

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, June 25, 2025 at 9:00 a.m.

This meeting is also being held via teleconference as permitted by KRS 61.826. Pursuant to KRS 61.810, the Board of Directors may enter into Closed Session, but shall not take any action in a Closed Session.

Members of the public and/or TARC staff may watch a livestream of the meeting by going to www.facebook.com/ridetarc; the livestream will be at the top of the page; No Facebook account is needed.

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

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

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

Guidelines to speak before the TARC Board of Directors:

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

.....continued.....

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- c) In order to speak in person at a regularly scheduled TARC Board meeting:
 - i. a speaker must register with Stephanie Isaacs as indicated above.
 - ii. the period to register begins at the conclusion of the prior regularly scheduled Board meeting and ends at 12:00 PM the day before the next regularly scheduled meeting in which the person intends to speak.
 - iii. persons registering may leave their name/alias and address, and shall notify Ms. Isaacs of the topic in which they will speak.
 - iv. no more than three (3) persons may speak with the same position on any one topic before the Board at any meeting (i.e., six (6) persons can speak on one topic before the Board at a particular meeting, three (3) in support and three (3) against);
- d) Any materials presented to the Board may be forwarded prior to or following all Board gatherings to Ms. Isaacs for dissemination purposes;
- e) Speakers before the entire Board are not allowed to use props, displays, or any other objects during their presentations. However, informational handouts may be given to Ms. Isaacs and distributed in accordance with (d) above;
- f) Persons within the audience are allowed to have signs in the Board room that are no larger than 8 ½ x 11 inches. However, such signs may not be attached to any sort of stick and must be displayed in a manner that does not inhibit others from viewing the Board meeting; and
- g) Speakers may not engage in electioneering nor the endorsement or promotion of any commercial product or service.

TARC BOARD OF DIRECTORS MEETING



Agenda – June 25, 2025

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|----|--|--------------------|-------------|
| 1. | Quorum Call/Call to Order/Meeting Minutes | Ted Smith | 9:00 |
| | A. Approval of May Meeting Minutes | Board of Directors | 9:00-9:05 |
| 2. | Public Comments | Pat Mulvihill | 9:05-9:10 |
| 3. | Board Chair's Report | Ted Smith | 9:10-9:15 |
| 4. | Finance Committee Report | Steve Miller | 9:15-9:35 |
| | Action Items | | |
| | A. Resolution 2025-21 MATA Request | Chris Ward | |
| | B. Resolution 2025-22 Bus Body Panels | Shirley Dean | |
| | C. Resolution 2025-23 Microsoft Volume Licensing | Joe Triplett | |
| | D. Resolution 2025-24 Capital Assistance Grants FFY25 | Chris Ward | |
| | E. Resolution 2025-25 Fifth Third Approved Signatures | Matt Abner | |
| 5. | Operations Committee Report | Alice Houston | 9:35-9:45 |
| | A. Resolution 2025-26 TARC 2025 Enhanced Plan | Ozzy Gibson | |
| 6. | Outstanding Employee Cell Phone Recovery
Charles Humphrey & Ronald Powell | Ozzy Gibson | 9:45-9:50 |
| 7. | Staff Reports and Presentation | | 9:50-10:05 |
| | A. Financial Statements for May 2025 | Matt Abner | |
| | B. Monthly Performance Report | Ozzy Gibson | |
| 8. | Board Members Open Discussion | | 10:05–10:10 |
| 9. | Adjournment | Ted Smith | 10:10 |

TARC BOARD OF DIRECTORS MEETING



May 28, 2025 Board Meeting Minutes

The Board of Directors of Transit Authority of River City (TARC) met on May 28, 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

Alice Houston
Steve Miller
Abbie Gilbert
Justin Brown

Virtual

DuWayne Gant
Ted Smith

Declined

Michael Schnuerle
Christy Ames

Meeting Called to Order

Steve Miller called meeting to order at 9:11 a.m.

Quorum Call

April 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.

Pat Mulvihill presented the TARC Funding petition Antonio Wilson brought to the Board Meeting. He invited anyone who is interested to sign.

Special Reports

Ted Smith gave his time back to the Board Meeting.

Steve Miller presented the Finance Committee Report.

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

Action Items

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Joe Triplett presented Resolution 2025-16 TransTrack License, Support and Maintenance - Sole Source (20251930).

- The purpose of this resolution is to provide updated authority for the annual license, support and maintenance agreement that TARC maintains with TransTrack.
- TARC has utilized TransTrack products since 2020 to use Business Analytics in order to produce meaningful reports that assist in making business decisions and automating the NTD reporting process as much as possible.
- We have come to the end of year 5. We are seeking to procure a new sole source contract with TransTrack for a period of one (1) year with an optional four (4) one-year terms with a not to exceed amount of \$508,750, which shall expire June 2030 the contract will allow to continue the use of the software, licenses, support, and maintenance required for TransTrack.
- TARC is also working with TransTrack on a project to transition several data sources from Trapeze/Vontas to Avail. TransTrack will deactivate existing imports from Trapeze/Avail and create new imports from Avail using SQL cloud connection operational data provided by Avail. Some of the imports are: Route Calendar, Route Plan, Trip Summary, On-Time Performance, and Stop Sequence. This project has a one-time cost of \$18,250.

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

Joe Triplett presented Resolution 2025-19 Sole Source 20211525 Amendment 2 to Ellipse Annual Licensing Fees.

- TARC's enterprise-wide resource planning system (Ellipse Software) was originally procured and awarded through a competitive bidding process in early 2000.
- The system was implemented in 2002 and later upgraded in 2018. The system has been in place for over twenty years.
- In order to meet our asset management and state of good repair requirements, we believe it is important that we continue to use the system.
- However, TARC requires that licensing of Ellipse and any software system be provisioned annually with a year-to-year agreement for a not-to-exceed amount of \$168,292.

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

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Shirley Dean presented Resolution 2025-17 Transmissions and Related Components.

- On March 21, 2025, the procurement department released an Invitation for Bid 20251913 for new and remanufactured bus transmissions and related components which included sixteen (16) inventory parts.
- The solicitation intent is to award the contract to the lowest bidder(s).
- On April 17, 2025, we received four (4) responses from the following qualified vendors: Clarke Power Services, Reliable Transmission Service, Gillig LLC, and Vehicle Maintenance Program.
- All bids met the specified requirements and were deemed responsive and responsible.
- The Procurement Department proposes a multi-vendor award contract for new and remanufactured bus transmissions and related components to both Clarke Power Services and Reliable Transmission Service.
- Both companies lowest bid price was determined to be the most favorable to TARC. The award is for a term of two (2) years with a total not-to-exceed amount of \$289,815.84.

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

Shirley Dean presented Resolution 2025-18 Bus Engines and Related Components (ITB #20251925).

- On April 1, 2025, the procurement department released an Invitation for Bid 20251925 for bus engines and related components which included remanufactured engines. The solicitation intent is to award the contract to the lowest bidder(s).
- On April 29, 2025, we received ten (10) responses from the following qualified vendors: Allied Tools, Inc, Clarke Power, Cummins, Inc., DLR Distributors, Diesel Injection USA, Gillig, LLC, Kirk's Automotive, Inc., MCI; Muncie Transit Supply, and Roppel.
- All bids met the specified requirements and were deemed responsive and responsible.
- The Procurement Department proposes a departure from our current practice of soliciting these commodities every 9 months as part of our process improvement and move to industry best practice.
- The Procurement Department proposes a multi-vendor award contract for bus engines and related components to each of the ten (10) aforementioned bidders resulting in firm fixed-price contracts with each vendor for an initial term of one (1) year with an option to renew for an additional one (1) year for a total not-to-exceed amount of \$1,153,057.19.

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

Alice Houston presented the Operations Committee Report.

The Resolution presented has been moved to today's Board Meeting for consideration.

Aida Copic presented Resolution 2025-15 Title VI Policy Amendment.

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- TARC is in the process of developing TARC 2025 Draft Plans for network restructuring and efficiency improvements to be implemented in the Summer of 2026.
- Along with this process, TARC reviewed and evaluated our current Title VI Policies for Service Equity Analysis (SEA) to ensure these policies are updated and can be applied for service equity analysis for the entire systemwide network.
- Some minimal amendments would make this policy usable for the network redesign, while also clarifying some terms. The amendments are as follows:
 1. Clarifying that the change in service that is considered “major”, triggering an equity analysis, would be a change that increases either the revenue hours or revenue miles on a route in a typical weekly schedule.
 2. Clarifying that the degree of acceptable difference between populations is 10 percentage points.
 3. Allowing the measurement of equity impacts on routes individually or cumulatively.
- These clarifying changes are a commonly accepted interpretation, both within TARC and among peer agencies.
- In accordance with TARC's Public Participation Policy, TARC has solicited public comments on the proposed Service Equity Analysis Policy Amendment through various channels of communication, and in person with numerous open house public meetings held in April 2025.
- The motion was duly moved for approval by Abby Gilbert. The motion was seconded by Justin Brown. The Board of Directors unanimously adopted the resolution.

Ozzy Gibson presented the Outstanding Employee for May, Shawn Brian.

- Shawn has been a TARC employee for almost 4 months!
- He is one of our Coach Operators.

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

- Shawn Brian calmly pulled the coach over and followed procedure by contacting the Control Center and opening both front and back doors of the coach.
- The aggressor eventually departed the coach while the victim remained on the coach.
- While waiting for assistance, the victim became irate and impatient because “we called the police” when we actually just called the Control Center.
- The victim became adamant and threatening by advising the operator to continue on route and leave the scene.
- Mr. Brian calmly responded that he did not call the police and then closed the doors and complied with the victim's demands by driving on.
- At the next stop, 3 LMPD vehicles arrived and removed the victim from the coach without further incident.
- Mr. Brian utilized his de-escalation training to diffuse a volatile situation.
- Shawn Brian kept his passengers and himself safe.
- Thank you for your ongoing contribution to the success of TARC!

Scudder Wagg with Jarred Walker presented the TARC 2025 Report.

- Please refer to PowerPoint presentation.
- Extensive public outreach which included over 5750 survey responses and 334 briefings.

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- The presentation contains all of those combined response for everyone to review.
- The responses indicated the enhanced network plan is needed for our community.
- Board Members requested some of the survey results to be broken down by zip codes.

Executive Session

Ted Smith called an Executive Session. "Pursuant to KRS 61.810(1)(b) and (1)(e), I would ask the Board to go into Executive Session to talk about a real estate transaction and employment matters concerning leased bus drivers."

The motion was duly moved for approval by Steve Miller. The motion was seconded by Justin Brown. The Board of Directors unanimously adopted the Executive Session.

Ted Smith asked for a motion to resume the Open Session.

The motion was duly moved for approval by Justin Brown. The motion was seconded by Alice Houston. The Board of Directors unanimously adopted the Open Session.

Steve Miller presented the JCPS arrangement was discussed.

- The Board Members did not vote nor was any decision made.
- Year 1 of the contract with JCPS ends on May 31, 2025.
- Local news accounts of the JCPS Board budget cuts included TARC.
- JCPS did not share the information with TARC prior to the announcement.

The motion was present to instruct the Executive Director to find common ground with JCPS with the goal of transporting students.

The motion was duly moved for approval by Abbie Gilbert. The motion was seconded by Justin Brown. The Board of Directors unanimously adopted the motion.

Abbie Gilbert presented the motion to authorize the Executive Director to enter into the letter of intent to explore the sale of the NIA center to Goodwill Industries.

- Executive Director is instructed to move forward with the letter of intent regarding the NIA Center.

The motion was duly moved for approval by Abbie Gilbert. The motion was seconded by Alice Houston. The Board of Directors unanimously adopted the motion.

Steve Miller made a motion to adjourn at 11:45 a.m. This motion was seconded by Alice Houston and approved by the Board.

Steve Miller, Chair of Finance Committee and acting Chair of this meeting.

Date

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: June 25, 2025

Re: Resolution 2025 - 21 MATA Request for Transfer of Buses

TARC has been in communication with the Memphis Area Transit Authority (MATA) regarding the potential transfer of twelve (12) Gillig buses that TARC plans to retire from service. The Federal Transit Administration (FTA) permits a recipient to transfer rolling stock that has not yet served its minimum useful life to another FTA recipient, and the federal interest transfers with the asset.

Of the buses that TARC would transfer, only one bus has remaining useful life by the federal standard of 12 years or 500,000 miles. MATA representatives have inspected these buses and have agreed to provide payment for remaining local interest as well as the cost of leased tires on the buses, bike racks that will remain installed, and transfer preparation costs. The total of those costs is \$25,281. Following the transfer, TARC's fleet size will be more proportionate to the current system design.

MATA has asked TARC to begin the transfer process defined in FTA Circular 5010.1F. That process requires a letter of request to FTA accompanied by approved board resolutions from both agencies. If the Board approves this transfer, MATA will assume responsibility for the remaining federal interest of \$3,715 for these buses.

This Resolution seeks authority from the Board of Directors for the Executive Director request approval from the Federal Transit Administration to execute a transfer of rolling stock and the associated remaining federal interest for twelve (12) buses to the Memphis Area Transit Authority.

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

Buses for Transfer to Memphis Area Transit Authority

Item #	Bus #	VIN #	Year/Make/Model	Total Asset Value (based on remaining useful life)	Total Value of Federal Interest	Original federal share %
1	2917	15GGD271791176881	2009 Gillig 40' Std Low-Floor	\$ -	\$ -	80%
2	2926	15GGD271891176890	2009 Gillig 40' Std Low-Floor	\$ -	\$ -	80%
3	1303	15GGD2712D1181818	2013 Gillig 40' Std Low-Floor	\$ -	\$ -	80%
4	1304	15GGD2714D1181819	2013 Gillig 40' Std Low-Floor	\$ -	\$ -	80%
5	1305	15GGD2710D1181820	2013 Gillig 40' Std Low-Floor	\$ -	\$ -	80%
6	1306	15GGD2712D1181821	2013 Gillig 40' Std Low-Floor	\$ -	\$ -	80%
7	1308	15GGD2716D1181823	2013 Gillig 40' Std Low-Floor	\$ 4,644	\$ 3,715	80%
8	1311	15GGD2711D1181826	2013 Gillig 40' Std Low-Floor	\$ -	\$ -	80%
9	1312	15GGD2713D1181827	2013 Gillig 40' Std Low-Floor	\$ -	\$ -	80%
10	1313	15GGD2715D1181828	2013 Gillig 40' Std Low-Floor	\$ -	\$ -	80%
11	1315	15GGD2713D1181830	2013 Gillig 40' Std Low-Floor	\$ -	\$ -	80%
12	1316	15GGD2715D1181831	2013 Gillig 40' Std Low-Floor	\$ -	\$ -	80%
Totals:				\$ 4,644	\$ 3,715	

RESOLUTION 2025-21

MATA REQUEST FOR TRANSFER OF BUSES

A Resolution authorizing the Executive Director to request approval from the Federal Transit Administration to execute a transfer of rolling stock and the associated remaining federal interest for twelve (12) buses to the Memphis Area Transit Authority (MATA).

WHEREAS, MATA has requested that TARC transfer twelve (12) buses that have either exceeded or are approaching their minimum expected useful life; and

WHEREAS, MATA has a need for these buses and will place them into revenue service; and

WHEREAS, recent TARC reductions in service have resulted in a fixed-route fleet size that exceeds the federal spare ratio expectation of 20%; and

WHEREAS, the combined remaining federal interest in the vehicles is \$3,715; and

WHEREAS, upon approval of the transfer by the Federal Transit Administration, MATA will provide payment of \$25,281 to TARC for the remaining local interest and costs associated with equipment;

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 request approval from the Federal Transit Administration to execute a transfer of rolling stock and the associated remaining federal interest for twelve (12) buses to the Memphis Area Transit Authority (MATA).

ADOPTED THIS 25th DAY OF JUNE 2025

Ted Smith, Chair of the TARC Board of Directors

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: June 25, 2025

Re: Resolution 2025 - 22 20251901 Bus Body Panels and Related Components

In May 2025, the Procurement Department issued an Invitation to Bid (ITB 20251901) for Bus Body Panels that included sixty-two (62) inventory parts. On May 27, 2025, TARC received three (3) proposals from the following qualified vendors Gillig, LLC; Muncie Transit Supply and IBP Industries. The Procurement Department conducted an independent cost estimate and found that the lowest pricing for these vendors was less than the estimated annual independent cost estimate.

The solicitation intent is to award the contract to the lowest bidder(s). All the bids complied with FTA regulations and TARC Procurement Policy and were deemed responsive and responsible.

The Procurement Department proposes a multi-vendor award contract to Gillig LLC, Muncie Transit Supply and IBP Industries. All companies lowest bid price was determined to be the most favorable to TARC. The award is for a term of two (2) years with a total not-to-exceed amount of \$250,000.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to negotiate and enter into a contract with Gillig, Muncie Transit Supply and IBP Industries at a cost not to exceed \$250,000. The contract will include a term of two (2) years.

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

RESOLUTION 2025-22 BUS BODY PANELS AND RELATED COMPONENTS

A Resolution authorizing the Executive Director to negotiate and enter into a contract with Gillig LLC, Muncie Transit Supply and IBP Industries for a term of two (2) years at a cost not to exceed \$250,000.

WHEREAS, three (3) proposals were determined to be responsive and responsible; and

WHEREAS, TARC seeks a multi-vendor award to support the Maintenance Department with its needs of bus body panels and related components; and

WHEREAS, the staff recommends an award to all three (3) vendors based on lowest pricing and within the range of the independent cost estimate; and

WHEREAS, the total contract amount shall not exceed \$250,000 for the term life; and

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

The Executive Director is hereby authorized to negotiate and enter into a contract for a term of (2) years with Gillig, Muncie and IBP Industries for bus body panels and related components at a not to exceed amount of \$250,000.

ADOPTED THIS 25th DAY OF June 2025

Ted Smith, Chair of the TARC Board of Directors

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: June 25, 2025

Re: Resolution 2025 – 23 Microsoft Volume Licensing Piggyback Procurement
20251946 Commonwealth of KY #MA-758-2100000970

TARC's IT Department utilizes Microsoft (MS) Windows-based servers and desktops to support our business needs. The licensing that is needed will be a blend of on-premise and cloud-based as we move to Office 365 along with Exchange, Share Point, and One Drive. Microsoft products are covered through their Volume Licensing Subscription Advantage program and purchased through an authorized Channel Reseller. Because of the unique nature of Microsoft licensing, TARC is allowed to utilize capital grant funding for these fees.

TARC has historically piggybacked and procured all of its Microsoft Software licensing via an Enterprise Agreement executed by the Commonwealth of Kentucky. Insight Public Sector currently holds Kentucky Master Agreement #MA-758-2100000970. These licenses cover all of our Microsoft server and client products.

The Procurement Department conducted a pricing analysis based on the previous year's spend and deemed \$414,000 for a three (3) licensing agreement price is fair and reasonable.

These Microsoft Enterprise Agreements are for a duration of three years, but are payable annually. Each year we have an opportunity to "true up" licenses that we may have need to add throughout the year.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to enter into a three-year agreement with Insight Public Sector to continue the usage of Microsoft Licensing at the not-to-exceed amount of \$414,000.

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

Resolution 2025-23 Microsoft Volume Licensing Piggyback Procurement 20251946 Commonwealth of KY #MA-758-2100000970

A Resolution authorizing the Executive Director to negotiate and enter into a three (3) year agreement with Insight Public Sector to continue the use of Microsoft Licensing to support TARC's business needs at a cost not to exceed \$414,000.

WHEREAS, Transit Authority of River City (TARC) seeks to continue using Microsoft software licensing; and

WHEREAS, TARC initiated a piggyback procurement for Microsoft Licensing through the Commonwealth of Kentucky's Master Agreement #MA-758-2100000970 authorized Channel Reseller, Insight Public Sector; and

WHEREAS, the Procurement Department conducted a pricing analysis and deemed Commonwealth of Kentucky #MA-758-2100000970 Insight Public Sector pricing is fair and reasonable;

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

The Executive Director is hereby authorized to enter into a three (3) year agreement with Insight Public Sector based upon the not to exceed amount of \$414,000.

Adopted this 25th day of June 2025

Ted Smith, Chair, Board of Directors

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: June 25, 2025

Re: Resolution 2025 – 24 Capital Assistance Grants for Federal Fiscal Year 2025

Every year TARC plans for the use of capital funds available through Federal formula grant apportionments. This planning is done in coordination with the Kentuckiana Regional Planning and Development Agency (KIPDA) and in keeping with federal statute. The result of this work is TARC's Program of Projects (POP), which is reflected in part in TARC's Fiscal Year (FY) 2026 budget. Included with this memorandum is a copy of TARC's Federal Fiscal Year (FFY) 2025 Capital Program of Projects (POP) utilizing Federal formula funds from Sections 5307, 5310, and 5339.

TARC's FFY 2025 POP identifies projects to be funded in a grant application for FFY 2025 Sections 5307 and 5339 capital assistance apportioned to TARC through the Infrastructure Investment and Jobs Act (IIJA). These were funds appropriated for 2025 and distributed to transit agencies nationwide according to a formula. The grant application will be filed for a total of \$25,186,599 (\$20,149,279 federal share, \$5,037,320 local match or non-federal share). Section 5310 funds are not included in this total as these funds are awarded through a competitive process overseen by TARC. Major projects and expenses included in this POP are:

- Renovation, technology, and safety projects and equipment purchases prioritized through TARC's asset management planning process
- Reimbursement of Capital Maintenance costs
- As much as 40% of the cost of contracting for paratransit service

The Program of Projects was the subject of a public meeting held on Zoom and Facebook Live, Tuesday, June 3, 2025 at 4:00 p.m. TARC notified the public of the meeting through a posting on our News and Events page and social media posts.

The projects listed are in keeping with the FY 2026 capital budget as adopted by the Board through Resolution 2025-13. This resolution seeks the authority to file the grant for formula funds.

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

RESOLUTION 2025-24

CAPITAL ASSISTANCE GRANTS FOR FEDERAL FISCAL YEAR 2025

A Resolution authorizing the Executive Director to file an application with the Department of Transportation, United States of America, for a grant under the Urban Mass Transportation Act of 1964, as amended.

WHEREAS, the Secretary of Transportation is authorized to make grants for a mass transportation program of projects; and

WHEREAS, the contract for financial assistance will impose certain obligations upon the applicant, including the provision by it of the local share of the project costs; and

WHEREAS, it is required by the U.S. Department of Transportation, in accordance with the provision of Title VI of the Civil Rights Act of 1964, as amended, that the applicant give assurances that it will comply with Title VI of the Civil Rights Act of 1964 and the U.S. Department of Transportation requirements thereunder; and

WHEREAS, it is the goal of the applicant that Disadvantaged Business Enterprises be utilized to the fullest extent possible in connection with these projects, and that definite procedures shall be established and administered to ensure that disadvantaged businesses shall have the maximum feasible opportunity to compete for contracts when procuring construction contracts, supplies, equipment contracts, or consultant and other services.

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

1. The Executive Director and Chief Financial/Administrative Officer are authorized to execute and file an application on behalf of the Transit Authority of River City with the U.S. Department of Transportation to aid in the financing of planning, capital and/or operating assistance projects pursuant to Section 5307 of the Urban Mass Transportation Act of 1964, as amended.
2. The Board Chair, Vice-Chair, Executive Director, and Chief Financial/Administrative Officer are authorized to execute and file such applications an assurance or any other document required by the U.S. Department of Transportation effectuating the purpose of Title VI of the Civil Rights Act of 1964.
3. The Executive Director and Chief Financial/Administrative Officer are authorized to furnish such additional information as the U.S. Department of Transportation may require in connection with the application for the program of projects and budget.
4. The Executive Director and Chief Financial/Administrative Officer are authorized to set forth and execute affirmative disadvantaged business policies in connection with the program of projects and budget procurement needs.
5. The Executive Director and Chief Financial/Administrative Officer are authorized to execute grant agreements on behalf of the Transit Authority of River City with the U.S. Department of Transportation for aid in the financing of the planning, capital and/or operating assistance program of projects and budget.

ADOPTED THIS 25th DAY OF JUNE 2025

Ted Smith, Chair of the TARC Board of Directors

Program of Projects and Budget for Federal Fiscal Year 2025 Grant Funds

	Full Year Apportionment	Actual
Urbanized Area: Louisville, KY	Section 5307 Apportionment for 2025 (A) \$	18,510,640
Designated Recipient: TARC	TARC Local Match \$	4,627,660
Grantee: Transit Authority of River City	Total TARC 5307 Capital Program Funds Available \$	23,138,300
Apportionment published on May 5, 2025	Section 5339 Apportionment for 2025 (B) \$	1,638,639
	TARC Local Match \$	409,660
	Total 5339 Capital Program Funds Available \$	2,048,299
	Subtotal of TARC Apportionments \$	20,149,279
	Subtotal of TARC Local Match \$	5,037,320
	Carryover Funds \$	-
	Total Funds Available for TARC Capital Program \$	25,186,599

Project Description

CAPITAL PROJECTS (80/20 FUNDING)	ALI	LOCAL	FEDERAL	TOTAL
1 Associated Capital Maintenance Items	11.12.40	22,000.00	88,000.00	110,000.00
2 A & E Services	11.41.03	40,000.00	160,000.00	200,000.00
3 MIS Equipment / Hardware	11.42.07	170,000.00	680,000.00	850,000.00
4 MIS Equipment / Software	11.42.08	600,000.00	2,400,000.00	3,000,000.00
5 Security Enhancements	11.42.09	112,660.00	450,640.00	563,300.00
6 Rehab/Renovate Admin / Maint Facility	11.44.03	875,000.00	3,500,000.00	4,375,000.00
7 Capital Cost of Contracting (Fixed Route)	11.71.12	8,000.00	32,000.00	40,000.00
8 Capital Maintenance	11.7A.00	2,000,000.00	8,000,000.00	10,000,000.00
9 Non-Fixed Rte ADA Paratransit Svc	11.7C.00	800,000.00	3,200,000.00	4,000,000.00
Subtotal Capital Section 5307		4,627,660.00	18,510,640.00	23,138,300.00
	<i>Project 1</i>	3,827,660.00	15,310,640.00	19,138,300.00
10 Buy Replacement Paratransit Vehicles	11.12.04	140,000.00	560,000.00	700,000.00
11 MIS Equipment / Hardware	11.42.07	29,660.00	\$118,639	148,299.00
12 Security Enhancements	11.42.09	200,000.00	800,000.00	1,000,000.00
13 Purchase Support Vehicles	11.42.11	30,000.00	120,000.00	150,000.00
14 Acquire Miscellaneous Equipment	11.42.20	10,000.00	40,000.00	50,000.00
Subtotal Capital Section 5339		409,660.00	1,638,639.00	2,048,299.00
TOTAL CAPITAL		5,037,320.00	20,149,279.00	25,186,599.00
OTHER FUNDING				
15 Enhanced Mobility* (Section 5310)		348,221.00	1,392,884.00	1,741,105.00
Subtotal Section 5310		348,221.00	1,392,884.00	1,741,105.00
TOTAL PROGRAM OF PROJECTS		5,385,541	21,542,163	26,927,704

*TARC is the designated recipient for these funds. Funds will be awarded to subrecipients whose projects are selected in accordance with FTA guidance. The sources and amount of local match will be determined as a result of that process.

Federal Transit Administration

Formula Funding Programs

Program	Section 5307 - Urbanized Area Formula Grants (80% Federal, 20% Local – provided by MTTF)	Section 5339 – Grants for Buses and Bus Facilities (80% Federal, 20% Local – provided by MTTF)	Section 5310 – Enhanced Mobility of Seniors & Individuals with Disabilities
Description of intended program use	Public transportation capital, planning, and operating expenses in certain circumstances.	Replace, rehabilitate, and purchase buses and related equipment and construct bus-related facilities.	Assist private nonprofit or private entities to meet transportation needs of seniors and individuals with disabilities.
Eligible Activities	<p>Eligible activities are wide-ranging, but for TARC typically include:</p> <ul style="list-style-type: none"> • Replace/purchase buses, vans, support vehicles, and equipment • Plan, engineer, design transit projects • Buy security equipment and enhancements • Construct/renovate maintenance, passenger, and bus-related facilities • Construct associated transit improvements • Buy hardware/software 	<p>Funds are focused on capital projects that typically include:</p> <ul style="list-style-type: none"> • Replace/purchase buses, vans, and related equipment • Construct/renovate bus-related facilities • Buy hardware/software 	<p>Frequently used Section 5310 projects include:</p> <ul style="list-style-type: none"> • Light-duty buses/vans • Wheelchair lifts, ramps, and securement devices • Contracted/leased transportation services
<p>Section 5307 “Other Capital Items” include three activity types TARC often uses for developing grant applications to support operations: 11.7A.00 Preventive Maintenance, 11.7C.00 Non Fixed Route ADA Paratransit, and 11.71.12 Capital Cost of Contracting. These activity types are only available for Section 5307, not Section 5339.</p>			
Constraints & Characteristics	<p>Urban areas of 200,000 or more may not use funds for operating assistance unless identified by FTA as eligible under 49 USC 5307.</p> <p>>= 1% applied to Security-related projects >= .75% applied to Safety-related projects</p>	<p>This program has two related discretionary programs for Bus and Bus Facilities – 5339(b) and Low and No Emission – 5339(c). TARC has received both types of awards, but they function differently than the formula 5339 program.</p>	<p>The federal share of eligible capital costs may not exceed 80 percent, and 50 percent for operating assistance. The 10 percent that is eligible to fund program administrative costs may be funded at 100 percent federal share.</p>

MEMORANDUM

To: TARC Board of Directors
From: Ozzy Gibson, Executive Director
Date: June 25, 2025
Re: Resolution 2025 - 25 Fifth Third Bank Authorized Signers

TARC's current policy with regard to accounts payable is that when checks are printed in-house, all checks are to be signed by one person from the Executive Office or a designee and one person from the Finance Department. The current approved signatories in the Executive Office are Ozzy Gibson, Tonya Day, and Rob Stephens. In the Finance Department, the current signatory is Matthew Abner.

We would like the Board of Directors to add Chris Pflederer, Senior Accounting Manager, as a signatory for Fifth Third Bank accounts so that we have two individuals in each department. Also, we will be removing Rob Stephens as a signatory for Fifth Third Bank accounts as he has announced his departure from TARC.

The signature card would include the following checking accounts and zero balance accounts (ZBA):

7140512307	Operations - checking
7140511416	Grants - checking
7142725600	Health Insurance - ZBA
7140511473	Payroll - ZBA
7140511598	Workers Comp - ZBA
7140511358	Safety - ZBA
7140511531	Healthcare Savings Account - ZBA
7146720722	Credit Card - ZBA

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

RESOLUTION 2025-25

FIFTH THIRD BANK AUTHORIZED SIGNERS

This resolution requests the Board authorize the addition of Chris Pflederer, Senior Accounting Manager, and removal of Rob Stephens, COO, as a signatory for TARC's Fifth Third Bank accounts

WHEREAS, TARC currently maintains bank accounts with Fifth Third Bank; and,

WHEREAS, TARC wishes to add its Senior Accounting Manager, Chris Pflederer, and remove its COO Rob Stephens, as an authorized signatory; and,

WHEREAS, the aforementioned individuals would be added/removed to the signature cards on the following Fifth Third Bank accounts, which are:

7140512307	Operations - checking
7140511416	Grants - checking
7142725600	Health Insurance - ZBA
7140511473	Payroll - ZBA
7140511598	Workers Comp - ZBA
7140511358	Safety - ZBA
7140511531	Healthcare Savings Account - ZBA
7146720722	Credit Card - ZBA

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

The addition of Chris Pflederer as an authorized signatory and removal of Rob Stephens as an authorized signatory for TARC's Fifth Third Bank accounts is approved.

ADOPTED THIS 25th DAY OF JUNE 2025

Ted Smith, Chair of the TARC Board of Directors



MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: June 25, 2025

Re: Resolution 2025-26 TARC 2025 Enhanced Network Plan

In Fiscal Year 2023, TARC leadership and staff recognized an impending financial challenge for the agency that would require substantial change in TARC's services.

As a primary strategy to address this fiscal cliff, in early 2024, with Board consent, staff launched the TARC 2025: Moving Forward Together project. The purpose was to conduct a detailed study and public outreach process to develop an updated bus network design. Schmidt Associates Architects served as the prime consultant and Jarrett Walker Associates – a consulting team that has prepared many large transit agency bus network redesigns – served as the major sub-consultant.

After extensive public outreach, including 334 briefings, presentations, or events, and 5,750 survey responses over two phases, and technical analysis of its system, TARC is in the process of developing a final draft of TARC 2025 restructured network with a goal to be implemented in the Summer of 2026.

The attached Resolution seeks the TARC's Board of Directors approval of the Enhanced Network service plan to guide completion and implementation of the TARC 2025 Moving Forward Together resulting in a restructured network.

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



Resolution 2025-26 - TARC 2025 Enhanced Network Plan

WHEREAS, TARC is in the final stage of developing TARC 2025 Moving Forward Together restructured network plan to be implemented in the Summer of 2026.

WHEREAS, technical analysis was conducted, including but not limited to an assessment of the existing bus network, demographic study and development of conceptual alternatives, culminating in the Transit Choices and Concepts Report of July 2024; and

WHEREAS, based on public feedback about the conceptual alternatives, including more than 2,800 survey responses, the TARC Board adopted a policy resolution at its October 23, 2024 meeting that recommended a Constrained Network where 70% of service is allocated to ridership goals and 30% is allocated to coverage goals; and

WHEREAS, TARC Staff and the consultant team conducted additional analysis and developed a Draft Plan with two constrained options at two different levels of investment, the Limited and Enhanced Networks, and produced a Draft Plan Report in January 2025; and

WHEREAS, public outreach about the Draft Plan was conducted through a variety of means and methods, including a survey conducted over many months with over 2,900 responses; and

WHEREAS, public and stakeholder feedback strongly preferred the Enhanced Network concept, with a greater level of investment at approximately 355,000 annual service hours; and

WHEREAS, the Enhanced Network routes will serve all JCPS Magnet Schools providing access to education and support for the community; and

WHEREAS, the TARC Board of Directors establishes the following policy framework for the Enhanced Network as the Recommended Final Plan for TARC 2025:

- A. Total Enhanced Bus Network Service Hours shall be no less than 355,000 annual service hours; and
- B. Recommendations for Ridership and TARC Resources Distribution shall adhere to 70% Ridership and 30% Coverage Goals ratio.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that the framework for completing TARC 2025 Moving Forward Together Plan to implement the Enhanced Plan is hereby approved.

Adopted this 25th day of June 2025.

Ted R. Smith, Chair Board of Directors

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



Current month Operating Revenues are over budget \$1,002,132 (pg. 2, line 9) mainly due to Passenger Fares and Other Agency Revenues being over budget. Current month Operating Expenses are under budget \$216,264 (pg. 2, line 41) primarily due to Paratransit expenses being under budget though Labor and Casualty & Liability being over budget for the month. Capital Expenses are under by \$283,525 (pg. 2, line 48) due to Development Costs and Depreciation being under budget for the month.

Year-to-date Operating Revenues are over \$5,858,115 (pg. 2, Line 9) due to all revenues being over except Advertising. As with the current month, this is being driven by Passenger Fares and Other Agency Revenues which includes those from JCPS. Year to date Operating Expenses are under budget \$7,724,775 (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 \$1,176,647 (pg. 2, line 48) due to Development Costs being under budget which is a product of timing related to Capital Projects.

Overall, for May, 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 \$2,024,577 (pg. 7) year-to-date, bringing the year-to-date net savings to a favorable balance of \$15,607,467 before capital and subsidies.

Operating Expenses	\$7,724,775
Operating Revenues*	<u>\$5,858,115</u>
Subtotal	\$13,582,890
MTTF Overage	<u>\$2,024,577</u>
Total	\$15,607,467

*Operating Revenues includes JCPS agreement revenues of \$4,893,173.69

Statement of Revenue - Expenses - with Capital Contributions

May 2025, Fiscal Year 2025



		Current Month			Fiscal Year-to-date				
		FY25	Over budget			Over budget			Percentage
Description		Total Budget	Actual	Budget	(Under budget)	Actual	Budget	(Under budget)	Remaining
Revenues									
	Passenger Fares	5,219,670	484,997	454,944	30,053	5,582,864	4,781,093	801,771	-16.77%
2	Paratransit Fares	977,667	82,111	84,940	(2,829)	912,375	896,417	15,958	-1.78%
3	Special Fare Revenues (MOA/MOU Agreements)	1,536,008	136,266	109,300	26,966	1,555,096	1,397,480	157,616	-11.28%
4	Comp Specials	0	0	0	0	0	0	0	0.00%
5	Advertising Revenue	1,100,000	154,787	91,660	63,127	724,635	1,008,290	(283,655)	28.13%
6	Other Agency Revenues	447,300	927,482	37,167	890,315	5,571,877	410,133	5,161,744	-1258.55%
7	Total Recoveries-Insurance	100,000	0	5,500	(5,500)	99,681	95,000	4,681	-4.93%
8									
9	Operating Revenues	9,380,645	1,785,644	783,511	1,002,132	14,446,527	8,588,413	5,858,115	-68.21%
10									
11	MTTF Contributions- Federated, Operating	69,357,199	5,569,847	5,569,847	0	62,920,418	62,920,418	0	0.00%
12	Local Government Funds - MTTF, Operating	1,628,903	35,655	114,692	(79,037)	430,667	1,451,062	(1,020,395)	70.32%
13	COVID Funds - FTA, Operating	27,050,613	1,429,108	2,590,368	(1,161,260)	13,135,939	25,923,093	(12,787,154)	49.33%
14	State Government Funds, Operating	1,671,444	54,800	32,900	21,900	1,537,757	1,313,095	224,662	-17.11%
15									
16	Total Non-Operating Revenues	99,708,159	7,089,410	8,307,807	(1,218,397)	78,024,781	91,607,668	(13,582,887)	14.83%
17									
18	Total Revenues Before Cap Contributions	109,088,804	8,875,053	9,091,318	(216,265)	92,471,308	100,196,081	(7,724,772)	7.71%
19									
20	Local Government Funds - MTTF, Cap	5,898,670	35,022	411,831	(376,809)	744,920	4,320,590	(3,575,670)	82.76%
21	Federal Reimbursement Funds - FTA, Cap	39,050,525	227,170	2,991,989	(2,764,819)	15,938,790	29,537,390	(13,598,600)	46.04%
22	State Government Funds, Cap	3,144,221	5,803	265,423	(259,620)	2,670,846	2,414,767	256,079	-10.60%
23	Other Agencies Revenue, Cap	0	0	0	0	0	0	0	0.00%
24									
25	Total Capital Contributions	48,093,416	267,995	3,669,243	(3,401,248)	19,354,557	36,272,747	(16,918,191)	46.64%
26									
27	Total Revenues	157,182,220	9,143,049	12,760,561	(3,617,513)	111,825,864	136,468,828	(24,642,963)	18.06%
28									
29									
30	Expenses								
31									
32	Labor	31,866,017	2,802,540	2,365,366	437,174	32,084,292	29,528,751	2,555,541	-8.65%
33	Fringes & Benefits	29,596,381	2,439,345	2,498,660	(59,315)	25,976,448	27,242,217	(1,265,769)	4.65%
34	Services	8,863,780	729,795	736,959	(7,164)	7,039,097	8,108,497	(1,069,400)	13.19%
35	Materials	8,839,946	638,121	683,406	(45,285)	7,248,141	8,169,226	(921,085)	11.28%
36	Utilities	1,118,100	78,928	87,600	(8,672)	893,952	1,034,200	(140,248)	13.56%
37	Casualty & Liability	4,411,270	554,967	367,605	187,362	2,610,162	4,043,655	(1,433,493)	35.45%
38	Paratransit	23,295,590	1,550,910	2,228,736	(677,826)	16,206,578	21,067,589	(4,861,011)	23.07%
39	Interest Expense	0	0	0	0	0	0	0	0.00%
40	Other Expenses	1,097,720	80,448	122,986	(42,538)	412,636	1,001,946	(589,310)	58.82%
41	Operating Expenses	109,088,804	8,875,053	9,091,318	(216,264)	92,471,307	100,196,081	(7,724,775)	7.71%
42									
43									
44									
45	Development Cost & Loss on Disposal	2,646,585	161,288	216,951	(55,663)	971,988	1,436,798	(464,810)	32.35%
46	Depreciation Expenses	15,132,263	1,217,262	1,445,124	(227,862)	12,777,893	13,576,279	(798,386)	5.88%
47	Loss on Disposal of Assets	0	0	0	0	86,549	0	86,549	0.00%
48	Total Capital Expenses	17,778,848	1,378,550	1,662,075	(283,525)	13,836,429	15,013,077	(1,176,647)	7.84%
49									
50	Total Expenses	126,867,652	10,253,603	10,753,393	(499,789)	106,307,737	115,209,158	(8,901,422)	7.73%
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	(1,110,554)	2,007,168	(3,117,724)	5,518,127	21,259,670	(15,741,541)	74.04%

Total Labor

May 2025, Fiscal Year 2025



		Current Month			Fiscal Year-to-date				
Description		FY25 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
1	Direct Labor	31,866,017	2,802,540	2,365,366	437,174	32,084,292	29,528,751	2,555,541	-8.65%
2	Sick Leave	1,871,166	229,210	186,826	42,384	1,555,628	1,754,438	(198,810)	11.33%
3	Holiday	1,440,936	73,557	146,472	(72,915)	1,145,676	1,309,323	(163,647)	12.50%
4	Vacation	2,159,864	218,721	182,561	36,160	2,081,234	1,991,835	89,399	-4.49%
5	Other Paid Absences	240,600	16,102	16,469	(367)	169,479	224,131	(54,652)	24.38%
6									
7	Total	37,578,583	3,340,130	2,897,694	442,436	37,036,309	34,808,478	2,227,831	-6.40%
8									
9	Difference compared to Budget			442,436			2,227,831		
		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	249,890	221,673	28,217	2,777,997	2,662,850	115,147	-4.32%
11	Pension	7,635,386	592,252	571,136	21,116	7,261,454	7,089,399	172,055	-2.43%
12	Hospital Medical & Surgical	8,529,778	827,168	677,904	149,264	8,175,145	7,851,874	323,271	-4.12%
13	Vision Care Insurance	75,581	4,366	5,623	(1,257)	54,412	70,057	(15,645)	22.33%
14	Dental Plans	308,283	1,429	23,355	(21,926)	227,205	284,928	(57,723)	20.26%
15	Life Insurance	42,900	3,282	3,281	1	37,094	39,619	(2,525)	6.37%
16	Disability Insurance	141,423	9,552	10,779	(1,227)	121,779	130,644	(8,865)	6.79%
17	Kentucky Unemployment	955,200	0	193,040	(193,040)	39,224	772,160	(732,936)	94.92%
18	Worker's Compensation	2,920,000	207,244	243,333	(36,089)	2,005,500	2,676,663	(671,163)	25.07%
19	Uniform & Work Clothing Allowance	398,000	6,164	16,000	(9,836)	320,676	382,000	(61,324)	16.05%
20	Other Fringes	2,500	408	208	200	3,944	2,296	1,648	-71.78%
21	Total Fringe & Benefits	23,883,815	1,901,755	1,966,332	(64,577)	21,024,430	21,962,490	(938,059)	4.27%
22									
23									
24	Sick Leave	1,871,166	229,210	186,826	42,384	1,555,628	1,754,438	(198,810)	11.33%
25	Holiday	1,440,936	73,557	146,472	(72,915)	1,145,676	1,309,323	(163,647)	12.50%
26	Vacation	2,159,864	218,721	182,561	36,160	2,081,234	1,991,835	89,399	-4.49%
27	Other Paid Absences	240,600	16,102	16,469	(367)	169,479	224,131	(54,652)	24.38%
28	Total Compensation Benefits	5,712,566	537,590	532,328	5,262	4,952,017	5,279,727	(327,709)	6.21%
29									
30	Total	29,596,381	2,439,345	2,498,660	(59,316)	25,976,448	27,242,217	(1,265,769)	4.65%
31									
32	Difference compared to Budget			(59,313)			(1,265,767)		

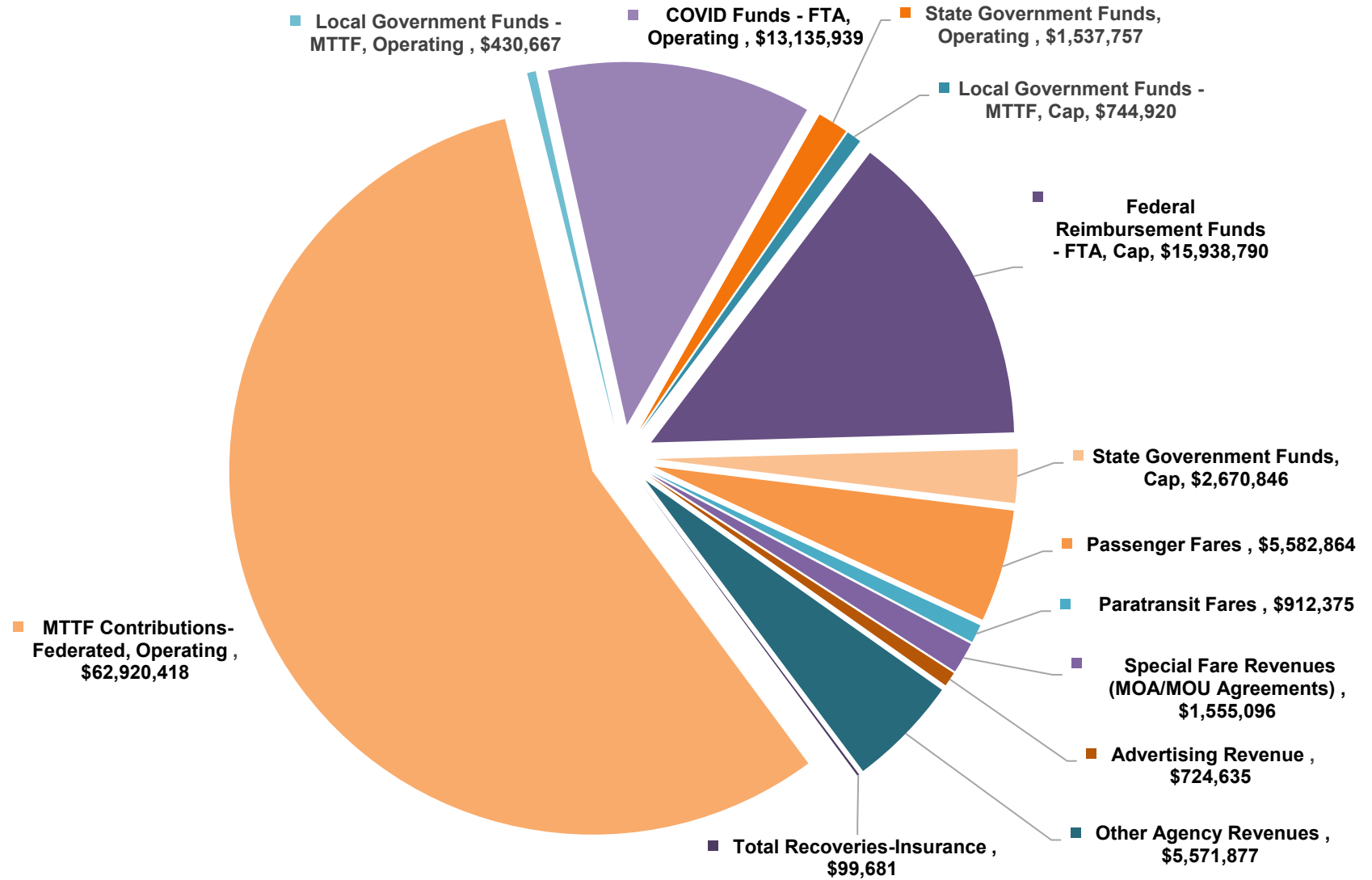
Balance Sheet

May 2025, Fiscal Year 2025

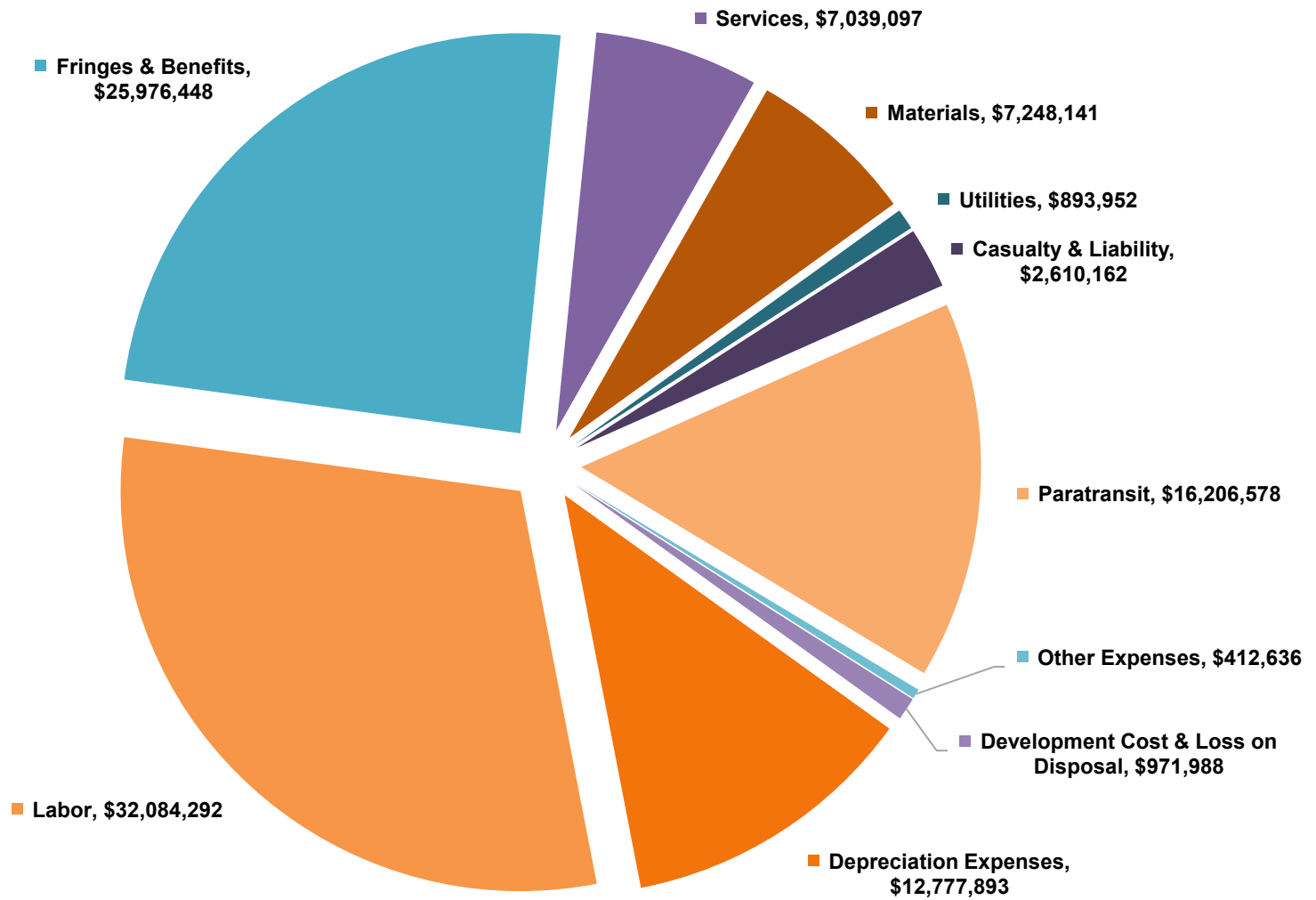


Assets	FY 25	FY 24	Liabilities, Reserves & Capital	FY 25	FY 24
Current Assets			Current Liabilities		
Cash & Cash Items	378,584	(2,527,555)	Long Term Debt	0	0
Short Term Investments	4,212,101	9,940,152	Short Term Debt	0	0
Accounts Receivable	78,346,656	79,106,454	Trade Payables	3,744,153	6,317,454
Interest Receivable	0	0	Accrued Payroll Liabilities	5,261,637	4,338,674
Due From Grant	80,000	80,000	Estimated Workmans Compensation	3,263,605	4,274,861
Materials & Supplies	3,002,408	2,607,310	Accrued Tax Liabilities	164,648	(173)
Total Current Assets	86,019,748	89,206,361	Unredeemed Tickets & Tokens	1,440,720	2,202,738
Other Assets			Reserves - Injury & Damages	927,265	1,024,500
Prepaid Insurance & Dues & WIP	372,260	278,797	Due To Operations	80,000	80,000
Total Other Assets	372,260	278,797	Unearned Capital Contributions	68,112,477	68,540,985
Fixed Assets			Other Current Liabilities (Health Ins.)	4,223,677	3,530,435
Land	3,773,249	3,773,249	Total Current Liabilities	87,218,182	90,309,473
Buildings	52,721,982	52,032,589	Equity		
Coaches	139,553,080	140,237,828	Retained Earnings	5,518,127	3,219,203
Office Equipment	17,231,663	14,428,397	Prior Year Retained Earning	80,840,115	78,763,717
Other Equipment	25,505,669	22,277,423	Total Equity	86,358,243	81,982,920
Development Costs	1,937,250	464,832	Total Liabilities & Equity	173,576,424	172,292,394
Vehicle Exp - Operating	1,263,165	1,420,405			
Other Equipment -Operating	171,005	185,715			
Total Fixed Assets	242,157,062	234,820,437			
Less Accumulated Depreciation					
Accumulated Depr Land	900,421	840,049			
Accumulated Depr Buildings	33,098,363	31,484,945			
Accumulated Depr Coaches	88,685,143	90,716,867			
Accumulated Depr Office Equipment	11,307,944	9,916,527			
Accumulated Depr Other Equipment	18,853,526	17,622,199			
Accumulated Depr Development Cost	982,547	181,192			
Accumulated Depr Vehicle Exp - Opr	987,212	1,088,326			
Accumulated Depr Other Equipment Op	157,491	163,097			
Total Depreciation	154,972,646	152,013,201			
Net Fixed Assets	87,184,416	82,807,236			
Total Assets	173,576,424	172,292,394			

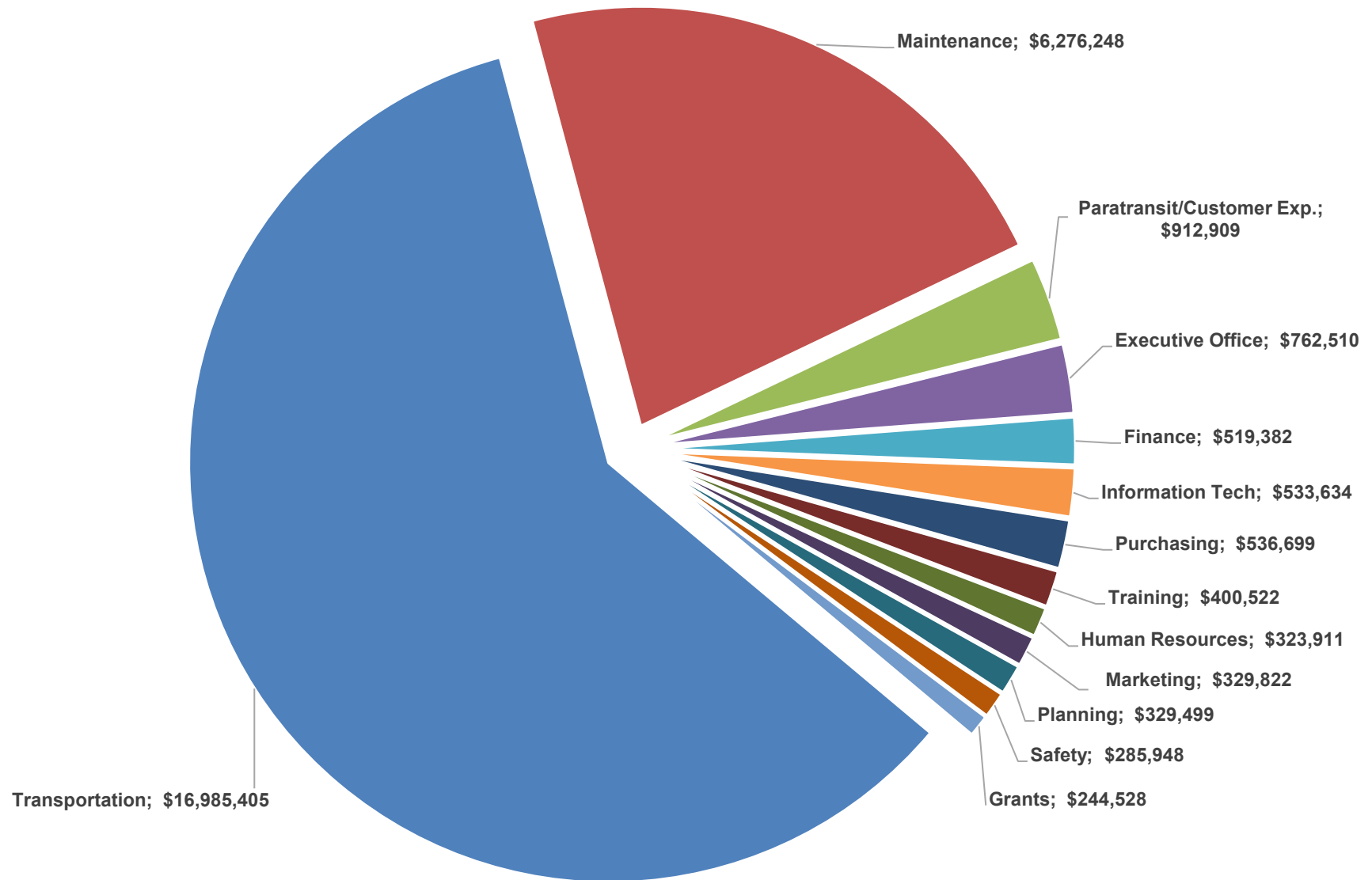
YTD Revenues - May 2025, FY 2025



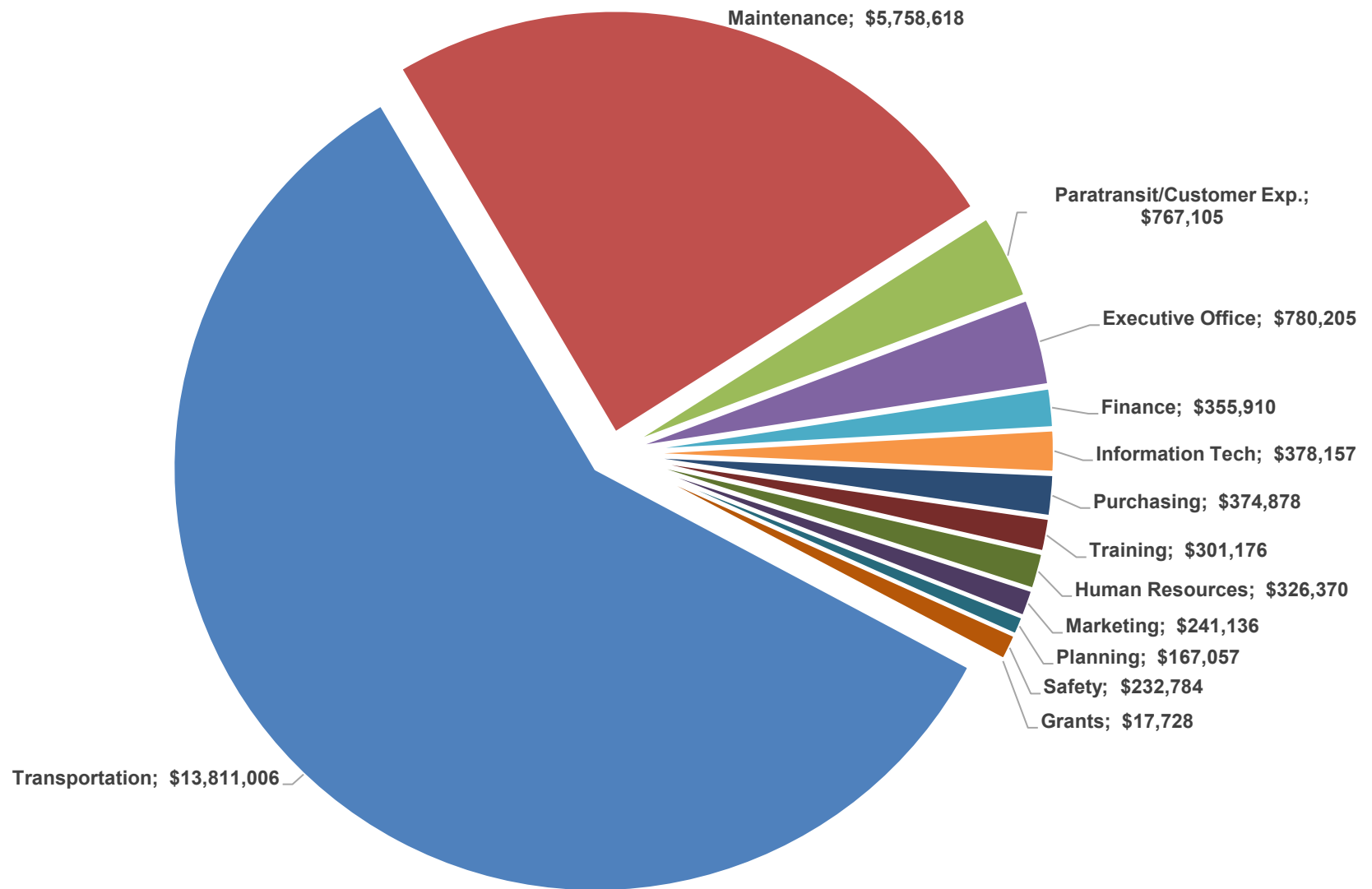
YTD Expenses - May 2025, FY 2025



YTD Department Labor Expenses - May 2025, FY 2025



YTD Department Fringe Expenses - May 2025, FY 2025



MassTransit Trust Fund (MTTF) Revenue Deposits



Deposit to Budget Difference FY 2025

Month	FY 25 Actual Deposits	FY 25 Budget Deposits	Difference	YTD Total	Current Month	YTD
July	\$5,680,229	\$5,773,583	(\$93,354)	\$ (93,354)	-1.62%	
August	\$4,958,162	\$5,839,754	(\$881,592)	\$ (974,946)	-15.10%	-8.40%
September	\$7,183,503	\$5,631,780	\$1,551,723	\$ 576,777	27.55%	3.34%
October	\$4,685,177	\$4,113,979	\$571,198	\$ 1,147,975	13.88%	5.37%
November	\$5,831,693	\$4,807,779	\$1,023,914	\$ 2,171,889	21.30%	8.30%
December	\$7,540,165	\$6,793,008	\$747,157	\$ 2,919,046	11.00%	8.86%
January	\$5,570,235	\$6,519,752	(\$949,517)	\$ 1,969,529	-14.56%	4.99%
February	\$5,561,482	\$4,965,653	\$595,829	\$ 2,565,358	12.00%	5.77%
March	\$6,062,836	\$6,114,281	(\$51,445)	\$ 2,513,913	-0.84%	4.97%
April	\$11,873,316	\$11,869,516	\$3,800	\$ 2,517,713	0.03%	4.03%
May	\$5,518,530	\$6,011,666	(\$493,136)	\$ 2,024,577	-8.20%	2.96%
June		\$6,859,888				
TOTAL	\$70,465,328	\$75,300,639				

MTTF Revenue Deposits - Actuals

LOUISVILLE METRO REVENUE COMMISSION TARC LICENSE FEE TRANSACTIONS

	May 2025	May 2024	YTD FYE 2025	YTD FYE 2024	Difference Amount	Percent Change
Receipts						
Employee Withholding	\$ 4,799,901	\$ 4,981,938	\$ 55,904,636	\$ 54,615,258	\$ 1,289,378	2.36%
Individual Fees	\$ 261	\$ 119	\$ 2,282	\$ 2,559	\$ (277)	-10.82%
Net Profit Fees	\$ 710,496	\$ 416,473	\$ 14,305,775	\$ 12,882,100	\$ 1,423,675	11.05%
Interest & Penalty	\$ 45,105	\$ 60,946	\$ 866,996	\$ 903,885	\$ (36,889)	-4.08%
Total Collections	\$ 5,555,763	\$ 5,459,476	\$ 71,079,689	\$ 68,403,802	\$ 2,675,887	3.91%
Investment Income	\$ 37,770	\$ 44,376	\$ 345,215	\$ 356,300	\$ (11,085)	-3.11%
Total Receipts	\$ 5,593,533	\$ 5,503,852	\$ 71,424,904	\$ 68,760,102	\$ 2,664,802	3.88%
Disbursements						
Collection Fee	\$ 75,003	\$ 73,703	\$ 959,576	\$ 923,451	\$ 36,125	3.91%
Total Disbursements	\$ 75,003	\$ 73,703	\$ 959,576	\$ 923,451	\$ 36,125	3.91%
Due Mass Transit	\$ 5,518,530	\$ 5,430,149	\$ 70,465,328	\$ 67,836,651	\$ 2,628,677	3.88%
Less Previous Payments			64,946,798	62,406,502	2,540,296	4.07%
Payable To Trust Fund			\$ 5,518,530	\$ 5,430,149	\$ 88,381	1.63%

Year to Date Summary



May 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	\$92,471,308	
Total Expenses are Over/ Under by (pg. 2, line 41)	\$92,471,307	\$0	
MTTF Revenue Deposits are Over/ Under by (pg. 7)	\$2,024,577	\$0	
May has a favorable balance before Capital	\$94,495,884	\$92,471,308	\$2,024,576

Actual Revenues over Expenses

Operating Revenues	\$14,446,527
Operating Expenses	\$92,471,307
Net Gain/(Loss) before MTTF	(\$78,024,780)

MTTF Approved Contributions	\$62,920,418
Net Gain/(Loss) before Subsidies	(\$15,104,362)

Subsidies

ARP	\$10,722,412
5307 Federal Formula dollars to be used as (CEER)	\$2,413,526
MTTF Local Share	\$430,667
State Contributions	\$1,537,757
Total Subsidies	\$15,104,362

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	\$10,722,412	\$8,207,678	\$25,923,093	(\$15,200,681)

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



BOARD OF DIRECTORS
JUNE 25, 2025

MAY OPERATIONAL UPDATE





EXECUTIVE DIRECTOR REPORT

SINCE THE LAST BOARD MEETING, TARC ...



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



Help Celebrate National

BIKE TO WORK DAY

5.16.25

Friday, May 16

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

RIDES START AT:

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

Logos: Louisville Louisville, Louisville Bicycle Club, KBBC Kentucky Bicycle and Bikerway Commission, Louisville Public Media, Bike Walk Kentucky, Falls City Community BikeWorks, Middle Town Cycling, Vision Zero Louisville, tarc, Park Side, Louisville Downtown Partnership, On Your Left Cycle Co, Clarksville Schmitt

SIGN UP!

TARC PEER COMPARISON 2024 VS 2025 STATS

TARC Peer Comparison 2025 Data				
	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	\$114,985,63
Paratransit Average Monthly Trips Scheduled	15,693	13,245	36,033	30,830
Paratransit On-Time Performance	91.5%	91.88%	94.0%	95.0%
Average Monthly Boarding's Fixed Route	1,204,438	582,502	675,317	496,597
Fixed Route Revenue Hours	774,497	590,518	561,316	402,016
On Time Performance Fixed Route %	76.5%	81%	83.4%	78%
Fixed Route Missed Service Hours %	.8%	.20%	.47%	.77%



MAY ON-TIME PERFORMANCE

On-time Performance 90% Club

Last Name	First Name	OTP	Last Name	First Name	OTP
Bolus	David	91%	Murray	Glenn	93%
Carpenter	Garry	95%	Nathaniel	Ieesha	90%
Cecil	Shawn	91%	Neal	Joel	92%
Cook	Donna	93%	Patterson	Pamela	97%
Gillenwater	David	95%	Pettigrew	Jamara	98%
Harris	Darrell	94%	Pitmon	Cheryl	93%
Heil	Jesse	95%	Pitts	Kendell	90%
Holman	Andre	94%	Podbicanin	Ervad	99%
Hurrigan	Kimberly	92%	Powell	Ronald	99%
Jarrett	Christopher	94%	Powell Jr	Tyrone	96%
Johnson	Donald	98%	Pruitt	Tammy	93%
Kenyon-Scott	Melanie	90%	Robb	Larry	94%
Leonard	Tracy	92%	Sandifer	Calvin	96%
List Iii	Frank	94%	Sherrell	Mark	91%
Lucas	Courtney	92%	Smith	Anthony	94%
Malone	Eddie	94%	Stoudemire	Deondria	91%
Martin	Audrey	91%	Tidwell	Teven	97%
Miller	Erica	99%	Williams	Brittany	95%
Moore	Chalondias	95%	Williams	Leslie	97%
Moore	Timothy	95%	Wilson	Jimmy	93%

238 Professional Coach Operators for Current Service

Total 40

MAY ON-TIME PERFORMANCE

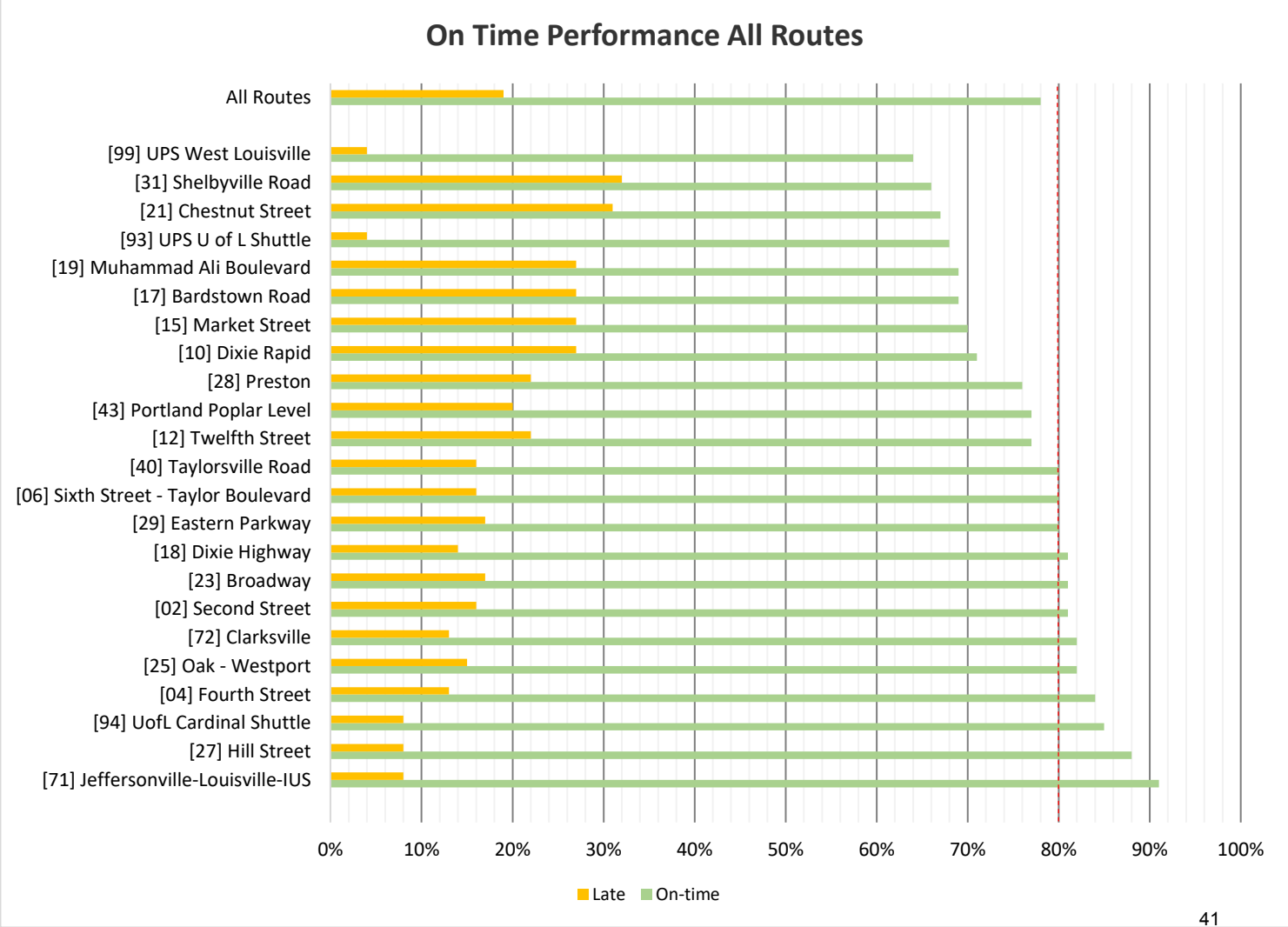
On-time Performance 80% Club

Last Name	First Name	OTP	Last Name	First Name	OTP	Last Name	First Name	OTP
Alexander	Maurice	89%	Johnson	Ulrike	87%	Ross	Tamika	88%
Bowen	Angela	86%				Sandage	Mary	84%
Brewer	Kelvin	84%	Keita	Adrahamane	85%	Saulsberry	Steve	87%
Carrico	James	89%	King	Keith	85%	Scott	Shalayne	83%
Cleveland	Sammy	81%	Lindsey	Damian	86%	Sloan	Anthony	83%
Cochran	John	89%	Mahaffey	Yvette	81%	Smith	Stacey	89%
Colbert	Keyshulmaria	85%	Malone	Dewan	85%	Smith	William	83%
Colbert	Elonda	83%	Mason	Brooklyn	83%	Stokes	Tracy	84%
Cunningham	William	88%	Mccraney	Yazmin	88%	Taylor	Lionel	89%
Dailey	Charlotte	88%	Meneese	Anita	80%	Thomas	Stephanie	87%
Dryden	Robert	82%	Miller	Terrence	89%	Tutt	Frieda	89%
Durham	John	86%	Mitchell	Keith	84%	Wade	Shonda	84%
Edmonds	John	80%	Muhire	Bernond	81%	Wadlington	Tina	82%
Evans	Shontey	84%	Payne-Dunkley	Kawana	82%	Watkins	Joshua	87%
Goodwin	Remonda	81%	Phillips	Naphatina	84%	Watts	Reginald	89%
Harris	Stephon	89%	Pope	Melissa	81%	Wayne	Keith	87%
Hawkins	Nisha	88%	Powell	Tyrone	86%	Williams	Robin	82%
Henderson	Stacey	89%	Puckett	Alvin	80%	Williams	Rodney	82%
Henderson	Delisa	87%	Reed	Bessie	86%	Yasharahla	Ahdawan	82%
Jackson	Andre	81%	Reynolds	Dale	85%			
			Rogers	Dewayne	88%			



MAY ON-TIME PERFORMANCE

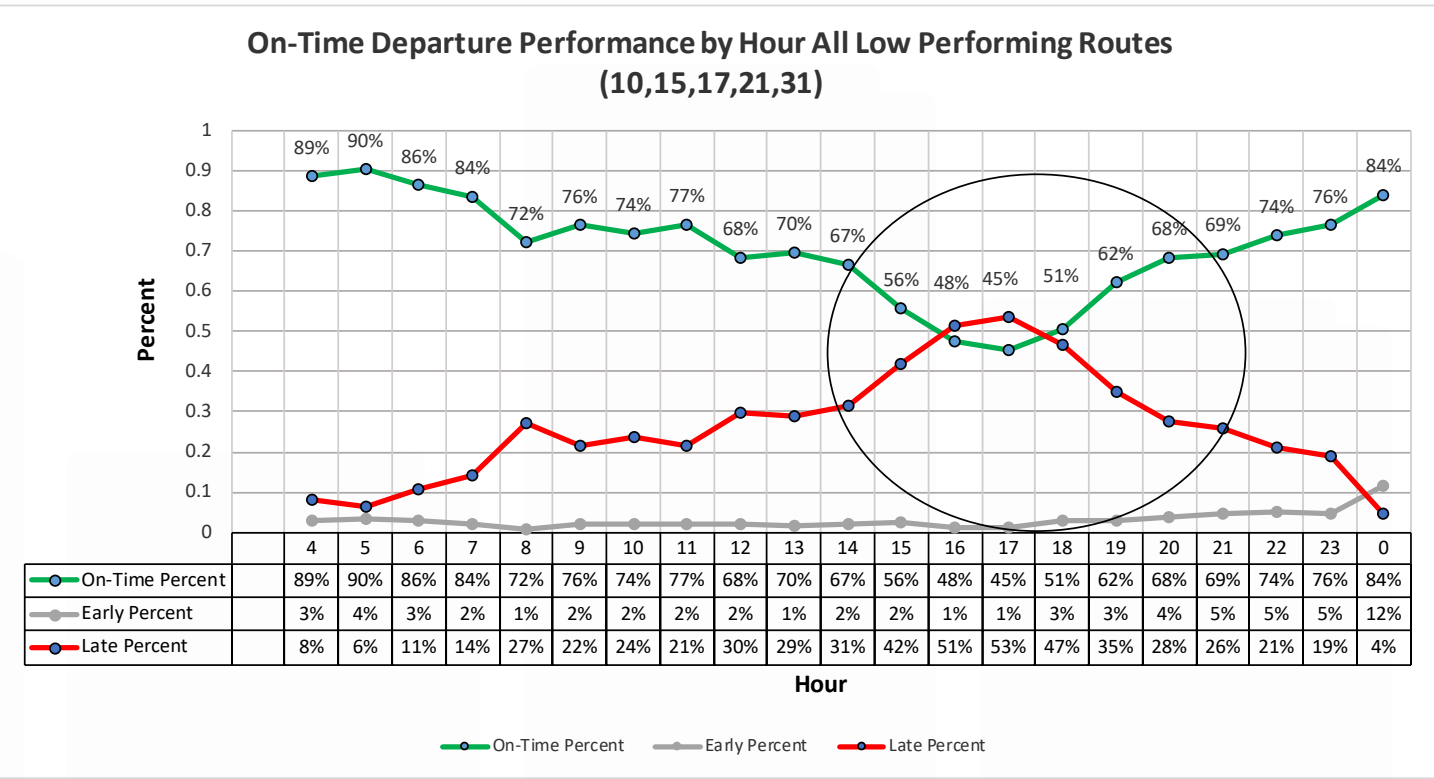
Route	On-time	Late	Early
[71] Jeffersonville-Louisville-IUS	91.0%	8.0%	1.0%
[27] Hill Street	88.0%	8.0%	5.0%
[94] UofL Cardinal Shuttle	85.0%	8.0%	8.0%
[04] Fourth Street	84.0%	13.0%	3.0%
[25] Oak - Westport	82.0%	15.0%	3.0%
[72] Clarksville	82.0%	13.0%	5.0%
[02] Second Street	81.0%	16.0%	3.0%
[23] Broadway	81.0%	17.0%	2.0%
[18] Dixie Highway	81.0%	14.0%	6.0%
[29] Eastern Parkway	80.0%	17.0%	3.0%
[06] Sixth Street - Taylor Boulevard	80.0%	16.0%	4.0%
[40] Taylorsville Road	80.0%	16.0%	4.0%
[12] Twelfth Street	77.0%	22.0%	1.0%
[43] Portland Poplar Level	77.0%	20.0%	3.0%
[28] Preston	76.0%	22.0%	3.0%
[10] Dixie Rapid	71.0%	27.0%	1.0%
[15] Market Street	70.0%	27.0%	3.0%
[17] Bardstown Road	69.0%	27.0%	4.0%
[19] Muhammad Ali Boulevard	69.0%	27.0%	4.0%
[93] UPS U of L Shuttle	68.0%	4.0%	28.0%
[21] Chestnut Street	67.0%	31.0%	2.0%
[31] Shelbyville Road	66.0%	32.0%	2.0%
[99] UPS West Louisville	64.0%	4.0%	32.0%
All Routes	78.0%	19.0%	3.0%





MAY ON-TIME PERFORMANCE LOWEST PERFORMING ROUTES

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



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



FIXED ROUTE MISSED RUNS AND HOURS

2022						2023					
	Total Runs	Missed Runs	% Missed Runs	Missed Hours	% Missed Hours		Total Runs	Missed Runs	% Missed Runs	Missed Hours	% Missed Hours
January	8082	468	5.79%	2128.73	4.16%	January	8419	221	2.63%	725.05	1.41%
February	7336	353	4.81%	1657.45	3.38%	February	8036	248	3.09%	809.07	1.78%
March	8089	235	2.91%	795.42	1.56%	March	9083	339	3.73%	1,079.17	1.92%
April	7785	439	5.64%	2211.53	4.50%	April	8300	273	3.29%	1,031.53	2.24%
May	7773	269	3.46%	974.62	2.22%	May	8860	470	5.30%	1,824.82	3.87%
June	7725	262	3.39%	892.18	1.93%	June	7998	489	6.11%	2,428.38	4.99%
July	7360	195	2.65%	621.50	1.37%	July	7412	502	6.77%	1,879.65	3.87%
August	8675	576	6.64%	2046.67	4.13%	August	8177	362	4.43%	1,261.10	2.60%
September	8341	487	5.84%	1999.98	4.36%	September	7655	579	7.56%	2,443.57	5.12%
October	8477	680	8.02%	3133.12	7.41%	October	8172	489	5.98%	1,924.43	3.58%
November	8341	440	5.28%	1619.67	3.57%	November	7854	306	3.90%	1,077.48	2.06%
December	8477	384	4.53%	1304.62	2.75%	December	7799	267	3.42%	908.60	1.63%
TOTAL	96,461.00	4,788.00	4.91%	19,385.49	4.16%	TOTAL	97,765.00	4,545.00	4.65%	17,392.85	2.92%
2024						2025					
	Total Runs	Missed Runs	% Missed Runs	Missed Hours	% Missed Hours		Total Runs	Missed Runs	% Missed Runs	Missed Hours	% Missed Hours
January	8158	272	3.33%	900.18	1.63%	**January	5293	254	4.80%	1,092.23	3.03%
February	7478	340	4.55%	1,244.60	2.54%	February	4476	145	3.24%	603.12	1.70%
March	7741	320	4.13%	1,212.88	2.24%	March	4903	137	2.79%	522.73	1.43%
April	7478	329	4.41%	1,301.53	2.78%	April	4822	69	1.43%	253.75	0.71%
May	7908	529	6.69%	2,117.90	4.16%	May	4903	83	1.69%	263.58	0.77%
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	24,397.00	688.00	2.82%	2,735.41	1.72%

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



SAFETY

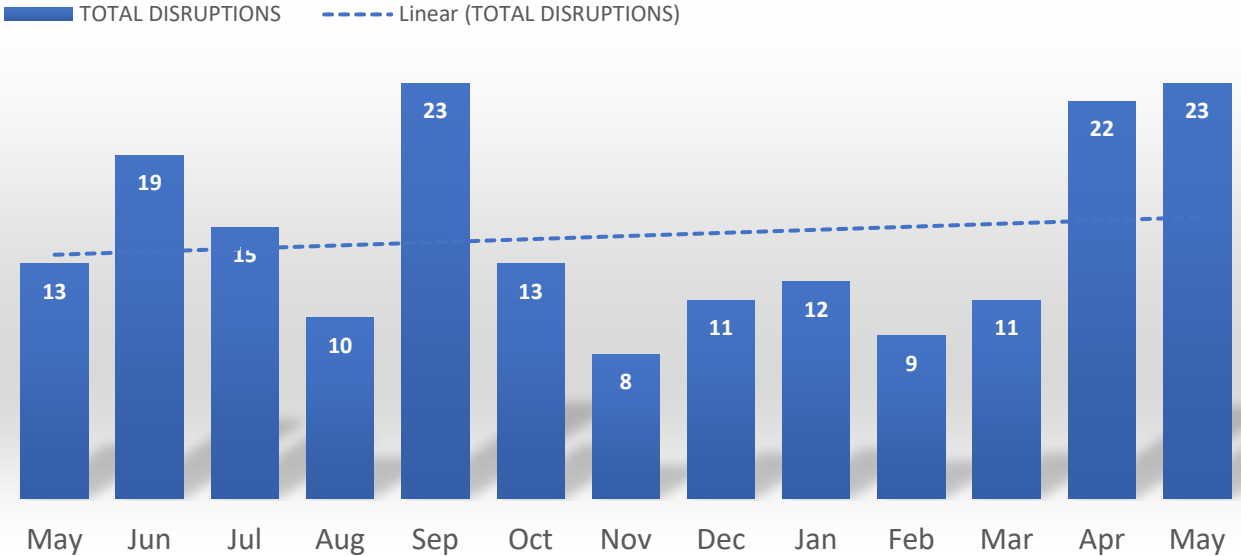
PASSENGER DISRUPTIONS BY LINE MAY 24 – MAY 25

Route ID	Disruptions
Broadway - #23	40
Dixie Rapid - #10	20
Market St - #15	20
Muhammad Ali - #19	14
Fourth St - #4	14
Preston - #28	13
Bardstown - #17	8
Oak-Westport - #25	7
Eastern Pkwy - #29	6
Dixie Hwy - #18	6
Taylorsville Rd - #40	5
Shelbyville Rd - #31	4
Clarksville - #72	4
Portland Poplar Level - #43	4
J'ville-Lou-New Albany - #71	4
Cardinal - #94	3
Hill St - #27	2
Sixth St - #6	2
Second St - #2	1
Twelfth St - #12	1
Chestnut St - #21	1
Crums Lane - #63	1
Outer Loop - #46	0
Med Ctr - #52	0

DISRUPTIONS CATEGORIES MAY 25

Disruption Type	#
Fare Evaders	3
Pass. Fights	3
Profane Language	0
Disputes (Others)	16
Verbal Assaults	0
Physical Assaults	1
Total	23

TOTAL PASSENGER DISRUPTIONS MAY 24 – MAY 25



PASSENGER DISRUPTIONS*

This Month Total

13

Monthly Avg

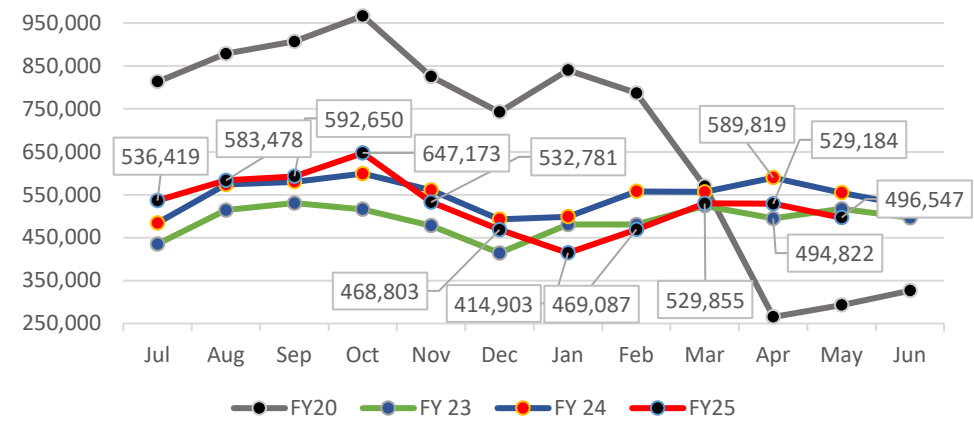
14.5

***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.)

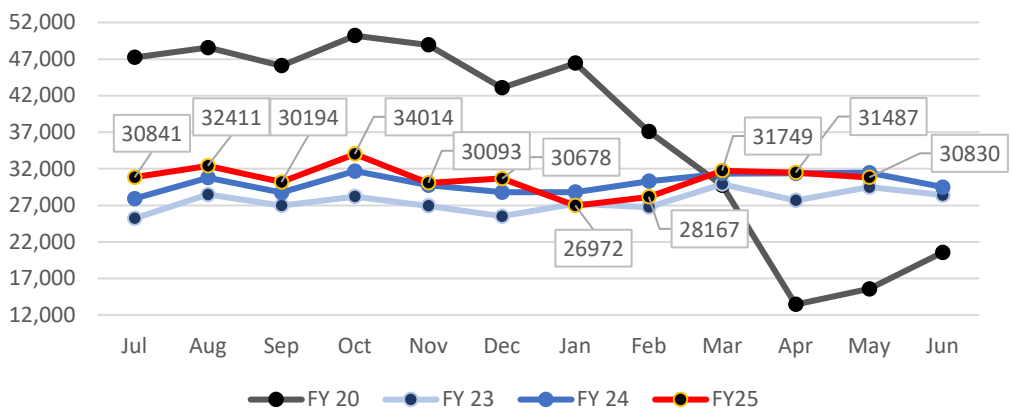


MAY RIDERSHIP

Fixed-Route Ridership



TARC3 Paratransit Ridership



FIXED ROUTE

Monthly: 496.5K

YTD: 6,138,271

--6.2% VLM

-10.5 % VLY

PARATRANSIT

Monthly: 30.8K

YTD: 337,391

-2.1% VLM

-2.0% VLY

COMBINED

This Month, Last Year: 586.4K

This Month, This Year: 527.4K

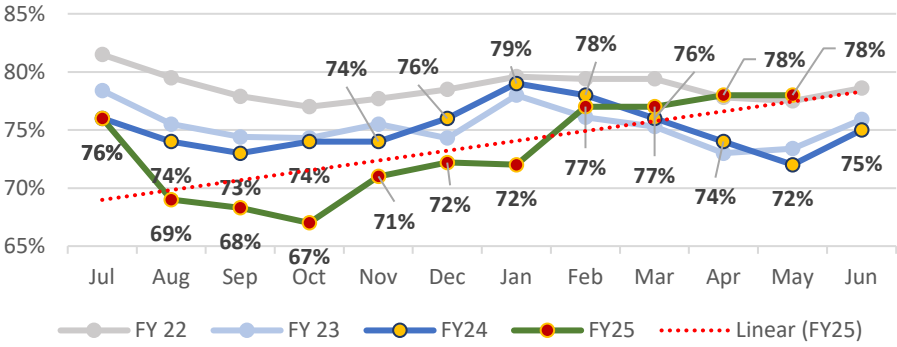
-10.1% VLY

Performance Indicator	Fixed-Route System			Paratransit (TARC3)		
System Production	FY25 YTD	FY20 (COVID)	FY24 YTD	FY25 MTD	FY20 (COVID)	FY24 YTD
Total Ridership	5,819,762	8,187,973	6,573,772	337,391	442,345	360,456
Weekday Ridership	4,917,031	7,135,476	5,562,244	279,589	381,276	297,419
Saturday Ridership	520,369	642,871	565,636	28,513	34,062	27,431
Sunday/Holiday Ridership	382,362	506,055	433,148	29,289	27,007	30,441
Total Revenue Miles	4,814,893.71	6,386,306.82	6,517,670	4,013,801	4,930,487	4,364,217
Total Revenue Hours	376,717.80	594,178.76	537,581	253,968	298,416	284,896
Trips per Revenue Mile	1.16	1.28	1.01	0.08	0.09	0.08
Trips per Revenue Hour	15.01	13.78	12.20	1.25	1.48	1.27

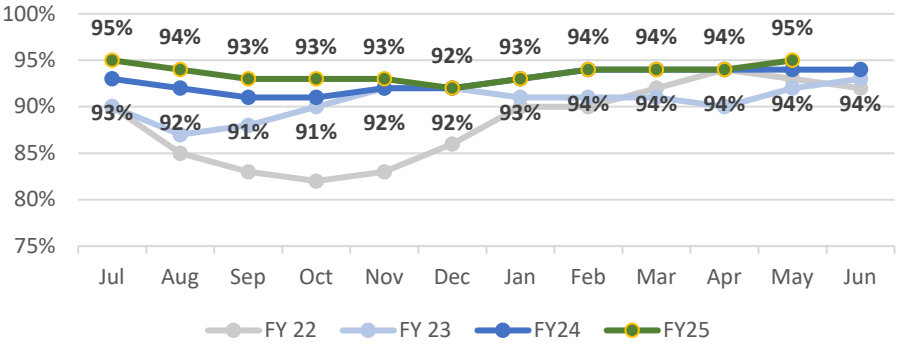


MAY ON-TIME PERFORMANCE

Fixed-Route On-Time Performance



TARC3 Paratransit On-Time Performance



Fixed-Route
FY24 Goal
80%

On-Time Performance									
Fixed-Route					Paratransit (TARC3)				
	FY25	FY24	FY23	FY22		FY25	FY24	FY23	FY22
Jul	72%	76%	78%	80%	Jul	95%	93%	90%	90%
Aug	69%	74%	76%	80%	Aug	94%	92%	87%	85%
Sept	69%	73%	74%	78%	Sep	93%	91%	88%	83%
Oct	67%	74%	74%	77%	Oct	93%	91%	90%	82%
Nov	71%	74%	76%	78%	Nov	93%	92%	92%	83%
Dec	72%	76%	74%	79%	Dec	92%	92%	92%	86%
Jan	**	79%	78%	80%	Jan	93%	93%	91%	90%
Feb	77%	78%	76%	79%	Feb	94%	94%	91%	90%
Mar	77%	76%	75%	79%	Mar	94%	94%	91%	92%
Apr	78%	74%	73%	78%	Apr	94%	94%	90%	94%
May	78%	72%	73%	78%	May	95%	94%	92%	93%
June		75%	76%	79%	Jun		94%	93%	92%
FYTD		75%	75%	79%	FYTD		93%	91%	88%

Paratransit
FY24 Goal
93%

** Operating Dual CAD/AVL Systems

ADDITIONAL STATS FOR BOARD MEMBER REVIEW

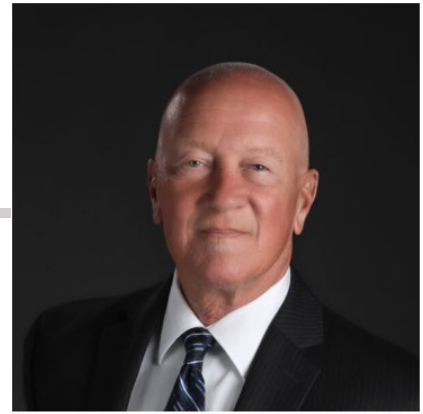


MAY DIRECTORS UPDATE

June 25, 2025

SAFETY

OVERVIEW



Emerging Issues:

- Some of the coach surveillance video requested skips and video is not available – work in progress

Trends:

- Number of preventable accidents continue to trend downward
- Accident Frequency Rate continues to trend downward

Celebrate Successes

- TARC employees continue to bring various safety risks/hazards (potholes, tree limbs hanging over in street, coach stops creating hazards, etc) to Safety's attention to minimize/eliminate the risks – thus, creating a safety culture.
- TARC's Union Station front awning/overhang got a spring cleaning with fresh paint

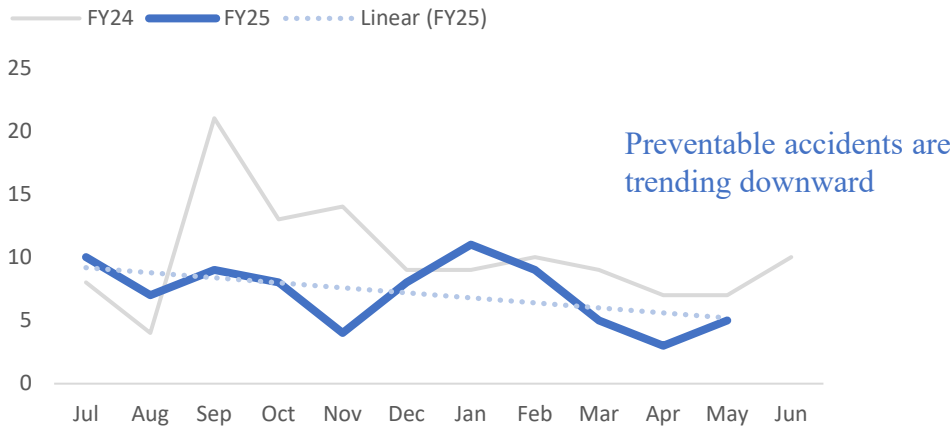
SAFETY PREVENTABLE ACCIDENTS

Monthly	<u>TYPE OF ACCIDENT</u>				YTD
5	Fixed Object	4	80.0%	79	
	Backing	1	20.0%		
<ul style="list-style-type: none">• 1 backing- landscape stone/rock at Malcolm & Bluegrass due to detour• 4 fixed objects<ul style="list-style-type: none">○ Turning right (hit parked vehicle) at State & Spring○ Pulling into coach stop (hit pole) at 18th & Chestnut○ Maintenance pulling into bay struck another coach at TARC○ Pulling into track in Barn, struck yellow beam with mirror at TARC					

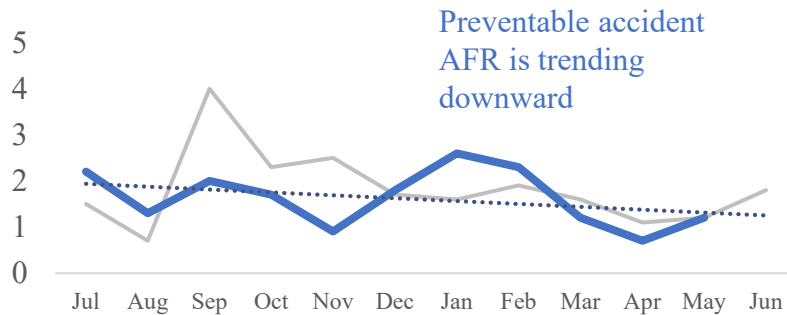
PREVENTABLE ACCIDENTS / 100K MILES

Monthly	YTD AFR Goal	YTD
1.2	2.1	1.6

FY25 PREVENTABLE ACCIDENTS



PREVENTABLE ACCIDENT AFR FY24 vs FY25



MOBILITY SERVICES – TARC3

OVERVIEW

Emerging Issues:

- Continue to collaborate with MV to reduce slack time on routes
- Working jointly with MV to enhance operator training

Trends:

- Slight decrease in trip volume at 2%

Celebrate Successes:

- On Time Performance increased to 95%
- New wheelchair accessible subcontractor on board and performing well





CUSTOMER EXPERIENCE

OVERVIEW

Emerging Issues:

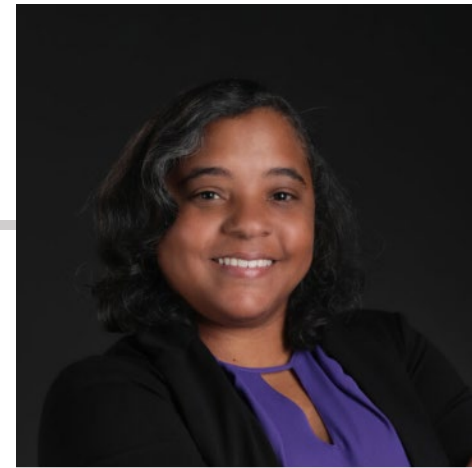
- Continuing customer education on Real-Time bus information on TARC's website

Trends:

- Decrease in customer service call volume at 5%
- 89% closure rate for feedbacks received during the month

Celebrate Successes:

- Maintained an average hold time under one minute in the TARC fixed route call center. Average hold time for May 2025 - 28 seconds



MAINTENANCE

OVERVIEW

Emerging Issues:

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

Trends:

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

Celebrate Successes:

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

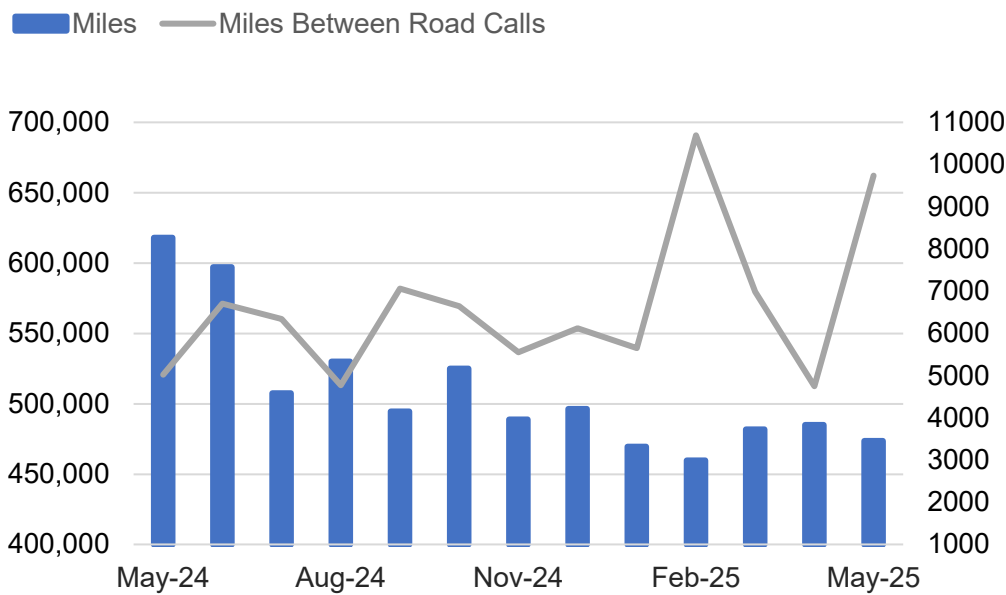


MAINTENANCE

MILES BETWEEN MECHANICAL FAILURES

May-24	618,039	126	5,024
Jun-24	597,066	89	6,708
Jul-24	507,516	80	6,344
Aug-24	529,940	111	4,774
Sep-24	494,672	70	7,066
Oct-24	525,053	79	6,646
Nov-24	488,840	88	5,555
Dec-24	496,333	81	6,127
Jan-25	469,485	83	5,656
Feb-25	459,735	43	10,691
Mar-25	481,890	69	6,984
Apr-25	485,004	102	4,755
May-25	473,698	80	9,741

Miles Between Road Calls



May: Total Miles Between Road Calls = **9,741**
Target Miles Between Road Calls = 7,500

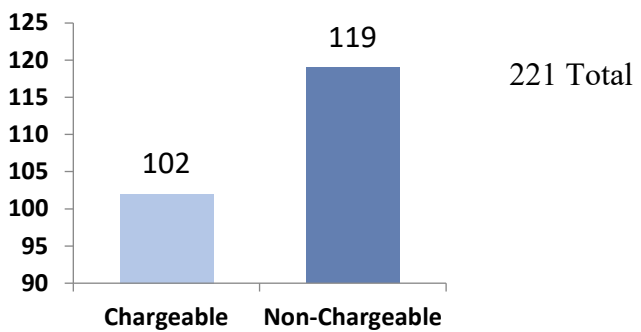
A Mechanical Road Call occurs when mechanical problems prevent the revenue vehicle from completing a scheduled revenue trip, or from starting the next scheduled revenue trip because actual movement is limited, or because of safety concerns.



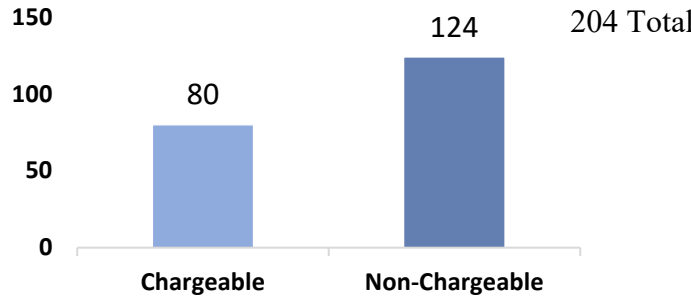
MAINTENANCE

CHARGEABLE VS NON-CHARGEABLE ROAD CALLS

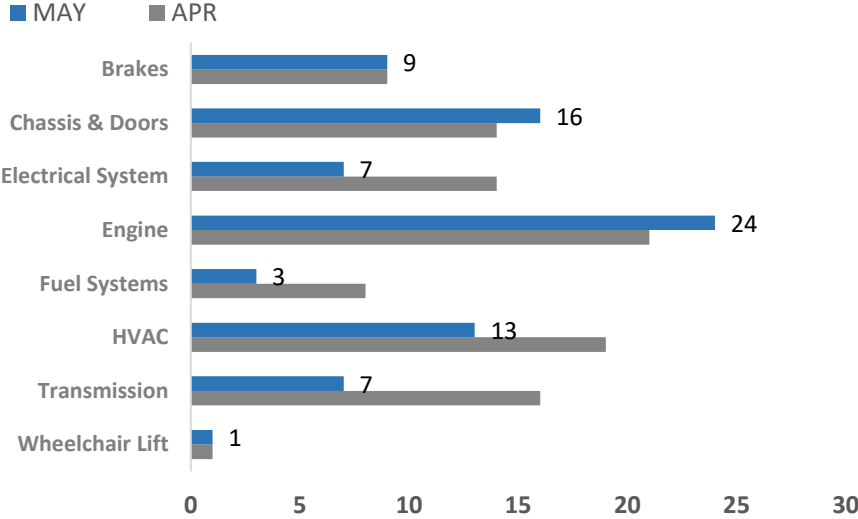
April 2025 Chargeable Maintenance Road Calls



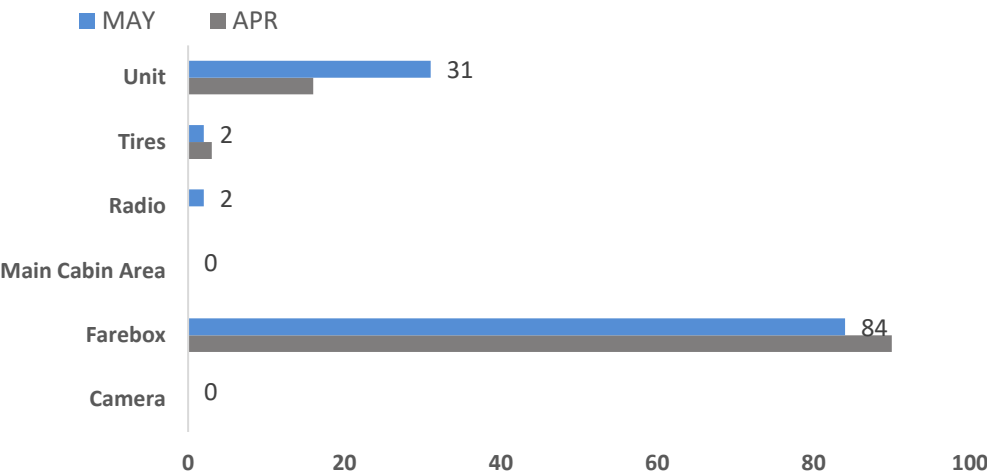
May 2025 Non-Chargeable Road Calls



Chargeable Road Calls By Category May 2025



Non Chargeable Road Calls By Category May 2025





TRANSPORTATION

OVERVIEW

Emerging Issues:

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

Trends:

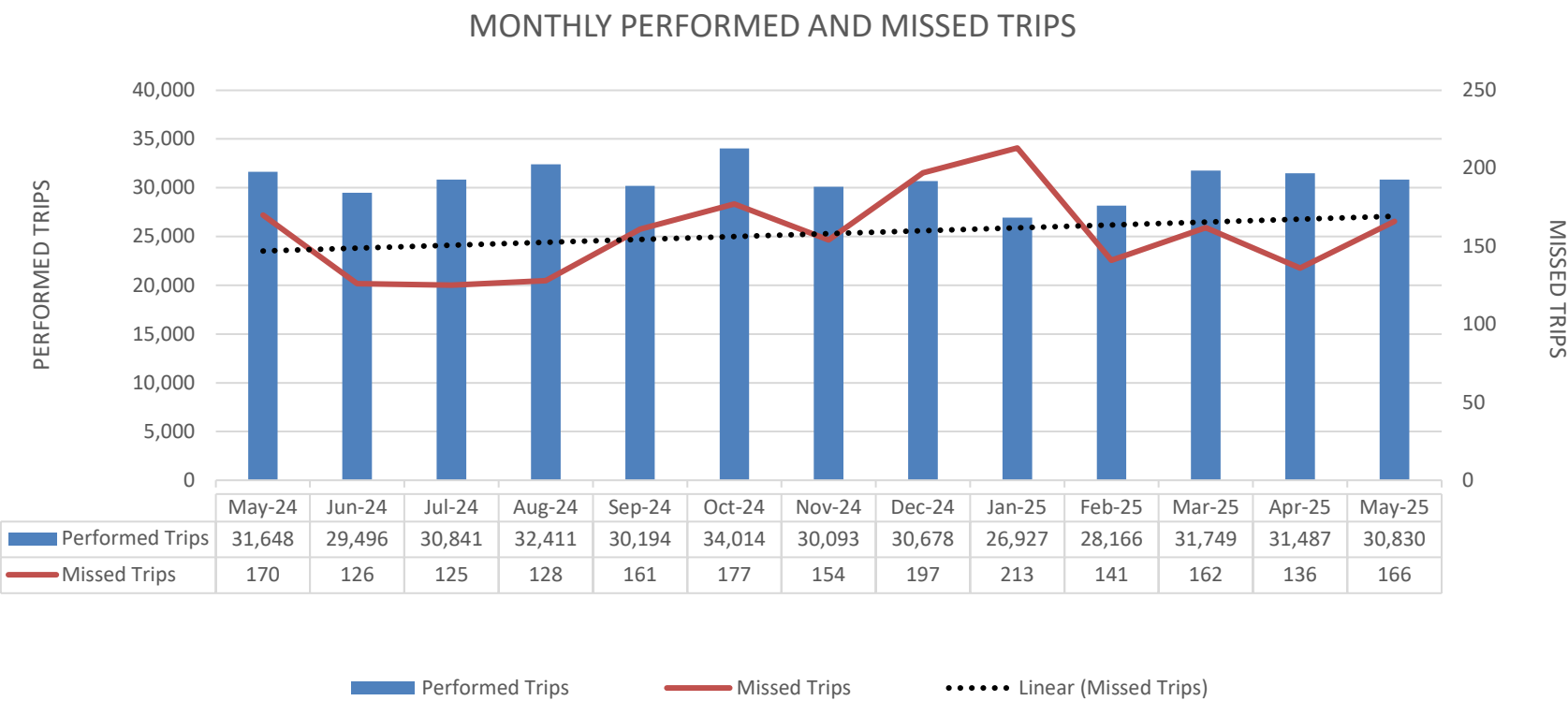
- Ridership stable in April recorded at 529,184 down from the 529,855 reported in March. Surpassing Ridership for April of FY23 reported at 494,822 and closing in on previous year FY24 at 589,819
- On Time Performance (OTP) continues to improve at 78% for April. Highest recorded this fiscal year and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

Celebrate Successes:

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



MV WEEKLY PERFORMANCE – MAY 2025



POST RECONCILIATION

% Missed Trips

May 2025 Missed Trips: 0.54%

30, 830 Performed Trips



MV LIQUIDATED DAMAGES – MAY 2025

PARATRANSIT

Monthly

\$9.6K

-2.3% VLM
-35.9% VLY

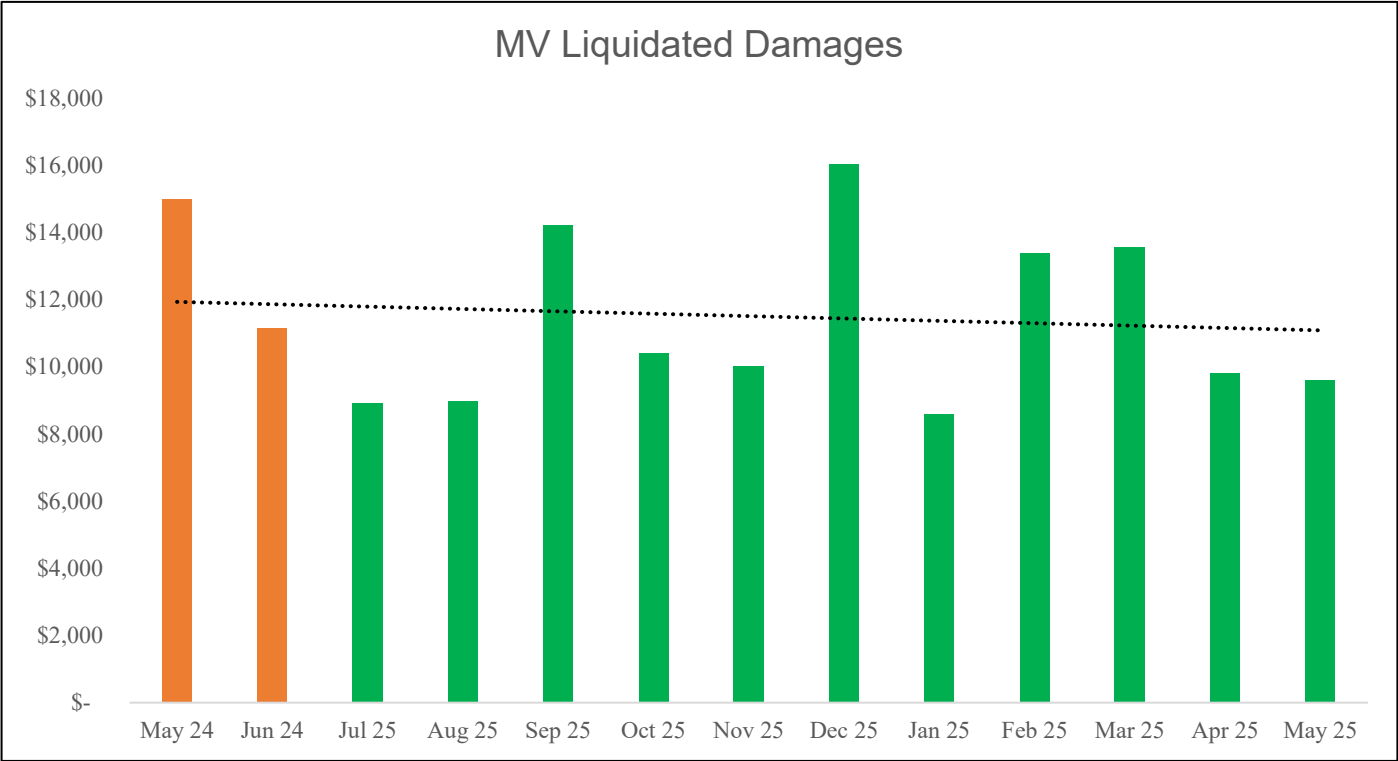
YTD

\$123.5K

-23.3% VLY

Monthly Details

\$5.4K (57%), Late Trip, > 30 mins late
\$4.1K (43%), Missed Trips



Types of Penalties:

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

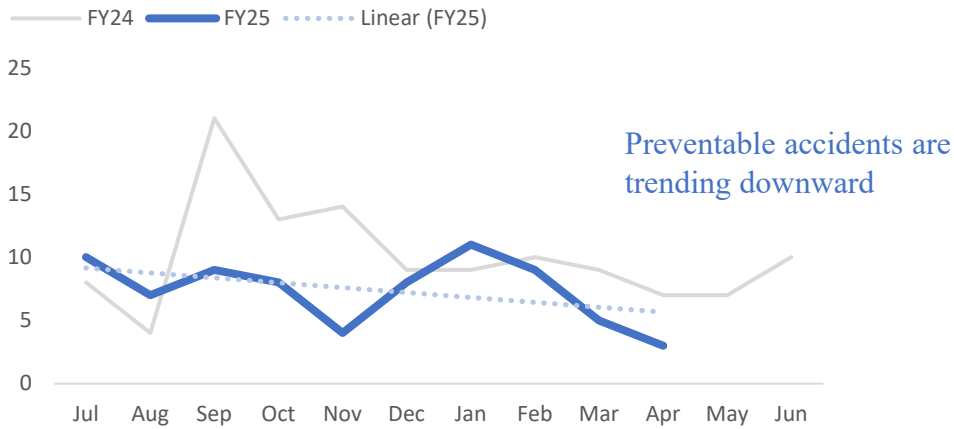
SAFETY PREVENTABLE ACCIDENTS

Monthly	<u>TYPE OF ACCIDENT</u>			YTD
3	Fixed Object	2	66.7%	74
	Backing	1	33.3%	
<ul style="list-style-type: none">1 rear ended OV - changing lanes at Broadway/Hancock2 fixed objects<ul style="list-style-type: none">Turning left (hit parked vehicle) at Shelby/MainPulling into coach stop (hit pole) at 38th/Stratton				

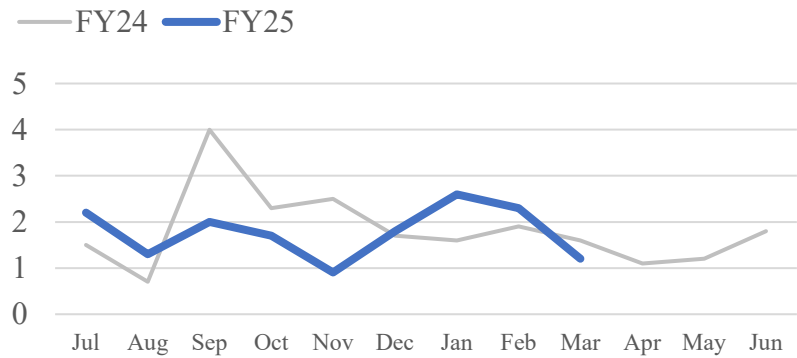
PREVENTABLE ACCIDENTS / 100K MILES

Monthly	YTD AFR Goal	YTD
1.2	2.1	1.8

FY25 PREVENTABLE ACCIDENTS



PREVENTABLE ACCIDENT AFR FY24 vs FY25





APRIL FEEDBACK SUMMARIES – FIXED ROUTE

FIXED ROUTE MONTHLY						DEFINITIONS FOR FEEDBACK CATEGORIES									
FEEDBACK CATEGORY	VERIFIED	UNVERIFIED	UNABLE TO INVESTIGATE	UNDER INVESTIGATION	TOTAL	Verified - feedback was able to be verified									
RUDE OPERATOR	2	39	9	3	53	Unverified - feedback could not be verified based on information provided									
PASSED UP PASSENGER	1	51	12	1	65										
NO SHOW	0	7	1	1	9										
LATE SCHEDULE	3	27	2	2	34										
RECKLESS DRIVING	16	1	4	0	21	Unable to Investigate - feedback could not be confirmed based on the information provided									
EARLY SCHEDULE	0	11	2	3	16										
PLANNING/SCHEDULE	17	3	1	0	21										
IT/MOBILE	3	0	0	0	3	Under Investigation - more research is needed based on information provided									
OTHER - MISC	19	11	2	14	46										
TOTAL	61	150	33	24	268										

FIXED ROUTE FEEDBACK TREND REPORT															
FEEDBACK CATEGORY	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR	66	57	61	77	56	57	45	49	46	48	41	48	53	704	54
PASSED UP PASSENGER	82	76	69	73	55	67	44	36	46	32	54	63	65	762	59
NO SHOW	54	26	70	35	41	43	33	35	29	31	22	16	9	444	34
LATE SCHEDULE	27	18	64	110	68	78	64	41	39	32	29	34	34	638	49
RECKLESS DRIVING	23	25	25	25	26	19	16	11	20	10	28	30	21	279	21
EARLY SCHEDULE	15	17	20	21	15	8	11	24	24	14	14	12	16	211	16
PLANNING/SCHEDULE	27	18	28	29	26	18	22	23	24	24	25	25	21	310	24
IT/MOBILE	2	0	3	5	2	0	2	1	1	4	6	2	3	31	2
OTHER - MISC	80	61	81	89	48	78	86	54	57	50	46	46	46	822	63
COMMENDATIONS	16	13	12	13	7	16	14	4	8	9	7	4	5	128	10
TOTAL	392	311	433	477	344	384	337	278	294	254	272	280	273	4329	333

APRIL FEEDBACK SUMMARIES – PARATRANSIT

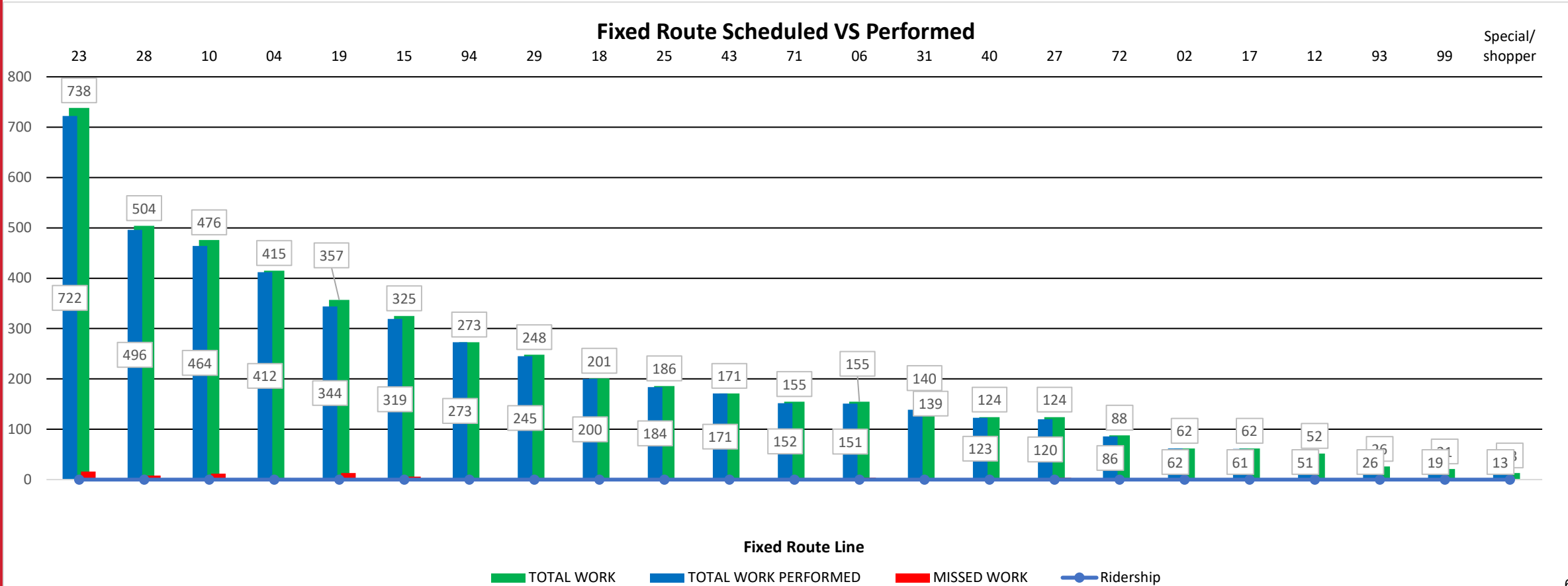
PARATRANSIT MONTHLY REPORT						DEFINITIONS FOR FEEDBACK CATEGORIES									
FEEDBACK CATEGORY	VERIFIED	UNVERIFIED	UNABLE TO INVESTIGATE	UNDER INVESTIGATION	TOTAL	Verified - feedback was able to be verified									
RUDE OPERATOR OR STAFF	2	23	0	4	29	Unverified - feedback could not be verified based on information provided									
NO SHOW	2	11	1	4	18										
LATE SCHEDULE	9	4	1	1	15	Unable to Investigate - feedback could not be confirmed based on the information provided									
RECKLESS DRIVING	1	3	1	3	8										
EARLY SCHEDULE	2	0	0	0	2										
TRIP BOOKING OR SCHEDULING	4	9	0	1	14	Under Investigation - more research is needed based on information provided									
OTHER - MISC	7	14	3	4	28										
TOTAL	27	64	6	17	114										

PARATRANSIT FEEDBACK TREND REPORT															
FEEDBACK CATEGORY	May-24	Jun-24	Jul-24	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR OR STAFF	28	29	23	23	34	46	22	34	35	10	25	28	29	366	28
NO SHOW	30	19	14	17	17	20	24	12	24	17	21	23	18	256	20
LATE SCHEDULE	16	6	14	14	23	12	15	13	11	13	3	20	15	175	13
RECKLESS DRIVING	3	5	10	8	10	7	10	4	8	13	6	7	8	99	8
EARLY SCHEDULE	2	1	0	2	6	0	3	0	1	2	2	2	2	23	2
TRIP BOOKING OR SCHEDULING	12	9	18	10	19	11	8	12	19	7	15	12	14	166	13
OTHER - MISC	41	32	42	28	18	25	26	27	30	25	35	26	28	383	29
COMMENDATIONS	8	14	9	9	4	6	6	6	5	4	7	5	4	87	7
TOTAL	140	115	130	111	131	127	114	108	133	91	114	123	118	1555	120



FIXED ROUTE SCHEDULED VS PERFORMED

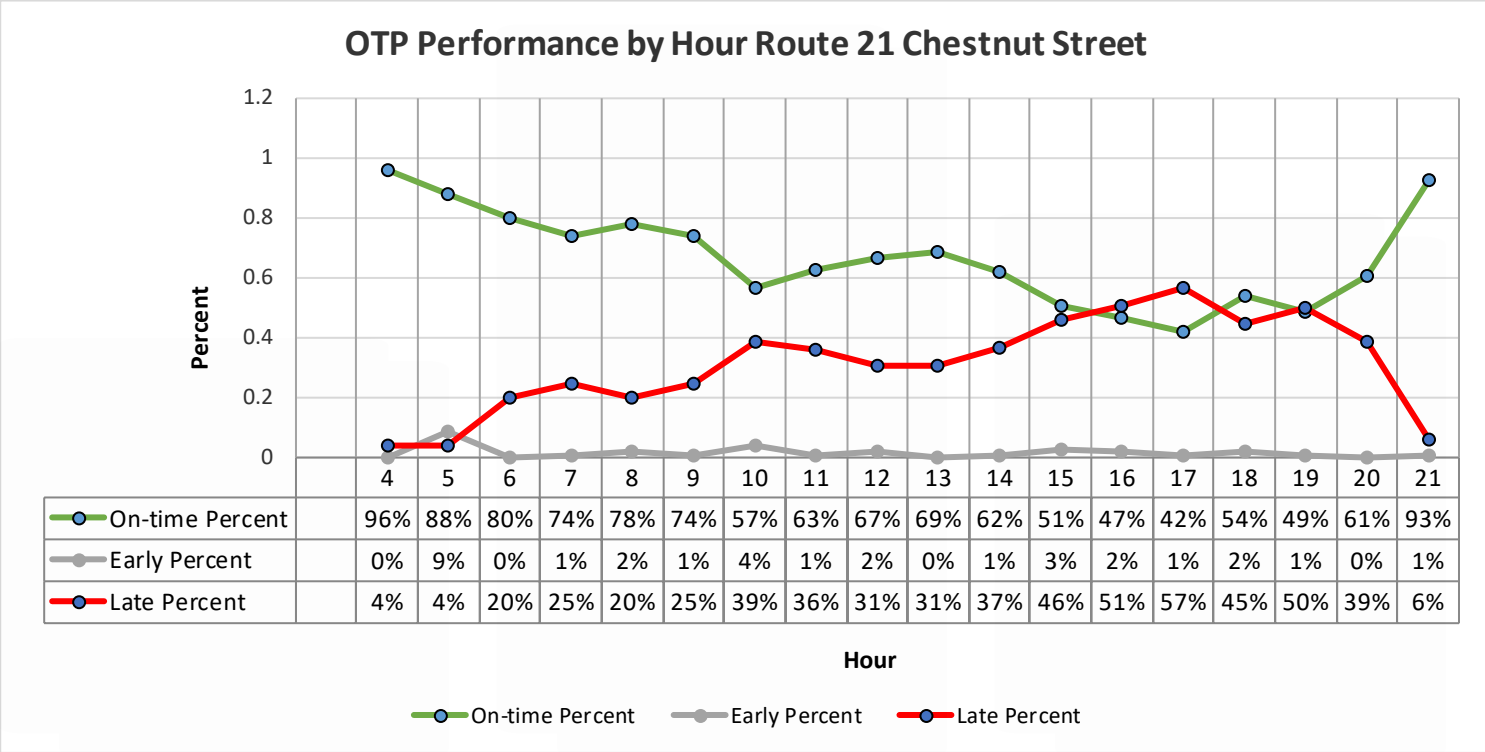
TOTAL WORK	OPEN WORK	% OF TOTAL OPEN	MISSED WORK	% OF OPEN MISSED	% OF TOTAL MISSED	TOTAL WORK PERFORMED	% PERFORMED
4,916	682	13.87%	83	12.17%	1.69%	4,833	98.31%





APRIL ON-TIME PERFORMANCE

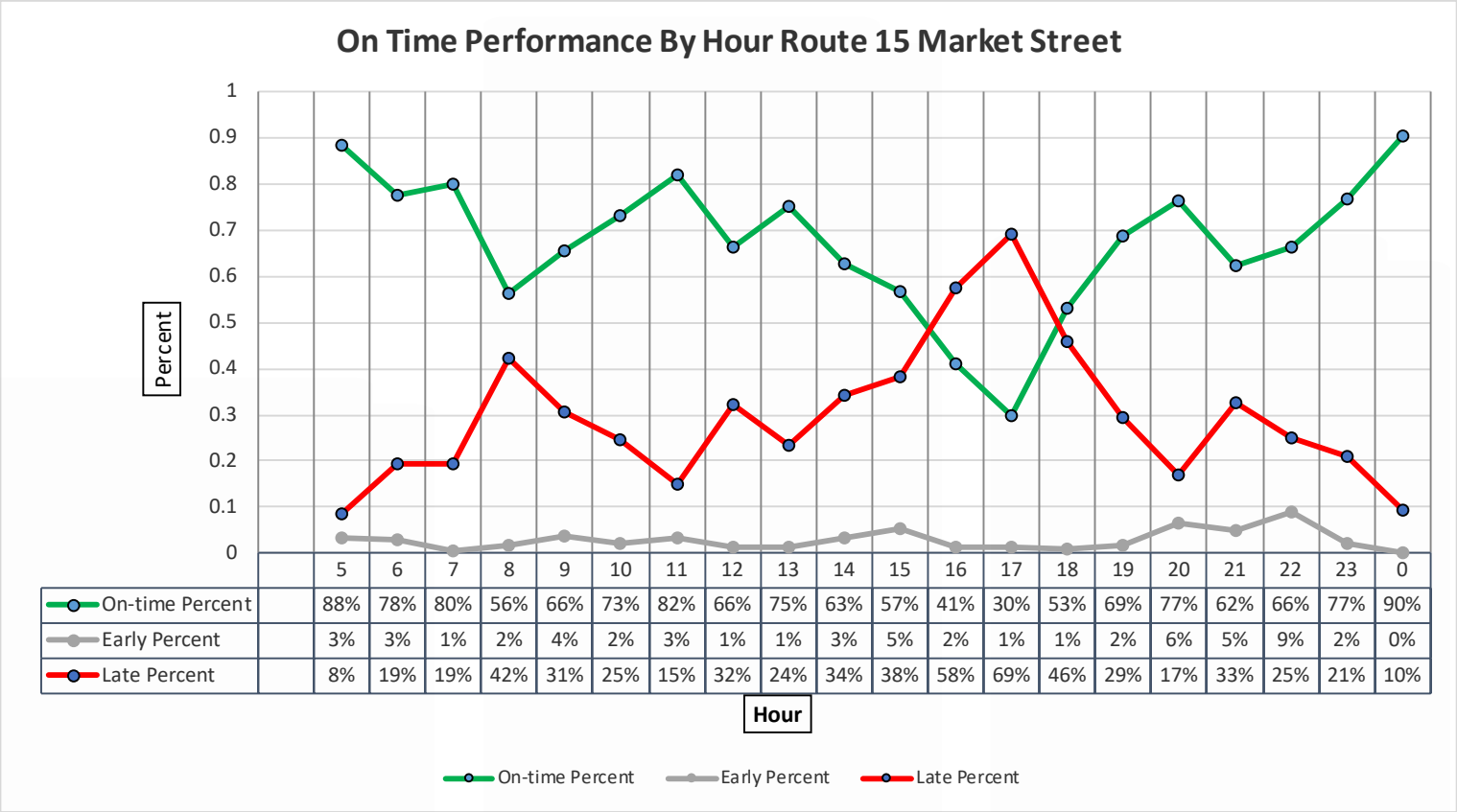
Hour	On-time Percent	Early Percent	Late Percent
4	96%	0%	4%
5	88%	9%	4%
6	80%	0%	20%
7	74%	1%	25%
8	78%	2%	20%
9	74%	1%	25%
10	57%	4%	39%
11	63%	1%	36%
12	67%	2%	31%
13	69%	0%	31%
14	62%	1%	37%
15	51%	3%	46%
16	47%	2%	51%
17	42%	1%	57%
18	54%	2%	45%
19	49%	1%	50%
20	61%	0%	39%
21	93%	1%	6%
Overall	67%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





APRIL ON-TIME PERFORMANCE

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

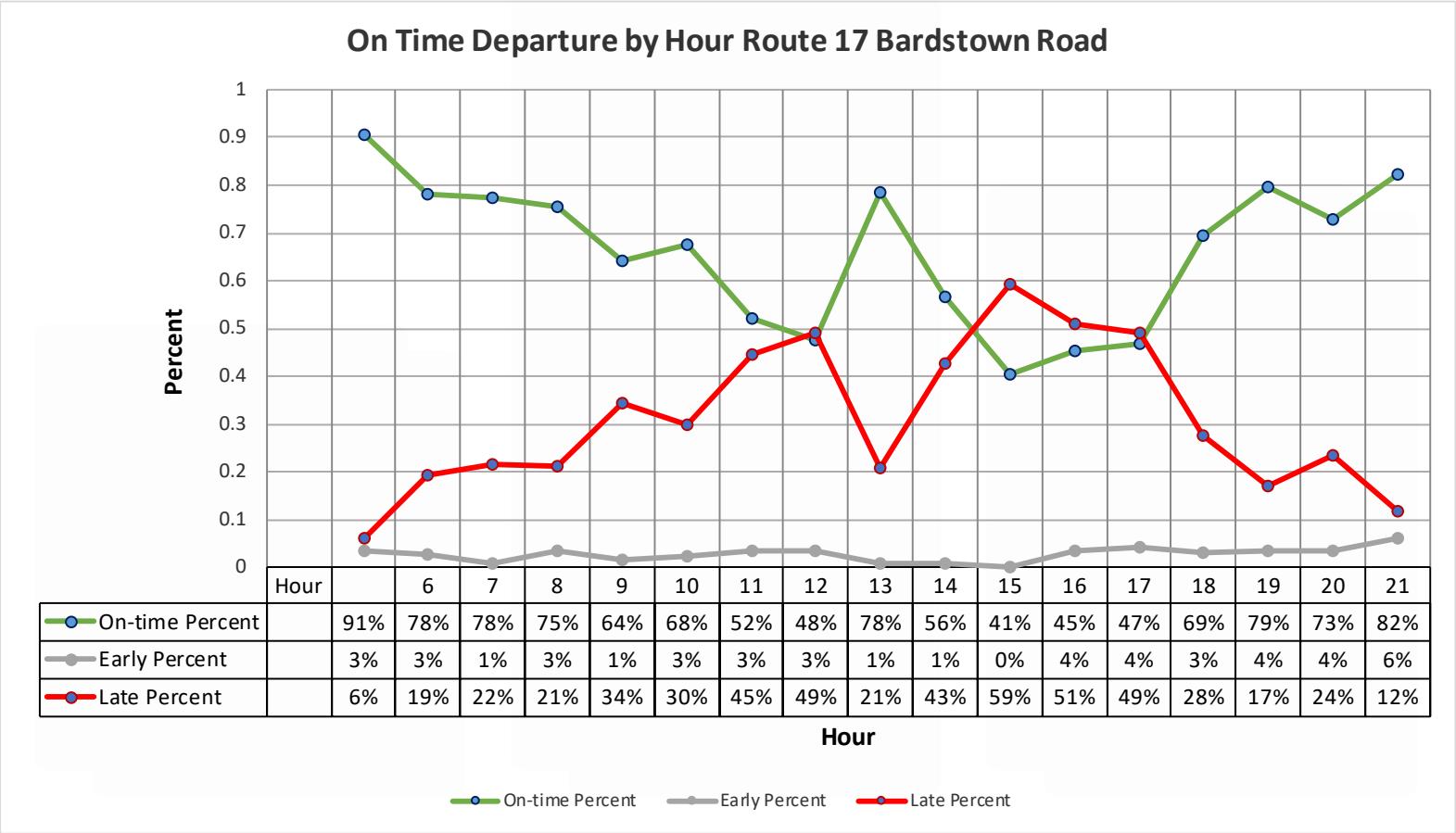




APRIL ON-TIME PERFORMANCE

On-time Departure Performance by Hour Route 17 Bardstown Road

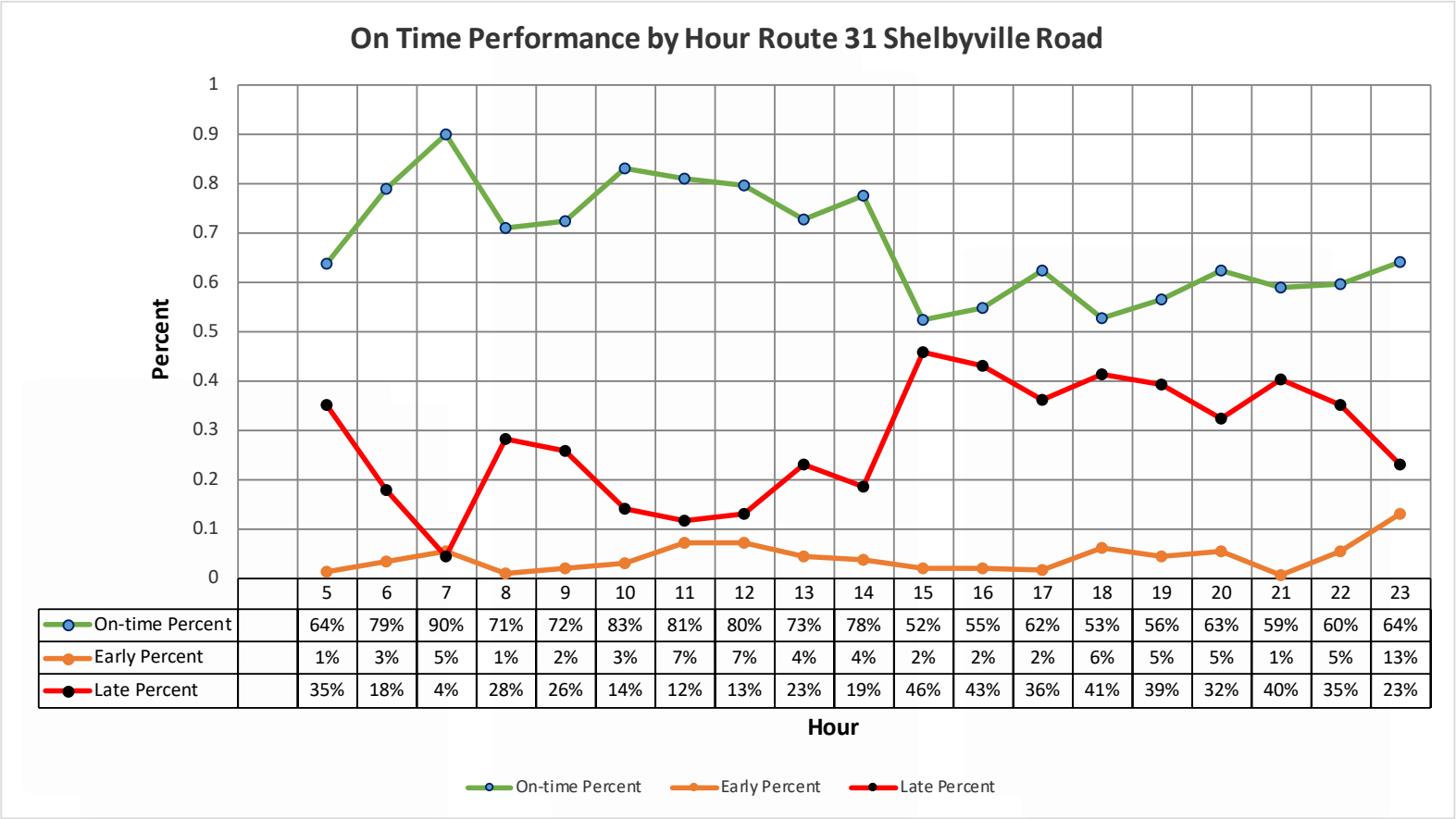
Hour	On-time Percent	Early Percent	Late Percent
6	91%	3%	6%
7	78%	3%	19%
8	78%	1%	22%
9	75%	3%	21%
10	64%	1%	34%
11	68%	3%	30%
12	52%	3%	45%
13	48%	3%	49%
14	78%	1%	21%
15	56%	1%	43%
16	41%	0%	59%
17	45%	4%	51%
18	47%	4%	49%
19	69%	3%	28%
20	79%	4%	17%
21	73%	4%	24%
22	82%	6%	12%
Overall	66%	3%	31%





APRIL ON-TIME PERFORMANCE

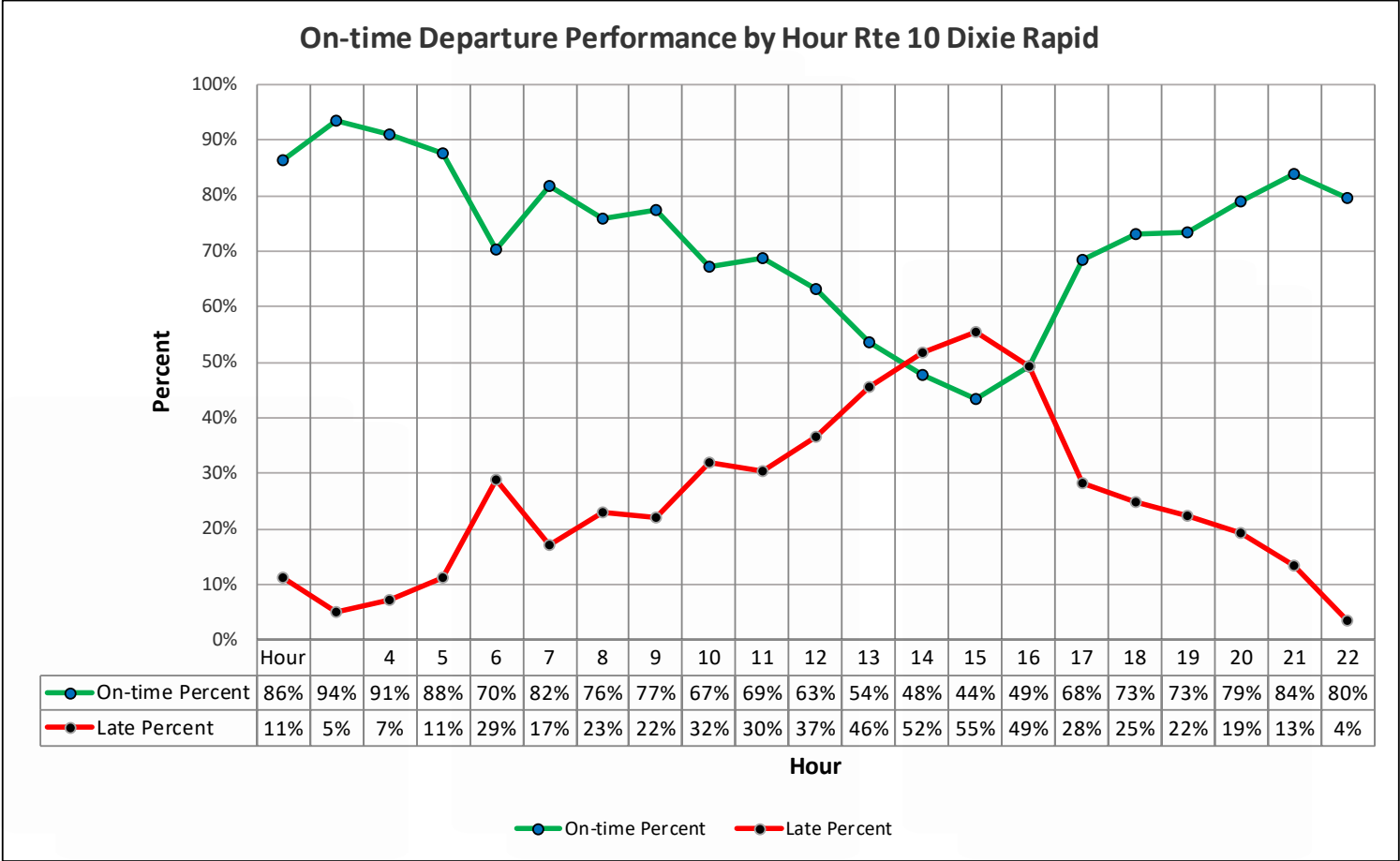
Hour	On-time Percent	Early Percent	Late Percent
5	64%	1%	35%
6	79%	3%	18%
7	90%	5%	4%
8	71%	1%	28%
9	72%	2%	26%
10	83%	3%	14%
11	81%	7%	12%
12	80%	7%	13%
13	73%	4%	23%
14	78%	4%	19%
15	52%	2%	46%
16	55%	2%	43%
17	62%	2%	36%
18	53%	6%	41%
19	56%	5%	39%
20	63%	5%	32%
21	59%	1%	40%
22	60%	5%	35%
23	64%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





APRIL ON-TIME PERFORMANCE

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





SNOW PLAN – PEER COMPARISON

TARC Peer Comparison Snow Plan January 27, 2025

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

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

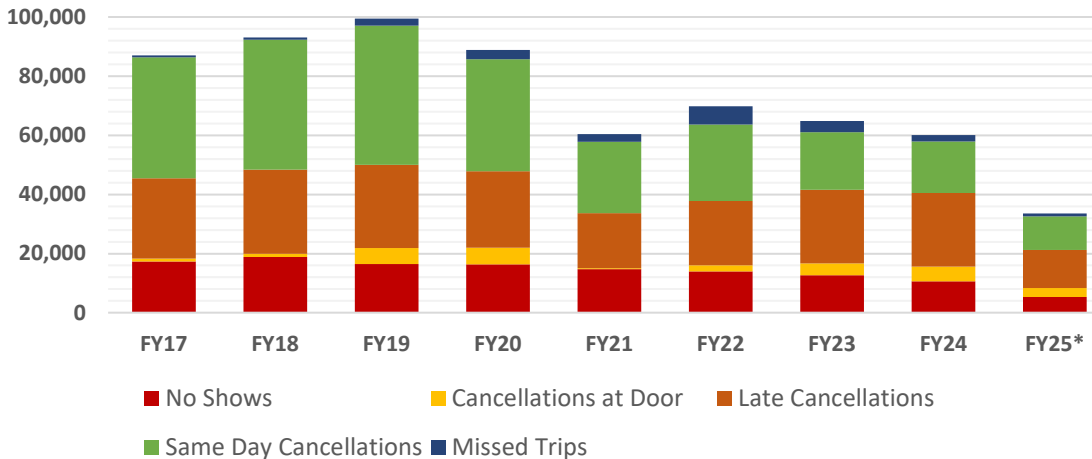


TARC3 SCHEDULED VS PERFORMED

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

Cancelled Trips									
YEAR	Scheduled Trips	Performed Trips	Late Cancellations	Cancellations at Door	No Shows	Same Day Cancellations	Missed Trips	Total Cancelled Trips	% of Scheduled Trips
FY17	601,716	514,610	27,089	987	17,383	40,975	672	87,106	14%
FY18	640,145	547,002	28,360	1,144	18,857	43,955	827	93,143	15%
FY19	660,128	560,635	28,182	5,389	16,497	47,025	2,400	99,493	15%
FY20	531,278	442,389	25,884	5,624	16,358	37,899	3,124	88,889	17%
FY21	352,203	291,740	18,642	236	14,797	24,138	2,650	60,463	17%
FY22	369,232	299,413	21,796	2,037	13,969	25,893	6,124	69,819	19%
FY23	395,643	330,779	24,830	4,028	12,698	19,575	3,733	64,864	16%
FY24	391,017	330,960	24,895	4,965	10,659	17,403	2,135	60,057	15%
FY25*	221,828	188,231	12,791	3,086	5,331	11,455	934	33,597	15%
*YTD (Dec)									

TARC3 Non-Performed Scheduled Trips



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



FEEDBACK PER RIDERSHIP

FIXED ROUTE / 100K BOARDING

Month

50

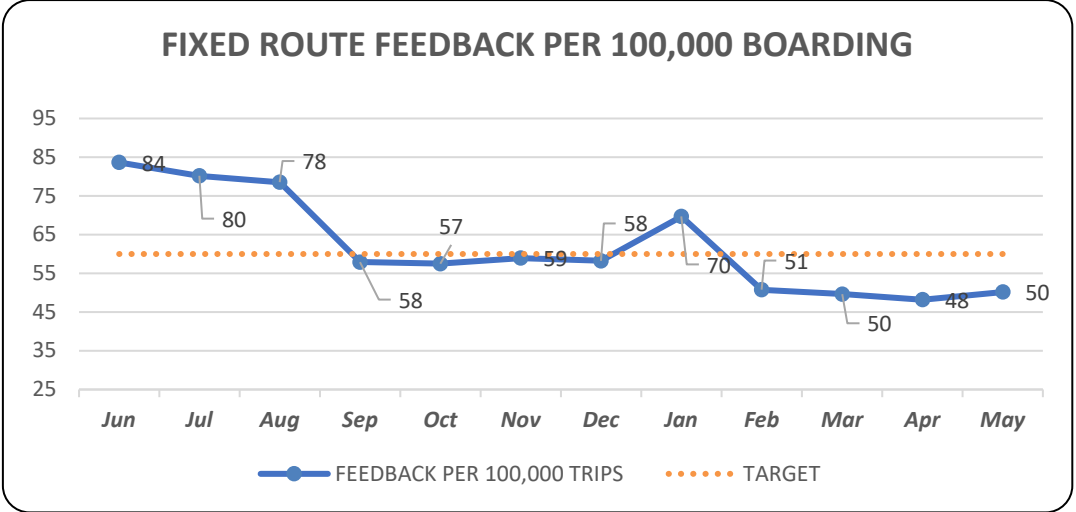
4% VLM

TOTAL RIDERSHIP
496,547

TOTAL FEEDBACK
249

Goal

60



PARATRANSIT / 1,000 TRIPS

Month

3.7

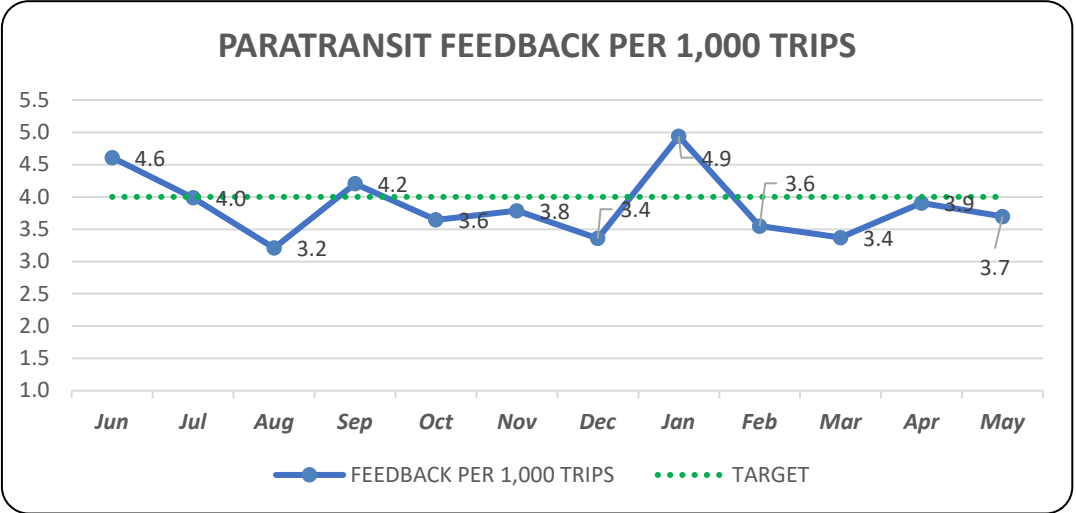
-5% VLM

TOTAL RIDERSHIP
30,830

TOTAL FEEDBACK
114

Goal

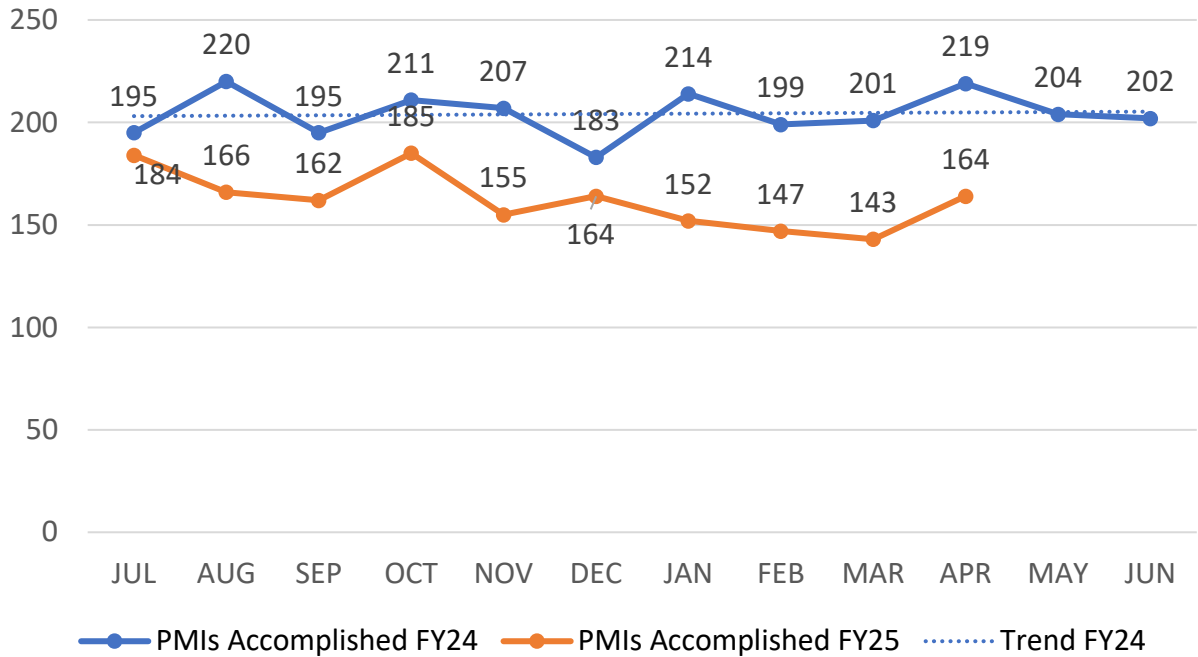
4



MAINTENANCE

Target PMI: 150
Total Vehicle PMIs: 164

Preventive Maintenance Inspections (PMI)
Accomplished FY24 and FY 25



* FTA allows a 10 percent deviation from the scheduled interval as being considered on time and 80 percent of the total inspections for any mode or operation is considered on time.

Coach Maintenance Plan Includes:

3,000 mile inspection:

- Road Test
- Check engine compartment
- Check under coach to include brake systems
- Check Interior-Exterior
- Lube under carriage

6,000 mile inspection:

- Change engine oil, engine fuel filter, and oil filters
- Perform 3,000 mile inspection

12,000 mile inspection

- Perform brake Tapley
- Perform 6,000 mile inspection

24,000 mile inspection

- Change engine air filter and change hydraulic oil filter
- Perform 12,000 mile inspection

48,000 mile inspection

- Fluid change
- Inspect transmission
- Sample transmission fluid

96,000 mile inspection

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



MAY BOARD OF DIRECTORS

June 25, 2025