

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, April 23, 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.....

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 – April 23, 2025

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|-----|--|----------------------------|--------------|
| 1. | Quorum Call/Call to Order/Meeting Minutes | Abbie Gilbert | 9:00 |
| | A. Approval of March Meeting Minutes | Board of Directors | 9:00-9:05 |
| 2. | Public Comments | Ozzy Gibson | 9:05-9:15 |
| | One Public Speaker | | |
| | Thank you from Wreaths Across America | Scott Giltner | |
| 3. | Finance Committee Report | Steve Miller | 9:15-9:50 |
| | Action Items | | |
| | A. Resolution 2025-7 Amendment 4 Management Consulting Professional Services | Rob Stephens | |
| | B. Resolution 2025-9 Procurement Policy | Maria Harris | |
| | C. Resolution 2025-10 Good Year Tire & Rubber Lease | Shirley Dean | |
| | D. Resolution 2025-12 Transit Bus Batteries | Shirley Dean | |
| | E. Resolution 2025-11 Genfare License, Maintenance and Support Subscription | Joe Triplett | |
| | F. FY26 Budget | Tonya Day | |
| | G. Resolution 2025-13 FY26 Budget | Tonya Day | |
| 4. | Operations Committee Report | Alice Houston | 9:50-9:55 |
| 5. | Executive Director's Report | Ozzy Gibson | 9:55-10:05 |
| | <i>William Harris retirement</i> | | |
| 6. | Board Chair Report | Ted Smith | 10:05-10:10 |
| 7. | Executive Committee Report | Ted Smith | 10:10-10:115 |
| 8. | Staff Reports and Presentation | | 10:15-10:35 |
| | A. Financial Statements for March 2025 | Matt Abner | |
| | B. Review overall Procurement Calendar for year | Tonya Day | |
| | C. TARC 2025 Update | Aida Copic & Alex Posorske | |
| | D. Monthly Performance Report | Rob Stephens | |
| 9. | Board Members Open Discussion | | 10:35-10:40 |
| 10. | Adjournment | Ted Smith | 10:35 |

TARC BOARD OF DIRECTORS MEETING



March 26, 2025 Board Meeting Minutes

The Board of Directors of Transit Authority of River City (TARC) met on March 26, 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

Virtual

DuWayne Gant
Justin Brown
Christy Ames

Declined

Meeting Called to Order

Steve Miller called meeting to order at 9:01 a.m.

Quorum Call

February Board Meeting Minutes approved.

Public Comment

Pat Mulvihill 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.

Lynne Moore and Terri Terlau spoke on the importance of the services provided by TARC 3. They both are frequent customers of TARC 3. Both would be fine with a rate increase to keep the service available for all.

Special Reports

No Board Chair Report from Ted Smith.

Alice Houston 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



Action Items

Joe Triplett presented Resolution 2025-8 Sole Source (20251924) Trapeze Software Maintenance and Support.

- TARC in its annual budget plan values funding so as to keep its technology in a state of good repair and to have the most updated support and maintenance for its systems.
- With the current implementation of the new ITS system with Avail Technology, we expect to continue to use Trapeze Software and its systems for Fiscal Years 2026 and 2027.
- TARC is also working with Trapeze on a project to change several timekeeping/payroll configurations to align with our business requirements for Spread and Holiday OT Pay.
- TARC seeks to enter into a two-year agreement with Trapeze Software Group, Inc for software system support and maintenance for all of their products that TARC currently uses with a not-to-exceed amount of \$1,009,500.

Michael Schnuerle asked, "Will there be an overlap between Trapeze and the new Avail technology?"

Joe Triplett answered, "It could overlap or we could go to another software program as well."

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

Presentations

Executive Director's Report

Ozzy Gibson presented the Executive Committee Report.

- TARC 2025 Plans have been shared with public.
- Two months of public outreach, "I will be attending several Metro Council District meetings."
- We finished up leadership training for managers, equipping them with the tools to lead and navigate difficult situations.
- Design-a-bus applications have been accepted and the voting process has started.
- 146 buses installed with new AVAIL systems and all of these are currently out on routes.
- JCPS update: they brought back 50 total routes and 25 of those routes are covered by our drivers.
- John Lockhart, who had been Transportation Director for 5 years as left to pursue other opportunities.
- Dan Franklin has graciously stepped in to be the Interim Director of Transportation.
- A national search has begun to find the perfect candidate to fill the Transportation Director position.
- TARC is not the only transit company that is facing a fiscal cliff. Alex Posorske has put together a list of several other major cities that are facing sizable fiscal cliff issues.

Monique Yarbrough was recognized for going above and beyond in helping out a gentleman in Union Station.

Tonya Day presented the Financial Statements for February 2025.

TARC BOARD OF DIRECTORS MEETING



Abbie Gilbert asked, “Are we meeting with Metro Council Members before this budget is presented?”

Ozzy Gibson answered, “Yes, I have already met one-on-one with the Budget Chairperson, Kevin Kramer.”

Board Members continued the FY26 Budget discussion.

Tonya Day presented the Procurement Calendar.

Alex Posorske presented the TARC 2025 Update.

- TARC 2025 draft plans were released to the public.
- We received great media coverage concerning the public release.
- Two-month outreach period for TARC 2025 for public feedback has begun.
- There are 150 engagements on the calendar over the upcoming weeks.
- The team will take a breather at the end and assess where the focus needs to be for May.
- The final plan will be available for the 2026 Budget planning process.

Rob Stephens presented the Monthly Performance Report. Refer to the PowerPoint.

Ross Harms presented a live demonstration of the new AVAIL system.

- Presented the Operations live map showing the status of all TARC buses on the road.
- Status updates in real time of number of passengers, direction bus is traveling and running on time or late.
- General traffic updates are using Google Maps.
- Operations Dashboard shows on time performance and how many buses are on time or late.
- A smartphone APP is coming out in the summer time that will include the real time map information.
- The APP should have the capability of uploading dollars on to the TARC smart cards.

Abbie Gilbert made a motion to adjourn at 10:32 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: April 23, 2025

Re: Resolution 2025-7 Amendment 4 to Management Consulting Professional Services - IDIQ (#20211728-A)

In November 2021, Resolution 2021-43 authorized the Executive Director to enter into an agreement with TransPro for Management Consulting Professional Services under an Indefinite Delivery Indefinite Quantity (IDIQ) services contract. The purpose of the services is for TARC to receive operational consulting support to move the agency forward to better serve the community and riders as a whole.

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, such as, executive recruitment with an immediate need to assist in the search for a new Director of Transportation, assessment and review of maintenance department, and other business support needs in the amount of \$140,000, a new total not to exceed amount of \$717,379. TARC believes in 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.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to amend the contract with TransPro to add this additional work.

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

RESOLUTION 2025-7 MANAGEMENT CONSULTING PROFESSIONAL SERVICES AMENDMENT 4

A Resolution authorizing the Executive Director to amend the TransPro contract for Management Consulting Professional Services for an amount of \$140,000.

WHEREAS, TARC seeks sole source procurement for management consulting professional services to provide and assist TARC with business and operational support; and

WHEREAS, TARC has an immediate need for assistance to conduct a search for a Director of Transportation; and

WHEREAS, TARC desires to get an assessment and review of maintenance department and other business support needs; and

WHEREAS TARC conducted an independent cost estimate and a pricing analysis and deemed the tasks price is fair and reasonable; and

WHEREAS, this contract shall be extended for an additional thirteen (13) months with a new contract expiration date of December 31, 2025; 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 continue its contract with TransPro for the sole procurement services set forth herein at a cost not to exceed \$140,000 for the term of the contract through December 31, 2025.

ADOPTED THIS 23TH DAY OF APRIL 2025

Ted Smith, Chair of the TARC Board of Directors

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: April 23, 2025

Re: Resolution 2025 – 9 Amendment 3 to TARC Procurement Policy

In October 26, 2015, the TARC Board of Directors adopted a significant revision to the Procurement Regulations, which was further amended on December 11, 2018 with additional changes and modifications. This new proposed amendment 3 has new threshold limits for federally funded and non-federally funded procurements. It also includes federal updated requirement changes for simplified acquisition procurement thresholds, and Model clauses. There are also many stylistic and technical changes including but not limited to improved language in the sections of Definitions, Written Standard Code of Conduct, Written Protest, Procurement Thresholds, Authorization, Approval and Reporting Levels for both Federal Funded and non-Federal Funded procurements, removal and replacement of positions and titles. I have included a summary of the list of detailed changes for your convenience.

More importantly, this Resolution updates TARC's Procurement Policy to be consistent with changes and updates in federal, state and local law. For instance, this 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 competitive solicitation must occur.

4.2.1 Procurement funded by revenue, local and state (non-federal monies):

<u>Amount</u>	<u>Authority/Approval</u>	<u>Procurement Method</u>
Up to \$3,500	Supervisors &	Micro Purchase
Up to \$15,000	Director or Assistant Director Level	Simplified Acquisition (Small) 3 Quotes
Up to \$30,000	Director of Maintenance	
Up to \$65,000	COO or CFAO	Formal - Competitively Bid
Up to \$100,000	Executive Director or CEO	Formal - Competitively Bid
Fuel Only - Up to \$100,000	Director of Procurement	Formal - Competitively Bid
Greater than \$100,000	Board Review and/or Authorization	Formal - Competitively Bid

4.2.3 Procurement funded by FTA or other federal grants:

<u>Amount</u>	<u>Authority/Approval</u>	<u>Procurement Method</u>
Up to \$10,000 (\$2,001 Construction)	Procurement Official (Managers/Supervisors)	Micro Purchase
Up to \$15,000	Director or Assistant Director Level	Simplified Acquisition (Small) 2 Quotes
Up to \$30,000	Director of Maintenance	
Up to \$65,000	Director of Grants and Capital	Simplified Acquisition (Small) 2 Quotes
Up to \$100,000	COO or CFAO	Simplified Acquisition (Small) 2 Quotes
Up to \$250,000	Executive Director or CEO	Simplified Acquisition (Small) 2 Quotes
Greater than \$250,000	Board Review and/or approval	Formal - Competitively Bid

A new provision has been added that details contracting with Small and Minority Businesses, and Labor Surplus. It updates this Policy to reflect the model FTA Clauses and Requirements that must be included in every solicitation for goods and service. Finally, this Resolution further updates the conflicts of interest rules with respect to employees, officers and members of the Board of Directors at TARC.

This Resolution asks the Board for its approval to update and change TARC's Procurement Policy to follow and be consistent with federal, state and local law. Please feel free to call me if you have any questions at (502) 561-5100.

RESOLUTION 2025-9

Amendment 3 to TARC Procurement Policy

A Resolution for the Board of Directors to approve revisions, additions, amendments and updates to TARC's Procurement Policy.

WHEREAS, TARC wants Procurement Department and 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; and

WHEREAS, 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; and

WHEREAS, TARC has reviewed this Procurement Policy and is now proposing to make amendments and updates to such Policy that are consistent with changes in federal, state and local laws; and

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

The amendments and updates to TARC's Procurement Policy are hereby approved.

ADOPTED THIS 23rd DAY OF APRIL 2025

Ted Smith, Chair of the TARC Board of Directors

Procurement Policy detailed changes list:

Cover Page nomenclature – “Regulations” to “Policy”

- Removed all verbiage relating to TARC Regulations to TARC Policy
- Section Definitions – Additional Definitions were added and/or removed
 - Changed “Purchasing” to “Procurement” Department
 - Added/changed Director of Purchasing to Director of Procurement position
 - Added Chief Financial and Administrative Officer (CFAO) position
 - Added Chief Operating Officer (COO) position
 - Added Procurement and Contract Administrator position
 - Added Buyer position
 - Added Contract Coordinator position
 - Added Assignability clause
 - Added Best and Final Offer (BAFO)
 - Added Buy America
 - Added Grants and Capital Programs Department
 - Added Director of Grants and Capital Programs
 - Removed Grants/Capital Projects Administrator
 - Added Capital Project
 - Added Cardinal Change
 - Added Certificate of Insurance
 - Added Change Order
 - Updated definition on Clarification
 - Added Competitive Bid
 - Added Competitive Range
 - Updated definition on Confidential Information
 - Updated definition on Conflict of Interest
 - Added Contingency
 - Updated definition on Construction
 - Added Contract Administration
 - Added Contract Amendment
 - Added Contract Amount/Price
 - Added Contract Award
 - Added Construction Drawings
 - Added Construction Documents
 - Added Contract Modification
 - Added Cooperative/Joint Purchasing
 - Updated definition of Cost Analysis
 - Added Davis-Bacon Act
 - Updated definition of Disadvantaged Business Enterprise
 - Added Department Directors
 - Added Emergency (or Urgent) Procurement

- Added Evaluation Process
- Added Evaluators
- Added Final Acceptance
- Added Final Payment
- Updated definition of Financial Interest
- Added General Contractor
- Added Hispanic Americans
- Added Incentive
- Added Indefinite Delivery Indefinite Quantity (IDIQ)
- Added Independent Cost Estimate (ICE)
- Updated definition of Invitation to Bid or Invitation for Bid (ITB / IFB)
- Added Job/Task Order Contract
- Added Joint Development
- Added Joint Procurement
- Added Kentucky Transportation Cabinet (KYTC)
- Added Letter of Intent
- Added Liquidated Damages
- Added Manufacturer
- Added Materials
- Updated definition of Micro Purchase (Micro Procurement)
- Added Negotiations
- Added Notice to Proceed
- Added Option
- Added Payment Bond
- Added Performance Bond
- Added Piggybacking (Assignment)
- Added Prevailing Wage
- Updated definition of Price Analysis
- Added Professional Services
- Added Progress Payment
- Added Protest
- Added Public Private Partnership (PPP)
- Added Purchase Order
- Added Requisition
- Added Responsiveness
- Added RF's – Request for Expression of Interest, Request for Information, Request for Proposal and Request for Qualification
- Added Rolling Stock
- Added Senior Staff Member
- Added Simplified Acquisition (formerly Small Procurement)
- Added Single Source
- Added Sole Source
- Added Solicitation
- Added Special Provision
- Added Substantial Completion

- Added Surety
 - Added Transit-Oriented Development
 - Added Value Engineering
- Removed all verbiage pertaining to procedural process and moved/separated to Procurement Procedure Manual
- Added new heading Procurement System-Wide Elements
 - Added descriptive paragraph under this section
 - Structured the required elements to strategically align the items in one place:
 - Section 1.0 Written Standard Code of Conduct
 - Section 2.0 Contract Administration
 - Section 3.0 Written Protest
 - Section 4.0 Procurement Standards
 - Section 5.0 FTA Model Clauses and Requirements
- Section 4.3 Restructured headings under Methods of Procurement
 - Re-aligning all methods of procurement rather than mixed all over the policy pages
 - Section 4.4 Updated section Determination of Method of Procurement and Selection of Solicitation Type
 - Section 4.5 Updated section Determination of Contract Type
 - Updated and revised policy as it relates to types of contracts
 - Added and updated Fixed-Price Contracts
 - Added and updated Fixed-Price Contracts with Escalation
 - Added and updated Cost-Reimbursement Contracts
 - Added and updated Cost Contracts
 - Added and updated Cost-Sharing Contracts
 - Added and updated Cost-Plus-A-Fixed Fee Contracts
 - Added and updated Cost-Plus-A-Percentage of Cost Contracts (Prohibited)
 - Added and updated Time and Material Contracts
 - Added Indefinite Delivery Indefinite Quantity Contracts
 - Added Letter of Intent
 - Added Memoranda of Understanding / Agreement
 - Added Non-Disclosure Agreement
 - Added Revenue Contracts
 - Added Public Private Partnerships
 - Added Reverse Auctions
 - Added Other Contract Types
 - Emergency or Urgent Agreements

- Section 4.3 Updated and revised policy as it relates to options in a contract
- Section 4.7 Added Procedures for Ensuring Most Efficient and Economic Procurements
 - Minimum requirements of FTA
- Section 4.3 Updated section Determination of Method of Procurement or Solicitation Type
 - Updated and revised policy as it relates to Micro Procurement
 - Updated and revised policy as it relates to Small Procurement
 - Updated and revised policy as it relates to Competitive Sealed Bids
 - Updated and revised policy as it relates to Competitive Negotiation
 - Updated and revised policy as it relates to Sole Source
 - Updated and revised policy as it relates to Piggyback or Assignment
 - Added section Unsolicited Proposal and its process
- Section 4.4 Added and updated section Types of Procurement
 - Architectural and Engineering (A&E)
 - Operations and Management (O&M)
 - Rolling Stock Purchase
 - Construction
 - Materials and Supplies
 - Other Professional Services
- Section 4.3 Updated and revised policy as it relates to Evaluation Methodology
- Section 4.3 Updated and revised policy as it relates to Selection and Award
- Removed all “Article” sections and replaced with proper headings as it relates to policy
- Removed Article VI Code of Conduct and replaced with Section 1.0 Written Standard Code of Conduct
 - Updated and revised paragraph under General, Organizational Conflict or Interest, and Personal Conflict of Interest
- Section 4.2 Procurement Standards, subsection Threshold, Authorization, Approval and Reporting Levels added tables separating the Federal funded from the non-Federal funded procurement
 - Subsection Table for non-Federal funded procurement have increased in dollar threshold by authority and by method of procurement

- Subsection Table for Federally funded procurement has been explicitly detailed, increased in dollar threshold by authority level according to FTA Circular 4220.1x
- Section 4.10 Contracting with Small and Minority businesses and Labor Surplus added
- Section 5.53 Buy America Requirements revised
- Section 5.0 FTA Model Clauses and Requirements added
- Section 5.37 Safe Operation of Motor Vehicles added for Seat Belt Use and Distracted Driving
- Section 5.48 Rights to Inventions Made Under a Contract or Agreement according to 2 CFR 200
- Section 5.6 Termination Provision days changed from 15 days to 30 days written notice
- Section 5.20 Conformance with ITS National Architecture added
- Section 5.10 Federal Tax Liability and Recent Felony Convictions added
- Section 5.39 Byrd Anti-Lobbying Amendment added
- Section Exhibits FTA Clause Matrix for Third-Party Contract Provision added

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: April 23, 2025

Re: Resolution 2025-10 Tire Leasing & Servicing (#20251923)

Transit Authority of River City (TARC) is proposing to extend 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.

Goodyear has been in contract with TARC for over fifteen (15) years and is known and widely used in the transit industry. This tire maintenance services provides safety and stability within our maintenance and features careful planning, specifically, problems and concerns that may need immediate repairs.

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, 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 not to exceed \$500,000.

In the event that TARC implements a network that could significantly reduce its level of service during the term of this single-source contract, TARC shall conduct further pricing analysis to ensure negotiated unit price is within market range.

This Resolution seeks authorization for the Board of Directors to authorize the Executive Director to extend terms of contract with Goodyear Tire Company as a single source procurement at a cost not to exceed \$500,000 of up to 12 months through February 28, 2026.

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

RESOLUTION 2025-10 TIRE LEASING AND SERVICING

A Resolution authorizing the Executive Director to extend terms of contract with Goodyear Tire Leasing and Servicing as a single source procurement for a cost not to exceed \$500,000 of up to 12 months through February 28, 2026.

WHEREAS, Transit Authority of River City (TARC) intends to implement Goodyear Services that will support agency's Tire Leasing & Servicing for transit vehicles; and

WHEREAS, TARC conducted an independent cost estimate and pricing analysis which deemed the price to be fair and reasonable; and

WHEREAS, the term of this extension of up to 12 months through February 28, 2026.; and

WHEREAS, the total contract amount shall not exceed \$500,000 for this period; 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 extend terms of contract with Goodyear Tire for the Transit Tire & Leasing Services as a single source procurement at a cost not to exceed \$500,000.

ADOPTED THIS 23rd DAY OF APRIL, 2025

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: April 23, 2025

Re: Resolution 2025-12 Transit Bus Batteries & Common use batteries (ITB 20241898)

On February 26, 2025, the procurement department released an Invitation for Bid 20241898 for transit bus batteries and common use batteries which included eleven (11) inventory parts. The solicitation intent is to award the contract to the lowest bidder/s.

On March 27, 2025 we received two (2) responses from Clarke Power Services and Interstate Batteries which 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 \$57,000 may be expected in the coming years.

The selection was made and the intent is to award a multi-vendor contract based on lowest pricing provided by Clarke Power Services and Interstate Batteries.

Procurement Department proposes a multi-vendor award contract for transit bus batteries and common use batteries to the above 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.

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 Interstate Batteries at a cost not to exceed \$130,000 to provide transit bus batteries and common use batteries to TARC.

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



RESOLUTION 2025-12

TRANSIT BUS BATTERIES & COMMON USE BATTERIES

A Resolution authorizing the Executive Director to negotiate and enter into a two (2) year term with Clarke Power Services and Interstate Batteries based upon the attached bid pricing for Transit Bus Batteries & Common Use Batteries with a not-to-exceed amount of \$130,000.

WHEREAS, TARC seeks a vendor or vendors to supply Transit Bus Batteries and Common Use Batteries for TARC's bus fleet; and

WHEREAS, a competitive solicitation, invitation to bid (ITB) was issued on February 26, 2025 for such parts; and

WHEREAS, TARC received proposals from Clarke Power Services and Interstate Batteries, which were both deemed responsible and responsive; and

WHEREAS, TARC's Procurement Department conducted an independent cost estimate and deemed pricing for such responses were within market range; 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 to the ITB for not-to-exceed amount of \$130,000.

ADOPTED THIS 23TH DAY OF April 2025

Ted Smith, Chair of the Board of Directors



MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: April 23, 2025

Re: Resolution 2025-11 Genfare SPX License, Support and Maintenance Sole Source (20211694)

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.

On April 26, 2022, Resolution 2022-13 was authorized and approved by the TARC Board of Directors to negotiate and execute a sole source contract number 20211694 with Genfare. The Resolution was for the annual license, support and maintenance agreement for a total of three (3) years.

We have come once again to the end of the third year. 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.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to enter into a three-year agreement with Genfare SPX to continue at the scheduled pricing in the amount of \$295,710.

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

Resolution 2025-11 Genfare SPX License, Support and Maintenance Sole Source (20211694)

A Resolution authorizing the Executive Director to enter into a three-year agreement with Genfare SPX 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 at a cost not to exceed \$295,710.

WHEREAS, Transit Authority of River City (TARC) seeks software system support and maintenance on our Genfare fareboxes; and

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

WHEREAS, TARC seeks to exercise the remaining three (3) years of the contract scheduled pricing from Genfare SPX 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 the remaining three-year agreement with Genfare SPX based upon the scheduled pricing amount total of \$295,710.

Adopted this 23rd day of April 2025

Ted Smith, Chair, Board of Directors



FY2026 DRAFT BUDGET BOARD REVIEW

APRIL 16, 2025





FY26 BUDGET TIMELINE

COMPLETED TASKS

DECEMBER 5th	INITIAL REFRESHER TRAINING ON BUDGET PLANNING WITH FINANCE IN TRAINING ANNEX
DECEMBER 5th	EMAIL THAT DIRECTORS HAVE ACCESS TO FILES NO LATER THAN DATE STATED
JANUARY 2nd - 31st	INITIAL MEETINGS WITH FINANCE MUST HAVE DOCUMENTS APPROVED BY BUDGET ANALYST PRIOR TO SCHEDULING
JANUARY 2nd	KEY PLANS, PROJECTS AND GOALS FOR FY25, FY24 ACCOMPLISHMENTS TO MARKETING
FEBRUARY 3rd	DEPARTMENT DRAFT BUDGETS DUE TO FINANCE - MUST HAVE AT LEAST MET WITH FINANCE ONCE
FEBRUARY 3rd	COMMUNICATIONS/MARKETING DEPT. DUE DATE FOR SUBMITTING TO FINANCE
FEBRUARY 24th - 28th	EXECUTIVE DIRECTOR REVIEW OF DEPT BUDGETS
MARCH 14th	BY EXPENSE CATEGORY COMPLETED FOR EXECUTIVE REVIEW
MARCH 26th	TARC BOARD REVIEW OF BUDGET (FIRST LOOK)



FY26 BUDGET TIMELINE

NEXT STEPS

EARLY APRIL (TBD)	TARC BOARD REVIEWS AND APPROVES FINAL BUDGET - MAY REQUIRE SPECIAL BOARD MEETING
APRIL MID (TBD)	MUST HAVE BUDGET TO METRO GOVERNMENT OMB FOR MAYOR REVIEW
APRIL 14TH	WORK BEGINS ON PREPARING FINAL BUDGET BOOK TO BE SENT TO METRO
APRIL 30th	TARC BUDGET GOES TO METRO COUNCIL WITH METRO'S BUDGET
MAY (TBD)	MAYOR'S RECOMMENDED BUDGET (Around the 3rd Thursday)
JUNE on or before the 3rd	BUDGET HEARINGS WITH METRO COUNCIL BEG. OF JUNE
JUNE (TBD)	FOLLOW UP BUDGET HEARINGS IF NECESSARY MID JUNE
JUNE (TBD)	APPROVAL BY METRO GOVERNMENT END OF JUNE

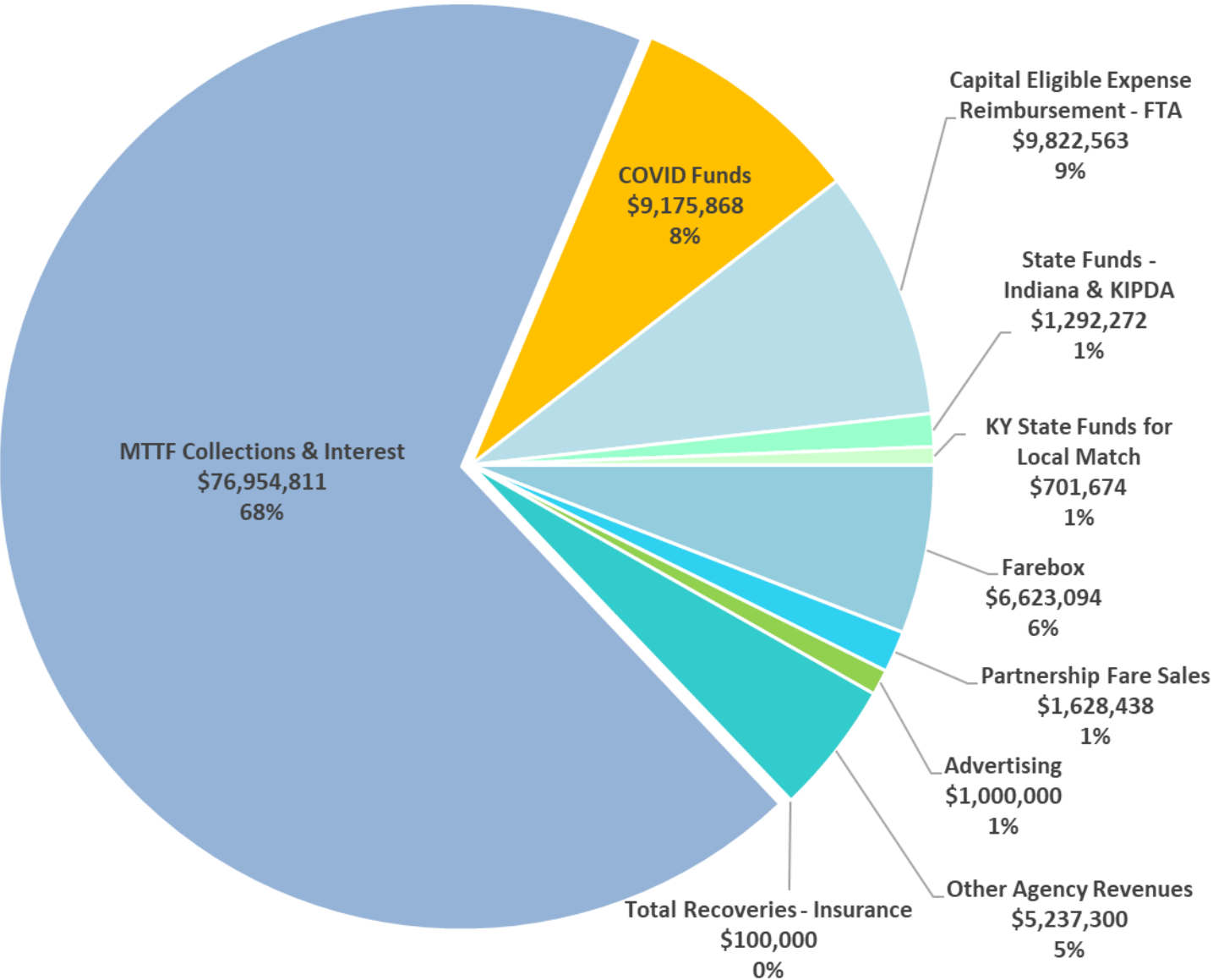


FY 2026 BUDGET BUILT ON THESE ASSUMPTIONS

Diesel Fuel	• \$2.76/gallon
Gas	• \$2.94/gallon
Ridership	• +3% from FY25 estimates
MTTF Growth	• +2.5% from FY25 estimates
Medical	• 22% actual and 10% for renewal
JCPS	• Continuing JCPS agreement into year 2
Purchased Transportation	• 10% increase in paratransit trips
Services	• Maintaining current service levels
Remaining COVID Funds	• \$9,175,868



FY 2026 REVENUE - OPERATING BUDGET



Operating Revenues	\$112,536,020
Capital MTTF Match	\$3,412,513
TARC Requested Budget	\$115,948,533



FY 2026 REVENUE - OPERATING BUDGET

OPERATING REVENUE

MTTF Collections & Interest	\$76,954,811	68%
Farebox	\$6,623,094	6%
Other Agency Revenues	\$5,237,300	5%
Partnership Fare Sales	\$1,628,438	1%
State Funds - Indiana & KIPDA	\$1,292,272	1%
Advertising	\$1,000,000	1%
Total Recoveries - Insurance	<u>\$100,000</u>	0%
Total Operating Revenues	\$92,835,915	82%

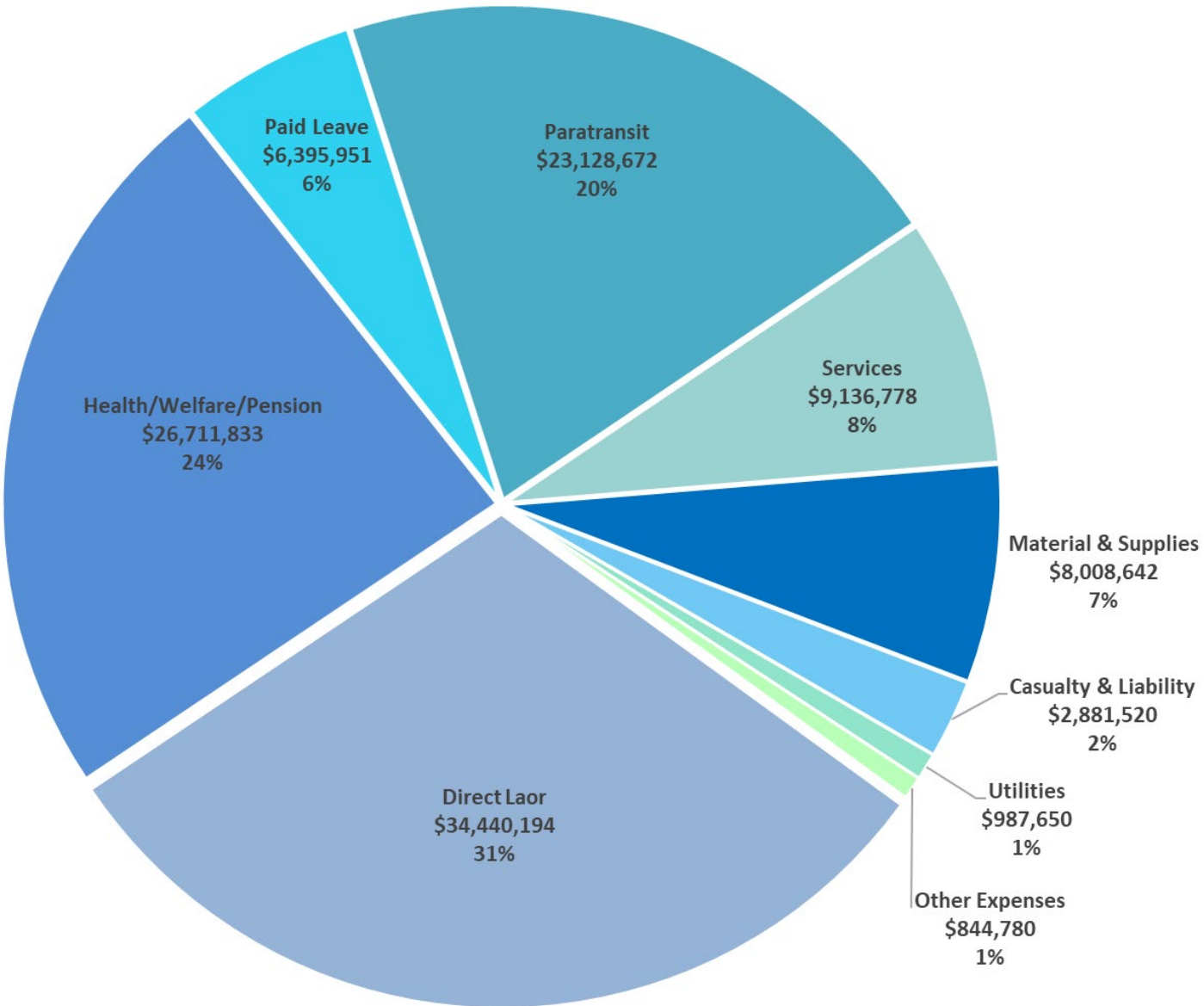
SUBSIDIES

Capital Eligible Expense Reimbursement - FTA	\$9,822,563	9%
Remaining COVID Funds	\$9,175,868	8%
KY State Funds for Local Match	<u>\$701,674</u>	1%
Total Subsidies	\$19,700,105	18%

TOTAL REVENUES BEFORE CAPITAL	<u><u>\$112,536,020</u></u>	100%
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FY 2026 EXPENSES - OPERATING BUDGET



Total Operating Expenses
\$ 112,536,020



FY 2026 EXPENSES - OPERATING BUDGET

OPERATING EXPENSES

Direct Labor*	\$34,440,194	30.6%
Health/Welfare/Pension*	\$26,711,833	23.7%
Paid Leave*	\$6,395,951	5.7%
Paratransit	\$23,128,672	20.6%
Services**	\$9,136,778	8.1%
Material & Supplies	\$8,008,642	7.1%
Casualty & Liabilities	\$2,881,520	2.6%
Utilities	\$987,650	0.9%
Other Expenses	\$844,780	0.8%
TOTAL OPERATING EXPENSE BEFORE CAPITAL	<u>\$112,536,020</u>	100.0%

**These categories represent total personnel costs totaling \$67,547,978 or 60% of the total Operating Budget before capital.*

***Services includes but is not limited to all TARC IT hardware/software licenses, building and bus security, and shelter and facility maintenance agreements.*

FY 2026 CAPITAL PROJECTS & PROGRAM OF FUNDS

Projects That Use Formula Funds

	TOTAL	FEDERAL	MTTF	STATE	OTHER
Purchase Five (5) Battery Electric Buses - Partial	1,112,535	890,028	0	222,507	0
Associated Capital Maintenance Items	150,000	120,000	30,000	0	0
Architectural & Engineering Services	585,068	468,054	40,000	77,014	0
Infotech Systems*	5,754,887	4,603,909	600,000	550,978	0
Security Improvements*	1,720,100	1,376,080	211,437	132,583	0
Facility Renovation Projects*	4,968,197	3,974,558	25,000	968,639	0
Bus Line Inspection	11,394	9,115	1,000	1,279	0
Sub-total	14,302,181	11,441,744	907,437	1,953,000	0

Projects That Use Other (5339 & Flex) Formula Funds

	TOTAL	FEDERAL	MTTF	STATE	OTHER
Purchase (6) ADA Paratransit Vans	845,744	676,595	140,000	29,149	0
Purchase Four (4) Battery Electric Buses - Partial	2,496,567	1,997,254	103,313	396,000	0
Shop Equipment - Bus Lift Replacement*	504,128	403,302	0	100,826	0
Infotech Systems*	396,033	316,826	18,213	60,994	0
Security Improvements*	1,000,000	800,000	0	200,000	0
Support Vehicles (4)*	177,380	141,904	34,000	1,476	0
Office Equipment	93,535	74,828	18,707	0	0
Facility Renovation Projects*	3,152,308	2,521,846	124,094	506,368	0
Transit Enhancements	587,497	469,998	0	117,499	0
Sub-total	9,253,192	7,402,553	438,327	1,412,312	0

Projects That Use Discretionary Funds

	TOTAL	FEDERAL	MTTF	STATE	OTHER
Purchase Nine (5 & 4) Battery Electric Buses - Partial	7,431,158	6,316,484	1,114,674	0	0
Architectural & Engineering Services	172,369	146,192	26,177	0	0
Bus Charging Infrastructure	5,086,890	4,363,542	723,348	0	0
Workforce Development - Electric Infrastructure	427,750	362,200	65,550	0	0
Project Management (LowNo-CMAQ)	80,000	68,000	12,000	0	0
Operations Planning (APP-RR)	280,100	280,100	0	0	0
Preliminary Engineering - 3rd Party (Brwy All the Way)	2,260,077	1,408,062	125,000	0	727,015
Sub-total	15,738,344	12,944,580	2,066,749	0	727,015

SUB-TOTAL - All Capital Projects

39,293,717 31,788,877 3,412,513 3,365,312 727,015

KEY CAPITAL PROJECTS

- Fleet Replacement \$11.8M
(6 Paratransit Vehicles, 9 Electric)
- Facility Renovation \$8.2M
(HVAC Replacement, lot resurfacing, bus wash replacement, 2905 roof)
- Infotech Systems \$6.1M
(EAM replacement, telephone systems upgrade, access controls)
- Charging Infrastructure \$5.8M
(for electric fleet)
- Security Program \$2.7M
(Facility surveillance & access control upgrades)

Highlighted funds are examples of what could be at risk based on changes to federal policies.



FY 2026 CAPITAL PROJECTS & PROGRAM OF FUNDS

Capital Eligible Expense Reimbursements

<i>Projects That Use Formula Funds</i>	TOTAL	FEDERAL	MTTF	STATE	OTHER
Non-Fixed Route ADA Paratransit	4,000,000	3,200,000	800,000	0	0
Capital Cost of Contracting (Fixed Route)	26,449	21,159	0	5,290	0
Capital Maintenance	6,082,348	4,865,878	520,086	696,384	0
Sub-total 5307 Formula Contributions	10,108,797	8,087,037	1,320,086	701,674	0

*Capital funds being used to offset operating budget shortfall

<i>Projects That Use Formula Funds</i>	TOTAL	FEDERAL	MTTF	STATE	OTHER
ADA Paratransit Work Trips	415,440	207,720	207,720	0	0
Sub-total 5310 Formula Contributions	415,440	207,720	207,720	0	0

<i>Projects That Use CARES & CRRSA Act Funds</i>	TOTAL	FEDERAL	MTTF	STATE	OTHER
ARP Act Emergency Operations	9,175,868	9,175,868	0	0	0
Sub-total CARES Act Contributions	9,175,868	9,175,868	0	0	0

SUB-TOTAL - All Contributions to Operations	19,700,105	17,470,625	1,527,806	701,674	0
TOTAL	58,993,822	49,259,502	4,940,319	4,066,986	727,015

MTTF Capital Projects = \$3.4M
MTTF Capital Eligible Expense Reimbursement = \$1.5M



FY 2026 BUDGET BY EXPENSE CATEGORY

	FY24 ACTUAL	FY25 BUDGET	FY25 ESTIMATE	FY26 BUDGET		
BEGINNING MTTF BALANCE	\$56,541,912	\$56,541,912	\$70,181,827	\$73,238,176	4.35%	
OPERATING REVENUE						FY 26 BUD vs FY 25 EST
FAREBOX	\$6,273,354	\$6,197,337	\$6,430,188	\$6,623,094	3.00%	192,906
SPECIAL FARES	\$1,570,776	\$1,536,008	\$1,581,008	\$1,628,438	3.00%	47,430
CHARTER	\$0	\$0	\$0	\$0	0.00%	0
ADVERTISING	\$788,942	\$1,100,000	\$700,000	\$1,000,000	42.86%	300,000
OTHER AGENCY REVENUES	\$778,680	\$447,300	\$5,647,300	\$5,237,300	-7.26%	(410,000)
TOTAL RECOVERIES - INSURANCE	\$422,818	\$100,000	\$150,000	\$100,000	-33.33%	(50,000)
MTTF COLLECTIONS	\$74,851,800	\$75,300,639	\$77,097,354	\$79,024,788	2.50%	1,927,434
MTTF INTEREST	\$2,759,149	\$1,582,289	\$2,841,923	\$2,870,342	1.00%	28,419
STATE GOVERNMENT FUNDS	\$2,607,292	\$1,276,642	\$1,276,642	\$1,292,272	1.22%	15,630
FEDERAL REIMB. FUNDS-ACCESS TO JOBS	\$0	\$0	\$0	\$0	0.00%	0
MTTF PRINCIPAL	(\$13,639,915)	\$0	(\$3,056,349)	\$0	0.00%	3,056,349
TOTAL REVENUES	\$76,412,896	\$87,540,215	\$92,668,066	\$97,776,234	5.51%	5,108,168
OPERATING EXPENSES						
DIRECT LABOR	\$33,878,360	\$31,866,017	\$34,417,750	\$34,440,194	0.07%	22,444
FRINGE BENEFITS:						
VAC/HOL/SICK/BDAY	\$6,025,271	\$5,712,566	\$5,535,100	\$6,395,951	15.55%	860,851
HEALTH/WELFARE/PENSION	\$22,990,352	\$23,888,855	\$25,625,930	\$26,711,833	4.24%	1,085,903
SERVICES	\$6,318,337	\$8,858,740	\$7,737,510	\$9,136,778	18.08%	1,399,268
MATERIAL&SUPPLIES	\$8,497,126	\$8,839,946	\$8,188,620	\$8,008,642	-2.20%	(179,978)
UTILITIES	\$994,331	\$1,118,100	\$1,058,900	\$987,650	-6.73%	(71,250)
CASUALTY&LIABILITY	\$3,297,272	\$4,411,270	\$2,350,670	\$2,881,520	22.58%	530,850
PARATRANSIT	\$17,485,740	\$23,295,590	\$20,071,440	\$23,128,672	15.23%	3,057,232
INTEREST EXPENSE	\$0	\$0	\$0	\$0	0.00%	0
OTHER EXPENSE	\$552,535	\$1,097,720	\$666,560	\$844,780	26.74%	178,220
TOTAL OPERATING EXPENSE	\$100,039,324	\$109,088,804	\$105,652,480	\$112,536,020	6.52%	6,883,540
CAPITAL ELIGIBLE EXPENSE REIMBURSEMENT	(\$5,213,797)	(\$10,527,120)	(\$4,495,405)	(\$10,524,237)	134.11%	(6,028,832)
CRRSAA FUNDING	\$0	\$0	\$0	\$0	0.00%	0
ARP	(\$19,767,283)	(\$18,547,198)	(\$9,754,222)	(\$9,175,868)	-5.93%	9,175,868
SUBTOTAL	(\$24,981,080)	(\$29,074,318)	(\$14,249,627)	(\$19,700,105)	38.25%	3,147,036
NET OPERATING EXPENSE	\$75,058,244	\$80,014,486	\$91,402,853	\$92,835,915	1.57%	1,433,062
MTTF CAPITAL SHARE	\$1,354,652	\$7,525,729	\$1,265,213	\$4,940,319	290.47%	3,675,106
TOTAL OPERATING/CAPITAL	\$76,412,896	\$87,540,215	\$92,668,066	\$97,776,234	5.51%	5,108,168
ENDING MTTF BALANCE	\$70,181,827	\$56,541,912	\$73,238,176	\$73,238,176	0.00%	0

FY26 Budget key drivers:

Fringe Benefits

- 22% increase in insurance rates

Casualty & Liability

- Increase liability rates by 20% (industry standard)

Services

- Increase scheduling services and software support \$550,000
- Increase printing and consulting services for network redesign \$150,000
- Increase court fees & building security \$200,000

Purchase Transportation

- Increase trips by 10% based on historical trends



FY 2026 BUDGET BY DEPARTMENT

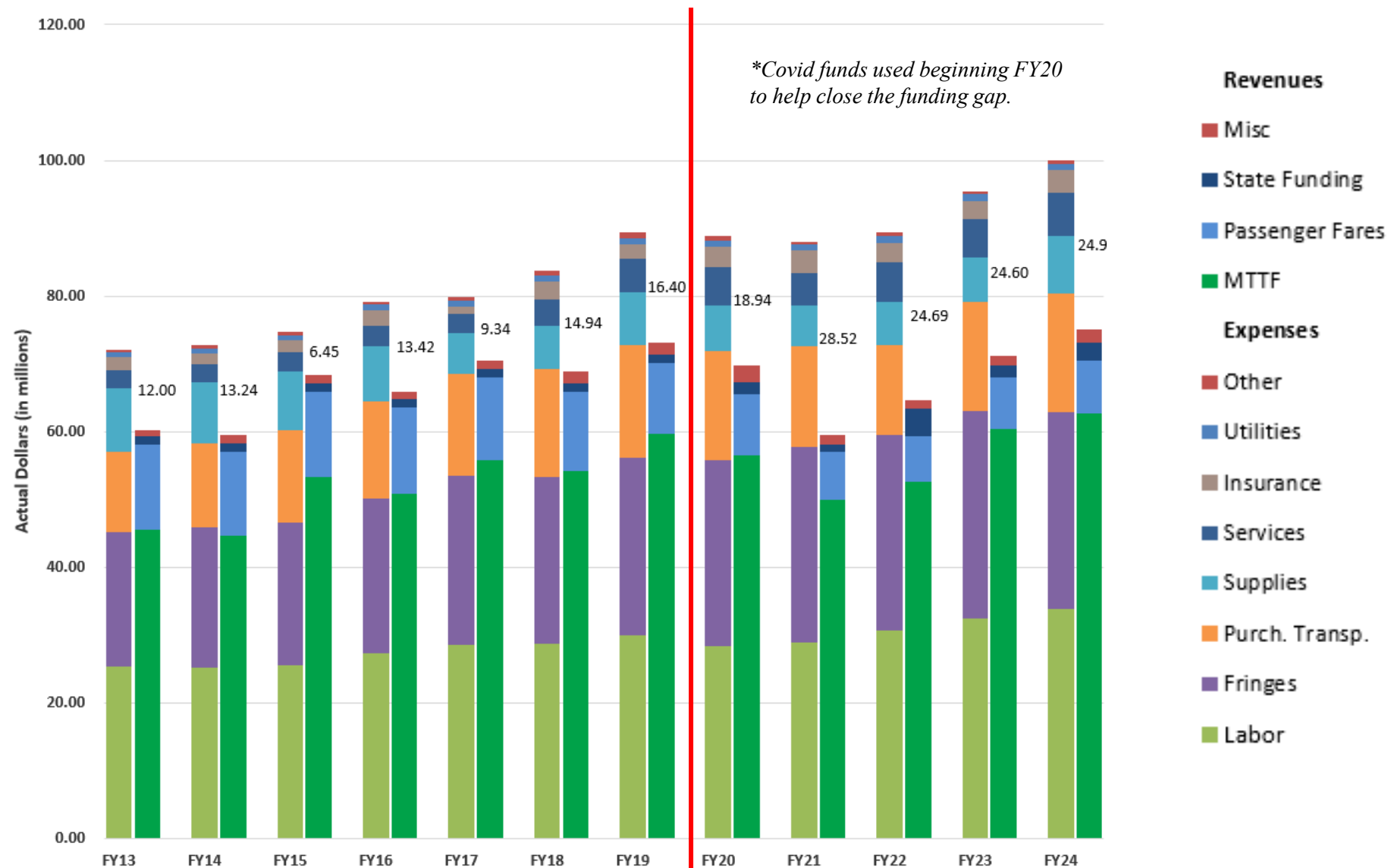
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OPERATING REVENUE						FY 26 BUD vs FY 25 EST
FAREBOX	\$6,273,354	\$6,197,337	\$6,430,188	\$6,623,094	3.00%	192,906
SPECIAL	\$1,570,776	\$1,536,008	\$1,581,008	\$1,628,438	3.00%	47,430
CHARTER	\$0	\$0	\$0	\$0	0.00%	0
ADVERTISING	\$788,942	\$1,100,000	\$700,000	\$1,000,000	42.86%	300,000
OTHER AGENCY REVENUES	\$778,680	\$447,300	\$5,647,300	\$5,237,300	-7.26%	(410,000)
TOTAL RECOVERIES -INSURANCE	\$422,818	\$100,000	\$150,000	\$100,000	-33.33%	(50,000)
MTTF COLLECTIONS	\$74,851,800	\$75,300,639	\$77,097,354	\$79,024,788	2.50%	1,927,434
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INDIANA/KIPDA/OTHER	\$2,607,292	\$1,276,642	\$1,276,642	\$1,292,272	1.22%	15,630
FEDERAL REIMB. FUNDS-ACCESS TO JOBS	\$0	\$0	\$0	\$0	0.00%	0
MTTF PRINCIPAL	(\$13,639,914)	\$0	(\$3,056,349)	\$0	-100.00%	3,056,349
TOTAL REVENUES	\$76,412,897	\$87,540,215	\$92,668,066	\$97,776,234	5.51%	0
OPERATING EXPENSES						
TRANSPORTATION	\$44,954,522	\$41,279,399	\$46,002,620	\$45,318,039	-1.49%	(684,581)
MAINTENANCE	\$17,812,318	\$19,083,874	\$19,072,930	\$20,066,042	5.21%	993,112
PARATRANSIT	\$19,302,022	\$25,555,720	\$20,695,733	\$23,894,836	15.46%	3,199,103
MARKETING	\$1,104,589	\$1,361,053	\$1,284,220	\$1,468,644	14.36%	184,424
CUSTOMER EXPERIENCE	\$0	\$0	\$1,384,517	\$1,419,388	0.00%	
PLANNING	\$751,906	\$945,547	\$873,400	\$1,092,417	25.08%	219,017
EXECUTIVE OFFICE	\$1,853,805	\$2,020,172	\$2,068,770	\$2,177,610	5.26%	108,840
GRANTS	\$486,411	\$629,729	\$564,720	\$677,543	19.98%	112,823
SAFETY	\$5,574,575	\$7,069,211	\$4,749,510	\$5,443,824	14.62%	694,314
PROCUREMENT	\$984,065	\$1,202,256	\$1,132,060	\$1,233,674	8.98%	101,614
IT	\$3,568,732	\$4,688,775	\$3,655,210	\$4,584,511	25.42%	929,301
FINANCE	\$1,942,079	\$2,188,083	\$2,090,600	\$2,283,570	9.23%	192,970
HUMAN RESOURCES	\$870,338	\$2,185,900	\$1,113,370	\$2,002,728	79.88%	889,358
TRAINING	\$833,963	\$879,085	\$964,820	\$873,194	0.00%	(91,626)
TOTAL OPERATING EXPENSE	\$100,039,325	\$109,088,804	\$105,652,480	\$112,536,020	6.52%	6,883,540
CAPITAL ELIGIBLE EXPENSE REIMBURSEMENT	(\$5,213,797)	(\$10,527,120)	(\$4,495,405)	(\$10,524,237)	134.11%	(6,028,832)
CARRSA FUNDING	\$0	\$0	\$0	\$0	0.00%	0
ARP	(\$19,767,283)	(\$18,547,198)	(\$9,754,222)	(\$9,175,868)	0.00%	578,354
SUBTOTAL	(\$24,981,080)	(\$29,074,318)	(\$14,249,627)	(\$19,700,105)		(5,450,478)
NET OPERATING EXPENSE	\$75,058,245	\$80,014,486	\$91,402,853	\$92,835,915	1.57%	1,433,062
MTTF CAPITAL SHARE	\$1,354,652	\$7,525,729	\$1,265,213	\$4,940,319	290.47%	3,675,106
TOTAL OPERATING/CAPITAL	\$76,412,897	\$87,540,215	\$92,668,066	\$97,776,234	5.51%	5,108,168
ENDING MTTF BALANCE	\$70,181,826	\$56,541,912	\$73,238,175	\$73,238,176	0.00%	1

MTTF Principal shows how much is added or withdrawn from the MTTF Balance based on revenue over expenses for the fiscal year.

TARC policy is to keep at least 2 months of reserve for Operating Expenses.



TARC HISTORY - REVENUE OVER EXPENSES



REVENUE OVER EXPENSES SHORTFALL OVER LAST 10 YEARS

	Shortfall	Covid funding applied	Remaining Shortfall
FY24	\$24.9M	\$19.8M	\$ 5.1M
FY23	\$24.6M	\$21.6M	\$ 3.0M
FY22	\$24.7M	\$20.4M	\$ 4.3M
FY21	\$28.5M	\$26.8M	\$ 1.7M
FY20	\$18.9M	\$ 4.3M	\$14.6M
FY19	\$16.4M	<p>For many years, TARC has also used capital formula funds to keep service on the street.</p> <p>TARC has shifted funds needed to buy and maintain buses, care for facilities, purchase needed IT programs, etc. to cover its eligible operational expenses.</p>	
FY18	\$14.9M		
FY17	\$ 9.4M		
FY16	\$13.4M		
FY15	\$ 6.5M		
FY14	\$13.2M		
FY13	\$12.0M		



FY 2026 ADDITIONAL REVENUES AND EXPENSE INCREASE/REDUCTIONS

Additional Revenues	
JCPS second year revenues	\$ (5,237,300)
Potential fare increase*	\$ (1,682,950)
Total Additional Revenues	\$ (6,920,250)
 Additional Increases in Expenses	
JCPS second year	\$ 7,196,807
Healthcare increases	\$ 1,800,000
Scheduling system upgrades	\$ 400,000
TARC 2025 implementation expenses	\$ 200,000
Phone system upgrades	\$ 195,000
Total Additional Increases	\$ 9,791,807
 Additional Expense Reductions	
Renegotiated service contracts	\$ (351,307)
Misc. expense reductions	\$ (310,148)
Old pension contributions	\$ (250,000)
Renegotiated IT contracts	\$ (119,144)
Total Additional Expense Reductions	\$ (1,030,569)

**Fare Increase assumes implementation at July 1, 2025 and an elasticity factor of -6% for ridership.*

Note: 16 admin positions were frosted/eliminated in the FY25 budget resulting in \$1.3MM of savings.

ADDITIONAL CAPITAL NEEDS IF FUNDING BECOMES AVAILABLE

Project Description	Total Estimated Cost	Federal Funding	Local Match
In-ground lift replacement (all maint. locations)	\$ 17,000,000	\$ 13,600,000	\$ 3,400,000
Union Station atrium restoration	\$ 2,000,000	\$ 1,600,000	\$ 400,000
T&O Building interior rehab	\$ 1,500,000	\$ 1,200,000	\$ 300,000
Resurface 10th St. rear lot	\$ 750,000	\$ 600,000	\$ 150,000
Baggage Building roof & gutter repair	\$ 750,000	\$ 600,000	\$ 150,000
Roof replacement - 2905 W. Broadway shop	\$ 600,000	\$ 480,000	\$ 120,000
Union Station elevator modernization	\$ 250,000	\$ 200,000	\$ 50,000
Develop cash processing room	\$ 225,000	\$ 180,000	\$ 45,000
HVAC replacement - 925 W. Broadway	\$ 80,000	\$ 64,000	\$ 16,000
Bus Barn roof recoating	\$ 65,000	\$ 52,000	\$ 13,000
Clock tower repair	\$ 60,000	\$ 48,000	\$ 12,000
Warehouse fixtures & equipment	\$ 45,000	\$ 36,000	\$ 9,000
Union Station basement interior tuck pointing	\$ 40,000	\$ 32,000	\$ 8,000
Total estimated cost of additional capital projects	\$ 23,365,000	\$ 18,692,000	\$ 4,673,000



DRAFT FISCAL YEAR 2026 BUDGET

April 16, 2025

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: April 23, 2025

Re: Resolution 2025 -13 TARC's Fiscal Year 2026 Budget

The Transit Authority of River City (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.

TARC's portion of the 1974 Jefferson County Occupational License Fee, or Mass Transit Trust Fund, has not been able to keep pace with the rate of cost increases across key cost centers.

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.

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

RESOLUTION 2025- 13

TARC'S FISCAL YEAR 2026 BUDGET

This resolution requests the Board adopt the TARC FY 2026 budget and authorizing the Executive Director to forward the budget to Louisville Metro Government for its consideration:

WHEREAS, our resources for the FY 2026 budget will be directed towards steps to make TARC more financially sustainable; and,

WHEREAS, providing quality service within our means and safe service continues to be our top priority; and,

WHEREAS, TARC is committed to continuous improvement, exploring visionary opportunities, and new funding resources; and,

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

The TARC FY 2026 Budget is hereby approved and the Executive Director is hereby authorized to forward the TARC FY 2026 Budget to Louisville Metro Government for its consideration.

ADOPTED THIS 23rd DAY OF APRIL 2025

Ted Smith, Chair of the TARC Board of Directors

Executive Director Annual Performance Review Process

April 2025

Conducted by: Board of Directors

Timeline: Annually (e.g., every June)

Step	Description	Timeline
1. Review Launch	Board Chair notifies ED and board members of upcoming review	~60 days before review meeting
2. Self-Assessment and Goal setting	ED completes a selfassessment covering goals, metrics, challenges, and successes. Establish the next year's performance goals.	~45 days before review
3. Board Feedback	All board members will be interviewed by an Executive Committee member	~30 days before review
4. Stakeholder Input (Optional)	Executive committee solicits feedback from key staff, partner orgs, or community leaders	~30 days before review
5. Evaluation Committee Summary	Executive Committee compiles feedback into a summary to be placed on file.	~15 days before review
6. Sharing with ED	Board Chair discusses findings and meets with ED to share results	Scheduled meeting
7. BOARD APPROVAL	Board votes to approve Executive Director's performance review and any associated compensation recommendations	Scheduled meeting

Evaluation Criteria

1. Leadership & Strategic Direction

- Clarity of vision and leadership style
- Alignment with the organization's mission
- Strategic planning and execution

2. Goal Achievement

- Progress on specific annual goals (e.g., ridership targets, new initiatives, partnerships)
- KPIs: On-time performance, customer satisfaction, safety metrics

3. Operational & Financial Management

- Efficiency of day-to-day transit operations
- Budget management and financial stewardship
- Capital project execution

4. Public Engagement & Communication

- Community and stakeholder relationships
- Transparency and communication with riders and public
- Responsiveness to public feedback

5. Board Relations

- Timely and accurate communication with the board
- Support for governance best practices
- Responsiveness to board direction

6. Team & Culture Development

- Staff leadership and retention
- Organizational culture and DEI efforts
- Internal communication

7. Professional Development

- Commitment to growth and leadership development
- Industry involvement and reputation

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



Current month Operating Revenues are over budget \$233,357 (pg. 2, line 9) mainly due to Passenger Fares being over budget. Current month Operating Expenses are under budget \$62,194 (pg. 2, line 41) primarily due to Direct Labor and Casualty & Liability expenses being over budget. Capital Expenses are under by \$161,281 (pg. 2, line 48) due to Development Costs and Depreciation being under budget for the month.

Year-to-date Operating Revenues are over \$3,798,169 (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 \$6,939,452 (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 \$644,819 (pg. 2, line 48) due to Development Costs being under budget which is a product of timing related to Capital Projects.

Overall, for March, 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 \$2,513,913 (pg. 7) year-to-date, bringing the year-to-date net savings to a favorable balance of \$13,007,430 before capital and subsidies.

Operating Expenses	\$6,939,452
Operating Revenues*	<u>\$3,798,169</u>
Subtotal	\$10,737,621
MTTF Overage	<u>\$2,513,913</u>
Total	\$13,251,534

*Operating Revenues includes JCPS agreement revenues of \$3,850,518

Statement of Revenue - Expenses - with Capital Contributions

March 2025, Fiscal Year 2025



		Current Month			Fiscal Year-to-date				
		FY25							
Description		Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
Revenues									
1	Passenger Fares	5,219,670	700,036	430,673	269,363	4,411,184	3,903,992	507,192	-12.99%
2	Paratransit Fares	977,667	83,606	87,120	(3,514)	754,390	724,030	30,360	-4.19%
3	Special Fare Revenues (MOA/MOU Agreements)	1,536,008	136,241	124,120	12,121	1,282,601	1,161,500	121,101	-10.43%
4	Comp Specials	0	0	0	0	0	0	0	0.00%
5	Advertising Revenue	1,100,000	34,696	91,660	(56,964)	530,964	824,970	(294,006)	35.64%
6	Other Agency Revenues	447,300	59,518	37,167	22,351	3,765,722	335,799	3,429,923	-1021.42%
7	Total Recoveries-Insurance	100,000	0	10,000	(10,000)	83,099	79,500	3,599	-4.53%
8									
9	Operating Revenues	9,380,645	1,014,096	780,740	233,357	10,827,960	7,029,791	3,798,169	-54.03%
10									
11	MTTF Contributions- Federated, Operating	69,357,199	5,649,266	4,581,732	1,067,534	51,893,823	51,893,823	0	0.00%
12	Local Government Funds - MTTF, Operating	1,628,903	130,563	177,842	(47,279)	313,141	1,221,678	(908,537)	74.37%
13	COVID Funds - FTA, Operating	27,050,613	1,607,426	2,945,116	(1,337,690)	10,732,440	20,742,357	(10,009,917)	48.26%
14	State Government Funds, Operating	1,671,444	366,475	344,590	21,885	1,428,128	1,247,295	180,833	-14.50%
15									
16	Total Non-Operating Revenues	99,708,159	7,753,730	8,049,280	(295,550)	64,367,532	75,105,153	(10,737,621)	14.30%
17									
18	Total Revenues Before Cap Contributions	109,088,804	8,767,826	8,830,020	(62,193)	75,195,492	82,134,944	(6,939,452)	8.45%
19									
20	Local Government Funds - MTTF, Cap	5,898,670	31,970	356,736	(324,766)	707,804	3,532,156	(2,824,352)	79.96%
21	Federal Reimbursement Funds - FTA, Cap	39,050,525	1,782,254	2,667,339	(885,085)	14,658,580	23,669,557	(9,010,977)	38.07%
22	State Government Funds, Cap	3,144,221	255,761	208,601	47,160	2,411,139	1,914,207	496,932	-25.96%
23	Other Agencies Revenue, Cap	0	0	0	0	0	0	0	0.00%
24									
25	Total Capital Contributions	48,093,416	2,069,985	3,232,676	(1,162,691)	17,777,523	29,115,920	(11,338,397)	38.94%
26									
27	Total Revenues	157,182,220	10,837,811	12,062,696	(1,224,884)	92,973,015	111,250,864	(18,277,849)	16.43%
28									
29									
30	Expenses								
31									
32	Labor	31,866,017	3,080,537	2,462,712	617,825	26,415,374	24,722,209	1,693,165	-6.85%
33	Fringes & Benefits	29,596,381	2,232,210	2,220,962	11,248	21,294,066	22,341,940	(1,047,874)	4.69%
34	Services	8,863,780	578,457	737,459	(159,002)	5,596,952	6,632,079	(1,035,127)	15.61%
35	Materials	8,839,946	625,619	687,042	(61,423)	5,871,779	6,798,152	(926,373)	13.63%
36	Utilities	1,118,100	80,606	107,000	(26,394)	760,311	862,600	(102,289)	11.86%
37	Casualty & Liability	4,411,270	650,289	367,605	282,684	1,890,000	3,308,445	(1,418,445)	42.87%
38	Paratransit	23,295,590	1,508,611	2,176,454	(667,843)	13,081,616	16,661,945	(3,580,329)	21.49%
39	Interest Expense	0	0	0	0	0	0	0	0.00%
40	Other Expenses	1,097,720	11,497	70,786	(59,289)	285,394	807,574	(522,180)	64.66%
41	Operating Expenses	109,088,804	8,767,826	8,830,020	(62,194)	75,195,492	82,134,944	(6,939,452)	8.45%
42									
43									
44									
45	Development Cost & Loss on Disposal	2,646,585	170,224	194,307	(24,083)	663,152	1,006,160	(343,008)	34.09%
46	Depreciation Expenses	15,132,263	1,213,027	1,350,225	(137,198)	10,348,247	10,736,607	(388,360)	3.62%
47	Loss on Disposal of Assets	0	0	0	0	86,549	0	86,549	0.00%
48	Total Capital Expenses	17,778,848	1,383,251	1,544,532	(161,281)	11,097,948	11,742,767	(644,819)	5.49%
49									
50	Total Expenses	126,867,652	10,151,077	10,374,552	(223,475)	86,293,440	93,877,711	(7,584,271)	8.08%
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	686,735	1,688,144	(1,001,409)	6,679,575	17,373,153	(10,693,578)	61.55%

Total Labor

March 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	3,080,537	2,462,712	617,825	26,415,374	24,722,209	1,693,165	-6.85%
2 Sick Leave	1,871,166	127,026	116,728	10,298	1,212,446	1,450,884	(238,438)	16.43%
3 Holiday	1,440,936	301	0	301	899,707	1,016,379	(116,672)	11.48%
4 Vacation	2,159,864	185,191	168,029	17,162	1,700,623	1,641,245	59,378	-3.62%
5 Other Paid Absences	240,600	17,056	16,469	587	140,215	191,193	(50,978)	26.66%
6								
7 Total	37,578,583	3,410,111	2,763,938	646,173	30,368,365	29,021,910	1,346,455	-4.64%
8								
9 Difference compared to Budget			646,173			1,346,455		
		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	255,539	211,441	44,098	2,277,512	2,220,178	57,334	-2.58%
11 Pension	7,635,386	646,405	544,772	101,633	6,038,940	5,948,866	90,074	-1.51%
12 Hospital Medical & Surgical	8,529,778	885,759	677,904	207,855	6,506,031	6,496,066	9,965	-0.15%
13 Vision Care Insurance	75,581	5,009	5,623	(614)	45,547	58,811	(13,264)	22.55%
14 Dental Plans	308,283	30,883	23,355	7,528	198,707	238,218	(39,511)	16.59%
15 Life Insurance	42,900	3,377	3,281	96	30,486	33,057	(2,571)	7.78%
16 Disability Insurance	141,423	9,838	10,779	(941)	102,546	109,086	(6,540)	6.00%
17 Kentucky Unemployment	955,200	0	183,040	(183,040)	14,811	396,080	(381,269)	96.26%
18 Worker's Compensation	2,920,000	59,877	243,333	(183,456)	1,812,548	2,189,997	(377,449)	17.24%
19 Uniform & Work Clothing Allowance	398,000	5,506	16,000	(10,494)	310,712	350,000	(39,288)	11.23%
20 Other Fringes	2,500	445	208	237	3,236	1,880	1,356	-72.13%
21 Total Fringe & Benefits	23,883,815	1,902,638	1,919,736	(17,098)	17,341,077	18,042,239	(701,162)	3.89%
22								
23								
24 Sick Leave	1,871,166	127,026	116,728	10,298	1,212,446	1,450,884	(238,438)	16.43%
25 Holiday	1,440,936	301	0	301	899,707	1,016,379	(116,672)	11.48%
26 Vacation	2,159,864	185,191	168,029	17,162	1,700,623	1,641,245	59,378	-3.62%
27 Other Paid Absences	240,600	17,056	16,469	587	140,215	191,193	(50,978)	26.66%
28 Total Compensation Benefits	5,712,566	329,574	301,226	28,348	3,952,992	4,299,701	(346,709)	8.06%
29								
30 Total	29,596,381	2,232,210	2,220,962	11,249	21,294,066	22,341,940	(1,047,872)	4.69%
31								
32 Difference compared to Budget			11,250			(1,047,872)		

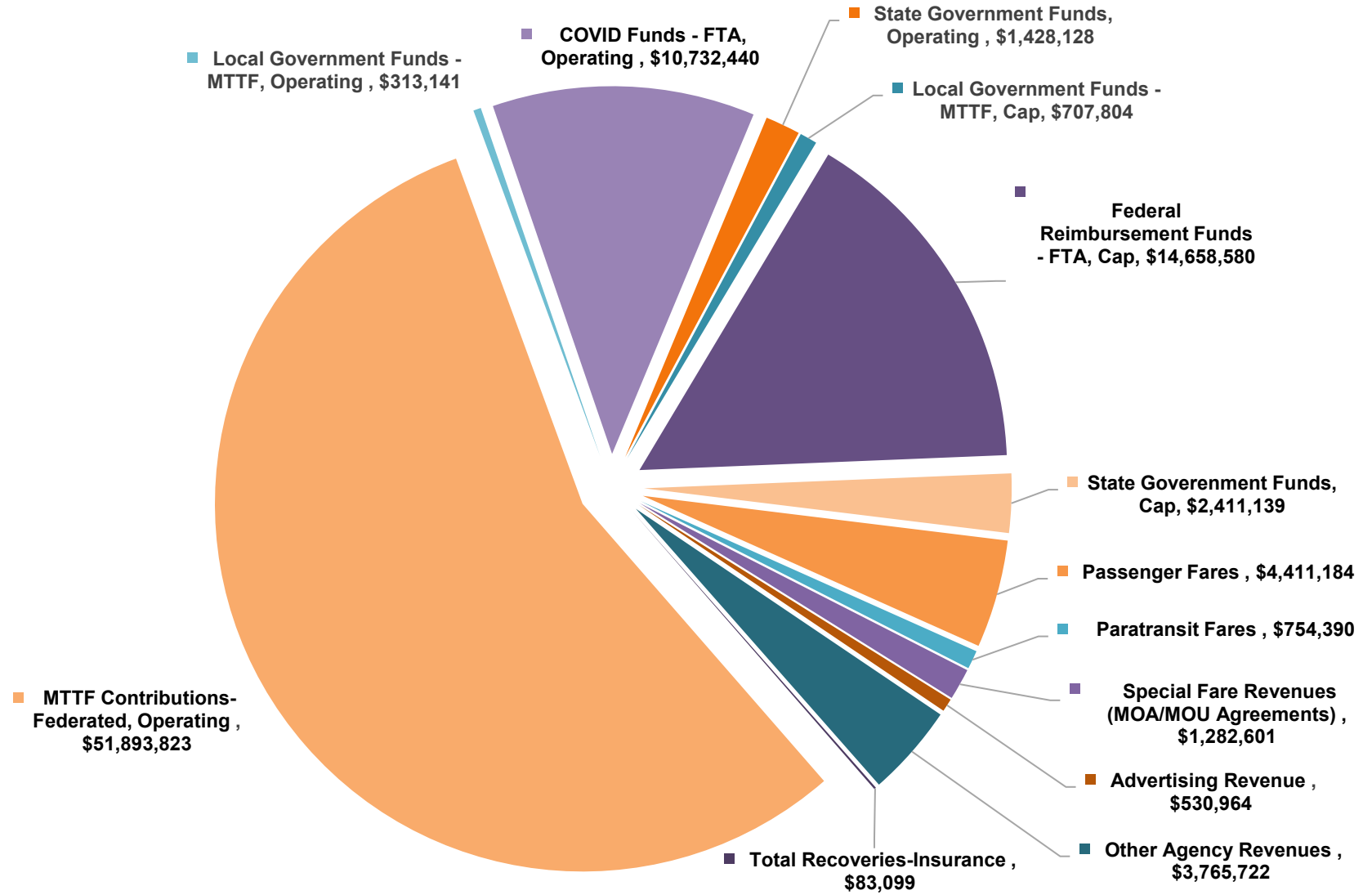
Balance Sheet

March 2025, Fiscal Year 2025

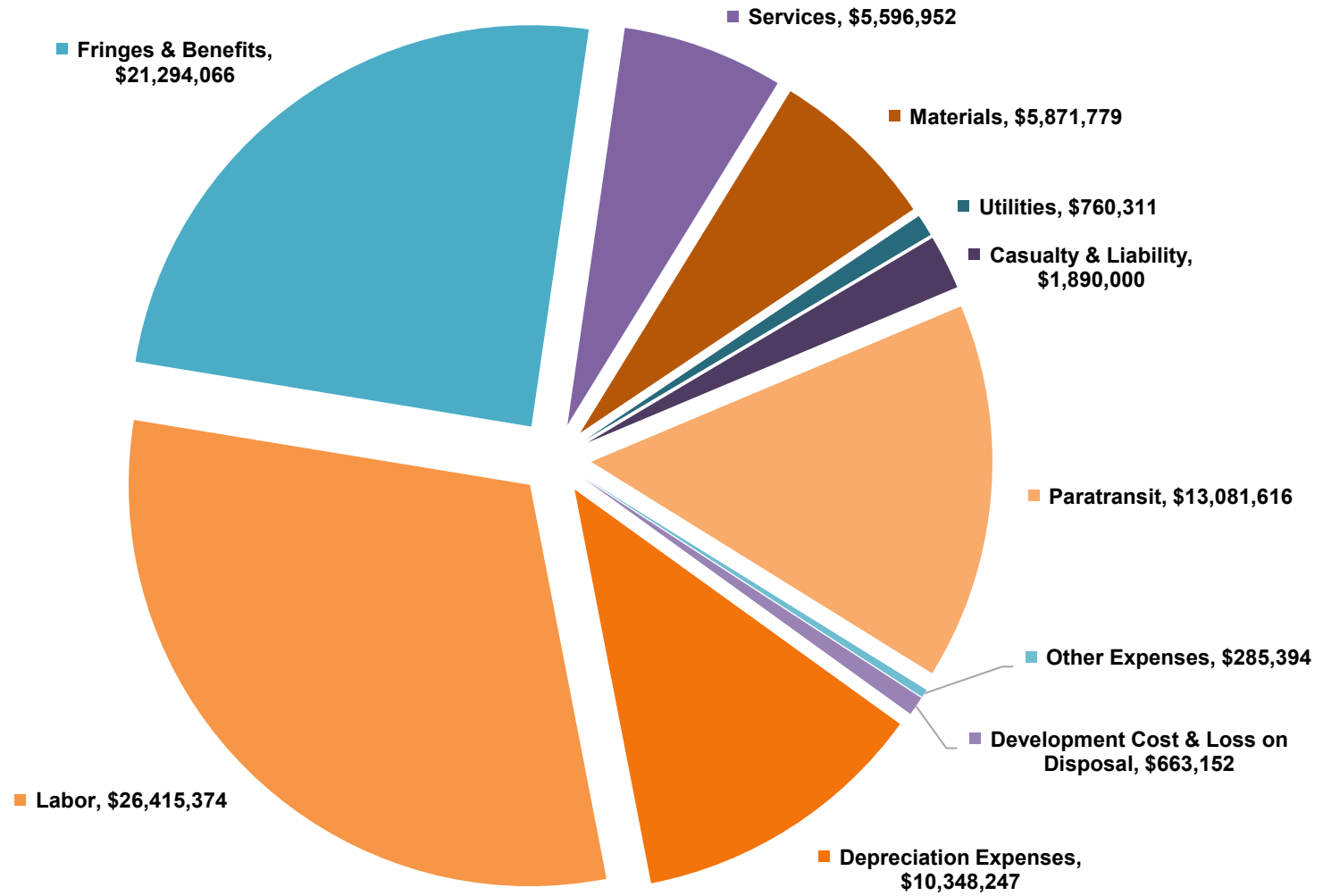


Assets	FY 25	FY 24	Liabilities, Reserves & Capital	FY 25	FY 24
Current Assets			Current Liabilities		
Cash & Cash Items	924,018	1,268,795	Long Term Debt	0	0
Short Term Investments	4,146,114	7,300,748	Short Term Debt	0	0
Accounts Receivable	80,814,174	73,597,814	Trade Payables	4,997,248	5,559,330
Interest Receivable	0	0	Accrued Payroll Liabilities	5,450,119	4,532,570
Due From Grant	80,000	80,000	Estimated Workmans Compensation	3,386,006	4,936,709
Materials & Supplies	2,923,578	2,707,457	Accrued Tax Liabilities	161,933	(173)
Total Current Assets	88,887,883	84,954,815	Unredeemed Tickets & Tokens	1,891,681	2,174,867
Other Assets			Reserves - Injury & Damages	684,391	1,171,500
Prepaid Insurance & Dues & WIP	703,583	642,262	Due To Operations	80,000	80,000
Total Other Assets	703,583	642,262	Unearned Capital Contributions	69,590,902	63,658,505
Fixed Assets			Other Current Liabilities (Health Ins.)	4,175,361	4,308,084
Land	3,773,249	3,773,249	Total Current Liabilities	90,417,640	86,421,392
Buildings	52,650,655	52,134,520	Equity		
Coaches	139,217,479	140,222,421	Retained Earnings	6,679,575	2,698,024
Office Equipment	17,293,621	12,390,618	Prior Year Retained Earning	80,840,115	78,763,717
Other Equipment	25,587,451	21,728,283	Total Equity	87,519,690	81,461,741
Development Costs	2,042,684	307,113	Total Liabilities & Equity	177,937,330	167,883,134
Vehicle Exp - Operating	1,420,405	1,420,405			
Other Equipment -Operating	171,005	185,715			
Total Fixed Assets	242,156,548	232,162,323			
Less Accumulated Depreciation					
Accumulated Depr Land	891,701	829,513			
Accumulated Depr Buildings	32,826,207	31,321,826			
Accumulated Depr Coaches	88,262,252	89,239,146			
Accumulated Depr Office Equipment	11,059,222	9,762,176			
Accumulated Depr Other Equipment	18,806,295	17,370,624			
Accumulated Depr Development Cost	673,711	113,643			
Accumulated Depr Vehicle Exp - Opr	1,135,098	1,078,971			
Accumulated Depr Other Equipment Op	156,199	160,368			
Total Depreciation	153,810,684	149,876,267			
Net Fixed Assets	88,345,864	82,286,056			
Total Assets	177,937,330	167,883,134			

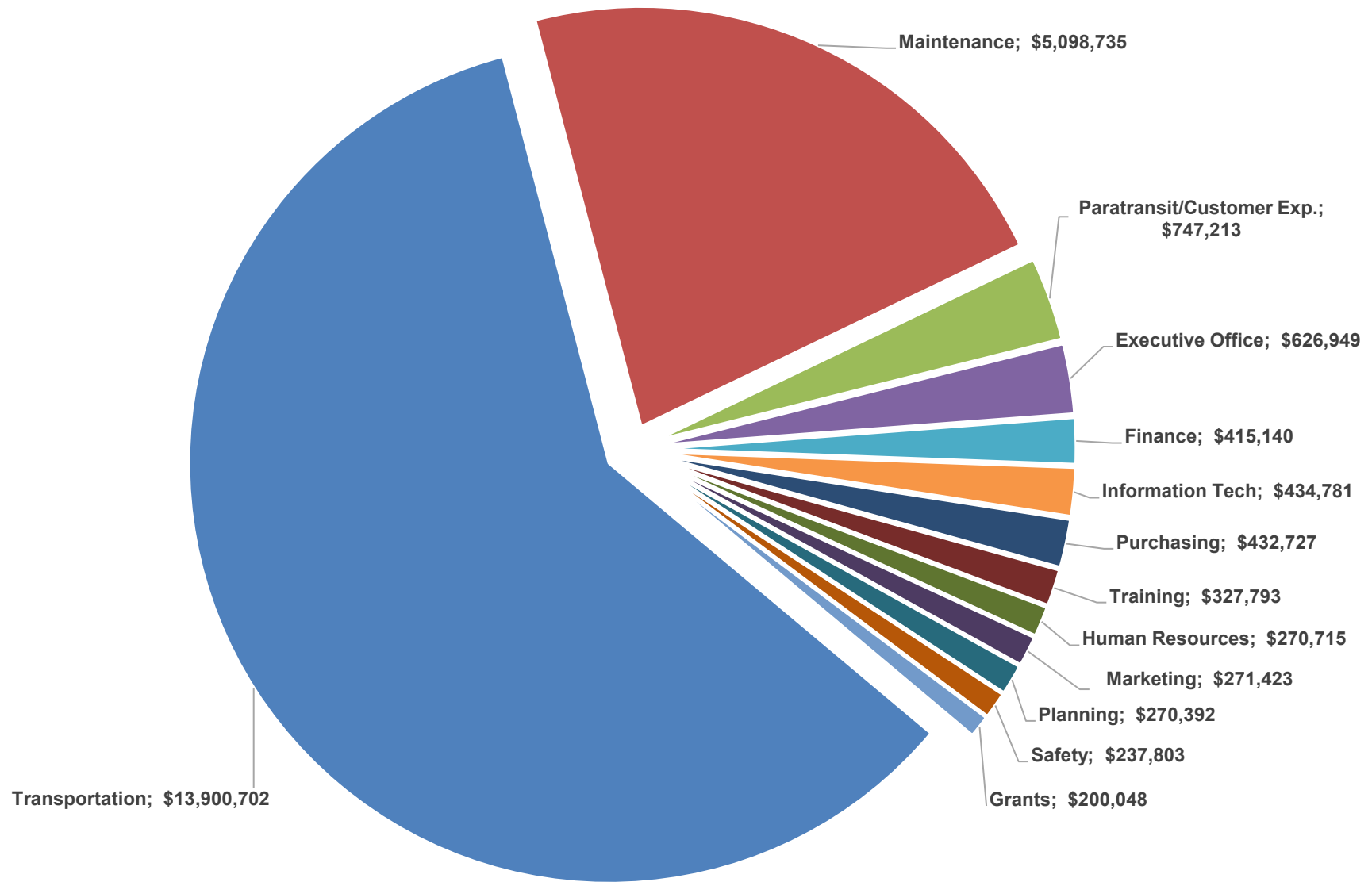
YTD Revenues - March 2025, FY 2025



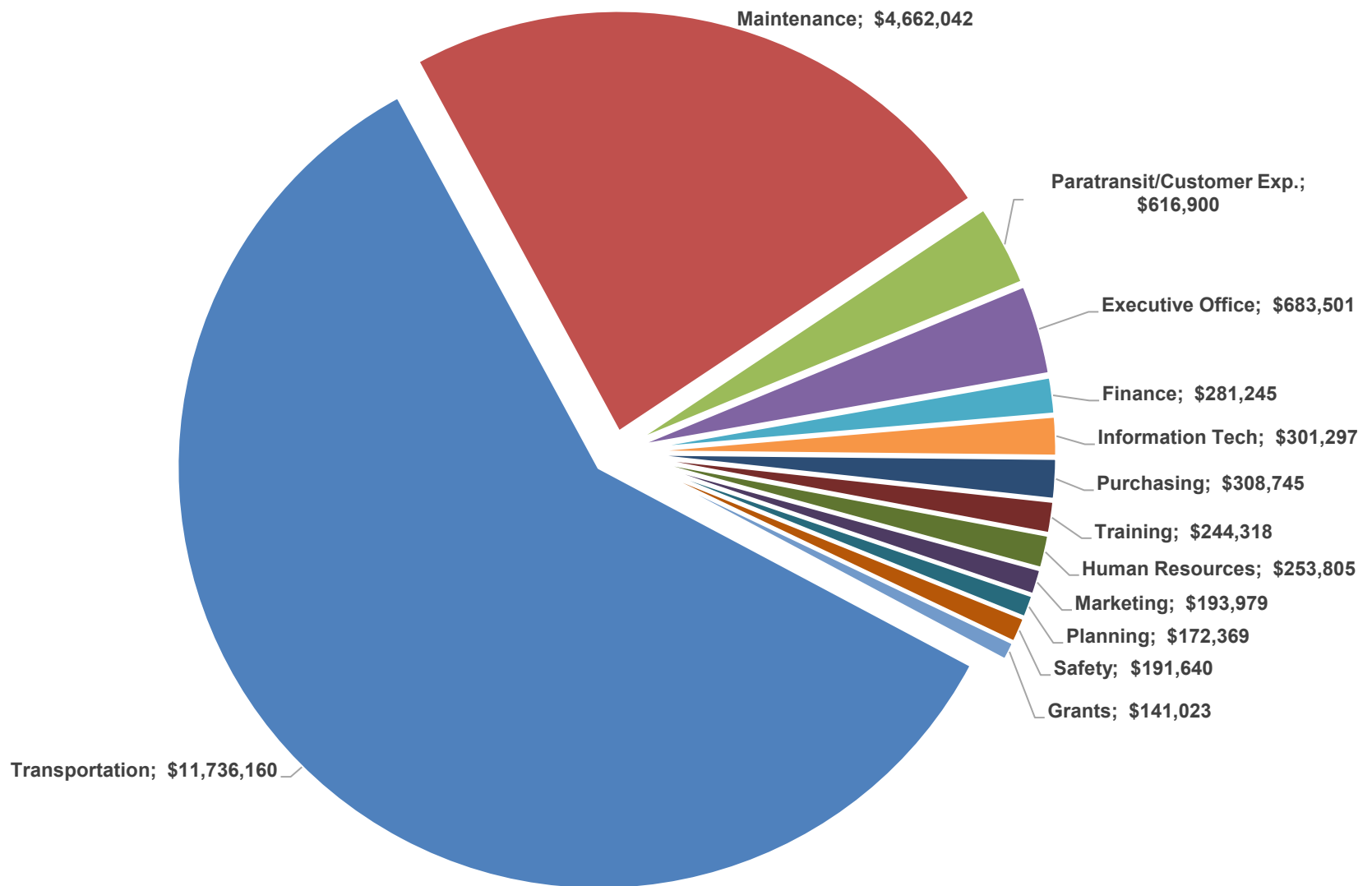
YTD Expenses - March 2025, FY 2025



YTD Department Labor Expenses - March 2025, FY 2025



YTD Department Fringe Expenses - March 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		\$11,869,516				
May		\$6,011,666				
June		\$6,859,888				
TOTAL	\$53,073,482	\$75,300,639				

MTTF Revenue Deposits - Actuals

LOUISVILLE METRO REVENUE COMMISSION TARC LICENSE FEE TRANSACTIONS

	March 2025	March 2024	YTD FYE 2025	YTD FYE 2024	Difference Amount	Percent Change
Receipts						
Employee Withholding	\$ 4,966,538	\$ 4,604,131	\$ 44,481,886	\$ 43,575,564	\$ 906,322	2.08%
Individual Fees	493	266	648	296	352	118.92%
Net Profit Fees	1,106,302	1,015,074	8,273,361	6,785,982	1,487,379	21.92%
Interest & Penalty	44,937	54,759	770,466	751,549	18,917	2.52%
Total Collections	\$ 6,118,270	\$ 5,674,231	\$ 53,526,362	\$ 51,113,392	\$ 2,412,970	4.72%
Investment Income	\$ 27,162	\$ 33,332	\$ 269,726	\$ 272,561	\$ (2,835)	-1.04%
Total Receipts	\$ 6,145,432	\$ 5,707,563	\$ 53,796,088	\$ 51,385,953	\$ 2,410,135	4.69%
Disbursements						
Collection Fee	\$ 82,596	\$ 76,602	\$ 722,606	\$ 690,031	\$ 32,575	4.72%
Total Disbursements	\$ 82,596	\$ 76,602	\$ 722,606	\$ 690,031	\$ 32,575	4.72%
Due Mass Transit	\$ 6,062,836	\$ 5,630,961	\$ 53,073,482	\$ 50,695,922	\$ 2,377,560	4.69%
Less Previous Payments			47,010,646	45,064,961	1,945,685	4.32%
Payable To Trust Fund			\$ 6,062,836	\$ 5,630,961	\$ 431,875	7.67%



Year to Date Summary

March 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	\$75,195,492	
Total Expenses are Over/ Under by (pg. 2, line 41)	\$75,195,492	\$0	
MTTF Revenue Deposits are Over/ Under by (pg. 7)	\$2,513,913	\$0	
March has a favorable balance before Capital	\$77,709,405	\$75,195,492	\$2,513,913

Actual Revenues over Expenses

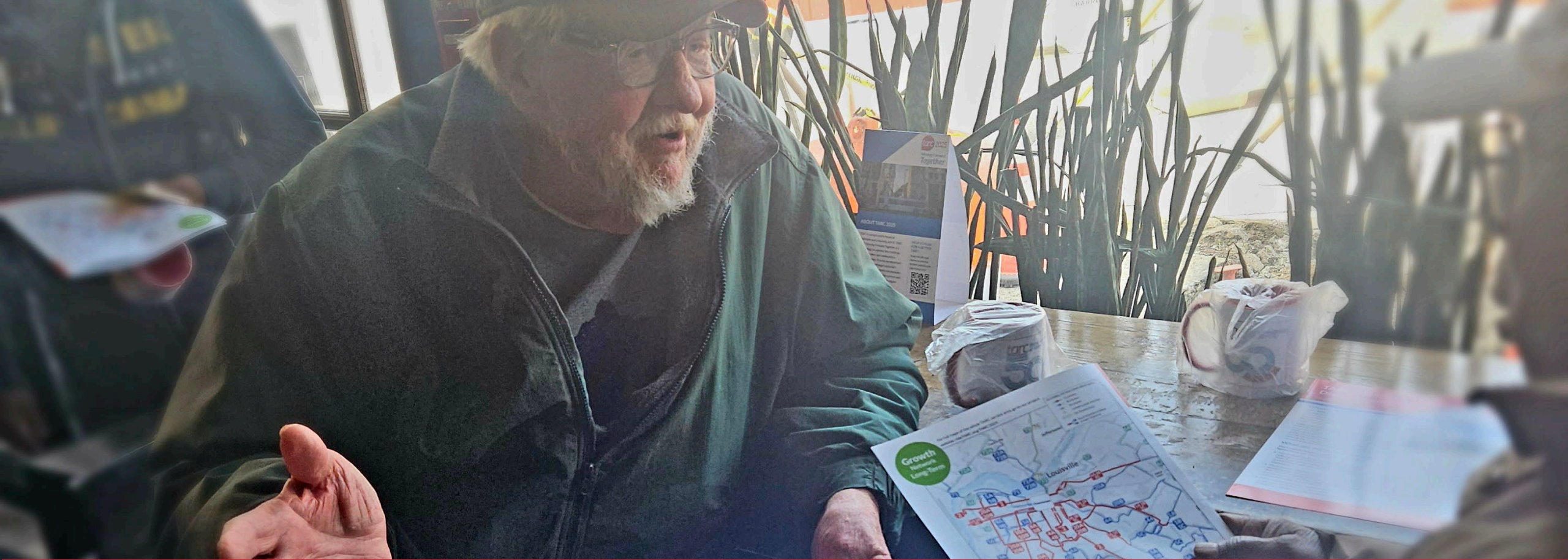
Operating Revenues	\$10,827,960
Operating Expenses	\$75,195,492
Net Gain/(Loss) before MTTF	(\$64,367,532)
MTTF Approved Contributions	\$51,893,823
Net Gain/(Loss) before Subsidies	(\$12,473,709)
Subsidies	
ARP	\$8,980,232
5307 Federal Formula dollars to be used as (CEER)	\$1,752,208
MTTF Local Share	\$313,141
State Contributions	\$1,428,128
Total Subsidies	\$12,473,709
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	\$8,980,232	\$9,949,858	\$20,742,357	(\$11,762,125)

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

The Procurement Calendar will be available during the Board Meeting.



BOARD OF DIRECTORS
APRIL 23, 2025

MARCH OPERATIONAL UPDATE

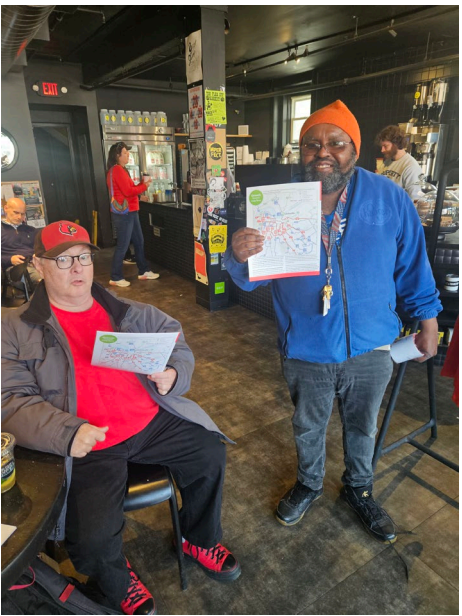




EXECUTIVE DIRECTOR REPORT

SINCE THE LAST BOARD MEETING, TARC ...

- Continued outreach for the Draft Plan phase of TARC 2025.
- Joined Jarrett Walker + Associates for a presentation on TARC 2025 engagement at the APTA conference.
- Switched UofL over to MyTARC Mobile for fare media.
- Overall Departments updates- Good News!





TARC PEER COMPARISON 2025 STATS

	Cincinnati Go Metro	Indianapolis Indy Go	Nashville We Go Transit	Louisville TARC
Service Area Miles Covered	289 square miles	396 square miles	504 square miles	288 square miles
Service Population	744,901	969,466	703,953	744,816
Total Budget 24/25	\$160,168,013	\$146,800,000	\$127,997,000	\$114,985,630
Paratransit Average Monthly Trips Scheduled	13,427	13,210	33,465	31,865
Paratransit On-Time Performance	89%	81%	91.9%	93%
Average Monthly Boarding's Fixed Route	1,029,190	508,304	677,417	529,855
Fixed Route Revenue Hours	774,497	590,518	581,744	402,016
On Time Performance Fixed Route %	77%	84%	83.3%	77%
Fixed Route Missed Service %	.90%	.20%	.20%	2.79%

^[1] Cincinnati Go Metro new on demand service “Metro Now” reported 7,433 trips per month of September 2024

^[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] 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 runs

KEY STATS FOR PRESENTATION



MARCH DIRECTORS UPDATE

April 23, 2025





TRANSPORTATION

OVERVIEW

Emerging Issues:

- 174 buses installed with the new Avail CAD/AVL system and new radios as of 4/8/25

Trends:

- Ridership increase in March recorded at 529,855 from the 469,087 reported in February. Surpassing Ridership for March of FY23 reported at 524,126 and closing in on previous year FY24 at 556,757
- On Time Performance (OTP) continues to improve at 77% over last 2 months. Highest this year and higher than the average of 75% in FY24

Celebrate Successes:

- TARC branded smartphone app with Token Transit with integrated ticket purchasing is in the works. Anticipated delivery of the completed app is late June 2025
- Automatic Passenger Count data – AVAIL is processing data within the NTD certification requirements of less than 5% variance.



MARCH ON-TIME PERFORMANCE

On-time Performance 90%

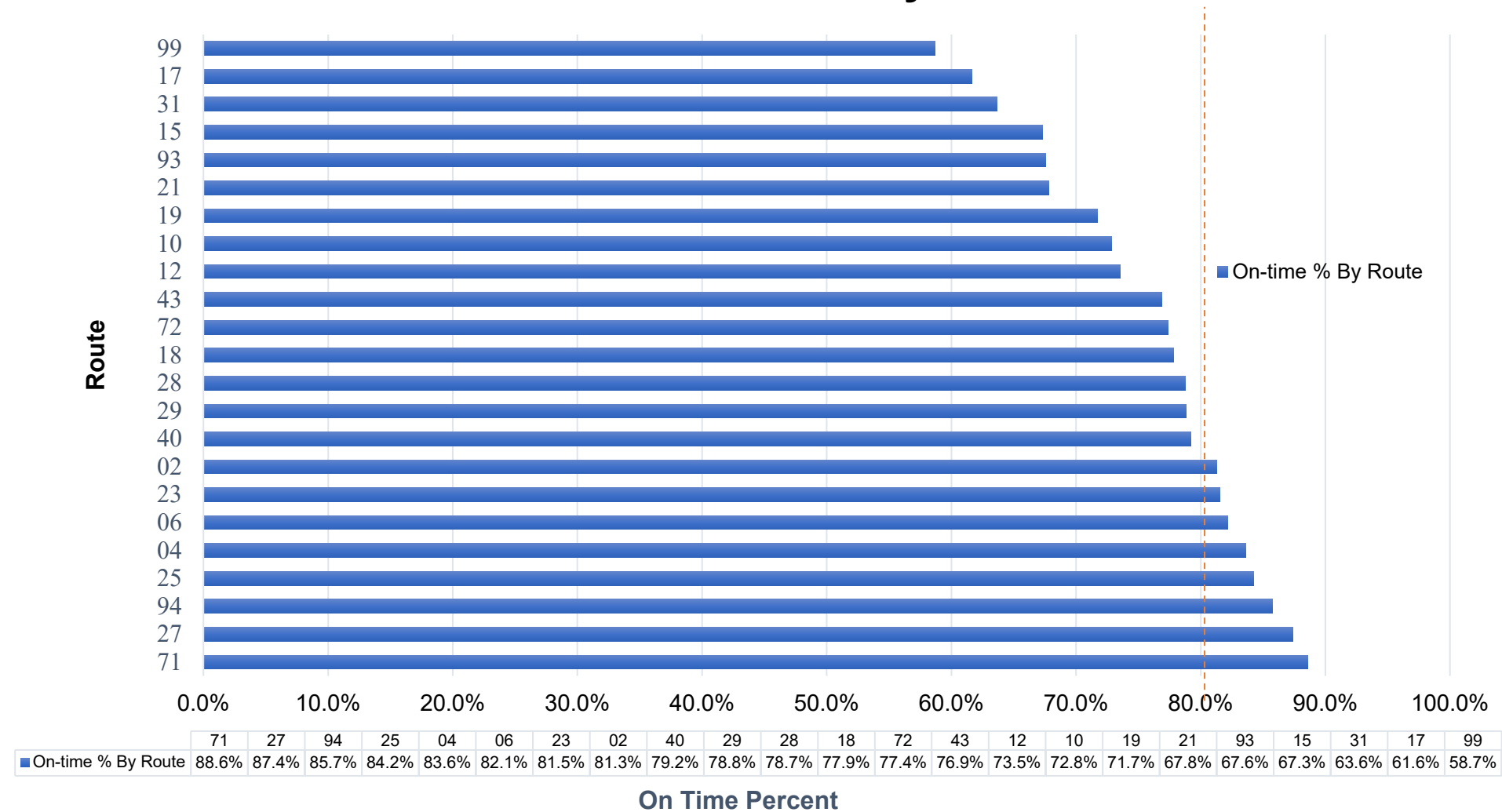
Operator	On-time Percent	Operator	On-time Percent
Powell, Ronald	98%	Lansberg, Jon	93%
Williams, Leslie	97%	Ross, Tamika	93%
Jarrett, Christopher	97%	Brown, Amber	93%
Johnson, Donald	97%	Hurrigan, Kimberly	92%
Sandifer, Calvin	97%	Cochran, John	92%
Patterson, Pamela	97%	Bolin Sr, David	92%
Podbicanin, Ervad	97%	Heil, Jesse	92%
Williams, Brittany	96%	Meneese, Anita	92%
Pruitt, Tammy	96%	List Iii, Frank	92%
Carpenter, Garry	96%	Harris, Stephon	92%
Murray, Glenn	96%	Lucas, Courtney	92%
Powell Jr, Tyrone	96%	Harris, Darrell	91%
Carrico, James	95%	Tutt, Frieda	91%
Moore, Chalondias	95%	Gillenwater, David	91%
Sandage, Mary	95%	Leonard, Tracy	91%
Wilson, Jimmy	95%	Childress, Jazette	91%
Wells, Sheena	95%	Miles, Brittney	91%
Saulsberry, Steve	94%	Brown, Garry	91%
Bowen, Angela	94%	Wade, Shonda	91%
Pitmon, Cheryl	94%	Kenyon-Scott, Melanie	90%
Mahaffey, Yvette	94%	Reed, Bessie	90%
Moore, Timothy	94%	Henderson, Stacey	90%
Malone, Eddie	93%	Withers, Freda	90%
Brewer, Kelvin	93%	Bailey, Kendrick	90%

239 Operators for current Service



MARCH ON-TIME PERFORMANCE

Schedule Adherence By Route

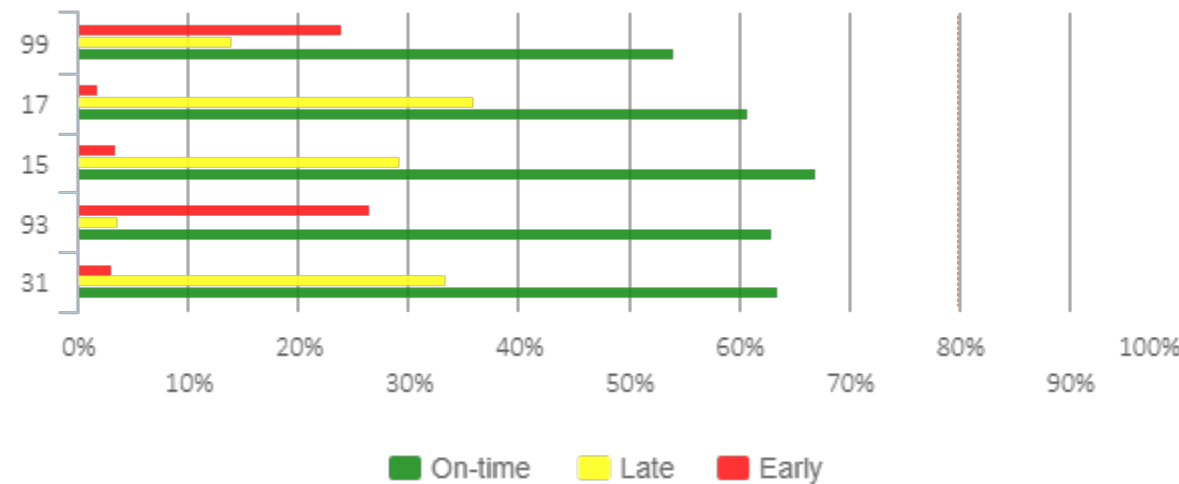


MARCH ON-TIME PERFORMANCE

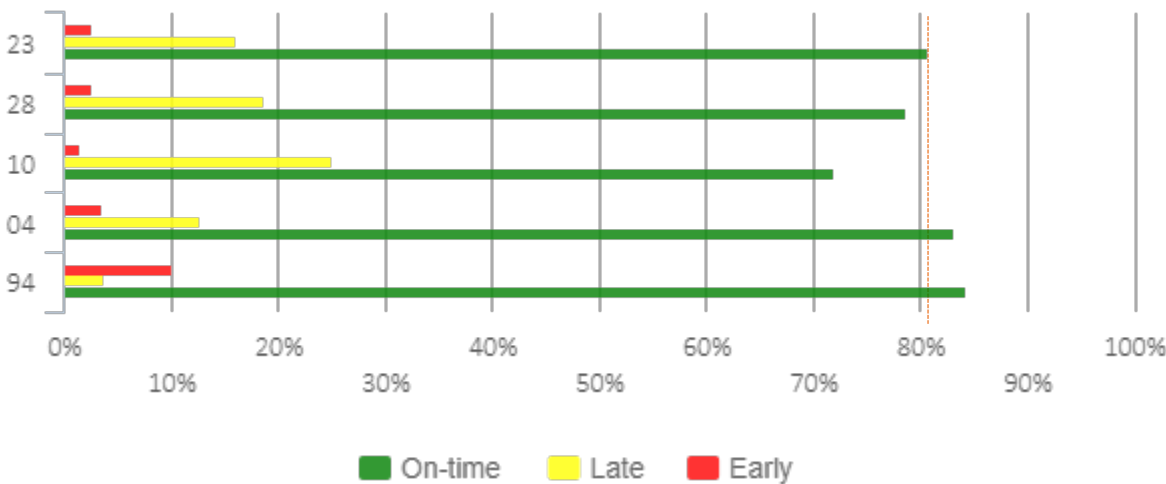
On-time Departure Performance By Route

Date Range: 03/01/2025 to 03/31/2025

Worst Performing Routes



Most Impactful Routes





FIXED ROUTE MISSED RUNS AND HOURS

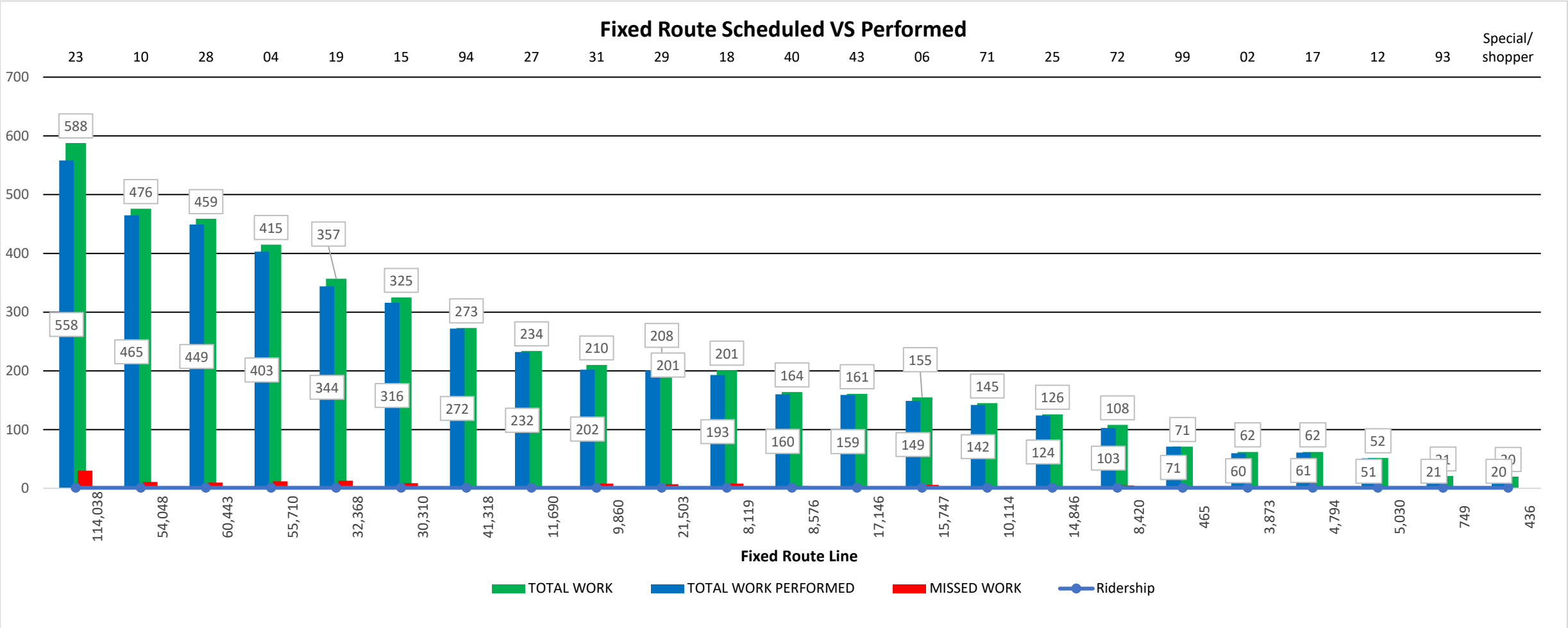
2022						2023					
	Total Runs	Missed Runs	% Missed Runs	Missed Hours	% Missed Hours		Total Runs	Missed Runs	% Missed Runs	Missed Hours	% Missed Hours
January	8082	468	5.79%	2128.73	4.16%	January	8419	221	2.63%	725.05	1.41%
February	7336	353	4.81%	1657.45	3.38%	February	8036	248	3.09%	809.07	1.78%
March	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					
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	14,672.00	536.00	3.65%	2,218.08	

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



FIXED ROUTE SCHEDULED VS PERFORMED

TOTAL WORK	OPEN WORK	% OF TOTAL OPEN	MISSED WORK	% OF OPEN MISSED	% OF TOTAL MISSED	TOTAL WORK PERFORMED	% PERFORMED
4,893	615	12.57%	137	22.28%	2.80%	4,756	97.20%



MAINTENANCE

OVERVIEW

Emerging Issues:

- 1 New Gillig bus awaiting passenger seating from vendor American Seating
- Training scheduled for new Electric Gillig buses week of 06/02/25 through 06/06/25
- Painting Awning Union Station – securing temporary passenger waiting area closer to 11th Street

Trends:

- Chargeable road calls trending up from 43 to 69 for this month
- Preventative Maintenance Intervals (PMI) 143 of scheduled target of 150 each month

Celebrate Successes:

- Disposal of retired KIPDA van pool vehicles and out of service TARC3 paratransit vehicles
- Continue installation of electric bus charging equipment. We have two (2) 40 ft. Electric Vehicle (EV) coaches and have five (5) additional Electric Vehicle (EV) coaches planned for purchase



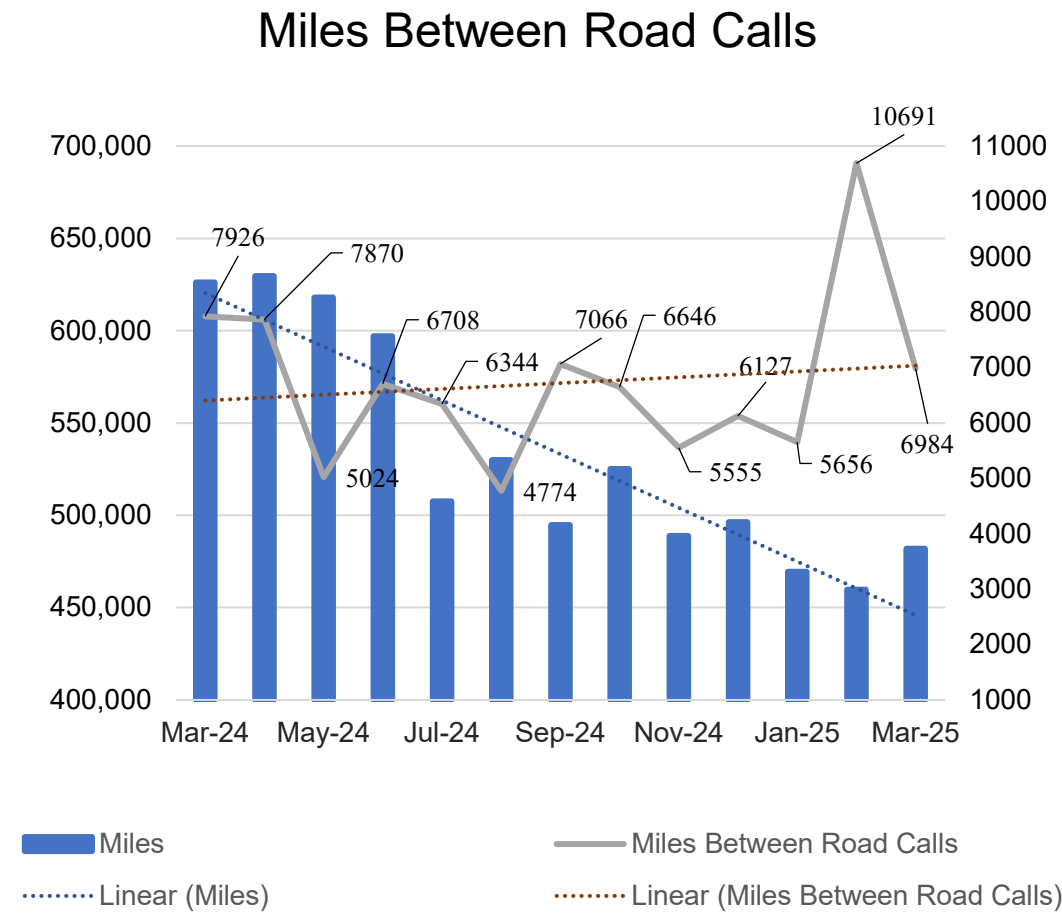


MAINTENANCE

MILES BETWEEN MECHANICAL FAILURES

YTD	Miles	Chargeable Road Calls	Miles Between Road Calls
Mar-24	626,175	79	7,926
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

March: Total Miles Between Road Calls = **6,984**
Target Miles Between Road Calls = **7,500**

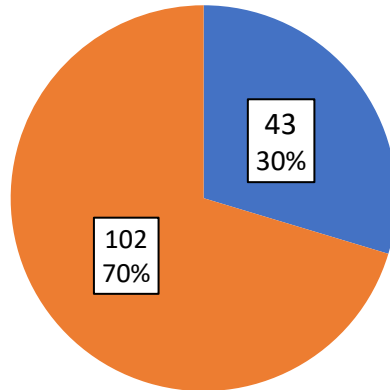


A Mechanical Road Call occurs when mechanical problems prevent the revenue vehicle from completing a scheduled revenue trip, or from starting the next scheduled revenue trip because actual movement is limited, or because of safety concerns.

MAINTENANCE

CHARGEABLE VS NON-CHARGEABLE ROAD CALLS

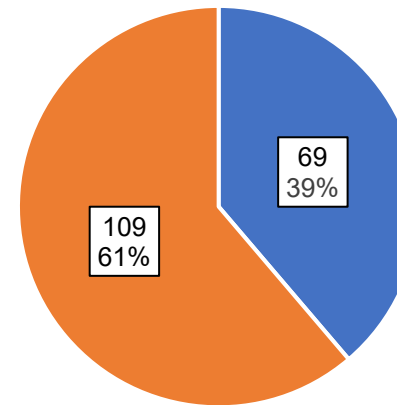
February 2025 Maintenance Road Calls



■ Chargeable Road Calls 43 ■ Non-Chargeable Roads Calls 102

TOTAL
145

March 2025 Maintenance Road Calls



■ Chargeable Road Calls 69 ■ Non-Chargeable Roads Calls 109

TOTAL
178

Chargeable Categories

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

Non-Chargeable Categories

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

SAFETY

OVERVIEW

Emerging Issues:

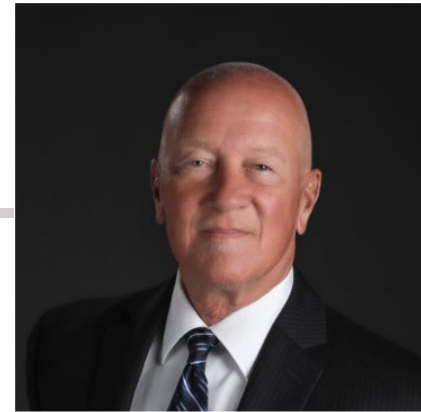
- IT reviewing AVAIL issues with coach video surveillance requests for investigations
- Safety data head messages reminding operators to check mirrors and setting up a 1 year demo for electric mirrors enhancing visibility to help with fixed object preventable accidents.

Trends:

- Since January, our preventable accidents and accident frequency rate (AFR) are trending downward.

Celebrate Successes:

- Only five (5) preventable accidents in March (monthly average 8.3) – since January, trending downward.

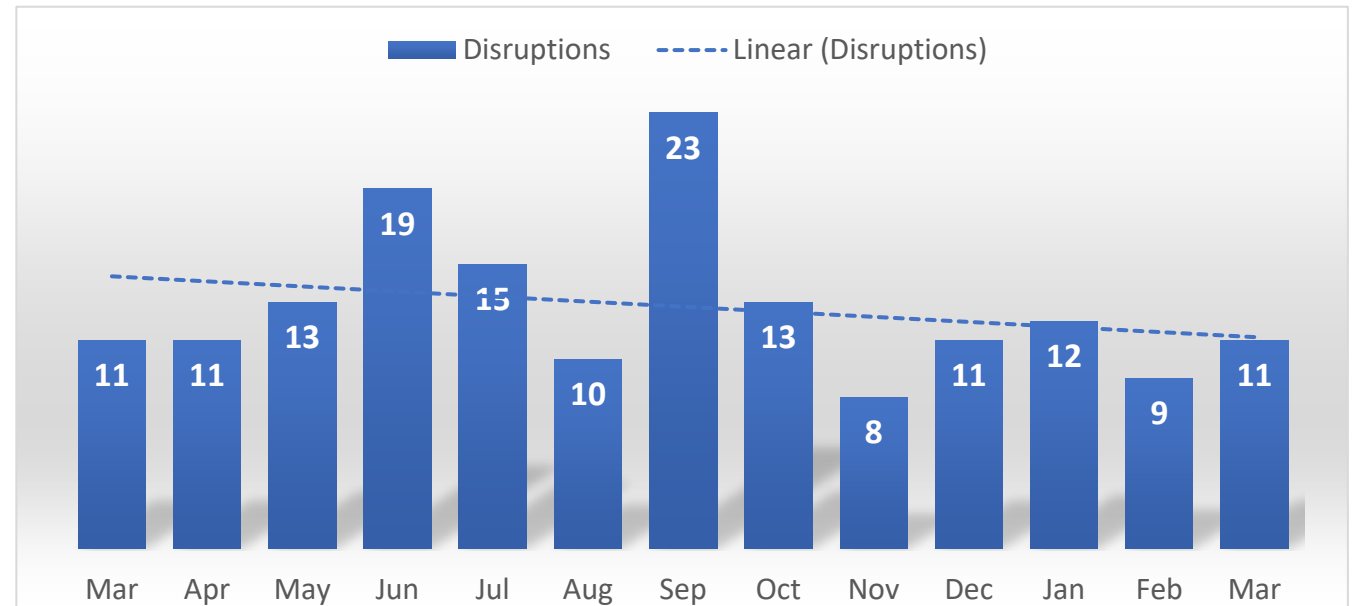


SAFETY

PASSENGER DISRUPTIONS BY LINE MARCH 24 – MARCH 25

Route ID	Disruptions	Disruption Type	#
Broadway - #23	38	Fare Evader	1
Dixie Rapid - #10	21	Physical Assault	1
Market St - #15	19	Unresponsive Passenger	3
Muhammad Ali - #19	14	Medical Emergency	2
Fourth St - #4	11	Passenger Dispute	4
Preston - #28	11	Passenger Fall	
Bardstown - #17	8	Total	11
Oak-Westport - #25	7		
Eastern Pkwy - #29	7		
Dixie Hwy - #18	5		
Shelbyville Rd - #31	4		
Clarksville - #72	4		
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		

TOTAL PASSENGER DISRUPTIONS – MARCH 24 – MARCH 25



PASSENGER DISRUPTIONS*

This Month Total

11

Monthly Avg

12.77

***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.*)

SAFETY

SAFETY PREVENTABLE ACCIDENTS

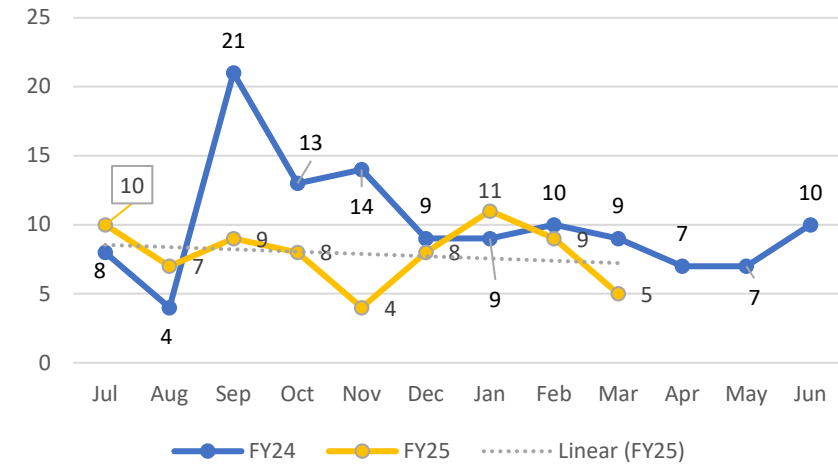
Monthly	TYPE OF ACCIDENT			YTD
5	Fixed Object	4	80.0%	71
	Backing	1	20.0%	

- Backing accident by Maintenance, backing a coach up, scraped yellow beam (**BARN**)
- Stopped vehicle (fixed objects)
 - Making right turn, scraped stopped vehicle with our bike rack (**FRANKFORT & EWING**)
 - Clipped a stopped vehicle's mirror next to us with TARC van (**BARDSTOWN & GRINSTEAD**)
 - Went around another TARC coach at stop and clipped left side of rear bumper (**2ND & MARKET**)
 - Clipped mirror of parked box truck (**BARDSTOWN ROAD & EDENSIDE**)

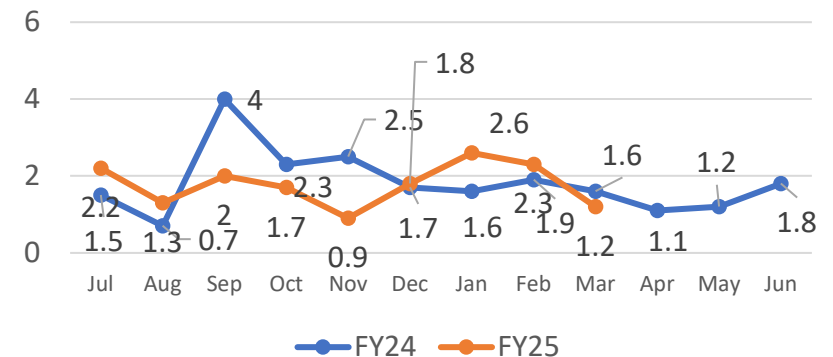
PREVENTABLE ACCIDENTS / 100K MILES

Monthly	YTD AFR Goal	YTD
1.2	2.1	1.8

FY25 PREVENTABLE ACCIDENTS



PREVENTABLE ACCIDENT AFR FY24 vs FY25

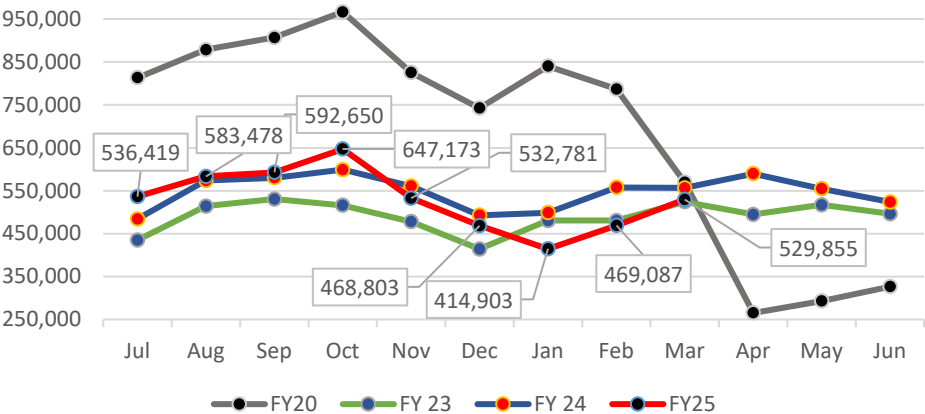


AFR – Accident Frequency Rate. Calculated as accidents per one hundred thousand vehicle miles. A key safety metric used to monitor and improve safety in public transportation, helping identify areas for improvement and track safety performance over time.

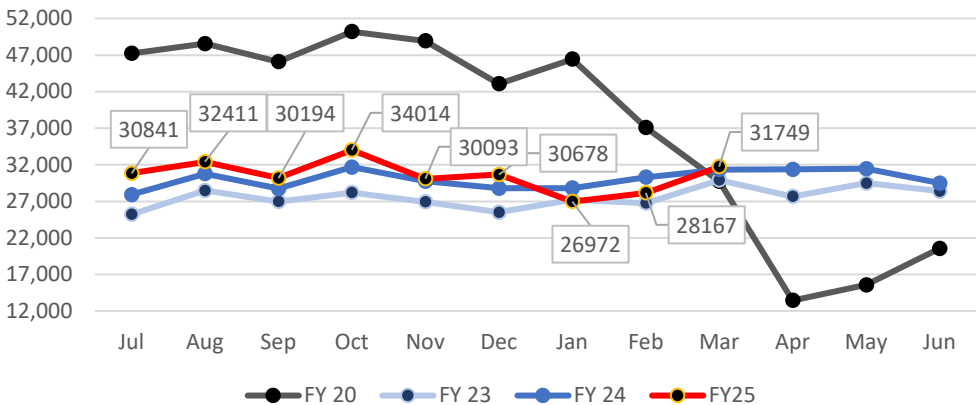


MARCH RIDERSHIP

Fixed-Route Ridership



TARC3 Paratransit Ridership



FIXED ROUTE

Monthly

530K

-13% VLM
-4.8 % VLY

YTD

4,792,679

PARATRANSIT

Monthly

32K

+1.3% VLM
+12.7% VLY

YTD

275K

COMBINED

This Month, Last Year

588K

This Month, This Year

561.6K

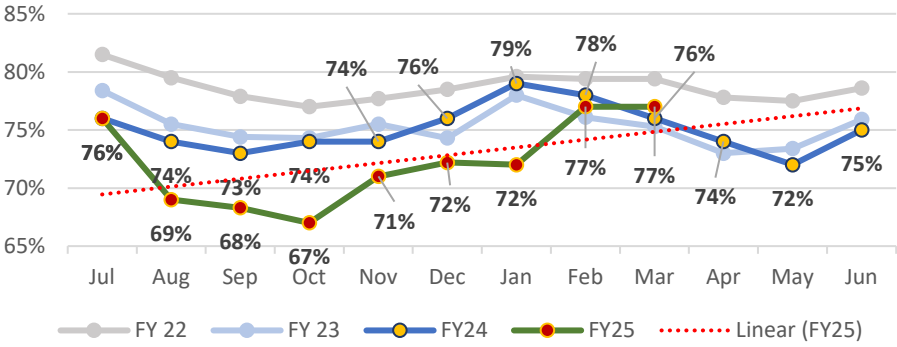
-4.5% VLY

Performance Indicator	Fixed-Route System			Paratransit (TARC3)		
System Production	FY25 YTD	FY20 (COVID)	FY24 YTD	FY25 MTD	FY20 (COVID)	FY24 YTD
Total Ridership	4,792,679	8,187,973	6,573,772	275,074	442,345	360,456
Weekday Ridership	4,055,338	7,135,476	5,562,244	227,626	381,276	297,419
Saturday Ridership	422,327	642,871	565,636	23,281	34,062	27,431
Sunday/Holiday Ridership	315,014	506,055	433,148	24,167	27,007	30,441
Total Revenue Miles	3,962,755.64	6,386,306.82	6,517,670	3,260,942	4,930,487	4,364,217
Total Revenue Hours	310,183.52	594,178.76	537,581	204,534	298,416	284,896
Trips per Revenue Mile	1.21	1.28	1.01	0.08	0.09	0.08
Trips per Revenue Hour	15.45	13.78	12.20	1.33	1.48	1.27

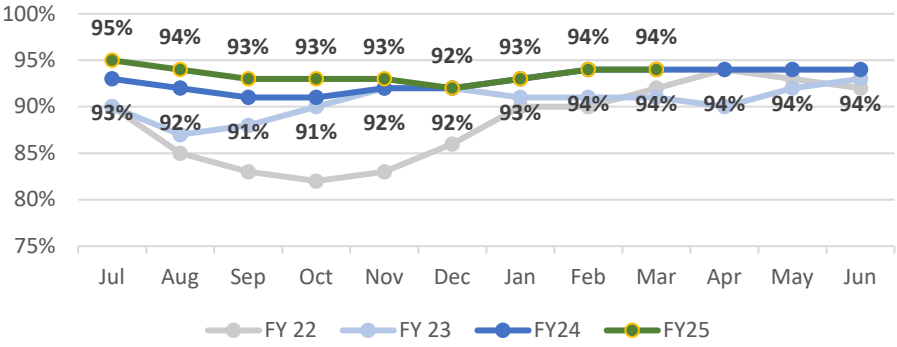


MARCH ON-TIME PERFORMANCE

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		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%

** Operating Dual CAD/AVL Systems



CUSTOMER EXPERIENCE

OVERVIEW

Emerging Issues:

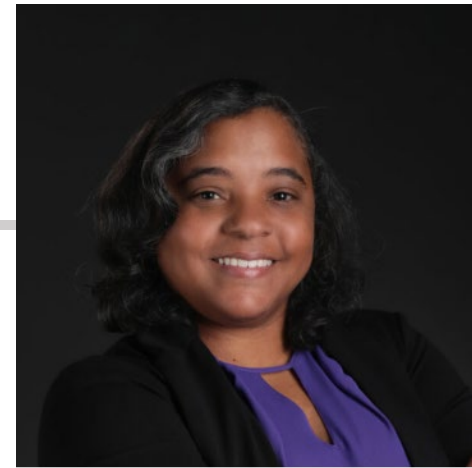
- Interviewing for 1 vacant Customer Service Representative

Trends:

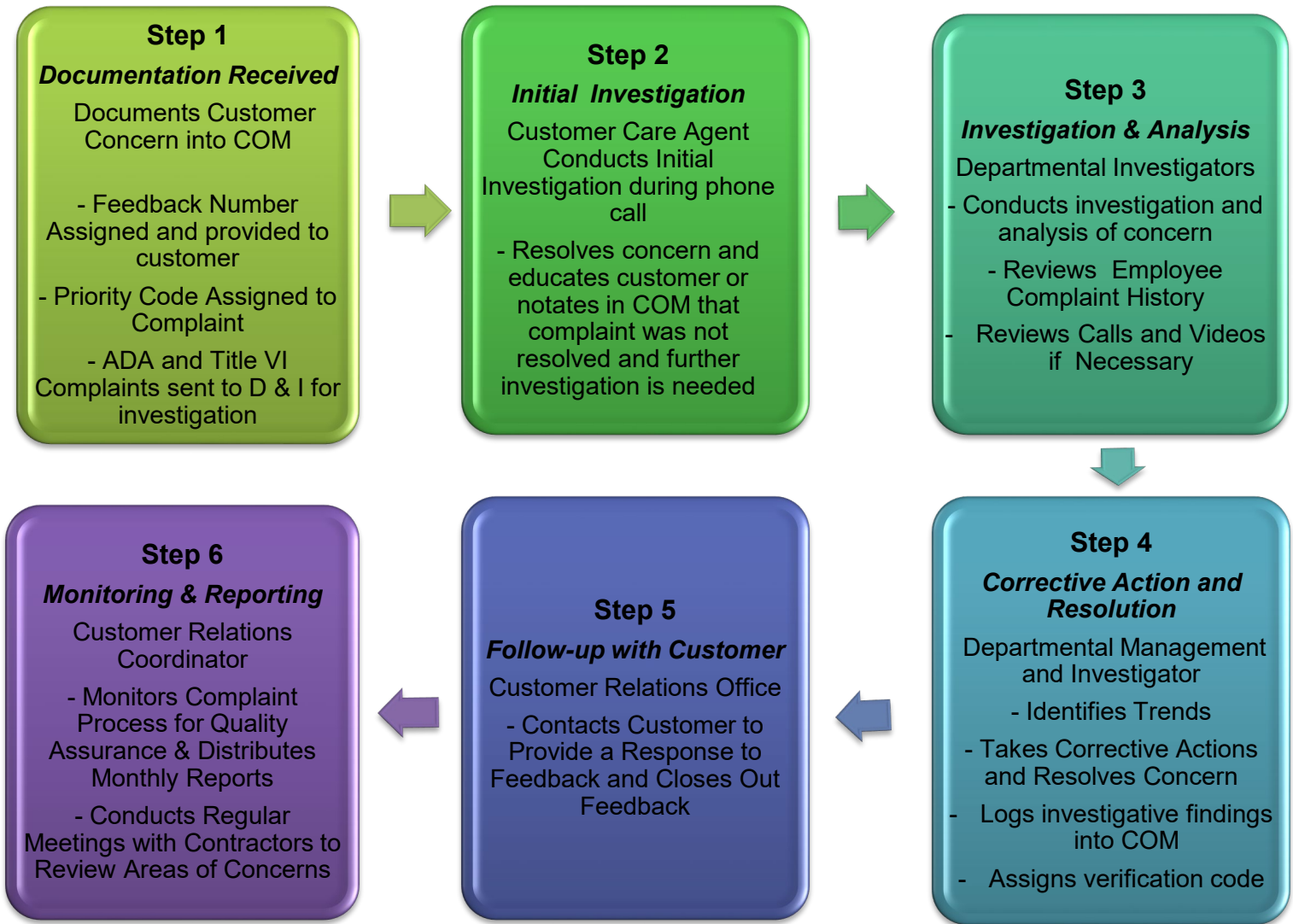
- Fixed Route Call Center average hold times remain low at 30 seconds
- Paratransit Call Center average hold times remain below the goal of 2 minutes at 1 minute 22 second

Celebrate Successes:

- 91% closure rate for feedbacks received during the month
- Successful completion of Avail adoption training



FEEDBACK PROCESS





MARCH 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	7	24	7	3	41	Unverified - feedback could not be verified based on information provided									
PASSED UP PASSENGER	6	43	3	2	54										
NO SHOW	16	6	0	0	22										
LATE SCHEDULE	23	3	0	3	29	Unable to Investigate - feedback could not be confirmed based on the information provided									
RECKLESS DRIVING	19	1	3	5	28										
EARLY SCHEDULE	8	6	0	0	14										
PLANNING/SCHEDULE	21	3	0	1	25	Under Investigation - more research is needed based on information provided									
IT/MOBILE	3	1	0	2	6										
OTHER - MISC	25	7	9	5	46										
TOTAL	128	94	22	21	265										

FIXED ROUTE FEEDBACK TREND REPORT															
FEEDBACK CATEGORY	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR	79	51	66	57	61	77	56	57	45	49	46	48	41	733	56
PASSED UP PASSENGER	52	71	82	76	69	73	55	67	44	36	46	32	54	757	58
NO SHOW	26	38	54	26	70	35	41	43	33	35	29	31	22	483	37
LATE SCHEDULE	16	29	27	18	64	110	68	78	64	41	39	32	29	615	47
RECKLESS DRIVING	25	21	23	25	25	25	26	19	16	11	20	10	28	274	21
EARLY SCHEDULE	18	22	15	17	20	21	15	8	11	24	24	14	14	223	17
PLANNING/SCHEDULE	22	24	27	18	28	29	26	18	22	23	24	24	25	310	24
IT/MOBILE	0	5	2	0	3	5	2	0	2	1	1	4	6	31	2
OTHER - MISC	55	63	80	61	81	89	48	78	86	54	57	50	46	848	65
COMMENDATIONS	8	9	16	13	12	13	7	16	14	4	8	9	7	136	10
TOTAL	301	333	392	311	433	477	344	384	337	278	294	254	272	4410	339



MARCH 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	10	10	0	5	25	Unverified - feedback could not be verified based on information provided									
NO SHOW	5	14	0	2	21	Unable to Investigate - feedback could not be confirmed based on the information provided									
LATE SCHEDULE	2	1	0	0	3										
RECKLESS DRIVING	2	2	1	1	6										
EARLY SCHEDULE	2	0	0	0	2										
TRIP BOOKING OR SCHEDULING	5	9	0	1	15	Under Investigation - more research is needed based on information provided									
OTHER - MISC	18	12	1	4	35										
TOTAL	44	48	2	13	107										

PARATRANSIT FEEDBACK TREND REPORT															
FEEDBACK CATEGORY	Mar-24	Apr-24	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR OR STAFF	22	26	28	29	23	23	34	46	22	34	35	10	25	357	27
NO SHOW	28	22	30	19	14	17	17	20	24	12	24	17	21	265	20
LATE SCHEDULE	12	10	16	6	14	14	23	12	15	13	11	13	3	162	12
RECKLESS DRIVING	6	4	3	5	10	8	10	7	10	4	8	13	6	94	7
EARLY SCHEDULE	1	2	2	1	0	2	6	0	3	0	1	2	2	22	2
TRIP BOOKING OR SCHEDULING	25	14	12	9	18	10	19	11	8	12	19	7	15	179	14
OTHER - MISC	22	33	41	32	42	28	18	25	26	27	30	25	35	384	30
COMMENDATIONS	6	6	8	14	9	9	4	6	6	6	5	4	7	90	7
TOTAL	122	117	140	115	130	111	131	127	114	108	133	91	114	1553	119

ADDITIONAL STATS FOR BOARD MEMBER REVIEW



MARCH DIRECTORS UPDATE

April 23, 2025



MOBILITY SERVICES – TARC3

OVERVIEW

Emerging Issues:

- Researching other paratransit agencies for best eligibility process practices

Trends:

- Slight increase in missed trips from February to March, 2%

Celebrate Successes:

- On Time Performance remains steady at 94% exceeding the goal of 93%





SNOW WEEK UPDATE

Ridership Comparison for Week 1 of January 2024 to Snow Week of January 2025

Route No.	Route Name	Ridership 01/07/24 - 01/13/24	Percentage of Change	Ridership 01/05/25 - 01/11/25	Change
4	Fourth Street	10,385	-36.10%	6,636	(3,749)
10	Dixie Highway RAPID	9,070	-39.76%	5,464	(3,606)
23	Broadway	20,362	-38.94%	12,433	(7,929)
28	Jackson Street - Preston Highway	11,381	-34.20%	7,489	(3,892)
2	Second Street	1,165	-93.99%	70	(1,095)
6	Sixth Street	3,396	-58.04%	1,425	(1,971)
12	Twelfth Street	926	-96.00%	37	(889)
15	Market Street	5,752	-70.57%	1,693	(4,059)
17	Bardstown Road	2,301	-60.28%	914	(1,387)
18	18th Street - Dixie Highway	3,265	-36.17%	2,084	(1,181)
19	Muhammad Ali Blvd	7,621	-57.55%	3,235	(4,386)
21	Chestnut Street	3,325	-63.58%	1,211	(2,114)
22	Twenty-Second Street	169	-97.63%	4	(165)
25	Oak-Westport Crosstown	3,847	-54.87%	1,736	(2,111)
27	Hill Street	2,453	-95.60%	108	(2,345)
29	Eastern Parkway	3,589	-64.28%	1,282	(2,307)
31	Shelbyville Road	2,036	-46.81%	1,083	(953)
40	Taylorsville Road	2,308	-70.49%	681	(1,627)
43	Poplar Level	4,572	-97.38%	120	(4,452)
63	Crums Lane	2,522	-60.94%	985	(1,537)
71	Jeffersonville-Louisville-New Albany	2,455	-56.78%	1,061	(1,394)
72	Clarksville	1,905	-53.75%	881	(1,024)
52	Medical Center Circulator	248	-90.32%	24	(224)
94	Cardinal Shuttle	14,647	-81.48%	2,713	(11,934)
93	UPS Shuttle-UL-JCTC	133	-51.88%	64	(69)
99	UPS Shuttle West Louisville	104	-36.54%	66	(38)
					0
Totals		119,937	-55.39%	53,499	(66,438)



SNOW WEEK UPDATE CONT.

TARC3 PERFORMED VS NOT PERFORMED JAN 5TH - 12TH, 2025	OTP	TRIPS SCHEDULED	TRIPS COMPLETED	MISSED TRIPS	SAME DAY CANCELS	LATE CANCELS	NO SHOWS	CANCEL AT THE DOOR	SITE CANCELS	OTHER CANCELS	TOTAL CANCELED TRIPS	LOST REVENUE	Vehicles Stuck in Snow and Ice
Sunday, January 5, 2025	81%	420	159	12	123	100	6	20	0	0	249	\$ 747	1
Monday, January 6, 2025	45%	519	72	31	202	152	12	7	36	7	416	\$ 1,248	5
Tuesday, January 7, 2025	88%	875	538	5	155	102	44	29	0	2	332	\$ 996	4
Wednesday, January 8, 2025	90%	1,141	851	13	114	90	44	19	0	10	277	\$ 831	6
Thursday, January 9, 2025	91%	1,138	881	5	86	88	33	30	0	15	252	\$ 756	3
Friday, January 10, 2025	90%	1,057	746	8	124	104	35	24	0	16	303	\$ 909	1
Saturday, January 11, 2025	93%	508	392	2	51	35	12	14	0	2	114	\$ 342	0
Sunday, January 12, 2025	95%	493	435	5	15	25	13	0	0	0	53	\$ 159	0
TOTALS	84%	6,151	4,074	81	870	696	199	143	36	52	1,996	\$ 5,988	20

Fixed Route

Week of (Sunday to Sunday)	OTP	Missed Miles	Missed Hours	Missed Work	Call Ins	Stuck Coaches	# of Routes Ran	Ridership	LOST REVENUE
1/7/24 – 1/14/24	77%	3,358	191	272	58	0	26	113,000	\$ 169,500
1/5/25 – 1/12/25	66%	35,888	2,668	359	209	20	15	55,504	\$ 83,256
DELTA	0	32,530	2,477	87	151	n/a	11	57,496	\$ 86,244

Total of 1,996 canceled TARC3 trips week of the snow event. Total of 55,504 boarding's for fixed route that week. Average weekly ridership in January week of 5-12, 2024 was 113,000. Lost ridership of 57,496 for fixed route

Estimated combined lost revenue from the snow event to be approximately \$92,232.

TARC3 missed trips = $1,996 \times \$3 = \$5,988$

Fixed route missed trips = $57,496 \times \$1.50 = \$86,244$

Please note that this assumes everyone would pay fares when boarding (no use of period passes) and assumes everyone paying full fare (no reduced rides)



SNOW PLAN – PEER COMPARISON

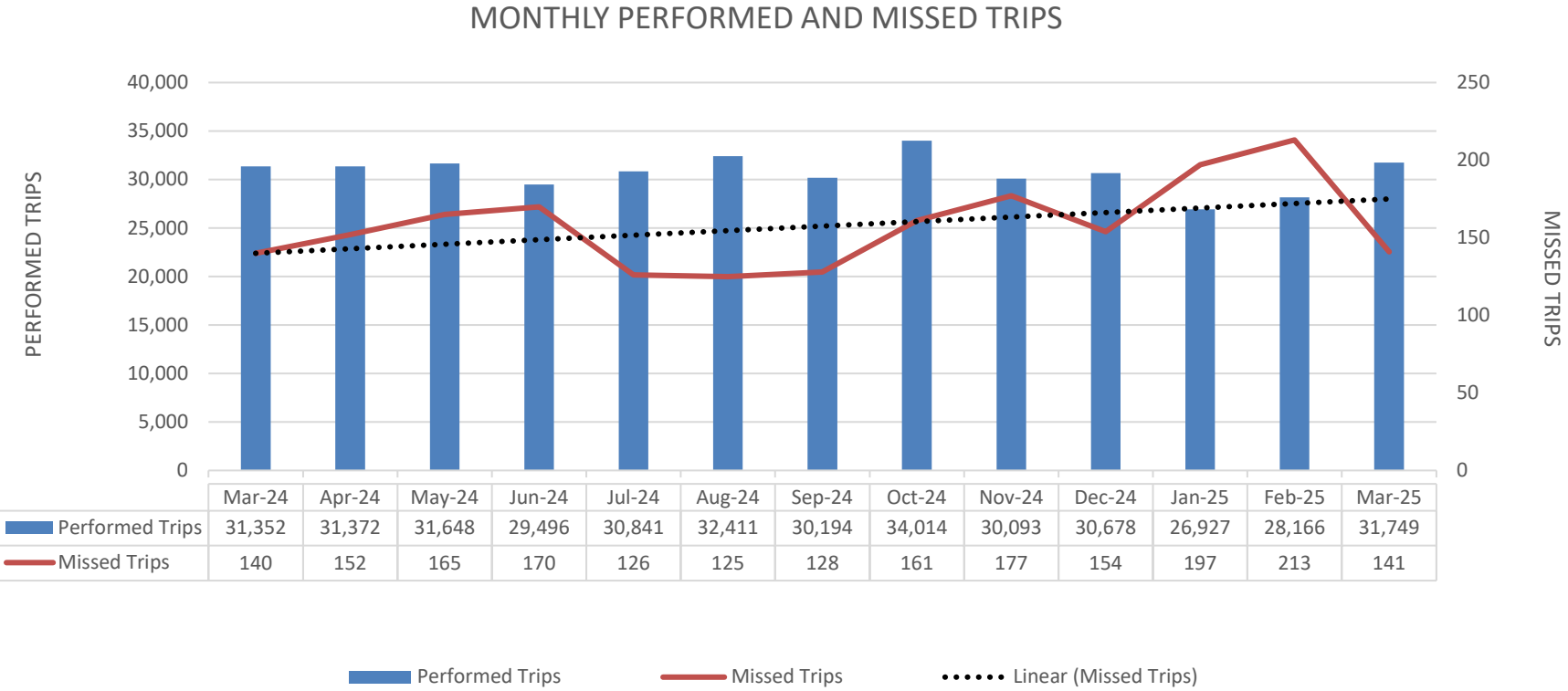
TARC Peer Comparison Snow Plan January 27, 2025

	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



MV WEEKLY PERFORMANCE – MARCH 2025



% Missed Trips

March 2025 Missed Trips: 0.51%

31,749 Performed Trips



MV LIQUIDATED DAMAGES – MARCH 2025

PARATRANSIT

Monthly

\$13.6K +1.3% VLM
+72%% VLY

YTD

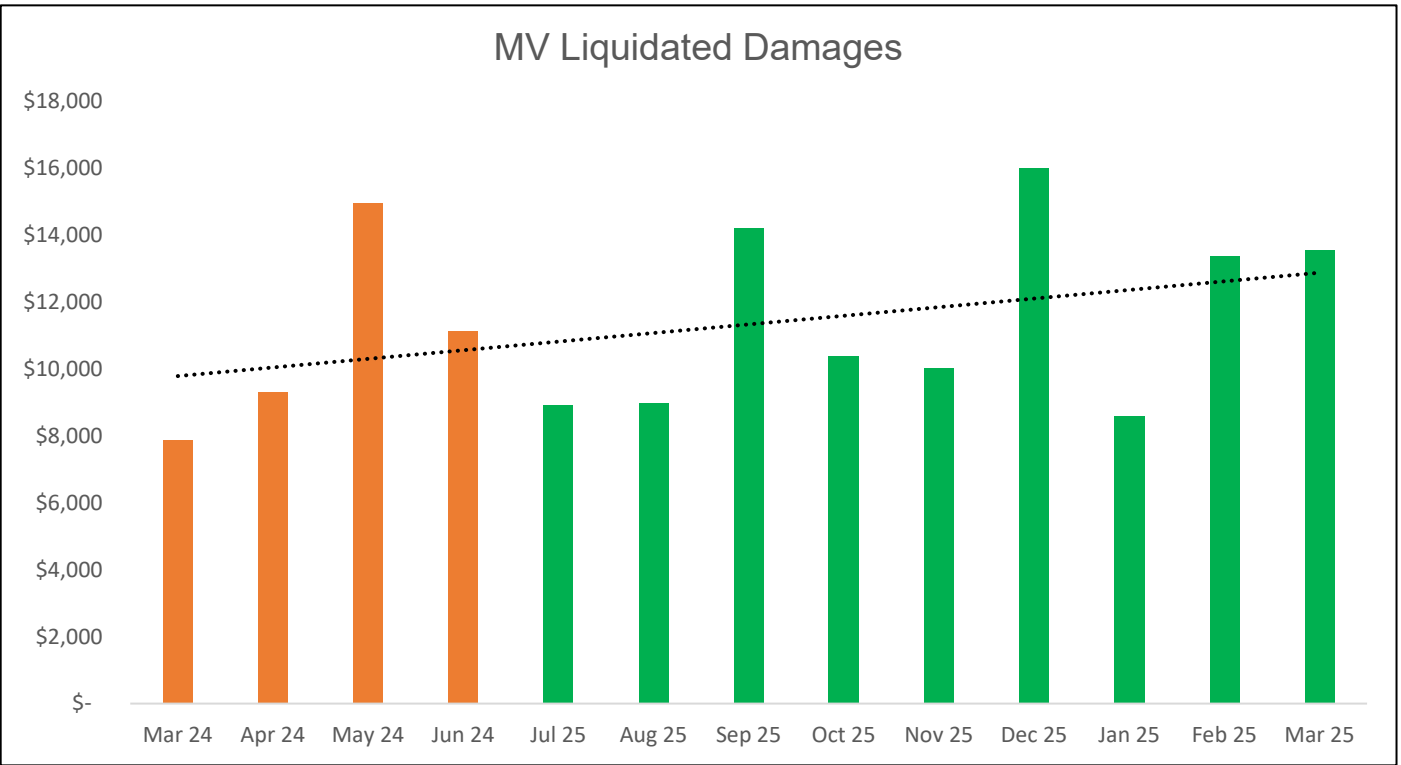
\$104.1K -24% VLY

Monthly Details

\$6.6K (49%), Late Trip, > 30 mins late
\$4K (29%), Missed Trips
\$3K (22%), Accidents

Types of Penalties:

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



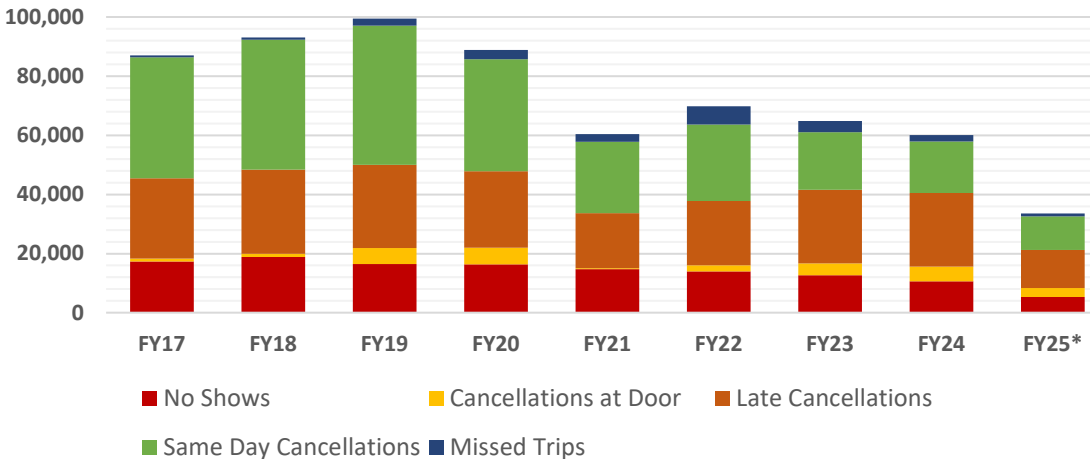


TARC3 SCHEDULED VS PERFORMED

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 PER RIDERSHIP

FIXED ROUTE / 100K BOARDING

Month

50

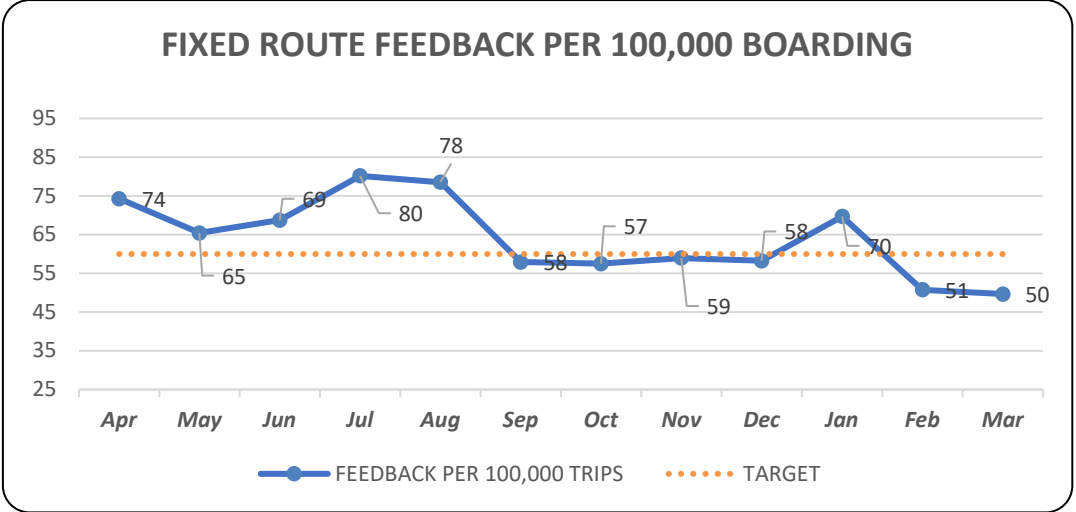
-2% VLM

TOTAL RIDERSHIP
529,855

TOTAL FEEDBACK
263

Goal

60



PARATRANSIT / 1,000 TRIPS

Month

3.4

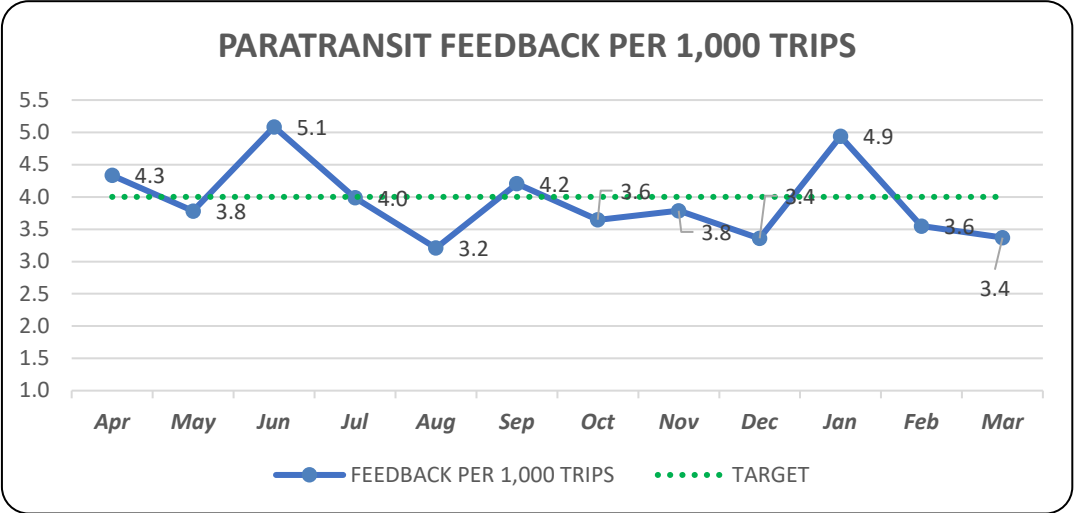
-5% VLM

TOTAL RIDERSHIP
31,749

TOTAL FEEDBACK
107

Goal

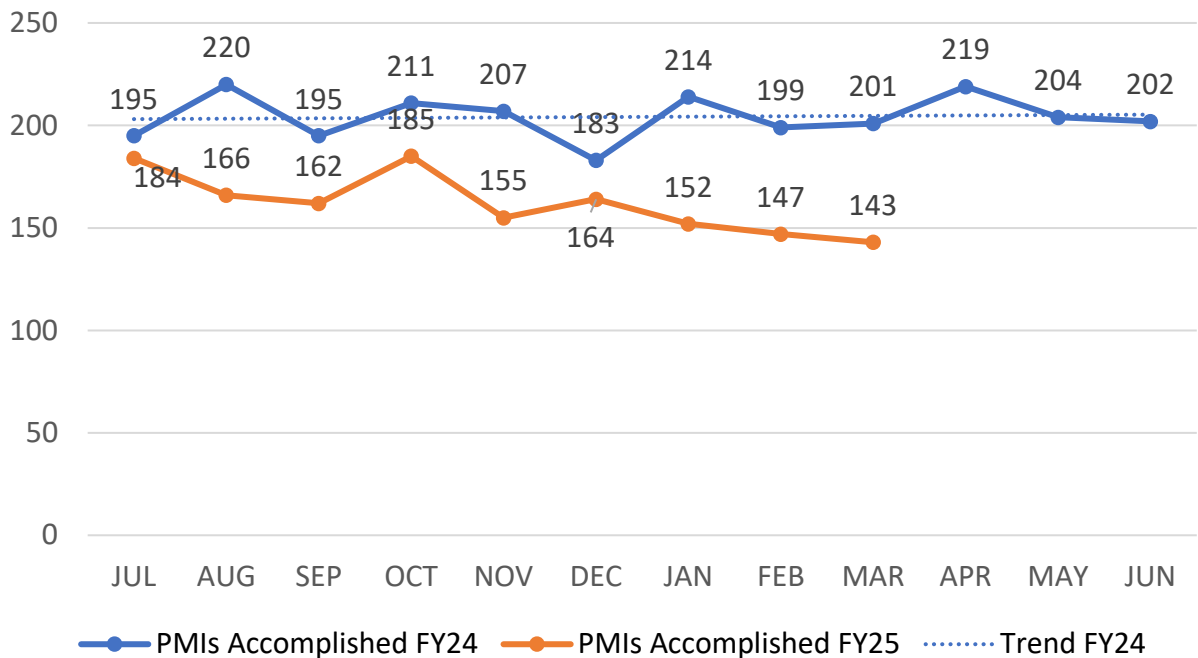
4



MAINTENANCE

Target PMI: 150
Total Vehicle PMIs: 143

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

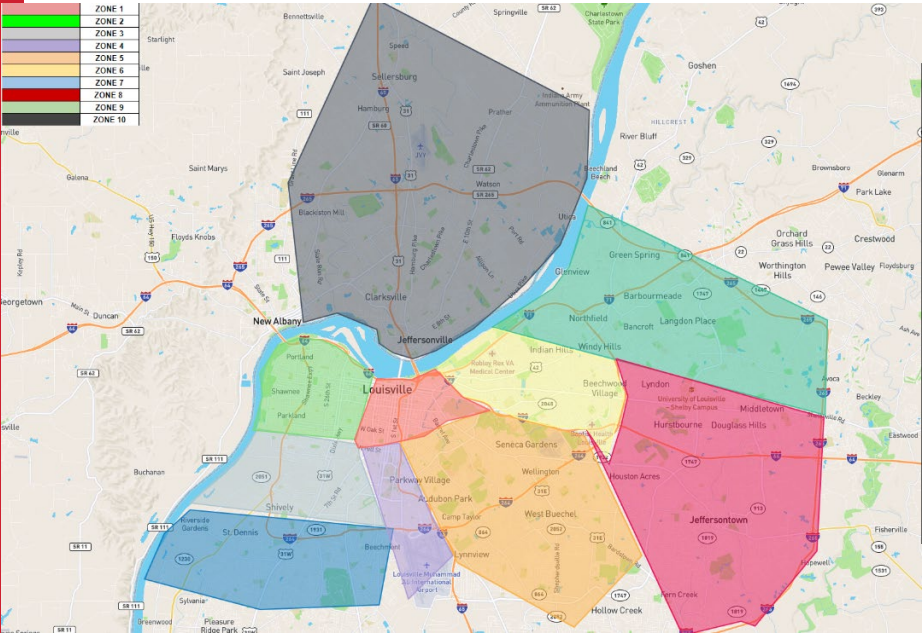
96,000 mile inspection

- Transmission fluid and filter change
- Inspect transmission
- Sample transmission fluid



MAINTENANCE

MARCH SHELTER CLEANINGS



BY ZONE: CLEAN												
Task/Zone	ZONE										No Zone Data	TOTAL
	Z1	Z2	Z3	Z4	Z5	Z6	Z7	Z8	Z9	Z10		
Trash Can Emptied	3	4	1	4	1	2	5	4	4	1	3	32
BioHazard Cleaned	1	2	1	4	2	0	2	0	2	0	2	16
Graffiti Removed	0	0	0	0	1	0	0	0	0	0	9	10
Shelter Cleaned	348	126	167	176	209	92	181	106	52	128	378	1963
Spot/Stain Pressure Washed	0	2	0	0	0	0	0	0	0	0	0	2

March Shelter Cleanings

Other Requests

Goal Shelter Cleanings

THIS MONTH

1963

61

45 per day

169%

OPERATIONS SUPERVISOR – FIELD & ON-BOARD BUS SUPPORT

NOVEMBER	Area Sums	
Opr Engagements	448	
Pax De-escalations	5	
On Bus Cust Support	170	

NOVEMBER	Dwntwn/ Ind	D
Opr Engagements	79	
Pax De-escalations	1	
On Bus Cust Support	16	

NOVEMBER	West	W
Opr Engagements	110	
Pax De-escalations	0	
On Bus Cust Support	54	

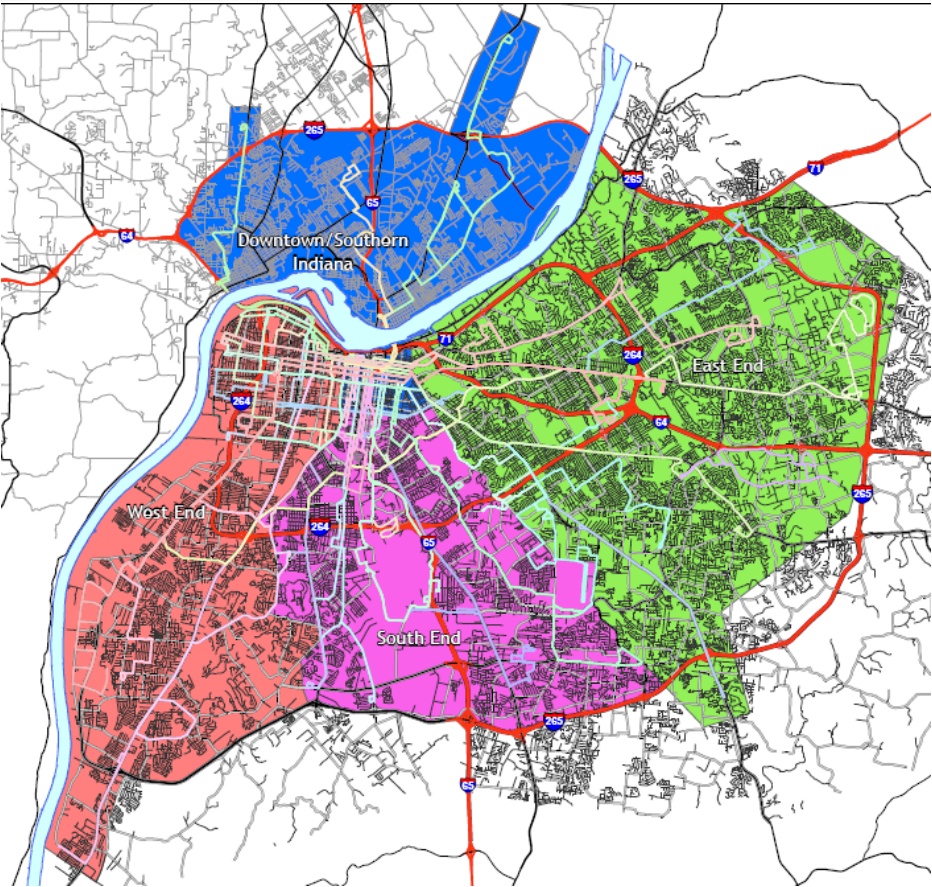
NOVEMBER	South	S
Opr Engagements	44	
Pax De-escalations	3	
On Bus Cust Support	27	

NOVEMBER	East	E
Opr Engagements	42	
Pax De-escalations	0	
On Bus Cust Support	0	

NOVEMBER	Full Cover	A
Opr Engagements	170	
Pax De-escalations	1	
On Bus Cust Support	70	

Area	
D	Dwntwn/ Inc
W	West
S	South
E	East
A	Full Cover

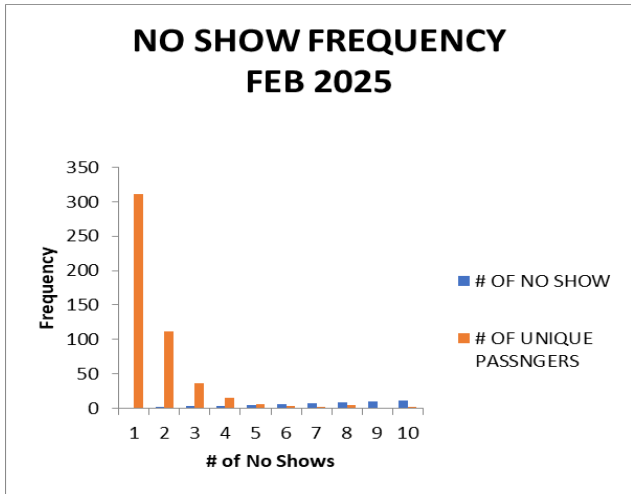
Road Supervisor Coverage Zone:
System Coverage



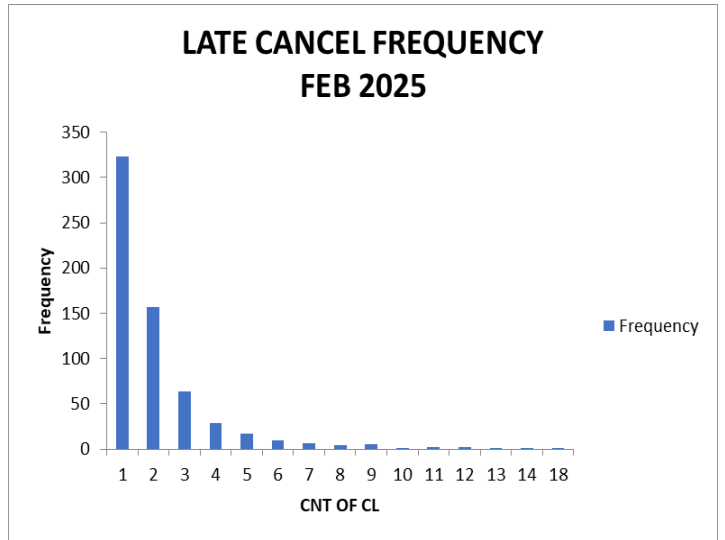
- 9 - Operations Supervisors
- 4 Zones / Heat Map Distribution / Hot Spots

FEBRUARY 2025 CANCELLATION PATTERNS

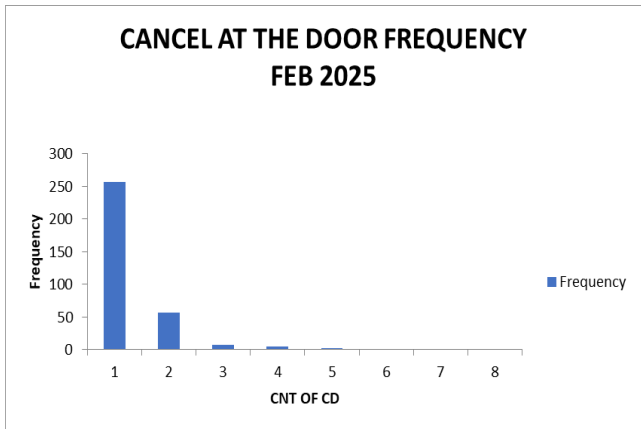
# OF NO SHOW	# OF UNIQUE PASSNGERS
1	311
2	112
3	36
4	15
5	6
6	4
7	2
8	5
10	1
11	2



# OF LATE CANCELS	# OF UNIQUE PASSNGERS
1	323
2	157
3	64
4	29
5	17
6	10
7	7
8	4
9	5
10	1
11	2
12	2
13	1
14	1
18	1



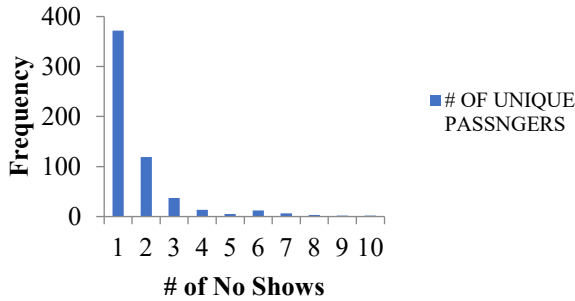
CNT OF CD	CNT OF UNIQUE PASS
1	257
2	57
3	7
4	5
5	3
6	1
7	1
8	1



MARCH 2025 CANCELLATION PATTERNS

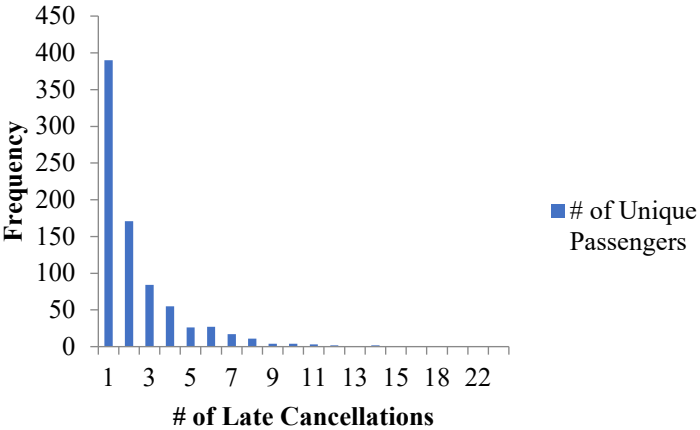
NO SHOW FREQUENCY MAR 2025

# NO SHOWS	# OF UNIQUE PASSNGERS
1	299
2	91
3	29
4	10
5	18
6	6
7	1
8	3
9	2
16	1



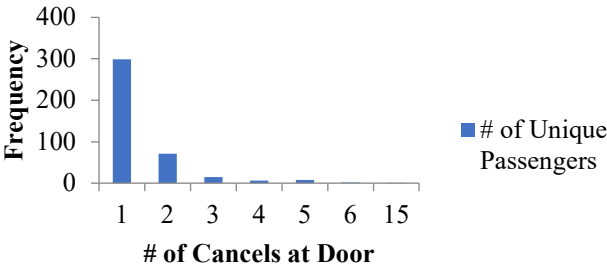
# OF LATE CANCELS	# OF UNIQUE PASSNGERS
1	390
2	171
3	84
4	55
5	26
6	27
7	17
8	11
9	4
10	4
11	3
12	2
13	1
14	2
15	1
16	1
18	1
21	1
22	1
23	1

LATE CANCEL FREQUENCY MAR 2025



CANCEL AT THE DOOR FREQUENCY MAR 2025

# OF CANCELS AT DOOR	# OF UNIQUE PASSNGERS
1	299
2	71
3	15
4	6
5	8
6	2
15	1





TARC3 SCHEDULED VS PERFORMED – IN PROGRESS

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							
FY25 MTD							
	Oct-24	% CHANGE	Nov-24	% CHANGE	Dec-24	% CHANGE	YTD
IMMINENT ARRIVAL CALLS	24,064	17.6%	21,111	-12.3%	21,432	1.5%	130,324
COMPLETED (APPLICATION ENDED)	6,167	16.6%	5,451	-11.6%	5,489	0.7%	33,829
COMPLETED (USER HUNG UP)	16,490	18.8%	14,553	-11.7%	14,844	2.0%	88,708
NO ANSWER	1,035	9.1%	832	-19.6%	814	-2.2%	5,853
BAD NUMBER	372	11.0%	275	-26.1%	285	3.6%	1,934
ATTEMPTED TRIPS	39,924	12.0%	35,579	-10.9%	36,850	3.6%	221,832
COMPLETED TRIPS	34,014	12.7%	30,093	-11.5%	30,678	1.9%	188,231
CANCELLATIONS	5,910	8.2%	5,486	-7.2%	6,172	12.5%	33,601
LATE	2,177	9.3%	1,989	-8.6%	2,334	17.3%	12,792
SAME DAY	2,060	4.8%	1,984	-3.7%	2,096	5.6%	11,455
MISSED TRIP	178	15.6%	155	-12.9%	197	27.1%	937
CANCEL AT THE DOOR	552	0.0%	455	-17.6%	517	13.6%	3,086
NO SHOW	943	17.9%	903	-4.2%	1,028	13.8%	5,331



MARCH BOARD OF DIRECTORS

April 23, 2025