

# 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**

**Wednesday, September 25, 2024 at 10:00 a.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](https://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](https://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](mailto: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](mailto: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.....

## TARC BOARD OF DIRECTORS MEETING



- 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 – September 25, 2024

- |    |                                                                             |                               |             |
|----|-----------------------------------------------------------------------------|-------------------------------|-------------|
| 1. | Quorum Call/Call to Order/Meeting Minutes                                   | Ted Smith, Chair              | 10:00       |
|    | A. Approval of August Meetings Minutes                                      | Board of Directors            | 10:00-10:05 |
| 2. | Public Comments                                                             | Pat Mulvihill                 | 10:05-10:15 |
| 3. | Board Chair's Report                                                        | Ted Smith                     | 10:15-10:20 |
| 4. | Finance Committee Report                                                    | Steve Miller                  | 10:20-10:25 |
| 5. | Operations Committee Report                                                 | Alice Houston                 | 10:25-10:30 |
| 6. | Executive Director's Report                                                 | Ozzy Gibson                   | 10:30-10:35 |
| 7. | Staff Reports and Presentation                                              |                               | 10:35-10:50 |
|    | A. Audit Update -Crowe                                                      | Scott Nickerson<br>Alex Scott |             |
|    | B. Financial Statements for June 2024<br>Financial Statements for July 2024 | Tonya Day<br>Matt Abner       |             |
|    | C. Review overall Procurement calendar for year                             | Tonya Day                     |             |
|    | D. Monthly Performance Report                                               | Rob Stephens                  |             |
|    | E. TARC 2025 Network Redesign Update                                        | Aida Copic &<br>Alex Posorske |             |
| 8. | Action Items and Presentations for Board Meeting                            |                               | 10:50-10:55 |
|    | A. Resolution 2024-31 5310 Program Fund Awards                              | Tonya Day                     |             |
|    | B. Resolution 2024-32 Audit Financial Report                                | Tonya Day                     |             |
|    | C. Resolution 2024-33 Annual Worker's Comp                                  | Tonya Day                     |             |
|    | D. Resolution 2024-34 Brake Components & Related Supplies                   | Tonya Day                     |             |
|    | E. Resolution 2024-35 Rolling Stock Pre-Post Audit                          | Tonya Day                     |             |
|    | F. Resolution 2024-36 Starters and Components                               | Tonya Day                     |             |
| 9. | Adjournment                                                                 | Ted Smith                     | 11:00       |

# TARC BOARD OF DIRECTORS MEETING



## August 28, 2024 Board Meeting Minutes

The Board of Directors of Transit Authority of River City (TARC) met on August 28, 2024 at 10:00 a.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**

Ted Smith  
Steve Miller  
Abbie Gilbert  
Michael Schnuerle

#### **Virtual**

Justin Brown  
Alice Houston  
DuWayne Gant

#### **Declined**

### Meeting Called to Order

Ted Smith called meeting to order at 10:02 a.m.

### Quorum Call

July Board Meeting Minutes approved

### Public Comment

Ozzy Gibson 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.

No Public Comment

### Special Reports

Ted Smith presented the Board Chair Report.

- New Board Member will be joining soon.
- TARC 2025 participation is important and the Board Members will be working to encourage public participation at upcoming scheduled meetings.

Steve Miller presented the Finance Committee Report.

- All of the Resolutions presented have been moved to today's Board Meeting for consideration.



# TARC BOARD OF DIRECTORS MEETING



Steve Miller presented the Operations Committee Report.

- First full meeting of the Operations Committee was last week.
- Number of questions and discussion regarding clarification of terms that should help with the presentation of materials moving forward.

Ozzy Gibson presented the Executive Director's Report.

- We will be changing our reporting to focus on key performance indicators, emerging issues, and trends, whether they're good or bad. The focus will be to share items that were successful at, and areas that need improvement.
- JCPS number update: 16 coach operators are fully trained; 40 are in the testing process; 3 alternates; and there are 4 going back for more training in September.
- JCPS announced routes could be implemented after the Fall Break.
- TARC will continue to push to have 60 full time drivers ready to go.

Ted Smith asked, "Is TARC keeping up with hydrating staff and possible riders with the hot temperatures?"

Ozzy Gibson answered, "Yes, nothing unusual to report."

## **Staff Reports and Presentations**

Tonya Day presented an update on the Audit.

No findings to report.

Presentation of the audit at the September Finance Committee Meeting.

Tonya Day presented the Procurement calendar for the year.

Rob Stephens presented the Monthly Department Operations Overall Report.

Board Members discussed the Safety Slide.

Michael Schnuerle asked, "What is average number of riders on the bus at the time of these incidents?"

Justin Brown asked, "What time of day do these distributions happen?"

Rob Stephens answered. "The TARC security team have identified certain routes, days of the week and times of day that these distributions take place. We have moved our safety ambassadors, security and road supervisors to the hot spots to help monitor to see if we could make a difference."

Board Members discussed the Performance slide in the presentation.

Important fact reflected by the data: reduced service with implementation of Saturday Plus, but the ridership demand remains high.

Board Members discussed the Fixed Route Missed Runs slide in the presentation. Request was made for more information regarding the term "missed runs".

# TARC BOARD OF DIRECTORS MEETING



Board Members discussed the Operations Supervisor -Field & On-Board Bus Support slide, the question was asked, "How many folks do we have out in the field covering the 4 zones?"

Rob Stephens answered, "We have nine supervisors in the field that are staggered over all shifts."

Alex Posorske presented TARC 2025 Network Redesign.

- QR code has been added for easy survey access.
- September 20 is when the survey is finished and results will be shared.
- The scope of this education process is very large and has been very successful.

Ted Smith stated that the TARC Board and staff must listen to the will of the community. The survey information and meeting feedback should play an important role in how we move forward and plan our next budget.

Board Members were very complimentary of the TARC Marketing Team and the Consultants regarding the multi- level approach across our community to raise awareness.

## Action Items

Keith Shartzter presented Resolution 2024-27 Police Services.

- TARC seeks police support services to provide and assist our operators on the coach, at coach stops and at our facilities or as needed.
- Police Security Services received the highest score and was deemed the most responsive and responsible.
- Police Security Services offered the best value and most competitive rate based on market research and through the Procurement Department's pricing analysis.
- TARC would like to execute a contract for an initial term of two (2) years for an annual estimated hour usage of 11,768 hours for such police support services including contingency hours, with an option to exercise an additional three (3) one (1) year terms which will be taken to the Board of Directors for authorization.
- TARC would like to enter into the contract with Police Security Services for police support services at an annual estimated hour usage of 11,768 hours at the rate of \$70.00 per hour for an annual not to exceed amount of \$823,760 with an option to exercise an additional three (3) one (1) year terms which will be taken to the Board of Directors for authorization.

Ozzy Gibson added that the police officer's shortage that we currently have in Louisville is driving up the cost of off-duty work across the board. The Procurement Department was able to negotiate and lower the hourly rate and the new price is very good because "I've heard it's going as high as a hundred dollars an hour, and Police Services is one of the top two companies in our area."

The motion was duly moved for approval by Steve Miller. The motion was seconded by Abbie Gilbert. The Board of Directors unanimously adopted the resolution.

# TARC BOARD OF DIRECTORS MEETING



Chris Ward presented Resolution 2024-28 Purchase of Depot Charging Equipment.

- TARC has funds available from Low and No Emission Vehicle program grant KY-26-0005 and Bus and Bus Facilities program grant KY-2024-006 for the installation of bus charging infrastructure.
- TARC has received funding awards to purchase up to eighteen (18) extended-range electric buses, and eight (8) of those buses are currently on order.
- TARC has worked with Schmidt Associates to design charging infrastructure for the 10<sup>th</sup> Street Bus Storage Building to accommodate up to 20 extended-range electric buses.
- TARC has satisfied federal procurement requirements through use of an interstate contract based on State of Virginia RFP #6447 and by the terms of the FFY 2022 Bus and Bus Facilities award to purchase ChargePoint charging equipment from Gillig.
- The proposed infrastructure will include a mobile charger, a stationary depot charger, and equipment to support ten (10) overhead pantograph charging connections.
- TARC wishes to enter into a contract with Gillig for purchase of depot charging equipment (#20241886) at a cost of not to exceed \$2.1 million.

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

Chris Ward presented Resolution 2024-29 LG&E Electrical Supply Extension.

- TARC has funds available from Low and No Emission Vehicle program grant KY-26-0005 for new infrastructure needed to receive additional power supply from LG&E.
- TARC has received funding awards to purchase up to eighteen (18) extended-range electric buses, and eight (8) of those buses are currently on order.
- TARC has worked with Schmidt Associates to design charging infrastructure for the 10<sup>th</sup> Street Bus Storage Building to accommodate up to 20 extended-range electric buses.
- LG&E project #7166360 will provide the addition power supply equipment, including a new 1500kW pad mount transformer, which is necessary to support the designed charging infrastructure.
- LG&E is the regional power utility, and thus this will be a sole source procurement, and TARC has found the proposed cost to be fair, reasonable and best value to TARC.
- TARC wishes to enter into a purchase agreement with Louisville Gas & Electric for additional power supply infrastructure as specified in the project #7166360 Electric Vehicle Charging Station in the amount of not to exceed \$96,553, which contains a \$20,000 contingency for rock removal, if necessary.

The motion was duly moved for approval by Steve Miller. The motion was seconded by Abbie Gilbert. The Board of Directors unanimously adopted the resolution.

Chris Ward presented Resolution 2024-30 Purchase of Support Vehicles.

# TARC BOARD OF DIRECTORS MEETING



- TARC has a need for replacement support vehicles for the Transportation Department and the Administrative vehicle pool as well as a replacement utility support maintenance pick-up truck.
- Of the twenty-seven (27) non-revenue vehicles in TARC's Transportation and Administrative fleet, eleven (11) have been identified for replacement, and each vehicle has exceeded its useful life benchmark.
- TARC has the use of existing Commonwealth of Kentucky Master Agreements (MA 758) with local dealerships for the procurement of vehicles.
- TARC has set aside funds from its Section 5307 and Section 5339 formula grants to purchase new support vehicles.
- TARC wishes to purchase up to eleven (11) support vehicles for a not-to-exceed amount of \$425K from the vendor or combination of vendors that provide the lowest pricing by model and specification under Commonwealth of Kentucky Master Agreement (MA 758) vehicle contracts.

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

Matt Abner presented Resolutions 2022-01 Amendments and Updates.

- On an annual basis, TARC reviews this policy to ensure accurate reflection of procedures as well as clarification to job titles and responsibilities.
- Accordingly, TARC has amended this policy to make clarifications of job titles, and responsibilities.

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

Melissa Fuqua presented Employee Assistance Program Renewal Memo.

- Employee Assistance Programs (EAP) can help employees with personal problems that affect their job performance.
- EAP can identify and address a wide range of health, financial, and social issues, including mental and/or substance use disorders.
- Since late 1991, TARC has been an avid promoter of EAP, which has been led by the Human Resources Department.
- TARC currently has a contract in place with an EAP provider and such provider has done a great service for TARC employees.
- This item fell under the \$100,000 threshold, so no vote is needed just a memo to let you know about these services.

## Executive Session

Ted Smith

## TARC BOARD OF DIRECTORS MEETING



Pursuant to KRS 61.810(e) and (f), the TARC Board would like to go into closed session to discuss Employee / Labor Relations. I will take a motion, and I need a second.

The motion was duly moved for approval by Steve Miller. The motion was seconded by Michael Schnuerle  
The Board of Directors unanimously adopted the motion for the Board to go into Executive Session.

Now, we will retire to Executive Session. Thanks.

Ted Smith asked, "Can I get a motion to go back into open session?"

Ted Smith asked for a motion to return to Open Session.

The motion was duly moved for approval by Abbie Gilbert. The motion was seconded by Michael Schnuerle.  
The Board of Directors unanimously adopted the motion for the Board Meeting to return to Open Session.

Ted Smith shared that there were no decisions or actions taken during the Executive Session.

Ted Smith made a motion to adjourn at 11:42 p.m. This motion was seconded by Michael Schnuerle and approved by the Board.

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Ted Smith, Chair of the TARC Board of Directors

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Date

**TARC Board of Directors  
Financial Summary - Recap  
June 2024, Fiscal Year 2024**



Current month Operating revenues are over budget \$185,049 (pg. 2, line 9) due to nearly all revenues being over. Current month Operating expenses are under budget \$433,693 (pg. 2, line 41) due to Purchased Transportation and Casualty & Liability expenses being under budget. Capital expenses are under budget by \$1,006,228 (pg. 2, line 48) due to all capital expenses being under budget for the month. This is due to the timing of capital projects.

Year-to-date Operating revenues are over \$1,415,474 (pg. 2, Line 9) due to all revenues being over budget for the year. Year to date expenses are under \$10,186,760 (pg. 2, line 41) due to all expenses being under budget except Labor. Coach Operator labor is the main driver for labor being over due to driver shortage, timing of sick, holiday, vacations and other paid absences. Year-to-date Capital expenses are under budget \$1,564,531 (pg. 2, line 48) mainly due to timing of capital projects and projecting out depreciation for the current year.

Overall, TARC is under budget projections year-to-date \$10,186,760 for expenses. The reduced expenses also resulted in Federal Subsidies being under budget by \$12,932,885. ARP funding account for \$8,928,213 of that total meaning that \$18,930,090 will be available in FY25.

MTTF receipts outperformed projections as well with receipts coming in over budget for the year by \$7,419,564. The MTTF Capital share was also under budget for the year by \$6,220,348 due to the aforementioned reduced capital expenses. This results in the addition of adding \$13,639,912 back to the MTTF balance.

## Statement of Revenue - Expenses - with Capital Contributions

June 2024, Fiscal Year 2024



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		Current Month			Fiscal Year-to-date				
		FY24							
Description		Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
Revenues									
1	Passenger Fares	4,859,906	444,955	411,800	33,155	5,281,053	4,859,906	421,147	-8.67%
2	Paratransit Fares	960,000	95,280	80,000	15,280	992,301	960,000	32,301	-3.36%
3	Special Fare Revenues (MOA/MOU Agreements)	1,535,890	72,622	120,000	(47,378)	1,570,776	1,535,890	34,886	-2.27%
4	Comp Specials	0	0	0	0	0	0	0	0.00%
5	Advertising Revenue	650,000	56,167	54,163	2,004	788,942	650,000	138,942	-21.38%
6	Other Agency Revenues	363,300	202,759	30,275	172,484	778,680	363,300	415,380	-114.34%
7	Total Recoveries-Insurance	50,000	13,667	4,163	9,504	422,818	50,000	372,818	-745.64%
8									
9	Operating Revenues	8,419,096	885,449	700,401	185,049	9,834,570	8,419,096	1,415,474	-16.81%
10									
11	MTTF Contributions- Federated, Operating	62,616,384	2,555,315	2,555,315	0	62,616,384	62,616,384	0	0.00%
12	Local Government Funds - MTTF, Operating	1,261,975	97,842	147,260	(49,418)	772,988	1,261,975	(488,987)	38.75%
13	COVID Funds - FTA, Operating	36,651,990	4,600,653	5,522,880	(922,227)	24,208,092	36,651,990	(12,443,898)	33.95%
14	State Government Funds, Operating	1,276,642	661,283	308,380	352,903	2,607,292	1,276,642	1,330,650	-104.23%
15									
16	Total Non-Operating Revenues	101,806,991	7,915,093	8,533,835	(618,742)	90,204,757	1,806,991	(11,602,235)	11.40%
17									
18	Total Revenues Before Cap Contributions	110,226,087	8,800,542	9,234,236	(433,693)	100,039,326	110,226,087	(10,186,761)	9.24%
19									
20	Local Government Funds - MTTF, Cap	6,384,870	(9,628)	1,945,183	(1,954,811)	581,664	6,384,870	(5,803,206)	90.89%
21	Federal Reimbursement Funds - FTA, Cap	25,816,643	270,907	7,803,829	(7,532,922)	12,422,589	25,816,643	(13,394,054)	51.88%
22	State Government Funds, Cap	0	521	0	521	2,169,929	0	2,169,929	0.00%
23	Other Agencies Revenue, Cap	0	0	0	0	0	0	0	0.00%
24									
25	Total Capital Contributions	32,201,513	261,800	9,749,012	(9,487,212)	15,174,182	32,201,513	(17,027,331)	52.88%
26									
27	Total Revenues	142,427,600	9,062,342	18,983,248	(9,920,905)	115,213,508	142,427,600	(27,214,092)	19.11%
28									
29									
30	Expenses								
31									
32	Labor	33,240,842	2,736,641	2,573,188	163,453	33,878,360	33,240,842	637,518	-1.92%
33	Fringes & Benefits	30,712,129	2,772,651	2,502,337	270,314	29,015,624	30,712,129	(1,696,505)	5.52%
34	Services	7,737,546	699,399	643,381	56,018	6,318,337	7,737,546	(1,419,209)	18.34%
35	Materials	9,035,040	833,108	741,984	91,124	8,497,126	9,035,040	(537,914)	5.95%
36	Utilities	1,205,000	90,512	100,413	(9,901)	994,331	1,205,000	(210,669)	17.48%
37	Casualty & Liability	3,827,100	154,375	318,914	(164,539)	3,297,272	3,827,100	(529,828)	13.84%
38	Purchased Transportation	23,507,410	1,422,930	2,254,539	(831,609)	17,485,741	23,507,410	(6,021,669)	25.62%
39	Interest Expense	0	0	0	0	0	0	0	0.00%
40	Other Expenses	961,020	90,927	99,480	(8,553)	552,536	961,020	(408,484)	42.51%
41	Operating Expenses	110,226,087	8,800,542	9,234,236	(433,693)	100,039,326	10,226,087	(10,186,760)	9.24%
42									
43									
44									
45	Development Cost & Loss on Disposal	2,083,268	294,199	1,186,887	(892,688)	475,391	2,083,268	(1,607,877)	77.18%
46	Depreciation Expenses	12,579,047	1,110,406	1,223,946	(113,540)	12,622,393	12,579,047	43,346	-0.34%
47	Loss on Disposal of Assets	0	0	0	0	0	0	0	0.00%
48	Total Capital Expenses	14,662,315	1,404,605	2,410,833	(1,006,228)	13,097,784	14,662,315	(1,564,531)	10.67%
49									
50	Total Expenses	124,888,402	10,205,147	11,645,069	(1,439,921)	113,137,110	124,888,402	(11,751,291)	9.41%
51									
52									
53	Revenue / Expense Difference Before Capital	0	0	0	0	0	0	0	0.00%
54									
55	Revenue / Expense Difference After Capital	17,539,198	(1,142,805)	7,338,179	(8,480,984)	2,076,398	17,539,198	(15,462,800)	88.16%

## Total Labor

June 2024, Fiscal Year 2024



		Current Month			Fiscal Year-to-date			
Description	FY24 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
1 Direct Labor	33,240,842	2,736,641	2,573,188	163,453	33,878,360	33,240,842	637,518	-1.92%
2 Sick Leave	1,761,580	1,236,751	115,310	1,121,441	2,879,148	1,761,580	1,117,568	-63.44%
3 Holiday	1,428,538	148,643	150,836	(2,193)	1,294,266	1,428,538	(134,272)	9.40%
4 Vacation	2,236,350	(388,188)	182,713	(570,901)	1,616,879	2,236,350	(619,471)	27.70%
5 Other Paid Absences	238,442	18,210	16,175	2,035	234,978	238,442	(3,464)	1.45%
6								
7 Total	38,905,752	3,752,057	3,038,222	713,835	39,903,631	38,905,752	997,879	-2.56%
8								
9 Difference compared to Budget			713,835			997,879		
		Current Month			Year to Date			
Description	FY24 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
10 FICA	2,976,282	244,738	232,422	12,316	2,957,010	2,976,282	(19,272)	0.65%
11 Pension	9,323,000	696,895	709,121	(12,226)	8,600,083	9,323,000	(722,917)	7.75%
12 Hospital Medical & Surgical	9,228,084	795,744	818,621	(22,877)	8,438,174	9,228,084	(789,910)	8.56%
13 Vision Care Insurance	85,741	5,194	7,058	(1,864)	55,534	85,741	(30,207)	35.23%
14 Dental Plans	345,120	25,602	28,760	(3,158)	283,289	345,120	(61,831)	17.92%
15 Life Insurance	46,536	3,446	3,878	(432)	42,101	46,536	(4,435)	9.53%
16 Disability Insurance	154,956	11,772	12,913	(1,141)	144,042	154,956	(10,914)	7.04%
17 Kentucky Unemployment	40,000	0	0	0	(21,002)	40,000	(61,002)	152.51%
18 Worker's Compensation	2,500,000	(35,527)	208,326	(243,853)	2,151,407	2,500,000	(348,593)	13.94%
19 Uniform & Work Clothing Allowance	345,000	9,218	16,000	(6,782)	336,084	345,000	(8,916)	2.58%
20 Other Fringes	2,500	151	204	(53)	3,630	2,500	1,130	-45.20%
21 Total Fringe & Benefits	25,047,219	1,757,233	2,037,303	(280,070)	22,990,352	25,047,219	(2,056,867)	8.21%
22								
23								
24 Sick Leave	1,761,580	1,236,751	115,310	1,121,441	2,879,148	1,761,580	1,117,568	-63.44%
25 Holiday	1,428,538	148,643	150,836	(2,193)	1,294,266	1,428,538	(134,272)	9.40%
26 Vacation	2,236,350	(388,188)	182,713	(570,901)	1,616,879	2,236,350	(619,471)	27.70%
27 Other Paid Absences	238,442	18,210	16,175	2,035	234,978	238,442	(3,464)	1.45%
28 Total Compensation Benefits	5,664,910	1,015,416	465,034	550,382	6,025,271	5,664,910	360,361	-6.36%
29								
30 Total	30,712,129	2,772,651	2,502,337	270,312	29,015,624	30,712,129	(1,696,506)	5.52%
31								
32 Difference compared to Budget			270,314			(1,696,505)		



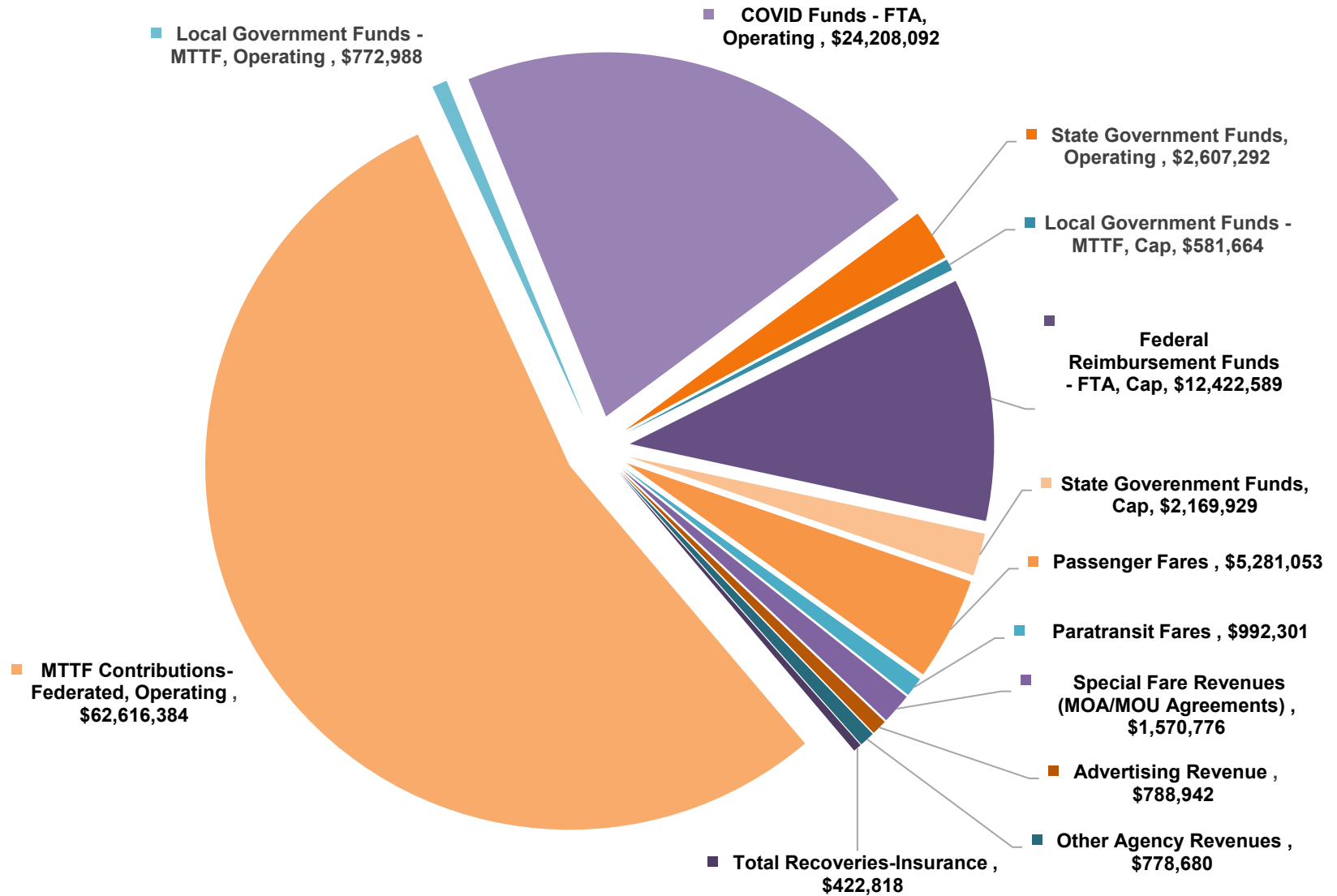
## Balance Sheet

June 2024, Fiscal Year 2024

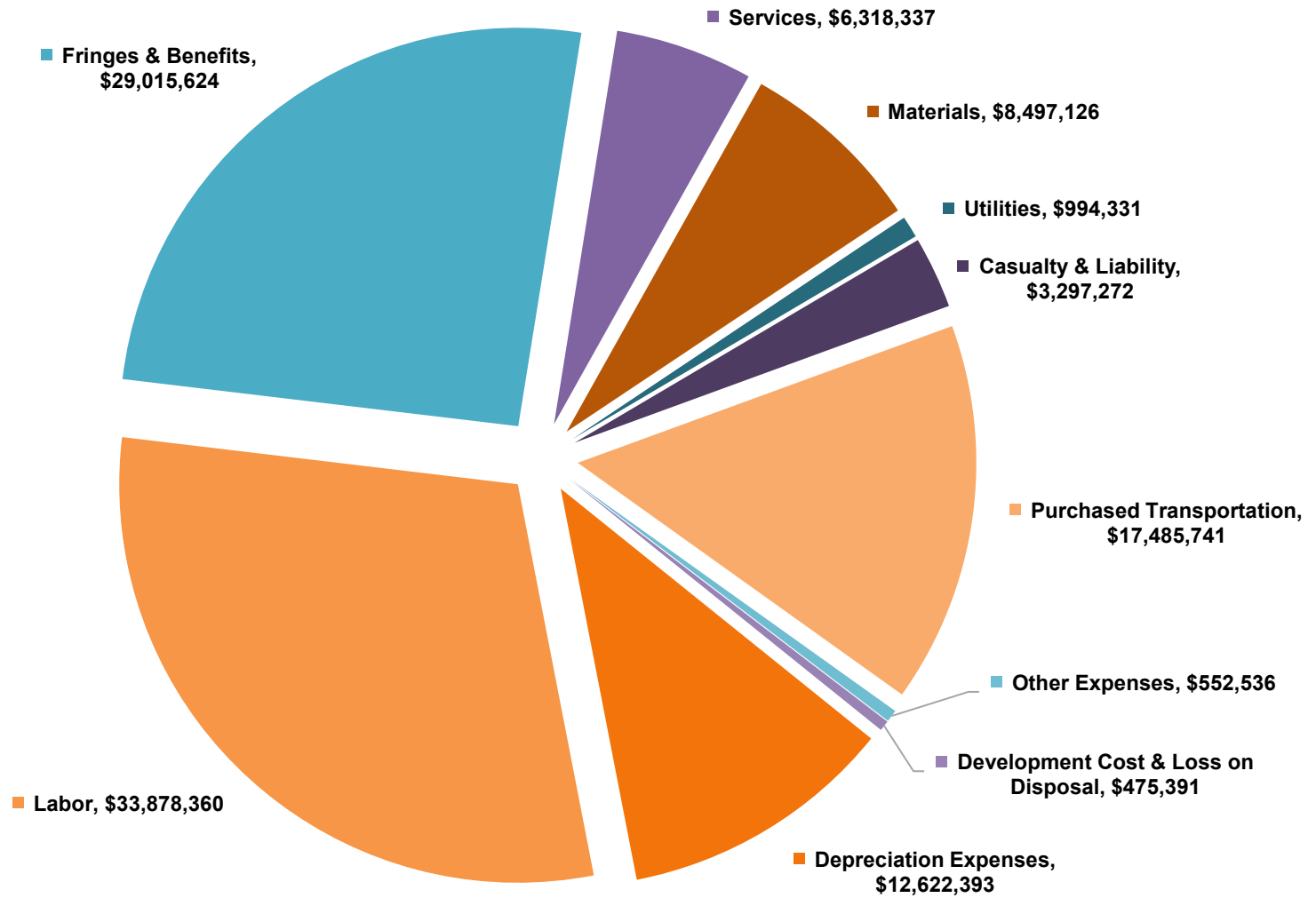


Assets	FY 24	FY 23	Liabilities, Reserves & Capital	FY 24	FY 23
<b>Current Assets</b>			<b>Current Liabilities</b>		
Cash & Cash Items	2,408,193	4,308,140	Long Term Debt	0	0
Short Term Investments	3,518,406	8,064,844	Short Term Debt	0	0
Accounts Receivable	89,045,394	100,164,825	Trade Payables	6,437,865	6,726,712
Interest Receivable	0	0	Accrued Payroll Liabilities	5,052,295	4,145,792
Due From Grant	80,000	80,000	Estimated Workmans Compensation	4,090,941	4,892,988
Materials & Supplies	2,599,286	2,267,929	Accrued Tax Liabilities	0	0
<b>Total Current Assets</b>	<b>97,651,279</b>	<b>114,885,738</b>	Unredeemed Tickets & Tokens	2,417,710	1,667,124
<b>Other Assets</b>			Reserves - Injury & Damages	996,400	1,155,400
Prepaid Insurance & Dues & WIP	92,081	222,571	Due To Operations	80,000	80,000
<b>Total Other Assets</b>	<b>92,081</b>	<b>222,571</b>	Unearned Capital Contributions	75,612,338	93,859,254
<b>Fixed Assets</b>			Other Current Liabilities (Health Ins.)	3,880,125	3,526,568
Land	3,773,249	3,187,624	<b>Total Current Liabilities</b>	<b>98,567,674</b>	<b>116,053,838</b>
Buildings	52,032,589	50,696,335	<b>Equity</b>		
Coaches	139,768,477	134,464,734	Retained Earnings	2,076,398	(216,320)
Office Equipment	14,301,921	10,804,524	Prior Year Retained Earning	78,763,717	78,980,037
Other Equipment	22,538,997	20,914,669	<b>Total Equity</b>	<b>80,840,115</b>	<b>78,763,717</b>
Development Costs	126,701	0	<b>Total Liabilities &amp; Equity</b>	<b>179,407,789</b>	<b>194,817,556</b>
Vehicle Exp - Operating	1,420,405	1,420,405			
Other Equipment -Operating	185,715	184,903			
<b>Total Fixed Assets</b>	<b>234,148,054</b>	<b>221,673,194</b>			
<b>Less Accumulated Depreciation</b>					
Accumulated Depr Land	845,318	784,538			
Accumulated Depr Buildings	31,617,789	30,155,599			
Accumulated Depr Coaches	90,986,430	84,381,972			
Accumulated Depr Office Equipment	10,015,696	9,284,101			
Accumulated Depr Other Equipment	17,750,410	16,172,686			
Accumulated Depr Development Cost	10,558	-			
Accumulated Depr Vehicle Exp - Opr	1,093,003	1,036,876			
Accumulated Depr Other Equipment Op	164,420	148,173			
<b>Total Depreciation</b>	<b>152,483,624</b>	<b>141,963,946</b>			
<b>Net Fixed Assets</b>	<b>81,664,430</b>	<b>79,709,249</b>			
<b>Total Assets</b>	<b>179,407,789</b>	<b>194,817,556</b>			

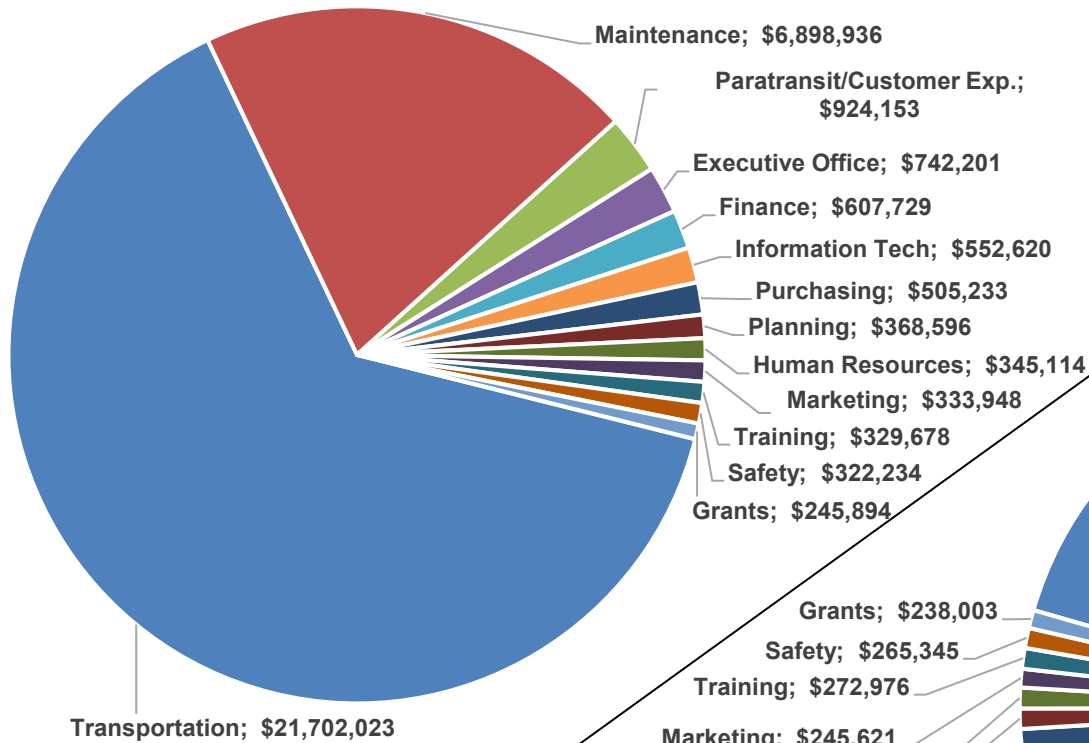
# YTD Revenues - June, 2024 FY 2024



**YTD Expenses - June 2024, FY 2024**

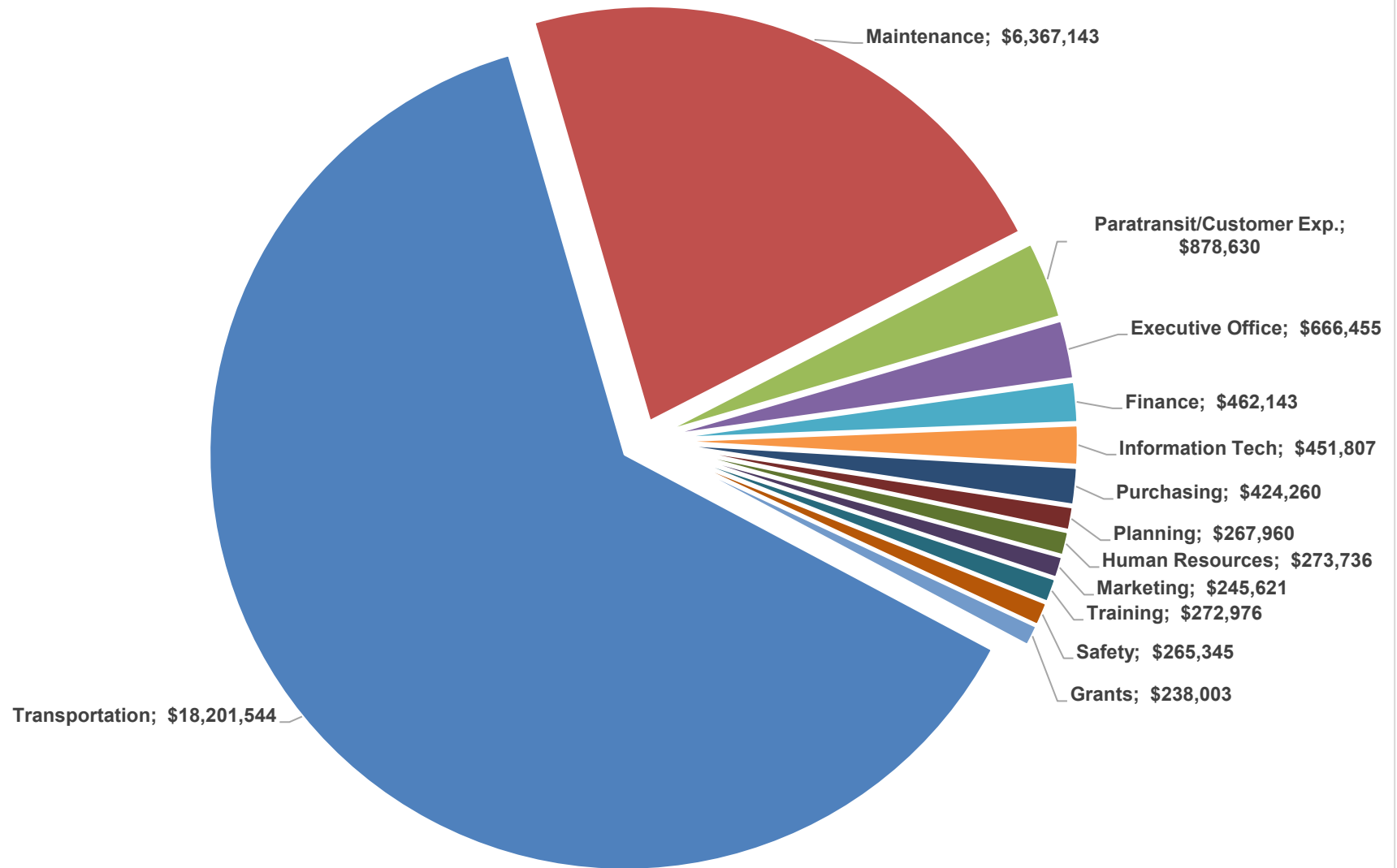


## YTD Department Labor Expenses - June 2024, FY2024

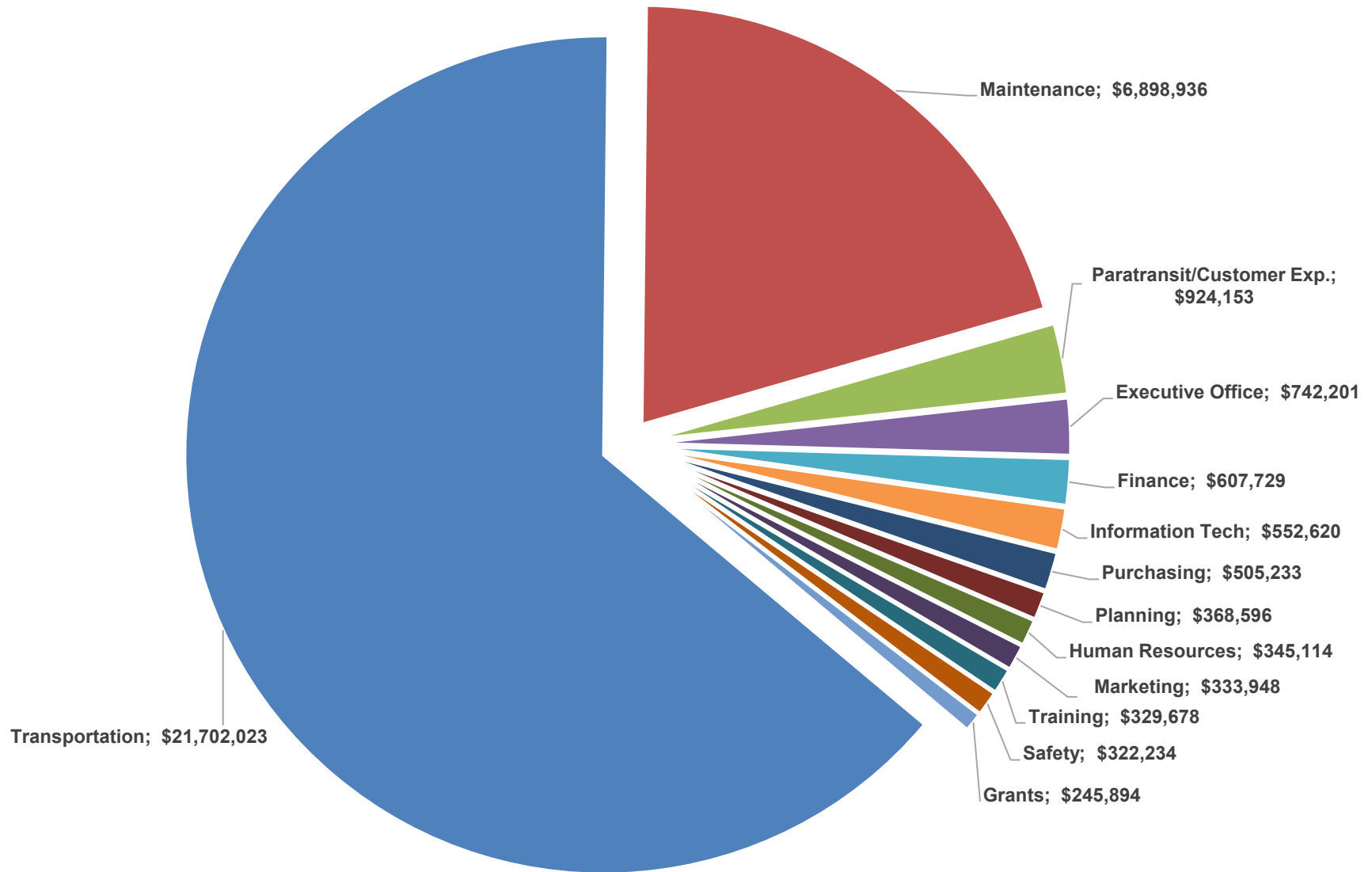


## YTD Department Fringe Expenses - June 2024, FY2024

## YTD Department Fringe Expenses - June 2024, FY2024



## YTD Department Labor Expenses - June 2024, FY2024



# MassTransit Trust Fund (MTTF) Revenue Deposits



## Deposit to Budget Difference FY 2024

Month	FY 24 Actual Deposits	FY 24 Budget Deposits	Difference	YTD Total	Current Month	YTD
July	\$5,722,993	\$4,832,901	\$890,092	\$890,092	18.42%	
August	\$4,556,894	\$5,053,662	(\$496,768)	\$393,324	-9.83%	3.98%
September	\$6,379,852	\$5,225,029	\$1,154,823	\$1,548,147	22.10%	10.24%
October	\$5,188,606	\$3,508,717	\$1,679,889	\$3,228,036	47.88%	17.34%
November	\$4,364,470	\$4,473,572	(\$109,102)	\$3,118,934	-2.44%	13.51%
December	\$7,192,670	\$6,400,979	\$791,691	\$3,910,625	12.37%	13.26%
January	\$6,796,045	\$6,329,856	\$466,189	\$4,376,814	7.36%	12.22%
February	\$4,863,431	\$4,578,304	\$285,127	\$4,661,941	6.23%	11.54%
March	\$5,630,961	\$5,839,108	(\$208,147)	\$4,453,794	-3.56%	9.63%
April	\$11,710,580	\$11,523,802	\$186,778	\$4,640,572	1.62%	8.03%
May	\$5,430,149	\$5,215,370	\$214,779	\$4,855,351	4.12%	7.71%
June	\$7,015,149	\$6,660,085	\$355,064	\$5,210,415	5.33%	7.48%
TOTAL	\$74,851,800	\$69,641,385				

## MTTF Revenue Deposits - Actuals

### LOUISVILLE METRO REVENUE COMMISSION TARC LICENSE FEE TRANSACTIONS

	June 2024	June 2023	YTD FYE 2024	YTD FYE 2023	Difference Amount	Percent Change
<b>Receipts</b>						
Employee Withholding	\$ 5,108,528	\$ 4,498,024	\$ 59,723,786	\$ 56,496,951	\$ 3,226,835	5.71%
Individual Fees	574	200	3,133	3,079	54	1.75%
Net Profit Fees	1,895,948	2,129,202	14,778,048	14,605,628	172,420	1.18%
Interest & Penalty	51,252	101,364	955,137	951,406	3,731	0.39%
<b>Total Collections</b>	<b>\$ 7,056,302</b>	<b>\$ 6,728,790</b>	<b>\$ 75,460,104</b>	<b>\$ 72,057,064</b>	<b>\$ 3,403,040</b>	<b>4.72%</b>
Investment Income	\$ 54,107	\$ 39,785	\$ 410,407	\$ 240,013	\$ 170,394	70.99%
<b>Total Receipts</b>	<b>\$ 7,110,409</b>	<b>\$ 6,768,575</b>	<b>\$ 75,870,511</b>	<b>\$ 72,297,077</b>	<b>\$ 3,573,434</b>	<b>4.94%</b>
<b>Disbursements</b>						
Collection Fee	\$ 95,260	\$ 90,839	\$ 1,018,711	\$ 972,769	\$ 45,942	4.72%
<b>Reversal of FY22 Investment Income</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 4,534</b>	<b>\$ (4,534)</b>	
<b>Total Disbursements</b>	<b>\$ 95,260</b>	<b>\$ 90,839</b>	<b>\$ 1,018,711</b>	<b>\$ 977,303</b>	<b>\$ 45,942</b>	<b>4.70%</b>
<b>Due Mass Transit</b>	<b>\$ 7,015,149</b>	<b>\$ 6,677,736</b>	<b>\$ 74,851,800</b>	<b>\$ 71,319,774</b>	<b>\$ 3,532,026</b>	<b>4.95%</b>
Less Previous Payments			67,836,651	64,642,038	3,194,613	4.94%
<b>Payable To Trust Fund</b>			<b>\$ 7,015,149</b>	<b>\$ 6,677,736</b>	<b>\$ 337,413</b>	<b>5.05%</b>



## Year to Date Summary

June 2024, Fiscal Year 2024

### Actual Compared to Budget YTD

	Good	In the Red	
Total Revenues before Capital are Over/ <b>Under</b> by (pg. 2, line 18)	\$0	\$10,186,761	
Total Expenses are Over/ <b>Under</b> by (pg. 2, line 41)	\$10,186,760	\$0	
MTTF Revenue Deposits are <b>Over</b> /Under by (pg. 7)	\$5,210,415	\$0	
June has a favorable balance before Capital of	<u>\$15,397,175</u>	<u>\$10,186,761</u>	<u>\$5,210,414</u>

### Actual Revenues over Expenses

Operating Revenues	\$9,834,570
Operating Expenses	<u>\$100,039,326</u>
<b>Net Gain/(Loss) before MTTF</b>	<b>(\$90,204,756)</b>
MTTF Approved Contributions	<u>\$62,616,384</u>
<b>Net Gain/(Loss) before Subsidies</b>	<b>(\$27,588,372)</b>
<b>Subsidies</b>	
ARP	\$19,767,283
5307 Federal Formula dollars to be used as (CEER)	\$4,440,809
MTTF Local Share	\$772,988
State Contributions	\$2,607,292
<b>Total Subsidies</b>	<u><b>\$27,588,372</b></u>
<b>Net Gain/(Loss) before Capital</b>	<b>\$0</b>




**Reimbursement Funds Only and a One Time Funding Source**

	<b>TARC Share</b>	<b>Actual YTD FY 2023</b>	<b>Actual YTD FY 2024</b>	<b>Remaining Balance</b>	<b>Budget YTD FY 2024</b>	<b>Actual FY 2024 vs Budget FY 2024</b>
<b>ARP***</b>	\$48,293,376	\$9,596,003	\$19,767,283	\$18,930,090	\$28,695,496	(\$8,928,213)

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

**Budget By Expense Category**  
7/21/2023 - revised for MTTF

Beginning MTTF Balance \$46,436,662 \$45,198,692 \$56,541,912 \$56,541,912

**Operating Revenues**

	FY23 ACTUAL	FY24 BUDGET	FY24 ESTIMATE	FY24 Actual			
Farebox	\$5,927,630	\$5,819,906	\$6,075,821	\$6,273,354	7.79%	\$453,448	\$197,533
Special Fares	\$1,626,012	\$1,535,890	\$1,505,890	\$1,570,776	2.27%	\$34,886	\$64,886
Charter	\$0	\$0	\$0	\$0	0.00%	\$0	\$0
Advertising	\$650,000	\$650,000	\$650,000	\$788,942	21.38%	\$138,942	\$138,942
Other Agency Revenues	\$569,206	\$363,300	\$447,300	\$778,680	114.34%	\$415,380	\$331,380
Total Recoveries - Insurance	\$113,119	\$50,000	\$150,000	\$422,818	745.64%	\$372,818	\$272,818
MTTF Collections	\$71,324,309	\$69,641,385	\$73,464,038	\$74,851,800	7.48%	\$5,210,415	\$1,387,762
MTTF Interest	\$1,520,993	\$550,000	\$1,566,623	\$2,759,149	401.66%	\$2,209,149	\$1,192,526
State Government Funds	\$1,732,947	\$1,276,642	\$1,276,642	\$2,607,292	104.23%	\$1,330,650	\$1,330,650
Federal Reimb. Funds-Access To Jobs	\$494,869	\$0	\$0	\$0	0.00%	\$0	\$0
<b>MTTF Principal</b>	<b>(\$10,105,251)</b>	<b>\$0</b>	<b>\$0</b>	<b>(\$13,639,912)</b>		<b>(\$13,639,912)</b>	<b>(\$13,639,912)</b>

**Total Revenues** \$73,853,835 \$79,887,123 \$85,136,314 **\$76,412,899** -4.35% (\$3,474,224) (\$8,723,415)

**Operating Expenses**

Direct Labor	\$32,534,202	\$33,240,842	\$34,132,790	\$33,878,360	1.92%	\$637,518	(\$254,430)
Fringe Benefits:							
Vac/Hol/Sick/Bday	\$4,721,573	\$5,664,910	\$5,657,470	\$6,025,271	6.36%	\$360,361	\$367,801
Health/Welfare/Pension	\$25,752,374	\$25,047,219	\$25,233,270	\$22,990,353	-8.21%	(\$2,056,866)	(\$2,242,917)
Services	\$5,616,683	\$7,737,546	\$7,720,710	\$6,318,337	-18.34%	(\$1,419,209)	(\$1,402,373)
Material & Supplies	\$6,587,012	\$9,035,040	\$9,255,700	\$8,497,126	-5.95%	(\$537,914)	(\$758,574)
Utilities	\$1,079,278	\$1,205,000	\$1,045,000	\$994,331	-17.48%	(\$210,669)	(\$50,669)
Casualty&Liability	\$2,586,613	\$3,827,100	\$3,939,970	\$3,297,272	-13.84%	(\$529,828)	(\$642,698)
Purchased Transportation	\$16,130,617	\$23,507,410	\$20,466,600	\$17,485,741	-25.62%	(\$6,021,669)	(\$2,980,859)
Interest Expense	\$2,220	\$0	\$0	\$0	0.00%	\$0	\$0
Other Expense	\$424,308	\$961,020	\$699,120	\$552,536	-42.51%	(\$408,484)	(\$146,584)
<b>Total Operating Expense</b>	<b>\$95,436,880</b>	<b>\$110,226,087</b>	<b>\$108,150,630</b>	<b>\$100,039,327</b>	<b>-9.24%</b>	<b>(\$10,186,760)</b>	<b>(\$8,111,303)</b>
Capital Eligible Expense Reimbursement	(\$2,971,879)	(\$9,218,469)	(\$5,851,876)	(\$5,213,797)	-43.44%	\$4,004,672	\$638,079
CARES Act Funding	\$0	\$0	\$0	\$0	0.00%	\$0	\$0
CRRSAA Funding	(\$12,058,902)	\$0	\$0	\$0	0.00%	\$0	\$0
ARP	(\$9,596,003)	(\$28,695,496)	(\$20,150,175)	(\$19,767,283)	-31.11%	\$8,928,213	\$382,892

**SUBTOTAL** (\$24,626,784) (\$37,913,965) (\$26,002,051) (\$24,981,080) -34.11% \$12,932,885 \$1,020,971

**Net Operating Expense** \$70,810,096 \$72,312,122 \$82,148,579 **\$75,058,247** 3.80% \$2,746,125 (\$7,090,332)  
MTTF Capital Share \$3,043,739 \$7,575,001 \$2,987,735 **\$1,354,652** -82.12% (\$6,220,349) (\$1,633,083)

**Total Operating/Capital** \$73,853,835 \$79,887,123 \$85,136,314 **\$76,412,899** -4.35% (\$3,474,224) (\$8,723,415)

**Ending MTTF Balance** \$56,541,912 \$45,198,692 \$56,541,912 **\$70,181,824** \$24,983,132 \$13,639,912

\$	63,971,037	MTTF
\$	(1,354,652)	Capital local Match
\$	62,616,385	Operating needed subtotal
\$	62,616,384	Budgeted Amount
\$	1	

	Current Year Rev/Exp	Actual vs Budget	
MTTF	(\$77,610,949)	(\$7,419,564)	over
Revenues	(\$12,441,862)	(\$2,746,124)	over
Expenses	\$100,039,327	(\$10,186,760)	under
Federal Subsidies	(\$24,981,080)	\$12,932,885	under
MTTF Capital	\$1,354,652	(\$6,220,349)	under
MTTF Principal	(\$13,639,912)	(\$13,639,912)	\$0
Double check	(\$13,639,912)	(\$13,639,912)	
Subtotal	\$0	\$0	
Double check	\$0		

EXHIBIT 1

# MTTF Balance For FY 2023 - Draft

EXHIBIT 2

	Accrual Accounting	Actual Cash on Hand
June 30th Ending Balance in MTTF	\$50,527,049	\$50,527,049
Money Market account at Metro	\$100,000	\$100,000
Capital Receivable on 20% Match	(\$762,871)	
MTTF A/R due TARC		
June Revenue Receipts received in July	\$6,677,736	
<b>Total Balance on Books as of 6/30/2022</b>	<b>\$56,541,914</b>	<b>\$50,627,049</b>
* Ties Back to Budget By Object Class	\$70,181,824	
rounding	(13,639,910)	

**TARC Board of Directors  
Financial Summary - Recap  
July 2024, Fiscal Year 2025**



Current month Operating Revenues are over budget \$544,110 (pg. 2, line 9) due to nearly all revenues being over. Current month Operating Expenses are under budget \$823,207 (pg. 2, line 41) due to all expenses being under budget except Fringe Benefits and Utilities. Capital Expenses are over by \$15,489 (pg. 2, line 48) due to all Capital Expenses being over budget for the month.

Year-to-date Operating Revenues are over \$544,110 (pg. 2, Line 9) due to nearly all revenues being over. Year to date Operating Expenses are under budget \$823,207 (pg. 2, line 41) due to all expenses being under budget except Fringe Benefits and Utilities. Fringe Benefits are over due to timing of sick and vacations. Year-to-date Capital Expenses are over budget \$15,489 (pg. 2, line 48) mainly due to projecting out depreciation for the current year.

Overall for July, TARC is under budget projections for expenses year-to-date and over on operating revenues in the current month mainly due to January budget adjustments starting in July. MTTF receipts are under budget \$93,354 (pg.7) year-to-date. Bringing the net savings for current month to \$185,743 favorable balance before capital and subsidies.

Operating Expenses	\$823,207
Operating Revenues	<u>(\$544,110)</u>
Subtotal	\$279,097
MTTF Shortage	<u>(\$93,354)</u>
Total	\$185,743

## Statement of Revenue - Expenses - with Capital Contributions

July 2024, Fiscal Year 2025



page 2

		Current Month			Fiscal Year-to-date				
		FY24							
Description		Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
Revenues									
1	Passenger Fares	5,219,670	527,416	422,430	104,986	527,416	422,430	104,986	-24.85%
2	Paratransit Fares	977,667	92,908	80,860	12,048	92,908	80,860	12,048	-14.90%
3	Special Fare Revenues (MOA/MOU Agreements)	1,536,008	129,416	111,120	18,296	129,416	111,120	18,296	-16.47%
4	Comp Specials	0	0	0	0	0	0	0	0.00%
5	Advertising Revenue	1,100,000	57,767	91,040	(33,273)	57,767	91,040	(33,273)	36.55%
6	Other Agency Revenues	447,300	476,482	37,167	439,315	476,482	37,167	439,315	-1182.00%
7	Total Recoveries-Insurance	100,000	5,238	2,500	2,738	5,238	2,500	2,738	-109.52%
8									
9	Operating Revenues	9,380,645	1,289,227	745,117	544,110	1,289,227	745,117	544,110	-73.02%
10									
11	MTTF Contributions- Federated, Operating	69,357,199	5,660,052	5,660,052	0	5,660,052	5,660,052	0	0.00%
12	Local Government Funds - MTTF, Operating	1,628,903	50,696	114,692	(63,996)	50,696	114,692	(63,996)	55.80%
13	COVID Funds - FTA, Operating	27,050,613	1,335,431	2,590,368	(1,254,937)	1,335,431	2,590,368	(1,254,937)	48.45%
14	State Government Funds, Operating	1,671,444	641	49,025	(48,384)	641	49,025	(48,384)	98.69%
15									
16	Total Non-Operating Revenues	99,708,159	7,046,820	8,414,137	(1,367,317)	7,046,820	8,414,137	(1,367,317)	16.25%
17									
18	Total Revenues Before Cap Contributions	109,088,804	8,336,047	9,159,254	(823,207)	8,336,047	9,159,254	(823,207)	8.99%
19									
20	Local Government Funds - MTTF, Cap	5,898,670	7,249	113,531	(106,282)	7,249	113,531	(106,282)	93.61%
21	Federal Reimbursement Funds - FTA, Cap	39,050,525	246,422	1,038,404	(791,982)	246,422	1,038,404	(791,982)	76.27%
22	State Government Funds, Cap	3,144,221	23,392	115,317	(91,925)	23,392	115,317	(91,925)	79.72%
23	Other Agencies Revenue, Cap	0	0	0	0	0	0	0	0.00%
24									
25	Total Capital Contributions	48,093,416	277,063	1,267,252	(990,189)	277,063	1,267,252	(990,189)	78.14%
26									
27	Total Revenues	157,182,220	8,613,110	10,426,506	(1,813,396)	8,613,110	10,426,506	(1,813,396)	17.39%
28									
29									
30	Expenses								
31									
32	Labor	31,866,017	2,843,609	2,994,513	(150,904)	2,843,609	2,994,513	(150,904)	5.04%
33	Fringes & Benefits	29,596,381	2,449,514	2,427,517	21,997	2,449,514	2,427,517	21,997	-0.91%
34	Services	8,863,780	605,106	738,041	(132,935)	605,106	738,041	(132,935)	18.01%
35	Materials	8,839,946	738,278	804,211	(65,933)	738,278	804,211	(65,933)	8.20%
36	Utilities	1,118,100	88,909	84,900	4,009	88,909	84,900	4,009	-4.72%
37	Casualty & Liability	4,411,270	100,055	367,605	(267,550)	100,055	367,605	(267,550)	72.78%
38	Purchased Transportation	23,295,590	1,488,251	1,669,681	(181,430)	1,488,251	1,669,681	(181,430)	10.87%
39	Interest Expense	0	0	0	0	0	0	0	0.00%
40	Other Expenses	1,097,720	22,325	72,786	(50,461)	22,325	72,786	(50,461)	69.33%
41	Operating Expenses	109,088,804	8,336,047	9,159,254	(823,207)	8,336,047	9,159,254	(823,207)	8.99%
42									
43									
44									
45	Development Cost & Loss on Disposal	2,646,585	24,529	15,650	8,879	24,529	15,650	8,879	-56.73%
46	Depreciation Expenses	15,132,263	1,073,691	1,067,081	6,610	1,073,691	1,067,081	6,610	-0.62%
47	Loss on Disposal of Assets	0	0	0	0	0	0	0	0.00%
48	Total Capital Expenses	17,778,848	1,098,220	1,082,731	15,489	1,098,220	1,082,731	15,489	-1.43%
49									
50	Total Expenses	126,867,652	9,434,267	10,241,985	(807,718)	9,434,267	10,241,985	(807,718)	7.89%
51									
52									
53	Revenue / Expense Difference Before Capital	0	0	0	0	0	0	0	0.00%
54									
55	Revenue / Expense Difference After Capital	30,314,568	(821,157)	184,521	(1,005,678)	(821,157)	184,521	(1,005,678)	545.02%

## Total Labor

July 2024, Fiscal Year 2025



		Current Month			Fiscal Year-to-date			
Description	FY24 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
1 Direct Labor	31,866,017	2,843,609	2,994,513	(150,904)	2,843,609	2,994,513	(150,904)	5.04%
2 Sick Leave	1,871,166	179,879	113,198	66,681	179,879	113,198	66,681	-58.91%
3 Holiday	1,440,936	128,328	141,991	(13,663)	128,328	141,991	(13,663)	9.62%
4 Vacation	2,159,864	233,577	162,868	70,709	233,577	162,868	70,709	-43.41%
5 Other Paid Absences	240,600	16,543	15,964	579	16,543	15,964	579	-3.63%
6								
7 Total	37,578,583	3,401,936	3,428,534	(26,598)	3,401,936	3,428,534	(26,598)	0.78%
8								
9 Difference compared to Budget			(26,598)			(26,598)		
		Current Month			Year to Date			
Description	FY24 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
10 FICA	2,874,764	255,619	262,281	(6,662)	255,619	262,281	(6,662)	2.54%
11 Pension	7,635,386	597,283	675,766	(78,483)	597,283	675,766	(78,483)	11.61%
12 Hospital Medical & Surgical	8,529,778	710,952	744,965	(34,013)	710,952	744,965	(34,013)	4.57%
13 Vision Care Insurance	75,581	9,698	6,795	2,903	9,698	6,795	2,903	-42.72%
14 Dental Plans	308,283	20,448	27,358	(6,910)	20,448	27,358	(6,910)	25.26%
15 Life Insurance	42,900	3,427	3,785	(358)	3,427	3,785	(358)	9.46%
16 Disability Insurance	141,423	11,642	12,504	(862)	11,642	12,504	(862)	6.89%
17 Kentucky Unemployment	955,200	14,811	0	14,811	14,811	0	14,811	0.00%
18 Worker's Compensation	2,920,000	257,502	243,333	14,169	257,502	243,333	14,169	-5.82%
19 Uniform & Work Clothing Allowance	398,000	8,965	16,500	(7,535)	8,965	16,500	(7,535)	45.67%
20 Other Fringes	2,500	839	209	630	839	209	630	-301.44%
21 Total Fringe & Benefits	23,883,815	1,891,186	1,993,496	(102,310)	1,891,186	1,993,496	(102,310)	5.13%
22								
23								
24 Sick Leave	1,871,166	179,879	113,198	66,681	179,879	113,198	66,681	-58.91%
25 Holiday	1,440,936	128,328	141,991	(13,663)	128,328	141,991	(13,663)	9.62%
26 Vacation	2,159,864	233,577	162,868	70,709	233,577	162,868	70,709	-43.41%
27 Other Paid Absences	240,600	16,543	15,964	579	16,543	15,964	579	-3.63%
28 Total Compensation Benefits	5,712,566	558,327	434,021	124,306	558,327	434,021	124,306	-28.64%
29								
30 Total	29,596,381	2,449,513	2,427,517	21,996	2,449,513	2,427,517	21,996	-0.91%
31								
32 Difference compared to Budget			21,996			21,996		

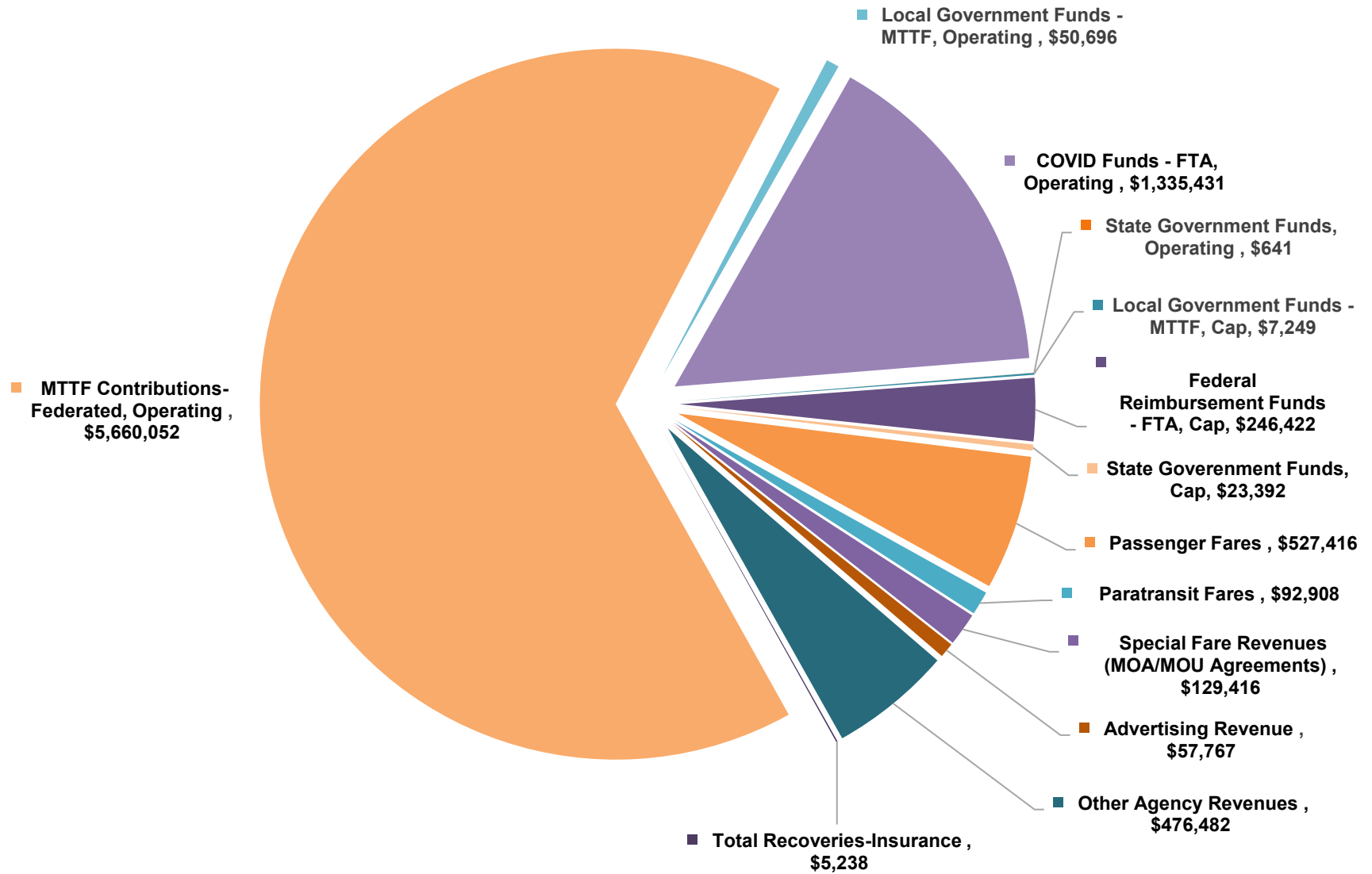
## Balance Sheet

July 2024, Fiscal Year 2025



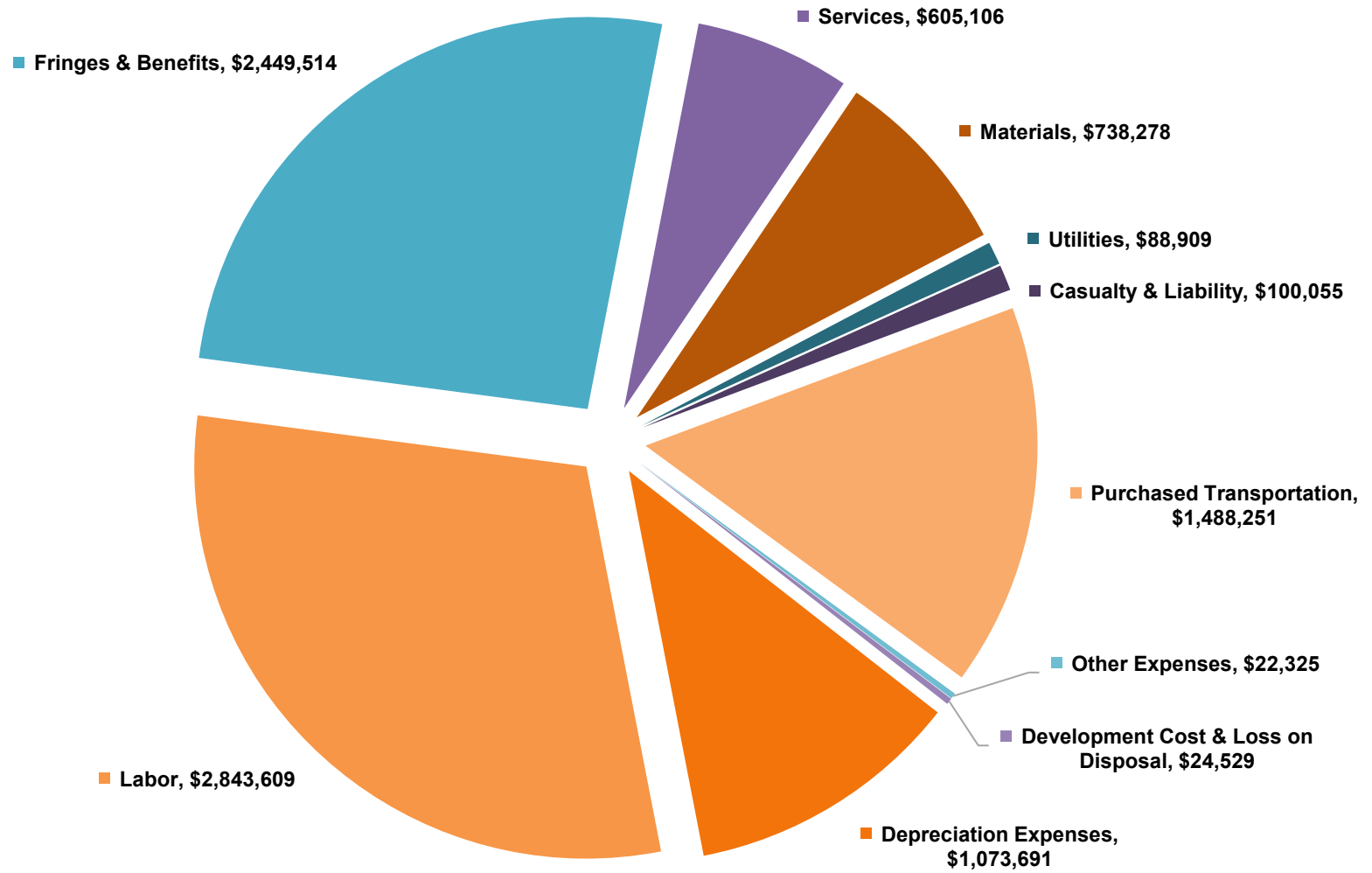
Assets	FY 25	FY 24	Liabilities, Reserves & Capital	FY 25	FY 24
<b>Current Assets</b>			<b>Current Liabilities</b>		
Cash & Cash Items	7,236,662	4,441,535	Long Term Debt	0	0
Short Term Investments	2,198,654	3,163,544	Short Term Debt	0	0
Accounts Receivable	77,653,368	103,577,067	Trade Payables	6,522,090	6,321,928
Interest Receivable	0	0	Accrued Payroll Liabilities	5,371,554	4,477,591
Due From Grant	80,000	80,000	Estimated Workmans Compensation	3,940,188	4,934,590
Materials & Supplies	2,607,091	2,305,239	Accrued Tax Liabilities	0	0
<b>Total Current Assets</b>	<b>89,775,775</b>	<b>113,567,385</b>	Unredeemed Tickets & Tokens	2,328,082	1,658,500
<b>Other Assets</b>			Reserves - Injury & Damages	996,400	1,207,200
Prepaid Insurance & Dues & WIP	1,250,191	2,106,948	Due To Operations	80,000	80,000
<b>Total Other Assets</b>	<b>1,250,191</b>	<b>2,106,948</b>	Unearned Capital Contributions	68,759,379	93,859,254
<b>Fixed Assets</b>			Other Current Liabilities (Health Ins.)	3,852,588	4,080,801
Land	3,773,249	3,187,624	<b>Total Current Liabilities</b>	<b>91,850,281</b>	<b>116,619,864</b>
Buildings	52,056,259	50,696,335	<b>Equity</b>		
Coaches	139,768,476	134,464,734	Retained Earnings	(821,156)	(1,008,989)
Office Equipment	14,315,021	10,804,524	Prior Year Retained Earning	80,840,115	78,763,717
Other Equipment	22,606,323	20,914,669	<b>Total Equity</b>	<b>80,018,959</b>	<b>77,754,728</b>
Development Costs	299,668	0	<b>Total Liabilities &amp; Equity</b>	<b>171,869,240</b>	<b>194,374,592</b>
Vehicle Exp - Operating	1,420,405	1,420,405			
Other Equipment -Operating	185,715	184,903			
<b>Total Fixed Assets</b>	<b>234,425,116</b>	<b>221,673,194</b>			
<b>Less Accumulated Depreciation</b>					
Accumulated Depr Land	850,586	787,367			
Accumulated Depr Buildings	31,750,468	30,280,140			
Accumulated Depr Coaches	91,725,344	85,070,170			
Accumulated Depr Office Equipment	10,076,173	9,333,199			
Accumulated Depr Other Equipment	17,880,762	16,310,981			
Accumulated Depr Development Cost	35,087	-			
Accumulated Depr Vehicle Exp - Opr	1,097,680	1,041,554			
Accumulated Depr Other Equipment Op	165,742	149,524			
<b>Total Depreciation</b>	<b>153,581,842</b>	<b>142,972,935</b>			
<b>Net Fixed Assets</b>	<b>80,843,274</b>	<b>78,700,259</b>			
<b>Total Assets</b>	<b>171,869,240</b>	<b>194,374,592</b>			

# YTD Revenues - July 2024, FY 2025

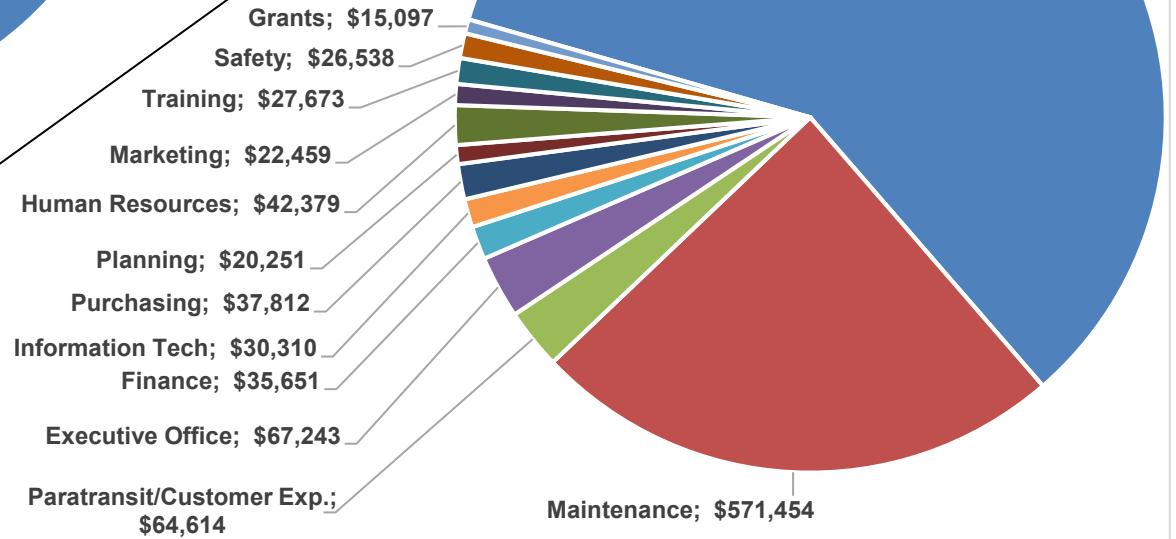
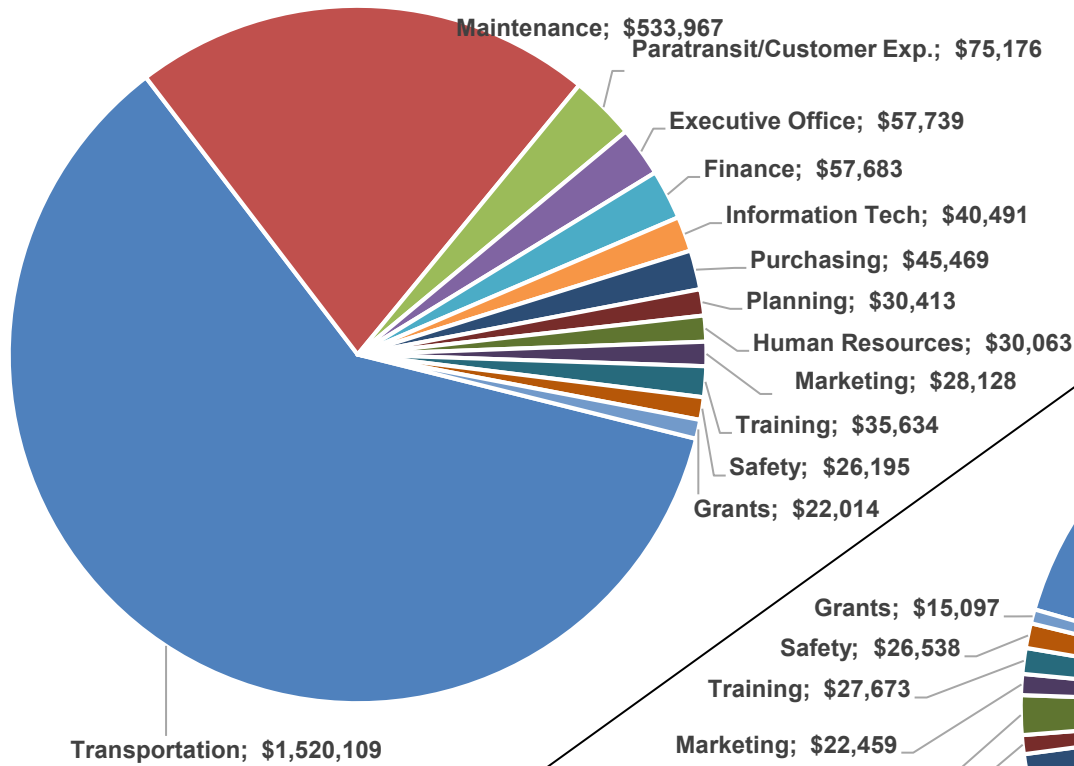




# YTD Expenses - July 2024, FY 2025

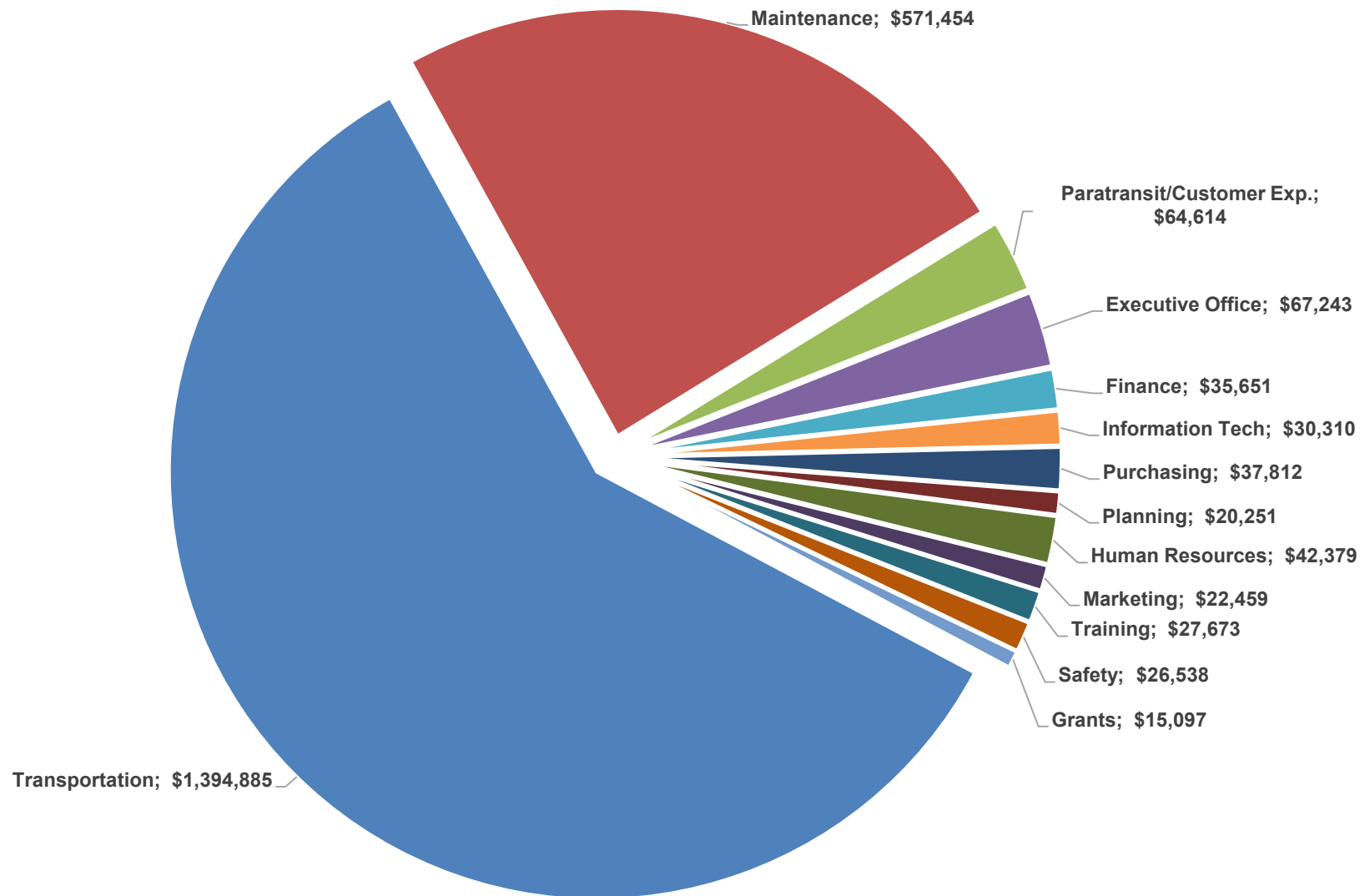


## YTD Department Labor Expenses - July 2024, FY2025

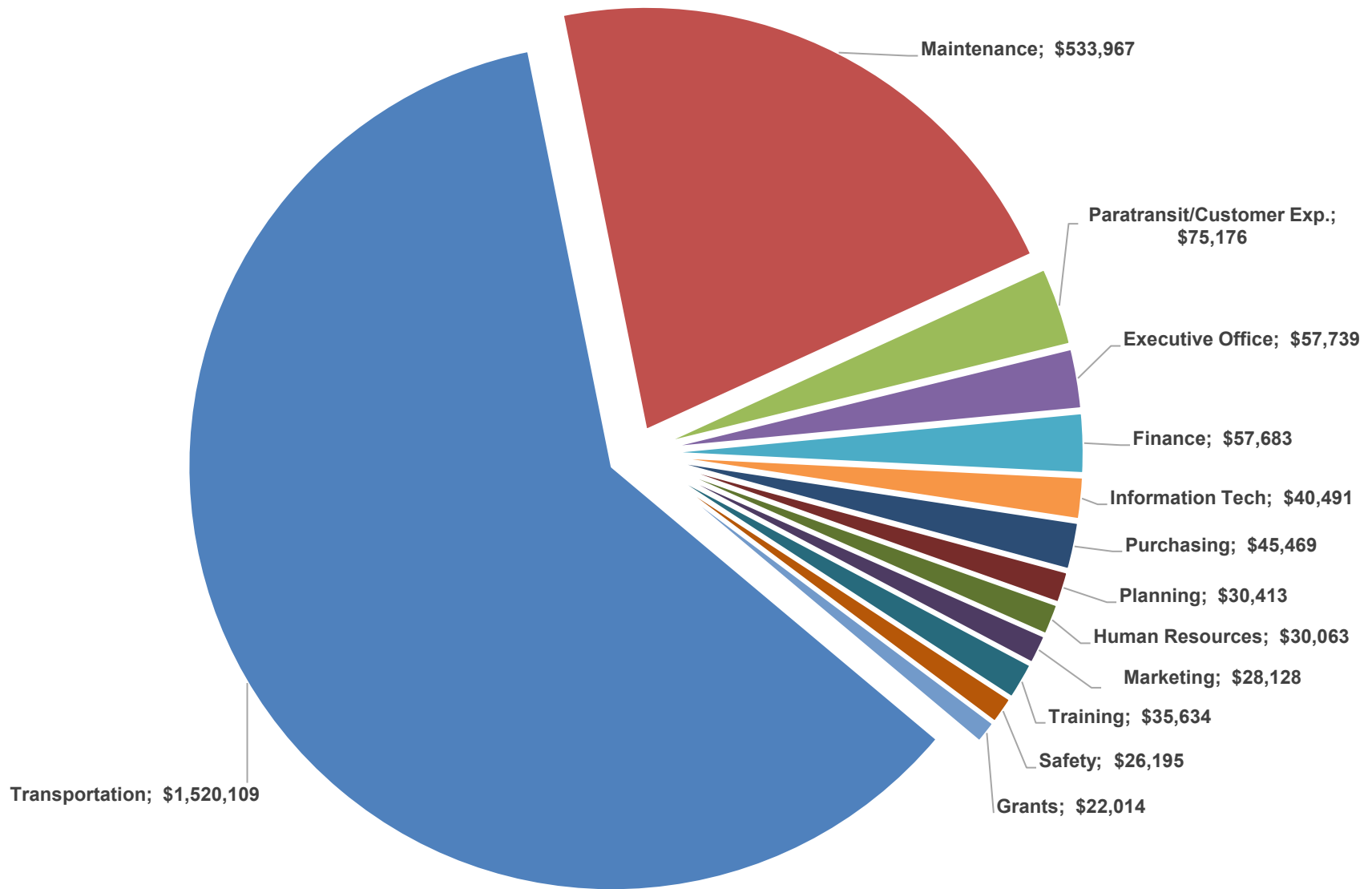


## YTD Department Fringe Expenses - July 2024, FY2025

## YTD Department Fringe Expenses - July 2024, FY2025



## YTD Department Labor Expenses - July 2024, FY2025



# MassTransit Trust Fund (MTTF) Revenue Deposits



## Deposit to Budget Difference FY 2025

Month	FY 25 Actual Deposits	FY 25 Budget Deposits	Difference	YTD Total	Current Month	YTD
July	\$5,680,229	\$5,773,583	(\$93,354)	\$ (93,354)	-1.62%	
August		\$5,839,754				
September		\$5,631,780				
October		\$4,113,979				
November		\$4,807,779				
December		\$6,793,008				
January		\$6,519,752				
February		\$4,965,653				
March		\$6,114,281				
April		\$11,869,516				
May		\$6,011,666				
June		\$6,859,888				
<b>TOTAL</b>	<b>\$5,680,229</b>	<b>\$75,300,639</b>				

## MTTF Revenue Deposits - Actuals

### LOUISVILLE METRO REVENUE COMMISSION TARC LICENSE FEE TRANSACTIONS

	July 2024	July 2023	YTD FYE 2025	YTD FYE 2024	Difference Amount	Percent Change
<b>Receipts</b>						
Employee Withholding	\$ 4,947,794	\$ 5,408,607	\$ 4,947,794	\$ 5,408,607	\$ (460,813)	-8.52%
Individual Fees	-	-	-	-	-	-
Net Profit Fees	699,145	297,137	699,145	297,137	402,008	135.29%
Interest & Penalty	70,084	59,765	70,084	59,765	10,319	17.27%
<b>Total Collections</b>	<b>\$ 5,717,023</b>	<b>\$ 5,765,509</b>	<b>\$ 5,717,023</b>	<b>\$ 5,765,509</b>	<b>\$ (48,486)</b>	<b>-0.84%</b>
Investment Income	\$ 40,386	\$ 35,318	\$ 40,386	\$ 35,318	\$ 5,068	14.35%
<b>Total Receipts</b>	<b>\$ 5,757,409</b>	<b>\$ 5,800,827</b>	<b>\$ 5,757,409</b>	<b>\$ 5,800,827</b>	<b>\$ (43,418)</b>	<b>-0.75%</b>
<b>Disbursements</b>						
Collection Fee	\$ 77,180	\$ 77,834	\$ 77,180	\$ 77,834	\$ (654)	-0.84%
<b>Total Disbursements</b>	<b>\$ 77,180</b>	<b>\$ 77,834</b>	<b>\$ 77,180</b>	<b>\$ 77,834</b>	<b>\$ (654)</b>	<b>-0.84%</b>
<b>Due Mass Transit</b>	<b>\$ 5,680,229</b>	<b>\$ 5,722,993</b>	<b>\$ 5,680,229</b>	<b>\$ 5,722,993</b>	<b>\$ (42,764)</b>	<b>-0.75%</b>
Less Previous Payments			-	-	-	-
<b>Payable To Trust Fund</b>			<b>\$ 5,680,229</b>	<b>\$ 5,722,993</b>	<b>\$ (42,764)</b>	<b>-0.75%</b>



## Year to Date Summary

July 2024, Fiscal Year 2025

### Actual Compared to Budget YTD

	Good	In the Red	
Total Revenues before Capital are Over/ <b>Under</b> by (pg. 2, line 18)	\$0	\$823,207	
Total Expenses are Over/ <b>Under</b> by (pg. 2, line 41)	\$823,207	\$0	
MTTF Revenue Deposits are Over/ <b>Under</b> by (pg. 7)	\$0	\$93,354	
July has an unfavorable balance before Capital of	\$823,207	\$916,561	(\$93,354)

### Actual Revenues over Expenses

Operating Revenues	\$1,289,227
Operating Expenses	\$8,336,047
<b>Net Gain/(Loss) before MTTF</b>	<b>(\$7,046,820)</b>
MTTF Approved Contributions	\$5,660,052
<b>Net Gain/(Loss) before Subsidies</b>	<b>(\$1,386,768)</b>
<b>Subsidies</b>	
ARP	\$1,335,431
5307 Federal Formula dollars to be used as (CEER)	
MTTF Local Share	\$50,696
State Contributions	\$641
<b>Total Subsidies</b>	<b>\$1,386,768</b>
<b>Net Gain/(Loss) before Capital</b>	<b>\$0</b>


**Reimbursement Funds Only and a One Time Funding Source**

	<b>TARC Share</b>	<b>Actual YTD FY 2023</b>	<b>Actual YTD FY 2024</b>	<b>Actual YTD FY 2025</b>	<b>Remaining Balance</b>	<b>Budget YTD FY 2025</b>	<b>Actual FY 2025 vs Budget FY 2025</b>
<b>ARP***</b>	\$48,293,376	\$9,596,003	\$19,767,283	\$1,335,431	\$17,594,659	\$2,590,368	(\$1,254,937)

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

The Procurement Calendar will be available during the Finance Committee Meeting.





# TARC 2025 NETWORK REDESIGN

TARC Board Update 9/18/2024







**BOARD OF DIRECTORS**  
**SEPTEMBER 19, 2024**

AUGUST OPERATIONAL UPDATE







# HIGHLIGHTS



## HIGHLIGHTS

### SINCE THE LAST BOARD MEETING, TARC ...

- Continued public engagement phase of TARC 2025, hosting over 85 public meetings since the last board meeting, a series of internal town-halls, and weekly Zoom office hour sessions
- Joined our 2024 Design-a-Bus partner Kentucky Science Center for the annual Touch a Truck event
- Hosted two TARC Riders Club events at Marks Feed Store, sharing more about TARC 2025
- Held Biannual Wellness Fair where TARC employees were able to learn more about wellness benefits at TARC, and receive Flu and COVID vaccines



# MONTHLY REPORT

- **Performance Dashboard** - to communicate operating performance in service delivery and utilization. Utilize standard measures used throughout the transit industry, setting goals and putting systems in place to achieve them.
- **Continuous Improvement** - identify areas for improvement and create action plans to demonstrate progress toward our goals.
- **Emerging Issues** – Identify emerging needs and communicate impact to service
- **Trends** – Identify trends in the industry and benchmark performance through peer analysis
- **Celebrate Success** – Taking time to recognize and appreciate achievements, both big and small.





# MAINTENANCE

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## OVERVIEW

### Emerging Issues:

- Prepping for CAD AVL installation
- Preparing electric bus installation and charging infrastructure
- Winterizing all TARC vehicles

### Trends:

- Absenteeism is trending higher than normal
- Increased service runs due to warmer weather

### Celebrate Successes:

- 100% completion of rear lot project
- Delivered 5 vans to be utilized by our operators assigned to JCPS
- Maintenance team participated in the selection of new paratransit and support fleet vehicles
- 160/172 = 93% buses deep cleaned

# SAFETY

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## OVERVIEW

### Emerging Issues:

- Completing Block By Block Ambassador Program Post Pilot Survey
- Completing BBB training with Operations Road Supervisors
- Evaluating Coach Operator Barriers

### Trends:

- Passenger disruptions down
- Safety Preventable Accidents Trending down

### Celebrate Successes:

- Planning for a 2023 Safety Awards Banquet – currently an estimated 89 recipients
- Safety Highlight training continues to be entertaining and educational



# TRANSPORTATION

---

## OVERVIEW

### Emerging Issues:

- Decrease of On Time Performance
- Missed service and revenue hours

### Trends:

- On Time Performance is below Peer Average
- August missed service trending in a positive direction for August

### Celebrate Successes:

- Completing BBB Ambassador training with Operations Road Supervisors
- New training program for supervisors – de-escalation scenario based
- August saw a significant decrease in daily call-in average / missed service

# MOBILITY SERVICES – TARC3

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## OVERVIEW

### Emerging Issues:

- Customer cancellations and the correlating cost of the scheduled service.
- Demand for paratransit service is increasing

### Trends:

- Cancellations continue to remain steady despite proactive steps taken by TARC and MV.

### Celebrate Successes:

- Although we've seen an increase in trip volume, MV has maintained and many months have exceeded the 93% on time performance goal.





# TARC ACTION PLAN

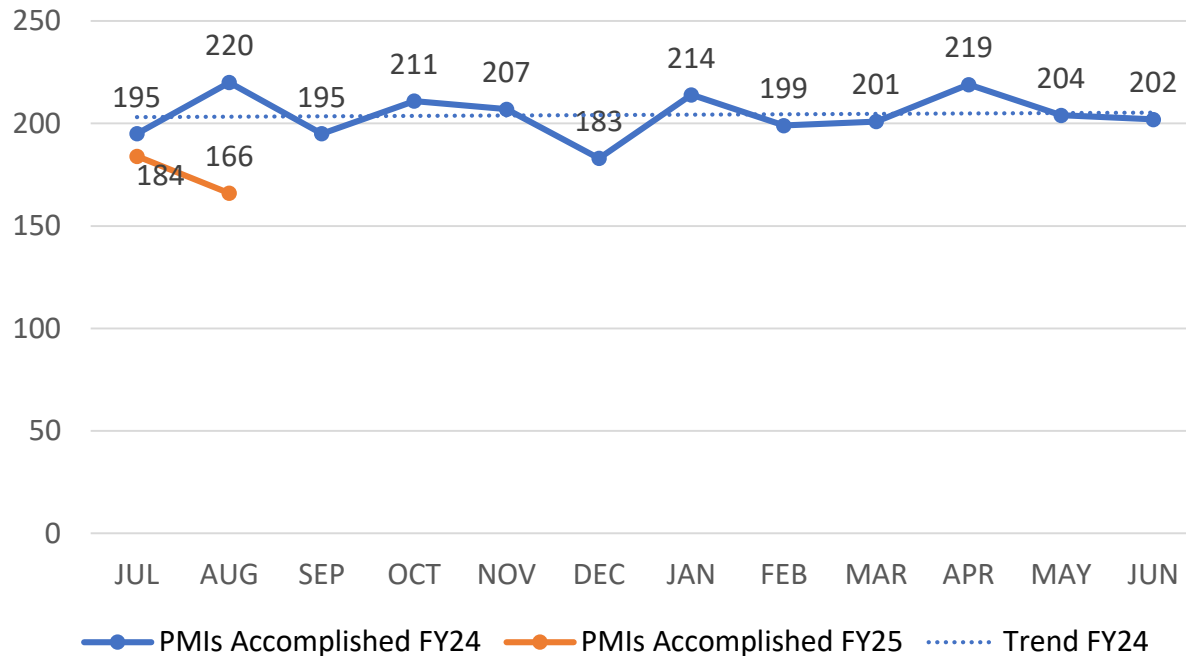
## ACTION PLAN

Department	Item	Status	Timeline	Completion
Maintenance	Reduce - Chargeable Road Calls	Target Emissions and Fluid Level Systems Alerts	Aug – Dec	10%
Maintenance	Bus Utilization/Shelter and Sign Placements	Implement Bus Utilization Plan and Shelter and Sign Placements	July – Dec	10%
Safety	Lighting and Camera	Main Campus and 29 <sup>th</sup> St lighting and Union Station cameras	March - Dec	25%
Safety	Safety Ambassador Program	Line #23 2 ambassadors: 16 hrs/day, 7 days/week. 60 days of training Ops Rd Sups	Feb - Sept	100%
Transportation	Reduce Missed Service	Improve performance - Monitor line productivity and execute on performance improvement strategies	Aug - Dec	25%
Transportation	Road Supervisor – Operator Support Dispatch Supervisor – Response Monitoring	Road Supervisors – Operate in Zones Providing Operator and Customer Support Dispatch Supervisor – Monitor Response Times for Operator call in for Assistance	June – Dec	25%
Customer Experience	Feedback Closure Rate	Establish monthly target goal for feedback closures and identify improvements	Feb - Sep	90%
Paratransit	Performed vs. Scheduled Trip Improvements	Improve performance - reduce percentage of trips scheduled but not performed strategies	July - Dec	20%

# MAINTENANCE

Target PMI: 200  
Total Vehicle PMIs: 166

Preventive Maintenance Inspections (PMI)  
Accomplished FY24 and FY 25



\* 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



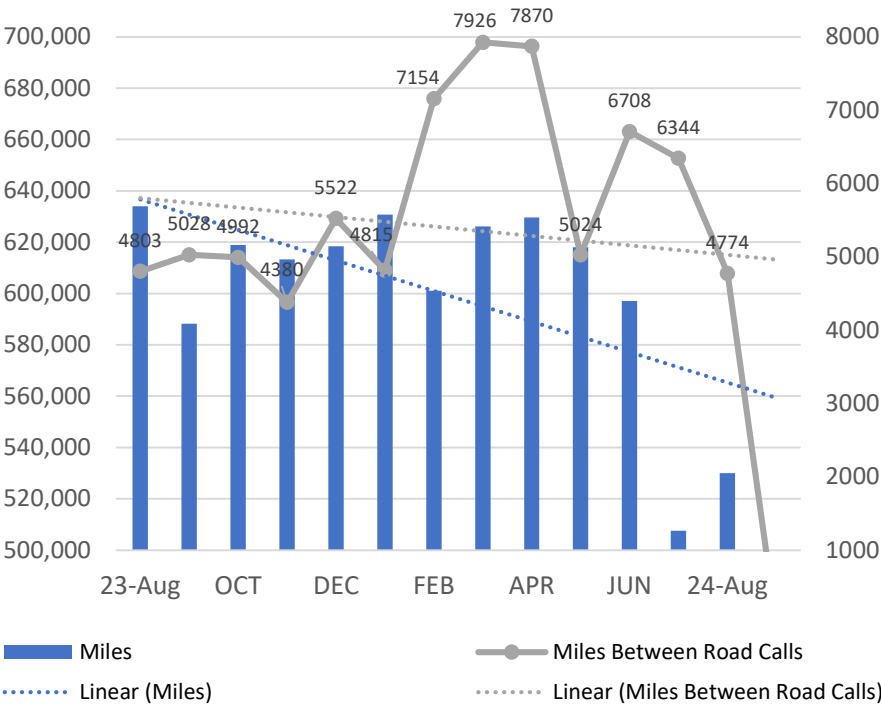
# MAINTENANCE

## MILES BETWEEN MECHANICAL FAILURES

YTD	Miles	Chargeable Road Calls	Miles Between Road Calls
Aug 23	634,015	132	4,803
Sep	588,249	117	5,028
Oct	618,903	124	4,992
Nov	613,224	140	4,380
Dec	618,417	112	5,522
Jan	630,740	131	4,815
Feb	601,018	84	7,154
Mar	626,175	79	7,926
Apr	629,625	80	7,870
May	618,039	126	5,024
Jun	597,066	89	6,708
Jul	507,516	80	6,344
Aug 24	529,940	111	4,774

**AUGUST: Total Miles Between Road Calls = 4774**  
**Target Miles Between Road Calls = 5500**

Miles Between Road Calls

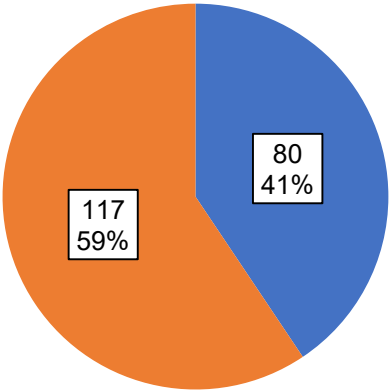


A Mechanical Road Call occurs when mechanical problems prevent the revenue vehicle from completing a scheduled revenue trip, or from starting the next scheduled revenue trip because actual movement is limited, or because of safety concerns.

# MAINTENANCE

## CHARGEABLE VS NON-CHARGEABLE ROAD CALLS

July 2024 Maintenance Road Calls



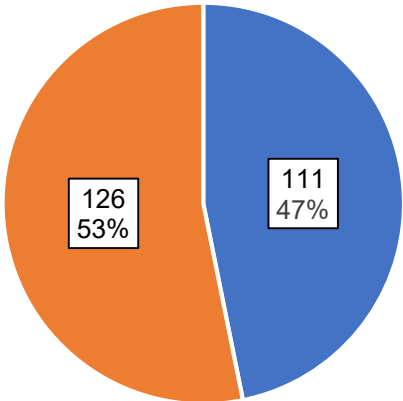
**TOTAL**  
**197**

■ Chargeable Road Calls 80   ■ Non-Chargeable Roads Calls 117

### Chargeable Categories

- Brakes
- Chassis & Doors
- Electrical System
- Engine
- Fuel Systems
- HVAC
- Transmission
- Wheelchair Lift

August 2024 Maintenance Road Calls



**TOTAL**  
**237**

■ Chargeable Road Calls 111   ■ Non-Chargeable Road Calls 126

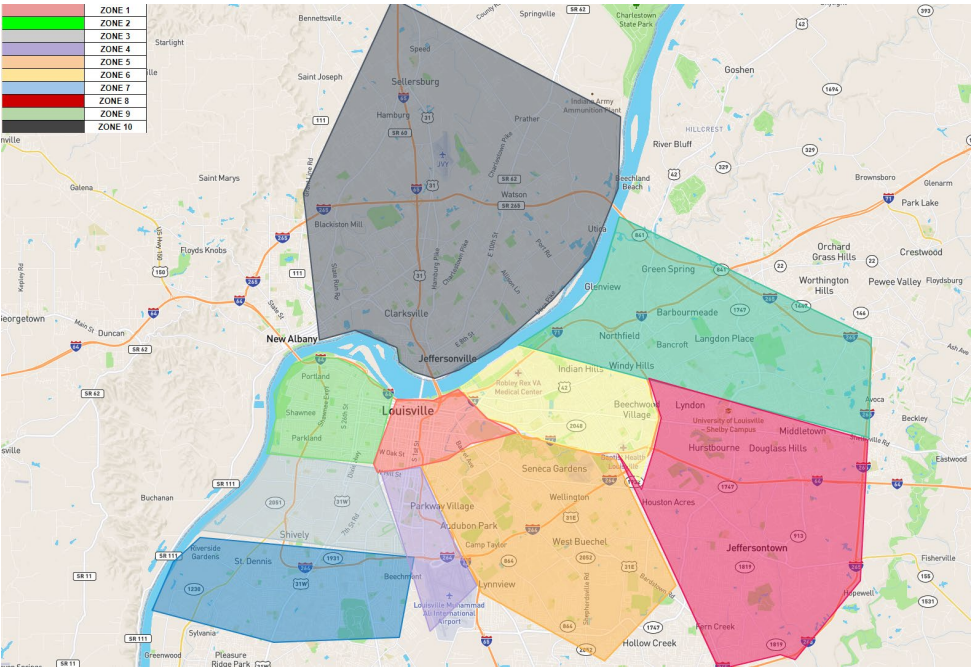
### Non-Chargeable Categories

- Farebox
- Radio
- Camera
- Tires
- Unit
- Main Cabin



# MAINTENANCE

## AUGUST SHELTER CLEANINGS



Task/Zone	1	2	3	4	5	6	7	8	9	10	Total
Shelter Cleaned	562	375	283	254	392	195	240	164	90	151	2706
Trash Can Emptied	47	58	17	24	36	39	29	23	9	16	298
BioHazard Cleaned	9	8	3	3	2	0	0	0	1	0	26
Damage Reported	1	1	0	0	0	1	0	0	1	0	4
Graffiti Removed	2	1	0	2	0	0	1	2	0	0	8
Installation of Advertisements	0	0	0	0	1	0	2	0	1	0	4
Spot Pressure Washing	9	33	2	5	10	2	21	15	0	0	97
Surface Scrubbing	6	6	0	4	6	4	0	7	19	14	40

August Shelter Cleanings

2706

Other Requests

477

Goal Shelter Cleanings

45 per day

THIS MONTH

194%

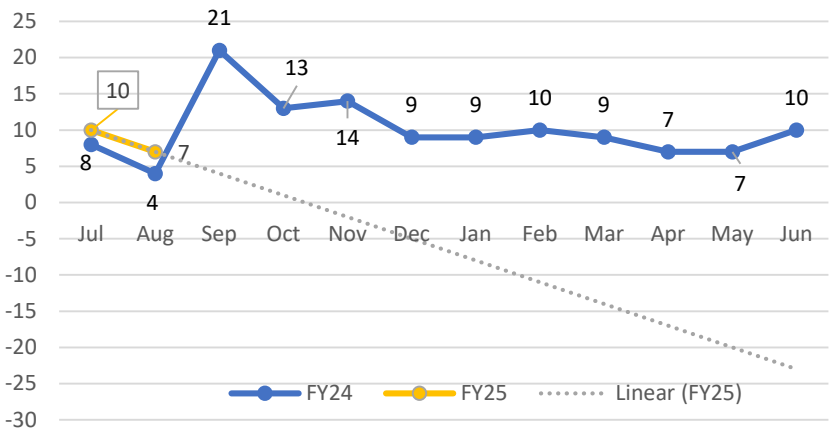
## SAFETY PREVENTABLE ACCIDENTS

Monthly	TYPE OF ACCIDENT				YTD
7	Fixed Object	4	57.2%		17
	Moving Vehicle	1	14.3%		
	Rear-ended OV	2	28.5%		

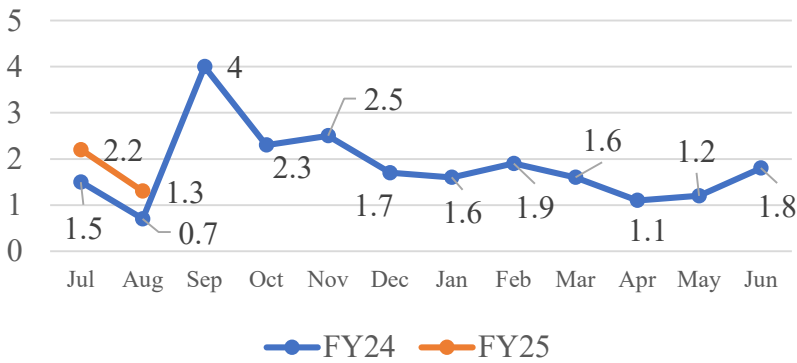
## PREVENTABLE ACCIDENTS / 100K MILES

Monthly	YTD AFR Goal	YTD
1.3	2.3	1.7

FY25 PREVENTABLE ACCIDENTS



PREVENTABLE ACCIDENT AFR FY24 vs FY25



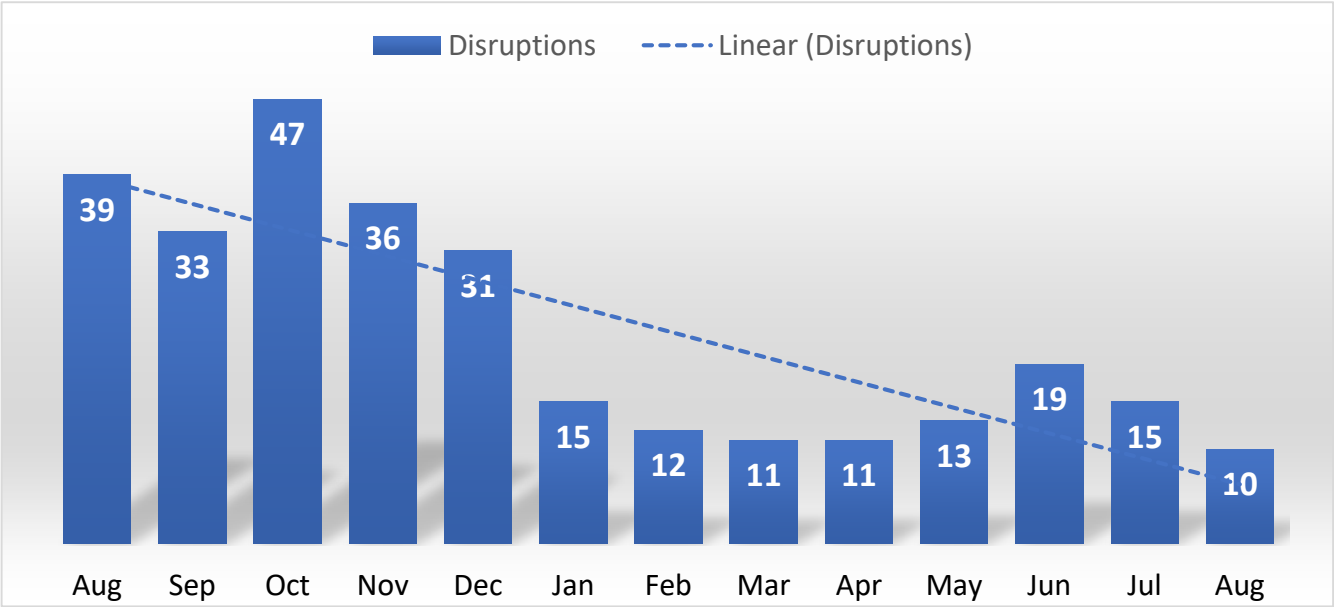


# SAFETY

## PASSENGER DISRUPTIONS BY LINE AUG 23 – AUG 24

Route ID	Disruptions	Passenger (est.)	% Disruption to Passenger (est.)
Broadway - #23	54	603,373	0.009%
Fourth St - #4	27	327,942	0.008%
Dixie Rapid - #10	27	280,696	0.010%
Preston - #28	26	340,900	0.008%
Market St - #15	25	155,272	0.016%
Bardstown - #17	12	65,270	0.018%
Muhammad Ali - #19	10	211,020	0.005%
Oak-Westport - #25	10	114,392	0.009%
Shelbyville Rd - #31	7	62,430	0.011%
Crums Lane - #63	7	78,082	0.009%
J'ville-Lou-New Albany - #71	6	67,865	0.009%
Dixie Hwy - #18	6	101,282	0.006%
Sixth St - #6	5	100,531	0.005%
Chestnut St - #21	5	89,204	0.006%
Portland Poplar Level - #43	4	122,640	0.003%
Eastern Pkwy - #29	4	101,661	0.004%
Clarksville - #72	5	55,365	0.009%
Taylorsville Rd - #40	3	62,694	0.005%
Cardinal - #94	3	197,560	0.002%
Second St - #2	2	32,956	0.006%
Twelfth St - #12	2	26,504	0.008%
Hill St - #27	1	71,858	0.001%
Outer Loop - #46	1	2,036	0.049%
Med Ctr - #52	0	6,821	0.000%

## TOTAL PASSENGER DISRUPTIONS – AUG 23 THRU AUG 24



## PASSENGER DISRUPTIONS\*

This Month Total

10

Monthly Avg

22.5

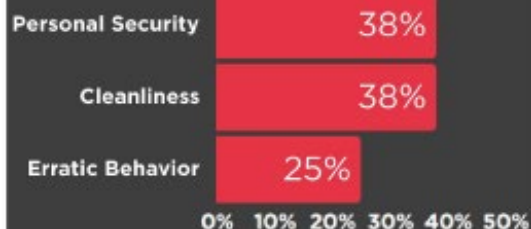
**\*Disruption:** an incident on the coach that delays service more than 5 minutes.  
Definition of disruption changed January 2024  
**Incident:** confrontation with a passenger for failure to follow TARC's Code of Conduct (ie: fare evader, profanity, fighting, etc.)



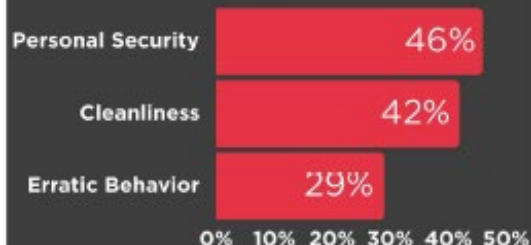


## SATISFACTION METRICS

### Bus Stops



### Onboard Bus



## Survey Methodology

To measure the effectiveness of the Block by Block Ambassador Program pilot on the 23, TARC worked with TransPro Consulting to create a before and after survey. The survey includes questions surrounding personal security, cleanliness, erratic behavior, and overall impression.

The Before survey was conducted prior to the launch of the program and the After survey will launch while the program is underway.

A sample size of 204 customers yields a margin of error of +/-7%

SAMPLE SIZE

204

NET PROMOTER SCORE

-13

OVERALL SATISFACTION

44%

## SAFETY AMBASSADOR PROGRAM

Safety Statistics	Apr	May	Jun	July	Aug
911 Called	0	0	2	4	4
Bus Route Assignment	359	353	350	350	333
De-Escalation	1	0	2	5	2
Disruptive Behavior - Loud Music	5	13	11	14	24
Disruptive Behavior - Physical	2	0	7	8	5
Disruptive Behavior - Toll Issue	12	0	0	16	17
Disruptive Behavior - Verbal	18	19	19	20	14
Greeting	6670	7012	6186	8093	7708
Hospitality Assistance	91	296	258	626	428
Operator Escalation	0	0	0	0	0
Request for TARC Security	0	0	4	9	1
Route Info Provided	15	70	104	313	205

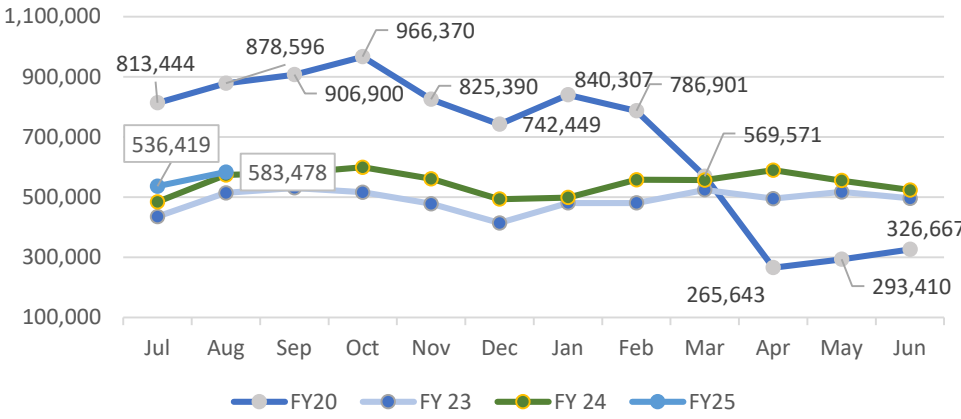
6 Month Pilot Duration: February – July  
Extended 2 months – Operations Supervisor Training



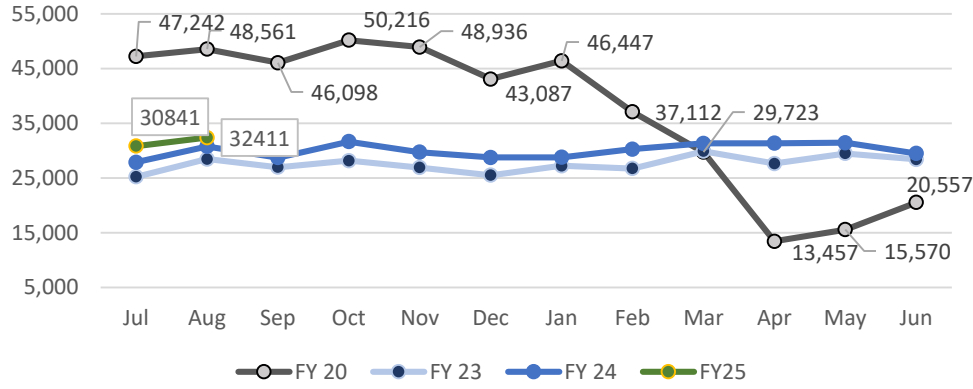


# AUGUST RIDERSHIP

Fixed-Route Ridership



TARC3 Paratransit Ridership



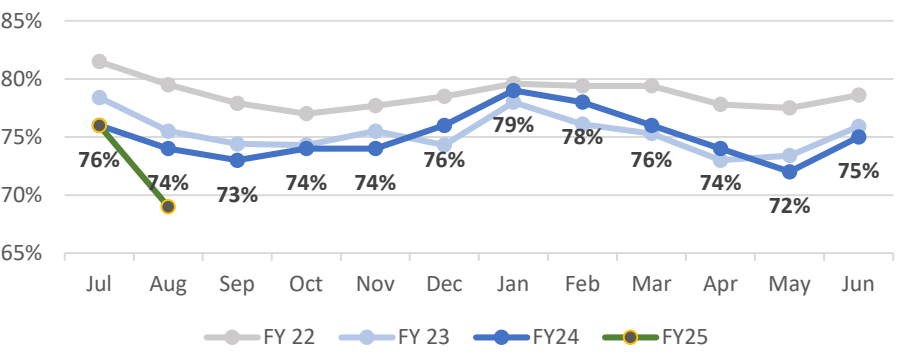
FIXED ROUTE			
Monthly		YTD	
583K	8.8% VLM 1.7% VLY	1,119,897	
PARATRANSIT			
Monthly		YTD	
32K	5% VLM 5.2% VLY	63K	
COMBINED			
This Month, Last Year		This Month, This Year	
605K	1.8% VLY	616K	

Performance Indicator	Fixed-Route System			Paratransit (TARC3)		
System Production	FY25 YTD	FY20 (COVID)	FY24 YTD	FY25 YTD	FY20 (COVID)	FY24 YTD
Total Ridership	1,119,897	8,187,973	6,573,772	63,252	442,345	360,456
Weekday Ridership	1,025,687	7,135,476	5,562,244	52,732	381,276	297,419
Saturday Ridership	46,256	642,871	565,636	5,336	34,062	27,431
Sunday/Holiday Ridership	47,954	506,055	433,148	5,183	27,007	35,606
Total Revenue Miles	466,178	6,386,306.82	6,517,670	752,139	4,930,487.00	4,364,217
Total Revenue Hours	36,543	594,178.76	537,581	46,689	298,416.00	284,896
Trips per Revenue Mile	1.30	1.28	1.01	0.08	0.09	.08
Trips per Revenue Hour	16.53	13.78	12.20	1.35	1.48	1.29

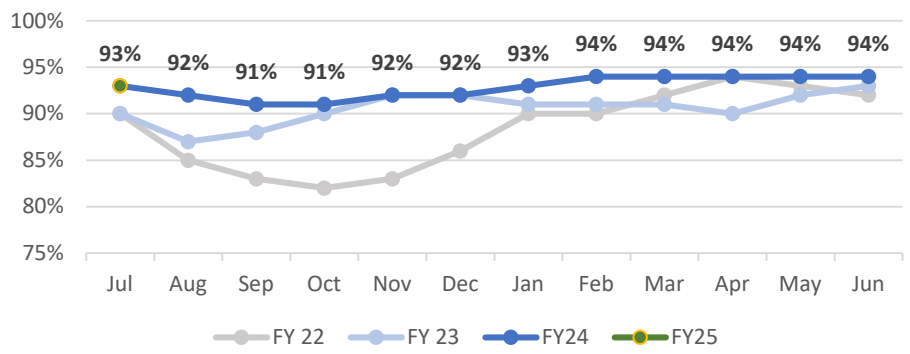


# AUGUST ON-TIME PERFORMANCE

Fixed-Route On-Time Performance



TARC3 Paratransit On-Time Performance



Fixed-Route  
FY24 Goal  
**80%**

On-Time Performance									
Fixed-Route					Paratransit (TARC3)				
	FY25	FY24	FY23	FY22		FY25	FY24	FY23	FY22
Jul	72%	76%	78%	80%	Jul	95%	93%	90%	90%
Aug	69%	74%	76%	80%	Aug	94%	92%	87%	85%
Sept		73%	74%	78%	Sep		91%	88%	83%
Oct		74%	74%	77%	Oct		91%	90%	82%
Nov		74%	76%	78%	Nov		92%	92%	83%
Dec		76%	74%	79%	Dec		92%	92%	86%
Jan		79%	78%	80%	Jan		93%	91%	90%
Feb		78%	76%	79%	Feb		94%	91%	90%
Mar		76%	75%	79%	Mar		94%	91%	92%
Apr		74%	73%	78%	Apr		94%	90%	94%
May		72%	73%	78%	May		94%	92%	93%
June		75%	76%	79%	Jun		94%	93%	92%
FYTD		75%	75%	79%	FYTD		93%	91%	88%

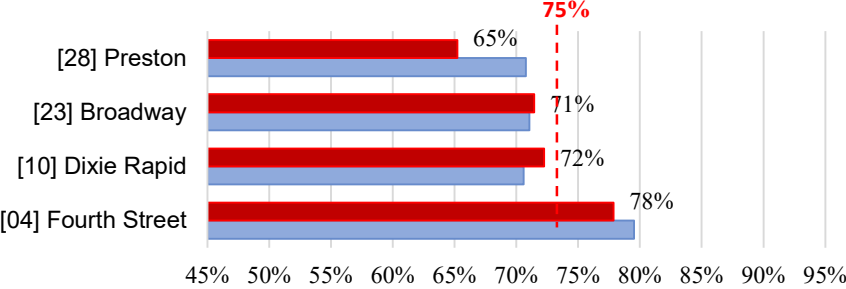
Paratransit  
FY24 Goal  
**93%**



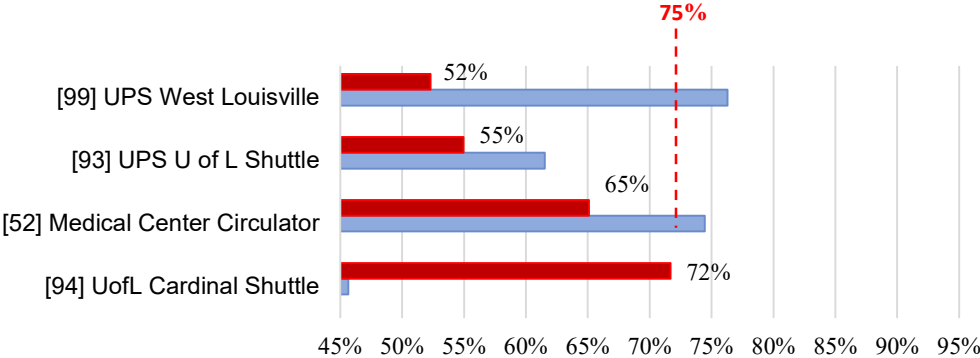
# AUGUST ON-TIME PERFORMANCE

■ FY 25 Avg.    ■ FY 24 Avg.

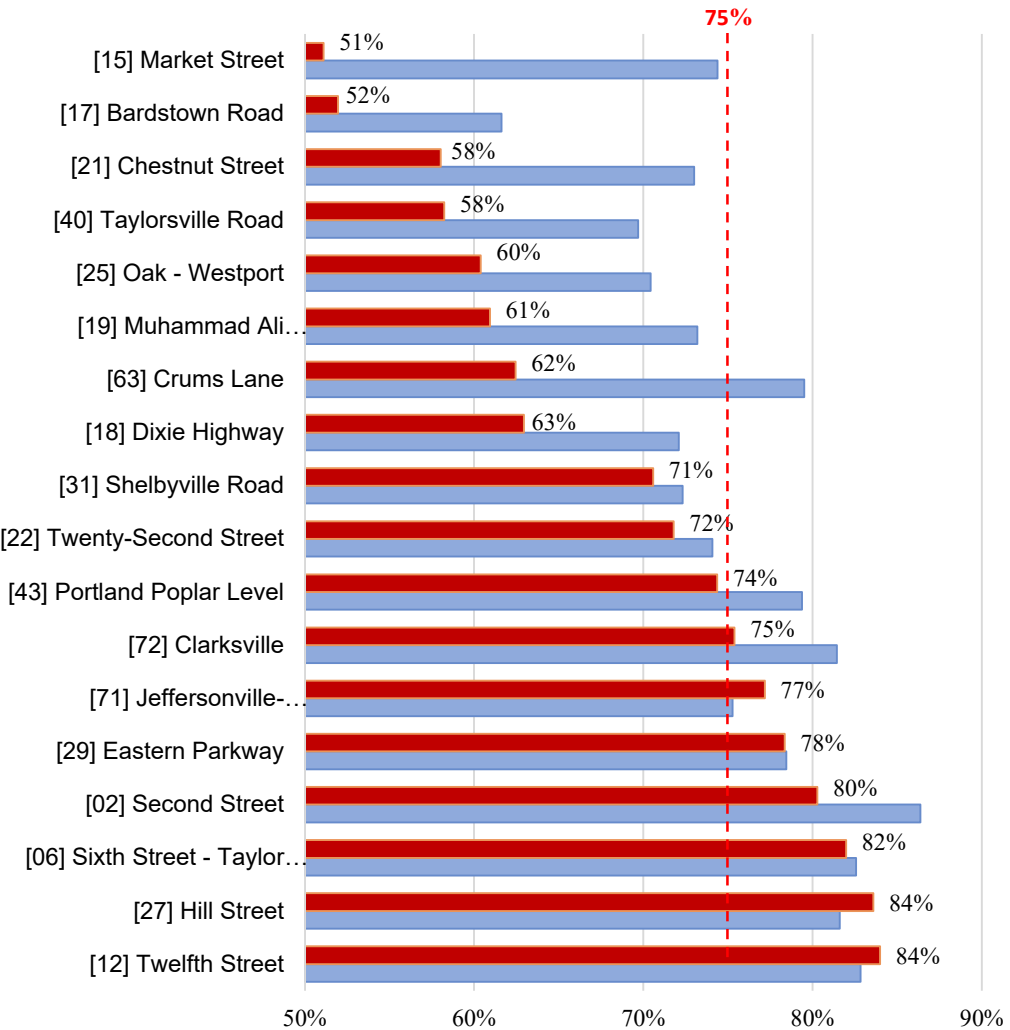
## OTP - Core



## OTP - Circulator



## OTP - Local





# FIXED ROUTE MISSED RUNS AND HOURS

2021					2022				
	Total Runs	Total Missed Runs	% Missed Runs	Sum of Missed Hours		Total Runs	Total Missed Runs	% Missed Runs	Sum of Missed Hours
January	8065	171	2.12%	538.67	January	8082	468	5.79%	2128.73
February	7628	281	3.68%	968.80	February	7336	353	4.81%	1657.45
March	8600	441	5.13%	1,618.48	March	8089	235	2.91%	795.42
April	8276	488	5.90%	1,996.77	April	7785	439	5.64%	2211.53
May	8053	546	6.78%	2,411.39	May	7773	269	3.46%	974.62
June	7994	472	5.90%	1,801.90	June	7725	262	3.39%	892.18
July	7913	409	5.17%	1,229.65	July	7360	195	2.65%	621.50
August	8438	631	7.48%	2,461.55	August	8675	576	6.64%	2046.67
September	8216	800	9.74%	3,872.40	September	8341	487	5.84%	1999.98
October	8365	685	8.19%	2,936.30	October	8477	680	8.02%	3133.12
November	8216	428	5.21%	1,617.85	November	8341	440	5.28%	1619.67
December	8546	401	4.69%	1,423.73	December	8477	384	4.53%	1304.62
TOTAL	98,310.00	5,753.00	5.85%	22,877.49	TOTAL	96,461.00	4,788.00	4.96%	19,385.48

2023					2024				
	Total Runs	Total Missed Runs	% Missed Runs	Sum of Missed Hours		Total Runs	Total Missed Runs	% Missed Runs	Sum of Missed Hours
January	8419	221	2.63%	725.05	January	8158	272	3.33%	900.18
February	8036	248	3.09%	809.07	February	7478	340	4.55%	1,244.60
March	9083	339	3.73%	1,079.17	March	7741	320	4.13%	1,212.88
April	8300	273	3.29%	1,031.53	April	7478	330	4.41%	1,301.53
May	8860	470	5.30%	1,824.82	May	7908	280	3.54%	2,117.90
June	7998	489	6.11%	2,428.38	June	7914	370	4.68%	1,411.20
July	7412	502	6.77%	1,879.65	July	5419	254	4.69%	1,182.70
August	8177	362	4.43%	1,261.10	August	5452	171	3.14%	632.58
September	7655	579	7.56%	2,443.57	September				
October	8172	489	5.98%	1,924.43	October				
November	7854	306	3.90%	1,077.48	November				
December	7799	267	3.42%	908.60	December				
TOTAL	97,765.00	4,545.00	4.64%	17,392.85	TOTAL	52096	2166	4.16%	9,371.00

## OPERATIONS SUPERVISOR – FIELD & ON-BOARD BUS SUPPORT

Combined Overall

August	Area Sums	
Opr Engagements	477	
Pax De-escalations	16	
On Bus Cust Support	179.5	

August	Dwntwn/ Ind	D
Opr Engagements	83	
Pax De-escalations	3	
On Bus Cust Support	16	

August	West	W
Opr Engagements	62	
Pax De-escalations	2	
On Bus Cust Support	22	

August	South	S
Opr Engagements	103.5	
Pax De-escalations	1	
On Bus Cust Support	34.5	

August	East	E
Opr Engagements	49.5	
Pax De-escalations	0	
On Bus Cust Support	11.5	

August	Full Cover	A
Opr Engagements	169	
Pax De-escalations	9	
On Bus Cust Support	91.5	

### Area

D

W

S

E

A

Dwntwn/ Ind

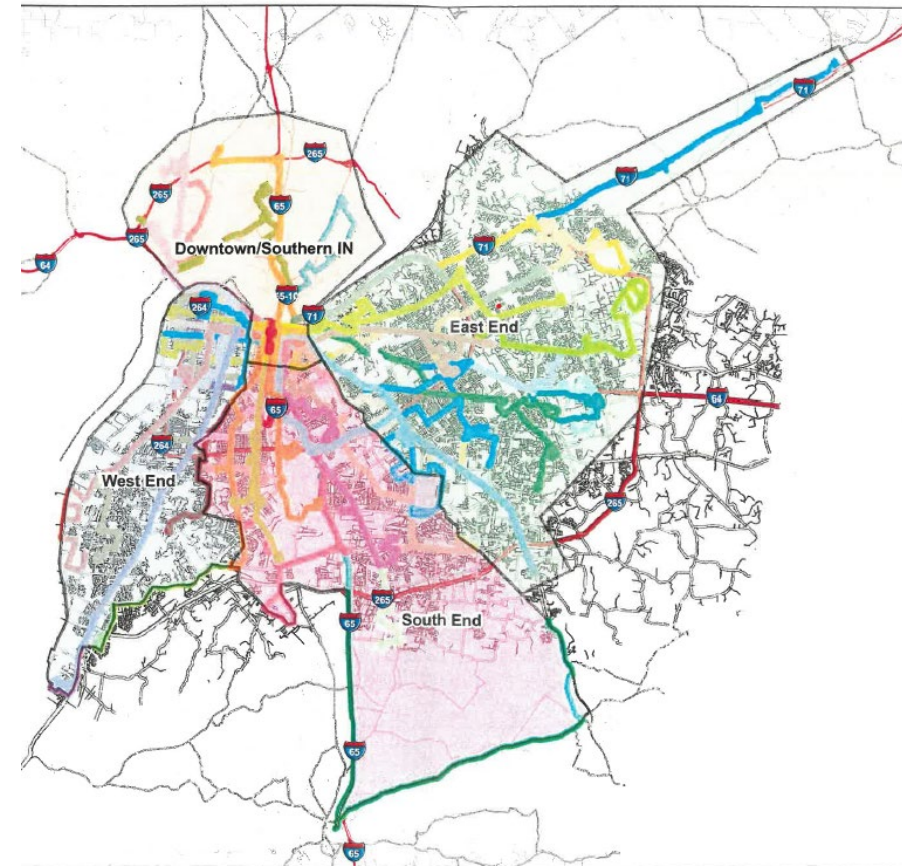
West

South

East

Full Cover

## Road Supervisor Coverage Zone: System Coverage



- 9 - Operations Supervisors
- 4 Zones / Heat Map Distribution / Hot Spots



# FEEDBACK PER RIDERSHIP

## FIXED ROUTE / 100K BOARDING

Month

78

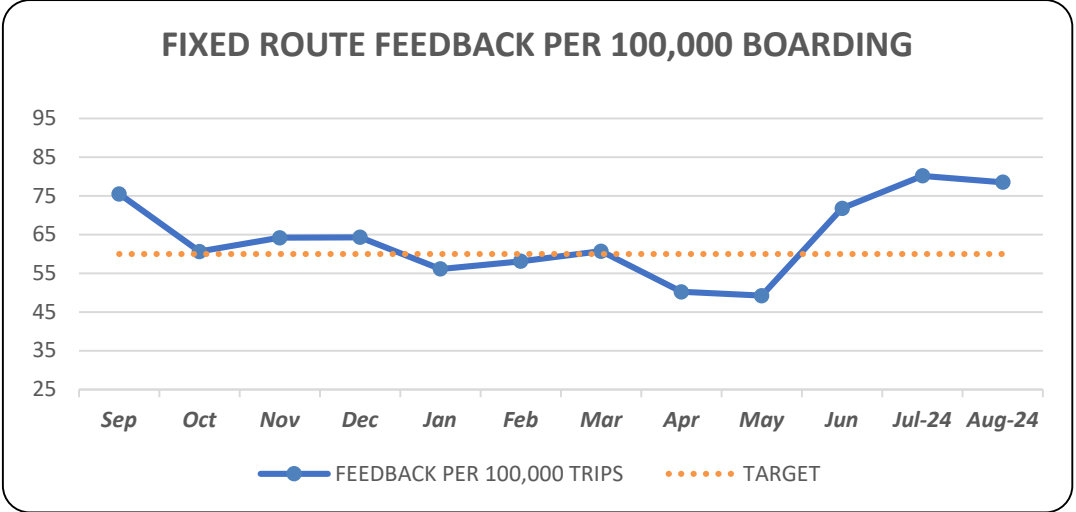
14% VLM

TOTAL RIDERSHIP  
583,478

TOTAL FEEDBACK  
458

Goal

60



## PARATRANSIT / 1,000 TRIPS

Month

3.2

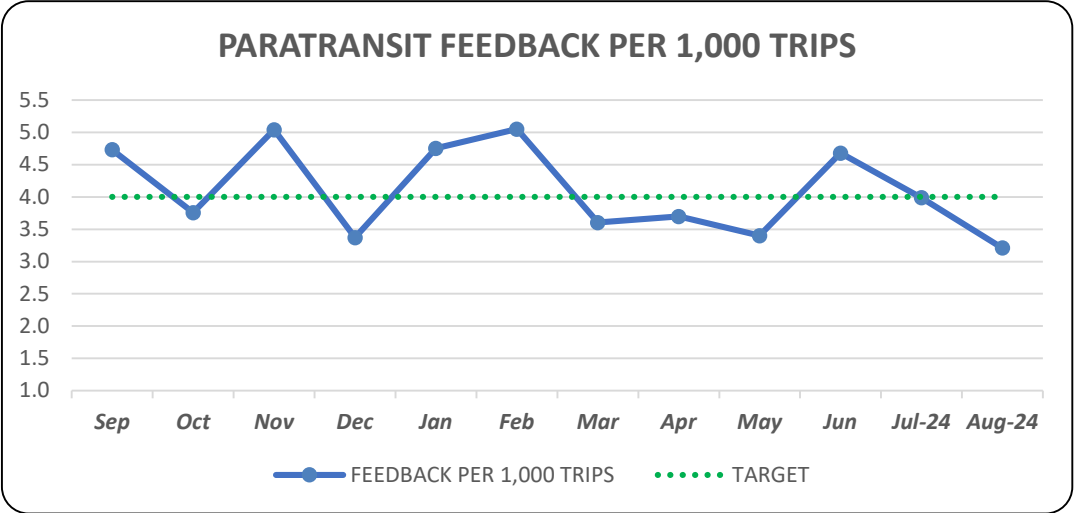
38% VLM

TOTAL RIDERSHIP  
32,411

TOTAL FEEDBACK  
104

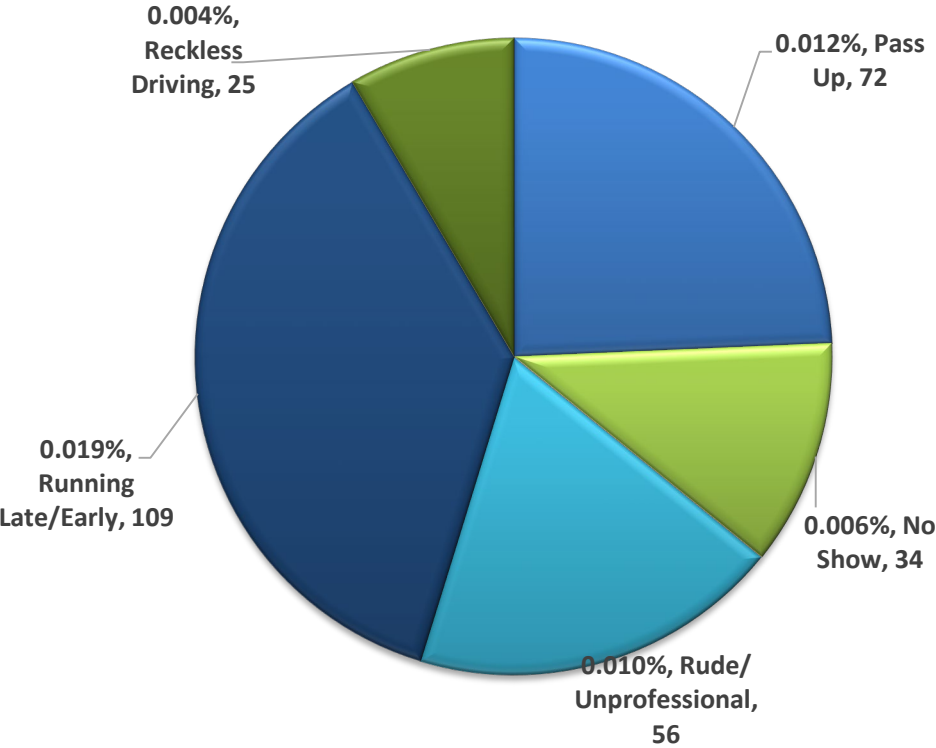
Goal

4

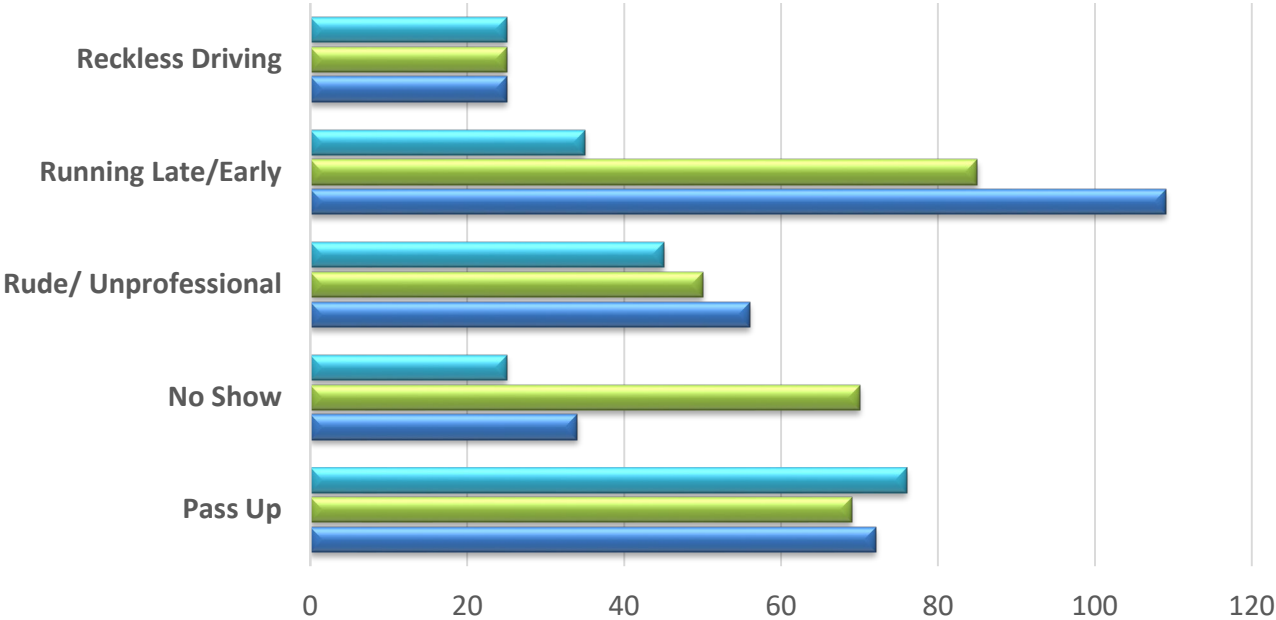


# FIXED ROUTE TOP 5 FEEDBACK CATEGORIES – AUGUST 2024

Feedback Categories



3 Month Comparison

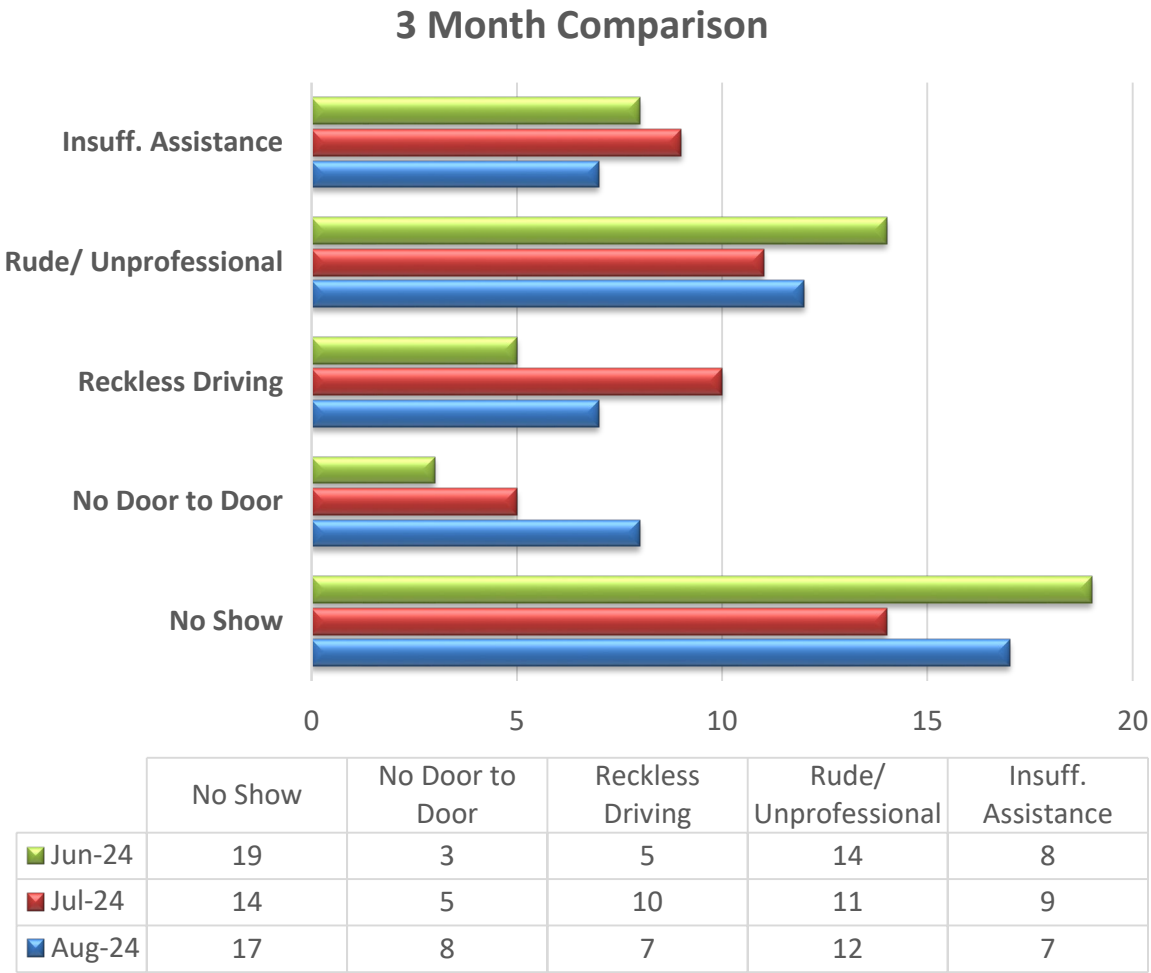
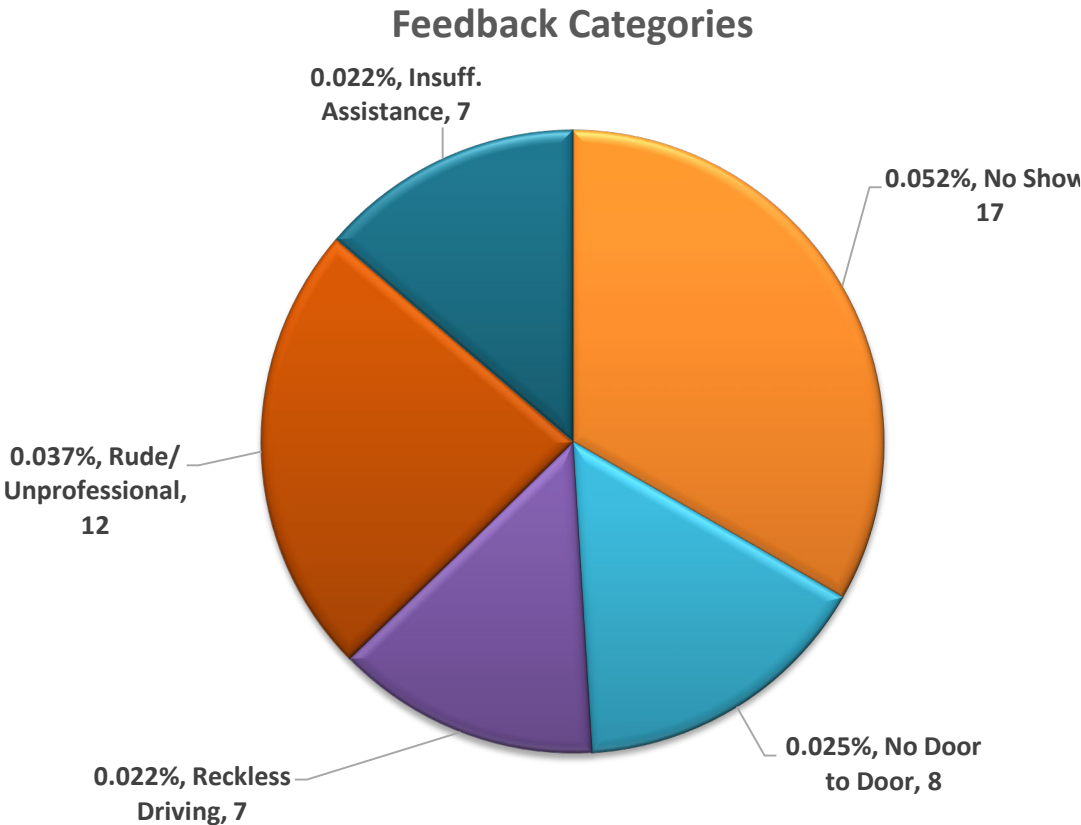


	Pass Up	No Show	Rude/ Unprofessional	Running Late/Early	Reckless Driving
Jun-24	76	25	45	35	25
Jul-24	69	70	50	85	25
Aug-24	72	34	56	109	25

\*Note: Feedback Category percentage represents total feedbacks in that category vs total boarding’s for the month.



# TARC3 TOP 5 FEEDBACK CATEGORIES – AUGUST 2024



\*Note: Feedback Category percentage represents total feedbacks in that category vs total trips for the month.



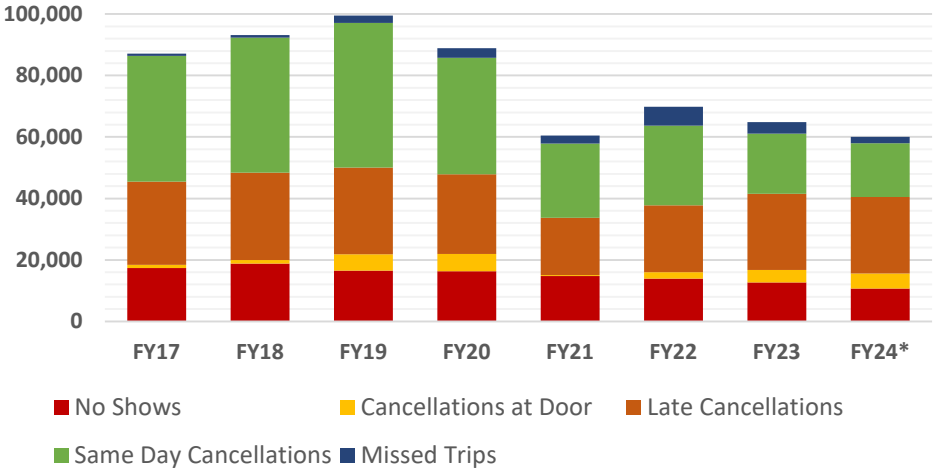


# TARC3 SCHEDULED VS PERFORMED

Cancelled Trips									
YEAR	Scheduled Trips	Performed Trips	Late Cancellations	Cancellations at Door	No Shows	Same Day Cancellations	Missed Trips	Total Cancelled Trips	% of Scheduled Trips
FY17	601716	514610	27089	987	17383	40975	672	87106	14%
FY18	640145	547002	28360	1144	18857	43955	827	93143	15%
FY19	660128	560635	28182	5389	16497	47025	2400	99493	15%
FY20	531278	442389	25884	5624	16358	37899	3124	88889	17%
FY21	352203	291740	18642	236	14797	24138	2650	60463	17%
FY22	369232	299413	21796	2037	13969	25893	6124	69819	19%
FY23	395643	330779	24830	4028	12698	19575	3733	64864	16%
FY24*	391017	330960	24895	4965	10659	17403	2135	60057	15%

\* YTD (May)

## TARC3 Non-Performed Scheduled Trips

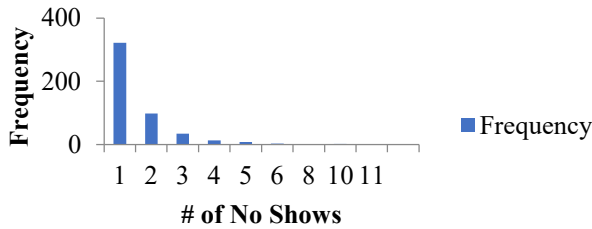


FY24*			
	% of Scheduled	% of Cancelled	Definition
MISSED	0.55%	4%	Any trip whereas the driver arrives before or after the 30 minute negotiated pickup window and departs without the passenger before waiting at least 5 minutes within the window. The negotiated time is a time you want to arrive or a time you want to depart. The window is 15 minutes before and 15 minutes after negotiated pickup time.
SAME DAY	4.45%	29%	Trip is cancelled on day of service at least 2 hours prior to scheduled pickup time. Trip can be rerouted.
LATE	6.37%	41%	Trip is cancelled less than 2 hours of the scheduled pick up time. Trip may be able to be rerouted depending on time of cancellation.
AT DOOR	1.27%	8%	Trip is cancelled after driver arrives for pick up and has made contact with the passenger.
NO SHOWS	2.73%	18%	Driver arrives and passenger is unable to be located for transport.

# AUGUST 2024 CANCELLATION PATTERNS

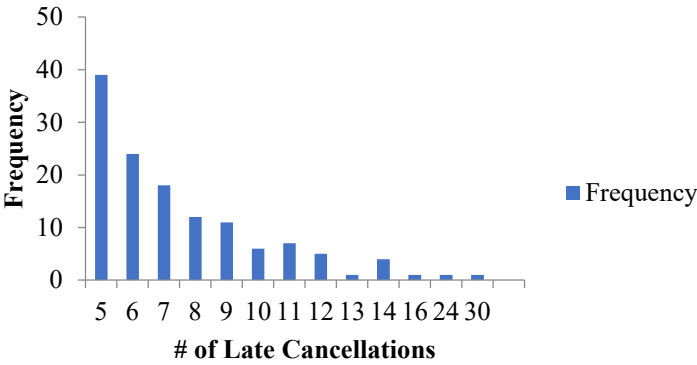
## NO SHOW FREQUENCY AUG 2024

# of No Show	# OF UNIQUE PASSNGERS
3	34
4	13
5	8
6	3
8	1
10	2
11	1



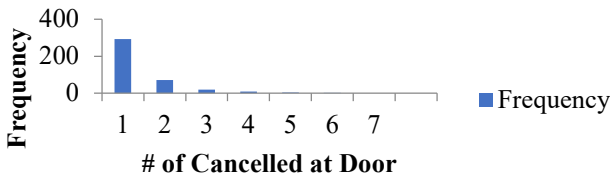
# of Late Cancellations	# of Unique Passengers
5	39
6	24
7	18
8	12
9	11
10	6
11	7
12	5
13	1
14	4
16	1
24	1
30	1

## LATE CANCEL FREQUENCY AUG 2024



## CANCEL AT THE DOOR FREQUENCY AUG 2024

# of Cancels at Door	# of Unique Passengers
3	19
4	9
5	3
6	1
7	0





# TARC3 SCHEDULED VS PERFORMED

## STRATEGIES TO REDUCE LATE CANCELLATIONS AND NO SHOWS

Steps TARC and MV staff are engaging to decrease cancellations (late cancellations, cancellations at the door and no shows).

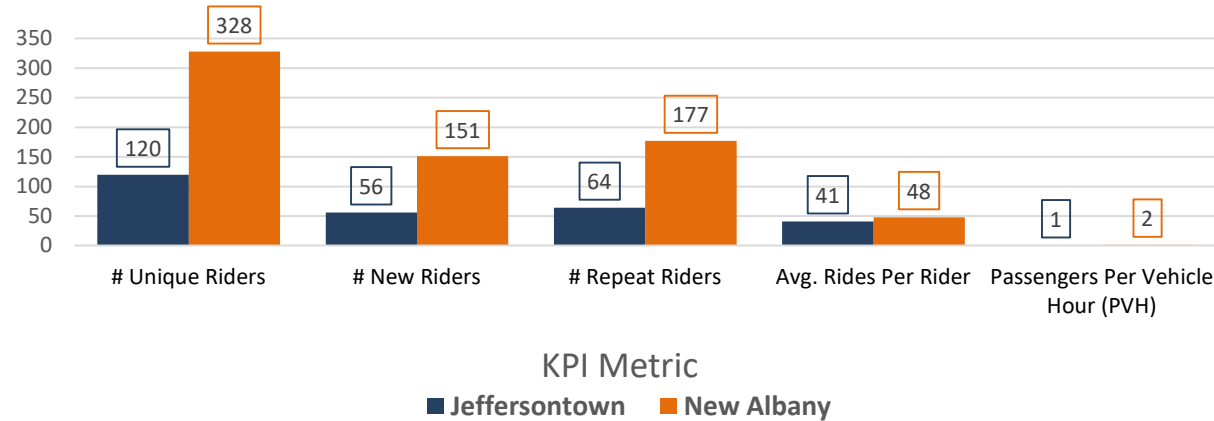
- Customers have begun receiving day before and imminent arrival calls so long as they have not opted out of the program
- We activated the calls for everyone except subscription riders on May 22nd. Subscription riders activated with IT and Trapeze assistance. Everyone was ultimately activated on June 12th.
- No show letters continue to be sent to customers who receive 3 or more no shows during the month
- We will identify and connect with customers who have an excessive amount of no shows and late cancellations during a given period.
- We'll discuss with the individual methods on how to reduce such cancellations and hear any feedback they have for us regarding service.

IMMINENT ARRIVAL CALL ANALYSIS			
Mar 27 - Aug 31 2024			
	3/27 - 6/11 (BEFORE IMM ARR ACTVD)	6/12 - 8/31 (AFTER IMM ARR ACTVD)	% CHANGE
IMMINENT ARRIVAL CALLS	19,223	56,350	193.14%
COMPLETED (APPLICATION ENDED)	5,479	14,963	173.10%
COMPLETED (USER HUNG UP)	12,522	37,552	199.89%
NO ANSWER	1,011	2,976	194.36%
BAD NUMBER	211	859	307.11%
CANCELLATIONS	13,862	13,955	0.67%
LATE	5,579	5,712	2.38%
SAME DAY	4,237	4,355	2.78%
MISSED TRIP	409	331	-19.07%
CANCEL AT THE DOOR	1,127	1,308	16.06%
NO SHOW	2,510	2,249	-10.40%



# TARC ON-DEMAND PILOT

TARC ON-DEMAND April - August



TARC3 ON-DEMAND April - August			
KPI METRICS	Jeffersontown	New Albany	Total
# Unique Riders	120	328	448
# New Riders	56	151	207
# Repeat Riders	64	177	241
Avg. Rides Per Rider	41	48	89
# Passengers Completed	1205	4037	5242
# Rides Completed	1092	3162	4254
Passengers Per Vehicle Hour (PVH)	1.5	2.1	3.6
Connect to Fixed Route % of trips	42%	41.8%	42%
Point to Point % of trips	58%	58.2%	58%
Cost (inclusive of startup, software fees)	33,115.92	49,771.40	82,887.32

Duration: April — September 2024

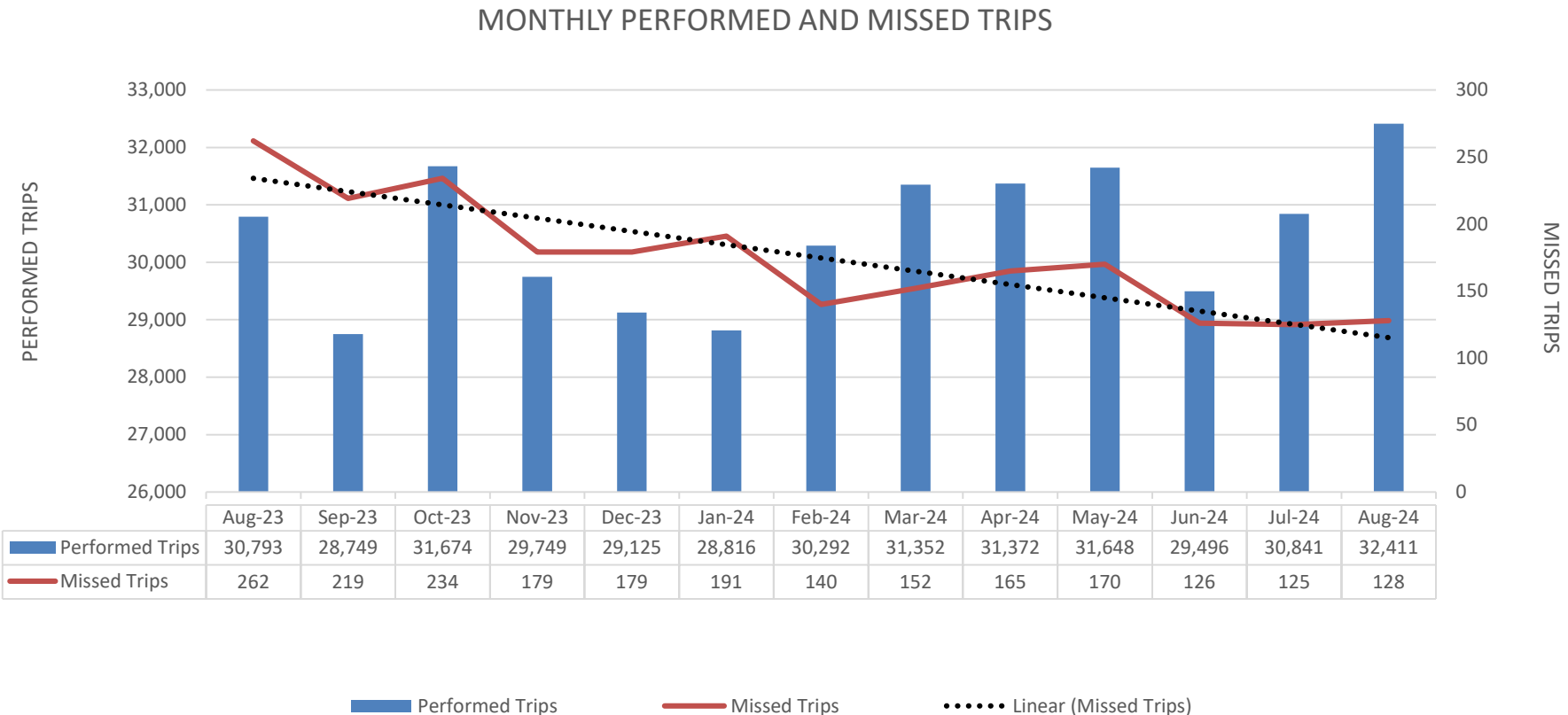
Purpose: Connect Fixed Route / Zone Point to Point

Zones: New Albany and Jeffersontown

Glossary	
Metric	Description
# Unique Riders	The number of unique users who booked and completed a ride during this period (April-July)
# New Riders	The number of unique users who booked and completed a ride for the first time (unduplicated April- July)
# Repeat Riders	The number of unique users who booked and completed a ride and also completed a ride in a previous month
Avg. Rides Per Rider	# Rides Completed
# Passengers Completed	The number of passengers whose rides were completed
# Rides Completed	The number of completed rides, including completed (forgotten)
Passengers Per Vehicle Hour (PVH)	Total number of completed passenger boarding's divided by total number of revenue hours, excluding layover time



# MV WEEKLY PERFORMANCE – AUGUST 2024



POST RECONCILIATION

August 2024 Missed Trips: 0.39%

32,411 Performed Trips



# MV LIQUIDATED DAMAGES – AUGUST 2024

## PARATRANSIT

Monthly

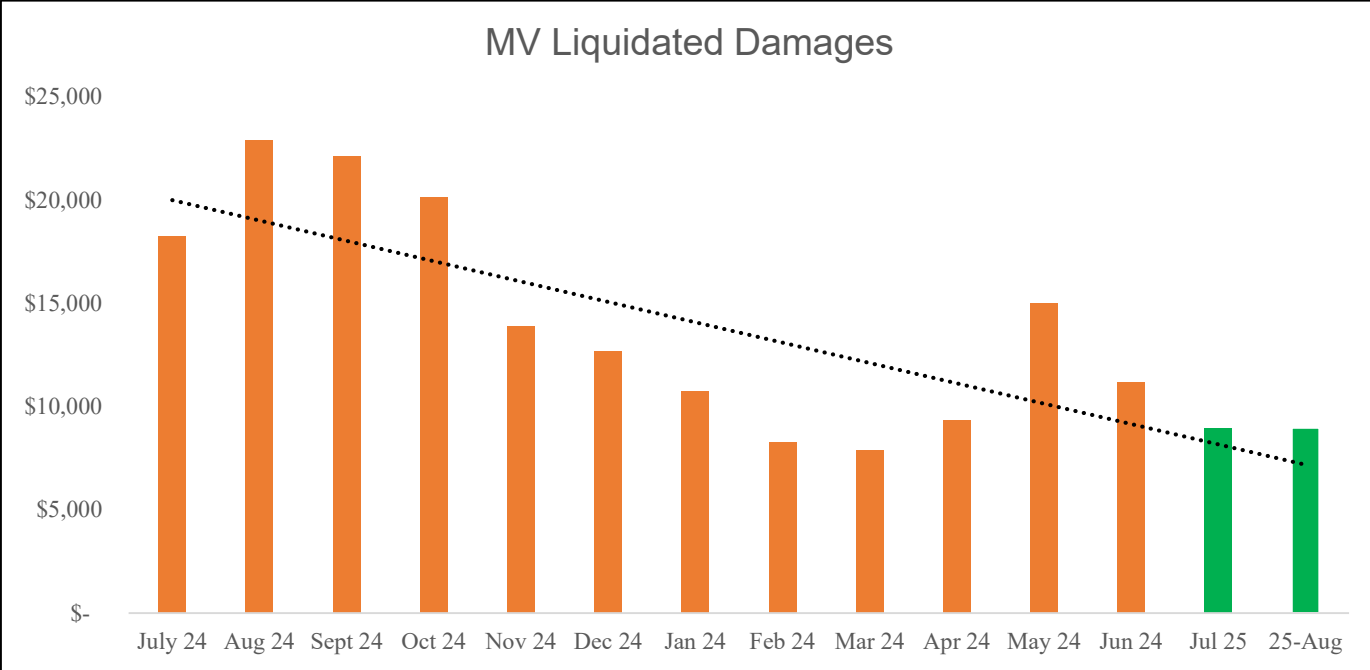
**\$8.9K**      0.6% VLM  
-61% VLY

YTD

**\$17.9K** -57% VLY

### Monthly Details

\$5.8K (65%), Late Trip, > 30 mins late  
\$3.2K (35%), Missed Trips



### Types of Penalties:

- Missed Trip
- Late Trip
- On-Time Performance
- Excessive Trip Length
- Customer Complaints
- Compromised Safety
- Maintenance



# AUGUST BOARD OF DIRECTORS UPDATE

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August 21, 2024



# TARC 2025

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## TARC 2025 NETWORK REDESIGN

### Updated Timeline

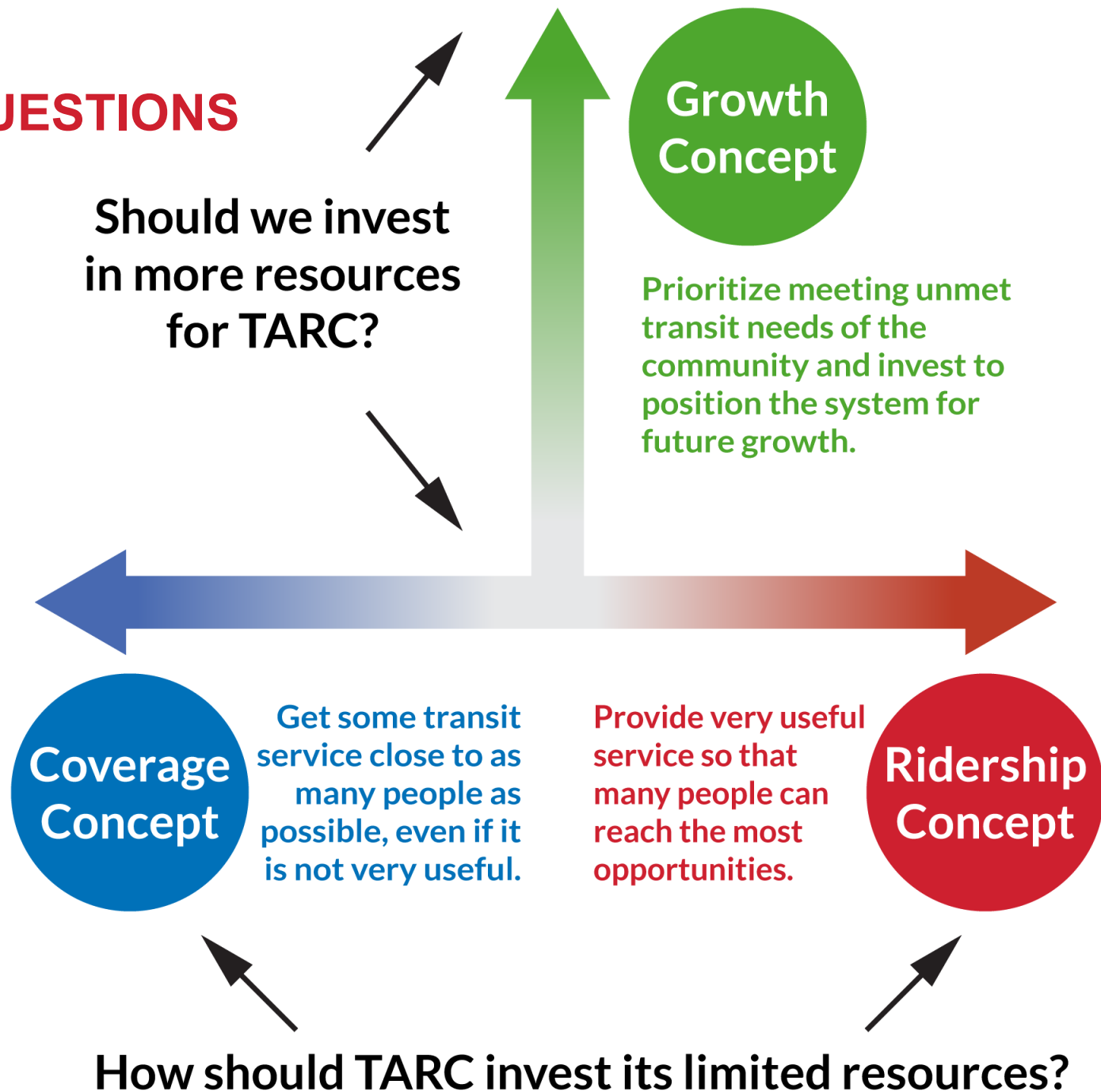
- August/September: Community conversation on concepts
  - Survey deadline September 20
- October: TARC board review of community feedback and recommendations
  - 10/28: Feedback needed for Core Design Retreat #2
  - 10/29-10/31: Core Design Retreat #2
- November/December: Draft proposals refined and completed
- January/February: Community conversation on draft proposals
  - Survey deadline 2/12
- February/March: TARC board review of community feedback
  - 3/7: Feedback needed for preparation of final proposals
- Spring 2025: Final proposals



## CONCEPT PHASE KEY QUESTIONS

What should TARC do if it must cut back by 50%?

Should the region invest to expand transit, instead of contracting it?



# TARC 2025

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## TARC 2025 PHASE ONE OUTREACH UPDATE

- Survey responses through 9/14/2024
  - 2,049
- Public and private events and briefings 7/30-9/20
  - 161
- Events breakdown (scheduled or completed through 8/19/2024)
  - 55 Community group briefings
  - 20 Bus stop pop ups
  - 19 Social service organization briefings
  - 18 Business briefings
  - 10 Virtual office hours briefings
  - 10 Briefings to organizations for individuals with disabilities
  - 7 TARC-sponsored open houses
  - 11 Local government events
  - 7 Educational institution (with more to come)
  - 4 Festivals/public gatherings



# TARC 2025

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## GUIDANCE THE PLANNING TEAM WILL NEED TO START THE DRAFT PLANS

- For the Constrained Plan, staff and the consultant should design a network with X% Ridership focus and Y% Coverage focus.
- For the Growth Plan, staff and the consultant should design a network with X% Ridership focus and Y% Coverage focus and an expected Z% increase in service hours.
  - JWA will provide some parameters to guide what goes into these percentages as well.
- Stop Spacing: TARC shall adopt a stop spacing policy specifying that within walkable, urban parts of Louisville, transit routes will have an average of X stops per mile per direction.

# MEMORANDUM

**To:** TARC Board of Directors

**From:** Ozzy Gibson, Executive Director

**Date:** September 25, 2024

**Re:** Resolution 2024 - 31 Award of Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Program Funds

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TARC, in its role as the designated recipient for the Louisville Urbanized Area for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) funds, undertakes a process to award these federal formula funds to subrecipients. TARC has undertaken a competitive selection and award process for the past ten years for these funds. This year, \$1,328,849 is available for distribution from the Federal Fiscal Year (FFY) 2024 apportionment. All funds from the FFY 2023 apportionment were awarded last year, so no FFY 2023 funds were carried forward to be awarded this year.

TARC has consistently followed a competitive selection process to solicit project applications and award the funds, ensuring that the process is fair and allows for full and open competition. The deadline for applications for this funding was June 27, 2024. Twelve applicants applied for funds. The applications were evaluated on July 23, 2024 by an independent, impartial Application Review Committee comprised of five community members with no material interest in any of the proposed projects. They used evaluation criteria previously developed by TARC and the Regional Mobility Council.

A total of eleven applicants were awarded funding. For the projects that qualified in the Section 5310 "Traditional" category, the Application Review Committee recommended fully funding four projects and partially funding four projects, resulting in an award of \$1,031,145, which is 78 percent of the total amount awarded. This meets the federal requirement that at least 55 percent of Section 5310 funds must be awarded in the "Traditional" category. For the projects that qualified in the Section 5310 "Other" category, the Application Review Committee recommended fully funding two projects and partially funding two projects, resulting in an award of \$297,704 in "Other" funds. One applicant was awarded funding for both a "Traditional" project and an "Other" project.

Ten of the successful applicants will become subrecipients of the federal funds. The subrecipients provide local matching funds. Capital purchases will have a 20% local match, and operating expenses will have a 50% local match. A total of \$1,328,849 of federal Section 5310 funds is recommended for award at this time, which is the entire amount available for award this year. The attached resolution seeks authority for the Executive Director to award the Section 5310 funds to the successful applicants and enter into subrecipient agreements as outlined in the resolution and detailed in the Appendix.

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

## RESOLUTION 2024-31

### AWARD OF ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES SECTION 5310 FUNDS

A resolution approving the award of Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 program funds as set out below, and authorizing the Executive Director to enter into subrecipient agreements with the recommended subrecipients of these funds.

**WHEREAS**, TARC has been named the Designated Recipient of Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 funds for the Louisville Urbanized Area by the Governors of the States of Kentucky and Indiana, and;

**WHEREAS**, in its role as Designated Recipient, TARC has conducted a competitive selection process, and;

**WHEREAS**, each project recommended for funding was derived from priorities set forth in the Coordinated Human Services Transportation Plan for the KIPDA Region, and;

**WHEREAS**, each project was selected for funding through a process that ensured open competition, and;

**WHEREAS**, an impartial Application Review Committee scored all eligible applications using evaluation criteria established by TARC in conjunction with the Regional Mobility Council;

**NOW, THEREFORE, BE IT RESOLVED** by the Board of Directors of the Transit Authority of River City that \$1,328,849 in federal funds from the Federal Fiscal Year 2024 apportionment for Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310, which were allocated to the Louisville Urbanized Area, be distributed as follows:

- \$170,064 to Blue River Services for the Blue River Services Fleet Expansion for Floyd County Project
- \$154,880 to Cedar Lake Residences for the Cedar Lake Transportation of Individuals with Disabilities Project
- \$154,880 to Down Syndrome of Louisville for the Improving Mobility Options for those with Down Syndrome in Greater Louisville Project
- \$72,400 to Dreams with Wings for the Dreams with Wings Van Upgrade and Replacement 2024/25 Project
- \$5,200 to Elderserve for the Elderserve Transportation Project

*...continued....*

- \$175,545 to Harbor House of Louisville for Improving the Mobility of Seniors and Individuals with Disabilities Project
- \$171,520 to Lifespan Resources for the Lifespan Resources Transportation Project
- \$77,440 to Southwest Center for the Reliable and Safe Transport for Individuals Using Wheelchairs Project
- \$207,720 to Transit Authority of River City for the Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area Project
- \$69,600 to Volunteers of America for the VOA Community IN 2024
- \$69,600 to WHC KY, LLC (dba Ztrip) for the Empowering Mobility Project

The Executive Director/CEO is hereby authorized to enter into subrecipient agreements with Blue River Services; Cedar Lake Residences; Down Syndrome of Louisville; Dreams with Wings; Elderserve; Harbor House of Louisville; Lifespan Resources; Southwest Center; Volunteers of America; and WHC KY, LLC (dba Ztrip) for the work outlined in their project applications.

The Executive Director/CEO is authorized to file and execute a grant application on behalf of the Transit Authority of River City with the U.S. Department of Transportation to fund the projects listed above.

**ADOPTED THIS 25TH DAY OF SEPTEMBER 2024**

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**Ted Smith, Chair of the TARC Board of Directors**

## APPENDIX

### Section 5310 “Traditional” funds

Eligible subrecipients for Section 5310 “Traditional” funds include: private nonprofit organizations; and state or local governmental authorities that are approved by a state to coordinate services for seniors and individuals with disabilities when it is certified that there are no nonprofit organizations readily available in the area to provide the service. TARC is not eligible for an award of Section 5310 “Traditional” funds, since many nonprofit organizations that provide service are available in our urbanized area. However, TARC is eligible for funds in the Section 5310 “Other” category.

Federal law requires that at least 55% of the Section 5310 funds awarded must be awarded for Section 5310 “Traditional” projects. “Traditional” projects are capital transportation projects (including but not limited to vehicle replacement, fleet expansion, and capital maintenance) that are designed and planned to meet the specific needs of seniors and individuals with disabilities when public transportation is insufficient, unavailable, or inappropriate.

### Section 5310 “Other” funds

Eligible subrecipients for Section 5310 “Other” funds include: private nonprofit organizations; state or local governmental authorities; and for-profit operators of public transportation that are providing shared-ride service.

Up to 45% of the Section 5310 funds that are awarded may be awarded in the “Other” category (including capital expenses and operating expenses) for public transportation projects designed and planned to meet the specific needs of seniors and individuals with disabilities. These projects must: (1) exceed the ADA minimum requirements; or (2) improve access to fixed-route service and decrease reliance by individuals with disabilities on ADA-complementary paratransit service; or (3) provide alternatives to public transportation that assist seniors and individuals with disabilities with transportation when public transportation is insufficient, inappropriate, or unavailable.

### Funds available

The amount of federal Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 funds available for award through TARC’s current competitive selection process is \$1,328,849 from the Federal Fiscal Year 2024 apportionment. All the funds from the FFY 2023 apportionment were awarded last year, so no FFY 2023 funds were carried forward to be awarded this year.

A total of \$1,328,849 is available for award for projects in the Section 5310 “Traditional” category.



The amount of Section 5310 funds available for award for projects in the Section 5310 “Other” category is 45% of the total amount of Section 5310 funds that are actually awarded for all projects.

All subrecipients of Section 5310 federal funds are providing local matching funds. Capital purchases have a 20% local match and Operating expenses have a 50% local match.

### **Funds awarded**

The total amount of “Traditional” Section 5310 funds that were available for award this year was \$1,328,849. The total amount of “Traditional” funds requests received was \$1,641,570. The total amount of “Traditional” funds that the Application Review Committee recommended for award is \$1,031,145, which is 78% of the of the total Section 5310 funds (“Traditional” plus “Other”) that were awarded this time. This meets the federal requirement that at least 55% of the funds must be awarded in the “Traditional” category.

The total amount of all Section 5310 “Other” funds that were available for award was \$597,982. The total amount of “Other” funds requests received was \$1,612,721. The total amount of Section 5310 “Other” funds that the Application Review Committee recommended for award is \$297,704, which is 22% of the of the total Section 5310 funds (“Traditional” plus “Other”) that were awarded this time.

The total amount of Section 5310 funds recommended for award this time is \$1,328,849 of the \$1,328,849 available. This uses up all of the federal Section 5310 funds available for award at this time. There are no unawarded funds remaining in the FFY 2024 apportionment, therefore no FFY 2024 funds will be carried forward to be awarded next year.

### **Funding recommendations for Section 5310 “Traditional” projects:**

\$154,880 to Blue River Services for the Blue River Services Fleet Expansion for Floyd County Project to purchase two (2) ADA-Accessible Full-Size vans. The project will provide on-demand transportation service for seniors in assisted living residences in Floyd County and for individuals with disabilities.

Federal funds = \$154,880      Local match = \$38,720      Total project value = \$193,600

\$154,880 to Cedar Lake Residences for the Cedar Lake Transportation of Individuals with Disabilities Project to purchase two (2) ADA-Accessible Full-Size vans. The project will provide transportation for individuals with disabilities in Louisville and La Grange, Kentucky.

Federal funds = \$154,880      Local match = \$38,720      Total project value = \$193,600

\$154,880 to Down Syndrome of Louisville for the Improving Mobility Options for those with Down Syndrome in Greater Louisville Project to purchase two (2) ADA-Accessible Full-Size vans. The project will provide transportation for individuals with disabilities in Jefferson County, Kentucky and in Floyd and Clark Counties in Indiana.

Federal funds = \$154,880      Local match = \$38,720      Total project value = \$193,600

\$72,400 to Dreams with Wings for the Dreams with Wings Van Upgrade and Replacement 2024/25 Project to purchase one (1) ADA-wheelchair-accessible Minivan. The project will provide transportation services in Jefferson County for individuals with disabilities to get to day training programs, jobs, and medical appointments.

(Federal funds = \$72,400      Local match = \$18,100      Total project value = \$90,500)

\$175,545 to Harbor House of Louisville for Improving the Mobility of Seniors and Individuals with Disabilities Project to purchase one (1) ADA-Accessible 12-2 Cutaway Bus; one (1) ADA-Accessible Full-Size van; and Preventive Maintenance for the Section 5310 fleet from January 1 through December 31, 2025. The project will provide transportation for individuals with developmental and intellectual disabilities to and from Harbor House, to medical appointments, and other necessary trips.

(Federal funds = \$175,545      Local match = \$43,886      Total project value = \$219,431)

\$171,520 to Lifespan Resources for the Lifespan Resources Transportation Project to purchase two (2) ADA-Accessible Full-Size vans with Enhanced HVAC, All-Wheel-Drive, fog lights, and automatic sliding door. The project will provide transportation for individuals with disabilities to and from day services and work programs. The vehicles will also provide on-demand transportation for seniors and individuals with disabilities for medical trips, including critical care trips such as dialysis, and chemotherapy, as well as trips to the grocery, senior center, library, and post office, with an emphasis on serving low income residents.

(Federal funds = \$171,520      Local match = \$42,880      Total project value = \$214,400)

\$77,440 to Southwest Center for the Reliable and Safe Transport for Individuals Using Wheelchairs Project to purchase one (1) ADA-Accessible Full-Size van to provide door-to-door non-emergency

medical transportation for adults with intellectual and/or developmental disabilities in Jefferson County Kentucky.

(Federal funds = \$77,440      Local match = \$19,360      Total project value = \$96,800)

\$69,600 to Volunteers of America for the VOA Community IN 2024 project to purchase one (1) ADA-wheelchair-accessible Minivan. The project will transport seniors and individuals with developmental and physical disabilities in Floyd and Clark Counties in Indiana to medical care appointments, recreation, and participation in the community, including enrichment activities.

(Federal funds = \$69,600      Local match = \$17,400      Total project value = \$87,000)

**Funding recommendations for Section 5310 "Other" projects:**

\$15,184 to Blue River Services for the Blue River Services Fleet Expansion for Floyd County Project for Operating Assistance to provide on-demand transportation service for seniors in assisted living residences in Floyd County and for individuals with disabilities.

(Federal funds = \$15,184      Local match = \$15,184      Total project value = \$30,368)

\$5,200 to Elderserve for the Elderserve Transportation Project. This funding will be Operating Assistance to provide transportation to seniors participating in programming at the Elderserve Senior Center and the Elderserve Adult Day Health Center in Jefferson County Kentucky.

(Federal funds = \$5,200      Local match = \$5,200      Total project value = \$10,400)

\$207,720 to Transit Authority of River City for the Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area Project. This funding will be Operating Assistance to continue paratransit work trips for people with disabilities who either live outside the ADA service area or who work outside the ADA service area.

(Federal funds = \$207,720      Local match = \$207,720      Total project value = \$415,440)

\$69,600 to WHC KY, LLC (dba Ztrip) for the Empowering Mobility Project to purchase one (1) ADA-wheelchair-accessible Minivan. The project will provide shared-ride service as part of the existing TARC3 program.

(Federal funds = \$69,600

Local match = \$17,400

Total project value = \$87,000

(See the summary of all awards in the two tables below.)

**Summary of recommendations for funding:**

Section 5310 "Traditional" Funds (dollars) FFY 24				
Agency	Project	Federal Share	Local Match	Total
Blue River Services	Blue River Services Fleet Expansion for Floyd County	154,880	38,720	193,600
Cedar Lake Residences	Cedar Lake Transportation of Individuals with Disabilities	154,880	38,720	193,600
Down Syndrome of Louisville	Improving Mobility Options for Those with Down Syndrome in Greater Louisville	154,880	38,720	193,600
Dreams with Wings	Dreams With Wings Van upgrade and replacement 2024/25	72,400	18,100	90,500
Harbor House of Louisville	Improving the Mobility of Seniors and Individuals with Disabilities	175,545	43,886	219,431
Lifespan Resources	Lifespan Resources Transportation	171,520	42,880	214,400
Southwest Center	Reliable and Safe Transport for Individuals using Wheelchairs	77,440	19,360	96,800
Volunteers of America	VOA Community IN 2024	69,600	17,400	87,000

Section 5310 "Other" Funds (dollars) FFY 24				
Agency	Project	Federal Share	Local Match	Total
Blue River Services	Blue River Services Fleet Expansion for Floyd County	15,184	15,184	30,368
Elderserve	Elderserve Transportation	5,200	5,200	10,400
Transit Authority of River City	Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area	207,720	207,720	415,440
Ztrip (WHC KY, LLC, dba Ztrip)	Empowering Mobility	69,600	17,400	87,000

# MEMORANDUM

**To:** TARC Board of Directors

**From:** TARC Finance Committee

**Date:** September 25, 2024

**Re:** Resolution 2024 - 32 Fiscal Year 2024 TARC Audited Financial Statement Report

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The TARC Finance Committee met on September 18, 2024 at 10:00 a.m. for their monthly meeting. During this meeting TARC's audit firm Crowe LLC, participated to discuss TARC's Audited Financial Statement report.

The Audited Financial Statement report was reviewed by members of the Finance Committee, which includes the Chief Finance & Administrative Officer and Executive Director of TARC. Specific review included the Management Discussion and Analysis; Statement of Net Position; Statement of Revenues, Expenses, and Change in Net Position; Statement of Cash Flows; and the Schedule of Revenues, Expenditures and Changes in Net Position – Budget to Actual. TARC received a clean opinion with no material misstatements.

The Finance Committee would like to recommend accepting the Audited Financial Statement report as presented. Each of you should have received a copy in your packet to review and we are available for any questions you may have concerning the audited financial statements.

## **RESOLUTION 2024-32**

### **FISCAL YEAR 2024 TARC AUDITED FINANCIAL STATEMENT REPORT**

A Resolution approving the FY 2024 TARC Audited Financial Statement Report as presented.

**WHEREAS**, the Finance Committee met and discussed in detail such Report on September 18, 2024; and

**WHEREAS**, TARC received a clean opinion; and

**WHEREAS**, TARC had no material misstatements; and

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

The Board accepts the FY 2024 TARC Audited Financial Statement Report as presented.

**ADOPTED THIS 25th DAY OF SEPTEMBER 2024**

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**Ted Smith, Chair of the TARC Board of Directors**



# MEMORANDUM

**To:** TARC Board of Directors

**From:** Ozzy Gibson, Executive Director

**Date:** September 25, 2024

**Re:** Resolution 2024 - 33 Annual Worker's Compensation Excess Insurance Policy (20241891)

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TARC's Workers' Compensation program currently self-insures the first \$500,000 of any claim, including both medical payments and indemnity benefits. Due to TARC being a self-insured organization, the Kentucky Labor Cabinet requires that TARC maintain an excess insurance policy.

Charles Taylor is TARC's third-party administrator for workers' compensation and acts as our agent to acquire quotes for premiums for any Excess Workers' Compensation insurance. Charles Taylor was able to obtain quotes from two insurance companies, Arch and Midwest. The current policy which is with Arch for a premium of \$285,050 expired on August 31, 2024.

A review and discussion regarding the quotes were conducted by TARC Finance, Executive and Safety Security staff along with Charles Taylor personnel. Based upon that review and the recommendation by Charles Taylor, TARC staff recommends staying with Arch, who has been the excess insurer for workers' compensation since September 1, 2017. Arch has remained competitive based on its quote detailing three different options (20241891) with the new premium percentage minimally increasing with a similar option and coverage that TARC had in 2024. TARC has deemed an annual premium of \$288,877 as fair and reasonable.

The staff is hereby recommending that the TARC Board of Directors authorize the Executive Director to enter into a policy agreement with Arch Insurance Company that has a specific retention by TARC of the first \$500,000 on any claim with an annual premium of \$288,877 beginning September 1, 2024.

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

## **RESOLUTION 2024-33**

### **Excess Workers' Compensation and Employers Liability Annual Insurance Policy**

A Resolution authorizing the Executive Director to enter into an annual excess insurance policy for Workers' Compensation with Arch Insurance Company for the 2024-2025 policy year in the amount of \$288,877.

**WHEREAS**, Kentucky Administrative Regulation (KAR) 803 25:021 requires self-insured employers to have excess coverage for workers' compensation claims; and

**WHEREAS**, TARC received two quotes with one being from Midwest and the other Arch Insurance on August 26, 2024; and

**WHEREAS**, based on the recommendation of the third-party administrator, Charles Taylor, and after discussion with the department staff, TARC has deemed an annual premium of \$288,877 as fair and reasonable given by Arch Insurance for the Excess Workers' Compensation and Employers Liability insurance policy which shall commence on September 1, 2024 and end on September 1, 2025 and which was commensurate with TARC's coverage last year with a slight increase in the premium owed; and;

### **NOW THEREFORE, THE BOARD OF DIRECTORS OF THE TRANSIT AUTHORITY OF RIVER CITY HEREBY RESOLVE THAT:**

The Executive Director is hereby authorized to enter into an annual excess insurance policy for Workers' Compensation Coverage with Arch Insurance Company in an amount not to exceed \$288,877 for the 2024-2025 policy year.

**ADOPTED THIS 25th DAY OF SEPTEMBER 2024**

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**Ted Smith, Chair of the TARC Board of Directors**

# MEMORANDUM

**To:** Ted Smith, Chair of TARC Board of Directors

**From:** Ozzy Gibson, Executive Director

**Date:** September 25, 2024

**Re:** Resolution 2024-34 Brake Components & Related Supplies ITB (20241880)

TARC currently operates 225 Gillig buses with model years between 2008 to 2024, that contain Brake parts that have an expected life of 1 year and then must be rebuilt. On June 10, 2024, the TARC Procurement Department issued an Invitation to Bid (ITB) 20241880 Bus Brake Components comprised of (65) items from pads, rotors, drums to brake kits. The ITB was advertised in TARC's Bonfire procurement portal and online Transit Talent. The Procurement Department conducted an independent cost estimate based on prior purchased history and market pricing. It was determined that an estimated annual spend of \$222,756 maybe expected in the coming years for Bus Brake parts.

Based upon requirement of the solicitation and the maintenance department, we sought out the proposed lowest bids from vendors. The maintenance leads and procurement department evaluated six proposals, which were deemed responsive and responsible. On August 23, 2024, the selection was made by the staff to award a multi-vendor contract based on lowest price, which was fair and reasonable. The award of such contract being the most favorable to TARC are from, Mohawk; Muncie; Neopart; The Aftermarket Parts Co.; Truck Parts & Service; and Vehicle Maintenance Program.

The following estimated annual spend shall dictate the initial and optional terms as follows:

1. Year 1 \$213,190 includes 30% escalator – Initial Term
2. Year 2 \$245,169 includes 15% escalator – Initial Term
3. Year 3 \$281,944 includes 15% escalator – Option
4. Year 4 \$324,236 includes 15% escalator – Option
5. Year 5 \$372,871 includes 15% escalator – Option

The Procurement Department will conduct an annual pricing analysis prior to the anniversary date to ensure we are within competitive market pricing, if competitive market pricing goes over optional year projections, we will bring back to the Board.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to negotiate and enter into a contract with an initial term of two (2) years with an option of three (3) one-year extensions with the above vendors for Bus Brakes and Components for a total not-to-exceed amount of \$1,437,410. Please call me at 561-5100 if you have any questions.

## **RESOLUTION 2024-34 BRAKE COMPONENTS & RELATED SUPPLIES**

A Resolution authorizing the Executive Director to enter into a multi-vendor contract with an Initial Term of two (2) years with an option of three (3) one-year terms for brake components:

**WHEREAS**, a competitive solicitation, Invitation to Bid (ITB) 20241880 was issued on June 10, 2024 for brake components; and

**WHEREAS**, TARC received six proposals to its ITB from Mohawk; Muncie; Neopart; The Aftermarket Parts Co.; Truck Parts & Service; and Vehicle Maintenance Program; and

**WHEREAS**, TARC seeks to award a multi-vendor contract to provide bus brake parts and related components to all the aforementioned vendors as TARC deems their bids responsive and responsible and their pricing 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 negotiate and enter into a contract for an initial term of two (2) years with an option of three (3) one-year terms with Mohawk; Muncie; Neopart; The Aftermarket Parts Co.; Truck Parts & Service; and Vehicle Maintenance Program based upon proposed cost for a not-to-exceed amount of \$1,437,410.

**ADOPTED THIS 25th DAY OF September, 2024**

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**Ted Smith, Chair of the Board of Directors**

# MEMORANDUM

**To:** TARC Board of Directors

**From:** Ozzy Gibson, Executive Director

**Date:** September 25, 2024

**Re:** Resolution 2024-35 Buy America Pre-Award, Post-Delivery Audit and Production Line Inspections (RFP 20231792)

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As part of the federal grant application process for any revenue service rolling stock grant, an agency that uses federal funds to procure vehicles must certify to the Federal Transit Administration (FTA) "that it will conduct or cause to be conducted pre-award and post-delivery audits" as prescribed by 49 CFR part 663. Additionally, recipients must ensure and document that the rolling stock to be purchased (pre-award audit) and the rolling stock received (post-delivery audit) comply with FTA's Buy America Requirements. These activities are documented with Buy America Certifications, Purchaser's Certifications and FMVSS Compliance Certifications. To meet this requirement, TARC's experience has shown that use of a third-party contractor to perform the audits and inspections is an efficient and beneficial approach.

On June 10, 2024, the Procurement Department released a solicitation Request For Proposal (RFP 20231792) for Rolling Stock Pre-Award & Post-Delivery Audit and Production Line Inspection Services with Indefinite Delivery and Indefinite Quantity (IDIQ). An Independent Cost Estimate (ICE) was conducted and deemed an annual spend of \$20K, depending on the quantity of rolling stock purchase, is within the market price.

TARC received three (3) responsive and responsible proposals from:

- Jeezny Sourcing, LLC
- Transdev Services, Inc.
- Transit Resource Center

A Review Committee comprised of TARC team members independently evaluated and scored the proposals using the solicitation evaluation criteria in TARC's Bonfire portal. The Committee selected the best value proposal and deemed Transit Resource Center provided the best offer, refer to Exhibit B for Pricing detail.

The Procurement Department proposes to award a contract for Buy America Pre-Award, Post-Delivery and Production Line Inspection Services for an initial term of two (2) years with an option to exercise three (3) one-year term for a total of five (5) years to Transit Resource Center based on pricing in Exhibit B.

## **RESOLUTION 2024-35 BUY AMERICA PRE-AWARD, POST-DELIVERY AUDIT AND PRODUCTION LINE INSPECTIONS IDIQ**

Bus inspection as a third-party service is an eligible activity for use of capital funds. For upcoming bus deliveries in 2024 and 2025, TARC's FFY 2022 formula grant KY-2023-010 includes a line item for \$15,000.

The staff is respectfully requesting the Board of Directors to authorize the Executive Director to enter into a contract for an initial of two (2) years with three (3) one-year options with Transit Resource Center for Buy America Pre-Award, Post-Delivery and Production Line Inspection Services with Indefinite Delivery and Indefinite Quantity.

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

## **RESOLUTION 2024-35 BUY AMERICA PRE-AWARD, POST-DELIVERY AUDIT AND PRODUCTION LINE INSPECTIONS IDIQ**

A Resolution authorizing the Executive Director to negotiate and enter into a contract with Transit Resource Center for Buy America Pre-Award, Post-Delivery Audit and Production Line Inspections (IDIQ) for an initial term of two (2) years with three (3) one-year options.

**WHEREAS**, TARC seeks a third-party contractor to conduct the Buy America Pre-Award, Post-Delivery Audit and Production Line Inspections with Indefinite Delivery and Indefinite Quantity; and

**WHEREAS**, three (3) responsive proposals were received from third-party contractors; and

**WHEREAS**, an evaluation committee comprised of knowledgeable TARC staff from maintenance department reviewed and scored each of the proposals; and

**WHEREAS**, Transit Resource Center provided the best value proposal and received the highest score; and

**WHEREAS**, the evaluation committee recommends an award to Transit Resource Center 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 Transit Resource Center for the Buy America Pre-Award, Post-Delivery Audit and Production Line Inspections with Indefinite Delivery and Indefinite Quantity based on Exhibit B Pricing.

**ADOPTED THIS 25TH DAY OF SEPTEMBER 2024**

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**Ted Smith, Chair of the TARC Board of Directors**



# MEMORANDUM

**To:** Ted Smith, Chair of TARC Board of Directors

**From:** Ozzy Gibson, Executive Director

**Date:** September 25, 2024

**Re:** Resolution 2024-36 BUS STARTERS AND COMPONENTS ITB (20241881)

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TARC currently operates 225 Gillig buses with model years between 2008 to 2024, that contain starter parts that has an expected life of 1 year and then must be rebuilt. On June 27, 2024 TARC Procurement Department issued an Invitation to Bid (ITB) 20241881 Bus Starters and Components comprised of (13) items alternators, coils, bearings, and kits that was advertised in TARC's Bonfire procurement portal. The Procurement Department conducted an independent cost estimate based on prior purchase history and market pricing. It was determined that an estimated annual spend of \$26,228 may be expected in the coming years for Bus Starter Parts.

Based upon requirement of the solicitation and the proposed lowest bids, the Procurement Department evaluated the following proposals as being deemed responsive and responsible. On August 7, 2024, the selection was made by the procurement department to award a multi-vendor contract based on lowest price, which was less than the estimated annual independent cost estimate, with the award of such contract being the most favorable to TARC to the following vendors.

- Kirk's
- Muncie
- Romaine

The contract initial term is for two (2) years for a total amount of \$55,079 with (3) additional option years to exercise at TARC's discretion for a total of \$105,047 over the 3-year optional terms for a total not to exceed amount of \$160,126 over the entire life of the contract.

At this time, I respectfully request the Board of Directors to authorize the Executive Director to enter into an agreement with an initial term of two (2) years with an option of three (3) one-year extensions with the above vendors for Bus Starters and Components for a total not-to-exceed amount of \$160,126.

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





## **RESOLUTION 2024-36 BUS STARTERS AND COMPONENTS**

A Resolution authorizing the Executive Director to enter into an agreement for an Initial Term of two (2) years with an Option of three (3) one-year terms for Bus Starters and Components:

**WHEREAS**, a competitive solicitation, Invitation to Bid (ITB) 20241881 was issued on June 27, 2024 for such supplies; and

**WHEREAS**, TARC received three proposals to its ITB, and based on these proposals, TARC deemed a multi-vendor award to Kirks; Muncie; and Romaine as being the most responsive and responsible for these parts; and

**WHEREAS**, TARC seeks multi-vendor award to provide Bus Starter parts and related components; 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 an agreement for an Initial Term of two (2) years with an Option of three (3) one-year term extensions with Kirks; Muncie; and Romaine based upon a proposed cost for a not-to-exceed amount of \$160,126.

**ADOPTED THIS 25th DAY OF September, 2024**

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**Ted Smith, Chair of the Board of Directors**