

TARC BOARD OF DIRECTORS MEETING



Meeting Notice:

Pursuant to KRS 96.A, the TARC Board of Directors is to meet monthly. The next meeting will be held at:

**TARC's Headquarters, Board Room
1000 W. Broadway, Louisville, KY 40203**

Wednesday, July 24, 2024 at 10:00 a.m.

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

Members of the public and/or TARC staff may watch a livestream of the meeting by going to www.facebook.com/ridetarc; 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;

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

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Agenda – July 24, 2024

1.	Quorum Call/Call to Order	Ted Smith	10:00
	A. Approval of June Meetings Minutes	Board of Directors	10:00-10:05
	B. Approval of June Special Meeting Minutes		
2.	Public Comment	Pat Mulvihill	10:05 -10:10
3.	Board Chair Report	Ted Smith	10:10 – 10:20
4.	Board Positions		
	A. Nominating Committee Report	Michael Schnuerle	10:20 – 10:30
5.	Finance Committee Report	Steve Miller	10:30 - 10:35
6.	Executive Director's Report	Ozzy Gibson	10:35 -10:40
7.	Staff Reports and Presentation		
	A. Financial Statements for April 2024	Tonya Day	10:40– 10:55
	B. Review overall Procurement calendar for year	Tonya Day	
	C. Monthly Performance Report	Rob Stephens	
	D. TARC 2025 Network Redesign Update	Aida Copic & Alex Posorske	
8.	Action Items and Presentations for Board Meeting		10:55– 11:10
	A. Resolution 2024-25 TARC 2025 JCPS Change Order	Aida Copic	
	B. Resolution 2024-26 Verizon Contract Renewal	Joe Triplett	
	C. Resolution 2024-14 Amendment 1 Good Year Tires	Maria Harris	
9.	Executive Session – Labor Negotiations	Ted Smith	11:10 – 11:20
10.	Adjournment	Ted Smith	11:20

TARC BOARD OF DIRECTORS MEETING



June 26, 2024 Board Meeting Minutes

The Board of Directors of Transit Authority of River City (TARC) met on June 26, 2024 at 10:00 a.m. in person at TARC, 1000 W. Broadway in the Board Room and virtually via teleconference as permitted by KRS 61.826.

Board Members Present

In Person

Ted Smith
Steve Miller
Abbie Gilbert

Virtual

Bonita Black
DuWayne Gant
Justin Brown

Declined

Michael Schnuerle

Meeting Called to Order

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

Quorum Call

- May Board Meeting Minutes approved.

Public Comment

Pat Mulvihill read the Public Comment Preamble: The TARC Board values hearing from its customers, TARC employees and public at large. This Board will not respond in this meeting to any comments made at this time. However, TARC will post a response on TARC's website regarding the comments made by the following meeting. In addition, the TARC Board may assign the feedback or comments to be further examined by its subcommittees and, if warranted, further addressed by TARC.

Adrian Ellis is a no show for this meeting.

Pat Mulvihill reserved the right to be recalled in case any Public Comments may be received via Facebook before the end of the Board Meeting.

Public Comments and responses are posted on our website.

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Special Reports

Ted Smith presented the Board Chair Report.

- “First, let us welcome Justin Brown our new TARC Board Member.”
- “Alice Houston will also be joining the TARC Board this month.”
- “Operations Committee needs to be reassembled for the next Board Meeting”
- “Over the coming weeks, I will be working on recruiting our Board Members to lead some of our committees.”

Steve Miller presented the Finance Committee Report.

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

Ozzy Gibson presented the Interim Executive Director’s Report.

- He thanked Steve Miller for handling the Finance Committee meeting due to the unfortunate situation with the alleged bomb threat.
- John Lockhart, Transportation & William Harris, Maintenance acted quickly. The TARC Staff did an outstanding job.
- LMPD acted quickly and worked with our TARC team to get the situation under control.
- We need to have a TEXT alert set up for our Board Members to be informed of emergency situations.
- JCPS agreement was approved by their board last night.
- A special thank you to our HR department for getting this all-in order and ready.
- Nathan Love and Training department has stepped up and will coordinate all of the training needs for this JCPS agreement.
- Saturday Plus started this weekend. Thank you to Aida Copic and her team for the countless hours put in to move this along quickly.
- Tomorrow, June 27th is our first stakeholders meeting for the 2025 TARC restructuring process.

Staff Reports and Presentations

Tonya Day presented the April Financials to the Board.

Please refer to PowerPoint Presentation.

Rob Stephens presented the Monthly Department Operations Overall Report.

Discussion among Board Members regarding current Saturday Plus ridership vs. Covid Saturday Plus ridership.

Stephen Ott presented the Procurement Calendar.

Alex Posorske presented TARC 2025 Network Redesign.

Ted Smith said that he is requesting that every presentation and discussion of these future route scenarios is accompanied by a clear articulation of the assumptions about the revenue and expense that is associated with each scenario. For extra credit, indicating he would like to know what TARC's revenue and expenses are actually and forecast for the next three years. Ted Smith shared this concern

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because any of these scenarios can be evaluated without being clear about how they tie back to TARC's financial model and undisputed data about revenue and cost. For the increased funding model, it is imperative that we can articulate how much additional funding will be required in a round dollar annual amount.

Action Items

Matt Abner presented Resolution 2022-13 Amendment 3 Additional Authority for Purchase of Fare Media.

- We have been contacted once again by a number of non-profit and community partners requesting additional orders of fare media products. This includes JCPS to assist in transporting children to and from school.
- This resolution is a request for authority to increase the not-to-exceed amount for the purchase of fare media and fare box parts an additional \$380,000 for a total not-to-exceed of \$750,000 annually for the remaining life of the contract.
- TARC issued RFP P-2662, a Request for Proposal for Automated Fare Collection System.
- TARC considered this procurement a "Sole Source" due to the fact that no other vendors can supply and support Genfare equipment and Genfare Link.
- The original agreement with Genfare was a 5-year agreement.

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.

Matt Abner presented Resolution 2024-23 Fifth Third Bank Authorized Signers.

- TARC's current policy with regard to accounts payable provides that when checks are printed in-house, all checks are to be signed by one person from the Executive Office and one person from the Finance Department.
- The current approved signatory in the Executive Office is Rob Stephens. In the Finance Department, the current signatories are Tonya Day and Matthew Abner.
- We would like the Board of Directors to add Ozzy Gibson, TARC's Executive Director, as a signatory for Fifth Third Bank accounts so that we have two individuals in each department.

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

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Joe Triplett presented Resolution 2024-24 Sole Source Trapeze Map Data Upgrade.

- In 1997, Trapeze Software products were first implemented to support the needs of TARC's fixed-route and paratransit to assist in the back-office software applications such as route planning, trip scheduling, vehicle locator, dispatching, interactive operator application, and mapping to name a few.
- This resolution is a request to update and upgrade the mapping data used by TARC for fixed route, paratransit, and intelligent transit systems, which was last updated in January 2012.
- The upgrade will provide accuracy of the service area and visibility on the overall trip data.
- This map data configuration is proprietary to Trapeze and may only be procured from Trapeze, which means a sole source method of procurement is necessary.
- As per internal control rules, this request is needed because annual spending with Trapeze has already exceeded \$315,000.00.
- The expected cost for the purchase, installation, and implementation of this map data upgrade is expected not to exceed \$33,000.00 including a 10% contingency due to the aging system and unforeseen system requirements.

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

Ted Smith additions to Board Chair Report

Jan Day is rolling off the Board and thanked her for all of her years of service.

Bonita Black is rolling off the Board and thanked her for all of her years of service.

Ted Smith made a motion to adjourn at 10:57 a.m. This motion was seconded by Bonita Black and approved by the Board.

Ted Smith, Chair of the TARC Board of Directors

Date

TARC BOARD OF DIRECTORS MEETING



June 7, 2024 Special Meeting Notice:

Pursuant to KRS 61.823, the TARC Board of Directors held a special meeting to consider TARC's Agreement with JCPS, a Memorandum of Understanding between TARC and ATU, Title VI analysis of service changes to Saturday Plus, and a Personnel Matter.

The Board of Directors of Transit Authority of River City (TARC) met on June 7, 2024 at 10:30 a.m. in person at TARC, 1000 W. Broadway in the Board Room and virtually via teleconference as permitted by KRS 61.826.

Board Members Present

In Person

Ted Smith
Michael Schnuerle
Abbie Gilbert
Steve Miller
Jan Day

Virtual

Bonita Black
Michael Schnuerle

Declined

Meeting Called to Order

Ted Smith called meeting to order at 10:30 a.m.

Action Items

Ozzy Gibson presented Resolution 2024 – 20 TARC and Jefferson County Public Schools ("JCPS) Memorandum of Agreement.

- Over the course of the past several weeks, TARC and JCPS have been meeting to find a workable solution for our community.
- On June 30, 2024, TARC is going to Saturday plus service to realign its current revenues with its expenses, which would result in massive layoffs.
- JCPS has been experiencing a shortage of drivers to meet its transportation needs for several years.
- The solution has been developed which meet TARC and JCPS needs without layoffs and ensuring kids get to school.
- TARC has agreed as set forth in the attached MOA to lease up to 70 drivers to JCPS and this Resolution asks the Board to approve this MOA between TARC and JCPS.

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

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Ozzy Gibson presented Resolution 2024 – 21 TARC-Amalgamated Transit Union Local 1447 (“ATU”) Memorandum of Agreement to Collective Bargaining Agreement (“MOA”).

- On June 30, 2024, TARC is going to Saturday plus service to realign its current revenues with its expenses, which would result in massive layoffs.
- JCPS has been experiencing a shortage of drivers to meet its transportation needs for several years.
- A solution has been developed which meet TARC, ATU and JCPS needs without layoffs and ensuring kids get to school.
- TARC and ATU have agreed as set forth in the attached MOA to lease 70 drivers to JCPS.

Ted Smith thanked Lillian Brents, President ATU for being a strong partner in this process. And he thanked Ozzy Gibson for the countless hours that he has devoted to both of these agreements.

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

Aida Copic presented Resolution 2024 – 22 Implementation of Saturday Plus Service Changes Title VI Equity Analysis.

- Transit Authority of River City (TARC) is implementing Saturday Plus service changes on June 30th 2024.
- Under the FTA requirements and guidelines, FTA Circular C 4702.1B, TARC has analyzed and evaluated proposed service changes for potential impact on the community, as well as minority and low-income populations.
- The purpose of the Title VI Equity Analysis and evaluation process is to address any potential impact of the revised service on TARC’s passengers, and minority and low-income populations.
- Service Changes and the Title VI Analysis are prepared in conjunction with TARC’s strategic and operating goals, TARC’s financial resources, and TARC’s adopted Service Change Policies.
- These changes will help TARC address its future financial situation while balancing TARC’s budget in the coming fiscal years.
- These changes will also prepare TARC for the future short and long-term system restructuring (i.e. TARC 2025 Plan) and improvements in service performance and efficiencies.
- TARC has a longstanding commitment to comply with Title VI of the Civil Rights Act of 1964 that prohibits discrimination based on race, color or national origin in programs or activities that receive federal financial assistance.
- TARC’s goal is to avoid, eliminate or minimize any adverse impact of service changes that would be borne disproportionately by minority or low-income populations.
- Any potential adverse or disproportionate effects of service changes on minority or low-income passengers will be mitigated with existing or proposed alternative measures.
- In accordance with TARC’s Public Participation Policy, TARC has solicited public comments on the proposed service changes through various channels of communication, and in person through open house public meetings held in June.
- The attached Summary of the Title VI Equity Analysis for the proposed changes is part of this Resolution.

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- The Title VI Analysis statistically does not indicate potential disparate impact or disproportionate burden of the proposed frequency reductions and route changes on TARC customers.
- The three limited service local routes proposed for elimination are low performing service, with low ridership and high cost per rider.
- The federal grant funding for these three routes expires in the first quarter of the next FY.
- There is a low potential impact due to these routes' discontinuation.
- Any potential impact will be mitigated through other service options available in the area.
- The TARC June 30th 2024 Service Changes Title VI Equity Analysis has been prepared and reviewed under the Federal Transit Administration requirements and guidelines, Circular FTA C 4702.1B.
- TARC will continue monitoring ridership and routes' performance on a regular basis, and any potential impact on all TARC customers with focus on minority and low-income passengers. Potential concerns and impact related to proposed service changes will be reevaluated, and, if needed, adjusted with the next TARC's regular service adjustments in January 2025.

Board Members continued discussion regarding service changes and the impact on our community.

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

Ted Smith asked, Pursuant to KRS 61.810(1)(f), that the Board go into executive session to discuss a personnel matter. I will take a motion, and I need a second.

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

Now, we will retire to Executive Session. Thanks.

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

The motion was duly moved for approval by Jan Day. The motion was seconded by Abbie Gilbert. The Board of Directors went back to open session.

Ted Smith presented, in Executive session, there was discussion about a personnel matter, but no action was taken. However, based on that discussion, the Board would like to proceed now to take action on the Mayor's selection of Ozzy Gibson as TARC's New Executive Director and approve his compensation of \$225,000 annually and his benefits package which is included in this offer letter and would ask the Board secretary to ensure that it is included with the minutes of this meeting and posted with all other agenda items on TARC's website. Please madam secretary redact the address of Mr. Gibson before posting this item.

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

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Ted Smith made a motion to adjourn at 11:26 a.m. This motion was seconded by Jan Day and approved by the Board.

Ted Smith, Chair of the TARC Board of Directors

Date

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



Current month Operating revenues are over budget \$337,444 (pg. 2, line 9) due to nearly all revenues being over. Current month Operating expenses are under budget \$1,300,428 (pg. 2, line 41) due to all expenses being under budget except services. Capital expenses are under by \$168,458 (pg. 2, line 48) due to all capital expenses being under budget for the month.

Year-to-date Operating revenues are over \$1,230,426 (pg. 2, Line 9) mainly due to Passenger Fares, Other Agency Revenues (mainly Gov Deals sales) and Insurance Recoveries. Year to date expenses are under \$9,753,067 (pg. 2, line 41) due to all expenses being under budget except Labor. Coach Operator labor is the main driver for labor being over due to driver shortage, timing of sick, holiday, vacations and other paid absences. Year-to-date Capital expenses are under budget \$558,303 (pg. 2, line 48) mainly due to timing of capital projects and projecting out depreciation for the current year.

Overall, TARC is under budget projections for expenses year-to-date and the MTTF receipts are performing over projections, currently projecting that TARC will be under budget for the year.

Statement of Revenue - Expenses - with Capital Contributions

May 2024, Fiscal Year 2024



Description	Current Month				Fiscal Year-to-date			
	FY24 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining
Revenues								
1 Passenger Fares	4,859,906	481,346	401,750	79,596	4,836,098	4,448,106	387,992	0.49%
2 Paratransit Fares	960,000	91,499	80,000	11,499	897,021	880,000	17,021	6.56%
3 Special Fare Revenues (MOA/MOU Agreements)	1,535,890	118,770	120,000	(1,230)	1,498,155	1,415,890	82,265	2.46%
4 Comp Specials	0	0	0	0	0	0	0	0.00%
5 Advertising Revenue	650,000	188,608	54,167	134,441	732,775	595,837	136,938	-12.73%
6 Other Agency Revenues	363,300	116,344	30,275	86,069	575,921	333,025	242,896	-58.52%
7 Total Recoveries-Insurance	50,000	31,236	4,167	27,069	409,151	45,837	363,314	-718.30%
8								
9 Operating Revenues	8,419,096	1,027,804	690,359	337,444	8,949,120	7,718,695	1,230,426	-6.30%
10								
11 MTF Contributions- Federated, Operating	62,616,384	6,471,484	6,393,356	78,128	60,061,069	60,061,069	0	4.08%
12 Local Government Funds - MTF, Operating	1,261,975	35,702	84,115	(48,413)	675,146	1,114,715	(439,569)	46.50%
13 COVID Funds - FTA, Operating	36,651,990	793,301	2,544,792	(1,751,491)	19,607,439	31,129,110	(11,521,671)	46.50%
14 State Government Funds, Operating	1,276,642	83,904	0	83,904	1,946,010	968,262	977,748	-52.43%
15								
16 Total Non-Operating Revenues	101,806,991	7,384,391	9,022,263	(1,637,872)	82,289,663	93,273,156	(10,983,492)	19.17%
17								
18 Total Revenues Before Cap Contributions	110,226,087	8,412,195	9,712,622	(1,300,428)	91,238,784	100,991,851	(9,753,066)	17.23%
19								
20 Local Government Funds - MTF, Cap	6,384,870	264,094	287,946	(23,852)	591,292	4,439,687	(3,848,395)	90.74%
21 Federal Reimbursement Funds - FTA, Cap	25,816,643	1,602,261	1,174,881	427,380	12,151,682	18,012,814	(5,861,132)	52.93%
22 State Government Funds, Cap	0	153	0	153	2,169,408	0	2,169,408	0.00%
23 Other Agencies Revenue, Cap	0	0	0	0	0	0	0	0.00%
24								
25 Total Capital Contributions	32,201,513	1,866,507	1,462,827	403,681	14,912,382	22,452,501	(7,540,119)	53.69%
26								
27 Total Revenues	142,427,600	10,278,702	11,175,449	(896,747)	106,151,166	123,444,352	(17,293,185)	25.47%
28								
29								
Expenses								
30								
31								
32 Labor	33,240,842	2,836,907	2,951,602	(114,695)	31,141,719	30,667,654	474,065	6.31%
33 Fringes & Benefits	30,712,129	2,222,385	2,619,762	(397,377)	26,242,973	28,209,792	(1,966,819)	14.55%
34 Services	7,737,546	701,573	647,577	53,996	5,618,938	7,094,165	(1,475,227)	27.38%
35 Materials	9,035,040	641,754	766,280	(124,526)	7,664,018	8,293,056	(629,038)	15.17%
36 Utilities	1,205,000	76,926	100,417	(23,491)	903,819	1,104,587	(200,768)	24.99%
37 Casualty & Liability	3,827,100	270,888	318,926	(48,038)	3,142,897	3,508,186	(365,289)	17.88%
38 Purchased Transportation	23,507,410	1,537,690	2,229,098	(691,408)	16,062,811	21,252,871	(5,190,060)	31.67%
39 Interest Expense	0	0	0	0	0	0	0	0.00%
40 Other Expenses	961,020	124,071	78,960	45,111	461,609	861,540	(399,931)	51.97%
41 Operating Expenses	110,226,087	8,412,195	9,712,622	(1,300,428)	91,238,784	991,851	(9,753,067)	17.23%
42								
43								
44								
45 Development Cost & Loss on Disposal	2,083,268	29,852	147,944	(118,092)	181,192	896,381	(715,189)	91.30%
46 Depreciation Expenses	12,579,047	1,094,399	1,144,765	(50,366)	11,511,987	11,355,101	156,886	8.48%
47 Loss on Disposal of Assets	0	0	0	0	0	0	0	0.00%
48 Total Capital Expenses	14,662,315	1,124,250	1,292,709	(168,458)	11,693,179	12,251,482	(558,303)	20.25%
49								
50 Total Expenses	124,888,402	9,536,445	11,005,331	(1,468,886)	102,931,963	113,243,333	(10,311,370)	17.58%
51								
52								
53 Revenue / Expense Difference Before Capital	0	0	0	0	0	0	0	0.00%
54								
55 Revenue / Expense Difference After Capital	17,539,198	742,257	170,118	572,139	3,219,203	10,201,019	(6,981,816)	81.65%

Total Labor

May 2024, Fiscal Year 2024



		Current Month			Fiscal Year-to-date				
Description	FY24 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining	
1	Direct Labor	33,240,842	2,836,907	2,951,602	(114,695)	31,141,719	30,667,654	474,065	6.31%
2	Sick Leave	1,761,580	194,727	115,310	79,417	1,642,397	1,646,270	(3,873)	6.77%
3	Holiday	1,428,538	105,513	143,237	(37,724)	1,145,622	1,277,702	(132,080)	19.80%
4	Vacation	2,236,350	180,343	182,713	(2,370)	2,005,067	2,053,637	(48,570)	10.34%
5	Other Paid Absences	238,442	16,680	16,175	505	216,767	222,267	(5,500)	9.09%
6									
7	Total	38,905,752	3,334,170	3,409,037	(74,867)	36,151,572	35,867,530	284,042	7.08%
8									
9	Difference compared to Budget			(74,867)		284,042			
		Current Month			Year to Date				
Description	FY24 Total Budget	Actual	Budget	Over budget (Under budget)	Actual	Budget	Over budget (Under budget)	Percentage Remaining	
10	FICA	2,976,282	250,803	260,791	(9,988)	2,712,271	2,743,860	(31,589)	8.87%
11	Pension	9,323,000	691,307	795,669	(104,362)	7,903,188	8,613,879	(710,691)	15.23%
12	Hospital Medical & Surgical	9,228,084	687,066	818,621	(131,555)	7,642,430	8,409,463	(767,033)	17.18%
13	Vision Care Insurance	85,741	645	7,153	(6,508)	50,340	78,683	(28,343)	41.29%
14	Dental Plans	345,120	26,645	28,760	(2,115)	257,687	316,360	(58,673)	25.33%
15	Life Insurance	46,536	3,497	3,878	(381)	38,655	42,658	(4,003)	16.94%
16	Disability Insurance	154,956	11,966	12,913	(947)	132,271	142,043	(9,772)	14.64%
17	Kentucky Unemployment	40,000	0	10,000	(10,000)	(21,002)	40,000	(61,002)	152.51%
18	Worker's Compensation	2,500,000	40,746	208,334	(167,588)	2,186,934	2,291,674	(104,740)	12.52%
19	Uniform & Work Clothing Allowance	345,000	12,039	16,000	(3,961)	326,866	329,000	(2,134)	5.26%
20	Other Fringes	2,500	410	208	202	3,479	2,296	1,183	-39.16%
21	Total Fringe & Benefits	25,047,219	1,725,124	2,162,327	(437,203)	21,233,119	23,009,916	(1,776,797)	15.23%
22									
23									
24	Sick Leave	1,761,580	194,727	115,310	79,417	1,642,397	1,646,270	(3,873)	6.77%
25	Holiday	1,428,538	105,513	143,237	(37,724)	1,145,622	1,277,702	(132,080)	19.80%
26	Vacation	2,236,350	180,343	182,713	(2,370)	2,005,067	2,053,637	(48,570)	10.34%
27	Other Paid Absences	238,442	16,680	16,175	505	216,767	222,267	(5,500)	9.09%
28	Total Compensation Benefits	5,664,910	497,263	457,435	39,828	5,009,853	5,199,876	(190,023)	11.56%
29									
30	Total	30,712,129	2,222,387	2,619,762	(397,375)	26,242,972	28,209,792	(1,966,820)	14.55%
31									
32	Difference compared to Budget			(397,375)		(1,966,820)			

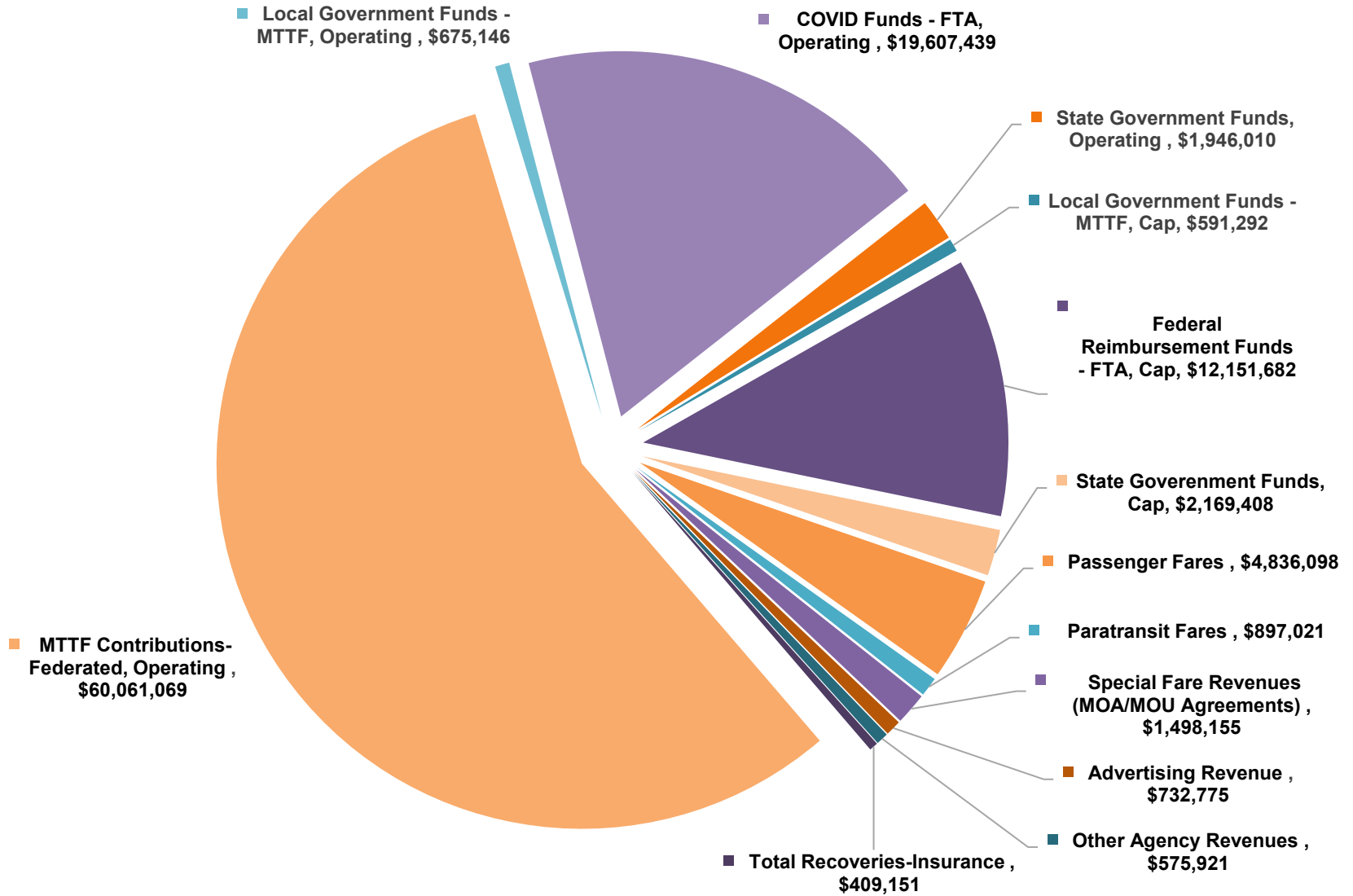


Balance Sheet

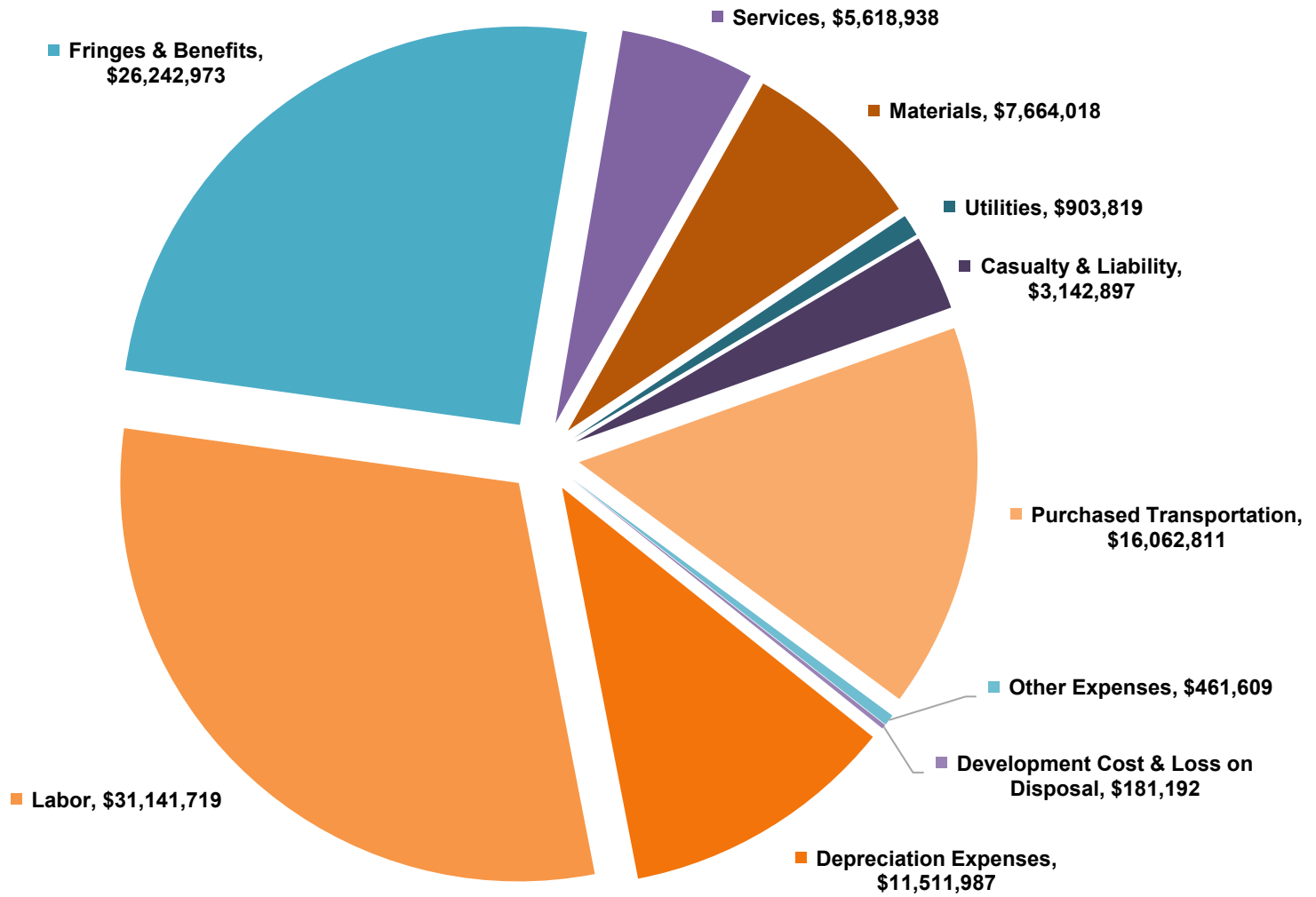
May 2024, Fiscal Year 2024

Assets	FY 24	FY 23	Liabilities, Reserves & Capital	FY 24	FY 23
Current Assets			Current Liabilities		
Cash & Cash Items	(2,527,555)	6,161,745	Long Term Debt	0	0
Short Term Investments	9,940,152	6,526,510	Short Term Debt	0	0
Accounts Receivable	79,106,454	70,988,312	Trade Payables	6,317,454	6,774,378
Interest Receivable	0	0	Accrued Payroll Liabilities	4,338,674	4,171,855
Due From Grant	80,000	80,000	Estimated Workmans Compensation	4,274,861	5,271,852
Materials & Supplies	2,607,310	2,264,469	Accrued Tax Liabilities	(173)	1,800
	-----	-----	Unredeemed Tickets & Tokens	2,202,738	1,653,458
Total Current Assets	89,206,361	86,021,036	Reserves - Injury & Damages	1,024,500	1,105,900
			Due To Operations	80,000	80,000
Other Assets			Unearned Capital Contributions	68,540,985	65,746,907
Prepaid Insurance & Dues & WIP	278,797	993,761	Other Current Liabilities (Health Ins.)	3,530,435	2,688,705
	-----	-----		-----	-----
Total Other Assets	278,797	993,761	Total Current Liabilities	90,309,474	87,494,855
				-----	-----
Fixed Assets			Equity		
Land	3,773,249	3,187,624	Retained Earnings	3,219,203	(52,439)
Buildings	52,032,589	49,931,077	Prior Year Retained Earning	78,763,717	78,980,037
Coaches	140,237,828	135,219,897		-----	-----
Office Equipment	14,428,397	10,962,283	Total Equity	81,982,920	78,927,598
Other Equipment	22,277,423	23,379,333		-----	-----
Development Costs	464,832	751,527	Total Liabilities & Equity	172,292,394	166,422,453
Vehicle Exp - Operating	1,420,405	1,420,405		=====	=====
Other Equipment -Operating	185,715	184,903			
	-----	-----			
Total Fixed Assets	234,820,438	225,037,049			
Less Accumulated Depreciation					
Accumulated Depr Land	840,049	781,710			
Accumulated Depr Buildings	31,484,945	30,030,837			
Accumulated Depr Coaches	90,716,867	84,445,686			
Accumulated Depr Office Equipment	9,916,527	9,481,639			
Accumulated Depr Other Equipment	17,622,199	19,293,552			
Accumulated Depr Development Cost	181,192	416,947			
Accumulated Depr Vehicle Exp - Opr	1,088,326	1,032,199			
Accumulated Depr Other Equipment Op	163,097	146,822			
	-----	-----			
Total Depreciation	152,013,202	145,629,391			
	-----	-----			
Net Fixed Assets	82,807,236	79,407,657			
	-----	-----			
Total Assets	172,292,394	166,422,453			
	=====	=====			

YTD Revenues - May, 2024 FY 2024



YTD Expenses - May 2024, FY 2024



MassTransit Trust Fund (MTTF) Revenue Deposits



Deposit to Budget Difference FY 2024

Month	FY 24 Actual Deposits	FY 24 Budget Deposits	Difference	YTD Total	Current Month	YTD
July	\$5,772,993	\$4,832,901	\$940,092	\$940,092	19.45%	
August	\$4,556,894	\$5,053,662	(\$496,768)	\$443,324	-9.83%	4.48%
September	\$6,379,852	\$5,225,029	\$1,154,823	\$1,598,147	22.10%	10.58%
October	\$5,188,606	\$3,508,717	\$1,679,889	\$3,278,036	47.88%	17.60%
November	\$4,364,470	\$4,473,572	(\$109,102)	\$3,168,934	-2.44%	13.72%
December	\$7,192,670	\$6,400,979	\$791,691	\$3,960,625	12.37%	13.43%
January	\$6,796,045	\$6,329,856	\$466,189	\$4,426,814	7.36%	12.36%
February	\$4,863,431	\$4,578,304	\$285,127	\$4,711,941	6.23%	11.66%
March	\$5,630,961	\$5,839,108	(\$208,147)	\$4,503,794	-3.56%	9.74%
April	\$11,710,580	\$11,523,802	\$186,778	\$4,690,572	1.62%	8.12%
May	\$5,430,149	\$5,215,370	\$214,779	\$4,905,351	4.12%	7.79%
June	\$0	\$6,660,085	(\$6,660,085)	(\$1,754,734)	-100.00%	-2.52%
TOTAL	\$67,886,651	\$69,641,385				

MTTF Revenue Deposits - Actuals

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

	May 2024	May 2023	YTD FYE 2024	YTD FYE 2023	Difference Amount	Percent Change
Receipts						
Employee Withholding	\$ 4,981,938	\$ 4,533,355	\$ 54,615,258	\$ 51,998,927	\$ 2,616,331	5.03%
Individual Fees	119	120	2,559	2,879	(320)	-11.11%
Net Profit Fees	416,473	607,708	12,882,100	12,476,426	405,674	3.25%
Interest & Penalty	60,946	49,652	903,885	850,042	53,843	6.33%
Total Collections	\$ 5,459,476	\$ 5,190,835	\$ 68,403,802	\$ 65,328,274	\$ 3,075,528	4.71%
Investment Income	\$ 44,376	\$ 39,794	\$ 356,300	\$ 200,228	\$ 156,072	77.95%
Total Receipts	\$ 5,503,852	\$ 5,230,629	\$ 68,760,102	\$ 65,528,502	\$ 3,231,600	4.93%
Disbursements						
Collection Fee	\$ 73,703	\$ 70,076	\$ 923,451	\$ 881,930	\$ 41,521	4.71%
Reversal of FY22 Investment Income	\$ -	\$ -	\$ -	\$ 4,534	\$ (4,534)	
Total Disbursements	\$ 73,703	\$ 70,076	\$ 923,451	\$ 886,464	\$ 41,521	4.68%
Due Mass Transit	\$ 5,430,149	\$ 5,160,553	\$ 67,836,651	\$ 64,642,038	\$ 3,194,613	4.94%
Less Previous Payments			62,406,502	59,481,485	2,925,017	4.92%
Payable To Trust Fund			\$ 5,430,149	\$ 5,160,553	\$ 269,596	5.22%



Year to Date Summary

May 2024, Fiscal Year 2024

Actual Compared to Budget YTD

	Good	In the Red	
Total Revenues before Capital are Over/ Under by (pg. 2, line 18)	\$0	\$9,753,066	
Total Expenses are Over/ Under by (pg. 2, line 41)	\$9,753,067	\$0	
MTTF Revenue Deposits are Over /Under by (pg. 7)	\$4,905,351	\$0	
May has a favorable balance before Capital of	\$14,658,418	\$9,753,066	\$4,905,352

Actual Revenues over Expenses

Operating Revenues	\$8,949,120
Operating Expenses	\$91,238,784
Net Gain/(Loss) before MTTF	(\$82,289,664)
MTTF Approved Contributions	\$60,061,069
Net Gain/(Loss) before Subsidies	(\$22,228,595)
Subsidies	
ARP	\$16,175,459
5307 Federal Formula dollars to be used as (CEER)	\$3,431,980
MTTF Local Share	\$675,146
State Contributions	\$1,946,010
Total Subsidies	\$22,228,595
Net Gain/(Loss) before Capital	\$0



Reimbursement Funds Only and a One Time Funding Source

	TARC Share	Actual YTD FY 2023	Actual YTD FY 2024	Remaining Balance	Budget YTD FY 2024	Actual FY 2024 vs Budget FY 2024
ARP***	\$48,293,376	\$9,596,003	\$16,175,459	\$22,521,914	\$28,695,496	(\$12,520,037)

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

The Procurement Calendar will be available during the Board Meeting.



BOARD OF DIRECTORS
JULY 24, 2024

JULY OPERATIONAL UPDATE





HIGHLIGHTS

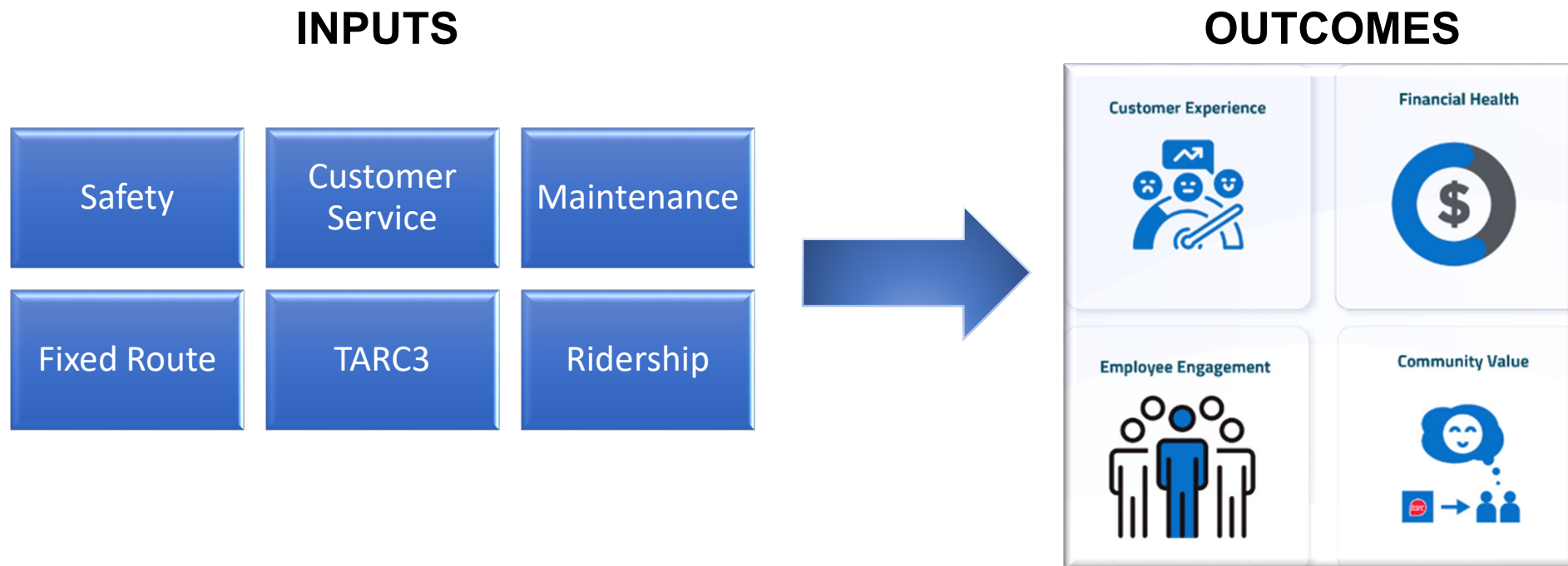
SINCE THE LAST BOARD MEETING, TARC ...

- Kicked off the partnership with JCPS as select TARC drivers officially began their training and are currently working on receiving their “S” endorsements to drive school buses.
- Implemented service reductions on June 30 to help address fiscal cliff.
- Presented on TARC 2025 Network Redesign to TARC riders at Please & Thank You.
- Held first TARC 2025 Stakeholder Advisory Committee meeting on June 27, at Leadership Louisville.
- Met community in person at a number of events including Galt House Employee Fair, Crescent Hill Fourth of July Festival, NuLu Summer Fest, and the Butcherblock Party.



MONTHLY REPORT

- **Performance Dashboard** - to communicate operating performance in service delivery and utilization. Utilize standard measures used throughout the transit industry, setting goals and putting systems in place to achieve them.
- **Continuous Improvement** - identify areas for improvement and create action plans to demonstrate progress toward our goals.
- **Success Outcomes** - align with Strategic Plan Scorecard and TARC'S Primary Strategic Priorities.

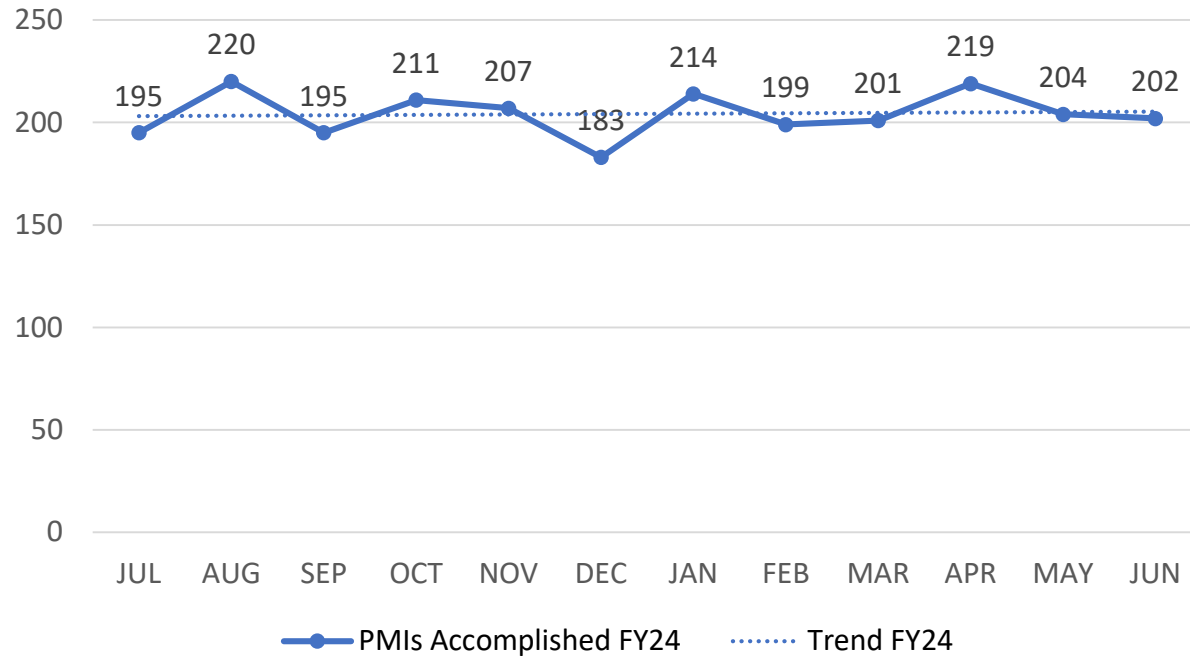




MAINTENANCE

Target PMI: 220
Total Vehicle PMIs: 202

Preventive Maintenance Inspections (PMI)
Accomplished FY24



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

Coach Maintenance Plan Includes:

3,000 mile inspection:

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

6,000 mile inspection:

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

12,000 mile inspection

- Perform brake Tapley
- Perform 6,000 mile inspection

24,000 mile inspection

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

48,000 mile inspection

- Fluid change
- Inspect transmission
- Sample transmission fluid

96,000 mile inspection

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



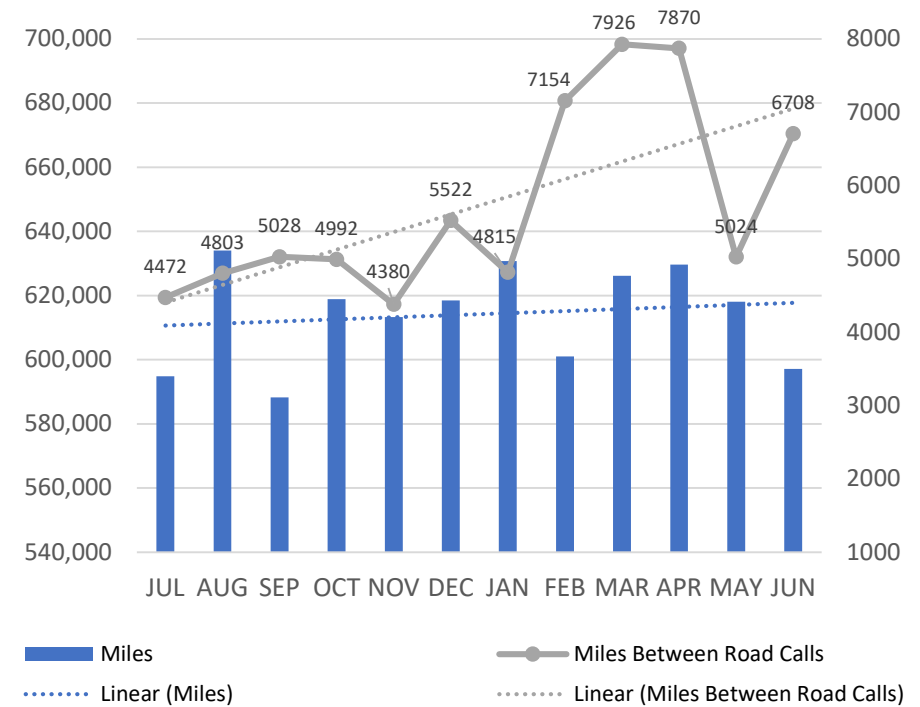
MAINTENANCE

MILES BETWEEN MECHANICAL FAILURES

FY24	Miles	Chargeable Road Calls	Miles Between Road Calls
July	594,791	133	4,472
Aug	634,015	132	4,803
Sep	588,249	117	5,028
Oct	618,903	124	4,992
Nov	613,224	140	4,380
Dec	618,417	112	5,522
Jan	630,740	131	4,815
Feb	601,018	84	7,154
Mar	626,175	79	7,926
Apr	629,625	80	7,870
May	618,039	126	5,024
Jun	597,066	89	6,708

June: Total Miles Between Road Calls = **6708**
 Target Miles Between Road Calls = **5000**

Miles Between Road Calls



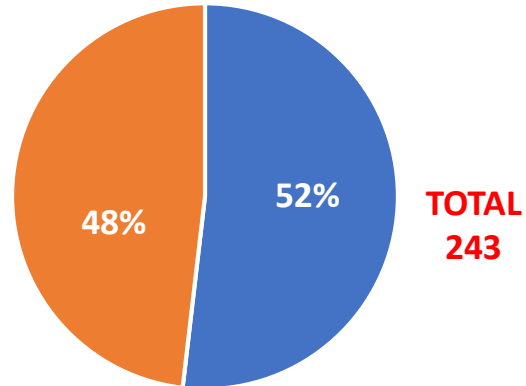
A Mechanical Road Call occurs when mechanical problems prevent the revenue vehicle from completing a scheduled revenue trip, or from starting the next scheduled revenue trip because actual movement is limited, or because of safety concerns.



MAINTENANCE

CHARGEABLE VS NON-CHARGEABLE ROAD CALLS

May 2024 Maintenance Road Calls

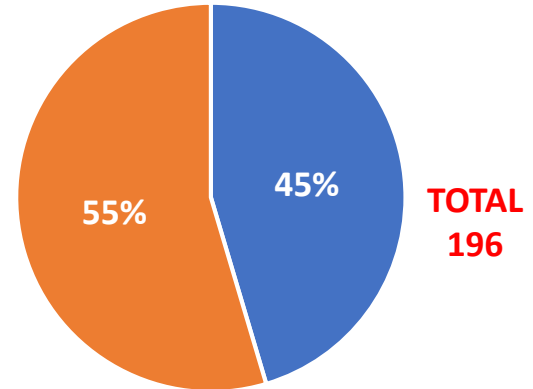


■ Chargeable Road Calls 126 ■ Non-Chargeable Roads Calls 117

Chargeable Categories

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

June 2024 Maintenance Road Calls

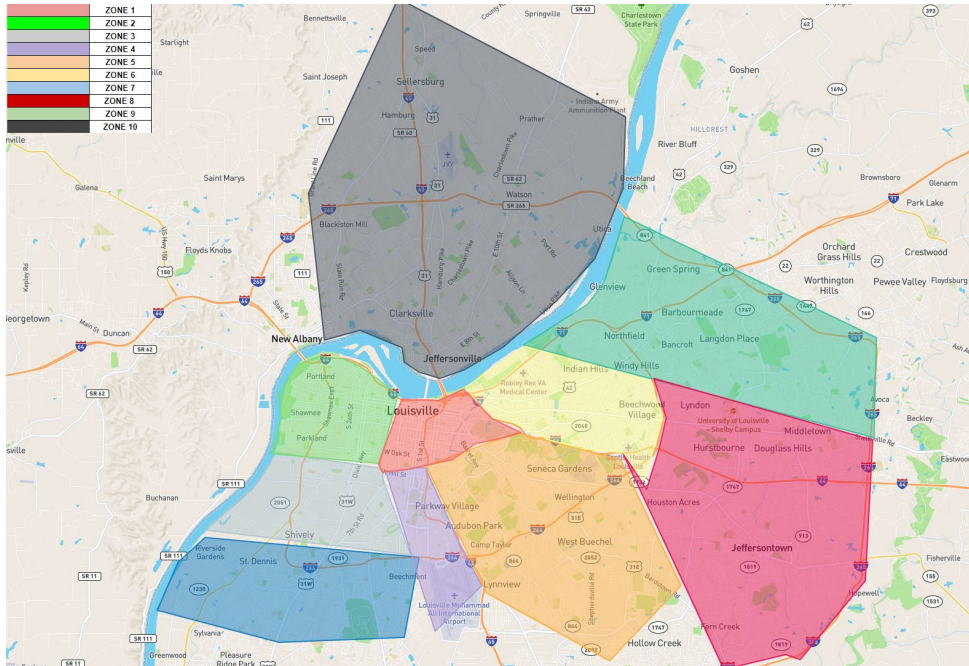


■ Chargeable Road Calls 89 ■ Non-Chargeable Roads Calls 107

Non-Chargeable Categories

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

JUNE SHELTER CLEANINGS



Task/Zone	1	2	3	4	5	6	7	8	9	10	Total
Shelter Cleaned	572	330	251	225	509	175	323	184	154	188	2911
Trash Can Emptied	18	22	21	7	27	8	10	6	3	7	129
BioHazard Cleaned	4	3	2	1	6	0	1	2	0	0	19
Damage Reported	0	0	0	0	0	1	0	0	0	0	1
Graffiti Removed	2	2	2	1	2	2	2	0	3	0	16
Installation of Advertisements	21	10	0	4	9	3	5	0	3	7	62
Spot Pressure Washing	0	0	3	0	0	0	0	1	0	0	4
Surface Scrubbing	22	14	19	11	19	17	17	0	0	0	119

June Shelter Cleanings **2911**
Other Requests **350**
Goal Shelter Cleanings **45 per day**
THIS MONTH **216%**



SAFETY

SAFETY PREVENTABLE ACCIDENTS

Monthly

10

TYPE OF ACCIDENT

Fixed Object	7	70.0%
Moving Vehicle	2	20.0%
Rear-ended OV	1	10.0%

YTD

121

PREVENTABLE ACCIDENTS / 100K MILES

Monthly

1.8

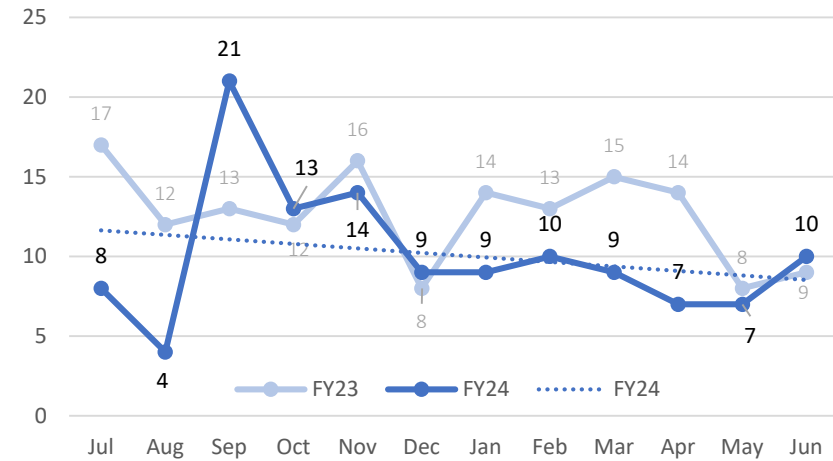
YTD AFR Goal

2.3

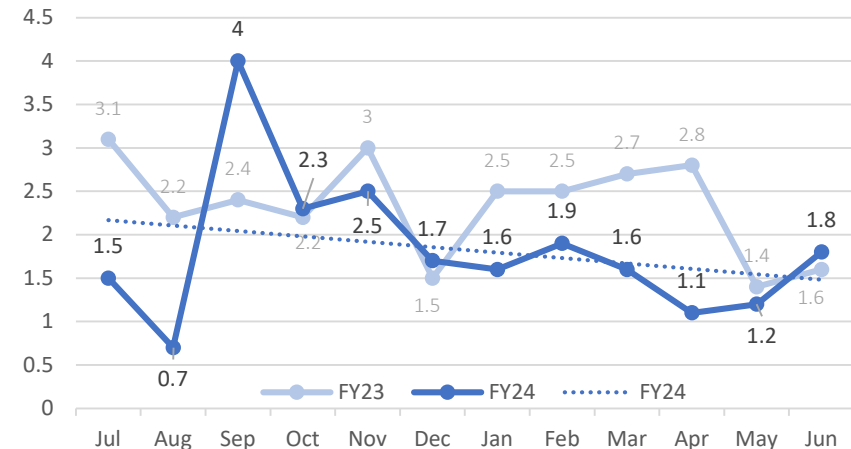
YTD

1.83

FY24 PREVENTABLE ACCIDENTS



PREVENTABLE ACCIDENT AFR FY23 vs FY24



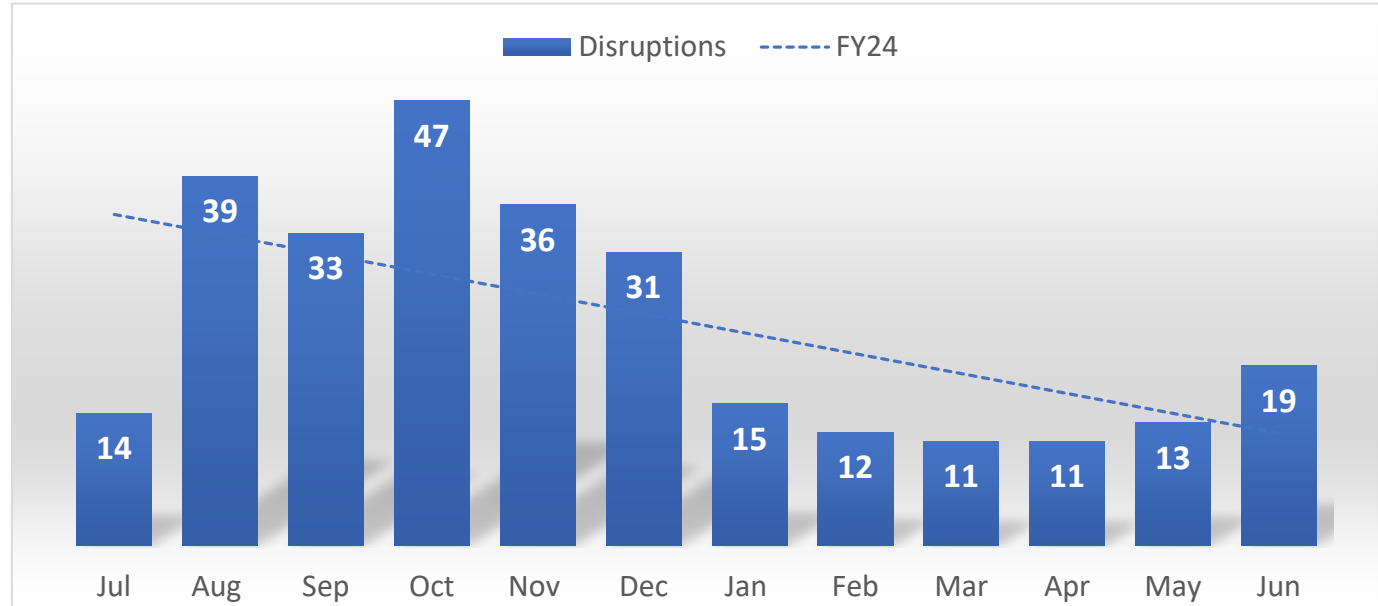


SAFETY

PASSENGER DISRUPTIONS BY LINE FY24 JUL THROUGH JUNE

Route ID	Disruptions
Broadway - #23	56
Fourth St - #4	32
Dixie Rapid - #10	28
Preston - #28	28
Market St - #15	25
Bardstown - #17	13
Muhammad Ali - #19	12
Oak-Westport - #25	11
Shelbyville Rd - #31	9
Crums Lane - #63	8
J'ville-Lou-New Albany - #71	8
Dixie Hwy - #18	7
Sixth St - #6	6
Chestnut St - #21	6
Portland Poplar Level - #43	6
Eastern Pkwy - #29	5
Clarksville - #72	5
Taylorsville Rd - #40	4
Cardinal - #94	4
Second St - #2	3
Twelfth St - #12	3
Hill St - #27	2
Outer Loop - #46	0
Med Ctr - #52	0

TOTAL PASSENGER DISRUPTIONS - FY24



PASSENGER DISRUPTIONS*

This Month Total

19

Monthly Avg

21.8

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



Survey Methodology

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

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

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



SAFETY AMBASSADOR PROGRAM

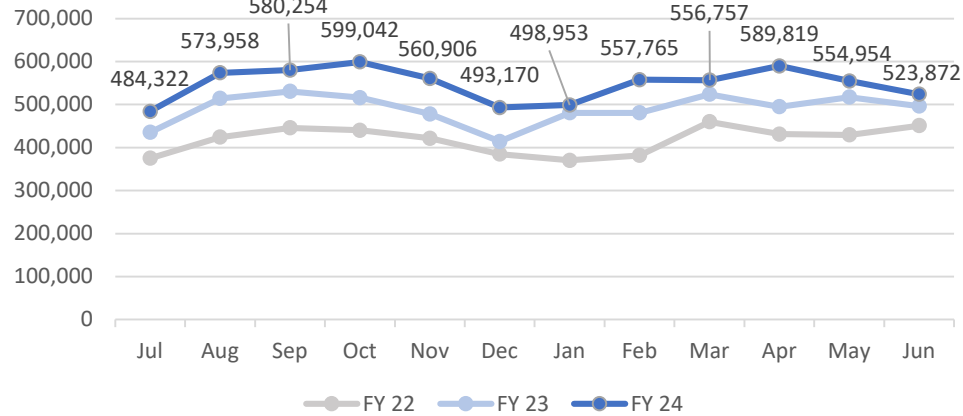
Safety Statistics	Apr	May	Jun
911 Called	0	0	2
Bus Route Assignment	359	353	350
De-Escalation	1	0	2
Disruptive Behavior - Loud Music	5	13	11
Disruptive Behavior - Physical	2	0	7
Disruptive Behavior - Toll Issue	12	0	0
Disruptive Behavior - Verbal	18	19	19
Greeting	6670	7012	6186
Hospitality Assistance	91	296	258
Operator Escalation	0	0	0
Request for TARC Security	0	0	4
Route Info Provided	15	70	104

6 Month Pilot Duration: February - July

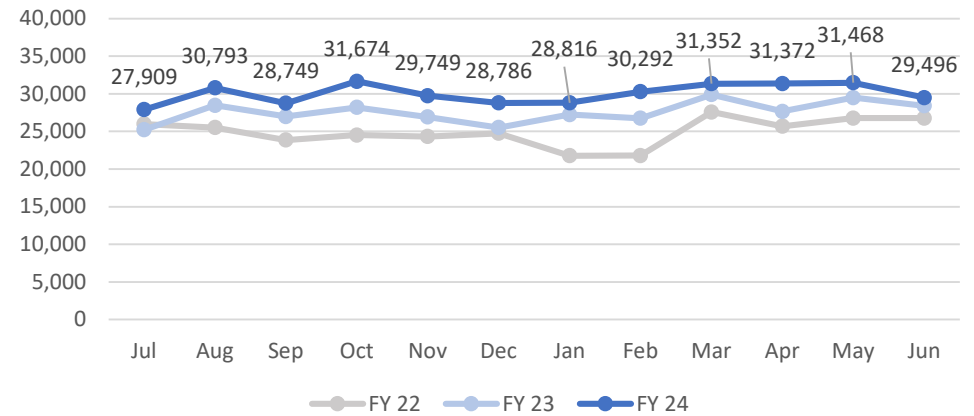


JUNE RIDERSHIP

Fixed-Route Ridership



TARC3 Paratransit Ridership



FIXED ROUTE
 Monthly **524K** -5.6% VLM
 YTD **6,573K** 5.6% VLY

PARATRANSIT
 Monthly **29K** -6.3% VLM
 YTD **360K** 3.8% VLY

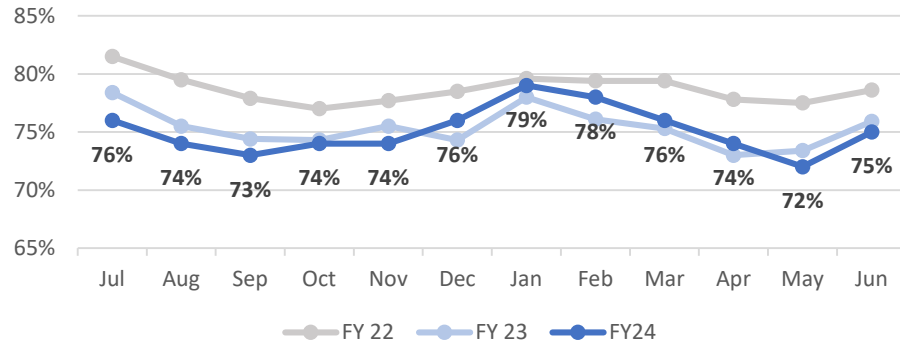
COMBINED
 This Month, Last Year **525K**
 This Month, This Year **553K**

Performance Indicator	Fixed-Route System			Paratransit (TARC3)		
	FY24 YTD	FY23 YTD	FY22 YTD	FY24 YTD	FY23 YTD	FY22 YTD
Total Ridership	6,573,772	5,882,660	5,016,283	360,456	330,793	299,412
Weekday Ridership	5,562,244	5,203,973	4,429,315	297,419	280,874	254,834
Saturday Ridership	565,636	382,620	325,458	27,431	25,040	22,640
Sunday/Holiday Ridership	433,148	296,067	261,510	35,606	22,186	17,940
Total Revenue Miles	6,517,670	6,520,833	6,372,079	4,364,217	3,648,867	3,855,246
Total Revenue Hours	537,581	547,944	542,472	284,896	266,904	237,715
Trips per Revenue Mile	1.01	0.9	0.79	.08	0.08	0.08
Trips per Revenue Hour	12.20	10.74	9.25	1.29	1.27	1.26

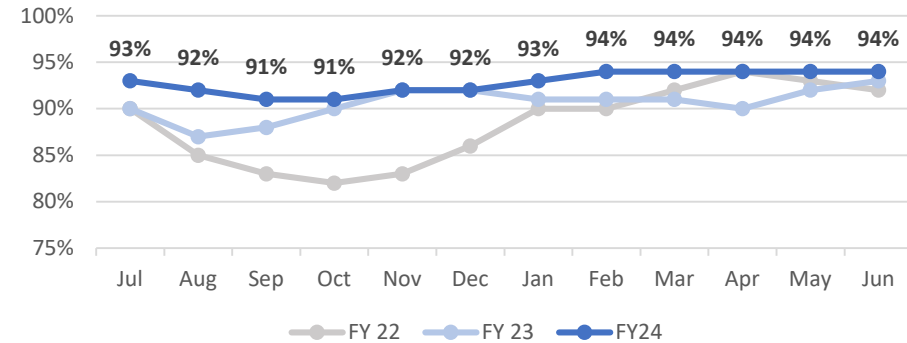


JUNE ON-TIME PERFORMANCE

Fixed-Route On-Time Performance



TARC3 Paratransit On-Time Performance



Fixed-Route
FY24 Goal
80%

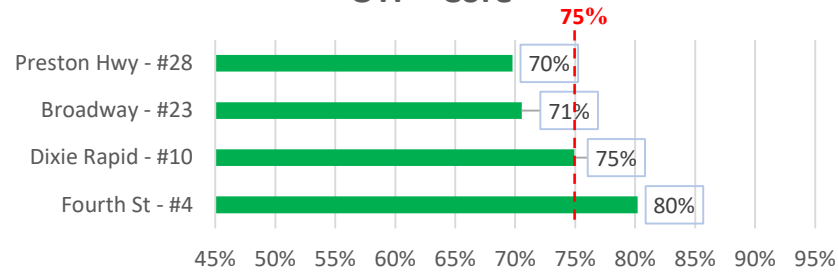
On-Time Performance							
	Fixed-Route			Paratransit (TARC3)			
	FY24	FY23	FY22		FY24	FY23	FY22
Jul	76%	78%	80%	Jul	93%	90%	90%
Aug	74%	76%	80%	Aug	92%	87%	85%
Sept	73%	74%	78%	Sep	91%	88%	83%
Oct	74%	74%	77%	Oct	91%	90%	82%
Nov	74%	76%	78%	Nov	92%	92%	83%
Dec	76%	74%	79%	Dec	92%	92%	86%
Jan	79%	78%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

Paratransit
FY24 Goal
93%

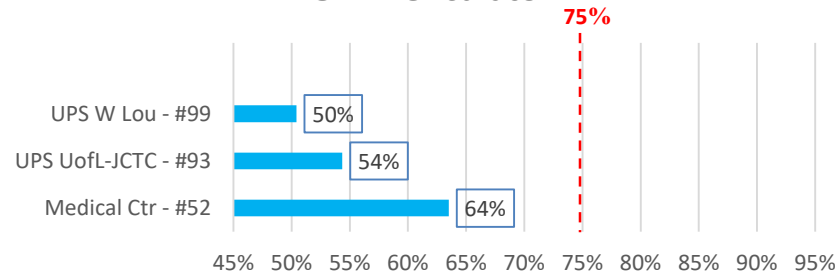


JUNE ON-TIME PERFORMANCE

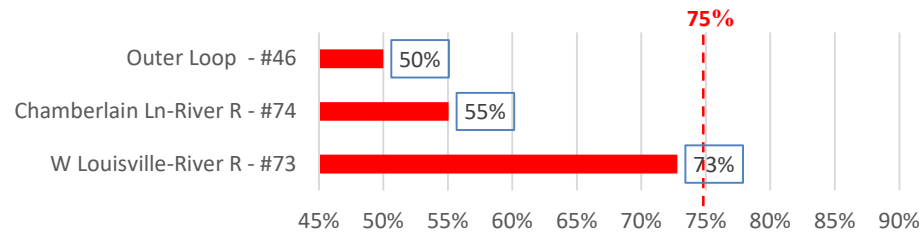
OTP - Core



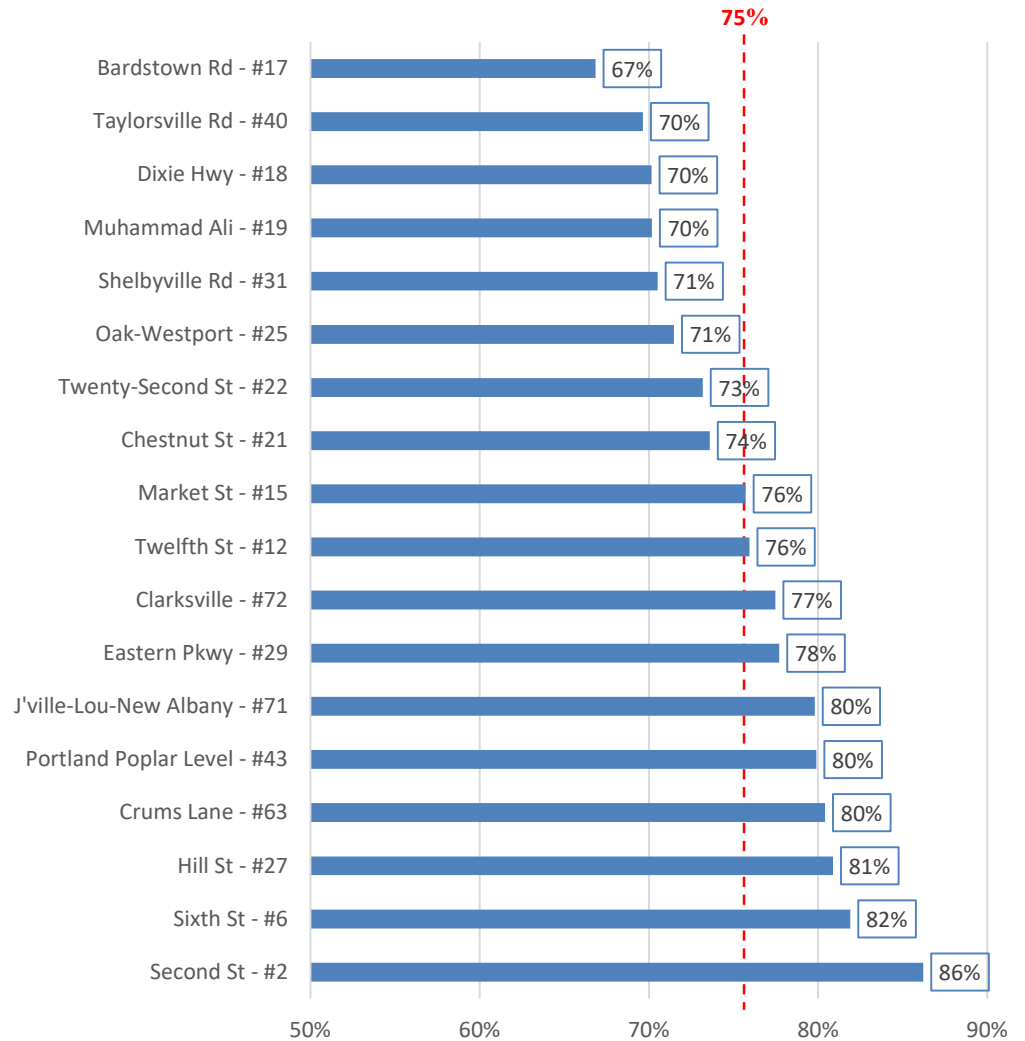
OTP - Circulator



OTP - CMAQ



OTP - Local



OPERATIONS SUPERVISOR – FIELD & ON-BOARD BUS SUPPORT

KEY FOCUS AREAS

Primary

- Operator Engagement
- Passenger De-Escalation
- Customer Greetings and Interaction

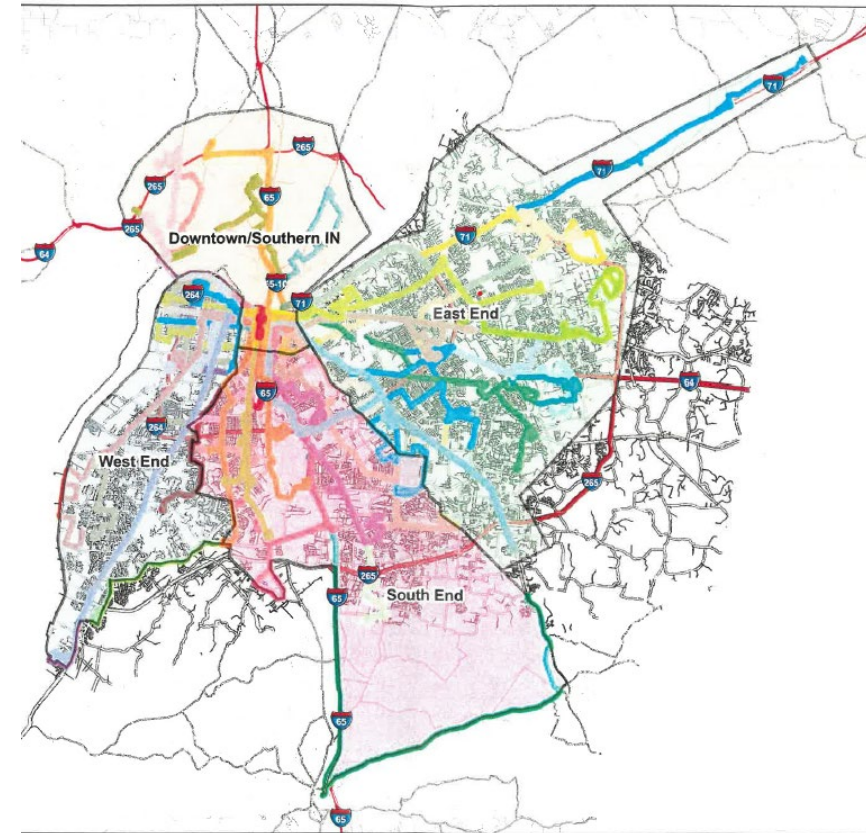
Secondary

- Schedule Adherence (OTP)
- Ride Evaluations
- General Operations Performance

KEYS TO SUCCESS

- Stay Professional at all times
- Engage, Engage, Engage
- Get out of vehicle meet people where they are
- We are a resource to help

Road Supervisor Coverage Zone:
System Coverage



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



CUSTOMER FEEDBACK FY24

FIXED ROUTE

Monthly

YTD

304

-.24% VLM
-.07% VLY

3,997

Call Volume: 24,447

1.25% of Total Calls

PARATRANSIT

Monthly

YTD

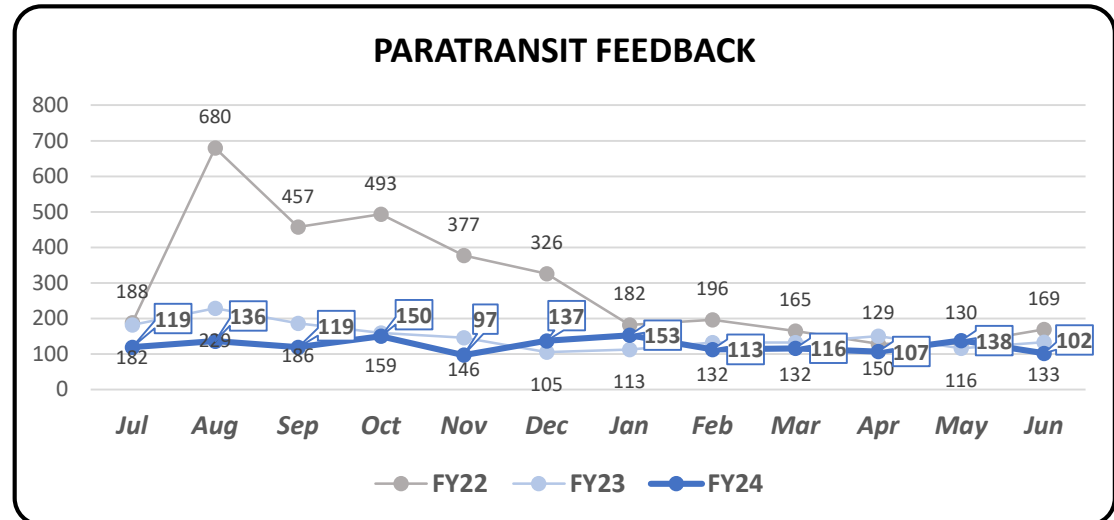
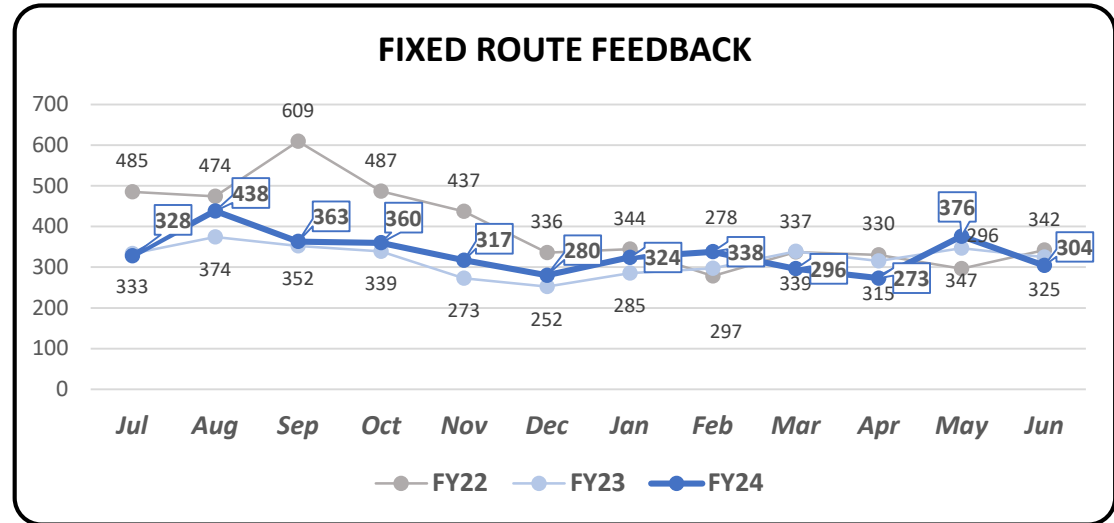
102

-.35% VLM
-.30% VLY

1,487

Call Volume: 15,998

.64 % of Total Calls





FEEDBACK PER RIDERSHIP FY24

FIXED ROUTE / 100K RIDERS

Month

YTD

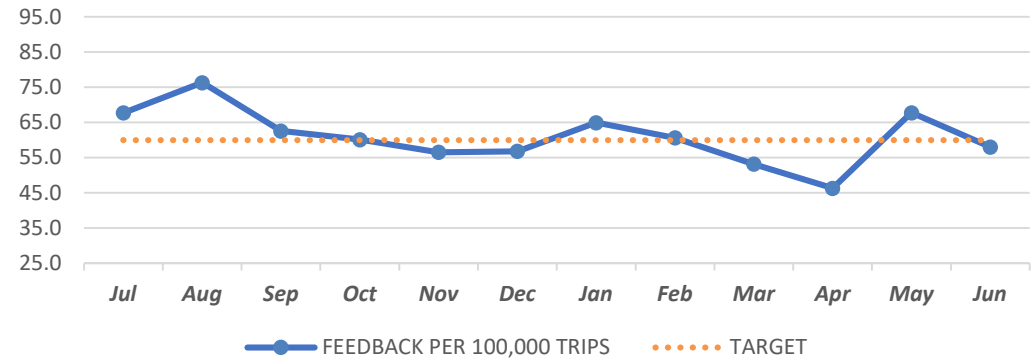
58

-14% VLM

731

.058% TOTAL RIDERSHIP
523,872

FIXED ROUTE FEEDBACK PER 100,000 TRIPS



PARATRANSIT / 1,000 RIDERS

Month

YTD

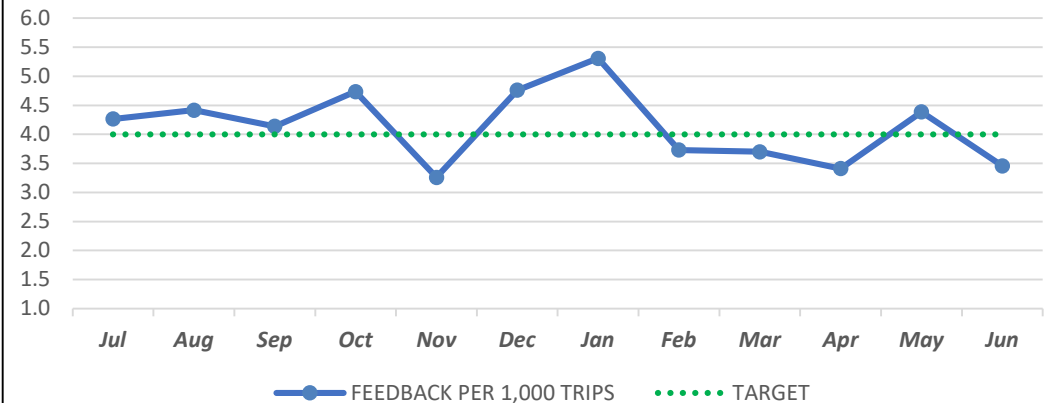
3.5

-21% VLM

49.6

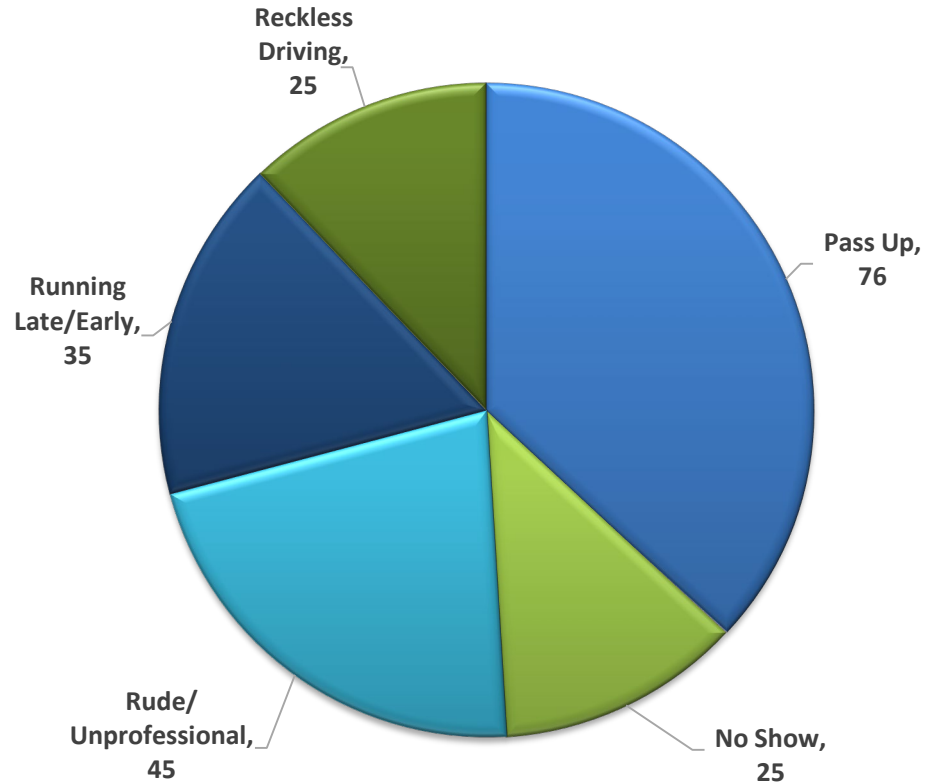
.35% TOTAL RIDERSHIP
29,496

PARATRANSIT FEEDBACK PER 1,000 TRIPS

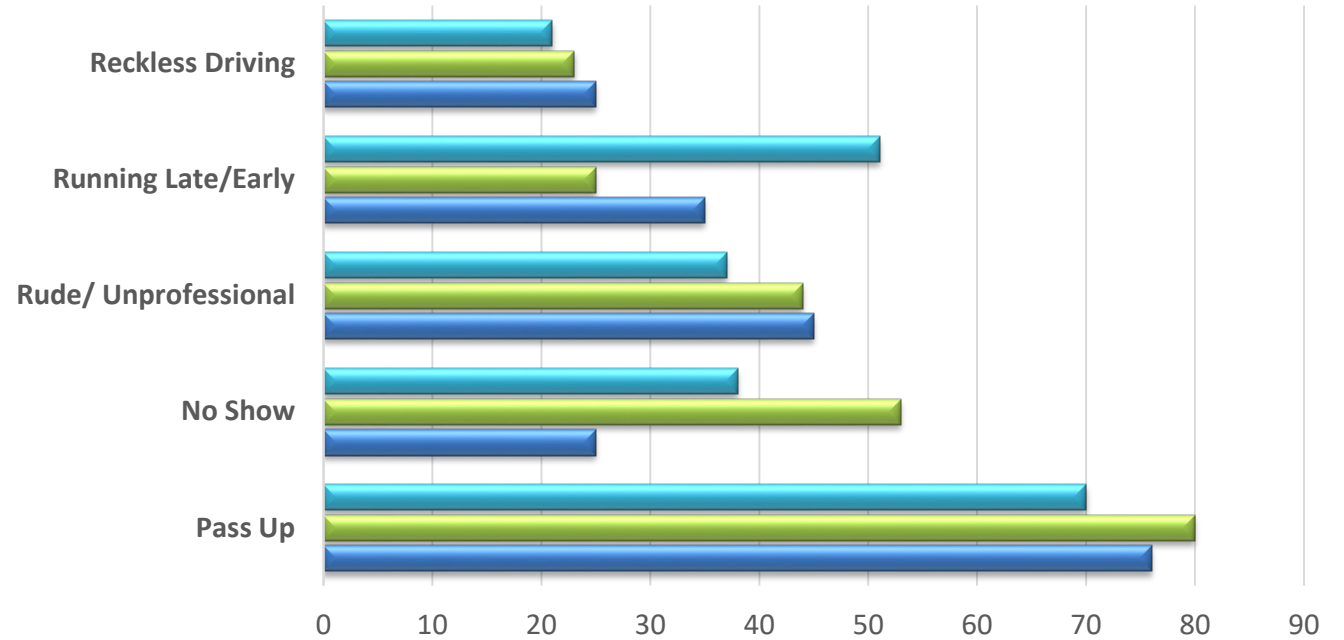


FIXED ROUTE TOP 5 FEEDBACK CATEGORIES – JUNE 2024

Feedback Categories



3 Month Comparison

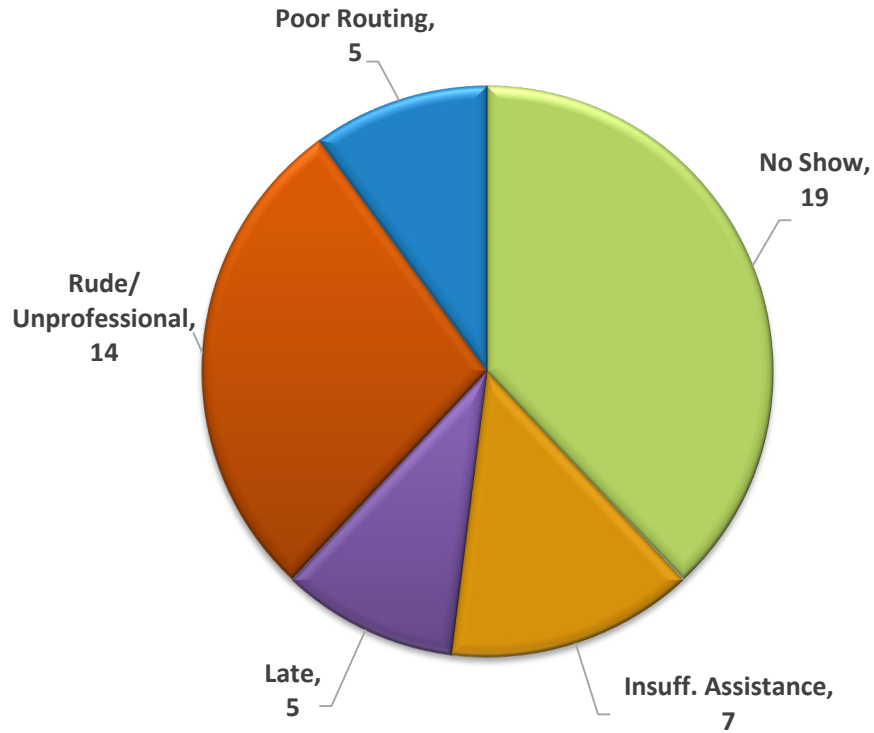


	Pass Up	No Show	Rude/ Unprofessional	Running Late/Early	Reckless Driving
Apr-24	70	38	37	51	21
May-24	80	53	44	25	23
Jun-24	76	25	45	35	25



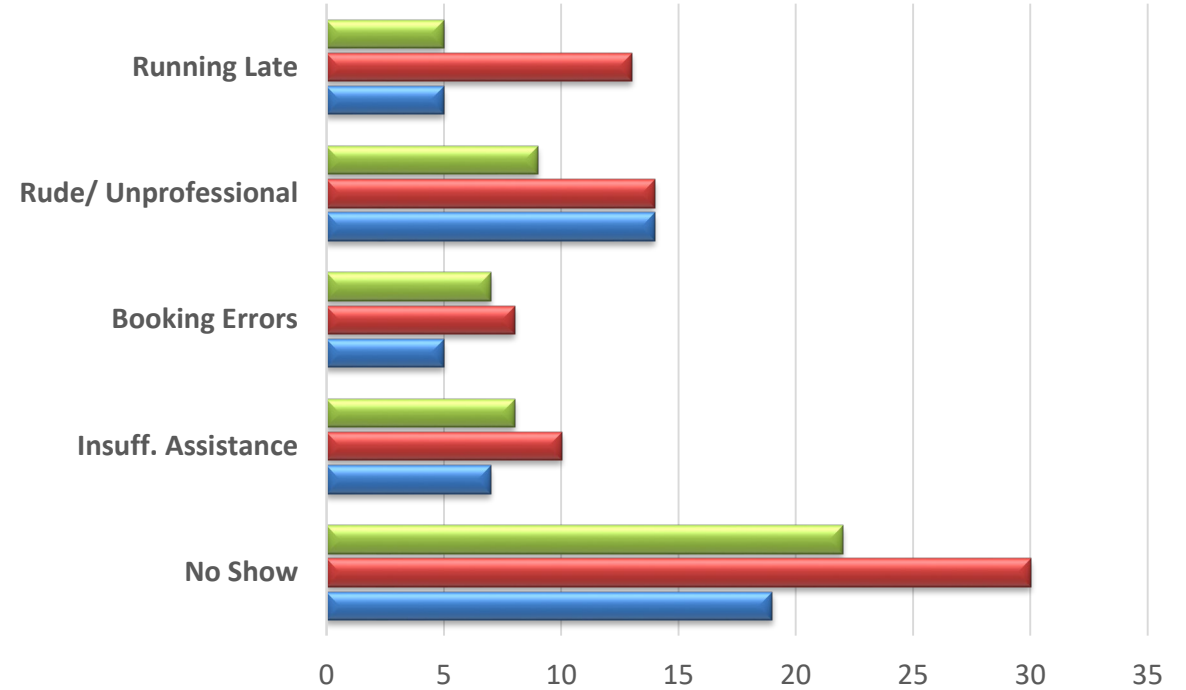
TARC3 TOP 5 FEEDBACK CATEGORIES – JUNE 2024

Feedback Categories



**No Show – See Scheduled vs. Performed slide for more detail
Departments perform a process of reported feedback verification**

3 Month Comparison



	No Show	Insuff. Assistance	Booking Errors	Rude/ Unprofessional	Running Late
■ Apr-24	22	8	7	9	5
■ May-24	30	10	8	14	13
■ Jun-24	19	7	5	14	5

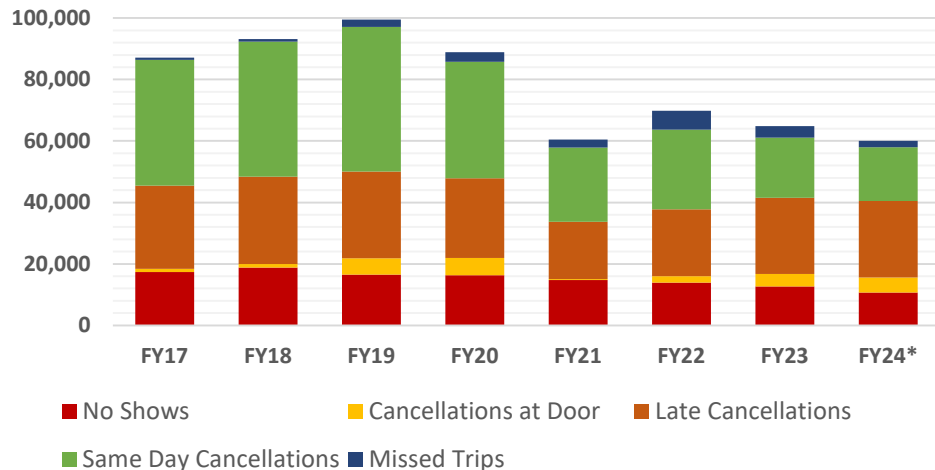


TARC3 SCHEDULED VS PERFORMED

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

* YTD (May)

TARC3 Non-Performed Scheduled Trips

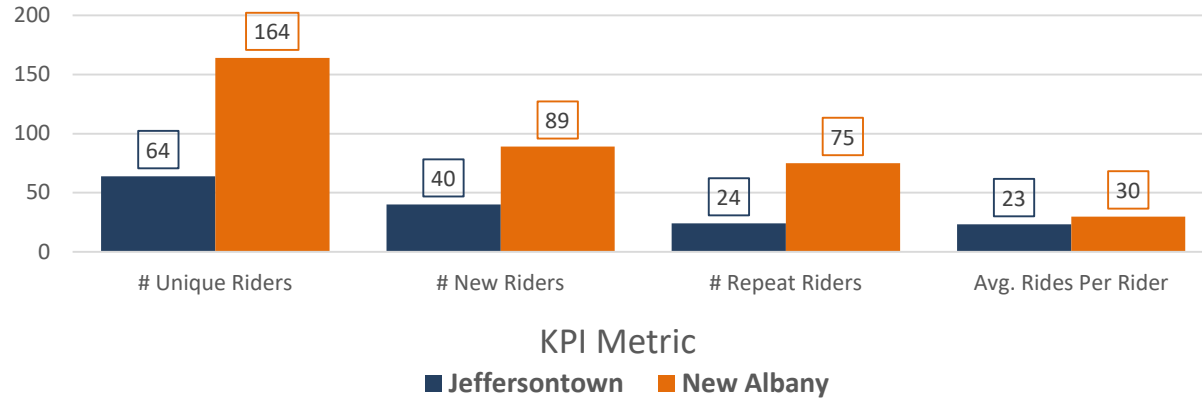


FY24*			
	% of Scheduled	% of Cancelled	Definition
MISSED	0.55%	4%	Any trip whereas the driver arrives before or after the 30 minute negotiated pickup window and departs without the passenger before waiting at least 5 minutes within the window. The negotiated time is a time you want to arrive or a time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



TARC ON-DEMAND PILOT

TARC ON-DEMAND April - June



TARC3 ON-DEMAND April - June			
KPI METRICS	Jeffersontown	New Albany	Total
# Unique Riders	64	164	228
# New Riders	40	89	129
# Repeat Riders	24	75	99
Avg. Rides Per Rider	23	30	53
# Passengers Completed	654	2191	2845
# Rides Completed	589	1649	2238
Passengers Per Vehicle Hour (PVH)	1	4	5
Connect to Fixed Route % of trips	42%	41.8%	42%
Point to Point % of trips	58%	58.2%	58%

Duration: April – September 2024

Purpose: Connect Fixed Route / Zone Point to Point

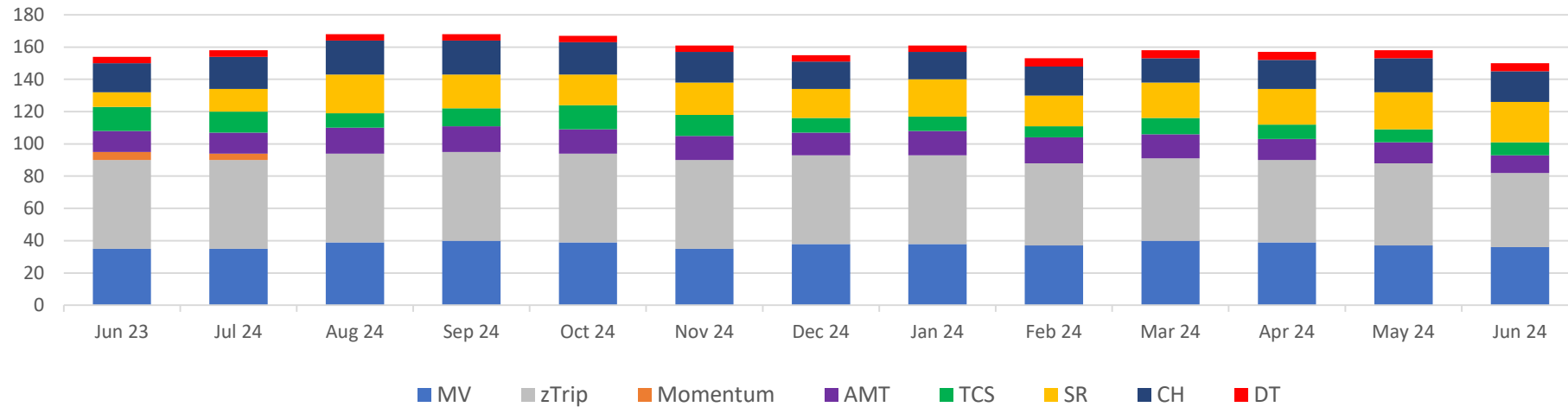
Zones: New Albany and Jeffersontown

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



TARC3 (PARATRANSIT) OPERATOR STAFFING

MONTHLY OPERATORS



Total Network Headcount to June: 147 (-13% from June FY23)
 Current Operator Count Goal = 166

Operator Counts

- MV Transportation: 33
- zTrip: 46
- Alpha Medical: 11
- Transport Care: 8
- SilverRide: 25
- Choice Medical: 19
- Diversity Medical: 5

Recruiting Report

- Candidate Outreach: 15
- Office Appts/Interviews scheduled: 15
- Interviews conducted: 13



MV MONTHLY PERFORMANCE – JUNE 2024

MONTHLY PERFORMED AND MISSED TRIPS



Missed Trips (after reconciliation)

FY24 June Missed Trips: 0.35%

29,496 Performed Trips



MV LIQUIDATED DAMAGES – JUNE 2024

PARATRANSIT

Monthly

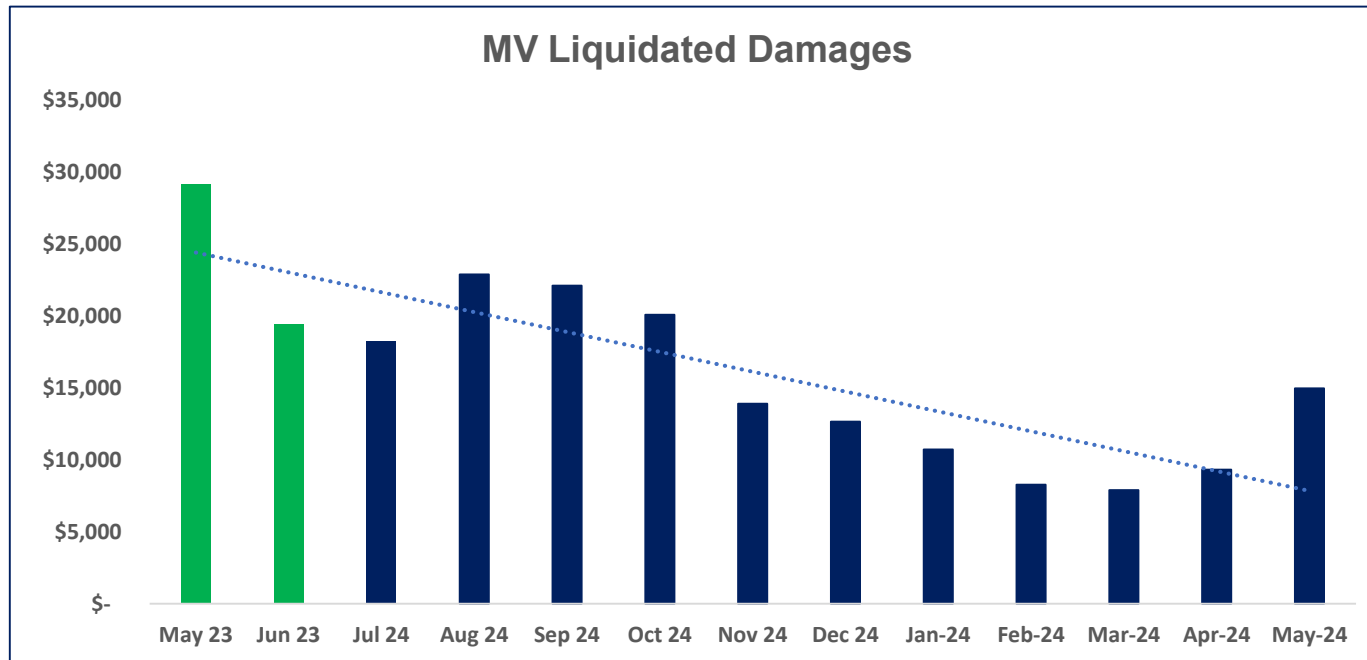
\$11.1K

-26% VLM*
-43% VLY

YTD

\$172K

-70% VLY



Monthly Details

\$5K (45%), Late Trip, > 30 mins late

\$3.1K (28%), Accidents

\$3K (27%), Missed Trips

Types of Penalties:

Missed Trip

Late Trip

On-Time Performance

Excessive Trip Length

Customer Complaints

Compromised Safety

Maintenance

*Increase in liquidated damages due to preventable accidents from previous months



TARC ACTION PLAN

ACTION PLAN

Department	Item	Status	Timeline	Completion
Maintenance	Pylon Repair	27/30 fans installed – waiting on vent solution and additional monitors	Feb – Jul	85%
Maintenance	Bus Utilization/Shelter and Sign Placements	Implement Bus Utilization Plan and Shelter and Sign Placements	July – Oct	10%
Safety	Lighting and Camera	Main Campus and 29 th St lighting and Union Station cameras	March - Dec	25%
Safety	Safety Ambassador Program	Line #23 running with 2 ambassadors: 16 hrs/day, 7 days/week	Feb - July	95%
Safety	Active Shooter Program	De-escalation for operators/customer service personnel. Remaining staff and follow-up role play to be scheduled	Mar – Nov	75%
Transportation	Road Supervisor – Operator Support Dispatch Supervisor – Response Monitoring	Road Supervisors – Operate in Zones Providing Operator and Customer Support Dispatch Supervisor – Monitor Response Times for Operator call in for Assistance	June – Dec	25%
Customer Experience	Feedback Closure Rate	Establish monthly target goal for feedback closures and identify improvements	Feb - July	85%
Paratransit	Performed vs. Scheduled Trip Improvements	Plan to reduce percentage of trips scheduled but not performed	July - Dec	0%



JULY BOARD OF DIRECTORS UPDATE

July 24, 2024



TARC 2025 TIMELINE

2024	
February	<ul style="list-style-type: none">o Project kick off
March	<ul style="list-style-type: none">o Briefings for Mayor's Office, TARC board, and other key elected officialso Data gathering and research (internal)
April	<ul style="list-style-type: none">o Rider and community surveyo Data gathering and research (internal)
May	<ul style="list-style-type: none">o Core design retreat (Develop three concepts with TARC and partner agency staff: May 20-23)o Briefings for core business, community, and advocacy stakeholders on fiscal cliff and TARC 2025 network redesign project (continues into June)
June	<ul style="list-style-type: none">o Concept development (internal)
July/August	<ul style="list-style-type: none">o Public Engagement Phase I: Release three concepts<ul style="list-style-type: none">• Introducing three concepts and gather feedback on preferences and priorities• Starts with large stakeholder ½ or full day session in late July• Community engagement lasts until Labor Day
September	<ul style="list-style-type: none">o TARC Board Decision Point #1: What guiding principles steer the draft proposals?
October	<ul style="list-style-type: none">o Draft proposals development (internal)
November/December	<ul style="list-style-type: none">o Public Engagement Phase II: Release of two draft network proposals<ul style="list-style-type: none">• Starts again with large stakeholder half or full day session in November• Community engagement in November and December



TARC 2025 TIMELINE

2025	
January	<ul style="list-style-type: none">○ TARC Board Decision Point #2: What should the final proposals look like?○ Final proposals development (internal)
February	<ul style="list-style-type: none">○ Public Engagement Phase III: Final network proposal released● Final stakeholder session● Community engagement in February and March
March - July	<ul style="list-style-type: none">○ TARC staff implements new restructured routing, scheduling, and infrastructure preparation for new network
July/August	<ul style="list-style-type: none">○ Pre-implementation public awareness blitz
August	<ul style="list-style-type: none">○ Network redesign implementation (earliest feasible date)

FOUR PHASES OF ENGAGEMENT

Capacity Building: Education

June-July 2024

- In-reach/out-reach
- Standing meetings
- Tabling
- Project Website
- Social Media
- Ridership Survey
- Online survey

Engagement Round 1: Concepts

Aug-Sept 2024

- Community Canvassing
- Direct Mailers
- Tabling
- Standing Meetings
- Small group presentations
- Transit Stop Pop-ups
- Stakeholder Workshops
- In Person Open Houses
- Online Survey

Engagement Round 2: Draft Plans

Nov-Dec 2024

- Tabling at Community Events
- Presenting at Standing Meetings
- Transit Stop Pop-ups
- Stakeholder Workshops
- Virtual Public Forums
- Virtual Open Office Hours

Engagement Round 3: Final Plans

Spring 2025

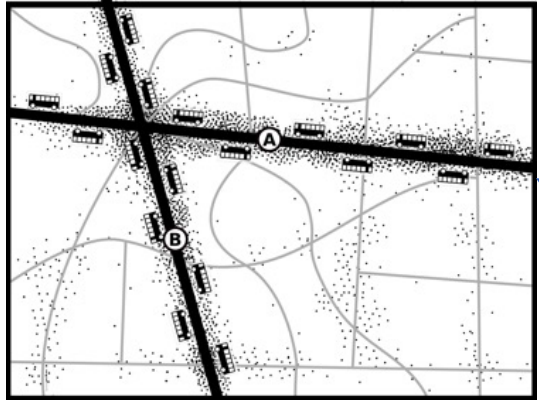
- Tabling at Community Events
- Presenting at Standing Meetings
- Virtual Public Presentations
- Virtual Open Office Hours
- Project Website



TARC 2025: UPCOMING KEY DATES

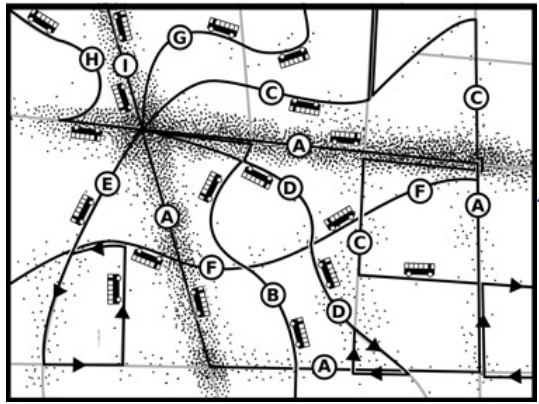
- 7/18: Press release announcing TARC 2025
- 7/29: Stakeholders Advisory Committee #2: Concepts introduction
- 7/30 – 9/9: Public Engagement Round One: Concepts Feedback

tarc Concepts in August

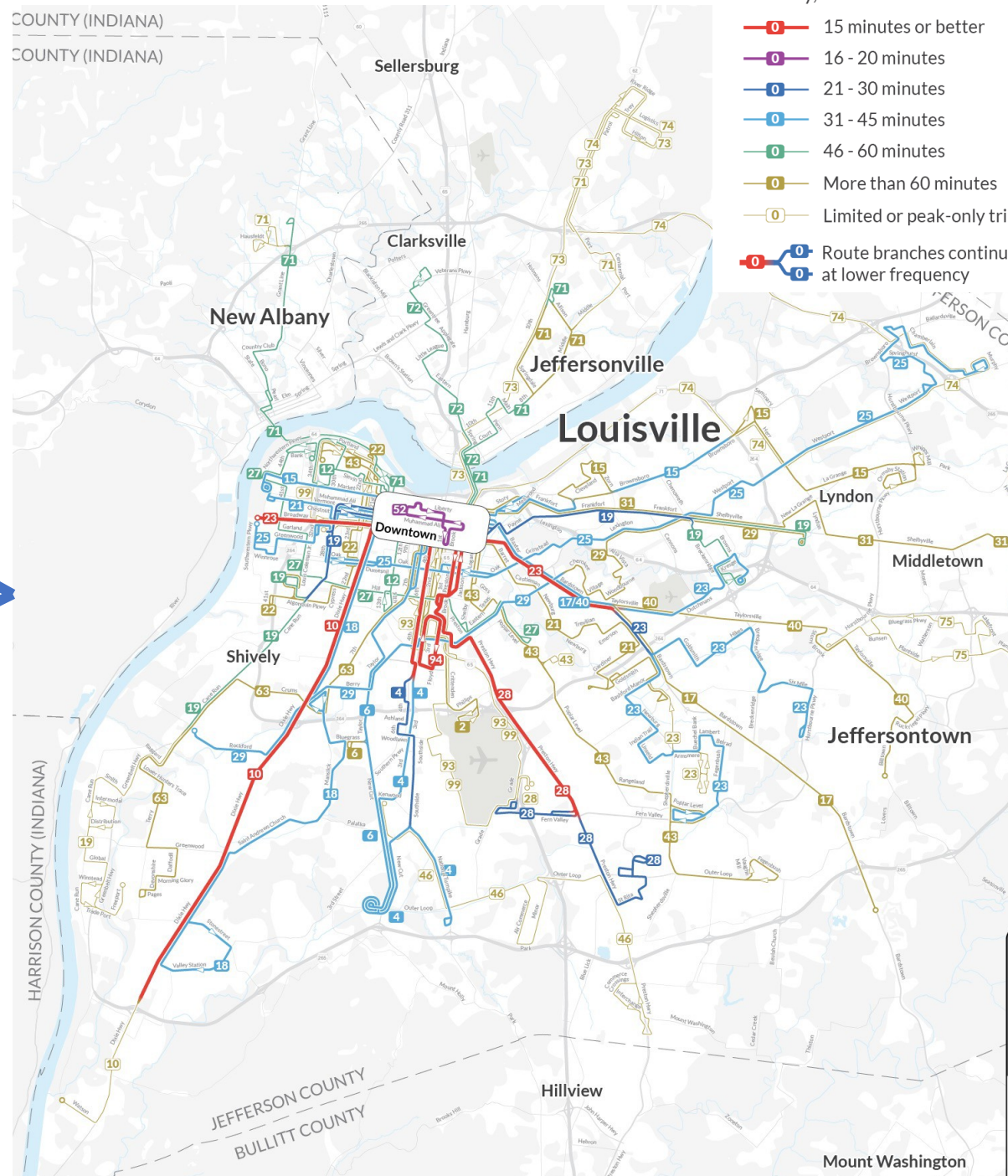


Ridership Concept

Service reductions $\geq 40\%$



Coverage Concept



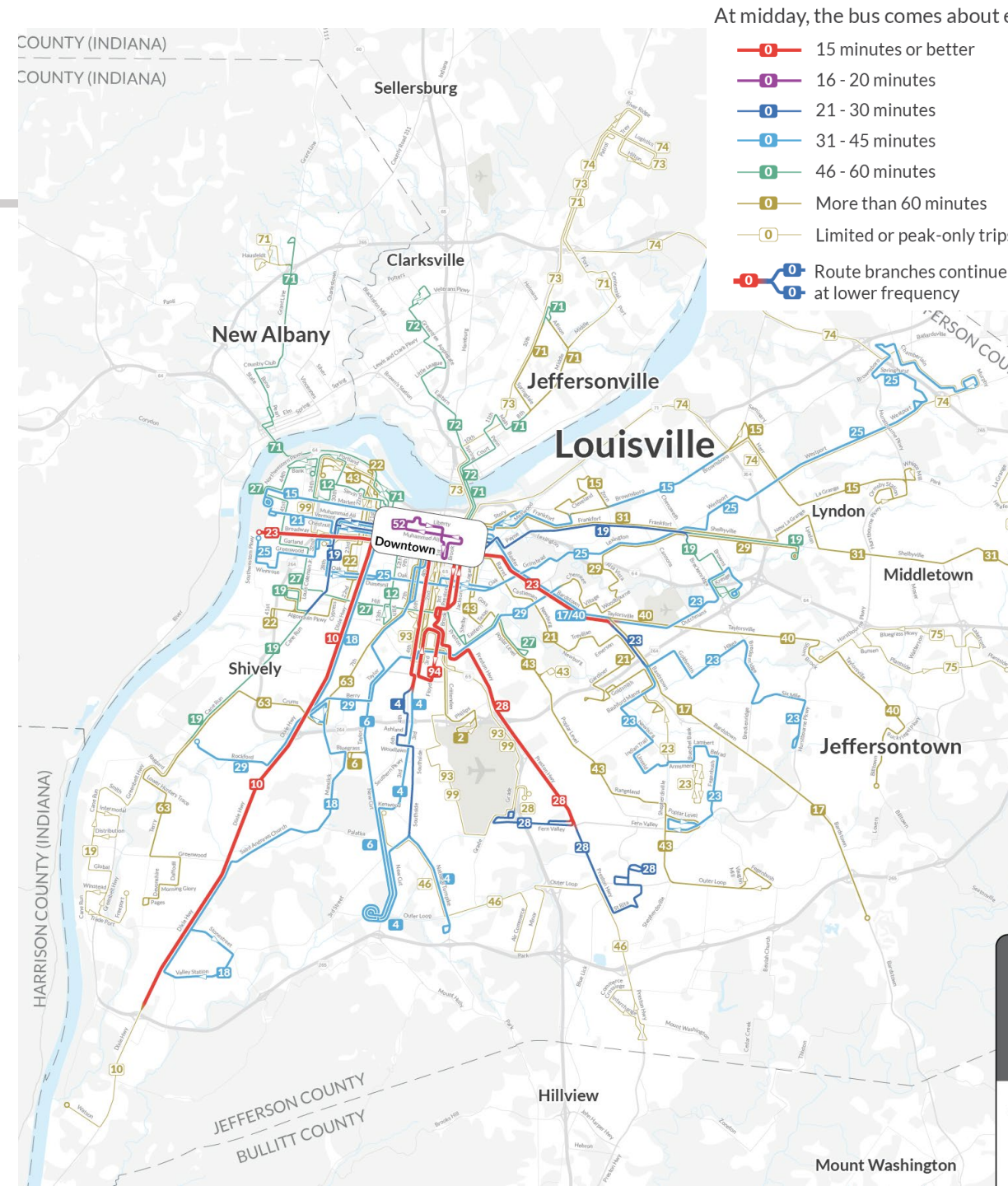


Concepts in August

A Third Concept: **Growth**

*What could TARC achieve **with an increase** in service hours relative to today's network?*

- Improved frequency of service
- Better cross-town connections
- New suburban transit hubs
- Increased access to jobs and opportunities





MEMORANDUM

To: TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: July 24, 2024

Re: Resolution 2024 – 25 TARC 2025 Plan Scope Change for JCPS Services

Transit Authority of River City (TARC) is in process of developing TARC 2025 service restructuring plan, as approved by the Board of Directors Resolution No. 2023-13 for Architectural, Engineering, Environmental and Transit Planning Services - IDIQ (Indefinite Delivery and Indefinite Quantity). The first order scope of work includes TARC 2025 Plan, fully funded by two federal grants for Route Restoration Program and Areas of Persistent Poverty in the amount of \$1,230,000 with no local match required. TARC 2025 will study recent transit trends and needs for transit in the region, and make recommendations for TARC to restructure and improve its service and network in the next few years.

In an effort to improve connections and service to education, TARC wishes to propose the scope changes that would include an additional scenario in the Draft and Final Plan recommendations for TARC 2025. The additional scenario would include a set of services and improvements targeting JCPS facilities to better serve students, particularly middle and high school students. This work would be organized as a new Task 12 under the overall project. The work will be performed by TARC 2025 consulting team, Schmidt Associates and Jarret Walker and Associates, in collaboration with TARC.

The specific scope changes are as follows:

As part of the revised scope, the consultant team, in consultation with TARC, will develop a third scenario for the Draft and Final Plan that provides improved services to JCPS facilities. The third scenario will be built off of the Constrained Scenario and show what the cost of improved services to JCPS would require above the short-term forecasting budget for TARC. Elements of this JCPS Scenario will also be refined as a menu of additions to the Growth Network Scenario.

The consultant team will hold up to two coordination meetings with JCPS, TARC, and other partner staff to develop a set of parameters around the extent of additional investment necessary to better serve school facilities. These meetings should be held in August with a goal to prepare for the Final Core Design Retreat.

The parameters and assumptions determined through the above meetings will be documented through a memorandum to get a sign-off from the key partners (JCPS and TARC) regarding the design of this scenario. These parameters will include the expected additional revenue hours to assume for an expanded set of services for JCPS facilities, and any high-level goals for the



coverage of different types of facilities (e.g. middle schools, high schools, and magnet schools).

During the Final Core Design Retreat, TARC and the consulting team will hold one extra day of design workshop time to develop the JCPS scenario. We will invite the appropriate JCPS staff to participate in that portion of the Final CDR.

The "School Access Scenario" will provide: detailed mapping, route and system level cost, peak fleet requirements, analysis of population and jobs covered by each tier of service, along with isochrone analyses changes in access to jobs and population provided by each improvement.

The analysis will include the change in access for up to 60 JCPS facilities, which consists of mainly high schools and middle schools.

As part of the Final Plan, the team, in consultation with TARC, will include the third scenario (School Access Scenario) recommendations for improvements. As part of the final steps in the planning process, we anticipate up to two coordination meetings with JCPS staff to finalize recommendations after the public feedback on the Draft Plan.

The Final Plan for JCPS scenario will include all information and analysis developed at the Draft Plan level, with final data, cost and fleet assessment, and recommendations for school access improvements.

The JCPS Scenario tasks, draft and final plan, would be completed alongside TARC 2025 Draft Plan Development with a completion by November 2024, and alongside Final Plan with a completion by February 2025.

The total cost for this change order is \$54,921.74. The completion of this task will support TARC in its effort to improve and coordinate transportation services with JCPS in both the short and long term.

The attached Resolution seeks Board approval of TARC 2025 Scope Change for JCPS Services. If you have any questions, please call me at 502-561-5100.



Resolution 2024-25 TARC 2025 Plan Scope Change for JCPS Services

WHEREAS, Transit Authority of River City (TARC) is developing a TARC 2025 service restructuring plan, as approved by the Board of Directors Resolution No. 2023-13 for Architectural, Engineering, Environmental and Transit Planning Services; and

WHEREAS, the first-year scope of work includes TARC 2025 Plan, fully funded by federal grants for Route Restoration Program and Areas of Persistent Poverty, in the amount of \$1,230,000 with no local match required; and

WHEREAS, TARC is proposing a change order to the original scope to include an additional scenario in the Final TARC 2025 Plan; and

WHEREAS, the additional scenario will include a set of services and improvements targeting JCPS facilities to better serve students, particularly middle and high school students; and

WHEREAS, the “School Access Scenario” will provide: detailed mapping, route and system level cost, peak fleet requirements, analysis of population and jobs covered, along with isochrone analyses changes in access to jobs and population provided by these improvements; and

WHEREAS, the analysis will include the change in access for up to 60 JCPS facilities, primarily with respect to high schools and middle schools; and

WHEREAS, the consultant will develop a JCPS Scenario for the Draft Plan that provides improved services to JCPS facilities; and

WHEREAS, such scenario will be built off of the Constrained Scenario and provide the cost of improved services to JCPS above the constrained forecasting budget for TARC with such task being completed alongside the Draft Plan Development by November 2024; and

WHEREAS, the elements of this JCPS Scenario will also be refined as a menu of additions to the Growth Scenario by the consultant in consultation with TARC, which will refine and update the JCPS Scenario (School Access Scenario) for the Final Plan with a completion by February 2025; and

WHEREAS, the total cost for this change order is \$54,921.74 fully funded by TARC operating funds; and

WHEREAS, the scope change and completion of this task will support TARC’s efforts to improve and coordinate transportation services for JCPS in the short and long term; and

WHEREAS, this TARC effort will be beneficial for JCPS students, families, and the entire community to have better access to education and JCPS facilities across the Louisville Metro area; and



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

The TARC 2025 Plan Scope Change for JCPS Services is hereby approved.

Adopted this 24nd day of July 2024

Ted Smith, Chair, Board of Directors



MEMORANDUM

To: Ted Smith, Chair of TARC Board of Directors

From: Ozzy Gibson, Executive Director

Date: July 24, 2024

Re: Resolution 2024-26 Verizon Wireless Service Renewal

In 2009, Verizon Wireless services were first implemented to support the needs of TARC's fixed-route Intelligent Transit System (Trapeze NOVUS) by providing 3G cellular connectivity from our vehicles through on-board routers. The TARC IT Department had worked with several cellular service providers over several months to test coverage on all of the TARC routes at that time and determined that Verizon provided the most consistent coverage with the fewest dead spots.

TARC Procurement has initiated a piggyback contract with Commonwealth of Kentucky under Master Agreement MA 758210000436. The Procurement Department conducted a pricing/cost analysis and deemed the contract pricing is fair and reasonable. It is in TARC's best interest to piggyback off the state contract and take advantage of the discount than to competitively solicit this service. A request to piggyback off the contract with Commonwealth of Kentucky was granted and used since 2022.

Since that time the Verizon service agreements have expanded to include passenger Wi-Fi on the buses, farebox communication, TARC employee cell phones for business communication needs, and tablets for remote point of sale terminals, Safety Officers, and Road Supervisors. Through those years, TARC has transitioned from limited 3G service to unlimited 4G. And soon TARC will be moving to 5G service with the implementation of our new Intelligent Transit System (Avail) for the same cost as our current 4G service.

This resolution is a request to renew our three wireless service agreements for Bus Routers, Tablets, and Cell Phones with Verizon Wireless used by TARC.

As per internal control rules, this request is needed because annual spending with Verizon Wireless for our current agreements is expected to exceed \$200,000.00

The expected cost for the renewal of these three service agreements is expected not to exceed \$241,000.00 which includes a 10% contingency due to any unforeseen system requirements. The price was deemed fair and reasonable based on the Commonwealth of Kentucky Master Agreement MA 758 2100000436

At this time, we respectfully request the Board of Directors to authorize the Executive Director to enter into a one-time sole source purchasing agreement with Verizon Cellular Services with a not-to-exceed amount of \$241,000.00.

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



RESOLUTION 2024-26 VERIZON WIRELESS SERVICE RENEWAL

A Resolution authorizing the Executive Director to enter into a one-time sole source purchasing agreement with Verizon Wireless.:

WHEREAS, TARC seeks Verizon Wireless to provide TARC with wireless services based on system needs; and,

WHEREAS, a sole source, quote request for pricing proposal was requested on June 24, 2024.

WHEREAS, TARC received a proposal from Verizon Wireless and were deemed responsive,

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

The Executive Director is hereby authorized to enter into a one-time sole source purchasing agreement with Verizon Wireless for a not-to-exceed amount of \$241,000.00.

ADOPTED THIS 24th DAY OF July 2024

Ted Smith, Chair of the Board of Directors



MEMORANDUM

To: Ted Smith, Chair of TARC Board of Directors
From: Ozzy Gibson, Executive Director
Date: July 24, 2024
Re: Amendment No. 1 to Resolution 2024-14 for Contract P-2720

On March 27, 2024, Resolution 2024-14 amended Resolution 2018-04 authorizing the Executive Director to enter into a contract P-2720 with the Goodyear Tire and Rubber Company Tire Leasing and Servicing for a five (5) year base term with one 24-month renewal.

The contract modification in February 2023 included a price increase. Both parties discussed entering into the twenty-four (24) month extension period beginning with the sixth-year option on April 1st, 2023 and ending on March 31st, 2024, however no amendment was executed and the seventh-year option began on April 1st, 2024 and ends on March 31st, 2025.

The Procurement Department conducted a price/cost analysis and deemed The following annual values are deemed fair and reasonable:

1. April 1, 2023 – March 31, 2024
 - Tire Leasing \$362,484
 - Tire Servicing \$331,296
2. April 1, 2024 – March 31, 2025
 - Tire Leasing \$395,768
 - Tire Servicing \$341,232

At this time, the staff is submitting the attached Amended Resolution 2024-14 requesting authority to enter into the final 24-month renewal contract with Goodyear Tire & Rubber Company for a not-to-exceed amount of \$1,430,780.

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



AMENDED RESOLUTION 2024-14 Tire Leasing and Servicing

A Resolution authorizing the Executive Director to enter into a renewal of one (1) 24-month option with The Goodyear Tire & Rubber Company.

WHEREAS, TARC seeks to exercise the final option of the contract P-2720; and,

WHEREAS, TARC's amendment to the resolution with a not-to-exceed amount of \$1,430,780.00; and,

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

The Executive Director is hereby authorized to enter into the optional 24-month renewal contract with Goodyear Tire & Rubber Company for a not-to-exceed amount of \$1,430,780.00.

ADOPTED THIS DAY OF 24th DAY of July 2024

Ted R. Smith, Chair of the Board of Directors