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

Tuesday, September 23, 2025 at 3:00 p.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……

c) In order to speak in person at a regularly scheduled TARC Board meeting:
    i. a speaker must register with Stephanie Isaacs as indicated above.
    ii. the period to register begins at the conclusion of the prior regularly scheduled Board meeting and ends at 12:00 PM the day before the next regularly scheduled meeting in which the person intends to speak.
    iii. persons registering may leave their name/alias and address, and shall notify Ms. Isaacs of the topic in which they will speak.
    iv. no more than three (3) persons may speak with the same position on any one topic before the Board at any meeting (i.e., six (6) persons can speak on one topic before the Board at a particular meeting, three (3) in support and three (3) against);

d) Any materials presented to the Board may be forwarded prior to or following all Board gatherings to Ms. Isaacs for dissemination purposes;

e) Speakers before the entire Board are not allowed to use props, displays, or any other objects during their presentations. However, informational handouts may be given to Ms. Isaacs and distributed in accordance with (d) above;

f) Persons within the audience are allowed to have signs in the Board room that are no larger than 8 ½ x 11 inches. However, such signs may not be attached to any sort of stick and must be displayed in a manner that does not inhibit others from viewing the Board meeting; and

g) Speakers may not engage in electioneering nor the endorsement or promotion of any commercial product or service.

TARC BOARD OF DIRECTORS MEETING

Agenda – September 23, 2025

1.	Quorum Call/Call to Order/Meeting Minutes	Abbie Gilbert	3:00
	A. Approval of August Meeting Minutes	Board of Directors	3:00-3:05
2.	Public Comments	John Hardesty	3:05-3:10
3.	Board Chair's Report	Abbie Gilbert	3:10-3:15
4.	Finance Committee Report	Justin Brown	3:15-3:20
5.	Operations Committee Report	Alice Houston	3:20-3:25
6.	Executive Directors Report A. Employees Above & Beyond B. Operation Report	Ozzy Gibson	3:25-3:35
7.	New TARC Network Overview	Scudder Wagg Martin Barna	3:35-3:55
8.	Action Items		3:55-4:20
	A. Resolution 2025-38 Bus Air Suspension Components	Nolan Kelly	
	B. Resolution 2025-40 Bus Fuel Components	Nolan Kelly	
	C. Resolution 2025-43 Bus AC Components	Nolan Kelly	
	D. Resolution 2025-39 Diesel Fuel	Maria Harris	
	E. Resolution 2025-41 Award of Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Program Funds	Russ Greenleaf	
	F. Resolution 2025-44 Tire Leasing & Servicing	Eric Stroud	
9.	Staff Reports and Presentation		4:20-4:35
	A. Crowe LLP Audit Presentation/Close Out June FY25	Stacy Curnow	
	B. Resolution 2025-42 Audit Financial Report	Matt Abner	
10.	Board Members Open Discussion	Abbie Gilbert	4:35-4:40
11.	Adjournment	Abbie Gilbert	4:40

TARC BOARD OF DIRECTORS MEETING

August 26, 2025 2025 Board Meeting Minutes

The Board of Directors of Transit Authority of River City (TARC) met on August 26, 2025 at 3:00 p.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	Virtual	Declined
Abbie Gilbert	Alice Houston	
Ted Smith	DuWayne Gant	
Michael Schnuerle		
Justin Brown		
Steve Miller		
Christy Ames		

Meeting Called to Order

Abbie Gilbert called meeting to order at 3:04 p.m.

Quorum Call

July Board Meeting Minutes approved.

Public Comment

John Hardesty 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. You have three minutes to address the Board.

Shaun Spencer representing the West Louisville Dream Team, requested a response from TARC regarding their letter of intent to purchase the NIA Center, emphasizing community support and the need for swift decision-making.

Special Reports

Abbie Gilbert presented the Board Chair report.

- She announced the Committee Chairs: Alice Houston, Operations Committee, and Justin Brown, Finance Committee Chair.

Justin Brown presented the Finance Committee Report.

- Excellent attendance by Board Members.

TARC BOARD OF DIRECTORS MEETING

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

Action Items

Brian Cassady presented Resolution 2025-32 Printer Purchase and Services.

- For the past decade, TARC has utilized Lang Company as our printer and copier service provider.
- In July 2024, Lang Company was acquired by Marco, a national printer and copier provider out of Minnesota, and has since increased its pricing.
- This past June, the Procurement Department issued a Request for Quote (RFQ) 20251928 for the purchase and servicing of TARC's printer and copier equipment and was advertised in TARC's Bonfire.
- The department conducted an independent cost estimate to forecast the cost of the printer purchase and support services.
- On June 21, 2025, TARC received proposals from six (6) responsive and responsible vendors. Staff from several departments evaluated and independently scored the six proposals.
- Four (4) proposals were short-listed. The four vendors short-listed were Prosource, Visual Edge, Marco Technologies, and Konica Minolta.
- After scoring and careful consideration, the evaluation committee unanimously recommends an award to Prosource for an initial term of three (3) years with two (2) optional one-year renewals. The total term life of the contract is five (5) years.
- Prosource's proposal presented a significantly more cost-effective and best value solution to TARC.

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

Keith Shartzer presented Resolution 2025-33 Worker's Comp Excess Policy.

- TARC's Workers' Compensation Excess Insurance Policy currently self-insures the first $500,000 of any claim, including both medical payments and indemnity benefits.
- Due to TARC being a self-insured organization, the Kentucky Labor Cabinet requires that TARC maintain an excess insurance policy.
- Higginbotham is our insurance agent for workers' compensation excess insurance claims acquiring premium quotes on our behalf.
- The current policy of $288,877 will expire on August 31, 2025.
- Higginbotham provided four (4) quotes to TARC. Based on the quotes received from Midwest Employers, Safety National, Arch, and Chubb, Arch provided the best value for TARC.
- This Resolution seeks approval for the Board of Directors to authorize the Executive Director to negotiate and enter into a policy agreement with Arch Insurance Company that has a specific retention by TARC of the first $500,000 on any claim with an annual premium of $384,796 beginning September 1, 2025.

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

TARC BOARD OF DIRECTORS MEETING

Ozzy Gibson presented Resolution 2025-35 Professional Service Agreement.

- In November of 2024, TARC entered into a one-year agreement with Dan Franklin to be a Senior Advisor of Operations (no. 20241897).
- The Director of Transportation position remains open and, as a result, while TARC continues looking into filling the position, we ask for Board approval to enter into an amendment to the original contract no. 20241897 to amend the duration and the not to exceed amount of such contract.
- Since Dan has been at TARC, TARC has made 100% pull out daily and there has been a drastic drop in missed miles as seen in monthly Board meetings. On time performance continues to improve and to be in line with peer agencies.
- He has streamed line processes and worked with the team to be more efficient. He continues to work with the team on training, coaching, looking at routes to improve on time performance and working toward our organizational goals for this coming year.
- TARC would like to amend the current agreement with an additional $70,000 with a new annual not to exceed amount of $170,000 for a one-year term with the option to exercise two (2) one (1) year extensions through a properly executed amendment.
- Mr. Franklin is paid for flat contract work with no benefits.

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

Joe Triplett presented Resolution 2025-36 Single Source -Spectrum.

- The purpose of this resolution is to provide updated authority for TARC to enter into an agreement with Spectrum, a single source procurement, to move our current fiber connection between Union Station and our 29th St. facilities. TARC has utilized Spectrum for the current connection since 2016.
- The original procurement included another provider such as AT&T. Based on cost and service deliverables, Spectrum provided the best value to TARC and pricing was deemed fair and reasonable.
- In 2020, as Single Source procurement, Spectrum provided a secondary Internet connection as a failover/backup to TARC's primary Internet connection through Lumen.
- While meeting with Spectrum to discuss moving our current connection between Union Station and the NIA Center, we also discussed the possibility of a second connection between Union Station and our Car Hoist facility at 925 W. Broadway.
- This fiber connection would replace the current wireless bridge providing a more reliable connection and faster speeds.
- Spectrum provided multiple proposals and after reviewing the options the staff elected the following options:
    - Spectrum to move the current connection from the NIA Center to TARC's facility at 2905 W. Broadway, while increasing the connection speed from 1GB to 2GB.
    - To replace the wireless bridge with a fiber connection between Union Station and the Car Hoist facility. Increasing the speed of our failover/backup Internet connection to 2GB.
    - Total cost of installation on all location is $850.00.
    - Monthly subscription of $3,790.00 for all of the changes listed.
    - Total monthly savings of $239.00 and estimated contract term total savings of $14,340.00.
- This Resolution seeks approval for the Board of Directors to authorize the Executive Director to enter into a five (5) year agreement with Spectrum Business to provide the services as described above with a total not-to-exceed amount of $240,000.00.

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

TARC BOARD OF DIRECTORS MEETING

Ozzy Gibson presented Resolution 2025-37 Committee and Board Meeting Times.

- A resolution establishing the Board and Committee Meeting Dates for September 2025 – August 2026.
- Committee Meetings will be held on the third Tuesday of the month starting at 2:00 p.m.
- Board Meetings will be held on the fourth Tuesday of the month starting at 3:00 p.m.
- All new times will be posted to the TARC Website.
- Meeting notices will be sent out Board Members and Staff.

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

Stephanie Isaacs presented the Above and Beyond Employees of the Month.

Annalisa Roberson & Lillian Brents

Matt Abner presented the Crowe LLP Audit Update.

Ozzy Gibson presented the Operations Report.

- Noted significant improvements in on-time performance for both fixed route (84%) and paratransit services (95%), with the board expressing pride in these achievements.
- Safety numbers discussed, which showed a decrease in issues from 15 to 9 compared to the previous year.
- The Board Members discussed the need to better define categories like "inefficient routing" in the reporting.

Closed Board Meeting Session

Abbie Gilbert requested a motion for a Closed Board Meeting Session.

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

Abbie Gilbert presented that no actions were taken regarding the real estate opportunity.

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

Abbie Gilbert requested a motion for an Open Board Meeting Session.

TARC BOARD OF DIRECTORS MEETING

Abbie Gilbert requested a motion for the authority to move on the sale of the NIA Center.

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

The TARC Board of Directors is authorizing the Executive Director to enter into a 14-day exclusive negotiating period with the West Louisville Dream Team for the sale of the NIA Center.

TARC's response will be submitted to the West Louisville Dream Team no later than 5:00 p.m. on August 29th.

Abbie Gilbert made a motion to adjourn at 5:00 p.m. This motion was approved by the Board.

________________________________ ______________

Abbie Gilbert, Board Chair Date

BOARD OF DIRECTORS
SEPTEMBER 23, 2025

SEPTEMBER OPERATIONAL UPDATE

TARC PEER COMPARISON DATA

TARC Peer Comparison Data						Our Current
	Cincinnati Go Metro	Indianapolis Indy Go	Nashville We Go Transit	Dayton RTA	Charlotte CATS	Louisville TARC
Total Budget 24/25	$160,168,013	$146,800,000	$127,997,000	$140,500,000	$202,908,235	$115,948,533
Paratransit Budget	$12,000,000	$14,000,000	$15,000,000	$20,843,000	$16,250,387	$23,500,000
% of Agency Budget (Paratransit)	7.5%	9.6%	11.7%	14.5%	12.48%	20.27%
Service Area Miles Covered	289 sq miles	396 sq miles	504 sq miles	320 sq miles	658 sq miles	288 sq miles
Service Population	744,901	969,466	703,953	559,062	1,329,749	744,816
Avg Monthly Boardings (Fixed Route)	1,204,438	582,502	759,597	500,904	833,587	553,075**
Avg Monthly Trips (Paratransit)	15,693	13,245	36,033*	17,281	15,541	30,634
Registered Users (Paratransit)	2,400	4,000	12,000*	6,022	8662	8,131
Active Users (Paratransit)	2,000	3,800	7,000*	2,230	5889	3,700
On-Time Performance (Fixed Route)	78.9 %	83%	81.9%	80.6%	80.77%	81%
On-Time Performance (Paratransit)	92.8%	95.4%	93.5%	83.7%	82.7%	93.0%
Revenue Hours (Fixed Route)	774,497	590,518	561,316	460,000	627,431	409,032
Revenue Hours (Paratransit)	84,893	94,671	137,790	145,063	102,596	277,039
Missed Service (Fixed Route)	1.2%	.20%	.30	<1%	1.02%	.19%

*Nashville Paratransit Trips include Premium and Access Flex

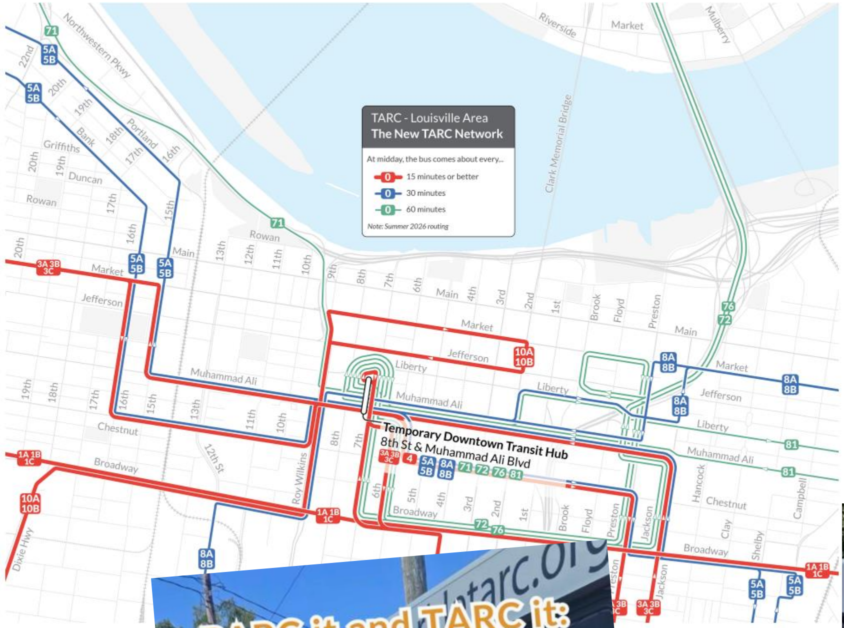
*Nashville registered Paratransit users include customers from a COVID program and a hospital partnership

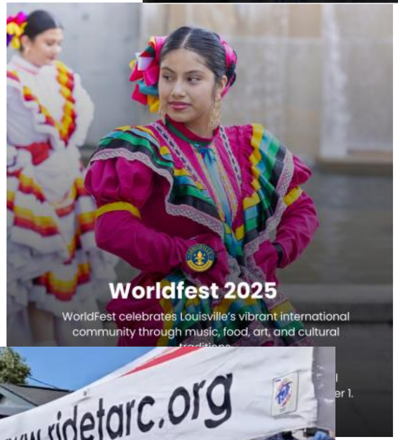
**See Fixed Route Service slide, Average for FY25

EXECUTIVE DIRECTOR REPORT

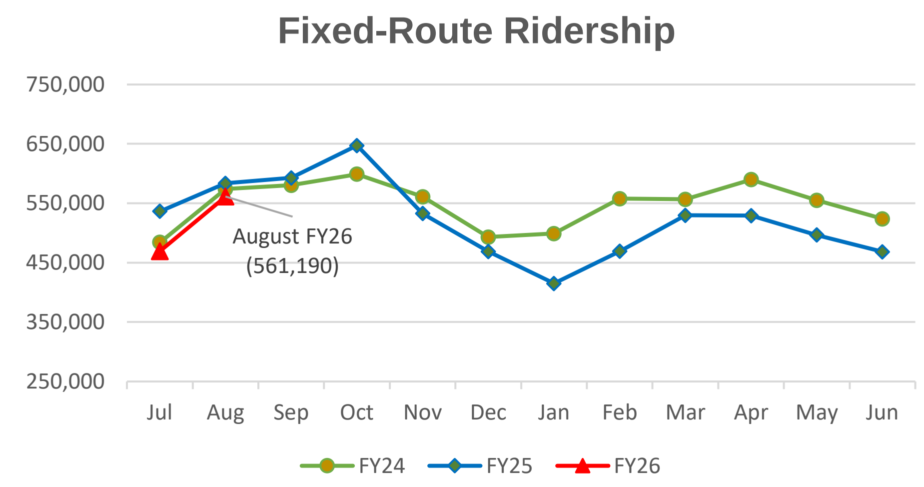
SINCE THE LAST BOARD MEETING, TARC …

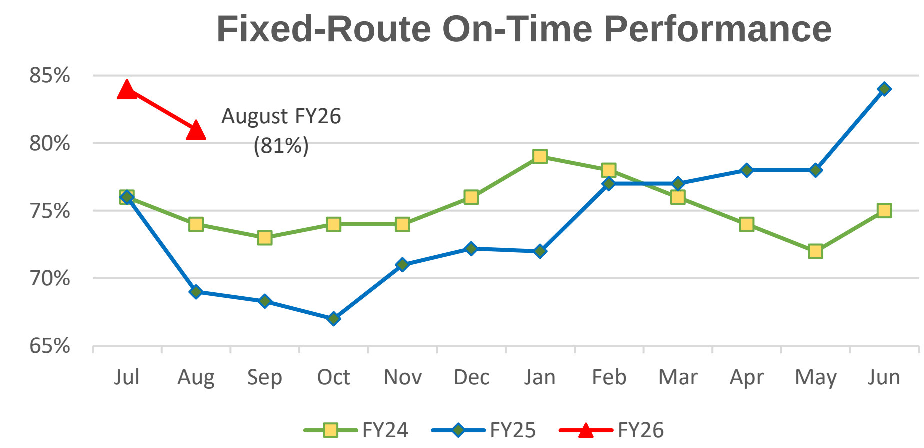
- Partnered with PARC for “PARC It and TARC IT”: helping the visitors attend Bourbon & Beyond *(908 cars parked / 4K riders)* and Louder Than Life music festivals
- Began coordinating team, committee, and task group meetings and objectives for the New TARC Network
- Attended community festivals such as Worldfest, Touch-a-Truck and Louisville Pride
- Partnered with Ivy Tech to help recruit new talented mechanics





AUGUST FIXED ROUTE SERVICE





Performance Indicator	Fixed-Route System		
System Production	FY26 YTD	FY25	FY24
Total Ridership	1,060,687	6,636,904	6,573,722
Avg Monthly Ridership	530,344	553,075	547,810
Total Revenue Miles	811,473.06	5,231,773	6,517,670
Total Revenue Hours	61,203.66	409,032	537,581
Trips per Revenue Mile	1.31	1.2	1.01
Trips per Revenue Hour	17.33	15.37	12.20

On-Time Performance			
Fixed-Route			
	FY26	FY25	FY24
Jul	84%	72%	76%
Aug	81%	69%	74%
Sept		69%	73%
Oct		67%	74%
Nov		71%	74%
Dec		72%	76%
Jan		**	79%
Feb		77%	78%
Mar		77%	76%
Apr		78%	74%
May		78%	72%
June		84%	75%
FYTD	84%	74%	75%

Monthly Ridership (August) 561,190
Comparison VLM 19.6%
Comparison VLY -3.83%

Total YTD Ridership 1,060,687

Fixed-Route FY26 Goal **80%**

VLM: A comparison of data between the current month, and the immediately preceding calendar month
VLY: A comparison of data between the current month, and the same month from the preceding year

JULY FIXED-ROUTE MISSED RUNS AND MISSED HOURS

2022	Total Runs	Missed Service	% Missed Service	Missed Hours	% Missed Hours
January	8082	468	5.79%	2128.73	4.16%
February	7336	353	4.81%	1657.45	3.38%
March	8089	235	2.91%	795.42	1.56%
April	7785	439	5.64%	2211.53	4.50%
May	7773	269	3.46%	974.62	2.22%
June	7725	262	3.39%	892.18	1.93%
July	7360	195	2.65%	621.50	1.37%
August	8675	576	6.64%	2046.67	4.13%
September	8341	487	5.84%	1999.98	4.36%
October	8477	680	8.02%	3133.12	7.41%
November	8341	440	5.28%	1619.67	3.57%
December	8477	384	4.53%	1304.62	2.75%
TOTAL	96,461.00	4,788.00	4.91%	19,385.49	3.45%

2023	Total Runs	Missed Service	% Missed Service	Missed Hours	% Missed Hours
January	8419	221	2.63%	725.05	1.41%
February	8036	248	3.09%	809.07	1.78%
March	9083	339	3.73%	1,079.17	1.92%
April	8300	273	3.29%	1,031.53	2.24%
May	8860	470	5.30%	1,824.82	3.87%
June	7998	489	6.11%	2,428.38	4.99%
July	7412	502	6.77%	1,879.65	3.87%
August	8177	362	4.43%	1,261.10	2.60%
September	7655	579	7.56%	2,443.57	5.12%
October	8172	489	5.98%	1,924.43	3.58%
November	7854	306	3.90%	1,077.48	2.06%
December	7799	267	3.42%	908.60	1.63%
TOTAL	97,765.00	4,545.00	4.65%	17,392.85	2.92%

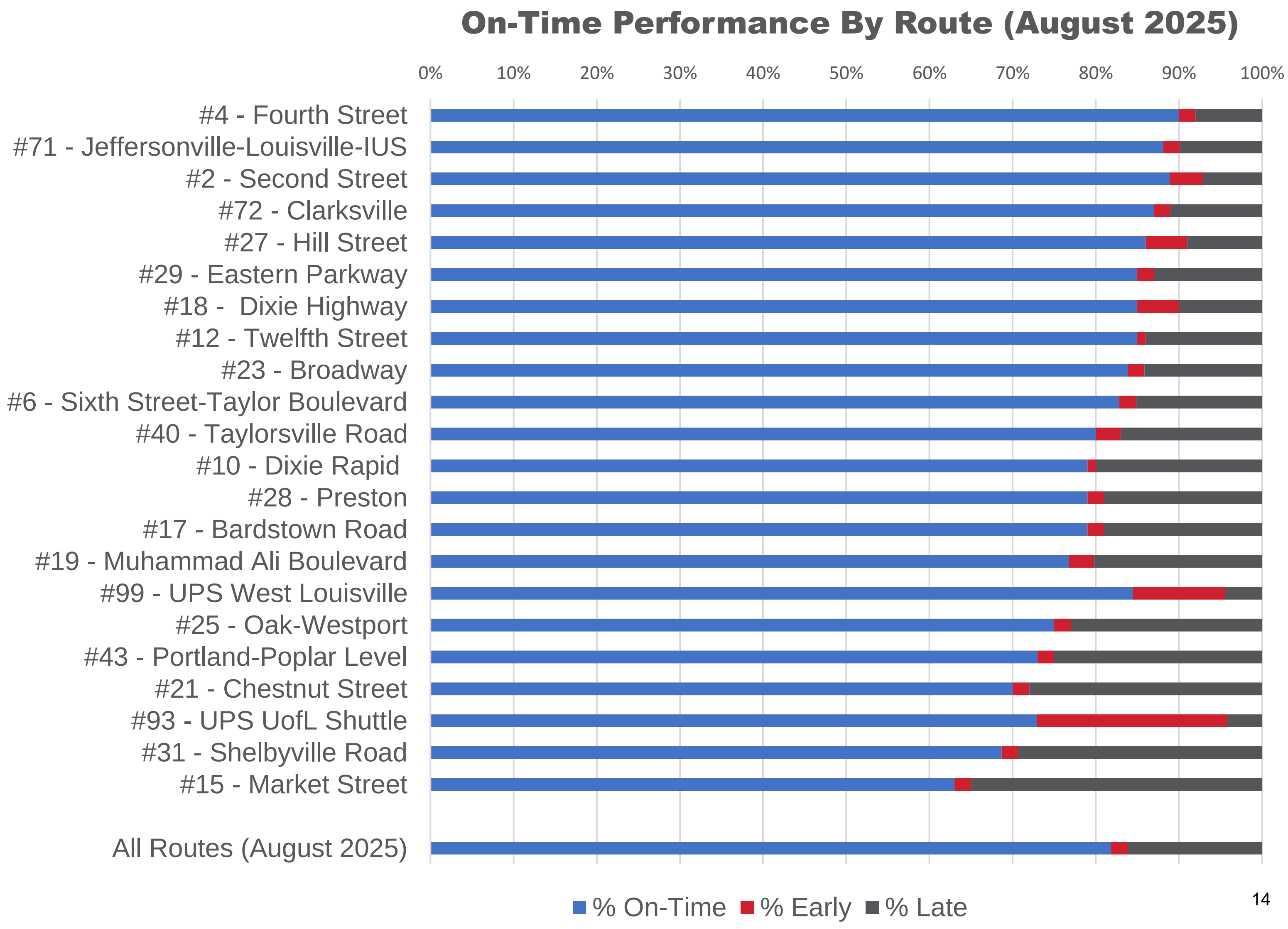
2024	Total Runs	Missed Service	% Missed Service	Missed Hours	% Missed Hours
January	8158	272	3.33%	900.18	1.63%
February	7478	340	4.55%	1,244.60	2.54%
March	7741	320	4.13%	1,212.88	2.24%
April	7478	329	4.41%	1,301.53	2.78%
May	7908	529	6.69%	2,117.90	4.16%
June	7914	370	4.68%	1,411.20	3.09%
July	5441	254	4.67%	1,182.70	3.23%
August	5452	171	3.14%	632.58	1.76%
September	5174	180	3.48%	715.30	1.87%
October	5513	284	5.15%	1,239.55	3.19%
November	5185	264	5.09%	1,125.32	3.12%
December	5378	320	5.95%	1,489.20	4.01%
TOTAL	78,820.00	3,633.00	4.61%	14,572.95	2.80%

2025	Total Runs	Missed Service	% Missed Service	Missed Hours	% Missed Hours
January**	5293	254	4.80%	1,092.23	3.03%
February	4476	145	3.24%	603.12	1.70%
March	4903	137	2.79%	522.73	1.43%
April	4822	69	1.43%	253.75	0.71%
May	4903	83	1.69%	263.58	0.77%
June	4613	20	0.43%	80.95	0.27%
July	4351	6	0.14%	26.56	0.01%
August	4770	9	0.19%	25.50	0.07%
September					
October					
November					
December					
TOTAL	38,131.00	723.00	1.90%	2,868.42	1.00%

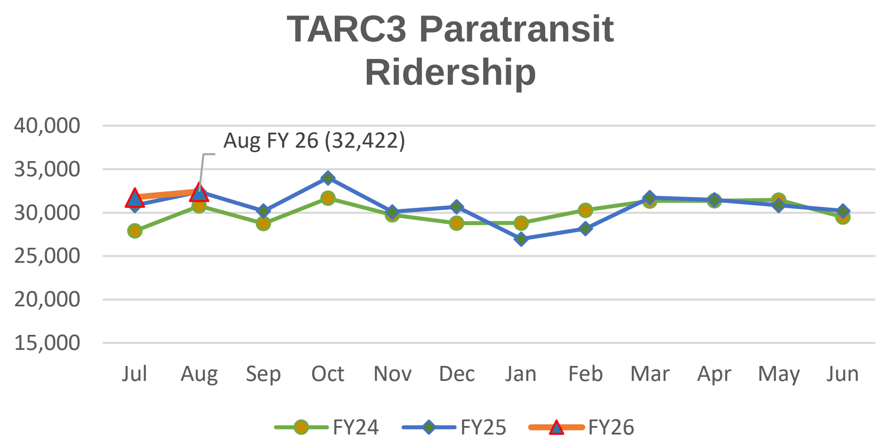
**January 2025 adjustment due to winter weather

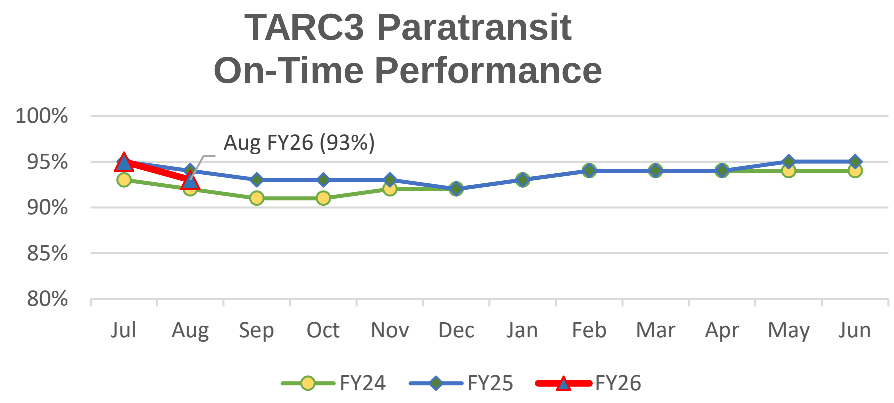
AUGUST ON-TIME PERFORMANCE

Route	% On-Time	% Early	% Late
4	90%	2%	8%
71	89%	2%	10%
2	88%	4%	7%
72	87%	2%	11%
27	86%	5%	9%
29	85%	2%	13%
18	85%	5%	10%
12	85%	1%	14%
23	83%	2%	14%
6	82%	2%	15%
40	80%	3%	17%
10	79%	1%	20%
28	79%	2%	19%
17	79%	2%	19%
19	76%	3%	20%
99	76%	10%	4%
25	75%	2%	23%
43	73%	2%	25%
21	70%	2%	28%
93	70%	22%	4%
31	68%	2%	29%
15	63%	2%	35%
All Routes (August 2025)	81%	2%	16%



AUGUST PARATRANSIT SERVICE (TARC3)





Performance Indicator	Paratransit (TARC3)		
System Production	FY26 YTD	FY25	FY24
Total Ridership	64,184	367,610	360,456
Avg Monthly Ridership	32,092	30,634	30,038
Total Revenue Miles	767,518	4,374,215	4,364,217
Total Revenue Hours	47,945.8	277,039	284,896
Trips per Revenue Mile	0.08	0.08	0.08
Trips per Revenue Hour	1.30	1.33	1.27

On-Time Performance Paratransit (TARC3)			
	FY26	FY25	FY24
Jul	95%	95%	93%
Aug	93%	94%	92%
Sep		93%	91%
Oct		93%	91%
Nov		93%	92%
Dec		92%	92%
Jan		93%	93%
Feb		94%	94%
Mar		94%	94%
Apr		94%	94%
May		95%	94%
Jun		95%	94%
FYTD	**95%**	**94%**	**93%**

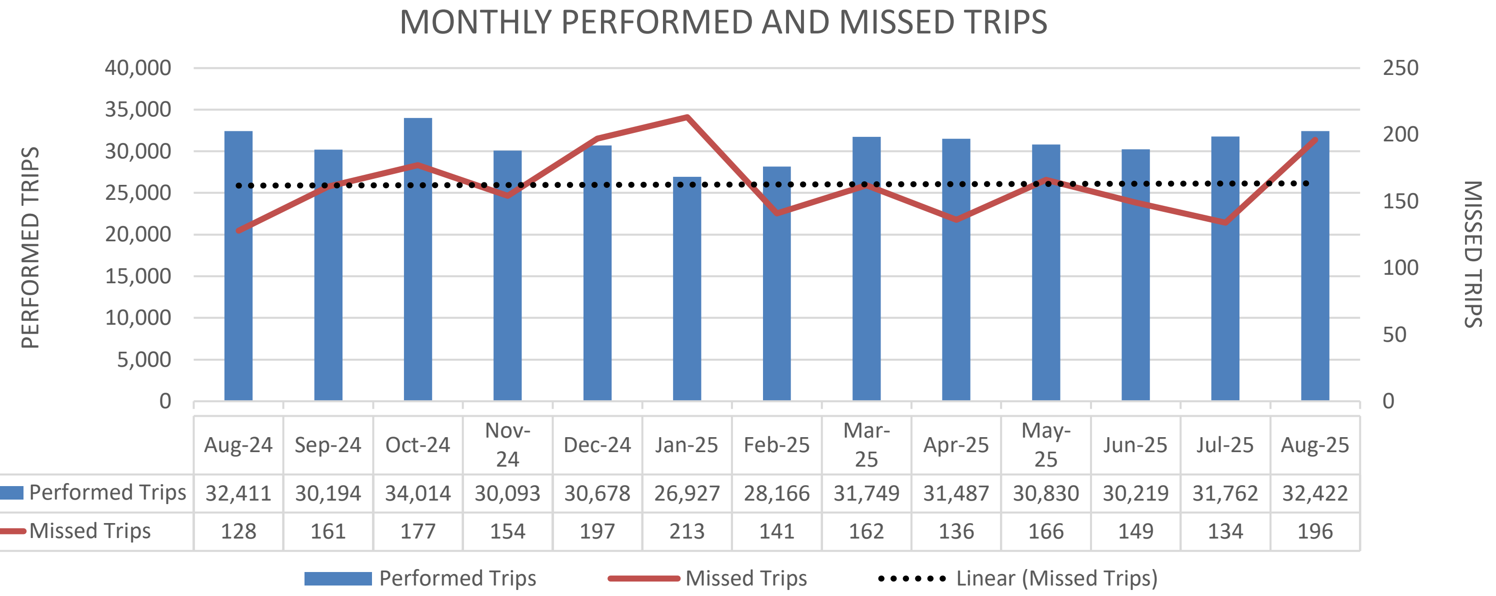
Monthly Ridership (August)	32,422
Comparison VLM	2.1%
Comparison VLY	.03%
Total YTD Ridership	64,184

Paratransit FY26 Goal **93%**

VLM: A comparison of data between the current month, and the immediately preceding calendar month

VLY: A comparison of data between the current month, and the same month from the preceding year

MV WEEKLY PERFORMANCE – AUGUST



	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25
Performed Trips	32,411	30,194	34,014	30,093	30,678	26,927	28,166	31,749	31,487	30,830	30,219	31,762	32,422
Missed Trips	128	161	177	154	197	213	141	162	136	166	149	134	196

Percentage of Missed Trips

Missed Trips (August 2025):	0.60%
Performed Trips (August 2025):	32,422

August Missed-Trip Reasons (Top 5)	Count	% of total	Definition
Tight routing	45	25%	Trips placed on route too close together causing the driver to run behind
Inefficient Routing	34	19%	Trips placed in a manner that caused operator to backtrack or go out of the way for pickup
Driver didn't wait 5 mins	20	11%	Driver left before waiting the full 5 minutes after attempting to make contact with customer
Driver running behind	17	10%	Driver running behind schedule for various reasons (traffic, slow loading passenger, etc)
Driver arrived before window opened	16	9%	Driver arrived before the scheduled window opened and passenger didn't take trip

July Missed-Trip Reason (Top 5)	Count	% of total	Definition
Inefficient routing	36	27%	Operator's manifest set to travel out of the way to perform trip
Driver arrived before window opened	26	19%	Driver arrived before the scheduled window opened and passenger didn't take trip
Tight routing	23	17%	Trips placed on route too close together causing the driver to run behind
Driver didn't wait 5 mins	18	13%	Driver left before waiting the full 5 minutes after attempting to make contact with customer
Driver running behind	8	6%	Driver running behind schedule for various reasons (traffic, slow loading passenger, etc)

ADDITIONAL STATS
FOR BOARD MEMBER REVIEW

SEPTEMBER DIRECTORS UPDATE

September 23, 2025

EMERGING ISSUES, TRENDS, AND CELEBRATE SUCCESSES

Mobility Services

Human Resources

Planning

Procurement

Customer Experience

Safety & Security

Training

Capital & Facilities

Information Technology

Civil Rights & Compliance

Finance

EMERGING ISSUES

OVERVIEW

Transportation:

- Continuing to prep for the October training for the New TARC Network (road supervisor’s, dispatch supervisors, trainers, clerks and radio personnel)
- Preparing for St. James Art Fair shuttle

Customer Experience:

- Continuous adjustments to staff scheduling to ensure appropriate call center and sales kiosk coverage

Mobility Services – TARC3:

- Working jointly with MV to enhance inspections of subcontractor vehicles

Information Technology:

- Relocating connection from Union Station to 29th Street
- Replacement of EAM (Enterprise Asset Management) / ERP (Enterprise Resource Planning) systems – RFP to go out 4th Qtr. 2025

Finance:

- Cash Processing Presentation – Present to October Finance Committee
- Solicitation for Armored Car Services – RFP to go out 3rd Qtr. 2025

EMERGING ISSUES

OVERVIEW

Planning:

- BATW - Broadway All The Way – transit corridor plan underway
- Reimagine 9th Street – corridor project under review
- Two-Way Street Conversion – process initiated with Metro PW
- Bus Stops Spacing – new policy implementation initiated
- Stops and Passengers' Amenities conditions for the NTN - under review
- TARC Title VI Program Update - in progress

Procurement:

- Improve Piggybacking process for using State contracts
- Technology goods and services may require additional Buy America waiver due to compliance revisions

Grants:

- Federal Transit Administration (FTA) staff reductions
- Bus pricing delays
- Additional older bus transfers being coordinated

TRENDS

OVERVIEW

Transportation:

- Continuing to stay above goal of 80% on time performance.

Customer Experience:

- Slight increase in feedbacks received for both Fixed Route and Paratransit
- Increase call volume from 38,748 in July to 42,163 in August, mostly related to the new service changes on August 4th

Mobility Services – TARC3:

- August was a challenging month due to the State Fair, the start of school and increased traffic due to these events causing a slight dip in OTP

Information Technology:

- Upgrade of Fixed Route Software Application – RFP began 6/27/25
- Replacement for Phone System – RFP began 7/3/25
- Migrate to SharePoint and One Drive in Microsoft Cloud – Process began after Exchange/Email Migration Completed on 8/8/25

Finance:

- Explore Open Loop Payment options to get loading off the bus – Research began 7/24/25
- Explore feasibility of Payment Card program (Fuel/P-Card/Travel) – Research began 4/10/25

TRENDS

OVERVIEW

Planning:

- The Scheduling SOP updated with consistent terminology

Procurement:

- Improve in the projection of upcoming procurements through the use of the Procurement Calendar and other reporting system

CELEBRATE SUCCESSES

OVERVIEW

Transportation:

- Completion of Bourbon and Beyond, Bourbon and Brunch, and Louder than Life music festivals

Maintenance:

- Completed the board room lighting

Customer Experience:

- 90% closure rate for feedback received during the month of August - currently 40 still under investigation

Mobility Services – TARC3:

- Partnered with SOS International to notifyTARC3 customers in certain zip codes of a free wheelchair and mobility device clinic being held the at Louisville Central Community Center on August 23rd

Information Technology:

- Migrate Exchange and Email to Microsoft Cloud – Completed 8/8/25

Planning:

- TARC 2025 Moving Forward Together - Plan completed – Board adoption on Sept. 23rd
- Funding secured for future TARC Transit Center Plans
- Site location confirmed for TARC On-Street Transfer Center

Procurement:

- Proactively disposed of surplus or decommissioned assets via GovDeals in the value of $173,000 - Completed through August 2025

AUGUST ON-TIME PERFORMANCE

On-time Performance 90% Club

Operator	OTP
Powell, Ronald	99%
Powell Jr, Tyrone	99%
King, Keith	98%
Pettigrew, Jamara	98%
Johnson, Donald	98%
Mason, Brooklyn	97%
Williams, Robin	97%
Pitmon, Cheryl	97%
Pruitt, Tammy	97%
Carpenter, Garry	97%
Moore, Chalondias	97%
Murray, Glenn	96%
Bailey, Kendrick	96%
Mitchell, Keith	95%
Harper, Jeffrey	95%

Operator	OTP
Alexander, Maurice	95%
List Iii, Frank	95%
Miles, Brittney	94%
Williams, Leslie	94%
Henderson, Stacey	94%
Moore, Timothy	94%
Leonard, Tracy	94%
Harris, Darrell	94%
Hurrigan, Kimberly	94%
Salas, Angel	94%
Harris, Stephon	94%
Thomas, Stephanie	94%
Sandifer, Calvin	93%
Wells, Sheena	93%
Robb, Larry	93%

Operator	OTP
Smith, William	93%
Hawkins, Nisha	93%
Jarrett, Christopher	93%
Saulsberry, Steve	93%
Rogers, Dewayne	93%
Gidron, Jerricka	92%
Malone, Dewan	92%
Lauderdale, Lisa	92%
Lindsey, Damian	92%
Brown, Orlando	92%
Glenn, Rachelle	92%
Smith, Anthony J.	91%
Yarbrough, Demetra	91%
Brents, James	91%
Edwards, Trina	91%

Operator	OTP
Wadlington, Tina	91%
Powell, Tyrone	91%
Cochran, John	91%
Malone, Eddie	91%
Keita, Adrahamane	91%
Heil, Jesse	91%
Williams, Brittany	90%
Tutt, Frieda	90%
Reed, Bessie	90%
Bolus, David	90%
Frazier, Kenneth	90%
Brown, Curtis	90%
Ross, Tamika	90%
Ross, Dawnyell	90%
Harris, Pamela	90%

Total Coach Operators for Service (August): 245
Total Coach Operators for Service (July): 270

Total Coach Operators at 90% or better (August): 60
Total Coach Operators at 90% or better (July): 90

AUGUST ON-TIME PERFORMANCE

On-time Performance 80% Club

Operator	OTP
Wilson, Jimmy	89%
Brewer, Kelvin	89%
Cecil, Shawn	89%
Meneese, Anita	89%
Finn, Davisha	89%
Kennedy, Kyneesha	89%
Reynolds, Dale	88%
Sloan, Anthony	88%
Williams, Rodney	88%
Knights, Donald	88%
Knight, Kelley	88%
Martin, Sharlene	88%
Pitts, Kendell	88%
Martin, Audrey	88%
Nathaniel, Ieesha	88%
Carter, Jamar	88%
Williams Jr, James	88%
Kenyon-Scott, Melanie	87%
Turner, Te'a	87%
Jackson, Kevin	87%

Operator	OTP
Miller, Terrence	87%
Murray, Alise	87%
Stoudemire, Deondria	87%
Patterson, Pamela	87%
Smith, Stacey	87%
Neal, Joel	87%
Miller, Erica	87%
Robert, Anna	87%
Wade, Robert	87%
Webb, Sarah	86%
Goodwin, Remonda	86%
Williams, Djuan	86%
Williams, Shuntelle	86%
Bowen, Angela	86%
Watson, Jason	86%
Roberson, David	86%
Lucas, Courtney	86%
Bracken, Alisha	86%
Henderson, Delisa	86%
Wade, Shonda	86%

Operator	OTP
Finisson, Ruby	85%
Bonner, Gwendlyn	85%
Duncan, Thomas	85%
Dailey, Charlotte	85%
Zipperlein, Melissa	85%
Jones, Brittany	85%
Westmoreland, Nathan	85%
Franklin, Albert	85%
Smyzer, Angela	85%
Hayes, Kamika	85%
Mccraney, Yazmin	85%
Podbicanin, Ervad	84%
Byiringiro, Ndutiye	84%
Bachelor, Michael	84%
Warner, Jeffery	84%
Carrico, James	84%
Lansberg, Jon	84%
Muhire, Bernond	84%
Johnson, Ulrike	83%
Scott, Shalayne	83%

Operator	OTP
Phillips, Naphatina	83%
Watkins, Joshua	83%
Mattingly, Stephen	83%
Pope, Melissa	83%
Wayne, Keith	83%
Wilde, Samuel	82%
Trowell, Laquita	82%
Casey, Robert	82%
Orndorff, Catrice	82%
Akimana, Amani	82%
Yarbrough, Talitha	82%
Thomas, Yvonne	82%
Coleman, Lelia	82%
Taylor, Josie	82%
Wells, Thomas	82%
Maddox, Gwendolyn	82%
Childress, Jazette	81%
Payne-Dunkley, Kawana	81%
Wilson, Vanessa	81%
Tidwell, Teven	81%

Operator	OTP
Wilson, Jeanette	81%
Cook, Donna	81%
Tebault, William	81%
Taylor, Lionel	81%
Spaine, Zazzirah	81%
Adams, Robert	81%
Beckham, Cordelro	81%
Huskey, Vontee	80%
Bell, Marcella	80%
Wallace, Sandie	80%
Stallings, Ronald	80%
Nelson, Paul	80%
Amaefuna, Gina	80%
Nelson, Robert	80%
Roberson, Facrecia	80%
Colbert, Keyshulmaria	80%
Sandage, Mary	80%

Total Coach Operators for Service (August): 245
Total Coach Operators for Service (July): 270

Total Coach Operators at 80% to 89% (August): 97
Total Coach Operators at 80% to 89% (July): 106

AUGUST FEEDBACK (FIXED ROUTE)

FIXED ROUTE FEEDBACK TREND REPORT (Including Commendations)														
FEEDBACK CATEGORY	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR	77	56	57	45	49	46	48	41	48	53	54	55	65	694	53
PASSED UP PASSENGER	73	55	67	44	36	46	32	54	63	65	67	62	73	737	57
NO SHOW	35	41	43	33	35	29	31	22	16	9	8	7	18	327	25
LATE SCHEDULE	110	68	78	64	41	39	32	29	34	34	11	21	28	589	45
RECKLESS DRIVING	25	26	19	16	11	20	10	28	30	21	25	17	29	277	21
EARLY SCHEDULE	21	15	8	11	24	24	14	14	12	16	7	9	12	187	14
PLANNING/SCHEDULE	29	26	18	22	23	24	24	25	25	21	28	23	22	310	24
IT/MOBILE	5	2	0	2	1	1	4	6	2	3	1	2	1	30	2
OTHER - MISC	89	48	78	86	54	57	50	46	46	46	49	53	64	766	59
COMMENDATIONS	13	7	16	14	4	8	9	7	4	5	21	8	10	126	10
TOTAL	477	344	384	337	278	294	254	272	280	273	271	257	322	4043	311

FIXED ROUTE (August 2025)					
FEEDBACK CATEGORY	VERIFIED	UNVERIFIED	UNABLE TO INVESTIGATE	UNDER INVESTIGATION	TOTAL
RUDE OPERATOR	4	37	20	4	65
PASSED UP PASSENGER	8	55	10	0	73
NO SHOW	3	11	2	2	18
LATE SCHEDULE	8	13	7	0	28
RECKLESS DRIVING	18	3	8	0	29
EARLY SCHEDULE	1	11	0	0	12
PLANNING/SCHEDULE	21	1	0	0	22
IT/MOBILE	1	0	0	0	1
OTHER - MISC	32	10	2	20	64
TOTAL	96	141	49	26	312

Rude Operator – The customer felt that the operator was unfriendly, unprofessional, confrontational, or perhaps didn't speak or smile.

Passed Up Passenger – The operator did not stop or wait for a passenger at a coach stop.

No Show – The bus did not show up.

Late Schedule – The bus was late and arrived after the scheduled time.

Reckless Driving - The operator was driving recklessly or made a dangerous maneuver.

Early Schedule – The bus arrived at the stop early or before the scheduled time.

Planning / Schedule – The customer would like to see a different schedule or stops at different locations that don't exist right now.

IT/Mobile – Problems with any of our technology on board a bus, on the website, or with our mobile device features like mobile payments.

AUGUST FEEDBACK (PARATRANSIT)

PARATRANSIT FEEDBACK TREND REPORT (Including Commendations)															
FEEDBACK CATEGORY	Aug-24	Sep-24	Oct-24	Nov-24	Dec-24	Jan-25	Feb-25	Mar-25	Apr-25	May-25	Jun-25	Jul-25	Aug-25	PERIOD TOTAL	13 MNTH AVG
RUDE OPERATOR OR STAFF	23	34	46	22	34	35	10	25	28	29	34	23	33	376	29
NO SHOW	17	17	20	24	12	24	17	21	23	18	18	20	23	254	20
LATE SCHEDULE	14	23	12	15	13	11	13	3	20	15	9	11	19	178	14
RECKLESS DRIVING	8	10	7	10	4	8	13	6	7	8	4	7	11	103	8
EARLY SCHEDULE	2	6	0	3	0	1	2	2	2	2	2	0	1	23	2
TRIP BOOKING OR SCHEDULING	10	19	11	8	12	19	7	15	12	14	13	16	18	174	13
OTHER - MISC	28	18	25	26	27	30	25	35	26	28	27	25	32	352	27
COMMENDATIONS	9	4	6	6	6	5	4	7	5	4	4	5	6	71	5
TOTAL	111	131	127	114	108	133	91	114	123	118	111	107	143	1531	118

PARATRANSIT (August 2025)					
FEEDBACK CATEGORY	VERIFIED	UNVERIFIED	UNABLE TO INVESTIGATE	UNDER INVESTIGATION	TOTAL
RUDE OPERATOR OR STAFF	5	25	0	3	33
NO SHOW	2	18	2	1	23
LATE SCHEDULE	10	9	0	0	19
RECKLESS DRIVING	0	6	1	4	11
EARLY SCHEDULE	0	1	0	0	1
TRIP BOOKING OR SCHEDULING	1	14	0	3	18
OTHER - MISC	5	16	5	6	32
TOTAL	23	89	8	17	137

Rude Operator – The customer felt that the operator was unfriendly, unprofessional, confrontational, or perhaps didn't speak or smile.

No Show – The customer was marked a no show, and they would like to dispute the no show. Example: they state that they didn't see the vehicle, or maybe it went to the wrong door or location.

Late Schedule – The vehicle arrived after the scheduled window time.

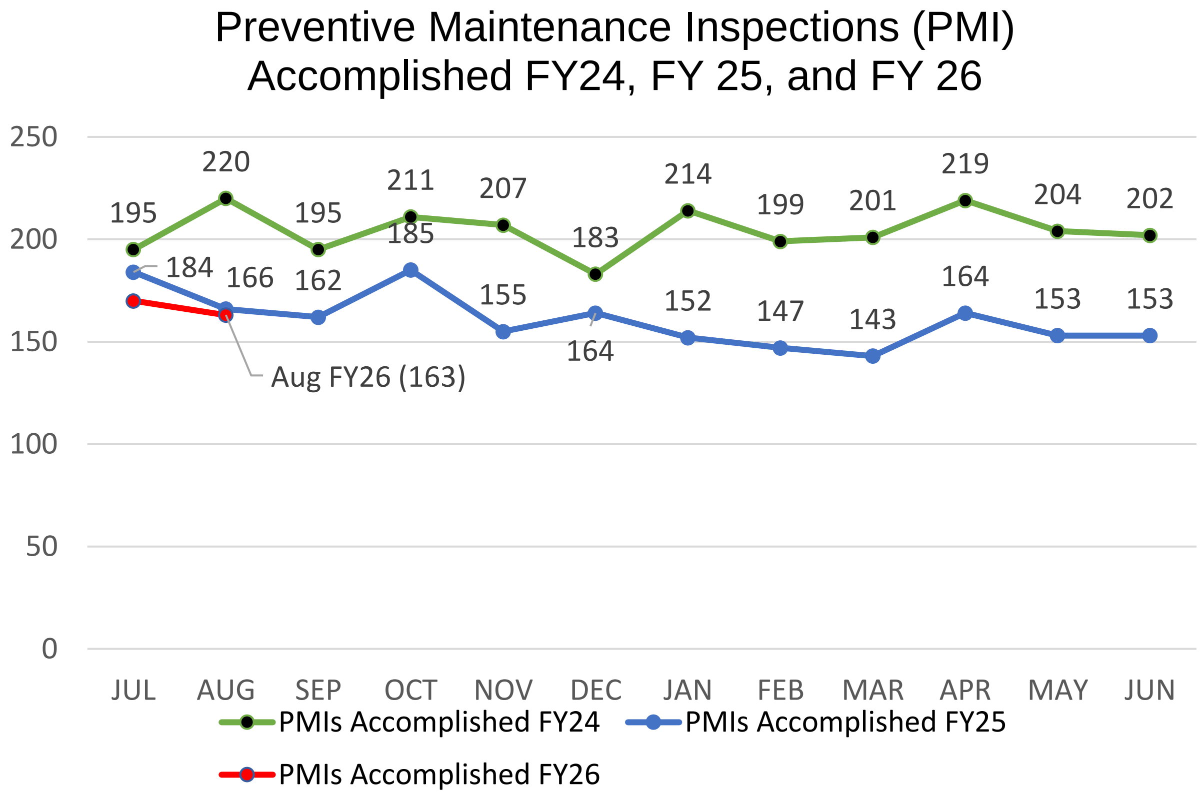
Reckless Driving - The operator was driving recklessly or made a dangerous maneuver.

Early Schedule – The vehicle arrived before the scheduled window time.

Trip Booking or Schedule – Customer complains of a problem with how their trip was booked. Could be times, origin or destination, or date of trip.

MAINTENANCE

Target PMI: 150
Total Monthly PMIs (August): 163



*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

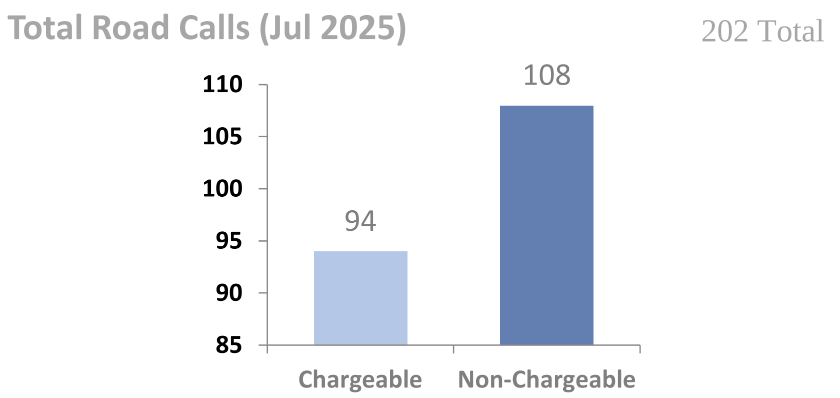
24,000 mile inspection
- Change engine air filter and change hydraulic oil filter
- Perform 12,000 mile inspection

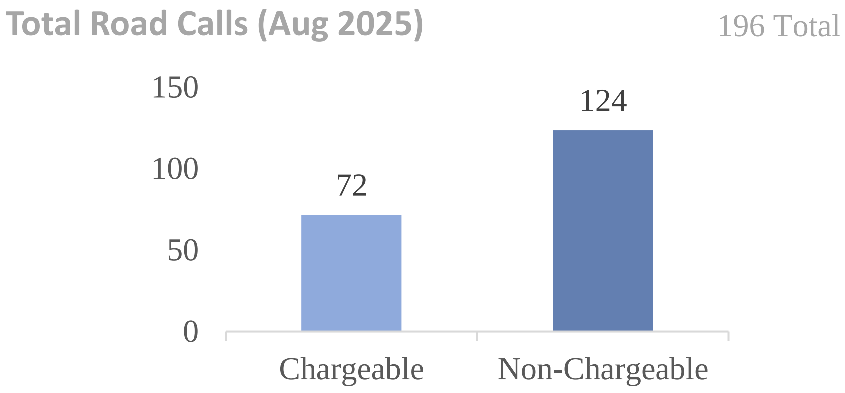
48,000 mile inspection
- Fluid change
- Inspect transmission
- Sample transmission fluid

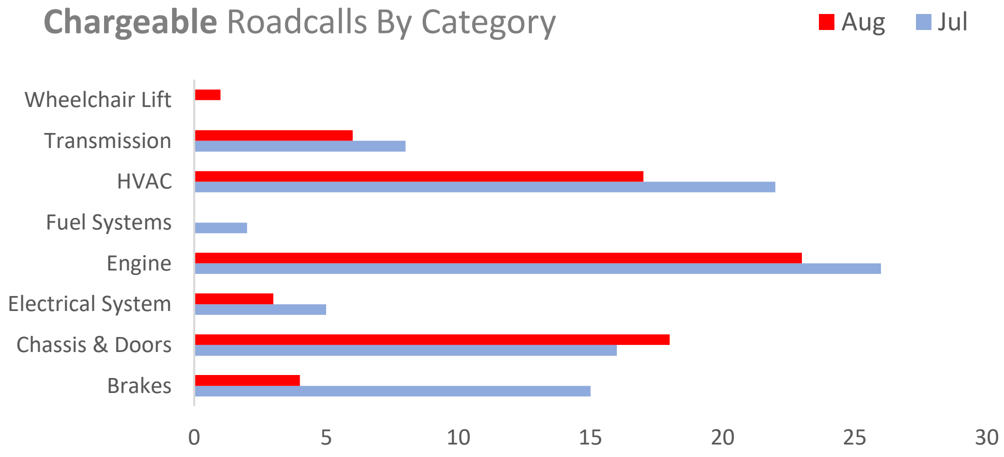
96,000 mile inspection
- Transmission fluid and filter change
- Inspect transmission
- Sample transmission fluid

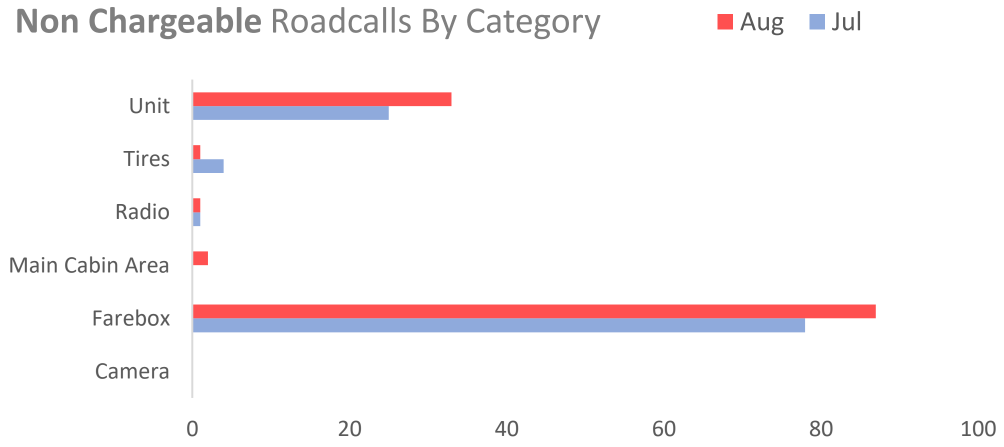
MAINTENANCE

CHARGEABLE VS NON-CHARGEABLE ROAD CALLS (PREVIOUS MONTH COMPARISON)







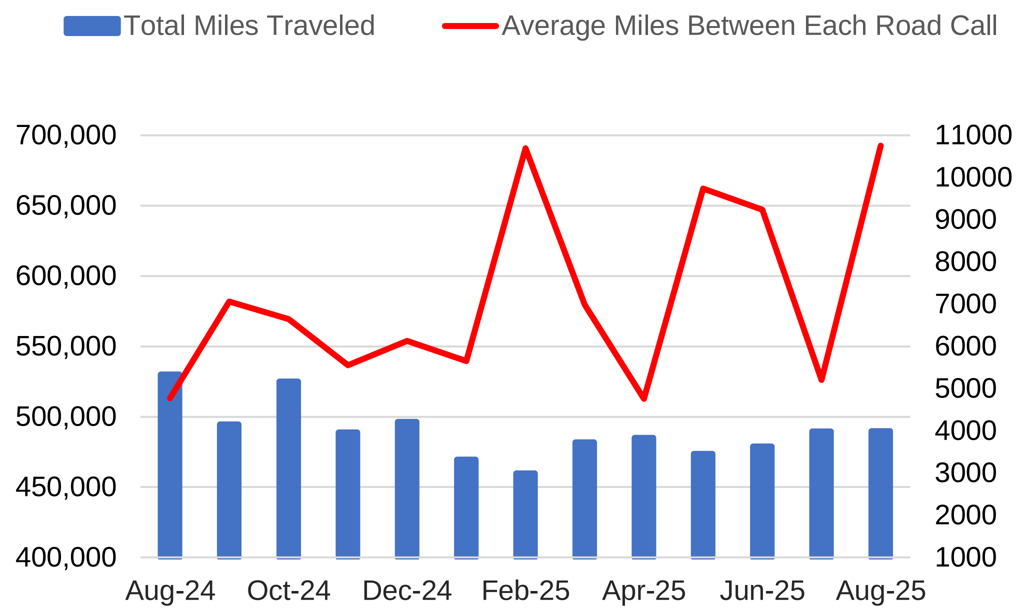


Chargeable Road Call: An issue the TARC Maintenance Department IS responsible for fixing
Non-Chargeable Road Call: An issue the TARC Maintenance Department IS NOT responsible for fixing

MAINTENANCE

MILES BETWEEN CHARGEABLE ROAD CALLS

	Total Miles Traveled (each month)	Chargeable Road Calls	AVG Miles Between Each Road Call
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
Jun-25	478,934	98	9,241
Jul-25	489,556	94	5,208
Aug-25	489,767	72	10,752



Total Miles Between Road Calls = 10,752
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.

SAFETY

SAFETY PREVENTABLE ACCIDENTS

Monthly	TYPE OF ACCIDENT			YTD
6	Fixed Object	3	50.0%	15
	Moving vehicle	2	33.4	
	Rear end OV	1	16.4%	

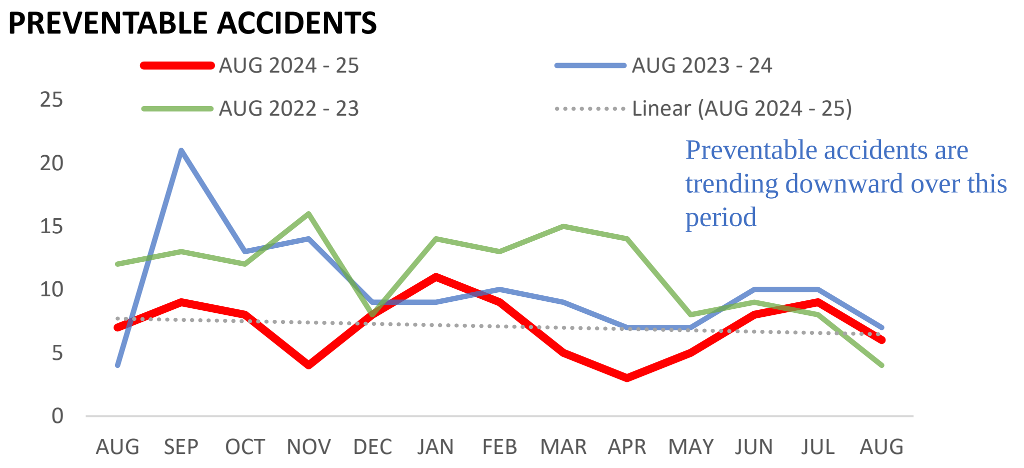
3 Fixed Objects
- Lane change at 2nd & Jefferson
- Going straight at Bardstown & Bonnycastle, 5th & Market

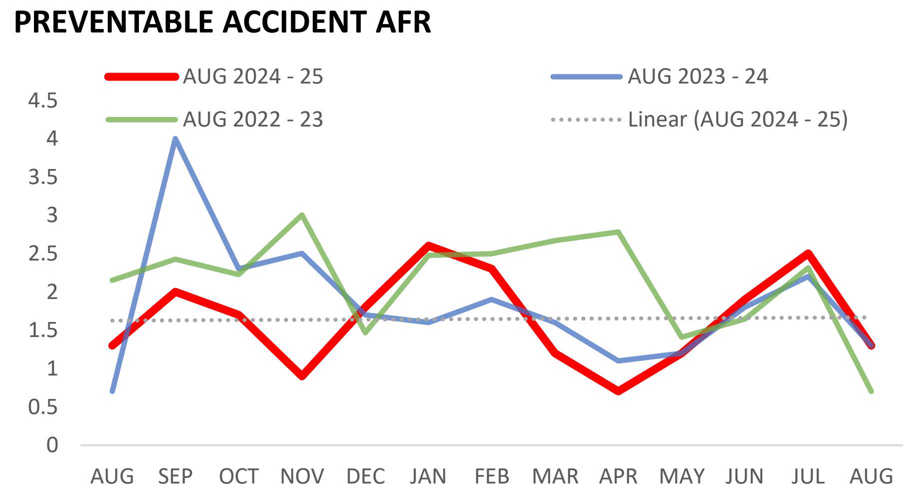
2 Moving Vehicle
- Lane change at Floyd & Brandeis
- Going straight at Shawnee Park

1 Read End OV
- Rear ended OV at I-264 East

PREVENTABLE ACCIDENTS / 100K MILES

Monthly	YTD AFR Goal	YTD
1.3	2.1	1.8





SAFETY

PASSENGER DISRUPTIONS BY ROUTE AUG 25

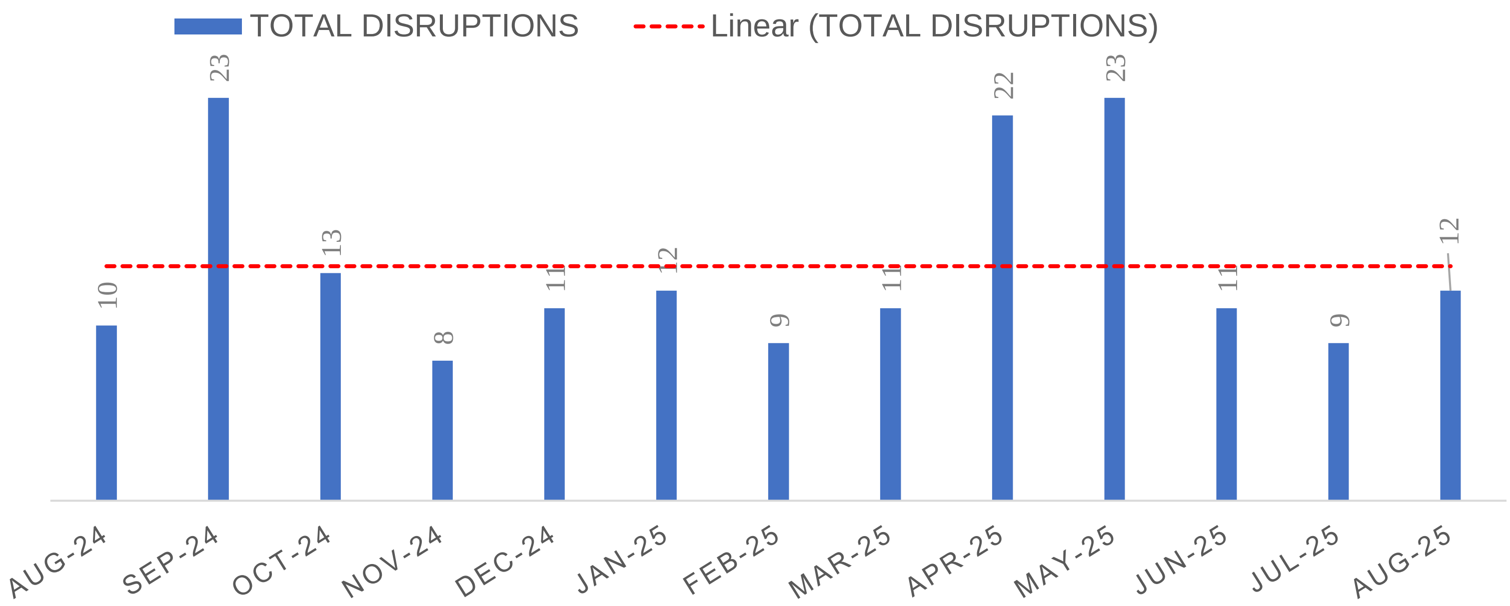
Route ID	Disruptions
Broadway - #23	4
Dixie Hwy - #18	2
Oak-Westport - #25	2
Fourth St - #4	1
Market St - #15	1
Muhammad Ali - #19	1
Preston - #28	1

DISRUPTION CATEGORIES AUG 25

Category	#
Fare Evaders	1
Passenger Fights	1
Profane Language	0
Disputes (Other)	10
Verbal Assaults	0
Physical Assaults	0

Disputes(Others) Breakdown	#
Pass threatened operator	1
Operator witnessed event	1
Passenger urinating	1
EMS needed	2
Loud music	2
Medical emergency	1
Pass yelled at operator	1
On-board passenger fall	1

TOTAL PASSENGER DISRUPTIONS (AUG 24 – AUG 25)



PASSENGER DISRUPTIONS*

This Month Total	Monthly Avg
12	13.39

***Disruption:** an incident on the coach that delays service more than 5 minutes

TARC 2025 NETWORK REDESIGN

Recommended New Network

Board Meeting, Sept 23, 2025

RECOMMENDED NEW NETWORK

Updates from the Draft to Recommended New Network

BIG PICTURE COMPARISON

Spring 2025	Summer 2026	Long-Term Vision
Spring 2025 TARC Network	**New TARC Network Summer 2026**	**Growth Network Long-Term**
AFTER TWO ROUNDS OF CUTS	*NEW FUNDING BY 2030*	*ADDITIONAL DEDICATED FUNDING*
Compared to Spring 2024...	*Compared to Spring 2025...*	*Compared to Spring 2025...*
402,020 Service Hours ↓ (-25%)	**355,076** Service Hours ↓ (-12%)	**667,530** Service Hours ↑ (+66%)
↓ **-3,300 (-4%)** Jobs Accessible	↑ **+3,200 (+5%)** Jobs Accessible	↑ **+39,000 (+56%)** Jobs Accessible
↓ **-28,300 (-6%)** People Near Transit	↓ **-90,600 (-20%)** People Near Transit	↑ **+43,200 (+10%)** People Near Transit
↓ **-30,400 (-29%)** People Near Frequent Transit	↑ **+34,700 (+46%)** People Near Frequent Transit	↑ **+109,000 (+146%)** People Near Frequent Transit
	↑ **All JCPS Magnet High Schools Served**	↑ **All JCPS High Schools Served**

Recommended Network

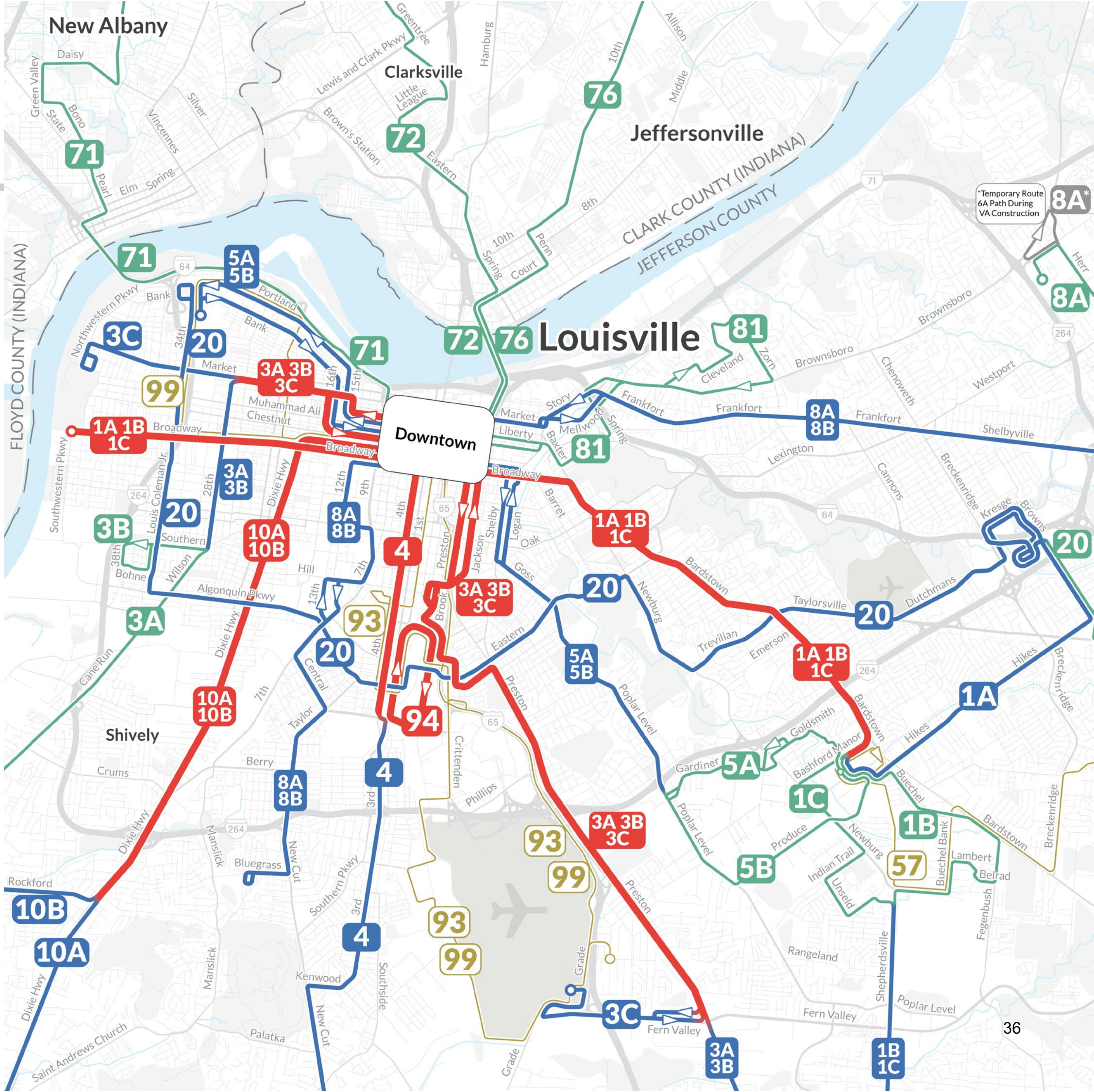
At midday, the bus comes about every...

0 15 minutes

0 30 minutes

0 60 minutes

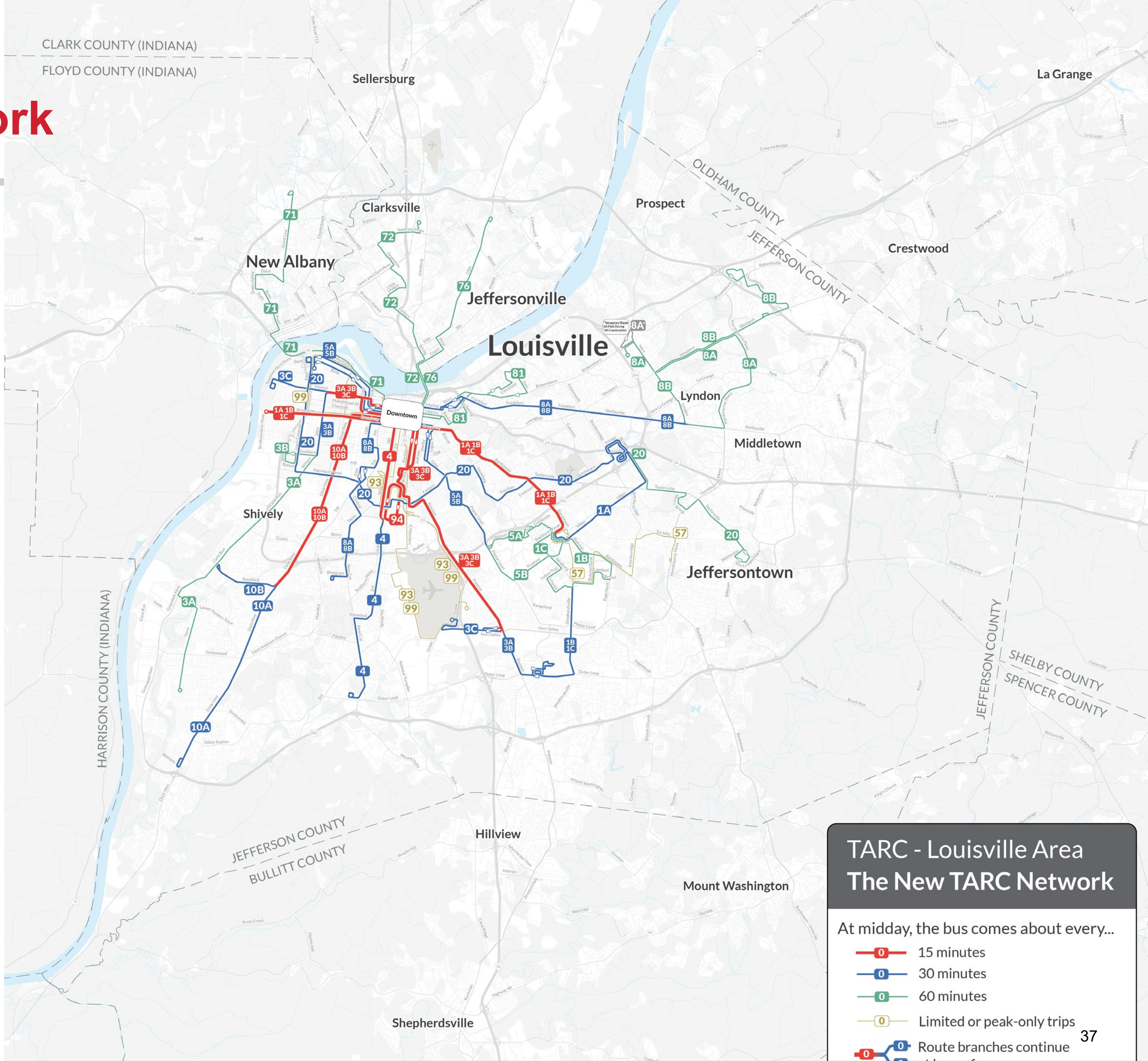
0 0 0 Route branches continue at lower frequency

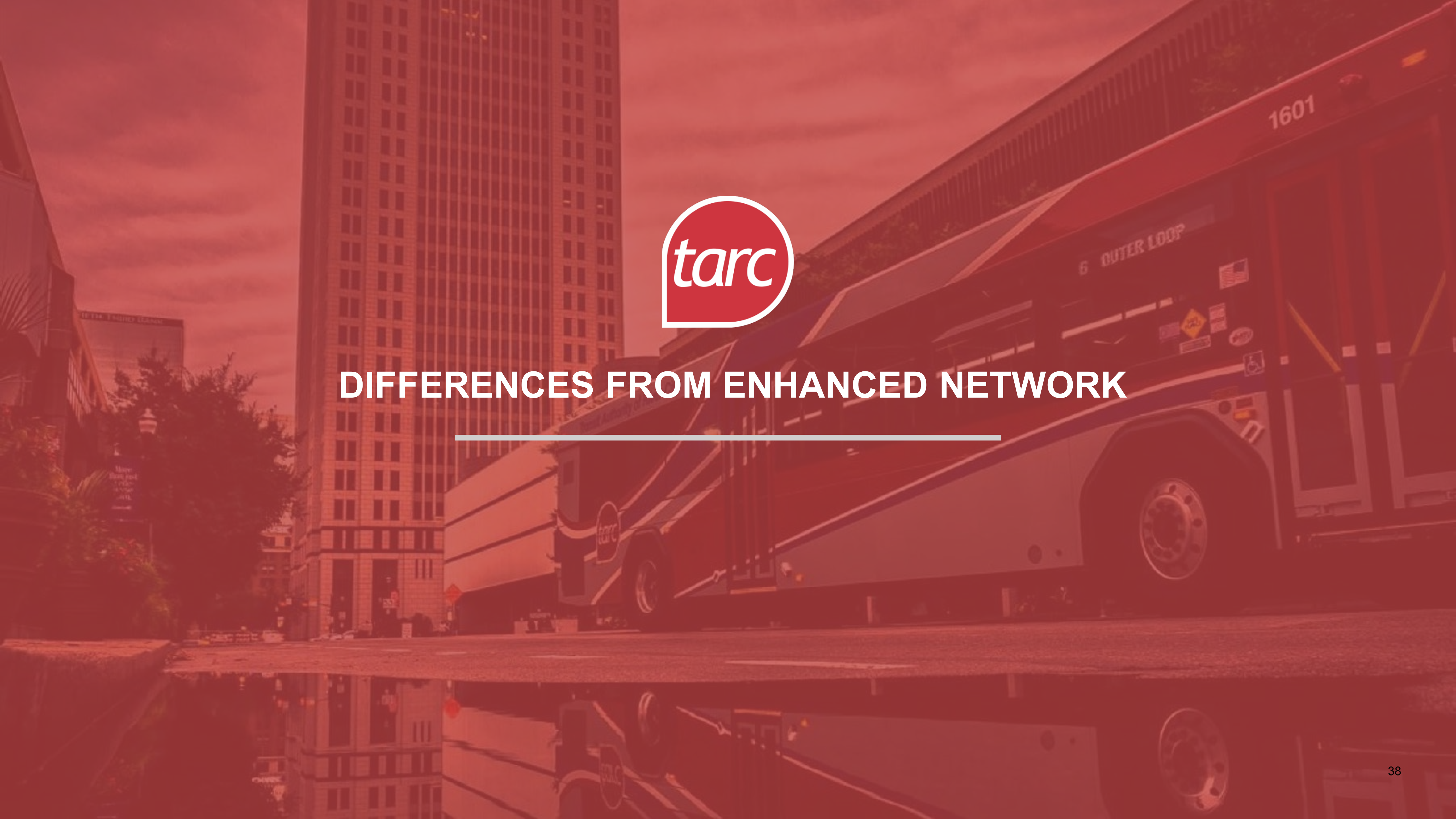


Recommended Network

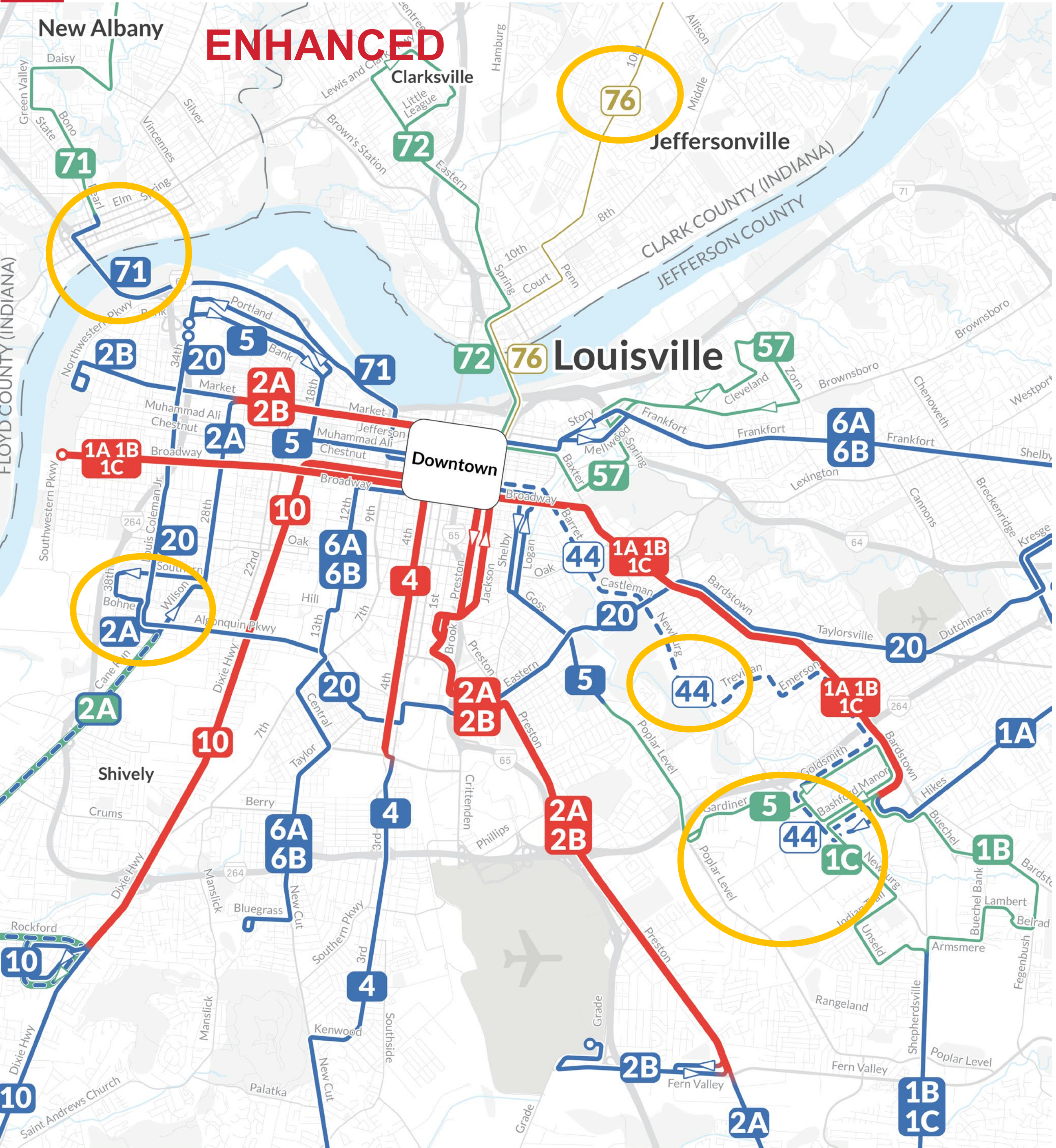
At midday, the bus comes about every...

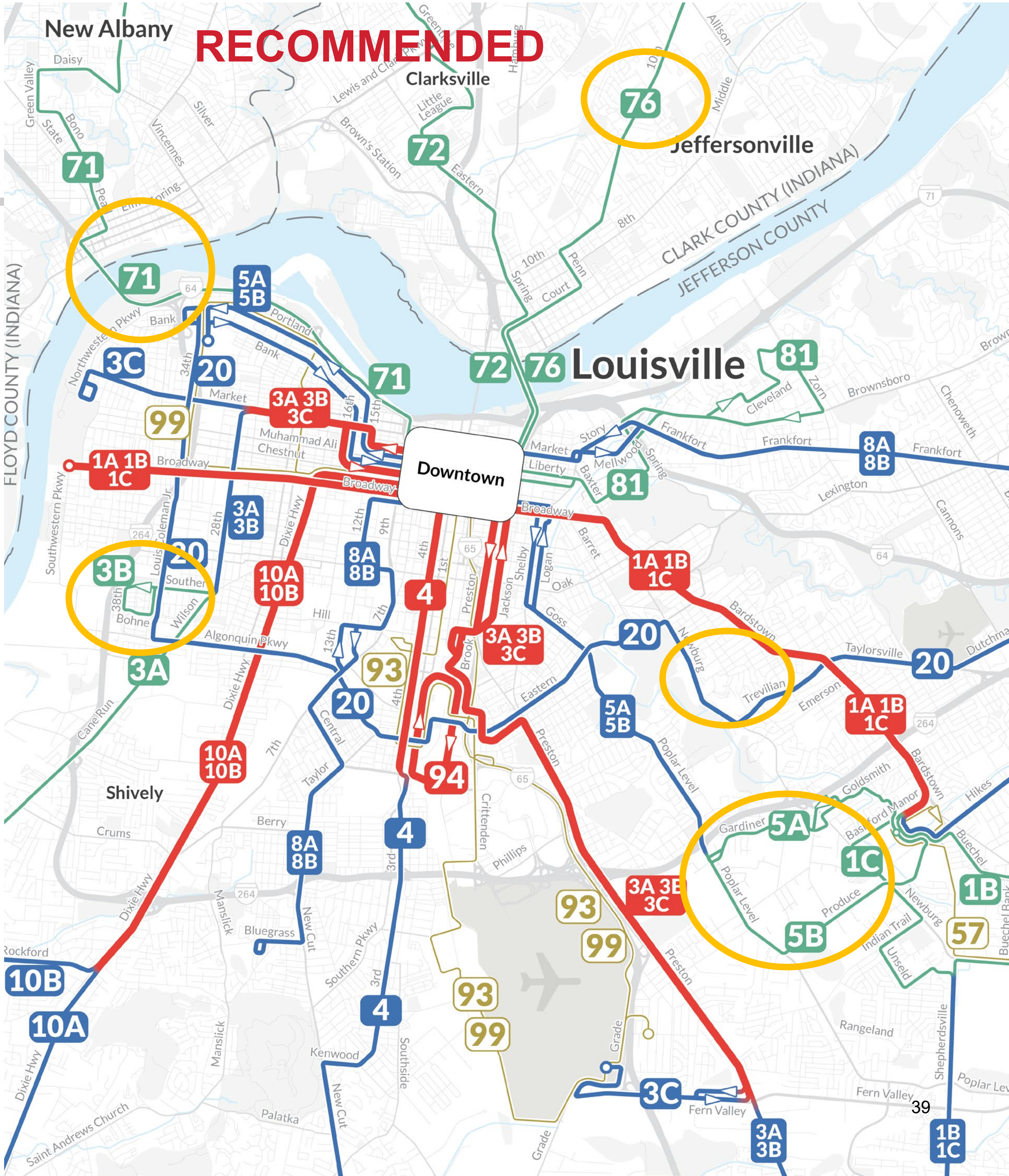
- 15 minutes
- 30 minutes
- 60 minutes
- Route branches continue at lower frequency



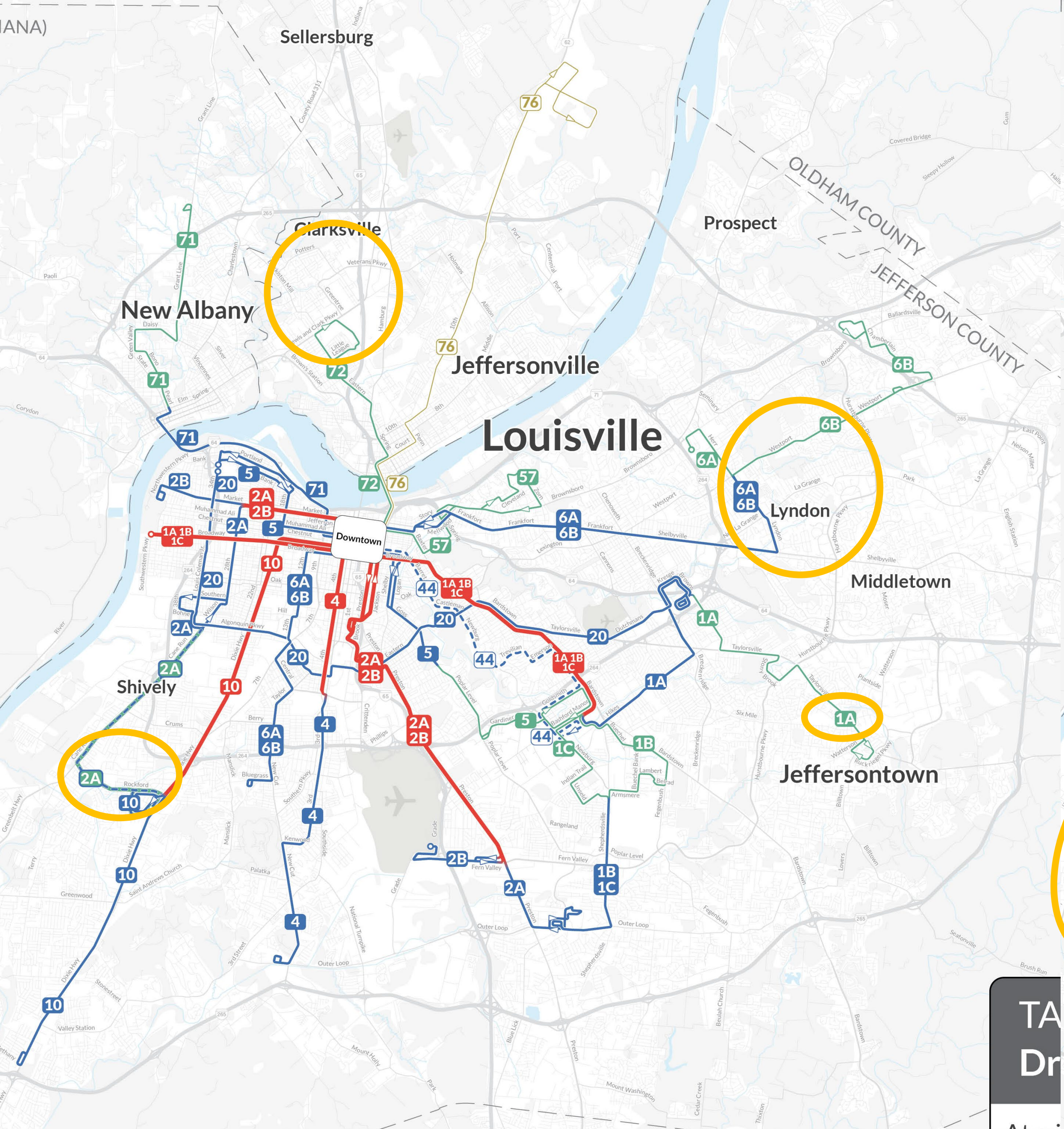


DIFFERENCES FROM ENHANCED NETWORK

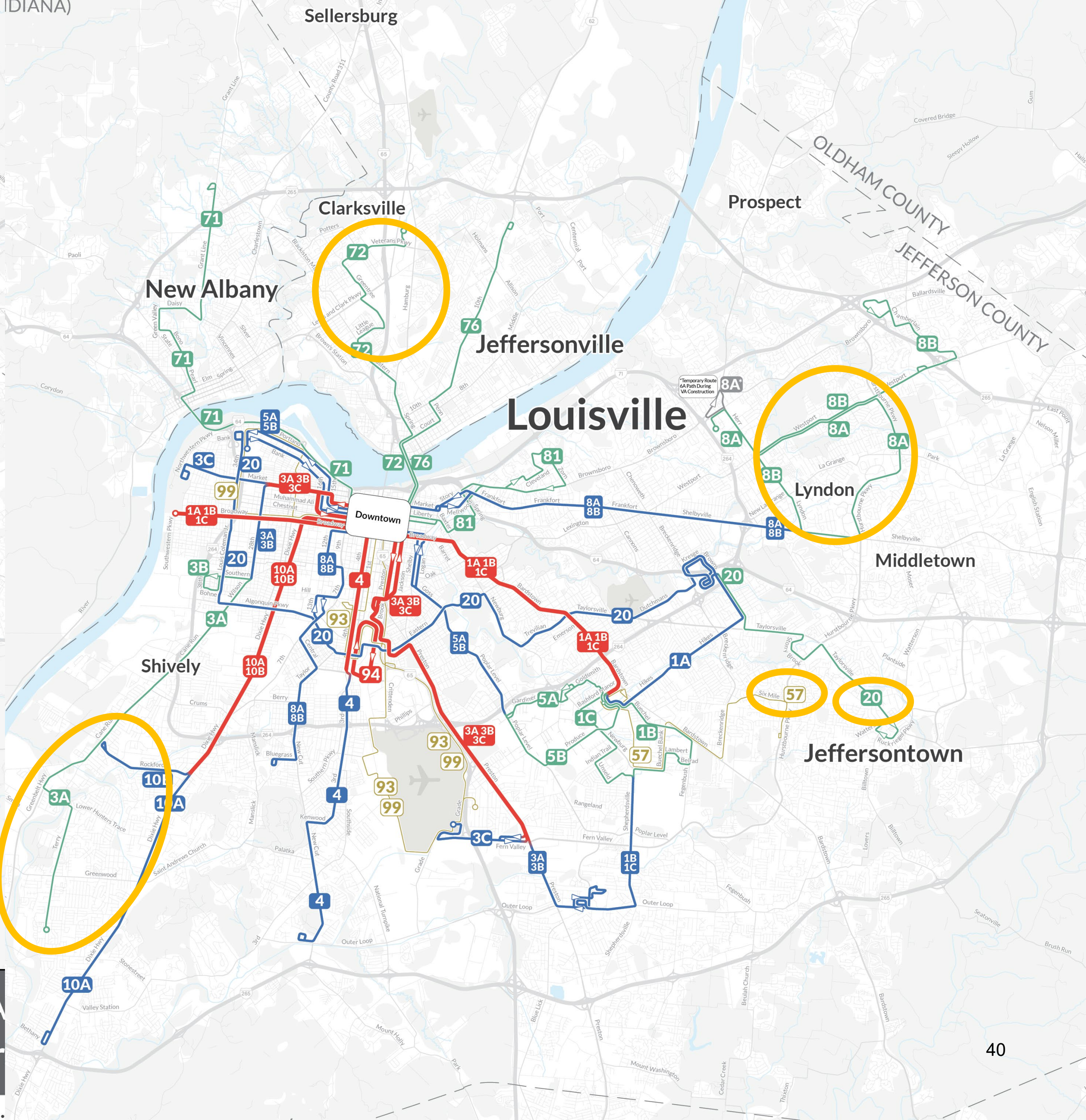

ENHANCED
New Albany
Clarksville
Jeffersonville
Louisville
Downtown
Shively
CLARK COUNTY (INDIANA)
JEFFERSON COUNTY
FLOYD COUNTY (INDIANA)
71
72
76
57
2B
20
5
2A 2B
2A
1A 1B 1C
10
6A 6B
4
44
1A
1B 1C
2B
2A
Broadway
Market
Muhammad Ali
Chestnut
Portland
Bank
Frankfort
Brownsboro
Lexington
Bardstown
Taylorsville
Dixie Hwy
Algonquin Pkwy
Preston
Poplar Level
Southern Pkwy
Fern Valley
Saint Andrews Church


RECOMMENDED
New Albany
Clarksville
Jeffersonville
Louisville
Downtown
Shively
CLARK COUNTY (INDIANA)
JEFFERSON COUNTY
FLOYD COUNTY (INDIANA)
71
72
76
81
5A 5B
3C
20
99
3A 3B 3C
3A 3B
3B
3A
1A 1B 1C
10A 10B
8A 8B
4
93
94
10B
10A
5A
5B
1C
1B
57
3A 3B
1B 1C
Broadway
Market
Liberty
Muhammad Ali
Chestnut
Portland
Bank
Frankfort
Brownsboro
Lexington
Bardstown
Taylorsville
Dixie Hwy
Algonquin Pkwy
Preston
Poplar Level
Southern Pkwy
Fern Valley
Saint Andrews Church

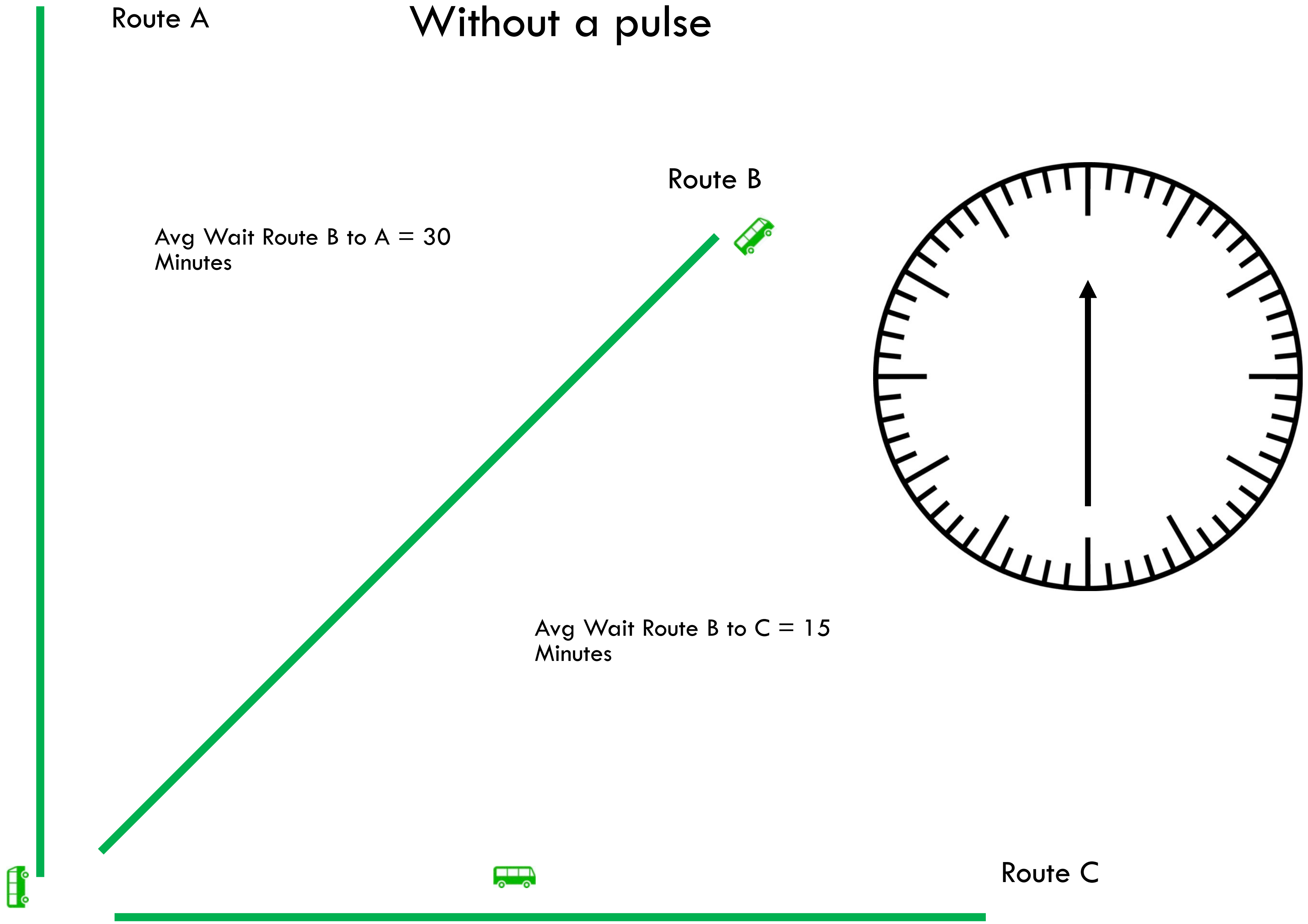
ENHANCED

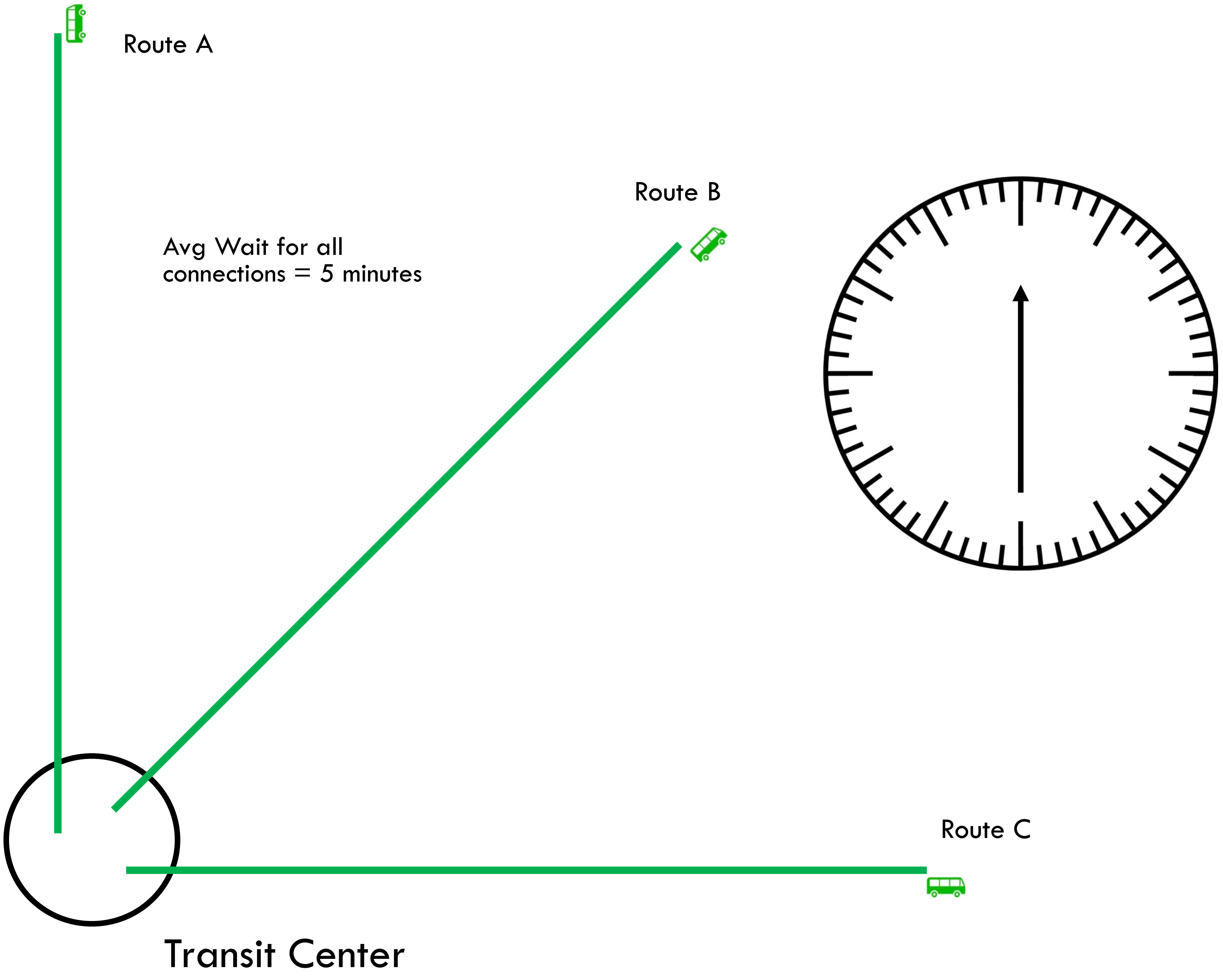


RECOMMENDED



Without a pulse




Route A
Route B
Avg Wait for all
connections = 5 minutes
Route C
Transit Center

WHAT DOES TRANSIT NEED IN A PULSE LOCATION?

- Buses from infrequent routes can be there at once.
- Safe and very short walks between bus stops.
- Appropriate facilities (customer service, restrooms etc)
- Direct paths for buses to approach and depart.

Located centrally, so that:

- A high-demand area benefits from having direct service to the whole city, on all routes.
- Buses do not have to drive out of the way (time is money!) to reach it.

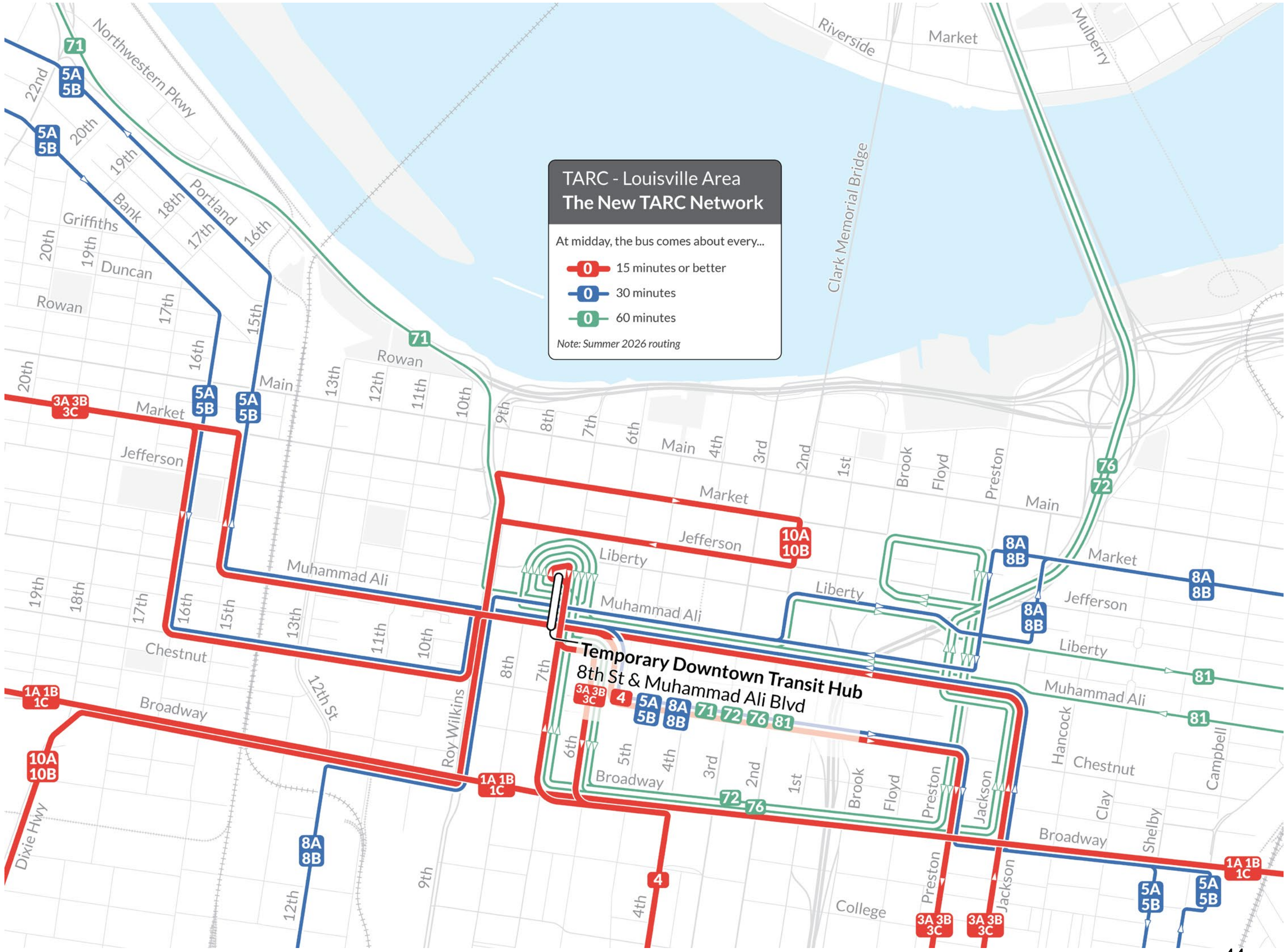
TEMPORARY DOWNTOWN LOCATION

Multiple 30 and 60 minute routes serve major corridors.

To maximize access across the region, a timed transfer downtown is essential to making it possible to reach many destinations in a reasonable time.

The hub would be at Muhammad Ali and 7th/8th Streets.

Routes 3A/B/C, 4, 5A/B, 7A/B, 61, 71, 72, and 76 would serve the hub directly.



OUTCOMES

Proximity or Coverage: Residents & Population of Concern

The number of people and number of jobs near any service declines by 21%.

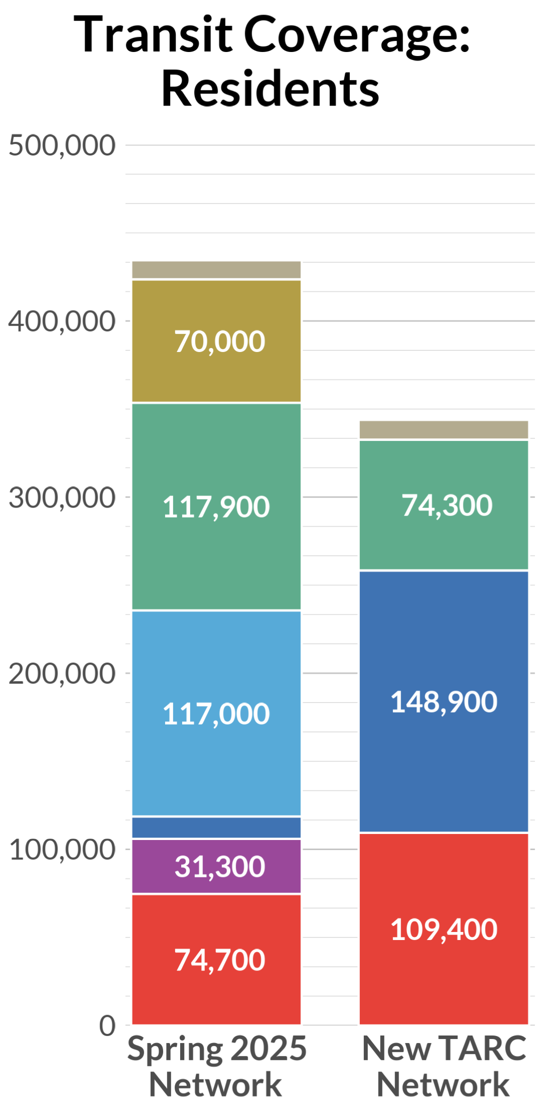
- Yet the number of people and number of jobs near 30 minute or better service increases dramatically, 118% and 55% respectively

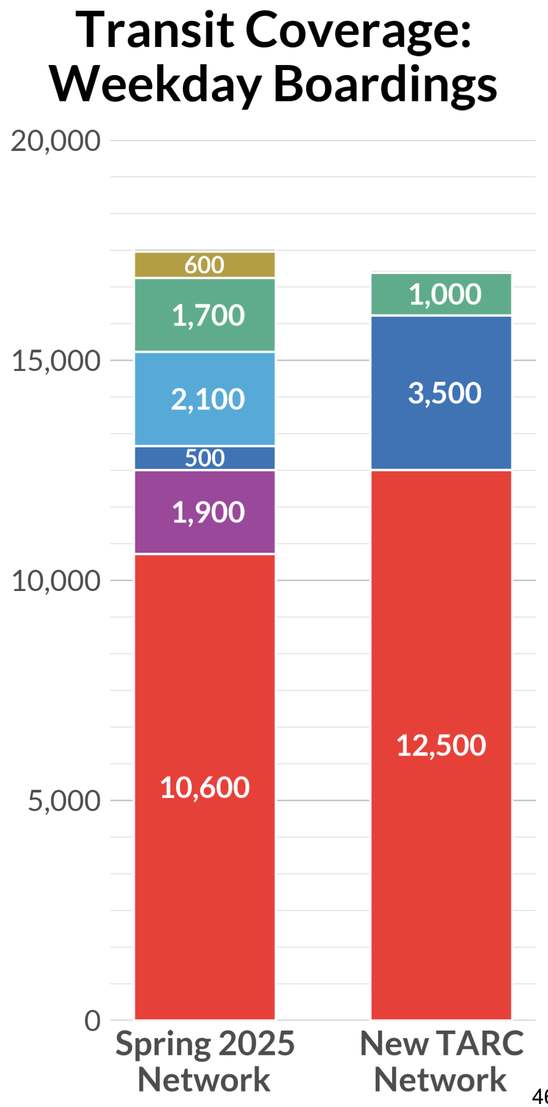
For populations of concern, the decline is less severe, between 13-17%

- Similarly, populations of concern near 30 minute or better service goes up significantly, 81%-111%.

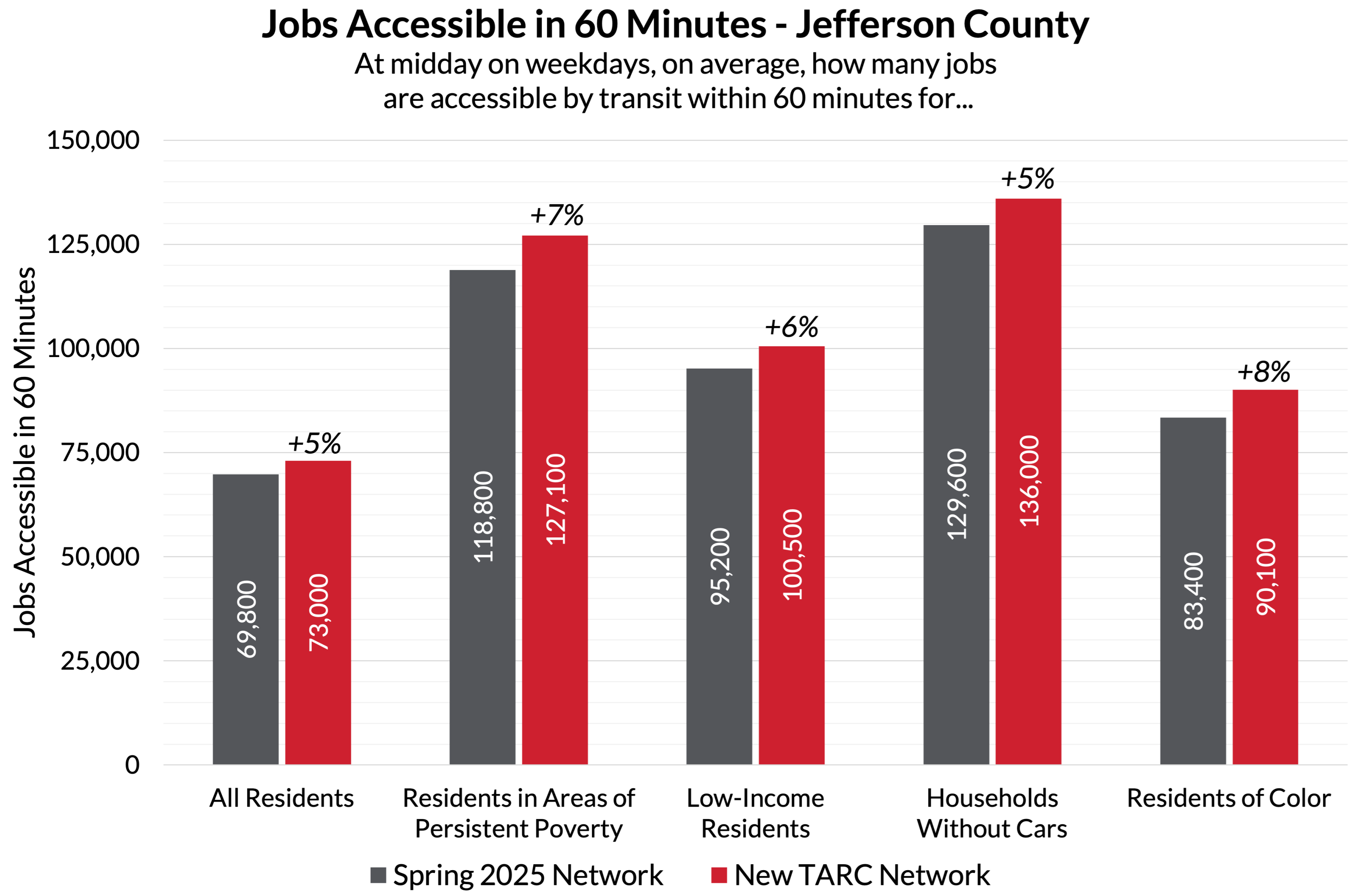
The vast majority of current riders will still be near service.

- 97% of existing boardings are still within ½ mile of service.





AVERAGE ACCESS CHANGE



PRELIMINARY TITLE VI ASSESSMENT

For both Low-Income Residents and Minority Residents, the reduction in people-trips is less than it is for the non-protected group.

This is a means that the Recommended New Network does **not** have a disparate impact or disproportionate burden.

This same analysis will need to be done on the Final New Network in the Spring of 2026 to ensure complete Title VI policy compliance.

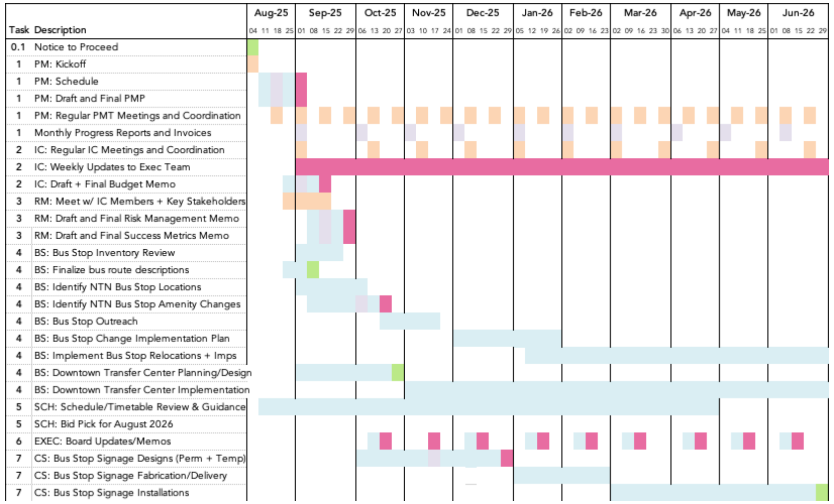
People Trips Analysis	Low-Income Residents	Non-Low-Income Residents	Minority Residents	Non-Minority Residents
Spring 2025 Network People Trips	2,322,412,123	7,236,027,189	4,425,599,641	5,132,839,671
Recommended New Network People Trips	2,238,782,880	6,376,796,977	4,106,150,269	4,509,429,588
Change	-83,629,244	-859,230,211	-319,449,372	-623,410,083
% Change	**-3.6%**	**-11.9%**	**-7.2%**	**-12.1%**
Difference between protected and non-protected group	**8.3 percentage points**		**4.9 percentage points**	

NEXT STEPS

Implementation

Project Management
How do we coordinate all of this?

- Project Management Plan
  - Project Team Structure
  - Week-by-Week Schedules
  - Key Deliverables/Deadlines
- Stakeholder Coordination
- Internal Engagement + Training
- Risk Management Plan
- Success Metrics + Post-Launch Report



New TARC Network | Project Structure

TARC Board of Directors

Louisville Metro Council

Project Management Team (PMT)

- **Ozzy Gibson (Executive)**
- Tonya Day (CAFO)
- Aida Copic (Planning)
- Jeremy Priddy (Marketing)
- Dan Franklin (Transport.)
- Dee Williams (Planning)
- Rob Monsma (Planning)
- Martin Barna (JWA)*

Louisville Metro Government Leadership/Staff

Implementation Committee (TARC)

NTN Task Groups (5)

- Service Planning + Scheduling
- Passenger Facilities
- Transportation + Training
- Marketing, Outreach + Engagement
- ITS + Technology

New TARC Network | Task Groups

Service Planning + Scheduling (SPS)

A. Copic (Planning)*
D. Williams (Planning)*
R. Monsma (Planning)
K. Bailey (Planning)
B. Oonga (Planning)
A. Madina (Planning)
R. Harms (IT/Tech)
A. Gleitz (IT/Tech)
C. Woods (Transport.)
S. McWhorter (Safety)
M. Barna (JWA)

NTN Project Management Team (PMT)

Marketing, Outreach + Engagement (MOE)

J. Priddy (Marketing)*
S. Reilly (Marketing)
J. Monck (Marketing)
S. Ruark (Marketing)
R. Monsma (Planning)
A. Cooper (Cust. Exp)
J. Miles (Mobility Svcs.)
L. Ozumi (Training)
S. Toohey (HR)
M. Barna (JWA)

Passenger Facilities (PFTG)

R. Monsma (Planning)*
A. Copic (Planning)
S. Dean (Maintenance)
N. Kelly (Maintenance)
C. Ward (Capital/Grants)
D. Williams (Planning)
K. Bailey (Planning)
B. Oonga (Planning)
R. Harms (IT/Tech)
A. Gleitz (IT/Tech)
J. Priddy(Marketing)
S.Reilly (Marketing)
J. Monck (Marketing)
C. Woods (Transport.)
S. McWhorter (Safety)
M. Barna (JWA)

Transportation + Training (TNT)

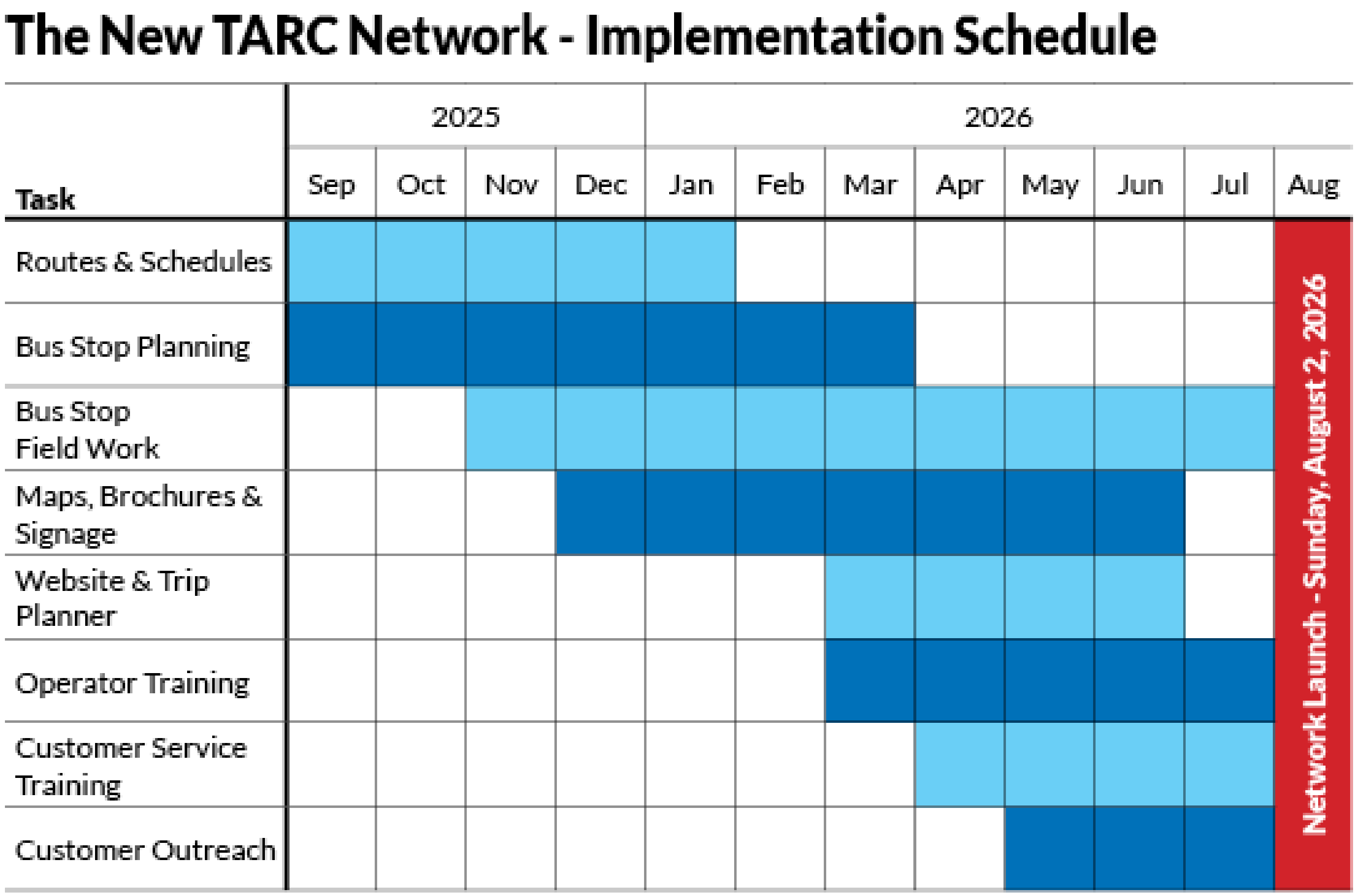
D. Franklin (Transport.)*
N. Love (Training)*
L. Ozumi (Training)
A. Berkenmeyer (Transport.)
E. Stroud (Transport.)
C. Woods (Transport.)
P. Jones (Transport.)
A. Gibson (Cust. Exp)
S. Dean (Maintenance)
N. Kelly (Maintenance)
S. Toohey (HR)
Martin Barna (JWA)

ITS + Technology (ITS)

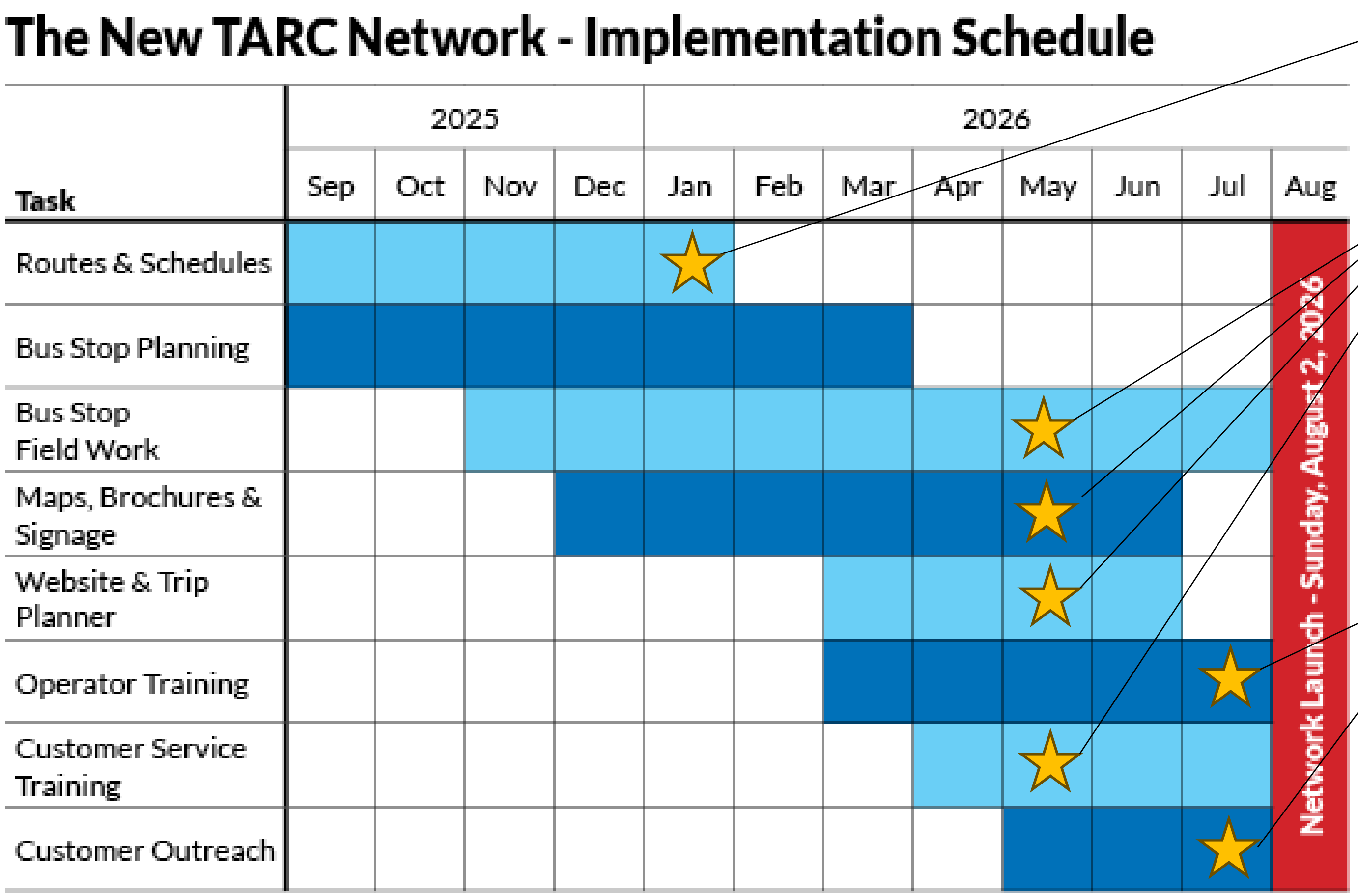
J. Triplett (IT/Tech)*
R. Harms (IT/Tech)
A. Gleitz (IT/Tech)
D. Williams (Planning)
K. Bailey (Planning)
Martin Barna (JWA)

*Group Lead(s)

IMPLEMENTATION TIMELINE



IMPLEMENTATION TIMELINE + KEY MILESTONES



January 2026

- Final Routes/Schedules
- Title VI Analysis Complete

May 2026

- Substantial Completion of New Bus Stop Installations and Temp. Transfer Center
- Schedule Brochures & Maps
- Full NTN Website with Interactive Trip Planner
- Customer Service Team fully trained on NTN routes

July 2026

- 100% of TARC Operators fully trained on NTN routes.
- Final Push for Rider Education Campaign

August 2026

- New network launches on Sunday, August 2, 2026!

QUESTIONS & DISCUSSION

Transit Authority of River City

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: September 23, 2025

Re: Resolution 2025-38 BUS AIR SUSPENSION COMPONENTS (ITB 20251926)

In July 2025, the Procurement Department issued an Invitation to Bid (ITB) 20251926 for bus air suspension components, which included fifty-one (51) inventory parts. On July 24, 2025, TARC received four (4) proposals from the following qualified vendors: Gillig, LLC; Muncie Transit Supply; Mohawk Mfg & Supply; and Neopart Transit LLC.

The Procurement Department conducted an Independent Cost Estimate (ICE) and determined that the lowest pricing submitted by the vendors was within a fair and reasonable range of the ICE. All bids were reviewed in compliance with Federal Transit Administration (FTA) regulations and TARC Procurement Policy, and were deemed responsive and responsible.

The Procurement Department recommends a multi-vendor award to Gillig, LLC; Muncie Transit Supply; Mohawk Mfg & Supply; and Neopart Transit LLC. Each company submitted the lowest bid for certain items, and their combined pricing was determined to be the most favorable to TARC. The recommended contract term is two (2) years, with anticipated annual expenditures of $72,959 in year one, $83,903 in year two, which includes a 15% annual escalator, for a cumulative not-to-exceed amount of $156,862.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to negotiate and enter into a contract with Gillig, LLC; Muncie Transit Supply; Mohawk MFG. & Supply; and Neopart Transit LLC at a cost not-to-exceed $156,862 for bus air suspension components. The contract will include a term of two (2) years.

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

RESOLUTION 2025-38
BUS AIR SUSPENSION COMPONENTS

A Resolution authorizing the Executive Director to negotiate and enter into a contract with Gillig, LLC; Muncie Transit Supply; Mohawk MFG. & Supply; and Neopart Transit LLC for a term of two (2) years at a cost not-to-exceed $156,862.

WHEREAS, in July 2025 the Procurement Department issued Invitation to Bid (ITB) 20251926 for bus air suspension components, which included fifty-one (51) inventory parts; and

WHEREAS, on July 24, 2025, TARC received four (4) proposals from qualified vendors: Gillig, LLC; Muncie Transit Supply; Mohawk MFG. & Supply; and Neopart Transit LLC; and

WHEREAS, the Procurement Department conducted an Independent Cost Estimate and determined that the lowest pricing submitted by the vendors was fair, reasonable, and within range of the estimate; and

WHEREAS, the Procurement Department recommends a multi-vendor award to Gillig, LLC; Muncie Transit Supply; Mohawk MFG. & Supply; and Neopart Transit LLC, each of which submitted the lowest pricing for certain items, resulting in the most favorable overall pricing to TARC; and

WHEREAS, the recommended contract term is two (2) years with anticipated expenditures of $72,959 in year one and $83,903 in year two, for a cumulative not-to-exceed amount of $156,862;

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 contracts with Gillig, LLC; Muncie Transit Supply; Mohawk MFG. & Supply; and Neopart Transit LLC for bus air suspension components, at a total cost not-to-exceed $156,862, for a term of two (2) years.

ADOPTED THIS 23rd DAY OF SEPTEMBER, 2025

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Abbie Gilbert, Chair of the TARC Board of Directors

Transit Authority of River City

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: September 23, 2025

Re: Resolution 2025 – 40 BUS FUEL SYSTEM COMPONENTS (20251931)

In July 2025, the Procurement Department issued Invitation to Bid (ITB) 20251931 for bus fuel system components, which included ninety (90) inventory parts. On August 25, 2025, TARC received three proposals from qualified vendors: Cummins, Inc., Muncie Transit Supply, and Diesel Injection Service.

The Procurement Department conducted an Independent Cost Estimate (ICE) and determined that the lowest pricing submitted by the vendors was within a fair and reasonable range of the ICE. All bids were reviewed in compliance with Federal Transit Administration (FTA) regulations and TARC Procurement Policy, and were deemed responsive and responsible.

Based on the evaluation, the Procurement Department recommends a multi-vendor award to Cummins, Inc., Muncie Transit Supply, and Diesel Injection Service. Each vendor's lowest bid pricing was determined to be the most favorable to TARC. The recommended contract term is two (2) years, with anticipated annual expenditures of $115,645 in year one, $121,557 in year two, which includes a 5% annual escalator, for a cumulative not-to-exceed amount of $237,210.

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 Cummins, Inc., Muncie Transit Supply, and Diesel Injection Service at a cost not-to-exceed $237,210.

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

RESOLUTION 2025-40
BUS FUEL SYSTEM COMPONENTS

A resolution authorizing the Executive Director to negotiate and enter into a contract with Cummins, Inc., Muncie Transit Supply, and Diesel Injection Service for a term of two (2) years at a cost not-to-exceed $237,210.

WHEREAS, in July 2025, the Procurement Department issued Invitation to Bid (ITB) 20251931 for Bus Fuel System Components, which included ninety (90) inventory parts; and

WHEREAS, on August 25, 2025, TARC received three (3) responsive and responsible proposals from qualified vendors: Cummins, Inc., Muncie Transit Supply, and Diesel Injection Service; and

WHEREAS, the Procurement Department conducted an Independent Cost Estimate (ICE) and determined that the lowest pricing submitted was within a fair and reasonable range of the ICE; and

WHEREAS, the Procurement Department reviewed all bids in compliance with Federal Transit Administration (FTA) regulations and TARC Procurement Policy; and

WHEREAS, the recommended contract term is two (2) years, with anticipated annual expenditures of $115,645 in year one and $121,557 in year two, including a 5% annual escalator, for a cumulative not-to-exceed amount of $237,210;

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 contracts with Cummins, Inc., Muncie Transit Supply, and Diesel Injection Service for Bus fuel system components for a term of two (2) years at a total not-to-exceed amount of $237,210.

ADOPTED THIS 23rd DAY OF SEPTEMBER, 2025

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Abbie Gilbert, Chair of the TARC Board of Directors

Transit Authority of River City

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: September 23, 2025

Re: Resolution 2025-43 BUS AIR CONDITIONING COMPONENTS (ITB 20251929)

In July 2025, the Procurement Department issued Invitation to Bid (ITB) 20251929 for Bus Air Conditioning Components, which included one-hundred and four (104) inventory parts. On August 18, 2025, TARC received four (4) proposals from qualified vendors: Gillig, LLC; Muncie Transit Supply; NFI; and Mohawk.

The Procurement Department conducted an Independent Cost Estimate (ICE) and determined that the lowest pricing submitted by the vendors was within a fair and reasonable range of the ICE. All bids were reviewed in compliance with Federal Transit Administration (FTA) regulations and TARC Procurement Policy, and were deemed responsive and responsible.

Based on the evaluation, the Procurement Department recommends a multi-vendor award to Gillig, LLC; Muncie Transit Supply; NFI; and Mohawk. Each vendor's lowest bid pricing was determined to be the most favorable to TARC. The recommended contract term is three (3) years, with anticipated annual expenditures of $82,289 in year one, $88,290 in year two, and $92,040 in year three, which includes a 5% annual escalator, for a cumulative not-to-exceed amount of $262,620.

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to negotiate and enter into a three (3) year contract with Gillig, LLC; Muncie Transit Supply; NFI; and Mohawk at a cost not-to-exceed $262,620.

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

RESOLUTION 2025-43
BUS AIR CONDITIONING COMPONENTS

A Resolution authorizing the Executive Director to negotiate and enter into a contract with Gillig, LLC; Muncie Transit Supply; NFI; and Mohawk for a term of three (3) years at a cost not-to-exceed $262,620.

WHEREAS, the Procurement Department issued Invitation to Bid (ITB 20251929) in July 2025 for Bus Air Conditioning Components, which included one-hundred and four (104) inventory parts; and

WHEREAS, four (4) proposals were received on August 18, 2025, from Gillig, LLC; Muncie Transit Supply; NFI; and Mohawk, all of which were determined to be responsive and responsible; and

WHEREAS, the Procurement Department conducted an Independent Cost Estimate and determined that the lowest pricing submitted by the vendors was fair, reasonable, and within range of the estimate; and

WHEREAS, staff recommends a multi-vendor award to Gillig, LLC; Muncie Transit Supply; NFI; and Mohawk, based on lowest pricing and compliance with FTA regulations and TARC Procurement Policy; 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 contracts with Gillig, LLC; Muncie Transit Supply; NFI; and Mohawk for Bus Air Conditioning Components for a term of three (3) years at a total not-to-exceed amount of $262,620.

ADOPTED THIS 23rd DAY OF SEPTEMBER, 2025

____

Abbie Gilbert, Chair of the TARC Board of Directors

Transit Authority of River City tarc

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: September 23, 2025

Re: Resolution 2025-39 Diesel Fuel Supply and Delivery for 24 Months ITB 20251915

This past June, the Procurement Department issued an Invitation to Bid (ITB) 20251915 with a 2-step process including reverse auction. The resulting contract is to establish a firm-fixed price for a period of twenty-four (24) months for the supply and delivery of diesel fuel.

On July 25th, 2025, TARC received proposals from seven (7) responsive and responsible vendors. Factors considered during the evaluation process included technical submittals, previous performance history, relevant experience successfully completing similar contracts and financial health of the company. On July 29th, 2025, a formal invitation was sent out to participate in the reverse auction held on August 5th 2025. The seven (7) vendors asked to participate in the reverse auction were: Campbell Oil Company, Gresham Petroleum Company, Indigo Energy Partners, LLC, James River Petroleum, Pinnacle Petroleum, Inc., Sunoco, LLC, and Valor Oil.

Following the reverse auction, the Procurement Department tabulated all bids. Based on the reverse auction results, the Procurement Department unanimously recommends an award to Sunoco, LLC as most advantageous offer to TARC, Sunoco, LLC provided the lowest price at firm fixed price per gallon. The projected spend over the next twenty-four (24) months contract period excluding taxes is as follows:

FUEL TYPE	ESTIMATED GALLONS	SUNOCO, LLC PRICE	24 MONTHS ESTIMATED COST
ULSD #2 – Regular Diesel	1,098,000	$2.2524	$4,946,270.40
ULSD #1 – Winter Blend Diesel	72,000	$3.0750	$442,800.00
Fuel Drop Charge	156 TANKERS	$60.00	$18,720.00
		SUBTOTAL COST	$5,407,790.40
		3% ESCALATOR	$162,233.71
		TOTAL NOT-TO-EXCEED	$5,570,025

This Resolution seeks approval for the Board of Directors to authorize the Executive Director to negotiate and enter into a contract with Sunoco, LLC, for a twenty- four (24) month supply of diesel fuel at a not-to-exceed amount of $5,570,025.

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

RESOLUTION 2025-39
DIESEL FUEL SUPPLY AND DELIVERY

A Resolution authorizing the Executive Director to negotiate and enter into a contract for a twenty-four (24) month term with Sunoco, LLC, for the supply and delivery of diesel fuel at a firm fixed price per gallon excluding taxes with a not-to-exceed amount $5,570,025.

WHEREAS, TARC seeks a reliable vendor for the supply and delivery of Diesel Fuel; and

WHEREAS, seven (7) responsive technical proposals were received and analyzed; and

WHEREAS, a formal invitation was sent out to seven (7) responsive and responsible vendors to participate in the reverse auction; and

WHEREAS, following completion of the reverse auction, the Procurement Department tabulated and analyzed the bids; and

WHEREAS, the evaluation committee recommends an award to Sunoco, LLC as the best value and most advantageous solution for TARC; and

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

The Executive Director is hereby authorized to negotiate and enter into a contract for a twenty-four (24) month term with Sunoco, LLC for the supply and delivery of diesel fuel at a firm fixed price per gallon excluding taxes with a not-to-exceed amount $5,570,025.

ADOPTED THIS 23rd DAY OF SEPTEMBER 2025

____

Abbie Gilbert, Chair of the TARC Board of Directors

Transit Authority of River City

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: September 23, 2025

Re: Resolution 2025-41 Award of Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 Program Funds

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As the designated recipient for the Louisville Urbanized Area for Enhanced Mobility of Seniors and Individuals with Disabilities (Section 5310) funds, TARC undertakes an annual process to award federal formula funds to subrecipients. TARC has managed the competitive selection process for the past 11 years, and $1,433,244 is available for distribution this year. This includes $1,392,884 from the Federal Fiscal Year (FFY) 2025 apportionment and $40,360 in FFY 2024 funds carried forward from last year.

TARC follows a competitive selection process to solicit project applications and award the funds, ensuring that the process is fair and allows for full and open competition. The deadline for applications was June 26, 2025, and there were fifteen applicants. Applications were evaluated on July 22, 2025 by an independent, impartial Application Review Committee consisting of four community members with no material interest in any of the proposed projects. They used evaluation criteria previously developed by TARC and the Regional Mobility Council.

A total of 10 applicants were awarded funding. For the projects that qualified in the Section 5310 "Traditional" category, the Application Review Committee recommended fully funding four projects and partially funding five projects, resulting in an award of $967,360, which is 67 percent of the total amount awarded. This meets the federal requirement that at least 55 percent of Section 5310 funds must be awarded in the "Traditional" category. For the projects that qualified in the Section 5310 "Other" category, the Application Review Committee recommended fully funding one project and partially funding two projects, resulting in an award of $465,884 in "Other" funds. One applicant was awarded funding for both a "Traditional" project and an "Other" project. Funds will be used for vehicle purchases, signage, and eligible operational expenses.

Nine of the successful applicants will become TARC subrecipients and they will provide local matching funds. Capital purchases will have a 20% local match, and operating expenses will have a 50% local match. A total of $1,433,244 of federal Section 5310 funds is recommended for award at this time, which is the entire amount available for award this year. The attached resolution seeks authority for the Executive Director to award the Section 5310 funds to the successful applicants and enter into subrecipient agreements as outlined in the resolution and detailed in the Appendix.

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

RESOLUTION 2025-41
AWARD OF ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES SECTION 5310 FUNDS

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

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

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

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

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

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

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of the Transit Authority of River City that $1,433,244 in federal funds from the Federal Fiscal Year 2024 and 2025 apportionments for Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310, which were allocated to the Louisville Urbanized Area, be distributed as follows:

- $85,280 to Baptist Health for the Baptist Health Wheelchair Van Services Patient Transportation Project
- $79,840 to Blue River Services for the Blue River Services Fleet for Floyd County Project
- $426,400 to Cedar Lake Residences for the Wheelchair Accessible Vans for Transportation of Individuals with Disabilities through Cedar Lake Residences Project
- $56,960 to Dreams with Wings for the Dreams with Wings Fleet Expansion Project

…continued….

- $112,000 to Harbor House of Louisville for the Harbor House of Louisville Serving Seniors and People with Disabilities Project

- $90,964 to Lifespan Resources for the Lifespan Resources Transportation Project

- $77,440 to North Star Achievement Center for the North Star Achievement Center Transportation Project

- $77,440 to Southwest Center for the Developmentally Disabled for the SWC Safe and Reliable Transport for Individuals using Wheelchairs Project

- $367,210 to Transit Authority of River City for the Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area Project

- $52,000 to Zoom Group for the Zoom Group, Inc. RideWorkZ Program Project

The Executive Director/CEO is hereby authorized to enter into subrecipient agreements with Baptist Health; Blue River Services; Cedar Lake Residences; Dreams with Wings; Harbor House of Louisville; Lifespan Resources; North Star Achievement Center; Southwest Center for the Developmentally Disabled; and Zoom Group for the work outlined in their project applications.

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

ADOPTED THIS 23RD DAY OF SEPTEMBER 2025

____

Abbie Gilbert, Chair of the TARC Board of Directors

APPENDIX

Section 5310 "Traditional" funds

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

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

Section 5310 "Other" funds

Eligible subrecipients for Section 5310 "Other" funds include: private nonprofit organizations; state or local governmental authorities; and for-profit operators of public transportation that are providing shared-ride service through a contract with a city or public transit authority.

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

Funds available

The amount of federal Enhanced Mobility of Seniors and Individuals with Disabilities Section 5310 funds available for award through TARC's current competitive selection process is $1,433,244. This includes $1,392,884 from the Federal Fiscal Year (FFY) 2025 apportionment and $40,360 in FFY 2024 funds that were carried forward from last year.

A total of $1,433,244 is available for award for projects in the Section 5310 "Traditional" category.

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

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

Funds awarded

The total amount of "Traditional" Section 5310 funds that were available for award this year was $1,433,244. The total amount of "Traditional" funds requests received was $ 1,673,360. The total amount of "Traditional" funds that the Application Review Committee recommended for award is $967,360, which is 67% of the of the total Section 5310 funds ("Traditional" plus "Other") that were awarded this time. This meets the federal requirement that at least 55% of the funds must be awarded in the "Traditional" category.

The total amount of Section 5310 "Other" funds that were available for award was $644,959. The total amount of "Other" funds requests received was $ 1,204,814. The total amount of Section 5310 "Other" funds that the Application Review Committee recommended for award is $465,884, which is 33% of the of the total Section 5310 funds ("Traditional" plus "Other") that were awarded this time.

The total amount of Section 5310 funds recommended for award this time is $1,433,244 of the $1,433,244 available. This uses up all of the federal Section 5310 funds available for award at this time. There are no unawarded funds remaining in the FFY 2025 apportionment, therefore no FFY 2025 funds will be carried forward to be awarded next year.

Funding recommendations for Section 5310 "Traditional" projects:

$85,280 to Baptist Health for the Baptist Health Wheelchair Van Services Patient Transportation Project to purchase one ADA-Accessible Full-Size van. The project will provide transportation for seniors and individuals with disabilities to Baptist Health hospitals and free-standing facilities for essential medical treatment and care.
Federal funds = $85,280   Local match = $21,320   Total project value = $106,600)

$79,840 to Blue River Services for the Blue River Services Fleet for Floyd County Project to purchase one ADA-Accessible Full-Size van. The project will provide on-demand transportation service for seniors in assisted living residences in Floyd County and for individuals with disabilities.
Federal funds = $79,840   Local match = $19,960   Total project value = $99,800)

$426,400 to Cedar Lake Residences for the Wheelchair Accessible Vans for Transportation of Individuals with Disabilities through Cedar Lake Residences Project to purchase five ADA-Accessible Full-Size vans. The project will provide transportation for individuals with disabilities in Louisville and La Grange, Kentucky.
Federal funds = $426,400   Local match = $106,600   Total project value = $533,000

$56,960 to Dreams with Wings for the Dreams with Wings Fleet Expansion Project to purchase one standard 12-passenger van. The project will provide transportation services in Jefferson County for individuals with disabilities to day training programs, jobs, and medical appointments.
(Federal funds = $56,960   Local match = $14,240   Total project value = $71,200)

$112,000 to Harbor House of Louisville for the Harbor House of Louisville Serving Seniors and People with Disabilities Project to purchase two standard minivans and signage for the vans. The project will provide transportation for individuals with developmental and intellectual disabilities to and from Harbor House, to medical appointments, and other necessary trips.
(Federal funds = $112,000 Local match = $28,000 Total project value = $140,000)

$77,440 to North Star Achievement Center for the North Star Achievement Center Transportation Project to purchase one ADA-Accessible Full-Size van. The project will provide safe, equitable transportation for individuals with disabilities to reach employment, life skills development, and the community.
(Federal funds = $77,440 Local match = $19,360 Total project value = $96,800)

$77,440 to Southwest Center for the Developmentally Disabled for the SWC Safe and Reliable Transport for Individuals using Wheelchairs Project to purchase one ADA-Accessible Full-Size van. The project will provide door-to-door non-emergency medical transportation for adults with intellectual and/or developmental disabilities in Jefferson County, Kentucky.
(Federal funds = $77,440 Local match = $19,360 Total project value = $96,800)

$52,000 to Zoom Group for the Zoom Group, Inc. RideWorkZ Program Project to purchase one standard minivan. The project will provide safe, reliable, and accessible transportation for adults with disabilities who are unable to use public transit and lack other dependable options. The project provides transportation to jobs, job training, job interviews, classes, and medical and mental health appointments.
(Federal funds = $52,000 Local match = $13,000 Total project value = $65,000)

Funding recommendations for Section 5310 "Other" projects:

$7,710 to Blue River Services for the Blue River Services Fleet for Floyd County Project for eligible operating expenses to provide on-demand transportation service for seniors in assisted living residences in Floyd County and for individuals with disabilities.
(Federal funds = $7,710 Local match = $7,710 Total project value = $15,420)

$90,964 to Lifespan Resources for the Lifespan Resources Transportation Project for eligible operating expenses to provide transportation for individuals with disabilities to and from day services and work programs and to provide on-demand transportation for seniors and individuals with disabilities for medical trips, including critical care trips such as dialysis, and chemotherapy, as well as trips to the grocery, senior center, library, and post office, with an emphasis on serving low income residents.
(Federal funds = $90,964 Local match = $90,964 Total project value = $181,928)

$367,210 to Transit Authority of River City for the Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area Project. The funds are for eligible operating expenses to continue TARC's paratransit work trips for people with disabilities who live or work outside the ADA service area.
(Federal funds = $367,210 Local match = $367,210 Total project value = $734,420)

Summary of recommendations for funding:

Section 5310 "Traditional" Funds (dollars) FFY 24 & 25				
Agency	**Project**	**Federal Share**	**Local Match**	**Total**
Baptist Health	Baptist Health Wheelchair Van Services Patient Transportation	85,280	21,320	106,600
Blue River Services	Blue River Services Fleet for Floyd County	79,840	19,960	99,800
Cedar Lake Residences	Wheelchair Accessible Vans for Transportation of Individuals with Disabilities through Cedar Lake Residences	426,400	106,600	533,000
Dreams with Wings	Dreams With Wings Fleet Expansion	56,960	14,240	71,200
Harbor House of Louisville	Harbor House of Louisville Serving Seniors and People with Disabilities	112,000	28,000	140,000
North Star Achievement Center	North Star Achievement Center Transportation	77,440	19,360	96,800
Southwest Center for the Developmentally Disabled	SWC Safe and Reliable Transport for Individuals using Wheelchairs	77,440	19,360	96,800
Zoom Group	Zoom Group, Inc. RideWorkZ Program	52,000	13,000	65,000

Section 5310 "Other" Funds (dollars) FFY 24 & 25				
Agency	**Project**	**Federal Share**	**Local Match**	**Total**
Blue River Services	Blue River Services Fleet for Floyd County	7,710	7,710	15,420
Lifespan Resources	Lifespan Resources Transportation	90,964	90,964	181,928
Transit Authority of River City	Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area	367,210	367,210	734,420

Section 5310 “Traditional” Funds (dollars)

Agency	Project	Federal Share	Local Match	Total
Baptist Health	Baptist Health Wheelchair Van Services Patient Transportation	85,280	21,320	106,600
Blue River Services	Blue River Services Fleet for Floyd County	79,840	19,960	99,800
Cedar Lake Residences	Wheelchair Accessible Vans for Transportation of Individuals with Disabilities through Cedar Lake Residences	426,400	106,600	533,000
Dreams with Wings	Dreams with Wings Fleet Expansion	56,960	14,240	71,200
Harbor House	Harbor House of Louisville Serving Seniors and People with Disabilities	112,000	28,000	140,000
North Star	North Star Achievement Center Transportation	77,440	19,360	98,800
Southwest Center	SWC Safe and Reliable Transport for Individuals using Wheelchairs	77,440	19,360	96,800
Zoom Group	Zoom Group, Inc. RideWorkZ Program	52,000	13,000	65,000

Section 5310 "Other" Funds (dollars)				
Agency	Project	Federal Share	Local Match	Total
Blue River Services	Blue River Services Fleet for Floyd County	7,710	7,710	15,420
Lifespan	LifeSpan Resources Transportation Program	90,964	90,964	181,928
Transit Authority of River City	Suburban Work Trips for Paratransit Customers Outside of the ADA Service Area	367,210	367,210	734,420

Transit Authority of River City

MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: September 23, 2025

Re: Resolution 2025- 44 Tire Leasing and Servicing (20251923)

The Transit Authority of River City (TARC) currently leases tires and pays for servicing through a third-party contractor. The current incumbent, Goodyear Tire & Rubber Company (Goodyear) has been servicing TARC for over twenty (20) years. This tire leasing and servicing contract is essential to TARC's maintenance of one of the greatest material assets TARC owns, TARC buses. Routine tire maintenance and servicing is required to ensure that the TARC transit bus fleet is safe, stays in service, and runs smoothly.

On July 2025, the Procurement Department released and advertised Request for Proposal (RFP) 20251923 seeking a tire leasing and servicing provider. The solicitation was posted on Bonfire and TransitTalent. Prior to receiving any proposals, the Procurement Department conducted an Independent Cost Estimate (ICE). In addition, a lease vs purchase analysis was also conducted by the Procurement Department to ensure provisioning of this service was most economical and efficient to TARC.

On August 2025, a total of two proposals were received. The evaluation committee, made of TARC subject matter experts and stakeholders, evaluated all responsive and responsible proposals from Goodyear and Bridgestone.

On September 3, 2025, a Best and Final Offer (BAFO) was requested from both proposers. After receiving the BAFO, additional pricing clarification was needed. Subsequent to the BAFO clarification, both proposed pricing were deemed fair and reasonable; however, Bridgestone Americas Tire Operations, LLC provided the most discounted price and proposed the best value proposal, which included no tariff fees and no tire disposal/recycle fees for the initial term of five (5) years of the contract for a total not to exceed amount of $2,617,990 with a 2% escalator. An approximate savings of $201,000 for a twelve (12) month period was estimated.

Resolution seeks approval for the Board of Directors to authorize the Executive Director to negotiate and enter into a contract with Bridgestone Americas Tire Operations, LLC. The contract initial term is five (5) years with a total not-to-exceed amount of $2,617,990. An optional term of one (1) five-year term will be brought back to the Board for authorization.

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

Transit Authority of River City

RESOLUTION 2025-44
TIRE LEASING AND SERVICING

A Resolution authorizing the Executive Director to negotiate and enter into a contract with Bridgestone Americas Tire Operations, LLC to provide tire leasing and servicing for an initial term of five (5) years for a total not-to-exceed amount $2,617,990. An optional term of one (1) five-year term will be brought back to the Board for authorization.

WHEREAS, TARC seeks a tire leasing and servicing provider to furnish and assist TARC with its tire and service maintenance; and

WHEREAS, two (2) responsive proposals were received from providers of tire leasing and servicing; and

WHEREAS, an evaluation committee comprised of knowledgeable TARC staff from relevant departments reviewed and scored each of the proposals; and

WHEREAS, Best and Final Offers (BAFO) were requested from each of the two proposers; and

WHEREAS, pricing from both proposers were deemed fair and reasonable; however, Bridgestone Americas Tire Operations, LLC provided the most discounted price and proposed the best value proposal for the initial term of five (5) years to TARC in the total not to exceed amount of $2,617,990; and

WHEREAS, Bridgestone Americas Tire Operations, LLC pricing included no tariff fees and disposal/recycling fees; and

WHEREAS, the evaluation committee recommends an award to Bridgestone Americas Tire Operations, LLC as the best value solution for TARC; and

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

The Executive Director is hereby authorized to negotiate and enter into a contract with Bridgestone Americas Tire Operations, LLC to provide tire leasing and servicing for an initial term of five (5) years with a total not-to-exceed amount of $2,617,990. An optional term of one (1) five-year term will be brought back to the Board for authorization.

ADOPTED THIS 23RD DAY OF SEPTEMBER 2025

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Abbie Gilbert, Chair of the TARC Board of Directors

Financial Highlights and Current Known Facts, Decisions and Conditions Impacting Future Periods

The management of the Transit Authority of River City (TARC) presents this narrative overview and analysis of the financial activities for the fiscal year ending June 30, 2025.

In the fiscal year ending June 30, 2025, TARC's financial position was stable, largely due to two service cuts implemented in June 2024 and January 2025. This short-term stability was further supported by a few key factors:

- **Increased Local Funding:** The Jefferson County Occupational License Fee, TARC's primary funding source, exceeded its budget by 2.9%, bringing in $77.5 million.
- **External Revenue:** TARC benefited from remaining federal COVID relief funds and new revenue from a contract with Jefferson County Public Schools (JCPS) to provide bus drivers.
- **State Support:** Both Kentucky and Indiana contributed general funds to support TARC's services. Additionally, Louisville Mayor Greenberg has publicly stated he will seek dedicated state funding for TARC in the 2026 Kentucky legislative session.
- **Capital Investments:** TARC completed 43 procurement projects and allocated over $16 million for major projects.

Looking Ahead

Despite the current stability due to TARC taking action early in the current fiscal year. TARC still faces significant financial challenges ahead due to rising costs for services, purchased transportation, maintenance, health insurance, and pensions. To address this, TARC's main priority for the coming year is implementing the New TARC Network.

This new network is designed to improve access to economic opportunities and provide access to all JCPS magnet high schools. While it improves overall access, the New TARC Network represents a 12 percent cut to current service levels – which is in addition to two similar cuts to TARC service in recent years. TARC believes this will secure its financial position through the end of the decade, assuming no major external shocks. But a long-term funding solution is still needed to protect the future viability of public transit options for the Louisville community

Other projects on the horizon include:

- Adding additional zero-emission buses with extended range
- Partnering with Louisville Metro to develop enhanced rapid transit along the Broadway and Bardstown Road corridors.
- Upgrades to phone system
- Upgrades to ERP system
- Replacement of HVAC system in the T&O building
- Introduction of a TARC branded app

TARC sees the implementation of the New TARC Network as a defining moment for the organization. The team is committed to improving community trust, efficiency, and living up to its mission to make "Your Journey Our Priority."

(Continued)

Overview of the Financial Statements

This annual report consists of three parts: Management Discussion and Analysis (this section), Financial Statements and Supplementary Information. The Financial Statements include notes that provide additional information relating to TARC's financial condition. Readers are encouraged to read the notes to better understand the financial statements.

Required Financial Statements

Statement of Net Position

The statement of net position includes all of TARC's assets, deferred outflows, liabilities, deferred inflows and the resulting net position, and provides information about the nature and amounts of investments in resources (assets) and the obligations to creditors (liabilities). The statement of net position also provides the basis for evaluating the capital structure of TARC and assessing the liquidity and financial flexibility of the organization.

Statement of Revenues, Expenses and Changes in Net Position

The statement of revenues, expenses and changes in net position identifies the revenues generated, the expenses incurred and the resulting change in net position during the fiscal year. This statement helps the user to assess TARC's financial performance during the fiscal years covered by the Statement.

Statement of Cash Flows

The statement of cash flows provides information relating to TARC's cash receipts and cash expenditures during the fiscal year. The statement reports cash receipts, cash payments and net changes in cash, resulting from operating, non-capital, capital and financing activities, and provides answers to such questions as where cash come from, what was cash used for and what was the change in the cash balance during the reporting period.

Budgetary Controls

TARC operates its general activities in accordance with a budget adopted by the Board and approved by the Metro Louisville Council.

(Continued)

Financial

Table 1
Condensed Statements of Net Position

	2025	2024	Change
ASSETS AND DEFERRED OUTFLOWS			
Current assets	$ 18,089,371	$ 22,051,022	$ (3,961,651)
Long-term assets	2,055,543	1,608,034	447,509
Capital assets, net	86,580,326	81,664,430	4,915,896
Total assets	106,725,240	105,323,486	1,401,754
Deferred outflows of resources	14,255,497	17,102,270	(2,846,773)
Total assets and deferred outflows of resources	$ 120,980,737	$ 122,425,756	$ (1,445,019)
LIABILITIES, DEFERRED INFLOWS AND NET POSITION			
Current liabilities	$ 13,729,678	$ 16,613,600	$ (2,883,922)
Long-term liabilities	73,264,496	81,118,073	(7,853,577)
Total liabilities	86,994,174	97,731,673	(10,737,499)
Deferred inflows of resources	29,111,070	36,916,105	(7,805,035)
Total liabilities and deferred inflows of resources	116,105,244	134,647,778	(18,542,534)
Net Position:			
Net investment in capital assets	86,580,326	81,664,430	4,915,896
Unrestricted net position	(81,704,833)	(93,886,452)	12,181,619
Total net position	4,875,493	(12,222,022)	17,097,515
Total liabilities, deferred inflow of resources and net position	$ 120,980,737	$ 122,425,756	$ (1,445,019)

Assets and Deferred Outflows of Resources

TARC's assets increased approximately $1.4 million from FY 2024. The most significant changes for assets was an increase in property and equipment balances (approximately $4.9 million) due to bus purchases.

Deferred outflows of resources are comprised of deferred amounts related to the TARC pension plan and the CERS pension and Other Post-Employment Benefits (OPEB) plans. Deferred outflows, which include employer pension and OPEB contributions subsequent to the measurement date of the net pension and net OPEB liabilities, decreased approximately $2.8 million from FY 2024 due to changes in valuation assumptions.

Liabilities and Deferred Inflows of Resources

TARC's total liabilities decreased by approximately $10.7 million due primarily to decreases in CERS pension liability (approximately $7.2 million), an increase in accounts payable (approximately $2.1 million) and increase in workers' compensation claims (approximately $840 thousand).

Deferred inflows of resources are comprised of deferred amounts related to the TARC pension plan and the CERS pension and OPEB plans. Deferred inflows decreased approximately $7.8 million from FY 2024 due to changes in actuarial valuations for pension and OPEB.

(Continued)

Net Position

TARC's liabilities and deferred inflows exceeded its assets and deferred outflows by approximately $4.9 million at the end of FY 2025. Net position increased approximately $17.1 million from FY 2024.

Capital Assets

Table 2
Summary of changes in capital assets

	Balance at June 30, 2024	Additions	Retirements (Adjustments)	Balance at June 30, 2025
Land	$ 3,773,249	$ -	$ -	$ 3,773,249
Buildings	52,032,589	1,881,080	-	53,913,669
Coaches	141,188,882	10,555,373	(11,521,348)	140,222,907
Office and computer equipment	14,301,922	2,995,978	(2,775,668)	14,522,232
Other equipment	22,724,711	3,655,291	(4,692,287)	21,687,715
	234,021,353	19,087,722	(18,989,303)	234,119,772
Accumulated depreciation	(152,356,923)	(13,996,580)	18,814,057	(147,539,446)
Capital assets, net	$ 81,664,430	$ 5,091,142	$ (175,246)	$ 86,580,326

TARC's capital assets, net of depreciation, increased by approximately $4.9 million. This increase is the result of current year purchases of capital acquisitions. Acquisitions of capital assets were primarily purchases of coaches. Depreciation expense for FY 2025 was approximately $14.0 million. Generally, capital asset purchases are completed with federal, state and/or local funding.

(Continued)

Revenues

Table 3
Condensed Statements of Revenues, Expenses, and Changes in Net Position

	2025	2024	Dollar Change	Percent Change
OPERATING REVENUES				
Passenger transportation	$ 6,420,372	$ 6,273,354	$ 147,018	2.34%
Special fares	1,691,349	1,570,776	120,573	7.68
Advertising and other income	5,800,896	1,582,881	4,218,015	266.48
Total operating revenues	13,912,617	9,427,011	4,485,606	47.58
OPERATING EXPENSES				
Labor, pension and OPEB	50,677,981	52,521,175	(1,843,194)	-3.51
Depreciation	13,996,580	12,622,393	1,374,187	10.89
Other operating expenses	39,862,695	37,620,732	2,241,963	5.96
Total operating expenses	104,537,256	102,764,300	1,772,956	1.73
NONOPERATING REVENUES AND CAPITAL CONTRIBUTIONS				
Mass Transit Trust Fund resources	70,774,546	63,971,036	6,803,510	10.64
Federal Transit Administration	31,802,601	36,630,681	(4,828,080)	-13.18
Indiana Department of Transportation	1,246,760	1,246,760	-	0.00
KIPDA, KYTC, and Other	3,898,247	3,938,020	(39,773)	-1.01
Total non-operating revenues and capital contributions	107,722,154	105,786,497	1,935,657	1.83
Change in net position	17,097,515	12,449,208	$ 4,648,307	37.34%
Net position, beginning of year	(12,222,022)	(24,671,230)		
Net position, end of year	$ 4,875,493	$ (12,222,022)		

TARC's operating revenues increased 47.58% from FY 2024. TARC receives significant funding from sources other than operating revenue. TARC has a dedicated funding source through the Mass Transit Trust Fund ("MTTF") and also receives federal and state funding (Kentucky and Indiana). The MTTF contributed approximately $69.9 million for FY 2025 and approximately $62.6 million for FY 2024 for TARC's operating expenses and approximately $0.9 million for FY 2025 and approximately $1.4 million for FY 2024 for capital related purchases. The federal funding included funding for operations and capital purchases of approximately $31.8 million for FY 2025 and approximately $36.7 million for FY 2024.

(Continued)

TRANSIT AUTHORITY OF RIVER CITY
(A COMPONENT UNIT OF LOUISVILLE/JEFFERSON COUNTY METRO GOVERNMENT)
SCHEDULE OF REVENUES, EXPENDITURES AND CHANGES IN NET POSITION – BUDGET TO ACTUAL
Year ended June 30, 2025

	Budget	Actual	Actual to GAAP Differences	Actual Amounts GAAP Basis
Operating revenues				
Passenger transportation	$ 6,197,337	$ 6,420,372	$ -	$ 6,420,372
Special transit fares	1,536,008	1,691,349	-	1,691,349
Advertising	1,100,000	725,719	-	725,719
Other Agency Revenues	447,300	4,959,140	-	4,959,140
Recoveries	100,000	116,037	-	116,037
Total operating revenues	9,380,645	13,912,617	-	13,912,617
Operating expenses				
Labor	31,866,017	34,701,925	-	34,701,925
Fringe benefits, budget basis	29,601,421	28,721,811	-	28,721,811
Plus: pension adjustments	-	-	(6,849,943)	(6,849,943)
Plus: OPEB adjustments	-	-	(5,895,812)	(5,895,812)
Total labor, fringe benefits, pension and OPEB	61,467,438	63,423,736	(12,745,755)	50,677,981
Services	8,858,740	7,541,541	-	7,541,541
Development costs	1,657,347	1,978,749	-	1,978,749
Materials and supplies	8,839,946	8,127,360	-	8,127,360
Utilities	1,118,100	980,999	-	980,999
Casualty and insurance	4,411,270	2,979,111	-	2,979,111
Miscellaneous	1,097,720	554,133	-	554,133
Rentals and purchased transportation	23,295,590	17,700,802	-	17,700,802
Depreciation	16,121,501	13,996,580	-	13,996,580
Total operating expenses	126,867,652	117,283,011	(12,745,755)	104,537,256
Operating loss before capital outlay and Subsidies	(117,487,007)	(103,370,394)	12,745,755	(90,624,639)
Capital outlay				
Subsidies				
Mass Transit Trust Fund and interest	76,882,928	70,774,546	-	70,774,546
Federal Transit Administration and Pass-Through Entities	65,322,144	31,802,601	-	31,802,601
KIPDA and other	5,596,503	4,838,740	-	4,838,740
Interest	-	306,267	-	306,267
Total subsidies	147,801,575	107,722,154	-	107,722,154
Change in net position	$ 30,314,568	$ 4,351,760	$ 12,745,755	$ 17,097,515

The operating budget for 2025, as shown above, represents the originally adopted budget for TARC. No amendments were made to the budget during the year ended June 30, 2025. Pension and OPEB actuarial valuation changes are not budgeted. Depreciation expense is not budgeted.

MEMORANDUM

To: TARC Board of Directors

From: TARC Finance Committee

Date: September 23, 2025

Re: Resolution 2025 – 42 Fiscal Year 2025 TARC Audited Financial Statement Report

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The TARC Finance Committee met on September 16, 2025 at 2:00 p.m. for their monthly meeting. During this meeting TARC's audit firm Crowe LLC, participated to discuss TARC's Audited Financial Statement report.

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

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

Transit Authority of River City

RESOLUTION 2025-42
FISCAL YEAR 2025 TARC AUDITED FINANCIAL STATEMENT REPORT

A Resolution approving the FY 2025 TARC Audited Financial Statement Report as presented.

WHEREAS, the Finance Committee met and discussed in detail such Report on September 16, 2025; and

WHEREAS, TARC received a clean opinion; and

WHEREAS, TARC had no material misstatements; and

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

The Board accepts the FY 2025 TARC Audited Financial Statement Report as presented.

ADOPTED THIS 23RD DAY OF SEPTEMBER 2025

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Abbie Gilbert, Chair of the TARC Board of Directors