



OPERATIONAL FUNDING GAP

	Shortfall	MTTF ENDING BALANCE	COVID FUNDING APPLIED	REMAINING SHORTFALL
FY31	\$23.7M	\$48.9M		
FY30	\$20.7M	\$62.7M		
FY29	\$17.9M	\$73.4M		
FY28	\$14.6M	\$81.2M		
FY27	\$10.3M	\$85.8M		
FY26	\$16.0M	\$85.8M	\$8.1M	\$7.9M
FY25	\$15.5M	\$79.7M	\$11.9M	\$3.6M
FY24	\$24.9M	\$70.3M	\$19.8M	\$5.1M
FY23	\$24.6M	\$56.5M	\$21.6M	\$3.0M
FY22	\$24.7M	\$46.4M	\$20.4M	\$4.3M
FY21	\$28.5M	\$27.8M	\$26.8M	\$1.7M
FY20	\$18.9M	\$14.0M	\$4.3M	\$14.6M
FY19	\$16.4M	\$14.2M		
FY18	\$14.9M	\$14.8M		
FY17	\$ 9.4M	\$12.0M		
FY16	\$13.4M	\$12.9M		
FY15	\$ 6.5M	\$10.6M		
FY14	\$13.2M	\$14.3M		
FY13	\$12.0M	\$12.1M		

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



TARC HISTORY OF REVENUES AND EXPENSES

TARC Operating Revenues and Expenses 1994-2025 (in constant 2025 \$)

