



**MINUTES**

**TANK Board Meeting**

**Feb 9th, 2026**

**Call to Order: 11: 45 AM**

**CALL TO ORDER**

The meeting was called to order at 11:45 AM by the Chair, Ms. Rittinger. The Pledge of Allegiance was recited.

**ROLL CALL**

Roll call was captured by Matthew Crowe, Board and External Affairs Coordinator.

**IN ATTENDANCE, Board Members:**

<b>Boone County</b>	<b>Kenton County</b>	<b>Campbell County</b>
Kimberly Rossetti	Scott Guenther	Gina Rittinger
Eric Hall	Ed Kuehne	Brian Ellerman
Laura Thompson	Missy Miles	Lisa Cooper

**IN ATTENDANCE, Staff/Other:**

Mike Duncan – Board Attorney
Gina Douthat – General Manager
John Young – Director of Operations
Olivia Tussey – Transit Planner
Bill Hock- Director of Maintenance
Matt Crowe- Board and External Affairs Coordinator
Judge Gary Moore- Boone County
Judge Kris Knochelmann- Kenton County
Judge Steve Pendery- Campbell County
Matthew Webster- Boone County Administrator
Joe Shriver- Kenton County Administrator
Matt Elberfeld- Campbell County Administrator

## **Overview of Transit Planning Study Report and Recommendations**

Ms. Tussey presented the Transit Planning Study based on extensive community feedback and TANK's fiscal reality. She discussed different options TANK considered such as pivoting to an on-demand model and that overwhelming public feedback was to stop cutting fixed route services. TANK is proceeding with asking the board to approve of a plan to cut service by 10% to meet budget constraints with as minimal disruption as possible.

## **General Discussion on the Financial Sustainability of TANK**

After the presentation on the study, Gina Rittinger invited the board and guests to have open dialogue. During the dialogue, Ms. Douthat explained the TANK budgeting process and that TANK requests an increase each year that may not fully fund the service, but will be amenable to the counties. Typically, that increase is in the neighborhood of 3% total increase, which is in effect a service cut.

Each of the three judge executives provided comments related to transit in their county. In summary, Judge Knochelmann stated that TANK's focus should be on the core purpose of serving the transit dependent population and providing a level of service that allows that population to thrive.

Judge Moore indicated that an annual meeting of this type, where the county executives and TANK Board come together to discuss the news of the agency would be useful and appreciated. Judge Moore stated that TANK is a vital workforce development tool for Boone County.

Ms. Douthat discussed the history of the TANK budget, TANK funding and the history of public transit as a privately funded endeavor that was turned over to local communities, to be publicly supported.

Ms. Rittinger explained that the TANK Board has made the difficult choice to focus on the core of providing service to the Transit-dependent population. The board decided, for instance, that the Southbank Shuttle was not a service that serves that population, which led us to recommend the changes to that route. Ms. Thompsen noted the possibility of private entities helping with the Southbank shuttle.

There was discussion re: the cycle of reducing service, then seeing ridership declines. Each time TANK makes a reduction in service, the overall service becomes less useful, less reliable and less convenient for the remaining customers. The overall declining ridership trend has been amplified by 12+ years of service reductions.

The conversation turned to the idea of a minimum level of service that is acceptable for the service to be useful and provide benefit for the transit dependent population. The consensus is that we have cut service beyond that minimum. Commute times by bus are too long.

TANK will work to provide what a "baseline level of service" looks like and provide that as a baseline budget for the counties to react to.

There were questions related to Autonomous Vehicle technology and the impact that may have on transit. Other comments related to potential partnerships between TANK and Metro, CVG, MeetNKY and other corporate interests were discussed.

Mr. Hall noted that he is looking forward to having a discussion related to moving to a fleet of smaller buses for long-term capital savings.

### **Adjourn**

- Ms. Rittinger asked for a motion to adjourn the meeting. Motion was made by Ed Kuehne and seconded by Eric Hall. The motion was approved by a unanimous voice vote.