras, and microtransit support. TARTA is estimated to receive \$800,000 in State Formula Funding in FY2026.

Mobility Management Funding (Sections 5310)

ODOT administers FTA’s Mobility Management grants under Sections 5310 to support transportation coordination and access for seniors and people with disabilities. TARTA’s Mobility Management funds can cover capital and operating expenses. Mobility Management is estimated to receive \$634,000 in State Formula Funding in FY2026.

Discretionary Federal and State Funding Opportunities

In 2020 with a new TARTA Administration, the Authority began to actively apply for discretionary and competitive state and federal funding opportunities. This also includes pursuing Congressionally Directed Spending for Community Projects also known as earmarks. To achieve this type of funding, TARTA’s project funding must be advocated by a Congressional member.

Competitive grant opportunities require a minimum of 20 percent funding match, although applications generally become more competitive when enhanced local funding is provided.

Local Grant Funding

TARTA will dedicated up to 10 percent of its sales tax revenue on an annual basis to invest in capital projects to better serve its customers and to meet federal requirements for effective asset management. Typically local funding will provide the required 20 percent match to access federal formula funding, and to be competitive in discretionary federal and state grant applications. TARTA will also utilize interest income and unspent, unencumbered balance within the Capital Reserve Fund for capital projects. The amount from these sources is subject to change from year to year.



Grant Type & Timeline

The table below indicates typical annual deadlines for submission of key formula and discretionary grants that TARTA may use to advance its CIP.

Timeframe	Grant Type
February - April	FTA Formula Funding
April	FTA Bus & Bus Facilities / Low-No Emission Grant funding
May	<ul style="list-style-type: none"> • Congressionally Directed Spending Program NOFA • Congestion Mitigation & Air Quality • Transportation Review Advisory Council (TRAC)
Fall	ODOT Funding
Variable	RAISE Grant NOFA
Variable	Capital Investment Grant
Variable	Community & Economic Development Grants

On an annual basis congruent to the CIP process, the TARTA CIP Director, Grants Coordinator, and the ELT will review the CIP against available grants and develop targeted application strategies for each grant application.

Legislative Strategy

To ensure consistent state and federal funding, TARTA will develop an annual legislative agenda that supports a robust capital program. Specific capital projects may be identified, in particular those that require multi year funding or rigorous federal review. TARTA will also participate in regional, state and federal advocacy efforts to ensure capital grant funding programs are available.

Debt

Currently, TARTA does not intend to issue any debts to fund long-term capital projects without exhausting available federal, state and local grant opportunities. TARTA Board and leadership team understand and acknowledge the negative impacts of long-term debt on operating revenue for future years. Subsequently, issuing debt for long-term capital programs must be fully outlined and discussed by the Board of Trustees, including itemization of all potential impacts on future operations.



PROJECT DESCRIPTIONS

The CIP includes a list of priority capital projects that were submitted by staff for FY2026-2030 period in TARTA's budgeting software. Project descriptions were provided by TARTA staff.



Central Maintenance Division Improvements

As part of our ongoing commitment to operational efficiency and safety, several capital investments have been identified that directly respond to evolving needs within our maintenance operations. One of the most critical areas influencing our capital planning is the reconfiguration and upgrade of the Maintenance Division, which has become essential to support improved workflow, safety, and equipment management.

The proposed redesign of the area aims to enhance work-adjacency relationships, ensuring that related tasks and equipment are positioned to minimize movement inefficiencies and improve technician productivity. This reorientation will include:

- Dedicated space for bus engine storage and repairs, allowing for safer handling and better organization of high-value components.
- Upgraded battery and tire storage areas, improving inventory management and reducing potential hazards.
- Repositioning of lathe machines and other large equipment that currently obstruct circulation, thereby creating a more navigable and ergonomic workspace.

These improvements are not only necessary for compliance with safety standards but also support long-term operational goals such as reducing vehicle downtime, improving maintenance turnaround, and enhancing employee working conditions. By aligning capital investments with operational realities, we ensure that infrastructure supports both current demands and future growth.

- The project commenced with procurement for an Architect & Engineer. This is currently underway.
- Board approval and contract execution for A&E services are anticipated by October 2025.
- Design development will proceed through the spring of 2026.
- Phased renovations should begin late in the second quarter of or early 3rd quarter of 2026.
- Completion is targeted within 18 to 24 months (contingent upon funding).





Existing Transit Center (HUB) Renovation

Renovation of the existing downtown transit center ("The Hub", 612 North Huron Street) will continue in order to meet TARTA workforce needs. Renovation includes additional space for operator uniforms, training classroom, driver simulator equipment, quiet area and workout facility for the staff. This will also include the complete demolition of the back half and the basement to prepare for future reuse of the facility.

Franklin Station

The Franklin Park Station project involves relocating a high-ridership bus station to a more visible and logistically efficient location at Franklin Park Mall, a major retail center in Toledo, Ohio. This relocation includes the acquisition of land from Dillard's, with the goal of improving accessibility, visibility, and overall rider experience.

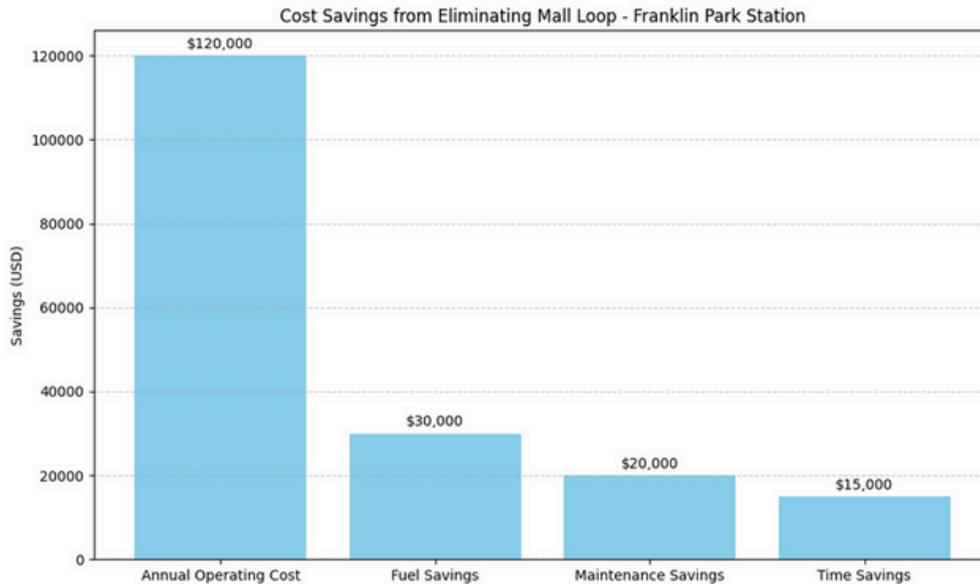
A kickoff meeting was held with the appraiser, review appraiser, and TARTA staff, covering the following key topics:

- Site Overview: Presentation of the proposed new location at Franklin Park Mall, highlighting its strategic advantages for transit operations and customer access.
- Renderings: Preliminary visual concepts illustrating the design and layout of the relocated station.
- Previous Location: Review of the current station's limitations in terms of visibility, access, and integration with surrounding infrastructure.
- Rationale for Relocation: Discussion of the benefits of the new site, including improved connectivity, proximity to retail amenities, and potential for increased ridership.



Cost Savings from Eliminating the Mall Loop

The relocation also enables the elimination of the existing Mall Loop, resulting in significant operational savings:



Next Steps and Timeline

While the appraisal process is underway, the team will begin the NEPA (National Environmental Policy Act) process to ensure environmental compliance and readiness for federal funding.

- Appraisal Timeline: Estimated completion in 45 days
- Review Appraisal Timeline: Estimated completion in 15 days
- NEPA Timeline: Estimated 60 – 90 days

Conclusion

The Franklin Park Station relocation represents a strategic investment in improving transit infrastructure, rider experience, and operational efficiency. With strong coordination among stakeholders and a phased approach to planning, procurement, and construction, the project is positioned to deliver long-term value. As a multiyear initiative, its progress will be contingent upon securing necessary funding, completing environmental reviews, and maintaining alignment with community and agency goals.



Bus Rapid Transit

Advancing BRT and Economic Revitalization through Strategic Station Relocation

The relocation of Franklin Park Station to Monroe Street is a pivotal step in TARTA's commitment to advancing Bus Rapid Transit (BRT) in the Toledo region. As the BRT study progresses, Monroe Street is anticipated to be confirmed as the Locally Preferred Alternative (LPA), reflecting its status as the corridor with the highest existing ridership and the greatest concentration of destinations—including retail, healthcare, education, and employment hubs.

Positioning Franklin Park Station along Monroe Street not only enhances transit access and visibility, but also strategically aligns with TARTA's long-term infrastructure investments to support high-capacity, high-frequency service. This relocation is a foundational move that prepares the corridor for future BRT implementation, ensuring that capital improvements are coordinated with service upgrades to deliver faster, more reliable transit.

The project also serves as a catalyst for economic revitalization. Franklin Park Mall, once a thriving retail anchor, has experienced a decline in foot traffic and tenant retention. By increasing transit connectivity and ridership to the mall, TARTA is helping the City of Toledo, Lucas County, and other community stakeholders make a compelling case for attracting and retaining retailers. Enhanced transit access supports the mall's viability as a regional destination and contributes to broader economic development goals.



Funding for the relocation is supported through a mix of local, state, and federal sources, including potential FTA funding tied to BRT infrastructure. Partnerships with the City of Toledo, Lucas County, and private property owners such as Dillard’s can be instrumental in advancing the project and aligning it with regional land use and mobility strategies.

This investment reflects TARTA’s holistic approach to transit planning—leveraging infrastructure improvements to support both mobility and economic resilience, while laying the groundwork for transformative BRT service that will benefit riders and communities for decades to come.



Wood County Transportation Study

This project is funded through a ODOT Workforce Mobility grant and encompasses a full countywide transportation study of Wood County and what level of services are needed to connect Wood County to TARTA.



Fixed Route Fleet

Historically, our agency has been committed to achieving a zero-emissions fleet by 2040. While that goal reflected a strong environmental vision, recent changes in leadership have prompted a strategic shift. We are now focusing on broader energy efficiency goals that allow for a more flexible and cost-effective approach to emissions reduction. This pivot enables us to prioritize operational reliability and sustainability without being bound to a single technological pathway.

Currently, approximately one-quarter of our fleet has exceeded its useful life. These aging vehicles present both performance and environmental challenges. Our immediate priority is to replace these units with more energy-efficient models that offer improved fuel economy, lower maintenance costs, and reduced emissions. This approach ensures we maintain service quality while making meaningful progress toward environmental goals.

In addition to fleet replacement, we are actively exploring alternative strategies to reduce emissions. These includes hybrid technologies, renewable diesel options, and route optimization to minimize fuel consumption. We are also evaluating partnerships for shared mobility and micro transit solutions that could reduce overall vehicle miles traveled. By taking a multifaceted approach, we aim to balance environmental responsibility with fiscal and operational sustainability.

TARTA's Integrated Transit Services

Fixed Route

Connecting neighborhoods, employment centers, schools, and retail destinations across the region.

Paratransit

Providing accessible, door-to-door service for riders with disabilities who are unable to use fixed-route service.

Microtransit

Offering on-demand, zone-based service in areas with lower density or limited fixed-route coverage

Fleet Modernization for a More Efficient Future

Rather than focusing solely on a zero-emission target by 2040, TARTA is committed to:

“Replacing vehicles that have exceeded their useful life with more energy-efficient models that offer improved fuel economy, lower maintenance costs, and reduced emissions.”

This approach ensures a practical, fiscally responsible transition to a cleaner fleet while maintaining high service reliability and performance.





Ticket Vending Machines (TVMs)

TARTA is investing in Ticket Vending Machines (TVMs) to enhance customer convenience and streamline fare payment. This initiative is part of a regional collaboration with NEORIDE and other transit agencies, aimed at reducing software costs through shared procurement and leveraging economies of scale. The TVMs will support modern fare media and integrate with mobile and account-based systems, improving accessibility for riders across the network.

Trapeze Twilio, and Genfare Link Upgrades

TARTA is implementing a series of technology upgrades to improve operational efficiency and customer communication:

- Trapeze Upgrade: Enhances scheduling, dispatching, and real-time vehicle tracking capabilities, supporting more responsive service delivery and data-driven planning.
- Twilio Integration: Enables automated SMS and voice notifications for riders, including service alerts, trip reminders, and real-time updates, improving communication and customer satisfaction.
- Genfare Link Upgrade: Modernizes fare collection by supporting account-based ticketing, mobile payments, and integration with regional fare systems, aligning with TARTA's vision for seamless and equitable transit access.

Natural Gas Generator Installation

To ensure continuity of operations during power outages, TARTA is installing a natural gas-powered backup generator at key facilities. This generator will provide emergency power to critical systems such as communications, fare collection, and vehicle maintenance operations. The use of natural gas offers a reliable and cleaner-burning alternative to diesel, supporting both resilience and sustainability goals.

VEHICLES (Annual Buy)	2026	2027	2028	2029	2030
Fixed Route	\$18,095,500	\$9,775,790	\$3,948,000	---	\$6,275,925
Paratransit	---	---	---	\$924,000	\$1,800,000
Microtransit	\$1,200,000	\$997,790	---	---	---
Non-Revenue	---	---	\$100,000	---	---
Total Vehicles	\$19,295,500	\$10,773,580	\$4,048,000	\$924,000	\$8,075,925
EQUIPMENT	2026	2027	2028	2029	2030
New HVAC Units Central	\$300,000	---	---	---	---
Bus Maint. Safety Access System	\$120,000	---	---	---	---
Fareboxes	\$38,000	---	---	---	---
Radios	\$71,000	---	---	---	---
Natural Gas Generator	\$575,000	---	---	---	---
Office Furniture/Equipment	\$150,000	\$75,000	\$75,000	\$75,000	\$75,000
E Mirrors for Fixed Line Buses	---	\$600,000	---	---	---
Bus Simulator (Carryover)	\$600,000	---	---	---	---
Bus Wash Scrubbers	\$ 67,200	---	---	---	---
Bus Driver Protective Shields	\$222,500	---	---	---	---
Total Equipment	\$2,143,700	\$675,000	\$75,000	\$75,000	\$75,000
Total Vehicles & Equipment	\$21,439,200	\$11,448,580	\$4,123,000	\$999,000	\$8,150,925

Facilities

FACILITIES PROJECTS	2026	2027	2028	2029	2030
Central Ave Security Fencing	\$675,000	---	---	---	---
Paratransit Security Fencing	\$600,000	---	---	---	---
Roof Safety Rails and Walking Pads	\$200,000	---	---	---	---
Phase 1 Maintenance Shop Modernizations (Carryover)	\$335,958	---	---	---	---
Phase 2 Maintenance Shop Modernizations	\$5,462,496	\$500,000	\$500,000	\$500,000	\$500,000
Electrical Panel Upgrades	\$276,000	---	---	---	---
Central Avenue Rear Lot Improvements	\$1,100,000	\$1,500,000	\$1,500,000	---	---
Central Substation	\$1,564,000	---	---	---	---
Central Ave Flooring	\$150,000	---	\$150,000	---	---
Bus Shelter Replacement / Additions	\$498,334	\$498,334	\$498,334	---	---
Connection Points Development	\$475,000	\$475,000	\$475,000	\$475,000	\$475,000
Paratransit Division Renovations(Carryover)	\$800,000	\$800,000	\$800,000	\$800,000	\$800,000
HUB Renovations (Carryover)	\$600,000	---	---	---	---
Hub Renovations Phase 2-5	\$791,844	\$500,000	\$500,000	\$100,000	---
Bus Garage Improvements	\$200,000	\$100,000	\$100,000	\$100,000	\$100,000
Government Station Removal	\$250,000	---	---	---	---
Central Avenue Cross Walk	\$120,000	---	---	---	---
Total Facilities	\$14,098,632	\$4,373,334	\$4,523,334	\$1,975,000	\$1,875,000

Planning & Development

PROJECT	2026	2027	2028	2029	2030
Franklin Park Station Phase 2	\$1,000,000	\$750,000	---	---	---
Property Acquisition	\$300,000	\$300,000	\$300,000	\$300,000	\$300,000
Mobility District	\$1,000,000	\$8,000,000	\$10,000,000	\$6,400,000	\$5,000,000
General Transit Enhancements	\$141,000	\$250,000	\$25,000	\$25,000	\$25,000
Wood County Multi-modal/Connection Point Construction	\$525,000	---	---	---	---
Bus Rapid Transit	\$364,015	\$ 7,542,000	\$30,080,010	\$ 64,438,010	\$65,120,980
Total	\$3,330,015	\$16,842,000	\$40,405,010	\$71,163,010	\$70,445,980

Technology

TECHNOLOGY	2026	2027	2028	2029	2030
Trapeze Twilio	\$100,000	---	---	---	---
Genfare Link Upgrade	\$100,000	---	---	---	---
Ticket Vending Machines	\$180,000	\$66,000	\$299,790	---	---
Ticket Vending Machines (Carryover)	\$100,000	---	---	---	---
Digital Signage	\$140,000	\$60,000	\$60,000	\$60,000	\$60,000
Branding Improvement Pool	\$350,000	\$350,000	---	---	---
Customer Service Software (Carryover)	\$250,000	---	---	---	---
Total	\$1,220,000	\$476,000	\$359,790	\$60,000	\$60,000

CAPITAL SUMMARY

Revenues	2026	2027	2028	2029	2030
Sales Tax	\$4,300,000	\$4,377,000	\$4,455,000	\$4,535,000	\$4,616,000
Federal, State, & Local	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Grant Revenue	\$10,000,000	\$7,500,000	\$7,500,000	\$6,500,000	\$6,500,000
Other	\$750,000	\$625,000	\$625,000	\$625,000	\$625,000
Total Revenue	\$ 15,550,000	\$13,002,000	\$13,080,000	\$12,160,000	\$12,241,000

Expenditures	2026	2027	2028	2029	2030
Vehicles and Equipment	\$21,439,200	\$11,448,580	\$4,123,000	\$999,000	\$8,150,925
Facilities	\$14,098,632	\$4,373,334	\$4,523,334	\$1,975,000	\$1,875,000
Technology	\$1,220,000	\$476,000	\$359,790	\$60,000	\$60,000
Development	\$3,330,015	\$16,842,000	\$40,405,010	\$71,163,010	\$70,445,980
Total Expenditures	\$40,087,847	\$33,139,914	\$49,411,134	\$74,197,010	\$80,531,905

Beginning Balance	\$17,000,000	\$13,750,000	\$11,525,000	\$5,975,000	---
Ending Balance	\$13,750,000	\$11,525,000	\$5,975,000	---	---

Approved FY2026 Capital Projects

Vehicles and Equipment Projects	Federal Grants	State Grants	TARTA/Local	Total Costs 2026
Fixed Line Diesel Buses (11)	\$ 5,600,000	---	\$ 1,400,000	\$ 7,000,000
Fixed Line EV Buses with Chargers (6)	\$ 8,876,400	---	\$ 2,219,100	\$ 11,095,500
Microtransit 8)	---	\$ 960,000	\$ 240,000	\$ 1,200,000
New HVAC Units Central	\$ 240,000	---	\$ 60,000	\$ 300,000
Bus Maint. Safety Access System	\$ 96,000	---	\$ 24,000	\$ 120,000
Fareboxes	---	\$ 38,000	---	\$ 38,000
Radios	---	\$ 71,000	---	\$ 71,000
Natural Gas Generator	\$ 460,000	---	\$ 115,000	\$ 575,000
Office Furniture/Equipment	\$ 120,000	---	\$ 30,000	\$ 150,000
Bus Simulator(Carryover)	\$ 480,000	---	\$ 120,000	\$ 600,000
Bus Wash Scrubbers	\$ 37,286	\$ 9,321	\$ 20,593	\$ 67,200
Bus Driver Protective Shields	\$ 178,000	---	\$ 44,500	\$ 222,500
Vehicles & Equipment Project Totals	\$ 16,087,686	\$ 1,078,321	\$ 4,273,193	\$ 21,439,200
Facilities	Federal Grants	State Grants	TARTA/Local	Total Costs 2026
Central Ave Security Fencing	\$ 540,000	---	\$ 135,000	\$ 675,000
Paratransit Security Fencing	\$ 480,000	---	\$ 120,000	\$ 600,000
Roof Safety Rails and Walking Pads	\$ 160,000	---	\$ 40,000	\$ 200,000
Phase 1 Maintenance Shop Modernizations (Carryover)	---	\$ 335,958	\$ -	\$ 335,958
Phase 2 Maintenance Shop Modernizations	\$ 4,369,997	---	\$ 1,092,499	\$ 5,462,496



Cont. Approved FY2026 Capital Projects

Facilities Cont.	Federal Grants	State Grants	TARTA/Local	Total Costs 2026
Electrical Panel Upgrades	\$ 220,800	---	\$ 55,200	\$ 276,000
Central Avenue Rear Lot Improvements	\$ 880,000	---	\$ 220,000	\$ 1,100,000
Central Substation	\$ 1,251,200	---	\$ 312,800	\$ 1,564,000
Central Ave Flooring	\$ 120,000	---	\$ 30,000	\$ 150,000
Bus Shelter Replacement / Additions	\$ 398,667	---	\$ 99,667	\$ 498,334
Connection Points Development Pool	---	\$ 380,000	\$ 95,000	\$ 475,000
Paratransit Division Renovations (Carryover)	\$ 640,000	---	\$ 160,000	\$ 800,000
HUB Renovations (Carryover)	\$ 480,000	---	\$ 120,000	\$ 600,000
Hub Renovations Phase 2	---	\$ 633,475	\$ 158,369	\$ 791,844
Bus Garage Improvements	\$ 160,000	---	\$ 40,000	\$ 200,000
Government Station Removal	---	---	\$ 250,000	\$ 250,000
Central Avenue Cross Walk	\$ 96,000	---	\$ 24,000	\$ 120,000
Facilities Project Totals	\$ 9,796,664	\$ 1,349,433	\$ 2,952,535	\$ 14,098,632
Planning & Development	Federal Grants	State Grants	TARTA/Local	Total Costs 2026
Franklin Park Station Phase 2	---	\$ 800,000	\$ 200,000	\$ 1,000,000
Property Acquisition	\$ 240,000	---	\$ 60,000	\$ 300,000
Mobility District	\$ 800,000	---	\$ 200,000	\$ 1,000,000
General Transit Enhancements	---	\$ 112,800	\$ 28,200	\$ 141,000
Wood County Multi-modal/Connection Point Construction	---	\$ 420,000	\$ 105,000	\$ 525,000
Bus Rapid Transit	---	\$ 291,212	\$ 72,803	\$ 364,015
Planning & Development Project Totals	\$ 1,040,000	\$ 1,624,012	\$ 666,003	\$ 3,330,015



Cont. Approved FY2026 Capital Projects

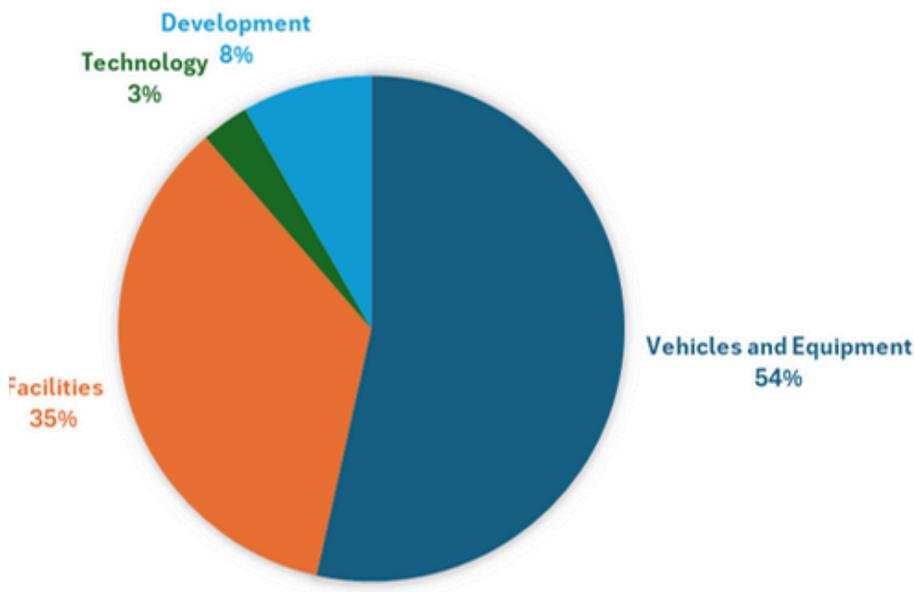
Technology	Federal Grants	State Grants	TARTA/Local	Total Costs 2026
Trapeze Twilio	\$ 80,000	---	\$ 20,000	\$ 100,000
Genfare Link Upgrade	\$ 80,000	---	\$ 20,000	\$ 100,000
Ticket Vending Machines	---	\$ 144,000	\$ 36,000	\$ 180,000
Ticket Vending Machines (Carryover)	---	\$ 100,000	---	\$ 100,000
Digital Signage	---	---	\$ 140,000	\$ 140,000
Branding Improvement Pool	---	---	\$ 350,000	\$ 350,000
Customer Service Software (Carryover)	---	\$ 250,000	---	\$ 250,000
Technology Project Totals	\$ 160,000	\$ 494,000	\$ 566,000	\$ 1,220,000
FY2026 Project Totals	\$ 27,084,350	\$ 4,545,766	\$ 8,457,731	\$ 40,087,847



Capital Costs

Most of the initial CIP effort was focused on preparing for the FY2026 capital budget. The following charts show the breakdown of capital project requests by category and year as of December 2024. Capital costs by category are estimates used for planning purposes only. Capital expenditures for each year must be approved by the TARTA Board of Directors during the budgeting process.

Capital Costs by Department



Capital Costs by Department (per year)

