

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, May 28, 2025 at 9:00 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; the livestream will be at the top of the page; No Facebook account is needed.

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

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

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

Guidelines to speak before the TARC Board of Directors:

- a) Only ten (10) residents of TARC's service area per Board meeting will be allowed to speak; if less than ten (10), then the TARC Board Chair may allow a non-resident of Metro Louisville to fill a vacant slot;
- b) Speakers shall be restricted to a maximum of three (3) minutes each and may not share these minutes with any other speaker; however, persons with medically recognized disabilities who are entitled to a reasonable accommodation under the Americans with Disabilities Act (ADA) shall be given an additional minute to speak;

.....continued.....

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- 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 – May 28, 2025

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|-----|---|--------------------|------------|
| 1. | Quorum Call/Call to Order/Meeting Minutes | Ted Smith | 9:00 |
| | A. Approval of April Meeting Minutes | Board of Directors | 9:00-9:05 |
| 2. | Public Comments | Pat Mulvihill | 9:05-9:10 |
| 3. | Board Chair's Report | Ted Smith | 9:10-9:15 |
| 4. | Finance Committee Report
Action Items | Steve Miller | 9:15-9:35 |
| | A. Resolution 2025-16 TransTrack Sole Source | Joe Triplett | |
| | B. Resolution 2025-19 Ellipse Support Maintenance | Joe Triplett | |
| | C. Resolution 2025-17 Bus Transmission & Related Supplies | Shirley Dean | |
| | D. Resolution 2025-18 Bus Engines and Related Components | Shirley Dean | |
| 5. | Operations Committee Report
Action Item | Alice Houston | 9:35-9:40 |
| | A. Resolution 2025-15 Title VI Policy Amendment | Aida Copic | |
| 6. | Outstanding Employee Shawn Brian | Ozzy Gibson | 9:40-9:45 |
| 7. | TARC 2025 -Jarred Walker Report | Scudder Wagg | 9:45-10:00 |
| 8. | Executive Session | Ted Smith | 10:00 |
| 9. | Executive Session | Ozzy Gibson | TBD |
| | A. Resolution 2025-20 JCPS | | |
| | B. Discussion NIA Center LOI | | |
| 10. | Staff Reports and Presentation | | TBD |
| | A. Financial Statements for March 2025 | Matt Abner | |
| | B. Monthly Performance Report | Rob Stephens | |
| 11. | Board Members Open Discussion | | TBD |
| 12. | Adjournment | Ted Smith | NOON |

TARC BOARD OF DIRECTORS MEETING



April 23, 2025 Board Meeting Minutes

The Board of Directors of Transit Authority of River City (TARC) met on April 23, 2025 at 9:00 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
Alice Houston
Steve Miller
Abbie Gilbert
Michael Schnuerle
Justin Brown

Virtual

DuWayne Gant
Christy Ames

Declined

Meeting Called to Order

Abbie Gilbert called meeting to order at 9:08 a.m.

Quorum Call

March 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.

William Mays and Deborah Henderson were the two public speakers.

- Discussed the effects of proposed service changes on riders, particularly those in marginalized communities.
- They expressed concerns about reduced service, increased transfer requirements, and the need for reliable transportation to access jobs.
- They also discussed the importance of maintaining service along Dixie Highway and the potential benefits of increasing revenue through occupational taxes.
- They emphasized the need for more extensive and convenient service to boost local economy and attract visitors.
- Ms. Henderson also highlighted the challenges faced by riders with disabilities and the need for improved accessibility.
- They also discussed raising rider fares and the occupational tax.

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Scott Giltner presented a certificate of appreciation to Ozzy Gibson for TARC's participation in moving volunteers for the Wreaths Across America event at Zachary Taylor National Cemetery.

Special Reports

Steve Miller presented the Finance Committee Report.

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

Action Items

Rob Stephens presented Resolution 2025-7 Amendment No.4 to Management Consulting Professional Services.

- This Resolution is for a sole source procurement to continue the services that TransPro has already commenced and to see such tasks through to their completion. Some of these assigned tasks are: the executive recruitment with an immediate need to assist in the search for a new Director of Transportation, assessment and review of the Maintenance Department, along with other business support.
- TARC seeks approval for an amount of \$140,000, which increases the contract not to exceed amount to a new total not to exceed amount of \$717,379.
- TARC believes that it is its best interest to proceed with this sole source procurement as TransPro is knowledgeable and familiar with TARC's operations, has already commenced working on such tasks, and further delay would compromise these time-sensitive tasks from being completed.
- Furthermore, this sole source shall be for thirteen (13) months with a new contract expiration date of December 31, 2025.
- A brief background of information regarding TransPro was shared with the Board Members.

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

Steve Miller said, "We are not rebidding this service because there is a long-standing relationship with this company, TransPro, and they have specific knowledge of our situation."

Maria Harris presented Resolution 2025-9 Amendment No. 3 to TARC Procurement Policy.

- TARC wants the Procurement Department and its staff doing business with contractors, vendors, suppliers and consultants to know the obligations and responsibilities to follow all applicable federal, state and local laws and policies as TARC's agents as it relates to business and procurement transactions.
- In order to ensure policies and laws are adhered to by TARC staff conducting and facilitating procurement process, TARC has created policies which are set forth in the Procurement Policy and which was most recently adopted by this Board in December 2018.
- TARC has reviewed this Procurement Policy and is now proposing to make amendments and updates to such Policy. The amendments are consistent with changes in federal, state and local laws.
- The new policy changes the approvals for monetary spending thresholds for respective Directors, Chief Operating Officer (COO), Chief Financial and Administrative Officer (CFAO), Executive Director (CEO) and the Board, and sets forth such monetary thresholds when a competitive solicitation must occur.

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- A new provision has been added. The provision lays out details regarding contracting with small and minority owned businesses, and labor surplus.
- The Policy has been updated to reflect the model FTA Clauses and Requirements, which must be included in every solicitation for goods and service.
- Finally, the new policy further updates the conflicts of interest rules with respect to employees, officers and members of the Board of Directors at TARC.

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

Shirley Dean presented Resolution 2025-10 Tire Leasing Servicing (#20251923).

- TARC is proposing to extend the terms of Goodyear's contract (20251923) for Tire Leasing & Servicing of up to 12 months as a single source procurement through February 28, 2026.
- This will support the agency's Tire Leasing & Servicing requirement up to the preparation of a new solicitation for tire leasing and servicing requirement in July 2025.
- TARC's Procurement Department reached out to Goodyear and discussed the current contract due to TARC's possible route changes in the near future.
- TARC wanted to make contractor aware of possible service changes and its impact on product needs.
- Additionally, the Procurement Department requested Goodyear for a single-source procurement to provide a short-term solution to support TARC's needs as we prepare to competitively solicit such services.
- Based on the pricing analysis that was conducted less than a year ago, the negotiated unit price and labor rates is fair and reasonable, with an expected total contract amount of not to exceed \$500,000.

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

Shirley Dean presented Resolution 2025-12 Transit Bus Batteries & Common Use Batteries.

- The Procurement Department proposes a multi-vendor award contract for transit bus batteries and common use batteries to two (2) vendors with a not-to-exceed amount of \$130,000 for a term of two (2) years.
- The staff recommends the award of transit bus batteries and common use batteries to both Clarke Power Services and Interstate Batteries. Both companies lowest bid price was determined to be the most favorable to TARC.

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

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Joe Triplett presented Resolution 2025-11 Sole Source Genfare License, Maintenance and Support Subscription.

- The purpose of this resolution is to provide updated authority for the annual license, support and maintenance agreement that TARC maintains with Genfare.
- TARC has utilized Genfare products since late 1998 to support the on-board bus fareboxes, backend support operations and farebox upgrading to FastFare in 2018.
- We are seeking to exercise the remaining three (3) years of the contract with a not to exceed amount of \$295,710 which shall expire in February 2028 to continue the use of the software, licenses, support, and maintenance for the fareboxes on TARC's bus fleet as well as the Genfare Link application.
- Genfare is the top company in the industry over 80% of transit companies across the country use them. The Resolutions will move on to the Board.

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

Tonya Day presented Resolution 2025-13 FY26 Budge Resolution.

- TARC Fiscal Year 2026 Budget continues fixed route and paratransit services similar to the prior fiscal year.
- Thanks to the work to right-size TARC and our partnership with JCPS, TARC is fairly stable in its near-term financial position.
- While TARC has been rescued from the fiscal cliff in years past by several one-time federal funding sources to help the continuation of services, those funding options will no longer be available beyond next fiscal year and this budget reflects that reality.
- This recommended budget continues the necessary steps that began last year to be fiscally responsible in order to manage a projected significant future shortfall.
- During the fiscal year, TARC will work to complete the TARC 2025 study and create an implementation plan that will create a more sustainable TARC based on current funding sources.
- This resolution requests the Board to adopt the TARC FY 2026 budget and to authorize the Executive Director to forward the budget to Louisville Metro Government for its consideration.

Board Members discussed the FY26 Budget.

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

Alice Houston presented the Operations Committee Report.

- Several of the slides in the Operations Reports are going to be revised for the next meeting.

Ozzy Gibson presented the Executive Director's Report.

- William Harris was honored for retiring from TARC after 25 years on the job!
- The list of Perfect attendance is being recognized throughout TARC. And we have seen a direct correlation between publicity and uptick in our service going out on the street.

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- Trainers have been doing ride-alongs with operators to determine if there are problems on the route.
- Leadership training for our management team has wrapped up an eight-month program.
- MYTARC Card Information cards are being distributed to riders that may be having issues with their card not working at the fare box. This should help with delays with boarding.
- Presented the Peer Comparison Slide.
- Update on JCPS: had a phone call with Dr. Marty Polio on Monday afternoon and we agreed to have a meeting in two weeks to discuss pain points.

Ted Smith presented the Board Chair Report and the Executive Committee Report.

- Executive Committee has had a lot of time to review the FY26 Budget.
- Different scenarios in regards to the FY26 Budget were review by Board Members.
- Evaluation of the Executive Director is coming up.
- The challenges with JCPS were discussed in the Executive Meeting.

Staff Reports

Matt Abner presented the March Financials. Refer to the PowerPoint.

Tonya Day presented the Procurement Calendar.

Alex Posorske presented TARC 2025 Update.

- Opportunity to present the TARC 2025 plan at APTA conference.
- We have presented TARC 2025 to 169 public meetings.
- Good press coverage over the past several weeks.
- Ozzy Gibson has been booked on a national podcast as result of the APTA presentation.

Rob Stevens presented the Monthly Performance Report.

- Board Members requested follow ups on the following:
 - TARC APP, “when will it be ready, July? Is that a vendor issue?”
 - “Can AVAIL list the slow sections of the route and how does that affect the whole route, or is it the whole route slow?”
 - Operations Slide 7: “can names be added to route numbers? Order in worst to best routes and note if schools, stops, traffic extra.”
 - Operations Slide 17 Ridership slide: “How have our peers bounced back from Covid? These trends should be added to our strategic planning moving forward. Plus added for discussion in future meetings.”

Abbie Gilbert made a motion to adjourn at 10:48 a.m. This motion was seconded by Alice Houston and approved by the Board.

Abbie Gilbert, Vice-Chairperson of the TARC Board of Directors

Date

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: May 28, 2025

Re: Resolution 2025 – 16 TransTrack License, Support and Maintenance - Sole Source (20251930)

The purpose of this resolution is to provide updated authority for the annual license, support and maintenance agreement that TARC maintains with TransTrack. TARC has utilized TransTrack products since 2020 to use Business Analytics to produce meaningful reports that assist in making business decisions and automating the NTD reporting process as much as possible.

On August 25, 2020, Resolution 2020-37 was authorized and approved by the TARC Board of Directors to negotiate and execute a contract number P-2822 with TransTrack Systems, Inc. The Resolution was for the annual license, support and maintenance agreement for a total of five (5) years.

We have come to the end of the fifth year. We are seeking to procure a new sole source contract with TransTrack for a period of one (1) year with an optional four (4) one-year terms with a not to exceed amount of \$508,750 which shall expire in June 2030 to continue the use of the software, licenses, support, and maintenance for TransTrack.

TARC is also working with TransTrack on a project to transition several data sources from Trapeze/Vontas to Avail. TransTrack will deactivate existing imports from Trapeze/Avail and create new imports from Avail using SQL cloud connection operational data provided by Avail. Some of the imports are- Route Calendar, Route Plan, Trip Summary, On-Time Performance, and Stop Sequence. This project has a one-time cost of \$18,250.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to enter into an initial term of one-year with an optional four (4) one-year terms with TransTrack Systems, Inc. to continue the services at the scheduled pricing in the amount of \$527,000.

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

Resolution 2025-16 TransTrack License, Support and Maintenance - Sole Source (20251930)

A Resolution authorizing the Executive Director to enter into a one (1) year contract with four (4) optional one-year terms with TransTrack Systems, Inc. to continue the use of the software, licenses, support, and maintenance to assist in making business decisions and automating the NTD reporting process at a cost not to exceed \$527,000.

WHEREAS, Transit Authority of River City (TARC) seeks software system support and maintenance on our business analytics and NTD reporting; and

WHEREAS, TARC initiated a renewal for sole source procurement and pricing analysis for TransTrack software system support and maintenance; and

WHEREAS, TARC seeks to award a sole source contract for one (1) year initial term with four (4) one-year optional terms of scheduled pricing from TransTrack that was deemed fair and reasonable; and

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

The Executive Director is hereby authorized to enter into a sole source contract for an initial term of one (1) year with four (4) one-year options with TransTrack Systems, Inc. based upon the scheduled pricing not to exceed amount of \$527,000.

Adopted this 28th day of May 2025

Ted Smith, Chair, Board of Directors

MEMORANDUM

To: Ted Smith, Chair of TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: May 28, 2025

Re: Resolution 2025-19 Sole Source 20211525 Amendment 2 to Ellipse Annual Licensing Fees

TARC's enterprise-wide resource planning system (Ellipse Software) was originally procured and awarded through a competitive bidding process in early 2000. The system was implemented in 2002 and later upgraded in 2018. The system has been in place for over twenty years.

In order to meet our asset management and state of good repair requirements, we believe it is important that we continue to use the system. However, TARC requires that licensing of Ellipse and any software system be provisioned annually with a year-to-year agreement.

In May 2021, we requested Hitachi Power Grid (formerly ABB) for a sole source quote for the continued licensing and support of the ERP system. Based on our request, Hitachi provided the following pricing for the upcoming five (5) years. The agreement with Hitachi was renewable annually through May 2026, and this is the last annual request for this agreement. The amount for the fifth year of this agreement is \$168,292.

The Procurement Department performed a pricing analysis and an Independent Cost Estimate for the licensing fees and found that the price provided is fair and reasonable.

The Review Committee recommends the award of an agreement for Ellipse Software Licensing to Hitachi Power Grid.

At this time, we respectfully request the Board of Directors to authorize the Executive Director to enter into a licensing agreement with a term of one (1) year with Hitachi Power Grid for Ellipse ERP Software in the amount not to exceed \$168,292.

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

RESOLUTION 2025-19 SOLE SOURCE AMENDMENT 2 TO ELLIPSE ANNUAL SOFTWARE LICENSING FEES

A Resolution authorizing the Executive Director to negotiate and enter into a contract term of one (1) year with a not to exceed amount of \$168,292.

WHEREAS, TARC seeks an enterprise resource planning software firm to provide and assist TARC with its Financial and Operational resource software system needs; and,

WHEREAS, a sole source request for pricing received on June 25, 2024.

WHEREAS, TARC received a proposal from Hitachi and were deemed responsive,

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

The Executive Director is hereby authorized to enter into a Term of one (1) year contract with Hitachi ABB Power Grid based upon Price Sheet herein for Ellipse Software and Licensing for a not-to-exceed amount of \$168,292.

ADOPTED THIS 28th DAY OF May 2025

Ted Smith, Chair of the Board of Directors



MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: May 28, 2025

Re: Resolution 2025-17 Transmissions and Related Components (ITB 20251902)

On March 21, 2025, the procurement department released an Invitation for Bid 20251913 for new and remanufactured bus transmissions and related components which included sixteen (16) inventory parts. The solicitation intent is to award the contract to the lowest bidder(s). On April 17, 2025 we received four (4) responses from the following qualified vendors: Clarke Power Services, Reliable Transmission Service, Gillig LLC and Vehicle Maintenance Program. All bids met the specified requirements and were deemed responsive and responsible.

Procurement Department conducted an independent cost estimate using prior purchase history and current market price. It was determined an estimated annual spend of \$148K may be expected in the coming years.

The Procurement Department proposes a multi-vendor award contract for new and remanufactured bus transmissions and related components to both Clarke Power Services and Reliable Transmission Service. Both companies lowest bid price was determined to be the most favorable to TARC. The award is for a term of two (2) years with a total not-to-exceed amount of \$289,815.84.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to negotiate and enter into a two (2) year contract with Clark Power Services and Reliable Transmission Service at a not to exceed amount of \$289,815.84 to provide new and remanufactured bus transmissions and related components to TARC.

Please call me at 502-561-5135 if you have any questions. Thank you.



RESOLUTION 2025-17

TRANSMISSIONS AND RELATED COMPONENTS

A Resolution authorizing the Executive Director to negotiate and enter into a two (2) year term with Clarke Power Services and Reliable Transmission Service based upon the attached bid pricing for new and remanufactured bus transmissions and related components with a not-to-exceed amount of \$289,815.84.

WHEREAS, TARC seeks a vendor or vendors to supply new and remanufactured bus transmissions and related components for TARC's bus fleet; and

WHEREAS, a competitive solicitation, invitation to bid (ITB) was issued on March 21, 2025 for such parts; and

WHEREAS, TARC received proposals from Clarke Power Services and Reliable Transmission Service, which were all deemed responsible and responsive; and

WHEREAS, Procurement Department conducted an independent cost estimate and deemed pricing by Clarke Power Services and Reliable Transmission were within market range and determined to be 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 two (2) year contract term with the vendors set forth above based upon their cost submittals for a not-to-exceed amount of \$289,815.84.

ADOPTED THIS 28TH DAY OF May 2025

Ted Smith, Chair of the Board of Directors

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: May 28, 2025

Re: Resolution 2025-18 BUS ENGINES AND RELATED COMPONENTS (ITB #20251925)

On April 1, 2025, the procurement department released an Invitation for Bid 20251913 for bus engines and related components which included remanufactured engines. The solicitation intent is to award the contract to the lowest bidder(s). On April 29, 2025 we received ten (10) responses from the following qualified vendors: Allied Tools, Inc.; Clarke Power; Cummins, Inc.; DLR Distributors; Diesel Injection USA; Gillig, LLC; Kirk's Automotive, Inc.; MCI; Muncie Transit Supply; and Roppel. All bids met the specified requirements and were deemed responsive and responsible.

The Procurement Department conducted an independent cost estimate and found that the lowest pricing for these vendors was less than the estimated annual independent cost estimate. Therefore, the most favorable award to TARC is a multi-vendor award.

The Procurement Department proposes a departure from our current practice of soliciting these commodities every 9 months as part of our process improvement and move to industry best practice. a multi-vendor award contract for bus engines and related components to each of the ten (10) aforementioned bidders resulting in firm fixed-price contracts with each vendor for an initial term of one (1) year with an option to renew for an additional one (1) year for a total not-to-exceed amount of \$1,153,057.19.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to negotiate and enter into a contract with all ten (10) vendors (Allied Tools, Inc.; Clarke Power; Cummins, Inc.; DLR Distributors; Diesel Injection USA; Gillig, LLC; Kirk's Automotive, Inc.; MCI; Muncie Transit Supply; and Roppel) for an initial term of one (1) year with an option to renew for an additional one (1) year at a cost not to exceed \$1,153,057.19.

Please call me at 561-5135 if you have any questions. Thank you.

RESOLUTION 2025-18

BUS ENGINES AND RELATED COMPONENTS

A Resolution authorizing the Executive Director to negotiate and enter into a contract with all ten (10) vendors (Allied Tools, Inc.; Clarke Power; Cummins, Inc.; DLR Distributors; Diesel Injection USA; Gillig, LLC; Kirk's Automotive, Inc.; MCI; Muncie Transit Supply; and Roppel) for an initial term of one (1) year with an option to renew for an additional one (1) year at a cost not to exceed \$1,153,057.19.

WHEREAS, TARC seeks a multi-vendor award to support the Maintenance Department of their needs of Bus Engines and Related Components; and

WHEREAS, ten (10) responsive and responsible proposals were received from qualified providers of bus engine and related components including remanufactured engines; and

WHEREAS, the staff recommends an award to all ten (10) vendors based on competitive pricing within range of the independent cost estimate as the best value solution for TARC; and

WHEREAS, the total contract amount shall not exceed \$1,153,057.19 for the term life; and

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

The Executive Director has authority to authorize and negotiate into a contract for an initial term of one (1) year with an option to renew for an additional one (1) year with the aforementioned ten vendors for a not to exceed amount of \$1,153,057.19

ADOPTED THIS 28th DAY OF MAY 2025

Ted Smith, Chair of the TARC Board of Directors



MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: May 28, 2025

Re: Resolution 2025-15 Title VI Service Equity Analysis Policy Amendment

TARC is in the process of developing TARC 2025 Draft Plans for network restructuring and efficiency improvements to be implemented in the Summer of 2026. Along with this process, TARC reviewed and evaluated our current Title VI Policies for Service Equity Analysis (SEA) to ensure these policies are updated and can be applied for service equity analysis for the entire systemwide network.

Why Amend the Title VI Policy

TARC's 2013 Title VI Service Equity Policies were written over 10 years ago and needed a minor update to be applicable to future systemwide service changes and the upcoming network restructuring process.

Minimal Amendments

The most significant parts of the TARC Title VI Service Equity Policy are its thresholds that trigger a Service Equity Analysis: (1) the degree of change in service that triggers an equity analysis (25%), and (2) the degree of difference that is considered acceptable between protected and non-protected populations' experiences of a change (10%). We recommend leaving those thresholds as they are.

Some minimal amendments would make this policy usable for the network redesign, while also clarifying some terms. The amendments are as follows:

1. Clarifying that the change in service that is considered "major", triggering an equity analysis, would be a change that increases either the revenue hours or revenue miles on a route in a typical weekly schedule.
2. Clarifying that the degree of acceptable difference between populations is 10 percentage points.



The above clarifications are consistent with the usual interpretation of those terms, both within TARC and among peer agencies. However, the existing policy leaves it vague, and thus a clarification is recommended.

3. Allowing the measurement of equity impacts on routes individually or cumulatively.

This is the norm among peer agencies. An equity analysis must be performed for a Major Service Change; however, the analysis can be performed either on an individual route analysis (old-route-compared-to-new-route) or on a cumulative analysis (old group of routes compared to new group of routes) basis.

TARC has a longstanding commitment to meet both, the spirit and letter of Title VI of the Civil Rights Act of 1964, which prohibits discrimination based on race, color, or national origin in programs or activities that receive federal financial assistance.

Public Participation Process

In accordance with the TARC's Public Participation Policy, TARC has solicited public comments on the proposed SEA Policy Amendment through various channels of communication, and through the three open-house public meetings held on April 22nd, 23rd, and 24th, 2025.

Additionally, TARC invited a group of the community representatives to participate in a focus group discussion led by TARC staff and the JWA consultant. The focus group participants did not express any concerns with the proposed Policy amendment.

While the public had questions and discussed the policy amendment with TARC team, we did not receive any comments nor concerns specific to the policy amendment itself.

The public has been solicited to comment through a news release widely distributed through the TARC website, media, local elected officials, and social media. TARC solicited comments through the ridetarc.org website, phone line, and social media outlets Twitter and Facebook. The public can provide comments to TARC at any time via phone, email, letters and social media.

Attached to this Memo is the final language of the SEA Policy Amendment, and the Major Service Change Policy as adopted in Title VI Program from 2013.

The attached resolution seeks the TARC's Board of Directors approval of the Title VI Service Equity Analysis Policy Amendment.

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



Resolution 2025-15 - Title VI Service Equity Analysis Policy Amendment

WHEREAS, TARC is in the process of developing TARC 2025 Draft Plans for network restructuring and efficiency improvements to be implemented in the Summer of 2026; and

WHEREAS, along with this process, TARC reviewed and evaluated its current Title VI Policies for Service Equity Analysis (SEA) to ensure these policies are updated and applicable for service equity analysis for the entire systemwide network; and

WHEREAS, TARC's 2013 Title VI Service Equity Policies were written over 10 years ago and need a minor update to be applicable to future systemwide service changes and the network restructuring process; and

WHEREAS, the most significant parts of the TARC Title VI Service Equity Policy are its thresholds that trigger the Equity Analysis Review: (1) the degree of change in service that triggers an equity analysis (25%), and (2) the degree of difference that is considered acceptable between protected and non-protected populations' experiences of a change (10%); and

WHEREAS, those thresholds are not subject to this Policy Amendment and remain as they are; and

WHEREAS, amendments will make this policy usable for the network redesign, while also clarifying some terms; and

WHEREAS, the minimal amendments are as follows:

- clarifying that the change in service that is considered "major", triggering an equity analysis, would be a change that increases either the revenue hours or revenue miles on a route in a typical weekly schedule; and
- clarifying that the degree of acceptable difference between populations is 10 percentage points; and
- allowing the measurement of equity impacts to be performed on routes individually or cumulatively; and

WHEREAS, these clarifying changes are a commonly accepted interpretation, both within TARC and among peer agencies; and

WHEREAS, the purpose of the Title VI Equity Analysis and evaluation process is to address any potential impact of major service changes on TARC's passengers, minority and low-income populations; and



WHEREAS, TARC has a longstanding commitment to comply with Title VI of the Civil Rights Act of 1964 that prohibits discrimination based on race, color or national origin in programs or activities that receive federal financial assistance; and

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

WHEREAS, in accordance with TARC's Public Participation Policy, TARC has solicited public comments on the proposed Service Equity Analysis Policy Amendment through various channels of communication, and in person with numerous open house public meetings held in April 2025; and

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

The TARC Title VI Service Equity Policy Amendment is hereby approved.

Adopted this 28th day of May 2025.

Ted R. Smith, Chair Board of Directors

May 28, 2025

Shawn Brian

Utilizing the De-Escalation Training

Shawn has been a TARC employee for Almost 4 MONTHS!
He is one of our Coach Operators.

On Tuesday, May 15th at approximately 8:45 pm, Coach 1357, Line 4, a fight between 2 passengers erupted.

- Shawn Brian calmly pulled the coach over and followed procedure by contacting the Control Center and opening both front and back doors of the coach.
- The aggressor eventually departed the coach while the victim remained on the coach.
- While waiting for assistance, the victim became irate and impatient because "we called the police" when we actually just called the Control Center.
- The victim became adamant and threatening by advising the operator to continue on route and leave the scene.
- Mr. Brian calmly responded that he did not call the police and then closed the doors and complied with the victim's demands by driving on.
- At the next stop, 3 LMPD vehicles arrived and removed the victim from the coach without further incident.

Mr. Brian utilized his de-escalation training to diffuse a volatile situation.

Shawn Brian kept his passengers and himself safe.

Thank you for your ongoing contribution to the success of TARC!

Sincerely,

A blue ink signature, appearing to read "Ozzy", is written over a light blue horizontal line.

Ozzy Gibson
Executive Director



Goodwill
Industries of Kentucky

PURCHASE PROPOSAL OUTLINE

**2900 West Broadway
Louisville, Kentucky 40211
May 21, 2025**

PURCHASER:	Goodwill Industries of Kentucky, Inc, or assigns Attn: John Barnett, Director of Property Acquisition 2820 West Broadway Louisville KY 40211 502-272-1706 john.barnett@goodwillky.org
SELLER:	TARC 1000 West Broadway Louisville KY 40203
BROKER:	None
PROPERTY:	2900 West Broadway, Louisville KY being approximately 3.05 acres gross, Parcel number 046A00290000,further identified as Tract 2 on Minor Subdivision Plat, Exhibit "A".
PRICE:	\$2,100,000.00 cash totaling at closing less Earnest Money and other Credits, <u>provided the aforementioned price is affirmed by independent appraisal review.</u>
EARNEST MONEY:	\$25,000.00 deposited with Kinhead & Stilz, PLLC.
CONDITIONS:	Purchaser's obligation shall be subject to Purchaser confirming that at no additional expense to Purchaser that the Property has access to all necessary utilities included but not limited to sanitary sewer, storm sewer and storm detention ponds, water, gas, electric and fiber optic. Purchaser obtaining satisfactory title, survey, geotechnical tests and soil compaction, environmental testing, satisfactory ingress and egress to adjacent roads, streets, easements, satisfactory pylon representation, acceptable off-site drainage, review of documents governing the Property and zoning.
SELLER'S EXPENSES:	Seller shall provide to Purchaser if available, at no expense to Purchaser, an ALTA and Topographical Survey within thirty (30) days of purchase agreement execution. Seller at its expense shall pay: Seller's legal or mortgage pay off expenses if any, ½ of the insured closing, and payoff of any existing mortgages and other traditional or customary Seller expenses. Seller (at no cost to Purchaser) shall provide to Purchaser copies of all documents <u>in its possession, which pertain to the following:</u> restrictions, leases, zoning or development restrictions, easements, tests, drawings, surveys, engineered drawings, environmental remediation work, engineering and testing results,

	No Further Action Letters or other information in Seller's possession providing information regarding or affecting the Property.
PURCHASER EXPENSES:	Purchaser shall pay for its <u>ALTA and Topographical Survey, if it elects to have one,</u> geotechnical and soil tests, environmental testing and for architectural, engineering, financing fees, any legal expenses incurred by Purchaser, zoning expenses, building or other permits associated with future development of the Property, and ½ of insured closing fee.
BOARD OF DIRECTORS APPROVAL:	Purchaser's obligation shall be subject to obtaining Board of Directors Approval at July 2025 Board Meeting. <u>Seller's obligation shall be subject to its Board of Directors Approval to surplus the property and the Federal Transit Administration's approval of the transaction between Purchaser and Seller.</u>
TIMING:	Purchaser shall have 90 days from the receipt of acceptable Title and Survey to satisfy its conditions. Purchaser shall have two, 30-day extensions at no additional expense. If a rezone, variance or other third-party <u>third-party</u> approval is required, to satisfy conditions, permitting, the due diligence period shall be extended during the time the rezone, variance or third-party approval is being obtained at no additional cost to purchaser.
CLOSING:	Within Thirty (30) days after the later of expiration of the Due Diligence Period, issuances of permits or options to extend if exercised by the Purchaser or termination of any leases.

This Proposal shall be expressly conditioned upon the parties entering into a binding Purchase Agreement within thirty (30) days after the final acceptance of this Proposal, subject to respective Board of Directors approvals and Federal Transit Administration approval of the transaction between Purchaser and Seller. All information contained herein shall remain confidential between the parties.

Acknowledged and accepted this _____ day of May 2025

PURCHASER: GOODWILL INDUSTRIES OF KENTUCKY, INC or its Assigns

By: _____

Its: CEO and President

Acknowledged and accepted this _____ day of May 2025

SELLER: Transit Authority River City

By: _____

Title: _____

VOID IF NOT ACCEPTED ON OR BEFORE 5:00 PM THE 30th day of May 2025.

This proposal is intended for discussion purposes only and does not constitute a formal agreement. Only a fully executed Purchase Agreement shall be binding upon the parties.

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



Current month Operating Revenues are over budget \$1,057,813 (pg. 2, line 9) mainly due to Passenger Fares and Other Agency Revenues being over budget. Current month Operating Expenses are under budget \$569,058 (pg. 2, line 41) primarily due to Direct Labor and Materials expenses being over budget. Capital Expenses are under by \$248,303 (pg. 2, line 48) due to Development Costs and Depreciation being under budget for the month.

Year-to-date Operating Revenues are over \$4,855,982 (pg. 2, Line 9) due to all revenues being over except Advertising. As with the current month, this is being driven by Passenger Fares and Other Agency Revenues which includes those from JCPS. Year to date Operating Expenses are under budget \$7,508,508 (pg. 2, line 41) due to all expenses being under budget, except Labor. While Labor expenses are over for both current month and Year-to-date expenses due to the JCPS agreement, a portion of those wages will be recovered based on that agreement. Year-to-date Capital Expenses are under budget \$893,121 (pg. 2, line 48) due to Development Costs being under budget which is a product of timing related to Capital Projects.

Overall, for April, TARC is under budget projections for expenses and over on operating revenues mainly due to service adjustments that were projected to begin in January but were actually implemented in July. This trend continues even after budget projections for January were reduced as this is when service level adjustments were assumed to begin. MTTF receipts are over budget \$2,517,713 (pg. 7) year-to-date, bringing the year-to-date net savings to a favorable balance of \$14,882,203 before capital and subsidies.

Operating Expenses	\$7,508,508
Operating Revenues*	<u>\$4,855,982</u>
Subtotal	\$12,364,490
MTTF Overage	<u>\$2,517,713</u>
Total	\$14,882,203

*Operating Revenues includes JCPS agreement revenues of \$4,156,606.04

Statement of Revenue - Expenses - with Capital Contributions

April 2025, Fiscal Year 2025



page 2

		Current Month			Fiscal Year-to-date			
	FY25			Over budget			Over budget	Percentage
Description	Total Budget	Actual	Budget	(Under budget)	Actual	Budget	(Under budget)	Remaining
Revenues								
1 Passenger Fares	5,219,670	686,683	422,157	264,526	5,097,867	4,326,149	771,718	-17.84%
2 Paratransit Fares	977,667	75,874	87,447	(11,573)	830,264	811,477	18,787	-2.32%
3 Special Fare Revenues (MOA/MOU Agreements)	1,536,008	136,229	126,680	9,549	1,418,830	1,288,180	130,650	-10.14%
4 Comp Specials	0	0	0	0	0	0	0	0.00%
5 Advertising Revenue	1,100,000	38,883	91,660	(52,777)	569,847	916,630	(346,783)	37.83%
6 Other Agency Revenues	447,300	878,673	37,167	841,506	4,644,395	372,966	4,271,429	-1145.26%
7 Total Recoveries-Insurance	100,000	16,582	10,000	6,582	99,681	89,500	10,181	-11.38%
8								
9 Operating Revenues	9,380,645	1,832,923	775,111	1,057,813	12,660,883	7,804,902	4,855,982	-62.22%
10								
11 MTTF Contributions- Federated, Operating	69,357,199	5,456,748	5,456,748	0	57,350,571	57,350,571	0	0.00%
12 Local Government Funds - MTTF, Operating	1,628,903	81,871	114,692	(32,821)	395,013	1,336,370	(941,357)	70.44%
13 COVID Funds - FTA, Operating	27,050,613	974,391	2,590,368	(1,615,977)	11,706,831	23,332,725	(11,625,894)	49.83%
14 State Government Funds, Operating	1,671,444	54,829	32,900	21,929	1,482,957	1,280,195	202,762	-15.84%
15								
16 Total Non-Operating Revenues	99,708,159	6,567,839	8,194,708	(1,626,869)	70,935,371	83,299,861	(12,364,489)	14.84%
17								
18 Total Revenues Before Cap Contributions	109,088,804	8,400,762	8,969,819	(569,056)	83,596,254	91,104,763	(7,508,507)	8.24%
19								
20 Local Government Funds - MTTF, Cap	5,898,670	2,094	376,603	(374,509)	709,898	3,908,759	(3,198,861)	81.84%
21 Federal Reimbursement Funds - FTA, Cap	39,050,525	1,053,040	2,875,844	(1,822,804)	15,711,620	26,545,401	(10,833,781)	40.81%
22 State Government Funds, Cap	3,144,221	253,904	235,137	18,767	2,665,043	2,149,344	515,699	-23.99%
23 Other Agencies Revenue, Cap	0	0	0	0	0	0	0	0.00%
24								
25 Total Capital Contributions	48,093,416	1,309,038	3,487,584	(2,178,546)	19,086,561	32,603,504	(13,516,943)	41.46%
26								
27 Total Revenues	157,182,220	9,709,800	12,457,403	(2,747,602)	102,682,815	123,708,267	(21,025,450)	17.00%
28								
29								
30 Expenses								
31								
32 Labor	31,866,017	2,866,379	2,441,176	425,203	29,281,753	27,163,385	2,118,368	-7.80%
33 Fringes & Benefits	29,596,381	2,243,037	2,401,617	(158,580)	23,537,103	24,743,557	(1,206,454)	4.88%
34 Services	8,863,780	712,350	739,459	(27,109)	6,309,302	7,371,538	(1,062,236)	14.41%
35 Materials	8,839,946	738,241	687,668	50,573	6,610,020	7,485,820	(875,800)	11.70%
36 Utilities	1,118,100	54,712	84,000	(29,288)	815,024	946,600	(131,576)	13.90%
37 Casualty & Liability	4,411,270	165,196	367,605	(202,409)	2,055,196	3,676,050	(1,620,854)	44.09%
38 Paratransit	23,295,590	1,574,052	2,176,908	(602,856)	14,655,669	18,838,853	(4,183,184)	22.21%
39 Interest Expense	0	0	0	0	0	0	0	0.00%
40 Other Expenses	1,097,720	46,794	71,386	(24,592)	332,188	878,960	(546,772)	62.21%
41 Operating Expenses	109,088,804	8,400,762	8,969,819	(569,058)	83,596,254	91,104,763	(7,508,508)	8.24%
42								
43								
44								
45 Development Cost & Loss on Disposal	2,646,585	147,548	213,687	(66,139)	810,701	1,219,847	(409,146)	33.54%
46 Depreciation Expenses	15,132,263	1,212,384	1,394,548	(182,164)	11,560,631	12,131,155	(570,524)	4.70%
47 Loss on Disposal of Assets	0	0	0	0	86,549	0	86,549	0.00%
48 Total Capital Expenses	17,778,848	1,359,932	1,608,235	(248,303)	12,457,880	13,351,002	(893,121)	6.69%
49								
50 Total Expenses	126,867,652	9,760,694	10,578,054	(817,361)	96,054,134	104,455,765	(8,401,629)	8.04%
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	(50,894)	1,879,349	(1,930,241)	6,628,681	19,252,502	(12,623,821)	65.57%

Total Labor

April 2025, Fiscal Year 2025



		Current Month			Fiscal Year-to-date			
Description	FY25 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
1 Direct Labor	31,866,017	2,866,379	2,441,176	425,203	29,281,753	27,163,385	2,118,368	-7.80%
2 Sick Leave	1,871,166	113,972	116,728	(2,756)	1,326,418	1,567,612	(241,194)	15.39%
3 Holiday	1,440,936	172,413	146,472	25,941	1,072,120	1,162,851	(90,731)	7.80%
4 Vacation	2,159,864	161,889	168,029	(6,140)	1,862,513	1,809,274	53,239	-2.94%
5 Other Paid Absences	240,600	13,162	16,469	(3,307)	153,377	207,662	(54,285)	26.14%
6								
7 Total	37,578,583	3,327,815	2,888,874	438,941	33,696,181	31,910,784	1,785,397	-5.59%
8								
9 Difference compared to Budget			438,941			1,785,397		
		Current Month			Year to Date			
Description	FY25 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
10 FICA	2,874,764	250,595	220,999	29,596	2,528,107	2,441,177	86,930	-3.56%
11 Pension	7,635,386	630,262	569,397	60,865	6,669,202	6,518,263	150,939	-2.32%
12 Hospital Medical & Surgical	8,529,778	841,946	677,904	164,042	7,347,978	7,173,970	174,008	-2.43%
13 Vision Care Insurance	75,581	4,499	5,623	(1,124)	50,046	64,434	(14,388)	22.33%
14 Dental Plans	308,283	27,069	23,355	3,714	225,776	261,573	(35,797)	13.69%
15 Life Insurance	42,900	3,326	3,281	45	33,812	36,338	(2,526)	6.95%
16 Disability Insurance	141,423	9,681	10,779	(1,098)	112,227	119,865	(7,638)	6.37%
17 Kentucky Unemployment	955,200	24,414	183,040	(158,626)	39,224	579,120	(539,896)	93.23%
18 Worker's Compensation	2,920,000	(14,292)	243,333	(257,625)	1,798,256	2,433,330	(635,074)	26.10%
19 Uniform & Work Clothing Allowance	398,000	3,800	16,000	(12,200)	314,512	366,000	(51,488)	14.07%
20 Other Fringes	2,500	300	208	92	3,536	2,088	1,448	-69.35%
21 Total Fringe & Benefits	23,883,815	1,781,600	1,953,919	(172,319)	19,122,677	19,996,158	(873,481)	4.37%
22								
23								
24 Sick Leave	1,871,166	113,972	116,728	(2,756)	1,326,418	1,567,612	(241,194)	15.39%
25 Holiday	1,440,936	172,413	146,472	25,941	1,072,120	1,162,851	(90,731)	7.80%
26 Vacation	2,159,864	161,889	168,029	(6,140)	1,862,513	1,809,274	53,239	-2.94%
27 Other Paid Absences	240,600	13,162	16,469	(3,307)	153,377	207,662	(54,285)	26.14%
28 Total Compensation Benefits	5,712,566	461,436	447,698	13,738	4,414,429	4,747,399	(332,970)	7.01%
29								
30 Total	29,596,381	2,243,037	2,401,617	(158,582)	23,537,103	24,743,557	(1,206,452)	4.88%
31								
32 Difference compared to Budget			(158,578)			(1,206,452)		

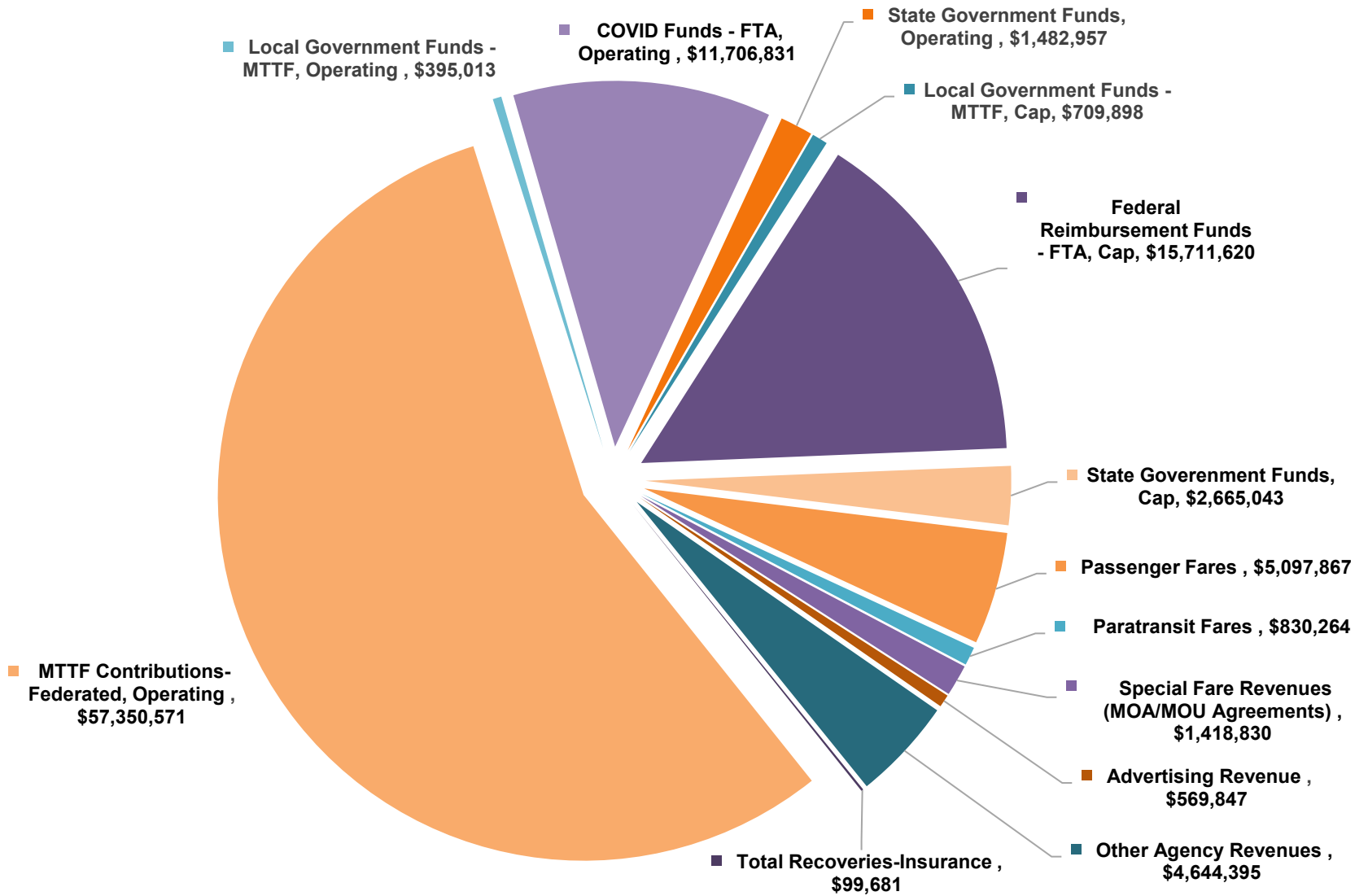
Balance Sheet

April 2025, Fiscal Year 2025

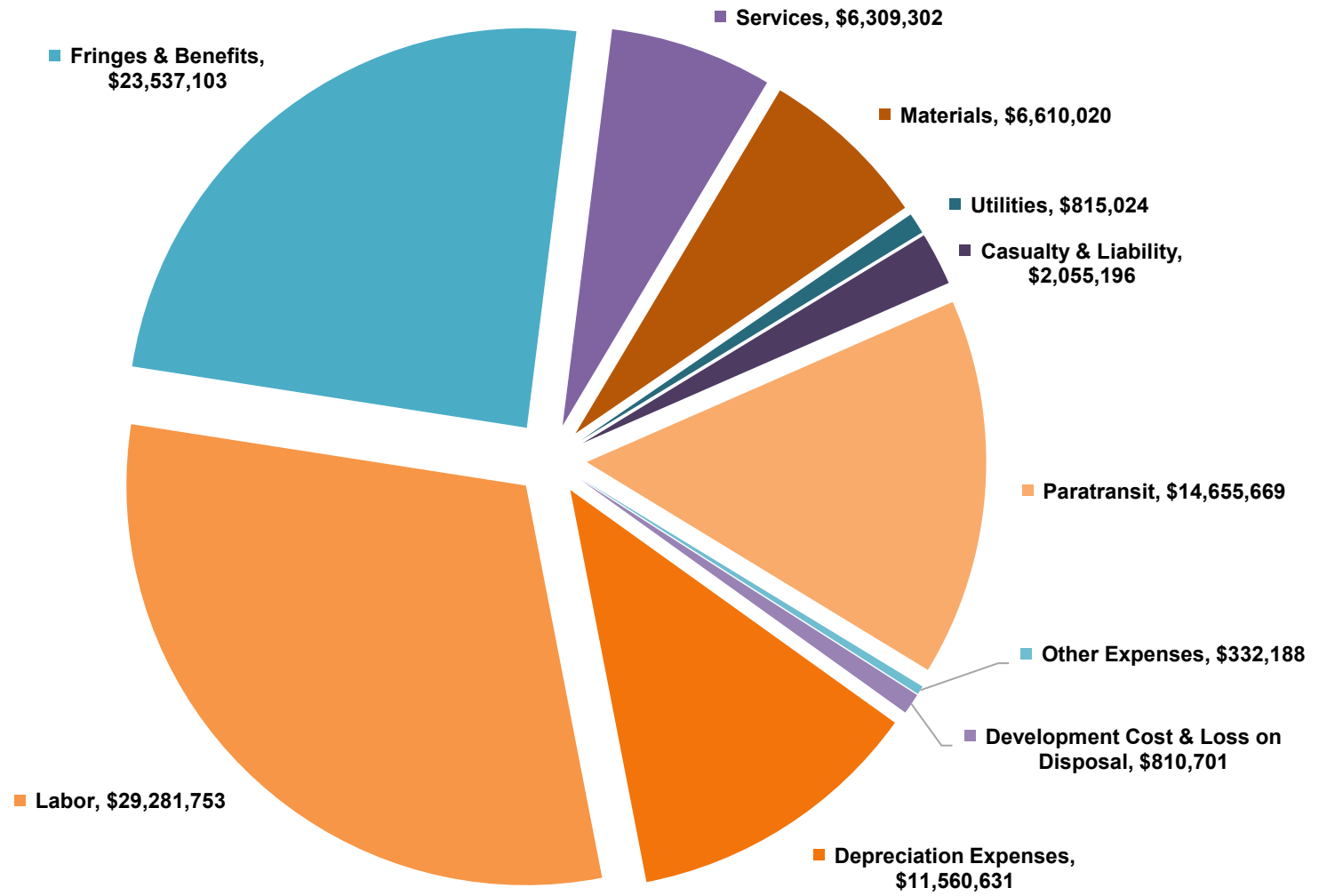


Assets	FY 25	FY 24	Liabilities, Reserves & Capital	FY 25	FY 24
Current Assets			Current Liabilities		
Cash & Cash Items	756,777	1,166,950	Long Term Debt	0	0
Short Term Investments	3,619,964	7,506,604	Short Term Debt	0	0
Accounts Receivable	77,492,578	73,116,109	Trade Payables	3,548,026	7,278,247
Interest Receivable	0	0	Accrued Payroll Liabilities	5,792,299	4,748,166
Due From Grant	80,000	80,000	Estimated Workmans Compensation	3,212,719	4,376,487
Materials & Supplies	3,001,216	2,636,319	Accrued Tax Liabilities	181,992	(173)
Total Current Assets	84,950,535	84,505,982	Unredeemed Tickets & Tokens	1,579,029	2,161,907
Other Assets			Reserves - Injury & Damages	731,532	898,300
Prepaid Insurance & Dues & WIP	517,988	458,867	Due To Operations	80,000	80,000
Total Other Assets	517,988	458,867	Unearned Capital Contributions	66,998,960	62,349,094
Fixed Assets			Other Current Liabilities (Health Ins.)	4,170,138	3,897,136
Land	3,773,249	3,773,249	Total Current Liabilities	86,294,696	85,789,164
Buildings	52,695,780	52,031,826	Equity		
Coaches	140,109,900	140,237,828	Retained Earnings	6,628,681	2,476,946
Office Equipment	17,226,987	13,024,101	Prior Year Retained Earning	80,840,115	78,763,717
Other Equipment	25,509,607	21,816,116	Total Equity	87,468,797	81,240,663
Development Costs	1,913,124	464,689	Total Liabilities & Equity	173,763,493	167,029,827
Vehicle Exp - Operating	1,263,165	1,420,405			
Other Equipment -Operating	171,005	185,715			
Total Fixed Assets	242,662,817	232,953,929			
Less Accumulated Depreciation					
Accumulated Depr Land	896,061	834,781			
Accumulated Depr Buildings	32,962,251	31,352,080			
Accumulated Depr Coaches	88,654,087	89,978,209			
Accumulated Depr Office Equipment	11,173,157	9,834,583			
Accumulated Depr Other Equipment	18,721,651	17,492,576			
Accumulated Depr Development Cost	821,259	151,340			
Accumulated Depr Vehicle Exp - Opr	982,535	1,083,648			
Accumulated Depr Other Equipment Op	156,845	161,732			
Total Depreciation	154,367,846	150,888,951			
Net Fixed Assets	88,294,970	82,064,978			
Total Assets	173,763,493	167,029,827			

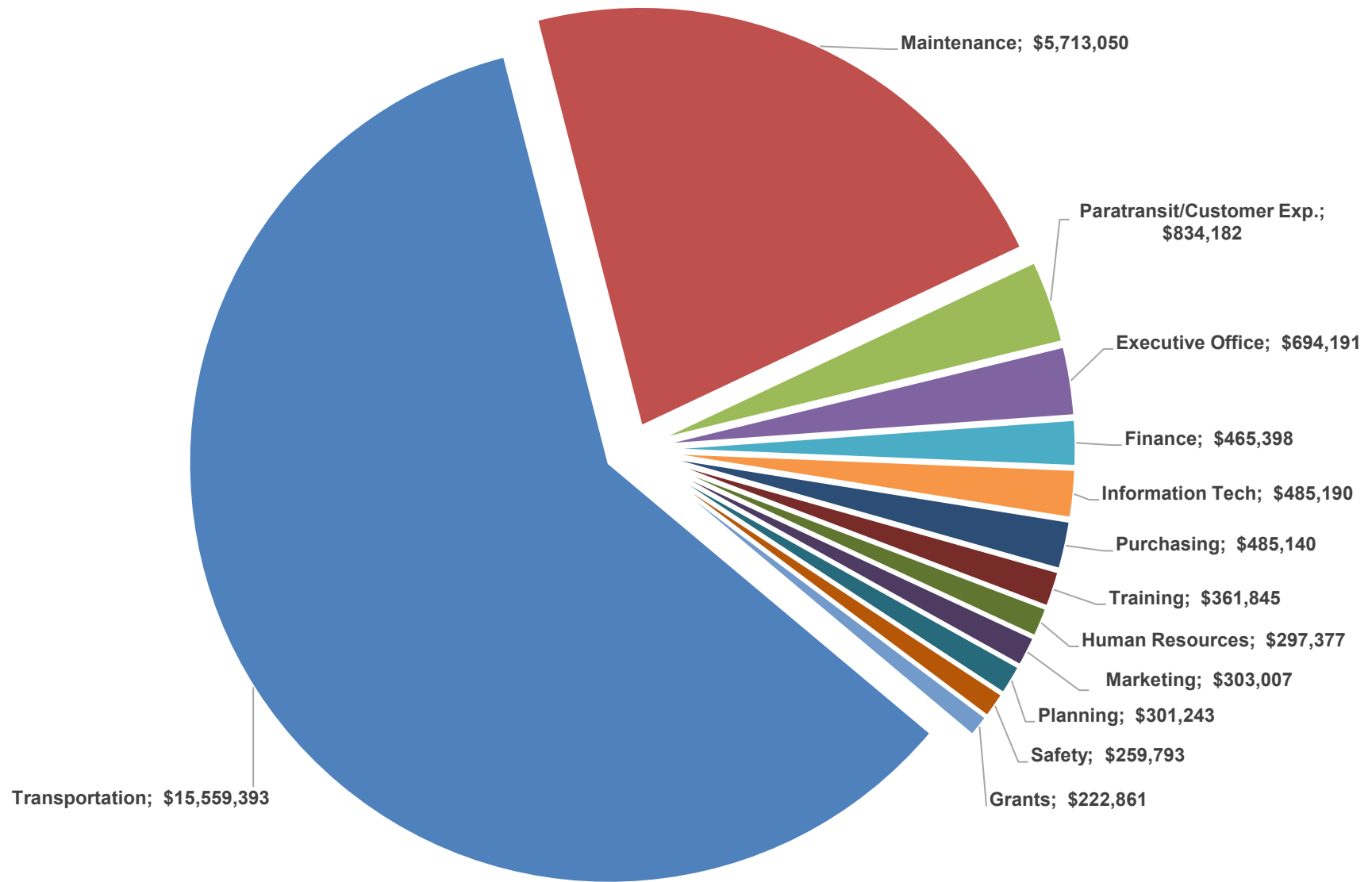
YTD Revenues - April 2025, FY 2025



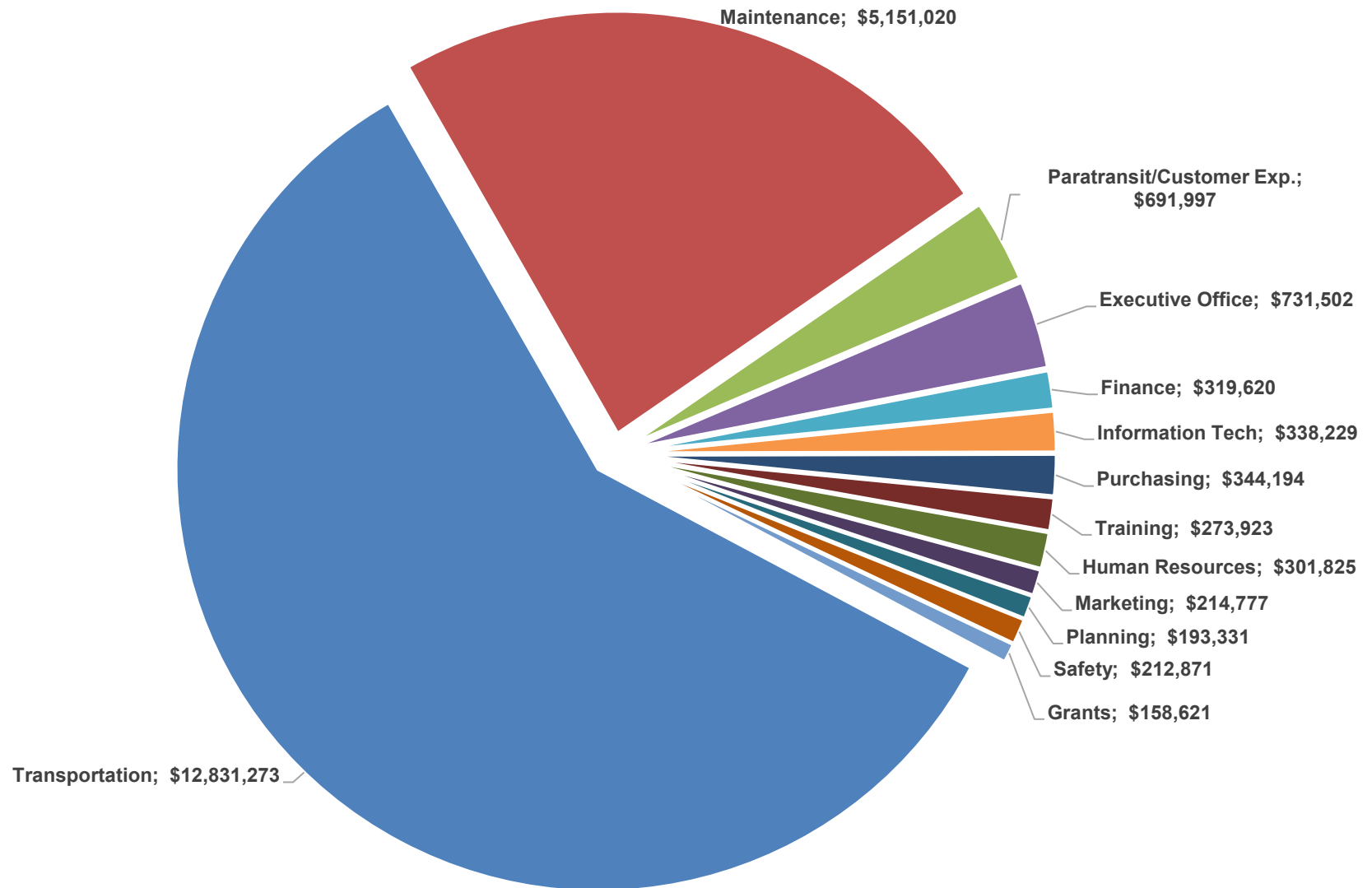
YTD Expenses - April 2025, FY 2025



YTD Department Labor Expenses - April 2025, FY 2025



YTD Department Fringe Expenses - April 2025, FY 2025



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	\$4,958,162	\$5,839,754	(\$881,592)	\$ (974,946)	-15.10%	-8.40%
September	\$7,183,503	\$5,631,780	\$1,551,723	\$ 576,777	27.55%	3.34%
October	\$4,685,177	\$4,113,979	\$571,198	\$ 1,147,975	13.88%	5.37%
November	\$5,831,693	\$4,807,779	\$1,023,914	\$ 2,171,889	21.30%	8.30%
December	\$7,540,165	\$6,793,008	\$747,157	\$ 2,919,046	11.00%	8.86%
January	\$5,570,235	\$6,519,752	(\$949,517)	\$ 1,969,529	-14.56%	4.99%
February	\$5,561,482	\$4,965,653	\$595,829	\$ 2,565,358	12.00%	5.77%
March	\$6,062,836	\$6,114,281	(\$51,445)	\$ 2,513,913	-0.84%	4.97%
April	\$11,873,316	\$11,869,516	\$3,800	\$ 2,517,713	0.03%	4.03%
May		\$6,011,666				
June		\$6,859,888				
TOTAL	\$64,946,798	\$75,300,639				

MTTF Revenue Deposits - Actuals

**LOUISVILLE METRO REVENUE COMMISSION
TARC LICENSE FEE TRANSACTIONS**

	April 2025	April 2024	YTD FYE 2025	YTD FYE 2024	Difference Amount	Percent Change
Receipts						
Employee Withholding	\$ 6,622,849	\$ 6,057,756	\$ 51,104,735	\$ 49,633,320	\$ 1,471,415	2.96%
Individual Fees	\$ 1,373	\$ 2,144	\$ 2,021	\$ 2,440	\$ (419)	-17.17%
Net Profit Fees	\$ 5,321,919	\$ 5,679,644	\$ 13,595,280	\$ 12,465,627	\$ 1,129,653	9.06%
Interest & Penalty	\$ 51,425	\$ 91,389	\$ 821,891	\$ 842,938	\$ (21,047)	-2.50%
Total Collections	\$ 11,997,565	\$ 11,830,933	\$ 65,523,927	\$ 62,944,325	\$ 2,579,601	4.10%
Investment Income	\$ 37,719	\$ 39,364	\$ 307,445	\$ 311,924	\$ (4,480)	-1.44%
Total Receipts	\$ 12,035,284	\$ 11,870,297	\$ 65,831,371	\$ 63,256,250	\$ 2,575,122	4.07%
Disbursements						
Collection Fee	\$ 161,967	\$ 159,718	\$ 884,573	\$ 849,748	\$ 34,825	4.10%
Total Disbursements	\$ 161,967	\$ 159,718	\$ 884,573	\$ 849,748	\$ 34,825	4.10%
Due Mass Transit	\$ 11,873,316	\$ 11,710,579	\$ 64,946,798	\$ 62,406,501	\$ 2,540,297	4.07%
Less Previous Payments			53,073,482	50,695,922	2,377,560	4.69%
Payable To Trust Fund			\$ 11,873,316	\$ 11,710,579	\$ 162,737	1.39%



Year to Date Summary

April 2025, Fiscal Year 2025

Actual Compared to Budget YTD

	Good	In the Red	
Total Revenues before Capital are Over/ Under by (pg. 2, line 18)	\$0	\$83,596,254	
Total Expenses are Over/ Under by (pg. 2, line 41)	\$83,596,254	\$0	
MTTF Revenue Deposits are Over/ Under by (pg. 7)	\$2,517,713	\$0	
April has a favorable balance before Capital	\$86,113,967	\$83,596,254	\$2,517,713

Actual Revenues over Expenses

Operating Revenues	\$12,660,883
Operating Expenses	\$83,596,254
Net Gain/(Loss) before MTTF	(\$70,935,371)
MTTF Approved Contributions	\$57,350,571
Net Gain/(Loss) before Subsidies	(\$13,584,800)
Subsidies	
ARP	\$9,590,801
5307 Federal Formula dollars to be used as (CEER)	\$2,116,029
MTTF Local Share	\$395,013
State Contributions	\$1,482,957
Total Subsidies	\$13,584,800
Net Gain/(Loss) before Capital	\$0


Reimbursement Funds Only and a One Time Funding Source

	TARC Share	Actual YTD FY 2023	Actual YTD FY 2024	Actual YTD FY 2025	Remaining Balance	Budget YTD FY 2025	Actual FY 2025 vs Budget FY 2025
ARP***	\$48,293,376	\$9,596,003	\$19,767,283	\$9,590,801	\$9,339,289	\$23,332,725	(\$13,741,924)

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



BOARD OF DIRECTORS
MAY 28, 2025

MAY OPERATIONAL UPDATE





EXECUTIVE DIRECTOR REPORT

SINCE THE LAST BOARD MEETING, TARC ...



- Completed the draft plan phase of the TARC 2025 network redesign, gathering 2,926 completed surveys, and attending 170 community presentations.
- Successfully switched UofL over to MyTARC Mobile passes.
- Participated in the Cherokee Triangle Art Fair, National Bike to Work Day, and Old Louisville Springfest.
- Assistant Director of Safety Shawn McWhorter graduated from the 2025 Leadership Louisville program!



Help Celebrate National

BIKE TO WORK DAY

5.16.25

Friday, May 16

GROUP RIDES WILL DEPART AT 7:30 A.M. AND WILL END AT 222 S. 4TH ST. WITH COFFEE, DONUTS AND PRIZES!

RIDES START AT:

- IROQUOIS PARK
- SENECA PARK
- BIG FOUR STATION
- GEORGE ROGERS CLARK PARK
- SHAWNEE PARK

Logos: Louisville, KY; Louisville Bicycle Club; KBBC Kentucky Bicycle and Bicyway Commission; Louisville Public Media; Bike Walk Kentucky; Falls City Community Bikeworks; Middle Town Cycling; Vision Zero Louisville; Your Left Cycle; Clarksville; TARC; Park Side; Louisville Downtown Partnership

SIGN UP!



TARC PEER COMPARISON 2025 STATS

	Cincinnati Go Metro	Indianapolis Indy Go	Nashville We Go Transit	Louisville TARC
Service Area Miles Covered	289 sq miles	396 sq miles	504 sq miles	288 sq miles
Service Population	744,901	969,466	703,953	744,816
Total Budget 24/25	\$160,168,013	\$146,800,000	\$127,997,000	\$114,985,63
Paratransit Average Monthly Trips Scheduled	14,999 ^[1]	11,892	32,896	31,487
Paratransit On-Time Performance	92.7%	86.08%	93.4%	94%
Average Monthly Boarding's Fixed Route	1,132,073	565,249	644,646	529,184
Fixed Route Revenue Hours	774,497	590,518	581,744	402,016
On Time Performance Fixed Route %	78.2%	84%	79.6%	78%
Fixed Route Missed Service %	1.0%	.20%	.18%	1.43%

^[1] Cincinnati Go Metro new on demand service "Metro Now" reported 11,481 trips per month of March 2025

^[2] Nashville We Go Transit includes additional on demand services called Access on Demand along with their Access ADA service in average monthly trips scheduled for .paratransit. Go Metro, TARC and Cincinnati Go Metro transit report only paratransit on demand services for this metric.

^[3] Cincinnati Go Metro implemented Free Rides Program in 2023 when the Cincinnati Bengals vs. Seattle Seahawks game at Paycor Stadium provided more than 19,000 people with free transportation. Miller Lite announced it is partnering with Cincinnati Metro again to provide complimentary rides to and from Paycor Stadium for fans attending the Bengals' game against the Ravens on Sunday

^[4] Cincinnati Go Metro and TANK are again offering free rides to BLINK an outdoor festival this year. In 2022 they offered a similar service for us and they showed great ridership," he says. There were an estimated 185,000 free rides during the last BLINK.

^[5] Cincinnati Go Metro offered free fares in spring of 2022 to help motorists with rising gas prices. Average weekday ridership was 44,358 during fare-free week, a 26% increase compared to the previous month, per data from the transit agency

^[6] Indygo has free fare sponsored events like 2025 WNBA All-Star Weekend July 18-19 2025 and various other holidays, special events, holidays, and sponsored days over last 4 years

^[7] **Fixed Route Missed Service Measured in percent of missed runs and missed hours of revenue service. For comparison purposes peer cities reporting percent of missed trips**

KEY STATS FOR PRESENTATION



APRIL DIRECTORS UPDATE

May 28, 2025





APRIL ON-TIME PERFORMANCE

On-time Performance 90%

Operator	OTP
Powell, Ronald	99%
Patterson, Pamela	98%
Jarrett, Christopher	98%
Heil, Jesse	97%
Powell Jr, Tyrone	97%
Podbicanin, Ervad	97%
Johnson, Donald	97%
Malone, Eddie	97%
Williams, Leslie	97%
Pruitt, Tammy	96%
Williams, Brittany	96%
Brown, Garry	96%
Bolus, David	96%
Pitmon, Cheryl	96%
Withers, Freda	96%
Gillenwater, David	95%
Wilson, Jimmy	95%
Carpenter, Garry	95%
Moore, Timothy	95%
Leonard, Tracy	95%
Harris, Darrell	94%

Operator	OTP
Smith, Anthony	94%
Sandifer, Calvin	94%
Wells, Sheena	94%
Moore, Chalondias	94%
Murray, Glenn	93%
Miles, Brittney	93%
Bailey, Kendrick	93%
Alexander, Maurice	92%
Lansberg, Jon	92%
Sandage, Mary	92%
Robb, Larry	92%
Harris, Stephon	91%
Wadlington, Tina	91%
Saulsberry, Steve	91%
Pitts, Kendall	91%
Thomas, Stephanie	90%
Tutt, Frieda	90%
Offutt, Joseph	90%
List lii, Frank	90%
Tidwell, Teven	90%



APRIL ON-TIME PERFORMANCE

On-time Performance 80%

Operator	OTP
Colbert, Elonda	89%
Cecil, Shawn	89%
Huskey, Vontee	89%
Smith, Stacey	89%
Sherrell, Mark	89%
Neal, Joel	88%
Stoudemire, Deond	88%
Malone, Dewan	88%
Martin, Audrey	88%
Dailey, Charlotte	88%
Reynolds, Dale	88%
Bowen, Angela	88%
Horton, Ronald	88%
Watkins, Joshua	88%
Henderson, Stacey	88%
Smith, William	87%
Reed, Bessie	87%
Wade, Shonda	87%
Carrico, James	87%
King, Keith	87%
Edmonds, John	87%
Watts, Reginald	87%
Mason, Brooklyn	87%
Taylor, Lionel	87%
Harper, Jeffrey	87%

Operator	OTP
Kenyon-Scott, Melan	86%
Cunningham, William	86%
Miller, Terrence	86%
Mccraney, Yazmin	86%
Rogers, Dewayne	86%
Sloan, Anthony	86%
Lucas, Courtney	86%
Miller, Erica	86%
Amaefuna, Gina	86%
Gatewood, Mark	85%
Meneese, Anita	85%
Keita, Adrahamane	85%
Colbert, Keyshulmari	85%
Fitzgerald, Birdturam	85%
Williams, Robin	85%
Nathaniel, leesha	85%
Harris, Pamela	84%
Roberson, Facrecia	84%
Hawkins, Nisha	84%
Johnson, Ulrike	84%
Brewer, Kelvin	84%
Cunningham, Latoi	84%
Cochran, John	84%
Lindsey, Damian	84%
Zipperlein, Melissa	83%

Operator	OTP
Jackson, Carey	83%
Ross, Tamika	83%
Mitchell, Keith	83%
Trowell, Laquita	83%
Cook, Donna	83%
Puckett, Alvin	83%
Phillips, Naphatina	83%
Jackson, Dennis E	82%
Powell, Tyrone	82%
Cleveland, Sammy	82%
Henderson, Delisa	82%
Jones, Jeffrey	81%
Lauderdale, Lisa	81%
Williams Jr, James	81%
Warner, Jeffery	81%
Wayne, Keith	81%
Stokes, Tracy	81%
Smith, Gail	81%
Bonner, Gwendlyn	81%
Wells, Thomas	81%
Muhire, Bernond	81%
Myles, Antonio	80%
Adams, Keith	80%
Johnson, Melissa	80%
Greene, Sanserae	80%

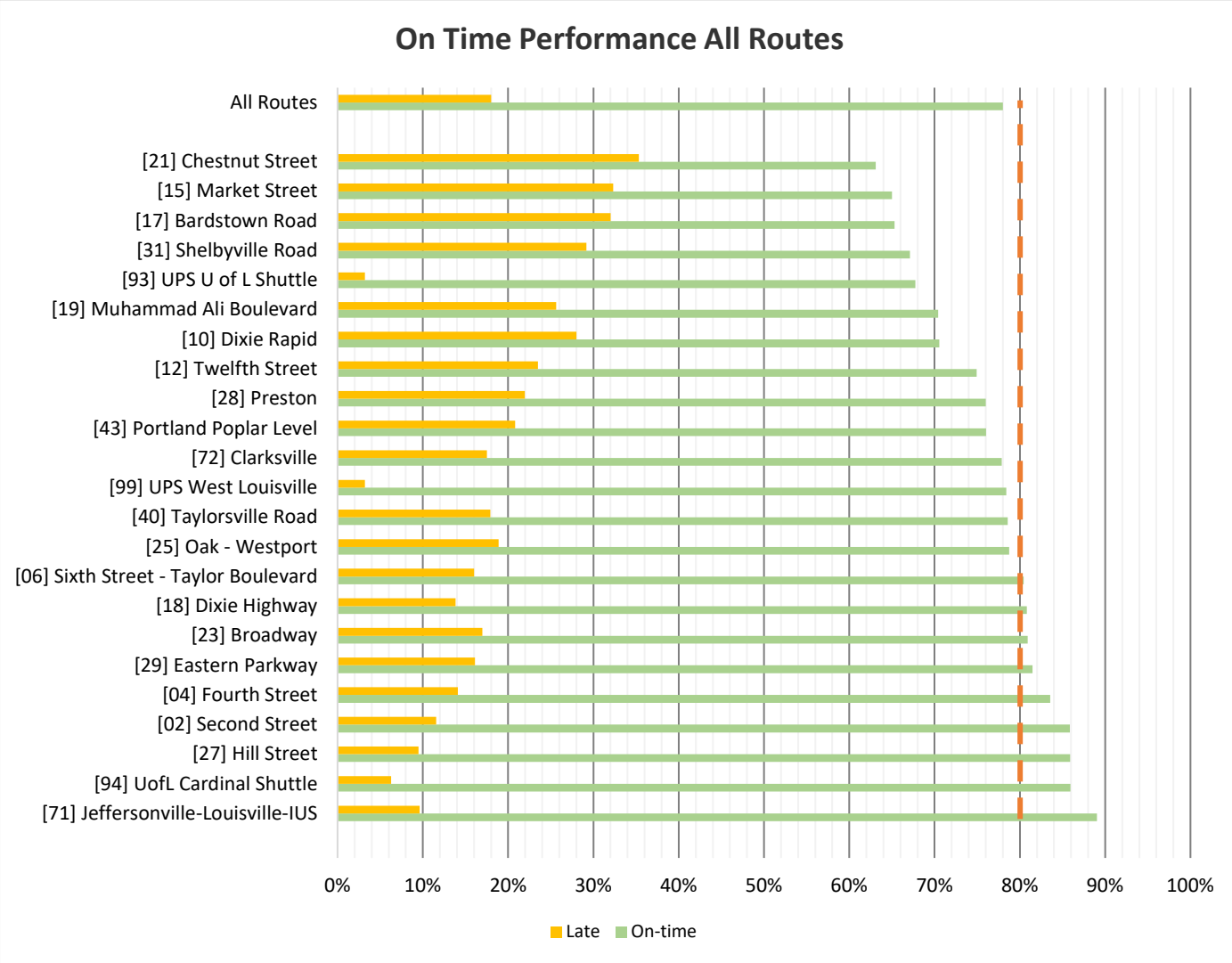
238 Professional Operators for Current Service

Total 75



APRIL ON-TIME PERFORMANCE

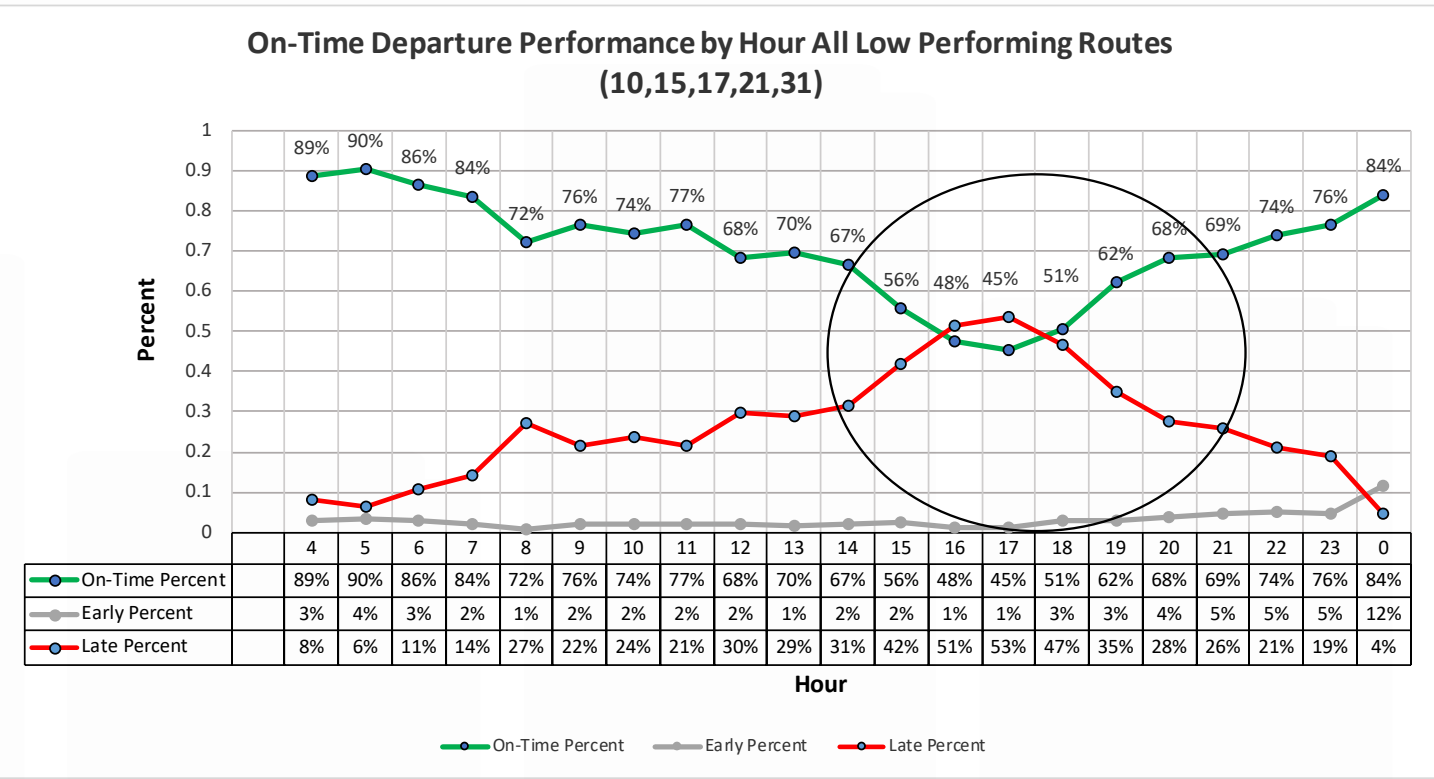
Route	On-time	Late	Early
[71] Jeffersonville-Louisville-IUS	89.0%	9.6%	2.7%
[94] UofL Cardinal Shuttle	85.9%	6.3%	3.7%
[27] Hill Street	85.9%	9.5%	1.6%
[02] Second Street	85.9%	11.6%	5.3%
[04] Fourth Street	83.6%	14.1%	4.6%
[29] Eastern Parkway	81.5%	16.1%	29.1%
[23] Broadway	80.9%	17.0%	3.9%
[18] Dixie Highway	80.8%	13.9%	7.8%
[06] Sixth Street - Taylor Boulevard	80.5%	16.0%	4.6%
[25] Oak - Westport	78.7%	18.9%	3.5%
[40] Taylorsville Road	78.6%	17.9%	2.1%
[99] UPS West Louisville	78.4%	3.2%	2.7%
[72] Clarksville	77.9%	17.5%	2.0%
[43] Portland Poplar Level	76.0%	20.8%	2.5%
[28] Preston	76.0%	22.0%	2.7%
[12] Twelfth Street	74.9%	23.5%	3.5%
[10] Dixie Rapid	70.6%	28.0%	18.4%
[19] Muhammad Ali Boulevard	70.4%	25.6%	1.4%
[93] UPS U of L Shuttle	67.7%	3.2%	2.4%
[31] Shelbyville Road	67.1%	29.2%	3.1%
[17] Bardstown Road	65.3%	32.0%	1.6%
[15] Market Street	65.0%	32.3%	2.4%
[21] Chestnut Street	63.1%	35.3%	1.3%
All Routes	78.0%	18.0%	4.0%





APRIL ON-TIME PERFORMANCE

Hour	On-Time Percent	Early Percent	Late Percent
4	89%	3%	8%
5	90%	4%	6%
6	86%	3%	11%
7	84%	2%	14%
8	72%	1%	27%
9	76%	2%	22%
10	74%	2%	24%
11	77%	2%	21%
12	68%	2%	30%
13	70%	1%	29%
14	67%	2%	31%
15	56%	2%	42%
16	48%	1%	51%
17	45%	1%	53%
18	51%	3%	47%
19	62%	3%	35%
20	68%	4%	28%
21	69%	5%	26%
22	74%	5%	21%
23	76%	5%	19%
0	84%	12%	4%
Overall	71%	3%	26%



	On-time	Late	Early
Route 10 Dixie Rapid	72%	26%	2%
Route 15 Market Street	67%	30%	3%
Route 17 Bardstown Road	66%	31%	3%
Route 21 Chesnut Street	67%	31%	2%
Route 31 Shelbyville Road	68%	28%	4%



FIXED ROUTE MISSED RUNS AND HOURS

2022						2023					
	Total Runs	Missed Runs	% Missed Runs	Missed Hours	% Missed Hours		Total Runs	Missed Runs	% Missed Runs	Missed Hours	% Missed Hours
January	8082	468	5.79%	2128.73	4.16%	January	8419	221	2.63%	725.05	1.41%
February	7336	353	4.81%	1657.45	3.38%	February	8036	248	3.09%	809.07	1.78%
March	8089	235	2.91%	795.42	1.56%	March	9083	339	3.73%	1,079.17	1.92%
April	7785	439	5.64%	2211.53	4.50%	April	8300	273	3.29%	1,031.53	2.24%
May	7773	269	3.46%	974.62	2.22%	May	8860	470	5.30%	1,824.82	3.87%
June	7725	262	3.39%	892.18	1.93%	June	7998	489	6.11%	2,428.38	4.99%
July	7360	195	2.65%	621.50	1.37%	July	7412	502	6.77%	1,879.65	3.87%
August	8675	576	6.64%	2046.67	4.13%	August	8177	362	4.43%	1,261.10	2.60%
September	8341	487	5.84%	1999.98	4.36%	September	7655	579	7.56%	2,443.57	5.12%
October	8477	680	8.02%	3133.12	7.41%	October	8172	489	5.98%	1,924.43	3.58%
November	8341	440	5.28%	1619.67	3.57%	November	7854	306	3.90%	1,077.48	2.06%
December	8477	384	4.53%	1304.62	2.75%	December	7799	267	3.42%	908.60	1.63%
TOTAL	96,461.00	4,788.00	4.91%	19,385.49	4.16%	TOTAL	97,765.00	4,545.00	4.65%	17,392.85	2.92%
2024						2025					
	Total Runs	Missed Runs	% Missed Runs	Missed Hours	% Missed Hours		Total Runs	Missed Runs	% Missed Runs	Missed Hours	% Missed Hours
January	8158	272	3.33%	900.18	1.63%	**January	5293	254	4.80%	1,092.23	3.03%
February	7478	340	4.55%	1,244.60	2.54%	February	4476	145	3.24%	603.12	1.70%
March	7741	320	4.13%	1,212.88	2.24%	March	4903	137	2.79%	522.73	1.43%
April	7478	329	4.41%	1,301.53	2.78%	April	4812	69	1.43%	253.75	0.71%
May	7908	529	6.69%	2,117.90	4.16%	May					
June	7914	370	4.68%	1,411.20	3.09%	June					
July	5441	254	4.67%	1,182.70	3.23%	July					
August	5452	171	3.14%	632.58	1.76%	August					
September	5174	180	3.48%	715.30	1.87%	September					
October	5513	284	5.15%	1,239.55	3.19%	October					
November	5185	264	5.09%	1,125.32	3.12%	November					
December	5378	320	5.95%	1,489.20	4.01%	December					
TOTAL	78,820.00	3,633.00	4.61%	14,572.95	2.80%	TOTAL	19,484.00	605.00	3.11%	2,471.83	1.72%

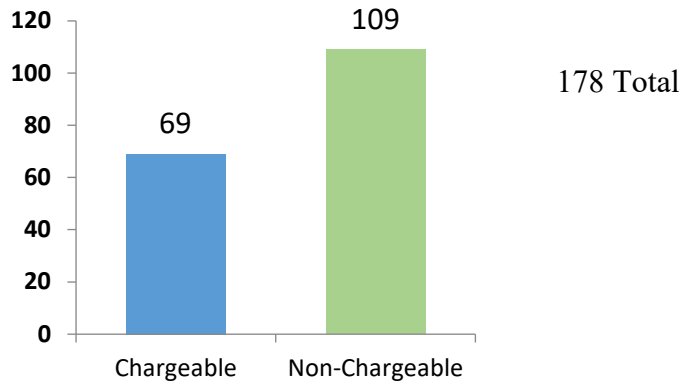
** January 2025 adjustment:
Snow Event 1/5/25 -1/12/25.
2,668 missed hours and 359
missed runs.



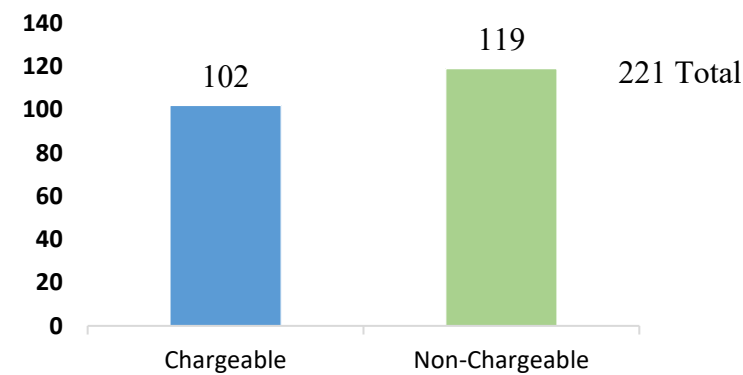
MAINTENANCE

CHARGEABLE VS NON-CHARGEABLE ROAD CALLS

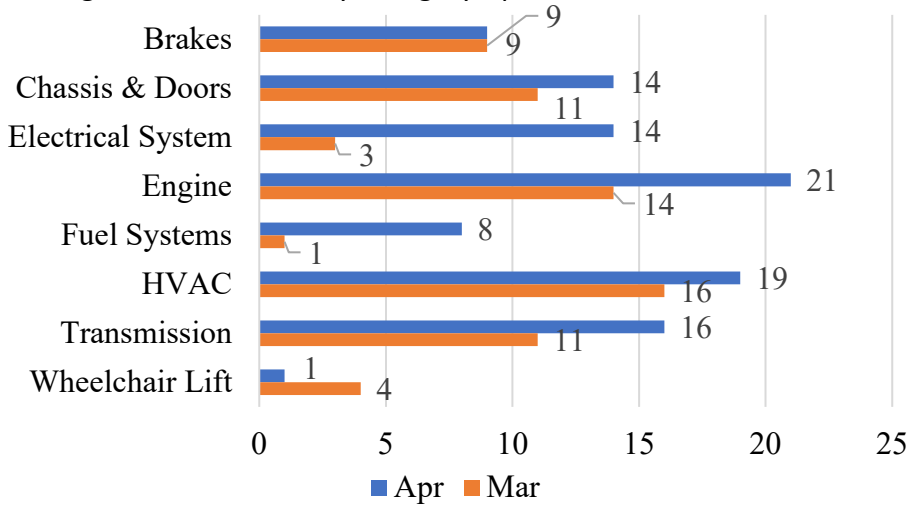
March 2025 Chargeable Maintenance Road Calls



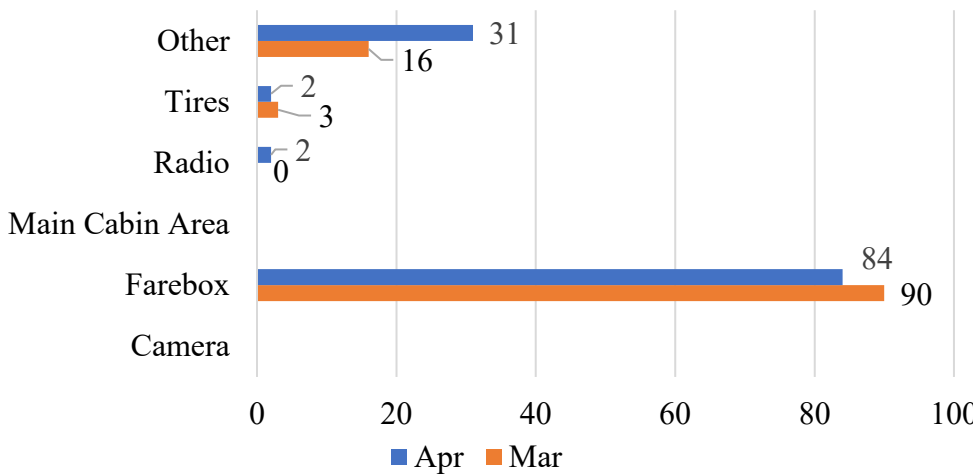
April 2025 Non-Chargeable Road Calls



Chargeable Road Calls By Category April 2025



Non Chargeable Road Calls By Category April 2025





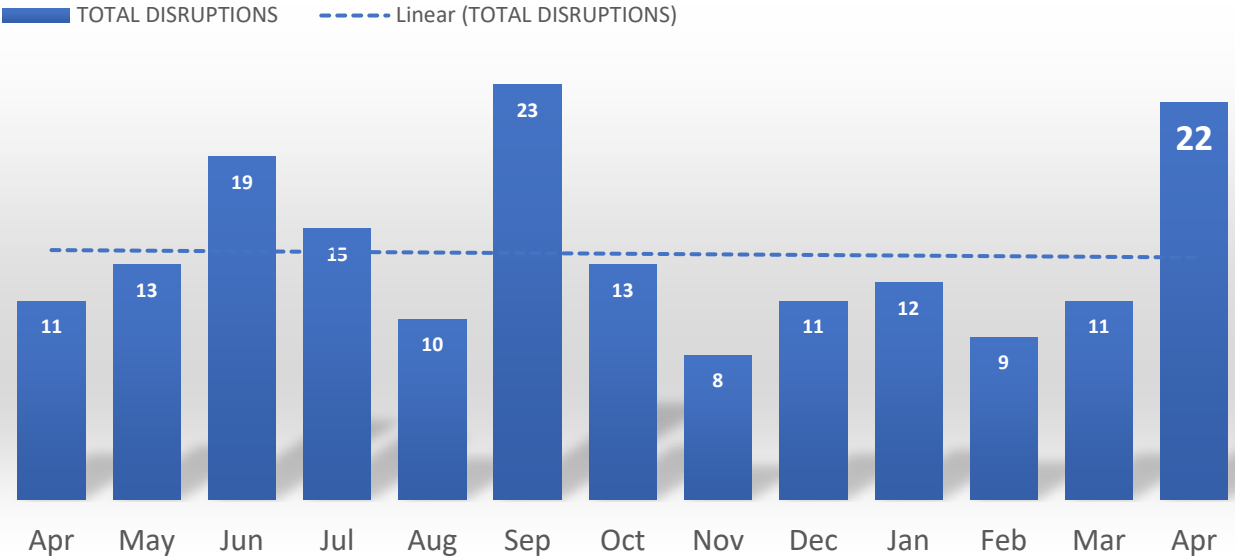
SAFETY

PASSENGER DISRUPTIONS BY LINE APRIL 24 – APRIL 25

Route ID	Disruptions	Disruption Type	#
Broadway - #23	38	Fare Evaders	3
Dixie Rapid - #10	21	Passenger Fights	3
Market St - #15	19	Collision stray animal	1
Muhammad Ali - #19	14	Passenger Fall	1
Fourth St - #4	11	Passenger refused exit End of Line	1
Preston - #28	11	Passenger with Oversized Cart	1
Bardstown - #17	8	Verbal Assaults	0
Oak-Westport - #25	7	Physical Assaults	1
Eastern Pkwy - #29	7	Accidents 2 Preventable	2
Dixie Hwy - #18	5	Accidents 2 Non Preventable	2
Shelbyville Rd - #31	4	Pass Medical Emergencies	7
Clarksville - #72	4	Total	22
Portland Poplar Level - #43	3		
J'ville-Lou-New Albany - #71	3		
Cardinal - #94	3		
Hill St - #27	2		
Second St - #2	1		
Sixth St - #6	1		
Twelfth St - #12	1		
Chestnut St - #21	1		
Taylorsville Rd - #40	1		
Crums Lane - #63	1		
Outer Loop - #46	0		
Med Ctr - #52	0		

DISRUPTIONS CATEGORIES APRIL 25

TOTAL PASSENGER DISRUPTIONS APRIL 24 – APRIL 25



PASSENGER DISRUPTIONS*

This Month Total

22

Monthly Avg

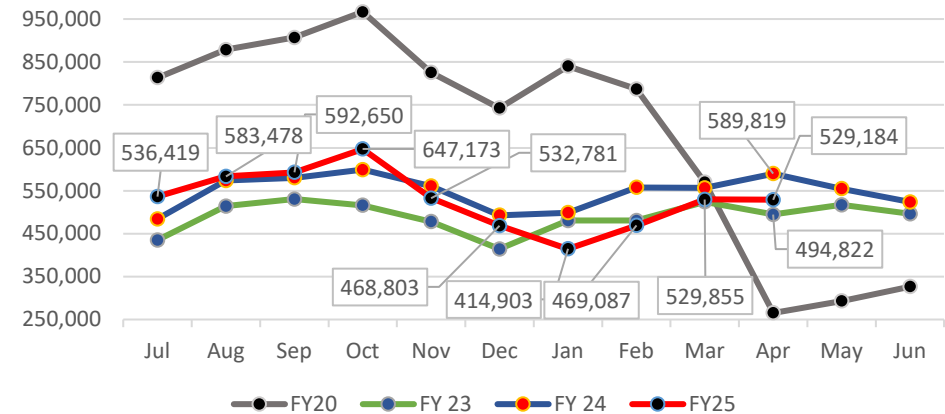
13.62

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

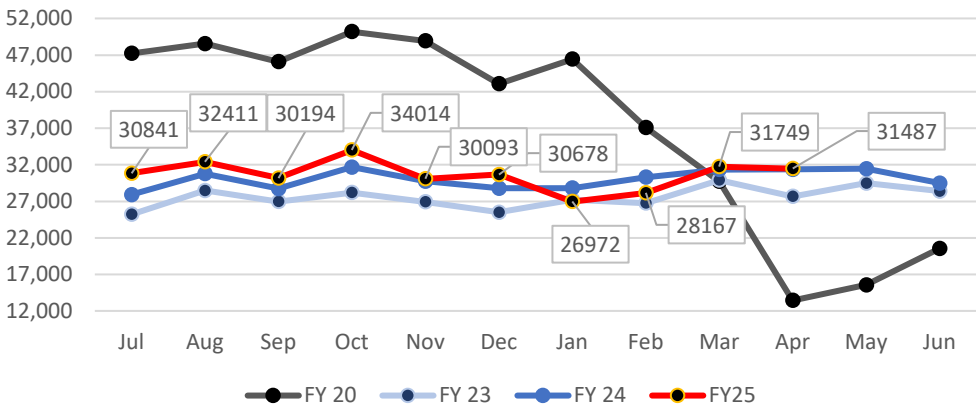


APRIL RIDERSHIP

Fixed-Route Ridership



TARC3 Paratransit Ridership



FIXED ROUTE

Monthly

529.2K

--0.1% VLM
-10.3 % VLY

YTD

5,304,333

PARATRANSIT

Monthly

31.5K

-0.8% VLM
+0.4% VLY

YTD

306,561

COMBINED

This Month, Last Year

621.1K

-9.7% VLY

This Month, This Year

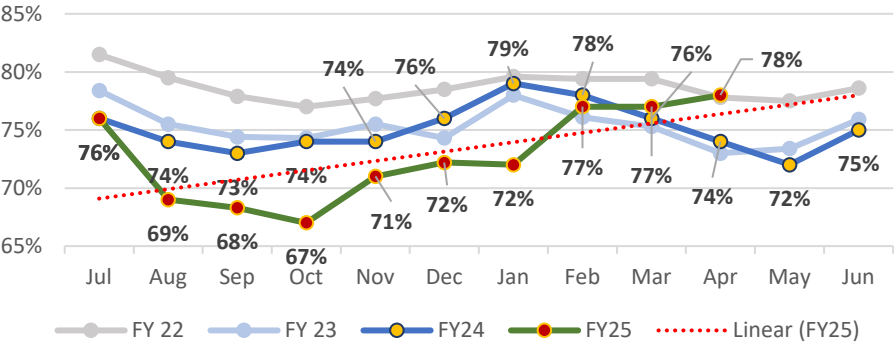
560.7K

Performance Indicator	Fixed-Route System			Paratransit (TARC3)		
System Production	FY25 YTD	FY20 (COVID)	FY24 YTD	FY25 MTD	FY20 (COVID)	FY24 YTD
Total Ridership	5,322,951	8,187,973	6,573,772	306,561	442,345	360,456
Weekday Ridership	4,510,303	7,135,476	5,562,244	254,414	381,276	297,419
Saturday Ridership	464,303	642,871	565,636	25,645	34,062	27,431
Sunday/Holiday Ridership	348,345	506,055	433,148	26,502	27,007	30,441
Total Revenue Miles	4,388,149.52	6,386,306.82	6,517,670	3,640,024	4,930,487	4,364,217
Total Revenue Hours	343,629.43	594,178.76	537,581	229,353.7	298,416	284,896
Trips per Revenue Mile	1.21	1.28	1.01	0.08	0.09	0.08
Trips per Revenue Hour	15.49	13.78	12.20	1.27	1.48	1.27

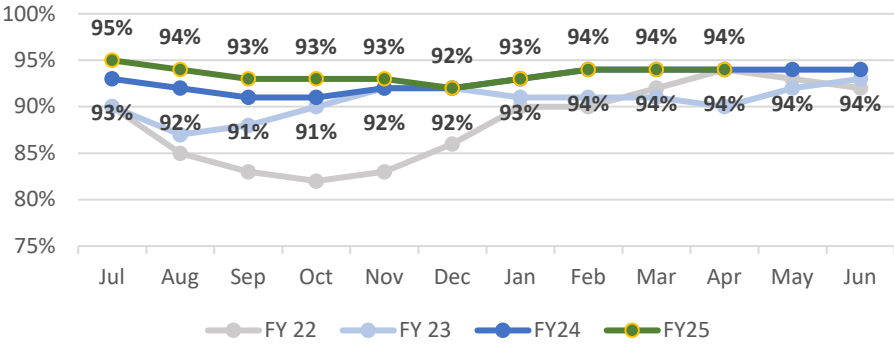


APRIL ON-TIME PERFORMANCE

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	69%	73%	74%	78%	Sep	93%	91%	88%	83%
Oct	67%	74%	74%	77%	Oct	93%	91%	90%	82%
Nov	71%	74%	76%	78%	Nov	93%	92%	92%	83%
Dec	72%	76%	74%	79%	Dec	92%	92%	92%	86%
Jan	**	79%	78%	80%	Jan	93%	93%	91%	90%
Feb	77%	78%	76%	79%	Feb	94%	94%	91%	90%
Mar	77%	76%	75%	79%	Mar	94%	94%	91%	92%
Apr	78%	74%	73%	78%	Apr	94%	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%

** Operating Dual CAD/AVL Systems

ADDITIONAL STATS FOR BOARD MEMBER REVIEW

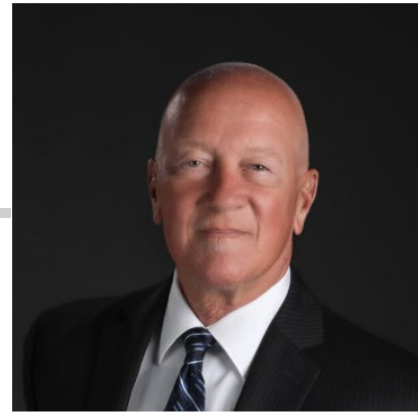


APRIL DIRECTORS UPDATE

May 28, 2025

SAFETY

OVERVIEW



Emerging Issues:

- Yellow beams (approximately 20) in the Barn are either being replaced or repaired (structural integrity)
- 22 disruptions in April (warmer weather, upcoming Derby) – last year same trend

Trends:

- AVAIL issues with coach video surveillance is slowly being resolved (can download some videos from the street instead of waiting on arrival to Barn) – resulting in more prompt investigation closings
- Only three (3) preventable accidents in April – only 5 in March (monthly average 8.2)



MOBILITY SERVICES – TARC3

OVERVIEW

Emerging Issues:

- Working to reduce slack time on routes
- Collaborating with MV and subcontractors to enhance operator training

Trends:

- On Time Performance remains steady at 94%
- Increase in driver count to support service

Celebrate Successes:

- Missed trips percentage consistently below 2% goal with April at 0.43%





CUSTOMER EXPERIENCE

OVERVIEW

Emerging Issues:

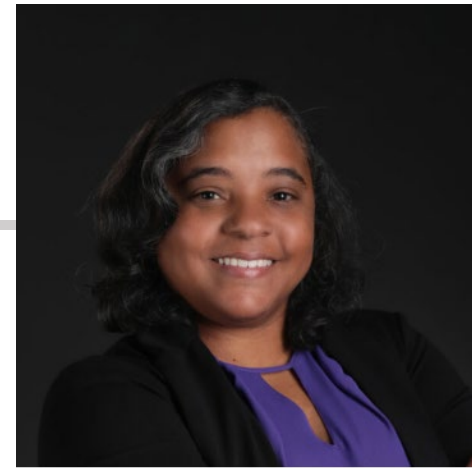
- Preparing for distribution of the youth summer pass. Doing this for over 20 years.
- Continuing customer education on Real-Time bus information on TARC's website

Trends:

- Combined Fixed Route and Paratransit Call Center average hold times remain low at 1:06 seconds below our goal of 2 minutes
- 16% increase in Passenger pass-up feedback but 83% was unverifiable

Celebrate Successes:

- 86% closure rate for feedbacks received during the month





MAINTENANCE

OVERVIEW

Emerging Issues:

- Barn electrification update: excavation complete and concrete removed for new charging system
- Identified fixed route buses for disposal/transfer: preparing and processing 23 coaches.
- Identifying and removing bus stop poles and signage through out the service area remaining from previous service changes.

Trends:

- Chargeable road calls trending up from 69 to 102 for this month
- Preventative Maintenance Intervals (PMI) 164 completed of target of 160 each month

Celebrate Successes:

- ThermoKing completed the post delivery inspections on the 2400 series coaches adding 12 new clean diesel buses to the fleet.
- We have two (2) 40 ft. Electric Vehicle (EV) coaches and have five (5) additional Electric Vehicle (EV) coaches planned for delivery March of 2026



TRANSPORTATION

OVERVIEW

Emerging Issues:

- Avail CAD/AVL system and new radios install complete and begin system acceptance phase

Trends:

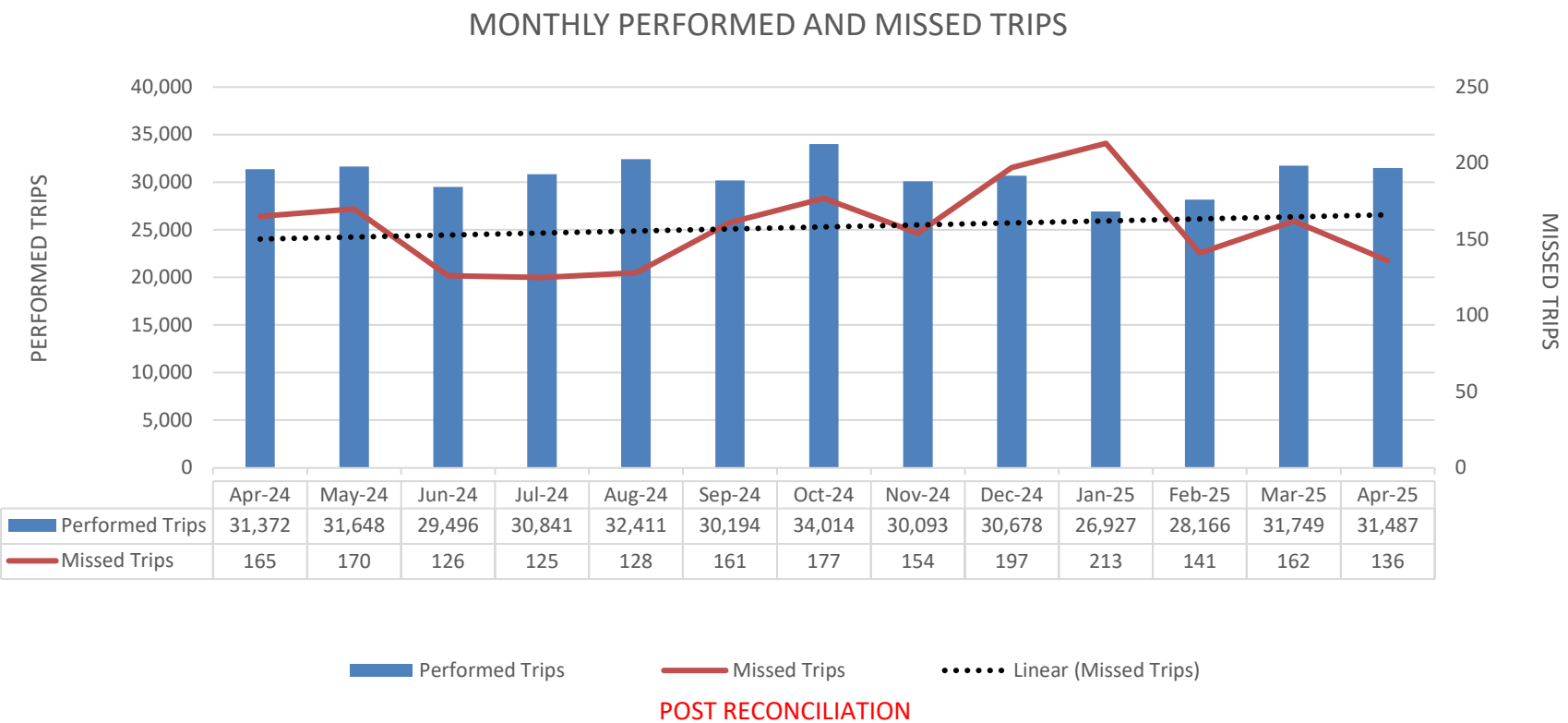
- Ridership stable in April recorded at 529,184 down from the 529,855 reported in March. Surpassing Ridership for April of FY23 reported at 494,822 and closing in on previous year FY24 at 589,819
- On Time Performance (OTP) continues to improve at 78% for April. Highest recorded this fiscal year and higher than the average of 74% recorded in FY24 and 73% in FY 23. Matching on time performance in April of FY22.

Celebrate Successes:

- TARC branded smartphone app with Token Transit with integrated ticket purchasing is in the works. Anticipated delivery of the completed app is August 2025
- 42 professional coach operators achieved 90% on time performance and 75 Professional coach operators achieved 80% on time performance



MV WEEKLY PERFORMANCE – APRIL 2025



% Missed Trips

April 2025 Missed Trips: 0.43%

31,487 Performed Trips



MV LIQUIDATED DAMAGES – APRIL 2025

PARATRANSIT

Monthly

\$9.8K

-27.5% VLM
+5.4% VLY

YTD

\$113.9K

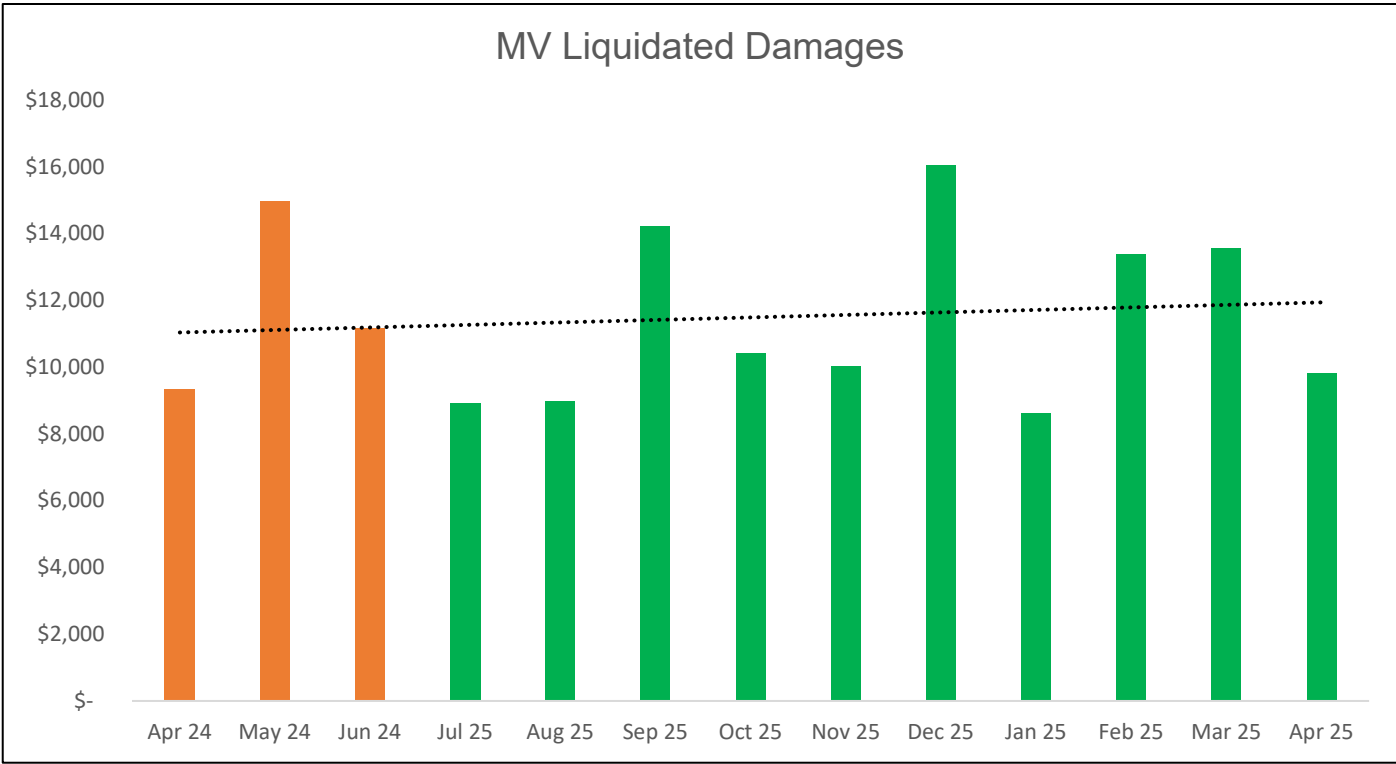
-22% VLY

Monthly Details

\$4.5K (45%), Late Trip, > 30 mins late
\$3.4K (34%), Missed Trips
\$1K (10%), Accidents

Types of Penalties:

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



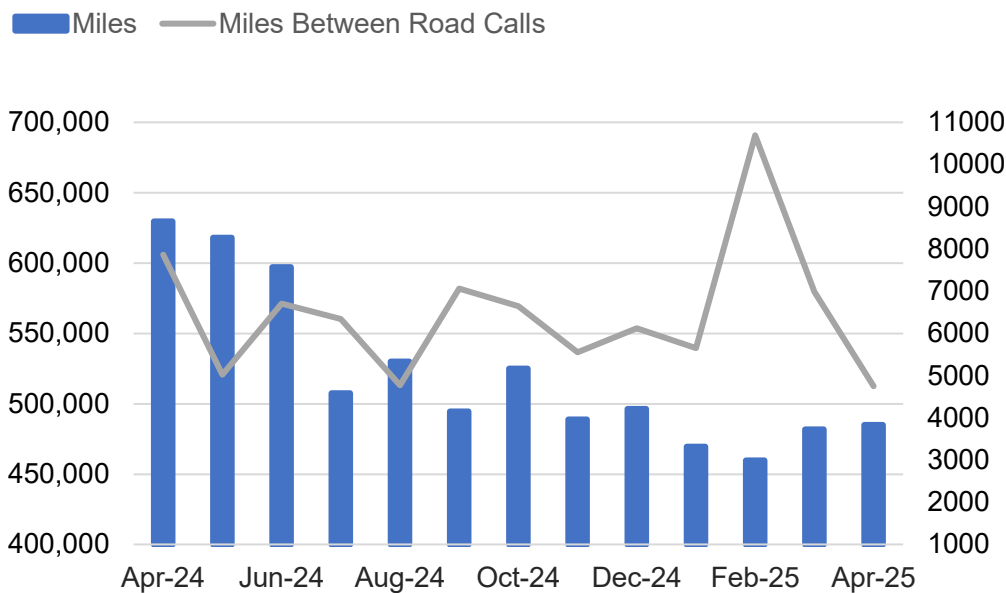


MAINTENANCE

MILES BETWEEN MECHANICAL FAILURES

YTD	Miles	Chargeable Road Calls	Miles Between Road Calls
Apr-24	629,625	80	7,870
May-24	618,039	126	5,024
Jun-24	597,066	89	6,708
Jul-24	507,516	80	6,344
Aug-24	529,940	111	4,774
Sep-24	494,672	70	7,066
Oct-24	525,053	79	6,646
Nov-24	488,840	88	5,555
Dec-24	496,333	81	6,127
Jan-25	469,485	83	5,656
Feb-25	459,735	43	10,691
Mar-25	481,890	69	6,984
Apr-25	485,004	102	4,755

Miles Between Road Calls



March: Total Miles Between Road Calls = **4,755**
Target Miles Between Road Calls = **5,500**

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

SAFETY

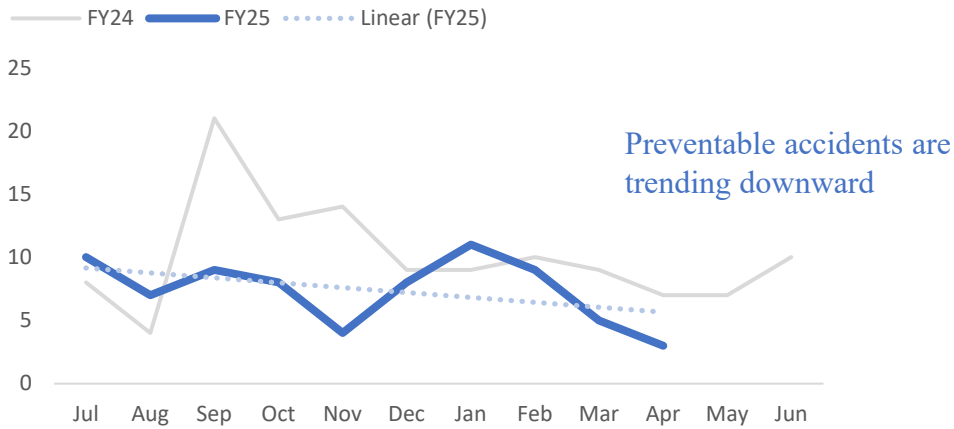
SAFETY PREVENTABLE ACCIDENTS

Monthly	<u>TYPE OF ACCIDENT</u>			YTD
3	Fixed Object	2	66.7%	74
	Backing	1	33.3%	
	<ul style="list-style-type: none">• 1 rear ended OV - changing lanes at Broadway/Hancock• 2 fixed objects<ul style="list-style-type: none">○ Turning left (hit parked vehicle) at Shelby/Main○ Pulling into coach stop (hit pole) at 38th/Stratton			

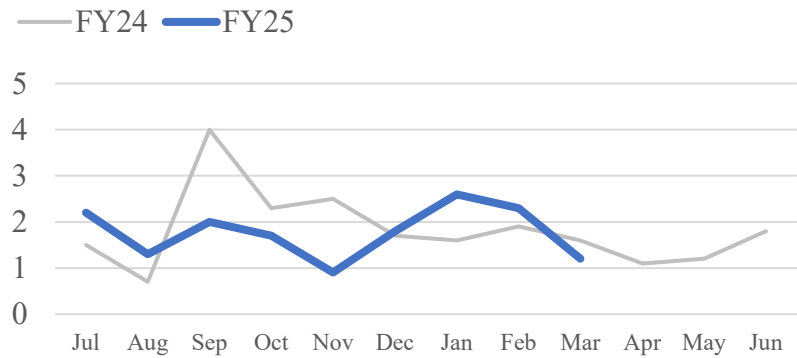
PREVENTABLE ACCIDENTS / 100K MILES

Monthly	YTD AFR Goal	YTD
1.2	2.1	1.8

FY25 PREVENTABLE ACCIDENTS



PREVENTABLE ACCIDENT AFR FY24 vs FY25





APRIL FEEDBACK SUMMARIES – FIXED ROUTE

FIXED ROUTE MONTHLY						DEFINITIONS FOR FEEDBACK CATEGORIES									
FEEDBACK CATEGORY	VERIFIED	UNVERIFIED	UNABLE TO INVESTIGATE	UNDER INVESTIGATION	TOTAL	Verified - feedback was able to be verified									
RUDE OPERATOR	2	37	8	1	48	Unverified - feedback could not be verified based on information provided									
PASSED UP PASSENGER	8	52	3	0	63										
NO SHOW	2	11	3	0	16	Unable to Investigate - feedback could not be confirmed based on the information provided									
LATE SCHEDULE	13	18	2	1	34										
RECKLESS DRIVING	19	0	8	3	30										
EARLY SCHEDULE	1	10	1	0	12	Under Investigation - more research is needed based on information provided									
PLANNING/SCHEDULE	18	4	0	3	25										
IT/MOBILE	1	0	0	1	2										
OTHER - MISC	27	3	7	9	46										
TOTAL	91	135	32	18	276										

FIXED ROUTE FEEDBACK TREND REPORT															
FEEDBACK CATEGORY	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR	51	66	57	61	77	56	57	45	49	46	48	41	48	702	54
PASSED UP PASSENGER	71	82	76	69	73	55	67	44	36	46	32	54	63	768	59
NO SHOW	38	54	26	70	35	41	43	33	35	29	31	22	16	473	36
LATE SCHEDULE	29	27	18	64	110	68	78	64	41	39	32	29	34	633	49
RECKLESS DRIVING	21	23	25	25	25	26	19	16	11	20	10	28	30	279	21
EARLY SCHEDULE	22	15	17	20	21	15	8	11	24	24	14	14	12	217	17
PLANNING/SCHEDULE	24	27	18	28	29	26	18	22	23	24	24	25	25	313	24
IT/MOBILE	5	2	0	3	5	2	0	2	1	1	4	6	2	33	3
OTHER - MISC	63	80	61	81	89	48	78	86	54	57	50	46	46	839	65
COMMENDATIONS	9	16	13	12	13	7	16	14	4	8	9	7	4	132	10
TOTAL	333	392	311	433	477	344	384	337	278	294	254	272	280	4389	338



APRIL FEEDBACK SUMMARIES – PARATRANSIT

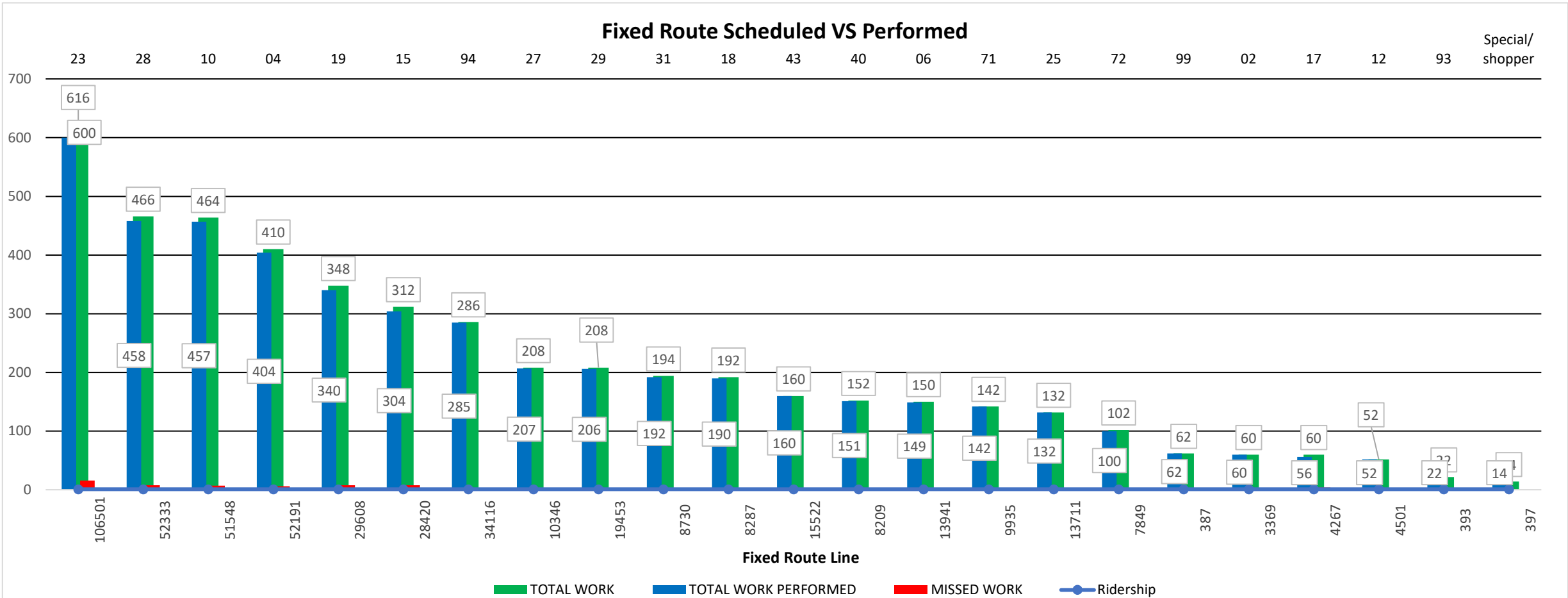
PARATRANSIT MONTHLY REPORT						DEFINITIONS FOR FEEDBACK CATEGORIES									
FEEDBACK CATEGORY	VERIFIED	UNVERIFIED	UNABLE TO INVESTIGATE	UNDER INVESTIGATION	TOTAL	Verified - feedback was able to be verified									
RUDE OPERATOR OR STAFF	4	10	2	12	28	Unverified - feedback could not be verified based on information provided									
NO SHOW	7	10	0	6	23	Unable to Investigate - feedback could not be confirmed based on the information provided									
LATE SCHEDULE	13	3	0	4	20	Under Investigation - more research is needed based on information provided									
RECKLESS DRIVING	1	2	3	1	7										
EARLY SCHEDULE	2	0	0	0	2										
TRIP BOOKING OR SCHEDULING	7	2	0	3	12										
OTHER - MISC	7	6	2	11	26										
TOTAL	41	33	7	37	118										

PARATRANSIT FEEDBACK TREND REPORT															
FEEDBACK CATEGORY	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR OR STAFF	26	28	29	23	23	34	46	22	34	35	10	25	28	363	28
NO SHOW	22	30	19	14	17	17	20	24	12	24	17	21	23	260	20
LATE SCHEDULE	10	16	6	14	14	23	12	15	13	11	13	3	20	170	13
RECKLESS DRIVING	4	3	5	10	8	10	7	10	4	8	13	6	7	95	7
EARLY SCHEDULE	2	2	1	0	2	6	0	3	0	1	2	2	2	23	2
TRIP BOOKING OR SCHEDULING	14	12	9	18	10	19	11	8	12	19	7	15	12	166	13
OTHER - MISC	33	41	32	42	28	18	25	26	27	30	25	35	26	388	30
COMMENDATIONS	6	8	14	9	9	4	6	6	6	5	4	7	5	89	7
TOTAL	117	140	115	130	111	131	127	114	108	133	91	114	123	1554	120



FIXED ROUTE SCHEDULED VS PERFORMED

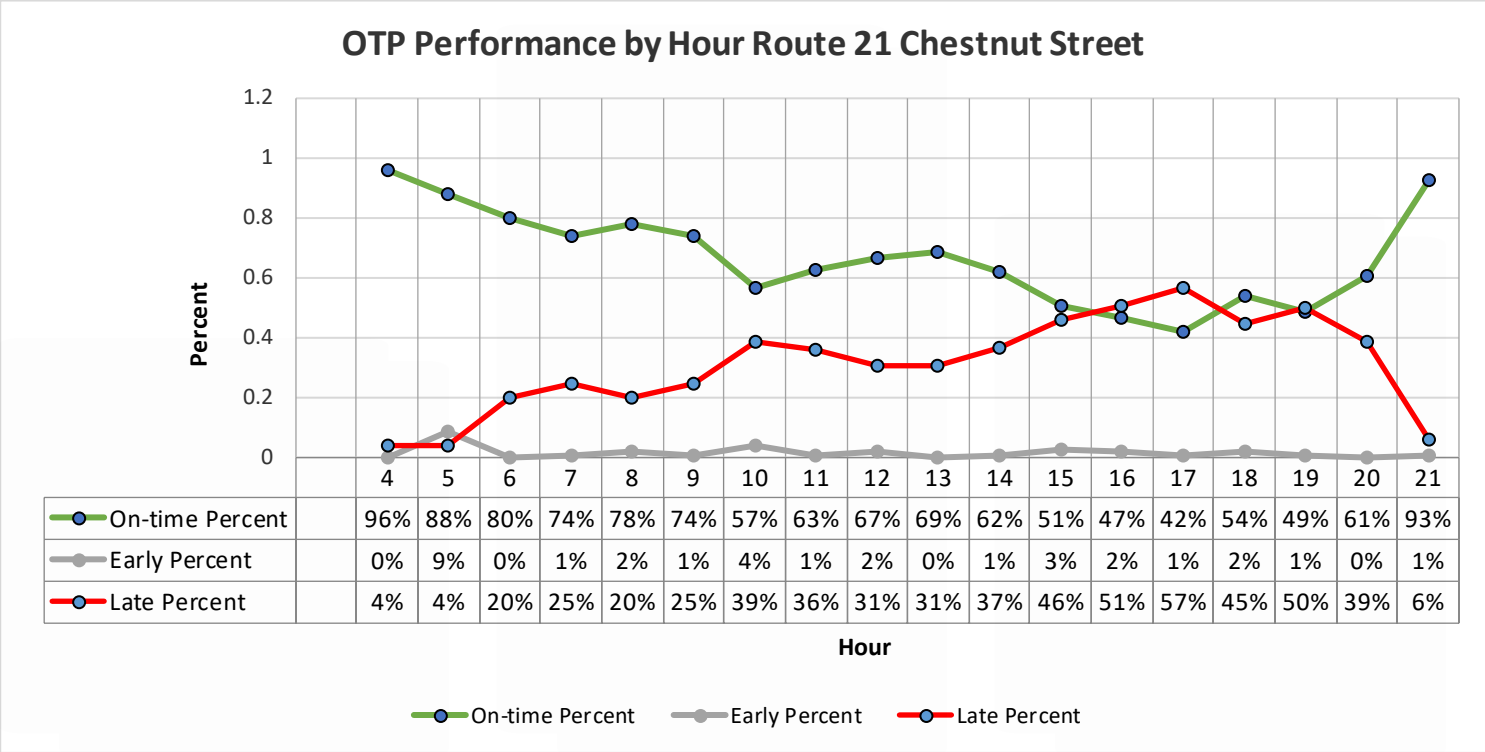
	TOTAL WORK	OPEN WORK	% OF TOTAL OPEN	MISSED WORK	% OF OPEN MISSED	% OF TOTAL MISSED	TOTAL WORK PERFORMED	% PERFORMED
	4,812	507	10.54%	69	13.61%	1.43%	4,743	98.57%





APRIL ON-TIME PERFORMANCE

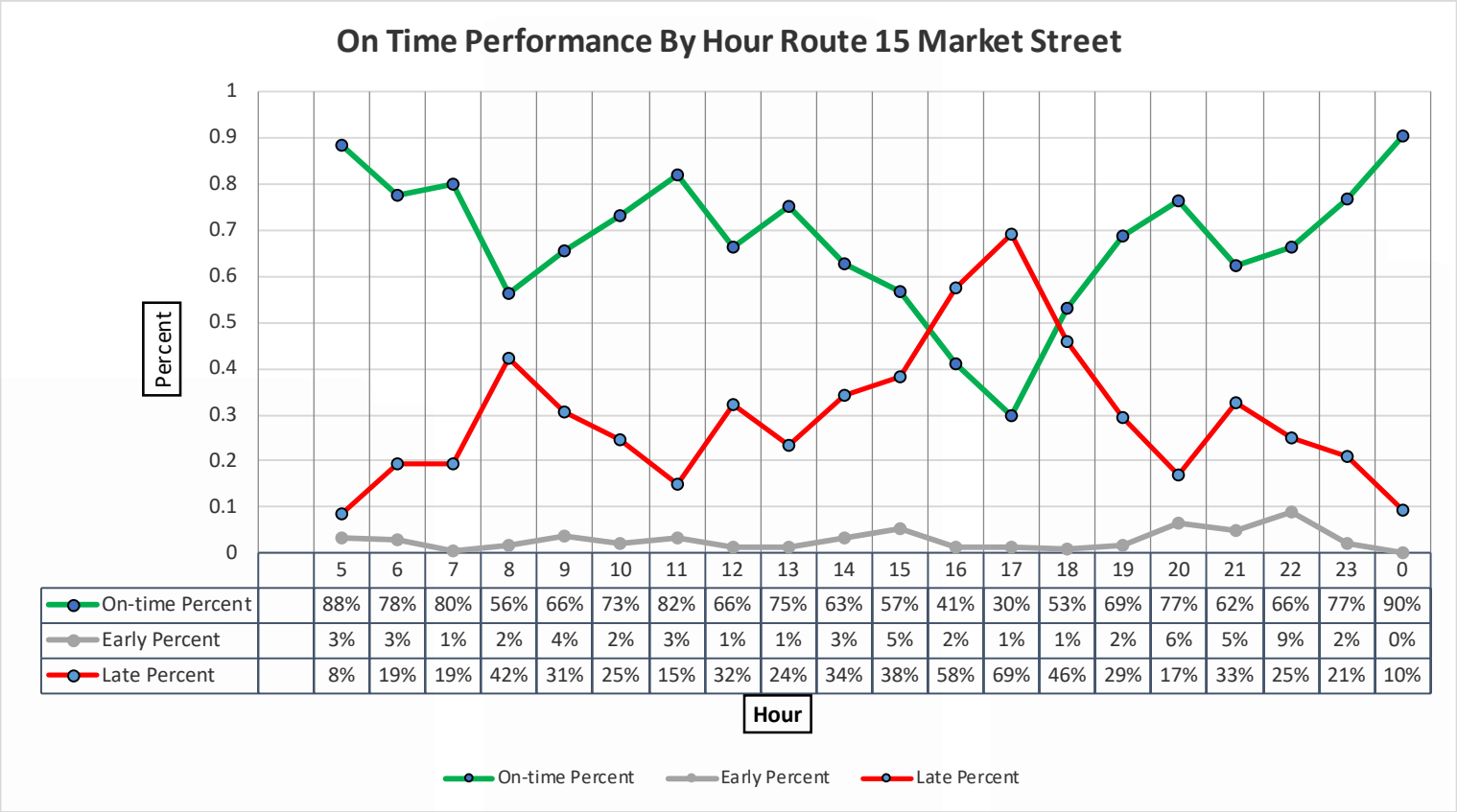
Hour	On-time Percent	Early Percent	Late Percent
4	96%	0%	4%
5	88%	9%	4%
6	80%	0%	20%
7	74%	1%	25%
8	78%	2%	20%
9	74%	1%	25%
10	57%	4%	39%
11	63%	1%	36%
12	67%	2%	31%
13	69%	0%	31%
14	62%	1%	37%
15	51%	3%	46%
16	47%	2%	51%
17	42%	1%	57%
18	54%	2%	45%
19	49%	1%	50%
20	61%	0%	39%
21	93%	1%	6%
Overall	67%	2%	31%





APRIL ON-TIME PERFORMANCE

Hour	On-time Percent	Early Percent	Late Percent
5	88%	3%	8%
6	78%	3%	19%
7	80%	1%	19%
8	56%	2%	42%
9	66%	4%	31%
10	73%	2%	25%
11	82%	3%	15%
12	66%	1%	32%
13	75%	1%	24%
14	63%	3%	34%
15	57%	5%	38%
16	41%	2%	58%
17	30%	1%	69%
18	53%	1%	46%
19	69%	2%	29%
20	77%	6%	17%
21	62%	5%	33%
22	66%	9%	25%
23	77%	2%	21%
0	90%	0%	10%
Overall	67%	3%	30%

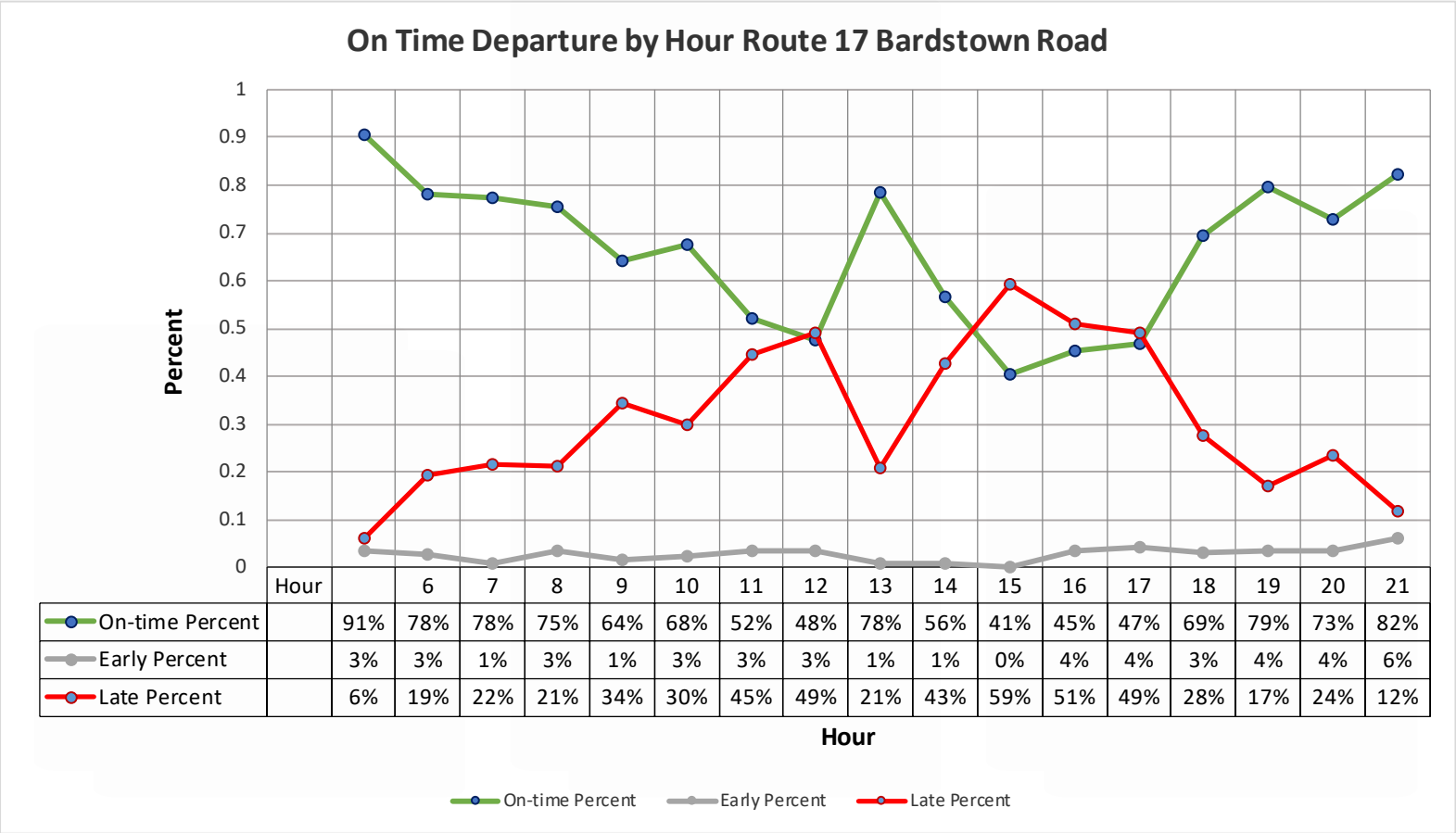




APRIL ON-TIME PERFORMANCE

On-time Departure Performance by Hour Route 17 Bardstown Road

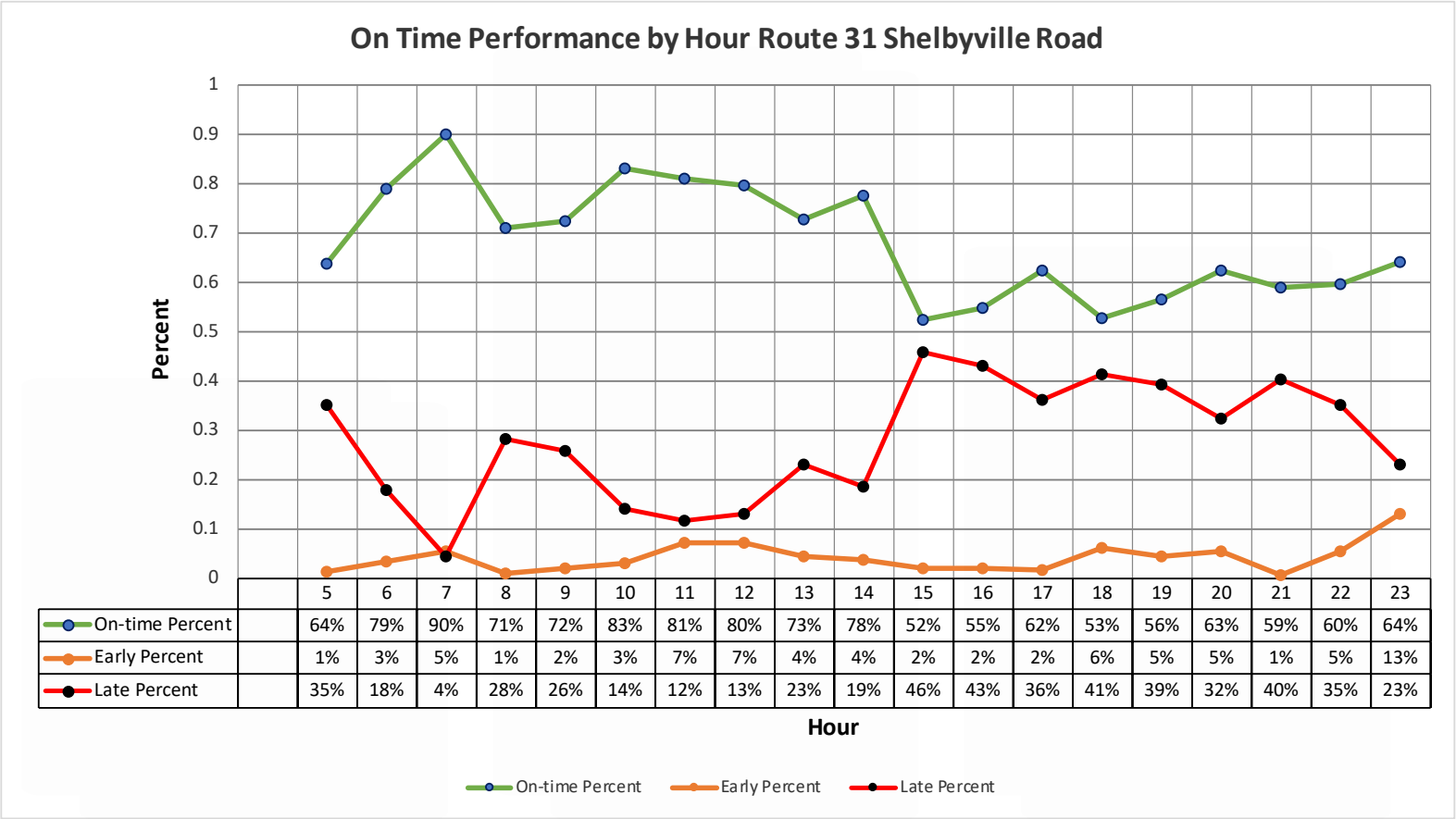
Hour	On-time Percent	Early Percent	Late Percent
6	91%	3%	6%
7	78%	3%	19%
8	78%	1%	22%
9	75%	3%	21%
10	64%	1%	34%
11	68%	3%	30%
12	52%	3%	45%
13	48%	3%	49%
14	78%	1%	21%
15	56%	1%	43%
16	41%	0%	59%
17	45%	4%	51%
18	47%	4%	49%
19	69%	3%	28%
20	79%	4%	17%
21	73%	4%	24%
22	82%	6%	12%
Overall	66%	3%	31%





APRIL ON-TIME PERFORMANCE

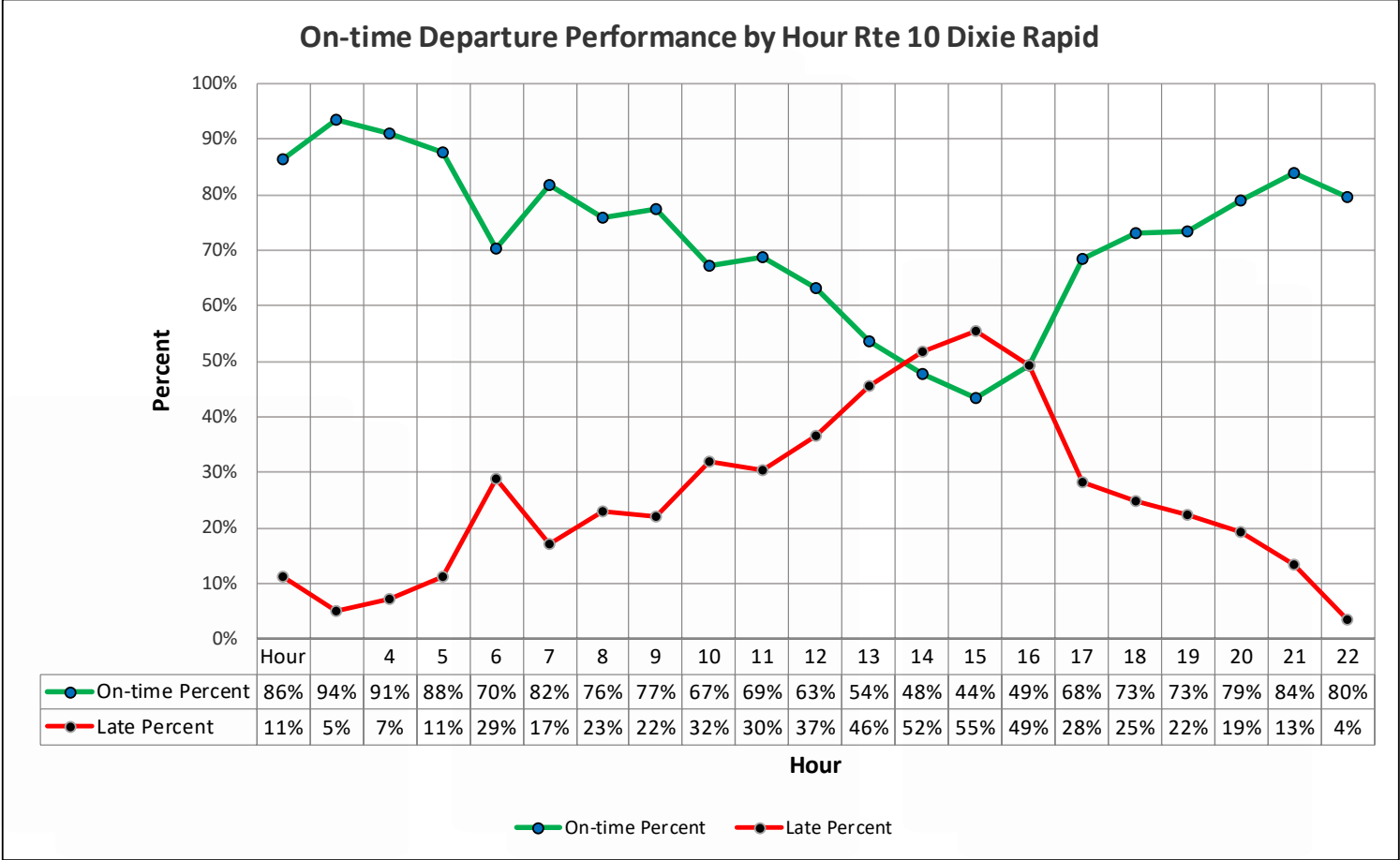
Hour	On-time Percent	Early Percent	Late Percent
5	64%	1%	35%
6	79%	3%	18%
7	90%	5%	4%
8	71%	1%	28%
9	72%	2%	26%
10	83%	3%	14%
11	81%	7%	12%
12	80%	7%	13%
13	73%	4%	23%
14	78%	4%	19%
15	52%	2%	46%
16	55%	2%	43%
17	62%	2%	36%
18	53%	6%	41%
19	56%	5%	39%
20	63%	5%	32%
21	59%	1%	40%
22	60%	5%	35%
23	64%	13%	23%
Overall	68%	4%	28%





APRIL ON-TIME PERFORMANCE

Hour	On-time Percent	Early Percent	Late Percent
4	86%	2%	11%
5	94%	1%	5%
6	91%	2%	7%
7	88%	1%	11%
8	70%	1%	29%
9	82%	1%	17%
10	76%	1%	23%
11	77%	0%	22%
12	67%	1%	32%
13	69%	1%	30%
14	63%	0%	37%
15	54%	1%	46%
16	48%	1%	52%
17	44%	1%	55%
18	49%	2%	49%
19	68%	3%	28%
20	73%	2%	25%
21	73%	4%	22%
22	79%	2%	19%
23	84%	3%	13%
0	80%	17%	4%
Overall	71%	2%	26%





SNOW PLAN – PEER COMPARISON

TARC Peer Comparison Snow Plan January 27, 2025

	Cincinnati Go Metro	Indianapolis Indy Go	Columbus COTA	Louisville TARC
Snow Plan in Place to clear Bus Shelters and Stops?	No	Yes	Yes	No
Does Agency Coordinate with City/County Government?	Yes	Yes	Yes	Yes
How do you clear snow from bus stops, adjacent sidewalks and shelters?	N/A	Subcontract	Subcontract	N/A
How do you determine service levels during snow events?	No Service Reduction Service Based on Workforce Availability	No Service Reductions Service Based on Workforce Availability	No Service Reductions Service Based on Workforce Availability	No Service Reductions Service Based on Workforce Availability
Procedures for safe pick up and drop off at stops?	Operator Judgement	Operator Judgement	Operator Judgement	Operator Judgement
Assistance to Employees to get to work or accommodations for missing work?	Some – Unpaid Absence's No Attendance Penalties	No – No Accommodations	No – No Attendance Penalty Points	Some – Offered Assistance to get to work first few days

Transit Agencies in the “Snow Belt” have a higher tolerance for severe weather events that include several inches of snow in short spans of time and have developed action plans over time that include subcontracting snow removal from bus stops and shelters

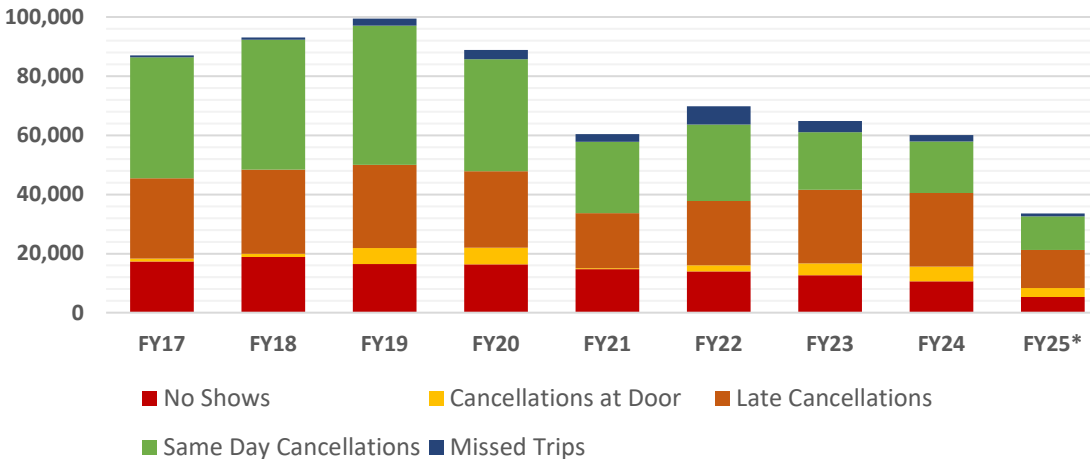


TARC3 SCHEDULED VS PERFORMED

MV Hourly Rate Average FY24 = \$48
 MV Average Pass Trip Per Hour is 1.3 PPH
 $\$48/1.3 = \37 Cost Per Trip
 No Show $10,659 * 37 = \$394,383$
 Cancel at Door $4,965 * 37 = \$183,705$
 Late Cancellation = $24,895 * 37 = \$921,115$
 Total = \$1,499,203

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	601,716	514,610	27,089	987	17,383	40,975	672	87,106	14%
FY18	640,145	547,002	28,360	1,144	18,857	43,955	827	93,143	15%
FY19	660,128	560,635	28,182	5,389	16,497	47,025	2,400	99,493	15%
FY20	531,278	442,389	25,884	5,624	16,358	37,899	3,124	88,889	17%
FY21	352,203	291,740	18,642	236	14,797	24,138	2,650	60,463	17%
FY22	369,232	299,413	21,796	2,037	13,969	25,893	6,124	69,819	19%
FY23	395,643	330,779	24,830	4,028	12,698	19,575	3,733	64,864	16%
FY24	391,017	330,960	24,895	4,965	10,659	17,403	2,135	60,057	15%
FY25*	221,828	188,231	12,791	3,086	5,331	11,455	934	33,597	15%
*YTD (Dec)									

TARC3 Non-Performed Scheduled Trips



FY25*			
	% of Scheduled	% of Cancelled	Definition
MISSED	0.42%	3%	Any trip whereas the driver arrives before or after the 30 minute pickup window and departs without the passenger before waiting at least 5 minutes within the 30 minute pickup window
SAME DAY	5.16%	34%	Trip is cancelled on day of service at least 2 hours prior to scheduled pickup time. Trip can be rerouted.
LATE	5.77%	38%	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	1.39%	9%	Trip is cancelled after driver arrives for pick up and has made contact with the passenger.
NO SHOWS	2.40%	16%	Driver arrives and passenger is unable to be located for transport.

FEEDBACK PROCESS





FEEDBACK PER RIDERSHIP

FIXED ROUTE / 100K BOARDING

Month

48

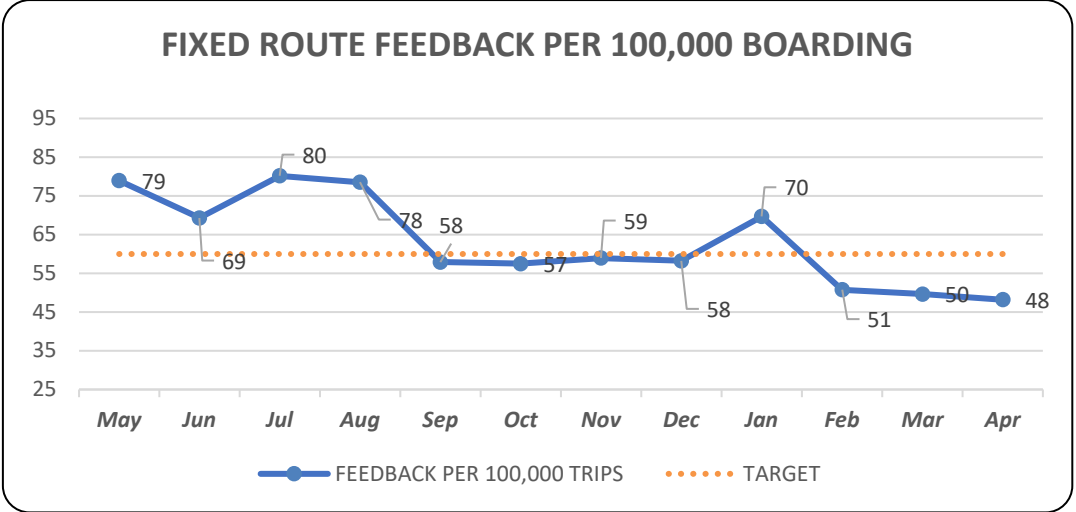
-4% VLM

TOTAL RIDERSHIP
529,184

TOTAL FEEDBACK
255

Goal

60



PARATRANSIT / 1,000 TRIPS

Month

3.9

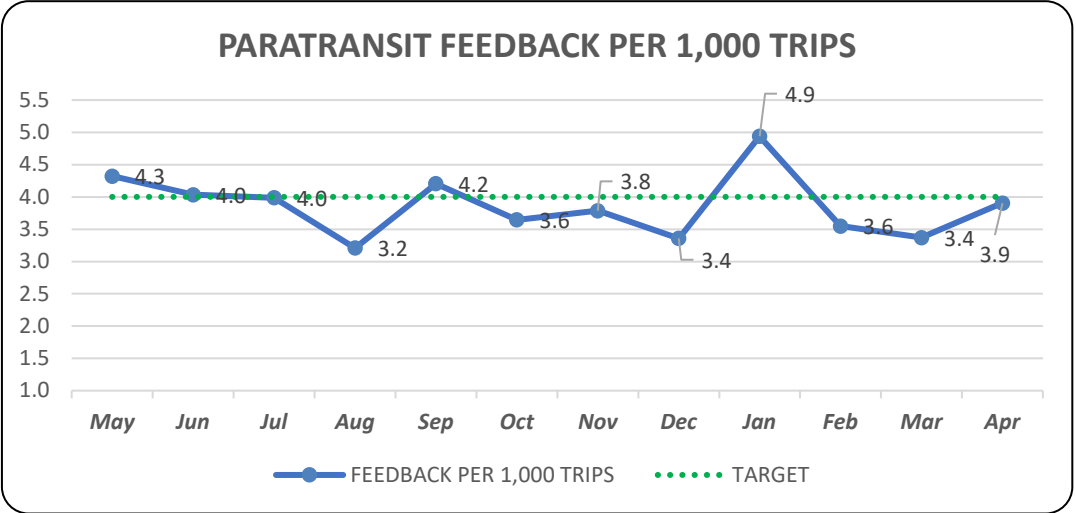
15% VLM

TOTAL RIDERSHIP
31,487

TOTAL FEEDBACK
123

Goal

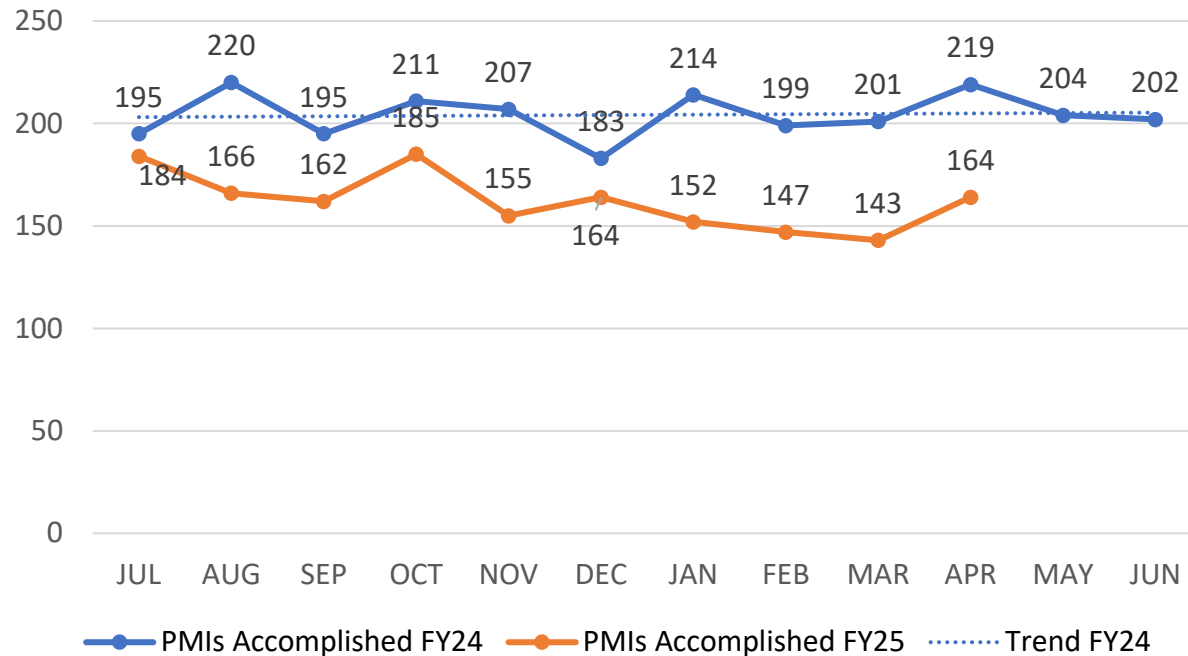
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MAINTENANCE

Target PMI: 150
Total Vehicle PMIs: 164

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



APRIL BOARD OF DIRECTORS

May 28, 2025